



Town of Carbondale
511 Colorado Avenue
Carbondale, CO 81623

AGENDA
PLANNING & ZONING COMMISSION
THURSDAY, August 13, 2020
7:00 P.M. Virtual Meeting *

1. CALL TO ORDER
2. ROLL CALL
3. 7:00 p.m. – 7:05 p.m.
Minutes of the July 16, 2020 meeting.....Attachment A
4. 7:05 p.m. – 7:10 p.m.
Public Comment for Persons not on the agenda (See instructions below)
5. 7:10 p.m. – 8:40 p.m.
Virtual HEARING –Annexation, Rezoning, Major Site Plan Review,
Conditional Use Permit and Vested Rights.....Attachment B
Applicant: Eastwood 133, LLC
Location: 0430 Highway 133
6. 8:40 p.m. – 8:50 p.m.
Re-appointments for Planning Commission.....Attachment C
7. 8:50 p.m. – 8:55 p.m.
Staff Update
8. 8:55 p.m. – 9:00 p.m.
Commissioner Comments
9. 9:00 p.m. – ADJOURN

***Please note all times are approx.**

ATTENTION: Due to the continuing threat of the spread of the COVID-19 Virus, all regular Carbondale P & Z Meetings will be conducted virtually. If you have a comment concerning one or more of the Agenda items please email msikes@carbondaleco.net by 4:00 pm on August 13, 2020.

If you would like to comment during the meeting please email msikes@carbondaleco.net with your full name and address by 4:00 pm on August 13, 2020. You will receive instructions on joining the meeting online prior to 7:00 p.m. Also, you may contact msikes@carbondaleco.net to get a phone number to listen to the meeting, however, you will be unable to make comments.

Upcoming P & Z Meetings:

8-27-20 – Eastwood Annexation, Rezoning, MSPR and Conditional Use Permit
9-10-20 - TBD

MINUTES
CARBONDALE PLANNING AND ZONING COMMISSION
Thursday July 16, 2020

Commissioners Present:

Michael Durant, Chair
Ken Harrington, Vice-Chair
Jay Engstrom
Nicholas DiFrank (1st Alternate)
Erica Stahl Golden (2nd Alternate)

Staff Present:

Janet Buck, Planning Director
John Leybourne, Planner
Mary Sikes, Planning Assistant

Commissioners Absent:

Jeff Davlyn
Jade Wimberley
Marina Skiles
Nick Miscione

Other Persons Present Virtually

Bryan Welker
Mark Chain

The meeting was called to order at 7:00 p.m. by Michael Durant.

June 25, 2020 Minutes:

Ken made a motion to approve the June 25, 2020 minutes. Nicholas seconded the motion and they were approved unanimously.

Public Comment – Persons Present Not on the Agenda

There were no persons present to speak on a non-agenda item.

Resolution 7, Series of 2020 – Subdivision Exemption – 156/160 12th Street

Ken made a motion to approve Resolution 7, Series of 2020, approving the Subdivision Exemption at 156/160 12th Street. Nicholas seconded the motion and it was approved unanimously.

VIRTUAL HEARING – Rezoning

Location: 35 N. Seventh Street

Applicant: Bryan & Jennifer Welker

Janet said that this is an application for the rezoning of a parcel from the 711 Main Street Planned Unit Development (PUD) zone district to the Commercial/Transitional (C/T) zone district. She stated that the Planning Commission is required to hold a public hearing and recommend approval or recommend denial. She said that the Commission may also continue the public hearing.

Janet stated that the parcel is 3,750 sq. ft. She said that there is an existing single-family house on the lot. She stated that this property is one of two lots located within the 711 Main Street PUD. She said that the other property in the PUD is 711 the lot directly to the south of this lot – Amore Realty.

Janet said that these two lots were originally one 7,500 sq. ft. parcel under common ownership. She stated that the parcel had been zoned C/T.

Janet explained that in 2006, the property owner of that parcel was planning to demolish the historic structure at 711 Main Street. She said that Town Staff encouraged the property owner to retain and restore the historic building. She said that in return, the Town rezoned the parcel to the 711 Main Street PUD, allowed the parcel to be split into two lots, and allowed a single-family home to be constructed at 35 N. 7th Street. She said that the Town also waived building permit fees. She stated that in return, the property owner signed an agreement stating that if the historic house was demolished within 20 years, that the fees would be refunded to the Town.

Janet said that this request for rezoning to C/T is for the 35 N. 7th Street property only. She stated that the historic house at 711 Main Street would remain within the 711 Main Street PUD. She said that there are no changes proposed to either property with this rezoning.

Janet stated that the lot is in compliance with the zoning parameters except for the Minimum Lot Depth and the Rear Yard Setback. She said that the Town Attorney has weighed in on whether variances would be needed for those two items. She said that his interpretation was that if the rezoning is approved, those would become legal nonconforming site conditions and can legally remain in place. She stated that any new development on the site would need to be in compliance with the development standards. She said that the ordinance of approval would acknowledge the legal nonconforming nature of the lot and building.

Janet said that overall, the rezoning appears to be appropriate. She stated that the uses in the C/T zone district will allow uses that would accommodate the uses that meet the “Downtown” designation in the Comprehensive Plan. She said that the property has C/T on two sides. She stated that the C/T area would provide a buffer to transition from Main Street to the residential neighborhoods to the north.

Ken asked how the non-conforming would impact future renovations or expansions.

Janet read from the Code the section for maintenance of non-conformities; Unified Development Code, Section 7.2.5 discusses maintenance and minor repair, minor repairs and maintenance of non-conformities are permitted and encouraged, provided that the minor repairs and maintenance do not increase the extent of the non-conformity. She said that you could not increase the square footage within the back-yard setback. She said that this will be a non-conforming lot and a non-conforming structure. She said that it can be built on or developed as long as the owner meets all

development criteria. She said that they could do an addition if it meets setbacks and building heights.

Michael asked what would happen with Lynn's property and does it stay in the PUD.

Janet said that it stays in the PUD and that there are two property owners who signed letters that they were fine with amending the PUD.

Jay asked why the C/T zone district has a twenty-foot setback for the rear.

Janet said that she didn't see any good reason for it and when we go through the next round of amendments, we need to look at that.

Mark Chain on behalf of Bryan and Jennifer Welker introduced himself. He said that Janet did a good job of summarizing the history. He said that he is glad that the house at 711 Main was preserved for a twenty-year time period. He said that this was zoned Commercial Transitional (C/T) before and taken out to form the PUD. He said that it meets all of the Comprehensive Plan criteria as well as the zoning criteria.

Mark shared his screen to give a bird's eye view of the site and surrounding properties. He said that he recommends that the rear setback go back to five feet unless there is a real reason when it is reviewed. He said that there are two non-conformities, the lot depth and the rear yard setback. He said that if a future owner wanted to build in the rear setback that they would need to apply for a variance and justify it or wait until the zoning is changed.

Mark outlined comparisons in the Comp Plan to the development itself. He said that the utilities are adequate and that the parking works. He said that the parking is where it should be, off to the side, around the back and on the alley.

Mark said that Bryan and Jennifer have reviewed the Staff report and we all concur with the recommendations and we hope that you will approve this rezoning.

Ken asked why the owners were rezoning.

Mark said that the future owners wanted to use it in conformance with the C/T zone district.

Janet said that the PUD limits Lot A to one- or two-family dwelling units and that commercial uses are not allowed.

There were no members of the public present.

Motion to close the comment portion of the public hearing

Ken made the motion to close the comment portion of the public hearing. Nicholas seconded the motion and it was approved unanimously.

Jay said that he is in favor and that eliminating half of the PUD is benefiting the Town.

Erica said that she agrees, and that the presentation was thoughtful.

Nicholas said that he agrees.

Michael stated that it is pretty straight forward and that legal non-conforming is really not that big of a deal. He said that it is the simplest way to go.

Motion

Ken made a motion to recommend approval of the rezoning of 35 N. Seventh Street from PUD to C/T zone district with the conditions and findings in the Staff report. Jay seconded the motion and it was approved unanimously.

Staff Update

Janet said at the Board meeting on Tuesday night the parking amendment was approved for the self-storage facilities exactly as the Commission had recommended.

Janet said that the rezoning for the Sopris Shopping Center/Carbondale Center Place was continued as the Board had some concerns.

Janet said that the City Market Fueling Station is open, and that the grocery store might be open by the end of August.

Mary said that the plans and permits keep on coming.

Janet said that there were not any applications for the July 30th meeting and that the P&Z appointments can be on the agenda for the August 13th meeting.

The Commission agreed on canceling the July 30, 2020 meeting.

Janet said that both the August 13 and 26 meetings will be the Eastwood self-storage application of Annexation, Rezoning, Major Site Plan Review and Conditional Use Permit.

Commissioner Comments

There were no Commissioner comments.

Motion to Adjourn

A motion was made by Nicholas to adjourn and the meeting was adjourned at 7:40 p.m.



**TOWN OF CARBONDALE
511 COLORADO AVENUE
CARBONDALE, CO 81623**

Planning Commission Agenda Memorandum

Meeting Date: 8-13-20

TITLE: Eastwood 133, LLC Self-Storage Facility
Annexation, Rezoning, Major Site Plan Review, Conditional Use
Permit, and Vested Rights

SUBMITTING DEPARTMENT: Planning Department

ATTACHMENTS: Referral Comments
Building Official
Parks Department
CDOT
RFTA
Excerpt from Access Control Plan
Land Use Application

BACKGROUND

This is a public hearing to consider an application for Annexation, Rezoning, Major Site Plan Review, Conditional Use Permit, and Vested Rights. The Planning Commission is required to hold a public hearing and recommend approval of the application or recommend denial. The Planning Commission may also continue the public hearing.

Since this is a complex project, Staff recommends that the Planning Commission split the review into two hearings. The first hearing to allow the applicant the opportunity to present the proposed project to the Planning Commission and community. At the end of the applicant's presentation, the Planning Commission should ask questions to clarify information presented by the applicant. Staff would then go over annexation issues such as the Comprehensive Plan, Annexation Criteria and Rezoning. The Planning Commission may then ask questions of staff. The public hearing should be opened for public comment. Staff has listed some questions in the report which the Commission may wish to discuss. The Commission would then continue the public hearing to August 27, 2020. The Commission should also discuss whether any additional information is needed.

Project Summary

The property is located at 0430 Highway 133. It is the 2.602 acre parcel along the west side of Highway 133, just north of the Public Service electrical substation. The property is currently zoned Commercial General in Garfield County.

The property is surrounded by the following zone districts and uses:

North	Commercial General (County)	Tire Store
South	Industrial	Electric Substation
East	CRW PUD	Commercial Uses
West	Commercial General (County)	Mobile Home Park

The applicant/Owner, Eastwood 133, LLC, would like to annex the property into the Town and rezone the parcel to the Commercial/Retail/Wholesale zone district.

The applicant then proposes to develop a self-storage facility and one residential unit. There would be three buildings as follows:

Building 1	2,777 sq. ft.
Building 2	3,774 sq. ft.
Building 3	68,683 sq. ft.
Total	73,234 sq. ft.

There would be 590 self-storage units with a combination of internal and external units. Sheets GA3.1 and GA3.2 in Exhibit G provide a good understanding of where the storage units are located, the size of each unit, and whether they are internal or external. The units range from 5' x 5' to 10' x 30'.

The self-storage facility would include a small office for an on-site manager. There would also be retail sales to include sale of packing materials. The office, retail sales, and residential unit will be located on the north side of Building #3.

Building #3, which is the larger structure, would be located at the center of the site. It is a two-story structure. The two smaller buildings (Buildings #1 and #2) are each located along the east side of the parcel near Highway 133. They are both single story structures. These two structures have a number of functions. They contain external self-storage units, they screen the first floor of Building #3 where garage doors are located, and they provide the palette for the murals facing Highway 133.

The grade of the parcel is above Highway 133. The Engineering Report indicates that the site will be lowered approximately 2 ft. to help reduce the scale of the buildings. It goes on to say the proposed grades around the site will tie into existing grades along all sides of the building.

The facility would be accessed via a new shared driveway on the northerly boundary of the site. Vehicles would enter and either park by the office/retail area or continue on in a counter-clockwise manner around the building to access the storage units.

The application also includes an access easement for emergency access to the mobile home park. This easement would extend along the new shared driveway to the west property line. There would be a chain access with a Knox box for emergency responders. This would be beneficial since access points to the mobile home park are limited.

The development is surrounded on all four sides by the following landscape buffers:

- 30 ft. landscape strip and trail along Highway 133
- 26 ft. landscape strip along south side along substation
- 8-10 ft. landscape strip along west side facing mobile home park
- 29 ft. landscape strip and public trail along north side adjacent to tire store

Two public trails are proposed. One is a 10 ft. trail which extends along Highway 133 from the RFTA park-and-ride to the Cowen Drive crosswalk. The second is a trail which extends from Highway 133 along the north side of the property and connects to the mobile home property.

DISCUSSION

Comprehensive Plan

Town Periphery

Chapter 4.12 of the 2013 Comprehensive Plan Town Periphery states that the parcel is located in the Phase 1 Potential Annexation Infill area (Figure 4.34 on page 75). The intent of Phase 1 annexation areas is to promote infill and development of adjacent areas that already function as a part of the Town. It goes on to say that these are the most logical areas for annexation because infill and redevelopment in these areas would maintain the Town's compact footprint while promoting walking and biking.

The Comprehensive Plan states an existing pattern of mixed density and fragmented ownership means that annexation and redevelopment could span decades of incremental change in some Phase 1 areas. The challenge is to plan for the long term and maintain consistency through the transition area.

The properties north of this parcel include the following:

Tire Store
Garcia's
Thunder River Lodge
Red Rock Diner

Fattor Petroleum Yard

None of these properties are located within the Town. If this site is annexed, it provides the opportunity for the properties to the north to be annexed by providing contiguity.

The wastewater treatment plant with three employee housing units and the Gateway RV Park are located in the Town.

Some of the opportunities identified in the Comprehensive Plan (page 76) are as follows:

Gateway enhancements - The location of the parcel is identified as being a gateway to the Town. The Comprehensive Plan indicates that this area should provide enhancements to the gateway. The applicant has noted that landscape, artwork and trail enhancements are planned. In addition, this development would help screen the substation.

Infill and redevelopment - The parcel in question is a logical infill location for annexation as it is contiguous with the Town.

Sales tax revenues - There would be retail sales associated with the use. The application discusses a monthly rental fee for the units.

Establish contiguity with larger, intact parcel for future annexations - The parcel in question would provide a logical path for the annexation of the county parcels to the north of this parcel.

The Comprehensive Plan points out several levels of difficulty in annexation of the Phase 1 area as follows:

- Phase 1 areas are mostly developed and the ownership is fragmented, complicating annexation.
- The Town would need to promote incentives for owners of residential and commercial lots in phase 1 area to petition for annexation. Such incentives could include utilities/services, zoning, law enforcement.

Annexation Criteria

The Comprehensive Plan includes Annexation Criteria (Chapter 4.12 Town Periphery on page 79). The annexation criteria are listed below with staff comments to each criteria in italics.

1. Annexation should be reviewed concurrently with development proposals for the property.

An application for Zoning and Major Site Plan Review has been submitted concurrently with the Annexation request.

2. Annexation/development should promote multi-modal transportation by connecting to and enhancing the Town's pathways, sidewalks, streets and transit systems.

A trail extending along Highway 133 from the RFTA park-and-ride to the Cowen Center crosswalk is proposed. This will add to the length of continuous trail along the west side of Highway 133 from the north side of Town and extending south by RVR. In addition, a public trail is proposed along the north side of the property from Highway 133 to the mobile home park property to serve as a new east/west bicycle and pedestrian connection.

3. Annexation/development should not adversely affect the Town's fiscal conditions.

A Fiscal Impact Report was submitted with the application. The report finds that the proposed development will be "fiscal-positive" with a new annual surplus of \$23,180. In addition, a monthly rental fee for the storage units is proposed in order to generate additional revenue for the Town.

4. Annexation/development should not degrade public infrastructure or level of service. An objective evaluation of fiscal impacts of annexations should be included in the decision-making process.

Any required infrastructure to serve the development will be the responsibility of the developer. In addition, either water rights or fees in lieu of water rights will be required.

5. Annexation/development should include at least one of these valued assets:

- a. Public trails, priority public open space (see Land Conservation Priorities above), or public parks, all exceeding the minimum requirements of the municipal code.
- b. Affordable or attainable housing exceeding the minimum requirements of the municipal code.
- c. Agricultural land conservation

Construction of two public trails is proposed as part of the application.

6. Development should avoid the floodplain, steep slopes, and geologic hazard areas (rockfall, landslides, debris flows, avalanches, expandable/collapsible soils, unstable slopes.)

There are no floodplain, steep slopes or geologic hazards associated with the property.

Future Land Use Map

The Future Land Use map (page 41 in the Comp Plan) designates the subject property as Auto-Urban. The Auto-Urban designation is summarized in the Table in Figure 4.2 as follows:

- Auto oriented but pedestrian/bike friendly.
- Well-screened broken-up parking lots in front areas.
- Obvious and convenient bike/pedestrian access.
- Interesting varied façade.
- Uses aimed at attracting and accommodating customers on site such as: retail, restaurants, service commercial, offices.

Section 4.10 of the Comprehensive Plan (page 67) goes into more detail about the characteristics of Auto-Urban as follows:

- That buildings are typically set back, emphasizing landscaping and parking in the front, along the highway and street.
- The designation allows for a flexible mix of retail, restaurants, service commercial, lodging, offices, and other uses aimed at attracting and accommodating customers on site. Multiple story mixed-use buildings may include residential upstairs.
- Buildings can be up to 3 stories tall. Building facades and roofline should be broken up to avoid monotony and box-like structures. Street/highway should be faced with three-dimensional architectural elements such as windows, doors and dormers.
- Parking may be located along the front and/or along the sides with ample landscaping screening and landscape islands to soften and break up parking lots viewed from street. Side entry parking is preferred with consolidated driveways to maintain continuity of sidewalks/paths along the highway/street.
- Site design should emphasize continuity of sidewalk/pathways with obvious and safe connections to the buildings for pedestrians and cyclists.

Zoning

Commercial/Retail/Wholesale Zone District

The proposal is to rezone the property to the Commercial/Retail/Wholesale (CRW) zone district. The purpose statement of the CRW zone district is as follows:

The purpose of the Commercial/Retail/Wholesale district is to allow and encourage a flexible mix of retail, restaurants, service commercial, lodging, offices, and other uses aimed at attracting and accommodating customers on-site, including medium and larger retail, wholesale, and service uses that typically do not benefit from clustering with other retail uses. Uses in the CRW district require good vehicular access. The intent is to locate uses adjacent to major arterial streets, to create attractive commercial development with adequate access to arterial streets and sufficient parking areas, and to buffer the impact of these uses from residential areas.

During the development of the 2013 Comprehensive Plan, it had always been envisioned that the CRW zone district would be the most appropriate zoning for the Auto Urban area.

A self-storage facility is a Conditional Use Permit in the CRW zone district. The residential dwelling unit is a Conditional Use Permit as well.

Initially, Staff had strong reservations about the self-storage facility use. However, due to the proximity of the Xcel substation to the north and limited access (right-in/right-out) as set out in the Access Control Plan, a lower traffic generating use seemed to be an appropriate use. In addition, the Comprehensive Plan designates this as an “Auto-Urban” area which would allow service commercial uses.

Rezoning Criteria

In order to rezone a property, the following criteria needs to be met:

Amendments to the zoning map may be approved if the Town finds that all of the following approval criteria have been met:

1. The amendment will promote the public health, safety, and general welfare;
2. The amendment is consistent with the Comprehensive Plan and the purposes stated in this Unified Development Code;
3. The amendment is consistent with the stated purpose of the proposed zoning district(s);

4. The amendment is not likely to result in significant adverse impacts upon the natural environment, including air, water, noise, storm water management, wildlife, and vegetation, or such impacts will be substantially mitigated;
5. The amendment is not likely to result in material adverse impacts to other property adjacent to or in the vicinity of the subject property; and
6. Facilities and services (including roads and transportation, water, gas, electricity, police and fire protection, and sewage and waste disposal, as applicable) will be available to serve the subject property while maintaining adequate levels of service to existing development.

Annexation Issues

Improvements to Highway 133

One annexation issue is what improvements, if any, may be required along Highway 133. CDOT has reviewed the application and indicates that a Traffic Impact Study and access permit application will be required. The traffic study would help determine whether any highway improvements will be needed, i.e., turn lanes, decel lanes, etc.

A Traffic Impact Study should be prepared and submitted to the Town and CDOT in order to move forward on this item.

Transportation Improvement Fees

Transportation Improvement Fees have been required for past annexation and larger developments. Again, a Traffic Impact Study would help determine the impact and number of vehicle trips on Highway 133.

Access Control Plan

An Access Control Plan was adopted by CDOT, the Town, and Garfield County in 2012. This Plan controls the number and type of access points along the Highway 133 corridor. Attached are the two sheets which address this area.

This parcel and the tire store to the north would have a shared access point shown as Access #81 on the attached sheets. Access #81 would be restricted to right-in/right-out movements. No left turns would be allowed. Once #81 provides adequate access to the adjacent parcels, then Access #6 and #7 will close. Access #6 is the driveway into the tire store and Access #7 is a driveway accessing the Eastwood parcel slightly south of the new Access #81.

A cross access easement will be required to allow the tire store to utilize the access point.

Fiscal Impact Report

A Fiscal Impact report was prepared by Gruen Gruen+ Associates. The report includes a Table on page 3 of the report that shows the Estimated Net Fiscal Impact on the Town of Carbondale. It includes the estimated revenues to the Town and the Town's costs to serve the project. The report estimates that the proposed development will be "fiscal-positive" with a new annual surplus of \$23,180. The report is acceptable to Town Staff.

It should be noted that the Fiscal Impact report does not include the proposed monthly rental fee of ____% which would go to the Town. There is a blank because the percentage has not yet been determined but will be discussed as this land use application goes through the process.

Water Rights

When properties are annexed into the Town, any water rights associated with the property need to be dedicated to the Town. The Engineering Report does not indicate whether such water rights exist. This information should be submitted to the Town.

In addition, the consumptive water use needs to be calculated. If the water rights associated with the property (if any) are not adequate to cover the water consumption, then fees in lieu of water rights will be required. In addition, there is generally an adjudication fee to help the Town obtain the water rights necessary to serve this project.

There is a table in the Engineering Report but it appears to be using the EQR numbers associated with tap fees rather than water rights. Tap fees are used to cover the costs of utility infrastructure, i.e., water lines. Water rights are used to pay for acquiring water rights to ensure the Town maintains adequate water rights to serve the Town.

A water rights report, including consumptive use, should be prepared and submitted to the Town.

Utilities

The Engineering Report indicates that utilities are available to serve the development, with a water main located in the Highway 133 right of way and a sewer main located to the west of the property. If there is any need for extension of utilities, the applicant is responsible for the costs of the extension.

SUMMARY

As noted, Staff recommends that the Planning Commission continue the public hearing to the August 27, 2020 meeting. Some of the points of discussion for this meeting may include the following:

Is it appropriate to annex this property into the Town?

Is the CRW zone district appropriate?

What additional considerations need to be included to ensure the development meets the annexation criteria in the 2013 Comprehensive Plan?

At the August 27, 2020 meeting, Staff will cover compliance with zoning and development standards in the Unified Development Code.

FISCAL ANALYSIS

A Fiscal Impact Report was included as part of the application. It notes the development would be “fiscal-positive.”

RECOMMENDATION

Staff recommends that the following motion be approved: **Move to continue the public hearing to August 27, 2020.**

Prepared By: Janet Buck, Planning Director

Memorandum

To: Janet Buck, Planning Director

From: John Plano, Building Official

Date: 07/17/2020

**Re: Eastwood 122 LLC, Self-Storage Facility
LU20-21-24**

This is a courtesy review for the Planning Process and is not an inclusive review for a Building Permit. This review is limited based on the plans submitted for this process. Complete sets of construction drawings will be required for Building Permit submittal and compliance to all adopted codes is to be reflected on the drawings.

Typically, The Town's policy has been to assign an address during the Building Permit process. It has been found that establishing an address at that point puts the owner and contactor in a particular situation regarding material deliveries, utility departments need of an address for billing, etc. I would like to preliminary assign 301 Highway 133. Please let me know if there are conflicts with this address.

The lighting plan does not provide point-by-point foot candle readings at the property line, as required by UDC 5.10.3(B). The North side is a concern. The plans indicate (3) "Pedestrian Lights" along the west property line. The light fixture provided is a 12' tall fixture. These lights can potentially create a light trespass situation to the neighbor to the North. I would request that a revised lighting plan be submitted to verify compliance.

There is a sign over the front door and a large one on the East Elevation. Compliance with the Town's Sign Code is mandatory.

This will be an S-1 Occupancy and an R-3 Occupancy. Assuming this will be a full sprinkled building based on size and the residential component.

Typically, freight elevators do not meet accessibility standards. Just want to make sure the design team take that into account prior to building permit submittal.

As it is difficult to regulate Hazardous Materials in a rented storage facility. There should be a limitation on the leases for the spaces. I would have to refer to the Fire District as to the total amounts that would be allowed to be stored within this building.

Afternoon Mary,

I have just been shown the plans for the 133 self-storage lot.

The main line for all of 133 irrigation runs along the existing fence all the way to RAFTA park and ride.

There are heads , two wire system and two valves to irrigate that area.

My concern is that all the irrigation main line on the west side including heads must be moved.

The mainline will be under most of the sidewalk. If it breaks, removal of that section of sidewalk for repairs will be necessary.

As per all my recommendations regarding 133 system, contractors must move mains and heads from under all hardscapes.

Plans for the 133 irrigation system are in the S drive under Parks.

Hope my input helps.

Russell Sissom

Parks Supervisor

Town Of Carbondale

rsissom@carbondaleco.net

(970) 618-1350

Mary,

Thanks for the opportunity to review.

CDOT comments are as follows:

There is an existing access control plan through this corridor. CDOT will need a traffic study and access permit application for the access to hwy 133. We may require the access location to line up with one across the highway after review of the traffic study. We will also require a cross access easement to the property to the north. When the north property redevelops, they will share one access point with this development per the Access Control plan attached.

Please let me know if you have any questions.

Thanks,

Brian Killian
Region 3 Access Program Manager
Traffic & Safety



P 970-683-6284 | C 970-210-1101 | F 970-683-6290
222 S. 6th St, Room 100 Grand Junction, CO 81501
brian.killian@state.co.us | www.codot.gov | www.cotrip.org

TOWN OF CARBONDALE

PLANNING DEPARTMENT
REVIEWING AGENCY FORM

PLANNING ITEM #: LU20-21-24

DATE SENT: 7-8-2020

COMMENTS DUE: 7-31-2020

TO: _____

To assist the Town in its review of this project, your review and written comments are requested. Please notify the Planning Department if you will not be able to respond by the date listed above. Questions regarding this project should be directed to the Planning Department, 963-2733.

APPLICANT: Eastwood 133, LLC

OWNERS: Same

LOCATION: 0430 Highway 133 (County) – Parcel immediately north of substation across from Alpine Bank.

ZONE: Existing: General Commercial in County. Proposed Zoning: Commercial/Retail/Wholesale

PROJECT DESCRIPTION: Annexation, Rezoning, Major Site Plan Review, Conditional Use Permit and Vesting. Property is the 2.602 acres parcel north of the substation along Highway 133. The proposal is to construct a 70,694 sq. ft. self-storage facility and one residential unit.

PLANNING STAFF CONTACT: Janet Buck

The following are conditions or comments I would offer regarding this item: (Attach separate sheet if necessary)

On page 29 of the application, the Applicant proposes to include “a six-foot asphalt pedestrian/bike path along HWY133 with a pedestrian path connection at the north side to the mobile home park community to the west. The HWY133 pedestrian/bike path will connect to the RFTA Park and Ride to the south and the existing pedestrian crossing at Cowen Drive to the north.”

I suggest that these proposed trails be built to the same standards as the existing trail constructed along SH133 which currently terminates at Village Road, and that the connections at Village Road and at Cowen drive be as seamless and as safe as possible.

According to the annexation criteria, “Annexation/developments should promote multi-modal transportation by connecting to and enhancing the Town’s pathways, sidewalks, streets and transit systems.” It appears that the proposed connections to existing pathways to the north and south satisfy the annexation criteria for connections. It terms of enhancing the multimodal transportation system, perhaps the Town and the applicant should consider investments in first and last mile mobility (FLMM), as the Town begins to develop more FLMM solutions, to reduce traffic congestion created by increased development, and to promote mobility options that reduce reliance on automobiles.

In the Destination 2040 ballot initiative approved by voters in November 2018, RFTA committed initial capital support and approximately \$500,000 per year to FLMM operational support throughout the region. While this is a good foundation (and this development will pay the 2.65 mills, if annexed), this mill levy funding is unlikely to provide all the support needed for a sound, long-term FLMM system for the Town. The Town may need to leverage investments from infill and annexed commercial and residential development to make the needed improvements to its roads, transit, bike/ped infrastructure, and FLMM systems.

According to ITE trip generation cited in this proposal, this approximately 73,324 ft² building will generate an average 183 trips per day. Left turns onto SH133 in this area appear to be very challenging and dangerous, even during off peak hours. Restrictions on left turns, particularly out of the facility, should be strongly considered.

Thank you for the opportunity to comment.

David Johnson
Director of Planning
RFTA

July 31, 2020

Please return comments to both:

jbuck@carbondaleco.net
msikes@carbondaleco.net

Planning Department
Town of Carbondale
511 Colorado Avenue
Carbondale, CO 81623

Access Control Plan

State Highway 133 (Carbondale)
















December 2012

Access	Milepost*	Side	Access Description	Existing Conditions	Ultimate Configuration	Conditions for Change**
5	68.534	West	Private Driveway	Full Movement (un-signalized)	Access to be closed	<ul style="list-style-type: none"> Access to SH 133 will be restricted as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified. If this property has adequate alternative access from a new roadway at #80 then this access will be closed.
6	68.513	West	Private Driveway	Full Movement (un-signalized)	Access to be closed	<ul style="list-style-type: none"> Access to SH 133 will be restricted as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified. Closure of access will occur when adequate alternative access is available at the proposed new access #80 or when a new shared access is constructed at #81 between adjacent properties.
81	68.494	West	New Access	N/A	Right-in, Right-out	<ul style="list-style-type: none"> New access to provide shared access between adjacent parcels on the west side of SH 133. Access to SH 133 will be restricted to right-in, right-out movement as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified. Adjacent parcels may redevelop one at a time. Once #81 provides adequate access to the adjacent parcels, then access #6 and #7 will close.
82	68.494	East	New Access	N/A	Right-in, Right-out	<ul style="list-style-type: none"> New access to provide shared access between adjacent parcels on the east side of SH 133. Adjacent parcels may redevelop one at a time. Once #82 provides adequate access to the adjacent parcels, then access #8 will close. Access to SH 133 will be restricted to right-in, right-out movement as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified.
7	68.491	West	Field Access	Full Movement (un-signalized)	Access to be closed	<ul style="list-style-type: none"> Access to SH 133 may be restricted as part of a roadway improvement project, if the property redevelops, or if operational and/or safety issues are identified. Adjacent parcels may redevelop one at a time. Once access #81 provides adequate access to the adjacent parcels, then access #7 will close.

* All access locations +/- 50 feet unless otherwise noted.

** The type, number, and storage length of lanes will be determined by a separate traffic study to be done at the time of the actual design and implementation of the access plan.

*** Full movement access with potential to be/remain signalized.

-  Full Movement (Signal/Roundabout)
-  Full Movement (Not to be signalized)
-  3/4 movement (no left turn out)
-  3/4 movement (no left turn in)
-  Right-in, right-out only
-  Right-in only
-  Right-out only
-  Close Access
-  Emergency Access Only
-  Potential Future Roads
-  Existing Pathways
-  Future Pathways
-  Cross Access
-  Town Limits
-  Parcels



Ultimate Proposed Access Conditions

Eastwood 133, LLC Self-Storage Facility

Garfield County Parcel ID #239328400011

Town of Carbondale, Colorado

Annexation

Rezoning to Commercial/Retail/Wholesale

Major Site Plan Review and

Conditional Use Permit Applications

Submitted May 22, 2020 by The Land Studio, Inc.



Prepared for:
Eastwood 133, LLC
0133 Prospector Road, Suite 4102
Aspen, CO 81611

Eastwood 133, LLC Self-Storage FacilityTable of ContentsPrepared May 22, 2020 by The Land Studio, Inc.

1.	OWNER/APPLICANT/CONSULTANT LIST	4
2.	PROJECT NARRATIVE	5
	DEVELOPMENT PROGRAM.....	5
	ARCHITECTURAL APPROACH	6
	SITE PLAN APPROACH	6
	PUBLIC OUTREACH	8
3.	INTENT OF APPLICATIONS	10
	PRE-APPLICATION CONFERENCE SUMMARY	10
	ANNEXATION PETITION.....	10
	REZONING APPLICATION	10
	MAJOR SITE PLAN REVIEW APPLICATION	11
	SITE PLAN APPLICATION SUBMITTAL	11
	CONDITIONAL USE PERMIT APPLICATION	13
4.	CONSISTENCY WITH THE COMPREHENSIVE PLAN	13
5.	COMPLIANCE WITH SITE PLAN APPROVAL CRITERIA	20
6.	COMPLIANCE WITH 3.3.4, SUB-SECTION A: TOWN'S GOAL FOR COMMERCIAL/RETAIL/ WHOLESALE ZONE DISTRICT	21
7.	COMPLIANCE WITH TABLE 3.3-3 CRW DISTRICT DIMENSIONAL STANDARDS.....	21
8.	COMPLIANCE WITH TABLE 3.3-4 OTHER APPLICABLE SECTIONS	22
9.	COMPLIANCE WITH SUMMARY TABLES OF DIMENSIONAL STANDARDS SECTION 3.7.....	23
10.	COMPLIANCE WITH TRANSITIONS BETWEEN DIFFERENT LAND USE AREAS SECTION 3.7.5	23
11.	COMPLIANCE WITH ALLOWABLE USES SECTION 4.2.....	24
12.	COMPLIANCE WITH USE-SPECIFIC STANDARDS SECTION 4.3.5.G.....	24
A.	HEIGHT	25
B.	BUILDING MATERIALS	25
C.	DOORS.....	25
D.	LANDSCAPING AND OPEN SPACE	25
E.	ACCESS AND CIRCULATION	25
F.	OTHER ACTIVITIES	26
G.	OUTDOOR STORAGE	26
H.	FENCING AND SCREENING	26
13.	COMMERCIAL SITE AND BUILDING DESIGN SECTION 5.7	26
5.7.3.	GENERAL SITE LAYOUT STANDARDS	26
A.	DEVELOPMENT RESPONSIVE TO SITE CONDITIONS.....	26
B.	TRANSITIONS BETWEEN DIFFERENT LAND USE AREAS.....	27
C.	BUILDING ORIENTATION	27
D.	BUILDING LOCATIONS (MULTI-BUILDING DEVELOPMENTS).....	28
E.	PUBLIC STREET FRONTAGES.....	28
F.	PEDESTRIAN ENVIRONMENT	29

G.	UNDERGROUND UTILITIES	30
5.7.4.	GENERAL BUILDING DESIGN	30
A.	BUILDING MASSING AND FORM.....	30
B.	STREET CORNERS.....	31
C.	BUILDING DESIGN DETAIL	31
D.	PRIMARY ENTRANCE	31
E.	ARCHITECTURAL STYLE	32
F.	SIGNAGE.....	32
5.7.5.	SUPPLEMENTAL STANDARDS: PROPERTIES WITH FRONTAGE ALONG HIGHWAY 133	32
A.	APPLICABILITY.....	32
B.	SETBACKS	32
C.	ACCESS.....	33
5.7.6.	SUPPLEMENTAL STANDARDS: BUILDINGS OF 10,000 SQUARE FEET OR GREATER.....	33
A.	APPLICABILITY.....	33
B.	HORIZONTAL ARTICULATION	33
C.	VERTICAL ARTICULATION	33
D.	DESIGN FOR PEDESTRIANS.....	34
E.	TRANSPARENCY.....	34
F.	ARCHITECTURAL ELEMENTS, MATERIALS AND COLOR	34
14.	LANDSCAPING AND SCREENING SECTION 5.4.....	34
15.	OFF-STREET PARKING SECTION 5.8	35
16.	EXTERIOR LIGHTING SECTION 5.10.....	35
17.	EXHIBITS.....	36
EXHIBIT A	LAND USE APPLICATION FORM	
EXHIBIT B	OWNER AUTHORIZATION LETTER	
EXHIBIT C	NEIGHBORING PROPERTY OWNERS	
EXHIBIT D	ANNEXATION PETITION / ANNEXATION PLAT	
EXHIBIT E	FISCAL IMPACT REPORT	
EXHIBIT F	ENGINEERING REPORT	
EXHIBIT G	FLOOR PLANS AND BUILDING ELEVATIONS	
EXHIBIT H	SAMPLE MATERIAL BOARDS	
EXHIBIT I	3D RENDERINGS	
EXHIBIT J	LANDSCAPE PLAN	
EXHIBIT K	LIGHTING PLAN	
EXHIBIT L	GEOTECHNICAL REPORT	
EXHIBIT M	GROUP 14 ENGINEERING NET ZERO PV EARLY ANALYSIS	
EXHIBIT N	OWNERSHIP AND ENCUMBRANCE REPORT	

1. Owner/Applicant/Consultant List

OWNER/APPLICANT:

EASTWOOD 133, LLC
ATTN: ROB CAIRNCROSS
0133 PROSPECTOR ROAD, SUITE 4102
ASPEN, CO 81611

ARCHITECT:

LAND+SHELTER
ATTN: ANDREA KORBER
400 WEST MAIN STREET SUITE 205
ASPEN CO 81611
(970)963-0201
ANDI@LANDANDSHELTER.COM

PLANNER/LANDSCAPE ARCHITECT:

THE LAND STUDIO, INC.
ATTN: DOUGLAS J. PRATTE
365 RIVER BEND WAY
GLENWOOD SPRINGS, COLORADO
81601
(970) 927-3690
LANDSTUDIO2@COMCAST.NET

SURVEYOR/CIVIL ENGINEER:

SOPRIS ENGINEERING, LLC
ATTN. YANCY T. NICHOL, P.E.
502 MAIN STREET, SUITE A-3
CARBONDALE, CO 81623
(970) 704-0311
YNICHOL@SOPRISENG.COM

LAND USE ATTORNEY:

GENSHAFT CRAMER LLP
ATTN. BENJAMIN S. GENSHAFT, ESQ.
420 E. MAIN STREET, SUITE 200
ASPEN, COLORADO 81611
(970) 925-9450
BGENSHAFT@GENSHAFTCRAMER.COM

ECONOMIC ANALYST

GRUEN GRUEN + ASSOCIATES
ATTN. ANDREW RATCHFORD
DENVER, COLORADO
(720) 583-2056
ARATCHFORD@GGASSOC.COM

PUBLIC OUTREACH

PROJECT RESOURCE STUDIO
ATTN. MAVIS FITZGERALD
981 COWEN DRIVE, A2
CARBONDALE, COLORADO 81623
(970) 340-4332
MAVIS@PRSTUDIOCO.COM

LIGHTING DESIGN:

ALPENGLOW LIGHTING DESIGN, INC.
ATTN. AARON HUMPHREY
4341 COUNTY ROAD 113
CARBONDALE, COLORADO 81623
(970) 948-2637
AARON@ALPENGLOWINC.COM

ENERGY ANALYSIS:

GROUP14 ENGINEERING, PBC
ATTN. TAYLOR ROBERTS, PE
1325 EAST 16TH AVENUE
DENVER, COLORADO 80218
(970) 208-7917
TROBERTS@GROUP14ENG.COM

2. Project Narrative

Development Program

Eastwood 133, LLC (the "Applicant") proposes to develop an enclosed state-of-the-art self-storage facility consisting of approximately 73,234 square feet of building space on a 2.8-acre parcel (Parcel ID 2393-284-00-011) adjacent to the Town of Carbondale municipal limits. As outlined below, this Application contains a Petition for Annexation with the Annexation Plat, a Rezoning Application to the CRW Zone District, a Site Plan Review Application, and Conditional Use Permit Application for a Self-Storage Facility in the CRW Zone District.

- The proposed development program includes:
- Gross Site Area - 2.8 Acres
- Gross Storage Building Floor Area - 70,694 Square Feet
- Gross Residential Unit and Garage Floor Area - 1,401 Square Feet
- Gross Office Floor Area - 360 SF

BUILDING 3	
MAIN LEVEL STORAGE AREA	31384 SF
LOWER LVL APT.	748 SF
OFFICE	360 SF
MECHANICAL	194 SF
STAIR 1	140 SF
STAIR 2	140 SF
ELEVATOR 1	116 SF
ELEVATOR 2	116 SF
RESTROOM	73 SF
MAIN	33271 SF
UPPER LEVEL STORAGE AREA	32759 SF
UPPER LVL APT.	653 SF
UPPER	33412 SF
TOTAL	66683 SF

ALL BUILDING SF CALCS	
BUILDING 1	2777 SF
BUILDING 2	3774 SF
BUILDING 3	66683 SF
TOTAL	73234 SF

- Floor-Area-Ratio 0.60
- Approximate Number of Self-Storage Units - 590
- Storage/Office Parking Spaces - 57 including 3 accessible spaces
- Residential Parking Spaces - 2 car garage

The self-storage facility is planned to include approximately 590 self-storage units (a combination of exterior and indoor access units) totaling approximately 70,694 square feet of gross storage area. The two-story building is planned to include one residential unit on the second floor to house the on-site manager of the self-storage facility

The Eastwood 133, LLC Self-Storage Facility will contain a small office that will be open

from 8:30 a.m. until 5:30 p.m. Monday through Friday, and Saturday 9:00 a.m. until 1:00 p.m. During business hours clients can call the office if other arrangements need to be made. The facility will be accessible and equipped to handle move-ins any time, 24 hours a day. Retail sales will take place out of the ground floor sales office to include the sale of boxes, tape, tape dispensers, bubble wrap, foam and storage door locks.

Architectural Approach

The architecture is designed to break-up the massing of the buildings and provide appropriate screening when possible. Smaller buildings are placed closer to the public way (Highway [HWY] 133), and although these smaller structures are under 10,000 sf, we stepped the facade in and out and varied the materials to break up the length that is visible from HWY 133.

Murals and sculptures are proposed to provide a continuation of the Creative District pattern across the eastern face of the site, which we propose as a neighborly response to a site contiguous to the Rio Grande ARTway. To the north is a visible public storefront. The southern facade and western facade do not border the public way, although the southern facade is screened where any storage doors would be partially visible from HWY 133.

The two-story building at the center of the site is stepped back from the neighboring parcels on all sides and its lower level individual storage access doors are screened from public view. What is visible of the two-story structure at the second floor is designed to break down into smaller massing with durable materials.

The northern end of that two-story building offers a public entrance and visitor parking all visible from CO State HWY 133. The site design creates an internal court for visitor parking. Although we cannot predict how the site to the north will develop, our goal was to create an appropriate pattern for sites to the north. This northern end of the building storefront area includes a covered entry that is designed to hold the NE public corner and create an intentional hierarchy to the building at the public way.

Site Plan Approach

- HWY 133 Vehicular Access and Circulation
Access will be obtained from CDOT off of HWY 133 with a right-in right-out access. A one direction circulation road will enter the site from this access at the north then loop the two story building counterclockwise. This access is accomplished by creating a raised median in the center of the access to channelize traffic entering and exiting the site. Access and circulation are further described in the Eastwood 133, LLC Self-Storage Facility Engineering Narrative, which is attached as an Exhibit.
- Traffic and Parking Summary
Based on the approximately 70,694 SF of proposed self-storage the parking need is 57 parking spaces based on the current Carbondale Unified Development Code (Carbondale UDC) including three hand-i-cap parking stalls one to accommodate a van and two more typical hand-i-cap stalls. The 57 parking spaces which all meet the size and alignment requirements of the Carbondale UDC. Traffic and parking are

further described in the Eastwood 133, LLC Self-Storage Facility Engineering Narrative, which is attached as an Exhibit.

- **Pedestrian Circulation / Highway 133 Path Connections**
The Applicant is proposing to extend existing Town pathway infrastructure in order to connect an existing Cowan Drive/HWY 133 crossing to the RFTA Park and Ride on HWY 133 two blocks South. Pathway details are further described in the Eastwood 133, LLC Self-Storage Facility Engineering Plans, which are attached as an Exhibit.
- **Bicycle Parking**
All public/institutional and commercial uses shall provide off-street bicycle parking spaces at a minimum ratio of one bicycle parking space per three vehicle parking spaces, and not less than two bicycle parking spaces per 25,000 square feet of gross building floor area. In Table 4.2-1-Allowed Uses in the Town of Carbondale UDC Self-storage facility (mini-storage) is considered and Industrial Use. The Applicant proposes to provide a bike rack to park eight bicycles near the office at the north side of the storage facility.
- **Public Spaces**
The northern end of the two-story building offers a public entrance and visitor parking all visible from HWY 133. The site design creates an internal court for visitor parking. Although we can't predict how site to the north will develop, our goal is to create an appropriate pattern for sites to the north. This northern end of the building storefront area includes a covered entry that is designed to hold the NE public corner and create an intentional hierarchy to the building at the public way.
- **Trash and Recycling**
A trash and recycling enclosure will be located between the office and the residence on the north side of the two story self-storage facility. Trash and recycling will be available for on-site office and residential use.
- **Landscape Concept**
The Carbondale UDC requires a landscaping buffer along HWY 133. Approximately 30' of landscape is proposed within the property along HWY 133 that utilizes plant materials and street trees of a species and spacing recommended by the Carbondale Tree Board. A landscape zone is proposed on the north side of the property along the proposed pedestrian/bike path to the adjoining manufactured home park to the west. An additional landscape zone is proposed in front of the screen fence on the west side of the property to benefit the adjoining manufactured home park residents. Lastly, shrub buffers are proposed at the south side of the project to deter access along the south property line. This zone will also be planted with trees to break up the mass of the two story structure as viewed from the south through the electrical sub-station.

The Landscape Plan also illustrates an alternative landscape strip at the north end of the property just south of the pedestrian connection to the adjoining mobile home park neighborhood west of the self-storage facility. This alternative landscape strip

will provide a green space adjoining the walkway, though it does eliminate eleven parking spaces. Based on the Town of Carbondale's recent discussions related to reductions in parking requirements for self-storage, the Applicant proposes additional landscape space versus parking. Alternatively, if the Town requires that the Application meet the current parking requirements, the landscape strip will be eliminated. The Landscape Plan is attached as an Exhibit to this Application.

- Irrigation Concept

Irrigation to trees and shrubs will be provided by a water efficient drip irrigation system. Seeded areas will be irrigated with underground irrigation system utilizing rotating sprinkler nozzles. Weather based irrigation controls shall include functioning soil moisture sensors and a rain sensor as components of this system.

- Utilities

Sopris Engineering has done preliminary coordination with all utility providers and deem that the site can be served by all utilities without major issues or impacts to the surrounding lots or businesses. Utility details are addressed in the Eastwood 133, LLC Self-Storage Facility Engineering Narrative, which is attached as an Exhibit.

Public Outreach

The following is a comprehensive list of outreach meetings completed to date, followed by events that are postponed due to the current hold on public meetings and gatherings. Provided is a brief summary of the comments from each meeting. Eastwood 133, LLC continues to be open to more meetings as necessary. The feedback from stakeholders has been welcomed.

- 1/16/20: Carbondale Artists District
 - o attendees: Amy Kimberly, Kellan Wardell
 - o well received, onboard to support the project, and explore partnership opportunities
- 1/16/20: CORE (Community Office for Resource Efficiency)
 - o attendees: Marty Treadway, Mike Bouchet
 - o good discussion and suggestion of what is needed for energy modeling, potential solutions and benefits
 - o would like to stay informed of project and become more involved as it moves along
- 2/3/20: Bike, Pedestrian and Trails Commission
 - o brief project introduction, asked to be on agenda for next meeting to go over in more detail
 - o the project supports goals in Carbondale's Master Trail Plan
- 2/24/20: Environmental Board
 - o brief introduction to project, projected timeline, CORE involvement
- 2/28/ 20: RFTA

- o attendees: Angela Henderson Assistant Director, Project Management & Facilities Operations
 - o the project was well received, supported; she'll convey to the rest of the RFTA team Jason White, Assistant Planner who reviews adjacent projects to RFTA properties
- 3/3/20 The Bike, Pedestrian and Trails Commission
 - o provided feedback, design aspects to consider after reviewing design plans:
 - o all supportive of project
- 3/4/2020: Arts Commission
 - o project introduction, art aspects – community benefit
 - o positive comments about doing more than just development, providing benefits for Town
 - o no negative comments or questions
- 3/11/2020: Community Drop-in | Bonfire Coffee
 - o attendees: around eight community members engaged
 - o project introduction documents
 - o positive comments
 - o no negative comments or questions
- 3/13/2020: Sopris Sun
 - o call with editor Will Granbois, introducing the project, lining up a story closer to petition submittal
- 3/18/2020: letter & outreach documents to owner's group of Mountain Valley Mobile Home Park (project neighbor)
- 3/19/2020: most recent call with owner of Tire Center Property – Jeff Orosz, followed with outreach documents (project neighbor)
- 4/15/2020: call with Kelly Flenniken, Public Service Company of Colorado (Xcel Energy) representative, followed with outreach documents. (Project neighbor).

POSTPONED OUTREACH ACTIVITIES

(Postponed due to public health order)

- 3/25/2020: Community Drop in | 3rd Street Center
- 4/3/2020: First Friday Pop-up @ 579 Main Street
- 5/1/2020: First Friday Pop-up @ 579 Main Street

3. Intent of Applications

Pre-Application Conference Summary

October 8, 2019

Eastwood 133 Self-Storage Facility Pre-Application Conference

Attending:

Janet Buck
Kevin Schorzman
Rob Cairncross

Jordan Sarick
Yancy Nichol
Colby Christoff

Andi Korber
Doug Pratte

A Pre-Application Conference was held on October 8, 2019 with Janet Buck and Kevin Schorzman at the Town of Carbondale to discuss Eastwood 133, LLC's plans to submit a Petition for Annexation with the Annexation Plat, a Rezoning Application to the CRW Zone District, a Site Plan Review Application, and Conditional Use Permit Application for a Self-Storage Facility on Garfield County Parcel #239328400011. The following addresses the Application Requirements discussed at this meeting.

Annexation Petition

The Petition for Annexation of Unincorporated Territory in the County of Garfield, State of Colorado, with Parcel ID #239328400011 to the Town of Carbondale, State of Colorado is attached as an Exhibit to this Application. Accompanying the Petition are copies of the Annexation Map.

Rezoning Application

This Application for Rezoning to the CRW Zone District includes the following:

- A site plan showing the footprint of all buildings, parking configuration, location of all utilities and easements, and other details demonstrating conformance with all regulations and development standards applicable to the proposed zoning district;
- A written statement justifying why the proposed zoning fits in with the surrounding neighborhood and why the proposed zoning is more appropriate for the property than the existing zoning;
- A list of all property owners within 300 feet;
- A map showing adjoining zoning districts within 300 feet; and
- Proof of ownership.

This Rezoning Application meets the following approval criteria for amendments to the zoning map:

- The amendment will promote the public health, safety, and general welfare;
- The amendment is consistent with the Comprehensive Plan and the purposes stated in this Unified Development Code;

- The amendment is consistent with the stated purpose of the proposed zoning district(s);
- The amendment is not likely to result in significant adverse impacts upon the natural environment, including air, water, noise, stormwater management, wildlife, and vegetation, or such impacts will be substantially mitigated;
- The amendment is not likely to result in material adverse impacts to other property adjacent to or in the vicinity of the subject property; and
- Facilities and services (including roads and transportation, water, gas, electricity, police and fire protection, and sewage and waste disposal, as applicable) will be available to serve the subject property while maintaining adequate levels of service to existing development.

Major Site Plan Review Application

Table 2.5-1 of the Town of Carbondale Unified Development Code (“UDC”) mandates a Major Site Plan Review in the CRW Zone District for a development project with >30,000 SF of floor area. As the proposed zoning for this property is CRW and it contains >30,000 SF, Major Site Plan Review is required. See the Project Narrative below for specifics on the proposed uses.

**Table 2.5-1:
Site Plan Review Thresholds**

	Administrative Site Plan Review (Staff)	Minor Site Plan Review (Planning & Zoning Commission)	Major Site Plan Review (Board Of Trustees)
Residential Districts^{[1][2]}			
R/LD and OTR		Single-family with accessory dwelling unit	
R/MD	< 4 units	4-6 units	> 6 units
R/HD	< 6 units	6-9 units	> 9 units
Commercial and Mixed-Use Districts^{[1][2]}			
HCC	< 5,000 sf	5,001 – 10,000 sf	> 10,000 sf
C/T	< 7,000 sf	7,001 – 12,000 sf	> 12,000 sf
MU ^[3]	< 6 units or < 7,000 sf	6-9 units or 7,001 – 12,000 sf	> 10 units or > 12,000 sf
All Other Districts			
All other districts	< 10,000 sf	10,001 - 30,000 sf	> 30,000 sf
Notes: [1] Unit numbers are cumulative within one lot and refer to residential dwelling units. [2] Accessory dwelling units each count as one unit. [3] The stricter requirement shall apply. For example, a 4-unit building with 8,000 sf would require minor site plan review.			

Site Plan Application Submittal

The Applicant submits to the Director the following Site Plan Application requirements:

A site plan on a dimensioned plat of the property clearly indicating the following information is attached as an Exhibit to this Application:

- The site location and dimensions;
- The immediately adjoining properties and an indication of the land uses existing on adjoining properties;
- The location on the site of all existing and proposed buildings and structures; iv. The location of all parking areas (vehicle and bicycle), driveways, and sidewalks;
- The location of all proposed landscaping and fencing or walls. Elevations of fences and walls shall be provided if proposed;
- The location of existing and/or proposed drainage facilities;
- The location of streets, alleys, trails;
- The location of all solid waste containers;
- The location of all snow storage areas; and
- The location and size of existing and proposed utilities, existing and proposed easements and an indication of any changes in these utilities which will be necessitated by the proposed project.
- A table of site data calculations indicating:
 - o Total number of dwelling units and number of each type of unit (studio, one bedroom, etc.);
 - o Floor area of each dwelling unit;
 - o Floor area and type of non-residential use;
 - o Lot size and dimensions;
 - o Setbacks to be maintained;
 - o Total area of all impervious surfaces, including area covered by primary buildings and accessory buildings, area covered by parking areas and garages, driveways, decks, sidewalks and other impervious surfaces;
 - o The amount of private outdoor open space and the amount of bulk storage space; vii. Total landscaped area;
 - o Total number of parking spaces (vehicle and bicycle) provided; and c. Conceptual building elevations with notes indicating type of construction, exterior finishes, location of entry doors, decks, and other external structures;
 - o environmental impacts, traffic, utilities and municipal services, and/or fiscal impacts.

The Applicant demonstrates that the Site Plan Application meets the following criteria:

- The site plan is consistent with the Comprehensive Plan;
- The site plan is consistent with any previously approved subdivision plat, planned unit development, or any other precedent plan or land use approval as applicable;
- The site plan complies with all applicable development and design standards set forth in this Code; and

Conditional Use Permit Application

A complete Application for a Conditional Use Permit has been prepared for submittal by the Applicant to the Director. The Application includes:

- Proof of ownership;
- A site plan showing the footprint and proposed use of all buildings, proposed parking configuration, location of all utilities and easements, and other details necessary to demonstrate that the proposed use and site conforms with all requirements of the applicable zoning district; and
- Any additional information requested at the pre-Application meeting.

This Conditional Use Application meets the following approval criteria:

- The site, building(s), and use meet all criteria specified for the use and all applicable regulations and development standards as specified in this Code and for the zone district in which the use is located;
- The proposed use is consistent with the Comprehensive Plan;
- The site, if nonconforming with the development standards of the zone district in which it is located, will be brought into conformance with those standards if required to do so per 0 Nonconformities;
- The proposed use is planned in a manner that will minimize adverse impacts on the traffic in the neighborhood or surrounding uses;
- The proposed use is compatible with adjacent uses in terms of scale, site design, and operating characteristics (including hours of operation, noise, odor, dust, and other external impacts);

4. Consistency with the Comprehensive Plan

The Future Land Use Designation in the Comprehensive Plan for the Eastwood 133, LLC Self-Storage Facility property is Auto-Urban. Auto-Urban is auto-oriented, but pedestrian/bike friendly with well-screened broken-up parking lots in front, obvious and convenient bike/pedestrian access, an interesting, varied facade, and uses aimed at attracting and accommodating customers to the site. The attributes of the Auto-Urban designation include the following from the Carbondale Comprehensive Plan:

Building Relationship to Highway/Street: Buildings are typically set back, emphasizing landscaping and parking in the front, along the highway/street.

The Eastwood 133, LLC Self-Storage Facility is set back approximately 30' from the property line and approximately 60' at the widest point from the HWY 133 edge of pavement. A proposed six-foot pedestrian/bike path resides within the HWY 133 Right-of-Way and a landscape of trees, shrubs, and grasses reside with the proposed 30' setback area. The landscape and one-story storage structure provides screening of the two story structure and parking behind it. The storage facility office parking lot is situated at the north end of the property. A pedestrian connection is

proposed to the mobile home park neighborhood west of the self-storage facility. As much of the parking for the facility is in the secured storage area, it has been located at the interior of the project rather than along HWY 133.

Uses: This designation allows for a flexible mix of retail, restaurants, service commercial, lodging, offices and other uses aimed at attracting and accommodating customers on-site. Multiple story mixed-use buildings may include residential upstairs.

The proposed Eastwood 133, LLC Self-Storage Facility resides just north of the Public Service Company of Colorado's electrical substation, and is restricted to right-in and right-out access in CDOT's SH 133 Carbondale Access Control Plan. As a result of these encumbrances, this location is not ideal for retail, restaurants, service commercial, lodging, and offices. Due to its low traffic generation and its low impact on surrounding neighbors, the Applicant is proposing self-storage at this location. An employee residence is proposed on the second story at the northeast corner of the structure, which is the furthest point on the site away from the electrical substation.

Building Mass and Scale: Buildings can be up to 3 stories tall. Building facades and roof lines should be broken-up to avoid monotony and box-like structures. The street/highway should be faced with three-dimensional architectural elements such as windows, doors, and dormers.

While three story structures are allowed in this Auto-Urban area of the Carbondale Comprehensive Plan, the Applicant has chosen to utilize one-story structures along HWY 133 with a two-story structure behind them. The mass and scale of the one- and two-story structures is meant to reduce the impact to the Garfield County neighborhood to the west and the HWY 133 corridor. The one-story structures will be comprised of interesting facades that are broken up by architectural elements into canvases for art and murals. Landscape and an art walk will meander in front of these murals and connect to the proposed HWY 133 pedestrian/bike path. The two-story structure will have a mix of architectural massing and materials to include wood, metal, masonry, and glass.

Parking: May be located along the front and/or along the sides with ample landscape screening and landscape islands to soften and break-up parking lots as viewed from the street. Side-entry parking is preferred with consolidated driveways to maintain the continuity of sidewalks/path- ways along the highway/street.

Parking for the Eastwood 133, LLC Self-Storage Facility is located at the north end or the property near the HWY 133 entrance and the storage facility office. Landscaping will be provided at the side of the parking lot along the proposed pedestrian path to the adjoining mobile home park to the west. There is one consolidated driveway to be shared with the property to the north that will minimize impact to the proposed HWY 133 pedestrian/bike path. Parking is not

proposed along HWY 133, instead a 30' landscape strip is proposed to break up the linear mass of the storage structures from the HWY 133 corridor.

Connectivity: Site design should emphasize the continuity of sidewalks/ pathways with obvious and safe connections to the buildings for pedestrians and cyclists.

The Applicant proposes to construct a six-foot asphalt pedestrian/bike path in the HWY 133 Right-of-Way and connect it to the RFTA Park and Ride to the south and to the crosswalk at Cowen Drive to the north. A pedestrian path is also proposed to connect the mobile home park to the west to the proposed HWY 133 pedestrian/bike path.

Annexation Opportunities

The Carbondale Comprehensive plan also recognizes opportunities for annexation to provide gateway enhancements, infill and redevelopment, sales tax revenue from existing and future retail uses, contiguity for future annexations, and elimination of ISDS per the matrix below.

Opportunities	Level of Difficulty
1) Gateway enhancements. 2) Infill and redevelopment. 3) Sales tax revenues from existing and future retail uses. 4) Establish contiguity with larger, intact parcels for future annexations. 5) Eliminate individual septic disposal systems.	1) With the exception of CRMS lands, phase 1 areas are already mostly developed and ownership is fragmented, complicating annexation. 2) The Town would need to promote incentives for owners of residential and commercial lots in phase 1 areas to petition for annexation: utilities/services, better zoning, law enforcement.

Gateway Enhancements

The Eastwood 133, LLC Self-Storage Facility is designed to provide enhancements to the HWY 133 corridor including: a bike/pedestrian path with connections to paths both north and south, a 30' landscape area with an art walk, architecture with interesting facades as a canvas for art and murals, and a pedestrian connection on the north side of the property to connect the mobile home park to the west to the HWY 133 pedestrian/bike path.

Infill and Redevelopment

The Eastwood 133, LLC Self-Storage Facility is proposed as infill development between the electrical substation to the south and developed Garfield County parcels to the north. This development also proposes an employee residence and a photovoltaic system intended to offset 100% of its electrical use.

Sales Tax Revenue from Existing and Future Retail Uses

The Applicant proposes to voluntarily provide a monthly ____% rental fee to the Town of Carbondale in order to provide a perpetual revenue stream to the Town for this project.

Contiguity for Future Annexations

The annexation of this parcel will provide additional annexation contiguity for Garfield County parcels to the north and west.

Elimination of ISDS

While no ISDS exists on the parcel, the Applicant proposes connections to the Town of Carbondale's water and wastewater treatment services for the Eastwood 133, LLC Self-Storage Facility. No ISDS is proposed for the storage use on the property.

Phase 1 Potential Annexation - Infill Areas

The Comprehensive Plan also designates this parcel with a Phase 1 Potential Annexation - Infill Areas designation. This town periphery future land use designation is intended to guide the annexation of this property as a Phase 1 priority for the Town of Carbondale. Because the Eastwood 133, LLC Self-Storage Facility is in the Phase 1 annexation area, the parcel is within the logical area for annexation as the proposed infill development of this parcel will maintain the Town's compact footprint. This proposed facility resides adjacent to an existing mobile home park neighborhood. Attention has been given to mass, scale, setbacks, and landscaping to address impact beyond what is allowed in the current underlying Garfield County General Commercial zoning.

The proposed Eastwood 133, LLC Self-Storage Facility with its proposed north and south pedestrian/bike path connections, art walk, employee residence, photovoltaic array, interesting facades as a canvas for art and murals, and well-screened broken-up parking areas is aimed at enhancing the north gateway to Carbondale below the intersection of Highways 82 and 133 to create sense of arrival for locals and visitors. The Applicant also proposes to tie into the Town of Carbondale's water and wastewater treatment systems, and voluntarily dedicate a monthly rental fee of ____% to the Town of Carbondale as a future revenue stream.

As a result this proposal seeks to provide the Town of Carbondale with gateway enhancements, infill development, rental fee revenue, self-storage employee housing, renewable energy, annexation contiguity to neighboring parcels, and elimination of the potential for future individual septic disposal systems on the property as outlined in the Comprehensive Plan for the Carbondale Community.

Small Town Character Vision and Goals

Eastwood 133, LLC Self-Storage seeks to optimize resources in the town boundary by proposing this infill development along the Highway 133 corridor. The proposed design is meant to enhance the small-town character of Carbondale by breaking up the facade and incorporating murals, sculpture, bike/pedestrian access, and landscape as community enhancements. The proposed materials are intended to create a newer, more contemporary look. Proposed trees, landscaping, and pedestrian/bike paths are integrated into the project and connect to the surrounding path systems.

Economic Growth, Diversification and Self-Sufficiency

Eastwood 133, LLC Self-Storage seeks to build on Carbondale's economic strengths by locating the self-storage facility within the Town of Carbondale along the HWY 133 corridor, while meeting local/regional storage needs, providing an on-site employee residence, creating needed pedestrian/bike path connections, providing opportunities for murals and sculpture, and dedicating a ____% monthly rental revenue stream to the Town of Carbondale.

Gruen Gruen + Associates has prepared a Fiscal Impact Study on the Town of Carbondale, which is attached as an Exhibit, and estimates that the proposed development will be "fiscal-positive" on the Town's budget.

Diversity in Housing Types

Eastwood 133, LLC Self-Storage will provide a one-bedroom employee residence for the on-site manager of the self-storage facility

Infrastructure and Town Government Fiscal Health

The Eastwood 133, LLC Self-Storage project meets many of the goals and strategies established in the Town of Carbondale's 2013 Comprehensive Plan:

- Provides community-serving self-storage space in an appropriate location to improve Carbondale's commercial base and augment town sales tax revenues.
- Streetscape and landscaping provided along HWY 133 improves aesthetics for residents, visitors, and customers.
- A pedestrian/bike path is proposed along HWY 133 to connect to existing paths both north and south of the property.
- A path at the north edge of the project will connect the existing mobile home park residents to the new pedestrian/bike path along HWY 133.
- Accommodates demand for self-storage facility parking by including adequate on-site parking for the project.

Again, Gruen Gruen + Associates has prepared a Fiscal Impact Study on the Town of Carbondale, which is attached as an Exhibit, and estimates that the proposed development will be “fiscal-positive” on the Town’s budget.

Ecology and Renewable Energy

The Eastwood 133, LLC Self-Storage Facility will comply with the Town of Carbondale’s Residential Efficient Building Program and with the 2012 International Green Construction Code. The Applicant has engaged CORE to ensure compliance with the Town of Carbondale’s Energy Code and to create a structure that is as energy efficient as possible. The building is a low energy intensity building. It is designed as an all-electric HVAC system with a 60F winter setpoint in order to be a net-zero energy consumer. It is only partially conditioned. Spaces that are conditioned will be conditioned with all electric systems offset entirely by renewables on site. It will be lit by all LED lighting with motion sensors. We are sizing the roof solar electric system for 100% production offset of our predicted electrical consumption. Group 14 Engineering has provided a Net Zero PV Early Analysis, which is attached as an Exhibit. This follows best practices as we have established them for our region at the time, operations will be efficient and offset on site.

The construction is also efficient, steel buildings have some of the highest recycled content material and super efficiency in terms of mass of construction materials for the size of the building.

Diverse, Creative and Educated Community

The Applicant hopes to further enhance Carbondale’s individuality and diversity by making its self-storage facility available to an assortment of demographics. Small 5’x5’ spaces up to 10’x30’ rental spaces will be available to the public in order to meet a diversity of self-storage need. The project also seeks to explore creative aspects with opportunities for murals, sculpture, and an art walk. It is the goal of this project to provide a safe, welcoming opportunity for everyone regardless of their economic circumstance or appearance.

Youth Vision

The youth vision statements in the Town of Carbondale’s 2013 Comprehensive Plan are a synthesis of ideas generated at the youth vision workshop at Roaring Fork High School during Spring 2011. In line with their vision, Eastwood 133, LLC Self-Storage project is an infill project along the HWY 133 corridor within the Town of Carbondale intended to provide for a safe friendly environment, opportunities for self-storage, an onsite employee residence, connected pedestrian and bike access along the HWY 133 corridor, sculpture, murals, art walk, and landscape available and appropriate for young people.

Annexation Criteria

These annexation criteria should be taken into consideration during the annexation review process. Many of these criteria are adapted from the Town of Carbondale 3-Mile Plan adopted in 2000. Some annexation opportunities may not meet all of these criteria but could still be in the best interest of the town.

- *Annexations should be reviewed by the town concurrently with development proposals for the property.*

The Annexation Application is accompanied by Rezoning to Commercial/Retail/Wholesale, Major Site Plan Review and Conditional Use Permit Applications.

- *Annexation/developments should promote multi-modal transportation by connecting to and enhancing the Town's pathways, sidewalks, streets and transit systems.*

The Eastwood 133, LLC Self-Storage Facility proposes to include a six-foot asphalt pedestrian/bike path along HWY 133 with a pedestrian path connection at the north side to the mobile home park community to the west. The HWY 133 pedestrian/bike path will connect to the RFTA Park and Ride to the south and the existing pedestrian crossing at Cowen Drive to the north.

- *Annexation/developments should not adversely affect the Town's fiscal conditions.*

The Applicant proposes to voluntarily offer a ____% monthly rental fee to be provided to the Town of Carbondale to provide revenue to the Town and to offset any fiscal impacts.

- *Annexation/development should not degrade public infrastructure or level of service.*

The proposed Eastwood 133, LLC Self-Storage Facility will generate minimal traffic, require minimal parking, require minimal water and wastewater treatment, and will provide an onsite employee residence and pedestrian/bike path connections north, south, and west. As a result, this proposal will not degrade public infrastructure or level of service from the Town of Carbondale.

- *An objective evaluation of fiscal impacts of annexations should be included in the decision-making process.*

Gruen Gruen + Associates (GG+A) has prepared an analysis to estimate the net fiscal impact of Applicant's proposed self-storage facility development on the Town of Carbondale's General Fund to illustrate that the requested annexation will not produce "adverse effects" on the Town's treasury. This report is attached as an Exhibit and estimates that the proposed development will be "fiscal-positive" on the Town's budget.

- *Annexation/development should include at least one of these valued assets:*
 - *Public trails, priority public open space (see Land Conservation Priorities above), or public parks, all exceeding the minimum requirements of the municipal code.*

A public pedestrian/bike path is proposed along HWY 133 that connects to existing paths both north and south from this project. This includes offsite trail connections in front of the Public Service Company of Colorado's electrical substation to the south, and in front of the neighboring property to the north connecting to the Cowen Drive crosswalk.

- *Affordable or attainable housing exceeding the minimum requirements of the municipal code.*

The Eastwood 133, LLC Self-Storage Facility will provide an employee residence for an on-site employee to reside in.

- *Agricultural land conservation.*

While the Eastwood 133, LLC Self-Storage Facility is currently a vacant field, it is surrounded by Public Service Company of Colorado's electrical substation to the south, a mobile home park to the west, a vehicle service facility to the north, and HWY 133 to the east. This is truly an infill project that will not affect agricultural lands.

- *Development should avoid the floodplain, steep slopes and geologic hazard areas (rock-fall, landslides, debris flows, avalanches, expandable/collapsible soils, unstable slopes).*

This development does avoid floodplain, steep slopes and geologic hazard areas. A soils study is provided as an Exhibit to this Application.

5. Compliance with Site Plan Approval Criteria

The site plan complies with all applicable development and design standards set forth in the UDC. Please reference the Table of Contents to review the following Code compliance sections of this Application:

- CONSISTENCY WITH THE COMPREHENSIVE PLAN
- COMPLIANCE WITH SITE PLAN APPROVAL CRITERIA
- COMPLIANCE WITH 3.3.5, SUB-SECTION A: TOWN'S GOAL FOR MIXED-USE
- COMPLIANCE WITH TABLE 3.3-7 MU DISTRICT DIMENSIONAL STANDARDS
- COMPLIANCE WITH TABLE 3.3-8 OTHER APPLICABLE SECTIONS
- COMPLIANCE WITH 3.7.5 TRANSITIONS BETWEEN DIFFERENT LAND USE AREAS
- COMPLIANCE WITH 4.3.2 RESIDENTIAL USES, SUB-SECTION B2
- COMPLIANCE WITH 5.3.3 PRIVATE COMMON OPEN SPACE
- COMPLIANCE WITH 5.4.3 MINIMUM LANDSCAPING REQUIRED
- COMPLIANCE WITH 5.4.5 SCREENING, SUB-SECTION B2C7
- COMPLIANCE WITH 5.6 RESIDENTIAL SITE & BUILDING DESIGN
- COMPLIANCE WITH PRIVATE OUTDOOR SPACE DESIGN
- COMPLIANCE WITH BUILDING DESIGN STANDARDS
- COMPLIANCE WITH COMMERCIAL SITE AND BUILDING DESIGN
- COMPLIANCE WITH HORIZONTAL ARTICULATION STANDARDS
- COMPLIANCE WITH VERTICAL ARTICULATION STANDARDS
- COMPLIANCE WITH DESIGN FOR PEDESTRIANS STANDARDS

- COMPLIANCE WITH ARCHITECTURAL ELEMENTS, MATERIALS AND COLOR
- COMPLIANCE WITH OFF-STREET PARKING REQUIREMENTS
- COMPLIANCE WITH DESIGN OF OFF-STREET PARKING AREA
- COMPLIANCE WITH 5.8.7 OFF-STREET BICYCLE PARKING, SUB-SECTION A
- COMPLIANCE WITH 5.10 EXTERIOR LIGHTING STANDARDS
- COMPLIANCE WITH 5.11.4 RESIDENTIAL DEVELOPMENT MITIGATION REQUIREMENTS

6. Compliance with 3.3.4, Sub-section A: Town's Goal for Commercial/Retail/ Wholesale Zone District

The purpose of the Commercial/Retail/Wholesale district is to allow and encourage a flexible mix of retail, restaurants, service commercial, lodging, offices, and other uses aimed at attracting and accommodating customers on-site, including medium and larger retail, wholesale, and service uses that typically do not benefit from clustering with other retail uses. Uses in the CRW district require good vehicular access. The intent is to locate uses adjacent to major arterial streets, to create attractive commercial development with adequate access to arterial streets and sufficient parking areas, and to buffer the impact of these uses from residential areas.

The Eastwood 133, LLC Self-Storage Facility is proposed for this property as a commercial facility with a low volume of traffic related to the right-in/right-out access constraints on HWY 133 for this parcel. The intent of this use is to create attractive commercial development with adequate access to HWY 133 and sufficient parking areas, and to buffer the impact of these uses from the residential area to the west with increased setbacks, and a privacy fence with landscaping for screening. Additionally, the proposed extension of a HWY 133 pedestrian/bike path to existing trails north and south will provide desired trail connectivity in the area. Lastly, landscape and an art walk will meander in front the proposed architectural murals and sculpture and connect to the proposed HWY 133 pedestrian/bike path.

7. Compliance with Table 3.3-3 CRW District Dimensional Standards

The proposed Eastwood 133, LLC Self-Storage Facility complies with the following CRW District Dimensional Standards:

**Table 3.3-3:
CRW District Dimensional Standards**

Lot Standards		
	Lot area, minimum	15,000 sf
A	Lot depth, minimum	100 feet
B	Lot width, minimum	100 feet
	Impervious lot coverage, maximum	80 percent
	Landscaped area, minimum	20 percent
Setbacks, Minimum		
Front:		
	Adjacent to Highway 133	5 feet
C	Adjacent to sub-arterial street	5 feet
D	Adjacent to collector street	5 feet
	Adjacent to local street	5 feet
Side:		
	Adjacent to alley	0 feet
E	Adjacent to commercial or industrial district	0 feet
F	Adjacent to residential district	[1]
Rear:		
G	Adjacent to alley	0 feet
H	Adjacent to commercial or industrial district	20 feet
I	Adjacent to residential district	[1]
Building Standards		
J	Height, principal building, maximum	35 feet
K	Height, accessory building, maximum	25 feet
Notes:		
[1] See Section 3.7.5: <i>Transitions Between Different Land Use Areas.</i>		

8. Compliance with Table 3.3-4 Other Applicable Sections

Please reference the Table of Contents to review the following Code compliance sections of this Application:

**Table 3.3-4:
Other Applicable Sections**

Summary Tables of Dimensional Standards	Section 3.7
Exceptions to Dimensional Standards	Section 3.7.5
Allowable Uses	Section 4.2
Use-Specific Standards	Section 4.3
Site and Building Design	Section 5.6 and 5.7
Landscaping and Screening	Section 5.4
Off-Street Parking	Section 5.8
Exterior Lighting	Section 5.10

9. Compliance with Summary Tables of Dimensional Standards Section 3.7

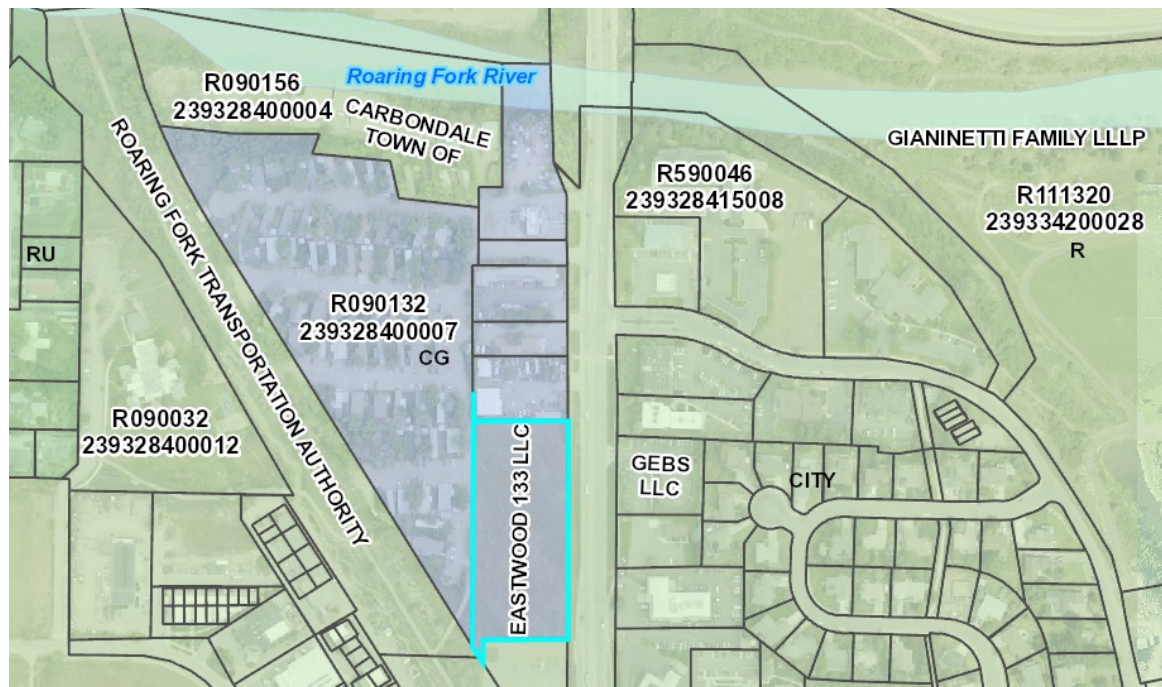
The proposed Eastwood 133, LLC Self-Storage Facility complies with the following CRW District Dimensional Standards:

Table 3.7-3: Summary of Commercial and Mixed-Use Districts Dimensional Standards				
	C/T	CRW	HCC	MU
Lot Standards				
Lot area, minimum, single-family dwelling	3,000 sf	15,000 sf	2,500 sf	2,500 sf
Lot area, minimum, multifamily dwellings [1]:				
Efficiency	1,050 sf			1,050 sf
1 bedroom	1,450 sf			1,450 sf
2 bedroom	1,650 sf			1,650 sf
3 bedroom	1,850 sf			1,850 sf
4 bedroom	2,050 sf			2,050 sf
Lot depth, minimum	100 feet	100 feet	100 feet	100 feet
Lot width, minimum	30 feet	100 feet	25 feet	25 feet
Impervious lot coverage, maximum	80 percent	80 percent	100 percent	90 percent
Landscaped area, minimum	20 percent [2]	20 percent	None	10 percent
Setbacks, Minimum - Commercial Districts				
Front				
Adjacent to Highway 133	5 feet	5 feet	n/a	
Adjacent to sub-arterial street	5 feet	5 feet	0 feet	
Adjacent to collector street	5 feet	15 feet	0 feet	
Adjacent to local street	5 feet	15 feet	0 feet	
Side				
Adjacent to alley	0 feet	0 feet	0 feet	
Adjacent to commercial or industrial district	0 feet	0 feet	0 feet	
Adjacent to residential district	[3]	[3]	5 feet	
Rear				
Adjacent to alley	0 feet	0 feet	0 feet	
Adjacent to commercial or industrial district	20 feet	20 feet	0 feet	
Adjacent to residential district	5 feet[3]	[3]	5 feet	
Setbacks - Mixed-Use District				
Front, minimum				0 feet
Front, maximum				10 feet
Side, minimum				0 feet
Side, adjacent to single-family residential district, minimum				5 feet
Rear, minimum				0 feet
Rear, adjacent to single-family residential district, minimum				5 feet
Adjacent to alley, minimum				5 feet
Building Standards				
Height, maximum, principal building	35 feet	35 feet	35 feet [4]	35 feet
Height, maximum, accessory buildings	25 feet	25 feet	25 feet	25 feet
Notes:				
[1] Minimum lot area for multifamily dwellings in the R/HD district is calculated by summing the minimum per-unit square footage specified in this table; however, in all cases the minimum lot area shall be no smaller than 3,000 sf. For example, the minimum lot area for a three unit multifamily development with two bedroom units would be 4,950 (1,650 x 3 units = 4,950 sf).				
[2] Forty percent minimum open space is required for residential-only projects in the C/T district.				
[3] See Section 3.7.5: <i>Transitions Between Different Land Use Areas</i> .				
[4] See Section 5.7.7 for additional height standards applicable to the HCC zoning district.				

10. Compliance with Transitions Between Different Land Use Areas Section 3.7.5

The intent of these transition standards is to help ensure physical compatibility between new development and adjacent zoning district boundaries. Transitions in either height and/or setbacks may be required pursuant to this section to help ensure physical compatibility in such situations.

The Eastwood 133, LLC Self-Storage Facility property is currently zoned General Commercial in Garfield County per the Garfield County GIS Exhibit below. The project borders Garfield County General Commercial zoning to the north and west with no residential uses nor residential zoning on the Carbondale parcels bordering the east and south. The proposed Commercial/Retail/Wholesale Zone District is compatible to the Garfield County General Commercial zoning to the north and west. Though the property to the west is zoned General Commercial, it is currently utilized as a manufactured home park. As a result, the Applicant proposes to set the building back 39' from the west property line, and provide a privacy fence and landscape for screening.



11. Compliance with Allowable Uses Section 4.2

Table 4.2-1: Allowed Uses – Town of Carbondale		Residential Districts					Commercial and Mixed-Use Districts				Other Non-Residential Districts				Use-Specific Standards
Use Category	Use Type	AG	OTR	R/LD	R/MD	R/HD	C/T	CRW	HCC	MU	O	T	PF	I	
Storage and Warehousing	Outdoor storage												P	P	4.4.4.D
	Self-storage facility (mini-storage)						C	C						P	4.3.5.G
	Shipping, receiving, and distribution facility													P	
	Warehousing													P	

12. Compliance with Use-Specific Standards Section 4.3.5.G

Self-storage facilities shall comply with the following standards:

A. Height

One-story buildings shall be a maximum 15 feet in height. Multi-story structures shall be allowed the same maximum height as the applicable zoning district.

The maximum allowable two-story building is 35' and the actual proposed is 26'. The maximum one-story building height is 15'; and the actual proposed is 14' 6". See Exhibit G for documentation.

B. Building Materials

Metal buildings adjacent to State Highway 133 shall have some sort of durable facade(e.g., split block, etc.) on the side that faces Highway 133 and those areas of the building immediately visible from the 133 right-of-way.

Durable facade materials include concrete block and upgraded siding products from the metal building systems as shown in Exhibit H, these include a brick and a simulated wood material (that is in fact a metal). All individual storage unit doors are screened.

C. Doors

Doors to individual storage units shall not face any abutting street frontage, or, if the site is located on a corner parcel, shall not face the primary street frontage.

See Exhibit H for materials palette and Exhibit G materials extents. Exhibit G also shows the facade with the screening and the facade behind the screening.

D. Landscaping and Open Space

Required landscaping and open space shall be concentrated along the right-of-way used for access. Landscaping/open space is also encouraged in along other existing rights-of-way.

The Carbondale UDC requires a landscaping buffer along HWY 133. Approximately 30' of landscape is proposed within the property along HWY 133 that utilizes plant materials and street trees of a species and spacing recommended by the Carbondale Tree Board. A landscape zone is proposed on the north side of the property along the proposed pedestrian/bike path to the adjoining manufactured home park to the west. An additional landscape zone is proposed in front of the screen fence on the west side of the property to benefit the adjoining manufactured home park residents. Lastly, shrub buffers are proposed at the south side of the project to deter access along the south property line. This zone will also be planted with trees to break up the mass of the two story structure as viewed from the south through the electrical sub-station.

E. Access and Circulation

Access will be obtained from CDOT off HWY 133 with a right in right out access. A one direction circulation road will enter the site from this access at the north

then loop the two-story building counterclockwise. This access is intended to be accomplished by creating a raised median in the center of the access to channelize traffic entering and exiting the site. Access and circulation are further described in the Eastwood 133, LLC Self-Storage Facility Engineering Narrative, which is attached as an Exhibit.

F. Other Activities

No business activity other than rental of storage units shall be conducted on the premises.

The business activity will focus on the rental of self-storage units. Retail sales will take place out of the ground floor sales office to include the sale of boxes, tape, tape dispensers, bubble wrap, foam and storage door locks.

G. Outdoor Storage

No outdoor storage is permitted except for boats or vehicles, which shall be stored only in designated, screened areas. Screening shall be constructed according to the criteria in Section 5.4.5 if the storage area is visible from a right-of-way or from adjoining property in a non-industrial zoning district.

No outdoor storage is proposed at the Eastwood 133, LLC Self-Storage Facility.

H. Fencing and Screening

A security fence around the perimeter may be erected and constructed of either chain link, any type of screening fence or wall described in Section 5.4.5, or any fence approved by the Director, excluding barbed wire or razor wire.

An 8' screen fence constructed from pressure treated wood, native wood, or any materials which can withstand exposure to the weather, and which will be approved by the Planning Director or Building Official is proposed along the west side of the property. The combination of this fence and proposed landscape is intended to screen the Eastwood 133, LLC Self-Storage Facility from the neighboring residences to the west. An 8' chain link security fence is proposed along the south property line.

13. Commercial Site and Building Design Section 5.7

5.7.3. GENERAL SITE LAYOUT STANDARDS

A. Development Responsive to Site Conditions

Development shall respond to specific site conditions and opportunities such as odd-shaped lots, location on prominent intersections, unusual topography, the presence of view corridors identified by the Town, trees and vegetation, and/or other natural features to the maximum extent feasible.

The self-storage facility is proposed on Property located on State Highway 133 between the intersection of Cowan Drive and Village Road in Garfield County,

Colorado. The parcel is a rectangular 2.76-acre parcel bounded by State Highway 133 at the east, commercial buildings to the north, a mobile home park to the west, and an electrical substation to the south. Electric plant transmission lines are along the east border of the site.

No structures are present on the subject lot. The property has historically been used for agriculture. The remnants of several irrigation ditches are on the property. Ground surface at the site generally slopes gently down to the north at grades less than 5 percent. At the southwest corner, the ground slopes down to the southwest to the Rio Grande bike trail. Vegetation on the site consists of sparse grasses and weeds with areas of cactus and sage. Scattered scrap metal and debris were observed on the ground.

As referenced above, the property is not unusually shaped, is not located at a prominent intersection, does not have unusual topography, and does not have significant trees, vegetation, or other natural features. The parcel does reside along the HWY 133 corridor and does seek to address views within this corridor. One-story storage structures are located along the east edge of the project to help screen the two-story structure behind it. Landscape, murals, and sculptures line the proposed pedestrian/bike trail between the one-story storage facility and the HWY 133 Right-of-Way. The intent of adding these elements is to provide an interesting artistic approach to the design of the facility. See the 3D views of the architecture attached as an Exhibit.

B. Transitions Between Different Land Use Areas

When located adjacent to designated zoning districts, development shall comply with applicable height and setback transitional standards in Section 3.7.5: Transitions Between Different Land Use Areas.

The Eastwood 133, LLC Self-Storage Facility property is currently zoned General Commercial in Garfield County per the Garfield County GIS Exhibit below. The project borders Garfield County General Commercial zoning to the north and west with no residential uses nor residential zoning on the Carbondale parcels bordering the east and south. The proposed Commercial/Retail/Wholesale Zone District is compatible to the Garfield County General Commercial zoning to the north and west. Though the property to the west is zoned General Commercial, it is currently utilized as a manufactured home park. As a result, the Applicant proposes to set the building back 39' from the west property line, and provide a privacy fence and landscape for screening.

C. Building Orientation

Local climatic conditions shall be considered when orienting buildings. For example, north-facing facades are especially susceptible to winter snow and ice accumulation, and entries may require special treatment. Snow shed from roofs and snow piling zones along streets shall be considered in arranging building elements on the site. Adequate solar access shall be considered when planning

outdoor spaces, with shade and relief from glare provided by landscaping and overhead structures.

Local climatic conditions shall be considered when orienting buildings. For example, north-facing facades are especially susceptible to winter snow and ice accumulation, and entries may require special treatment. Snow shed from roofs and snow piling zones along streets shall be considered in arranging building elements on the site. Adequate solar access shall be considered when planning outdoor spaces, with shade and relief from glare provided by landscaping and overhead structures.

The one-story buildings on site have been oriented to shed snow east away from garage doors and user traffic. The public entry on the north side of the building is covered by a canopy to ensure protection from snow and ice. See Exhibit G for building orientation and roof slope.

D. *Building Locations (Multi-Building Developments)*

Within developments that have three or more buildings, buildings shall be arranged and grouped using one or more of the following techniques (illustrated in Figure 5.7.3-A):

- 1. Frame the corner of an adjacent street intersection or entry point to the development;*
- 2. Frame and enclose parking areas on at least two sides;*
- 3. Frame and enclose outdoor dining and/or outdoor gathering spaces between buildings; or*
- 4. On sites of 15 acres or more, frame and enclose a “main street” pedestrian and/or vehicle access corridor within the development.*

The buildings frame the corner at the entry point to the development (1) and the three buildings and screening walls on site frame and enclose vehicular access, parking, and vehicular circulation areas to the south and east (2). These framed/screened access corridors screen the storage doors from the view of the public. See Exhibit G for site plan and building locations. (3) and (4) don't apply to this site.

E. *Public Street Frontages*

A public street frontage shall include that portion of a building facing any public street right-of-way, but not an alley. Every public street frontage shall comply with the following:

- 1. Where they do not exist in good condition already, a raised curb and sidewalk that complies with Town public works standards shall be constructed within the public street right-of-way, except in the OTR district.*

A raised curb and sidewalk are provided on the north side of the building along a public street storefront and public parking. See Exhibit G for parking and sidewalk locations.

2. *Street trees, related irrigation, and streetlights that comply with Town public works standards shall be provided in the public right-of-way. Changes to the spacing of the trees to avoid visually obscuring shop fronts must be approved by the Public Works Director.*

Streetlights, sidewalk, and street trees are provided along both the public frontage to the north of the building but also to the east of the building in keeping with the pattern along HWY 133 already in practice.

3. *The Town will not issue certificates of occupancy for any buildings or units until all public improvements identified on the applicable building permit have been completed and accepted by the Town, or until the applicant enters into an improvements agreement in a form acceptable to the Town Attorney and the Board of Trustees that provides security to the Town to complete such public improvements within a reasonable time period if the applicant fails to do so. The performance guarantee shall comply with Section 2.6.5.C.2.c.i: Security Guarantee, of this Code.*

This eastern edge will also be finished with murals and sculpture sites. See Exhibit G for murals and sculptural opportunity locations. See Exhibit I A11.0 for public frontage including streetlights and trees.

F. Pedestrian Environment

1. *New development shall be sited and designed to encourage pedestrian activity on the street.*

The Eastwood 133, LLC Self-Storage Facility proposes to include a six-foot asphalt pedestrian/bike path along HWY 133 with a pedestrian path connection at the north side to the mobile home park community to the west. The HWY 133 pedestrian/bike path will connect to the RFTA Park and Ride to the south and the existing pedestrian crossing at Cowen Drive to the north.

2. *The site design shall locate pedestrian routes connecting residential, recreational, and commercial uses to minimize contact with normal vehicular traffic. This can be achieved by designing crossings at traffic stop points, and/or by identifying crossings with signage, pavement changes, and landscape features.*

The Eastwood 133, LLC Self-Storage Facility proposes to include a six-foot asphalt pedestrian/bike path along HWY 133 with a pedestrian path connection at the north side to the mobile home park community to the west. The HWY 133 pedestrian/bike path will connect to the RFTA Park

and Ride to the south to the existing pedestrian crossing at Cowen Drive to the north.

3. *Construction of and/or land dedication for pedestrian improvements may be required pursuant to the subdivision/development regulations and/or a development improvement agreement.*

Again, the Eastwood 133, LLC Self-Storage Facility proposes to include a six-foot asphalt pedestrian/bike path along HWY 133 with a pedestrian path connection at the north side to the mobile home park community to the west. The HWY 133 pedestrian/bike path will connect to the RFTA Park and Ride to the south to the existing pedestrian crossing at Cowen Drive to the north. The off-site path connections to the north and south will occur in CDOT HWY 133 Right-of-Way.

G. Underground Utilities

All on-site electric utility, cable television lines and all other communication and utility lines for buildings will be placed underground pursuant to Section 6.2.12.

5.7.4. GENERAL BUILDING DESIGN

A. Building Massing and Form

Unless otherwise provided in this Code, building form may vary widely, as long as certain features of building form are considered:

1. *Buildings shall vary in size and shape within a development that has more than one building.*

The buildings within the development vary in both size and shape. See drawing 1 on Exhibit G.

2. *Buildings shall incorporate human-scaled features at the ground level to encourage pedestrian use. Examples include articulated entries and windows, canopies, arcades, recessed entries, changes in color, material, or texture.*

The building provides an articulated human scaled entry with a canopy inviting pedestrians to the entrance of the building.

The buildings within the development vary in both size and shape. See drawing 1 on Exhibit G.

3. *Facade modulation shall be utilized to reduce the apparent bulk of a large building, where applicable.*

The buildings vary from one-story to two-story, and the one-story building has a shed roof while the two story building has a flat roof. The building also provides changes in material, color, and texture by use of brick, a simulated wood

product, and articulated metal paneling. See Exhibit G, H, and I for the entry elevation, entry perspective, and material palette.

4. *Large, unbroken expanses and long, continuous rooflines shall be avoided.*

The building facade transitions in height with articulated segments that range from 23' to 26' in parapet height variation. The facade segments also vary in width from 20'-60'. Materiality between modules changes as well as the window patterning reduce the length of the building while still creating a harmonious facade. See Exhibit G for that design documentation. Exhibit G also shows facade with screening and the facade behind the screening.

Large unbroken expanses and long, continuous rooflines are avoided using parapets on the north, east, and south of the building which allows the roof line to step up and down by 2'-2'6" along the entire building facade. The building is also broken up into 20, 40, and 60' segments reducing the number of unbroken expanses. See Exhibit G for facade roof line changes.

B. Street Corners

Buildings located on street corners shall recognize the importance of their location by:

1. *Concentrating the tallest portions of the building at the intersection where they may "frame" the corner;*
2. *Employing architectural features, such as angled facades, prominent entrances, a stepped parapet wall, or other unique building features at the corner; or*
3. *Employing similar techniques as approved by the Director.*

The NE building corner acts as the public entry and prominent focal point of the building. It employs architectural features such as storefront glass, a canopy, and a parapet wall framing the corner of the building. See Exhibit I for storefront corner entry.

C. Building Design Detail

All building facades facing public streets shall be designed with a similar level of design detail. Blank walls void of architectural detailing shall not be permitted. Exceptions may be granted for those areas that the applicant can demonstrate are not visible from adjacent development or public rights-of-way.

All building facades facing the public rights-of-way have a similar level of design detail and blank walls are avoided by using durable materials. The west side of the building is not visible from any public right-of-way. See Exhibit G A4.1 – A4.3 for building elevations.

D. Primary Entrance

Buildings shall be oriented so that the principal building entrance faces the principal street or the street providing main access to the site. In cases where the principal entrance does not face the principal street, the entrance shall connect to the street and adjacent parking areas with sidewalks.

The primary building entrance is oriented so that it faces north and east to be visible from the internal courtyard parking and drivers on HWY 133 - the only access to the site. See Exhibit G A3.1 for entry orientation to site and highway.

E. Architectural Style

The architectural character of new buildings or additions shall complement the architectural character of adjacent existing buildings.

The design continues the Carbondale ARTway further north, across this site and is intended to extend an existing unique Carbondale feature. See Exhibit G.

The architectural character of the building complements the overall character of the HWY 133 commercial corridor and the comp plan vision for the area with commercial uses, durable materials, and attention to architectural detail. Adjacent uses of mobile home park (west), is given a setback of 40' with a planted buffer edge and tire shop to the north is given a 90' with a planted buffer and new sidewalk across the subject site. For either north or west, the code minimum is a 5' setback with no planting requirement. See Exhibit G.

F. Signage

Signage shall be considered an integral design element of any building and shall be compatible with the exterior architecture with regard to location, scale, color and lettering style, in addition to complying with the standards of Section 5.9: Signs.

The building signage is integrated into the facade of the corner entry building element. The signage is compatible with the architecture and integrated into the canopy design. The signage has an area of 70 SF on the east elevation of the building and 35 SF on the north elevation keeping with the signage code. The maximum signage area will be less than 70 SF on the east side of the building and less than 35 SF on the north side of the building. The imagery uses a placeholder business name of "Confluence Self Storage" to illustrate signage integration with an example. See Exhibit I for building entry with signage applied. Also see Exhibit G for signage and elevations view.

5.7.5. SUPPLEMENTAL STANDARDS: PROPERTIES WITH FRONTAGE ALONG HIGHWAY 133

A. Applicability

Development of the Eastwood 133, LLC Self-Storage Facility will contain a commercial use with frontage along HWY 133 and shall comply with the general site layout and building design standards.

B. Setbacks

1. Highway Landscape Buffer

Approximately 30' of landscape is proposed within the property along HWY 133 that utilizes plant materials and street trees of a species and spacing recommended by the Carbondale Tree Board. Irrigation to

trees and shrubs will be provided by a water efficient drip irrigation system. Seeded areas will be irrigated with underground irrigation system utilizing rotating sprinkler nozzles. Weather based irrigation controls shall include functioning soil moisture sensors and a rain sensor as components of this system.

2. Building Orientation

The Eastwood 133, LLC Self-Storage Facility with HWY 133 frontage will have a strong internal focus, rather than a highway orientation. One vehicular entrance is proposed at the north end of the property and the storage garage bays and interior entrances orient to an internal loop road. All entryways shall face towards this internal road system. Landscape, mural facades and a pedestrian ARTway will have a highway orientation.

Adjacent residential land uses have been considered when orienting the buildings. A screen fence and landscape will help screen the view from neighboring residences. Visibility from the highway right-of-way will be enhanced with a 30' landscape buffer along the proposed pedestrian/bike path with murals and art.

C. Access

The proposed Eastwood 133, LLC Self-Storage Facility resides just north of the Public Service Company of Colorado's electrical substation, and is restricted to right-in and right-out access in CDOT's SH 133 Carbondale Access Control Plan. The location and design of this highway access is based on projected traffic flows and CDOT guidelines.

5.7.6. SUPPLEMENTAL STANDARDS: BUILDINGS OF 10,000 SQUARE FEET OR GREATER

A. Applicability

Development of any building that will be 10,000 square feet in size or greater shall comply with the general site layout and building design standards of Section 5.7.3 and the standards of this section.

B. Horizontal Articulation

The buildings vary from one-story to two-story, and the one-story building has a shed roof while the two-story building has a flat roof. The building also provides changes in material, color, and texture by use of brick, a simulated wood product, and articulated metal paneling. See A4.3 for the entry elevation and 3d view 1 for entry perspective and material palette.

C. Vertical Articulation

Again, the buildings have been designed to reduce apparent mass by including a clearly identifiable base, body, and top, with horizontal elements separating these components.

D. Design for Pedestrians

The design of a new building or addition shall incorporate architectural features, elements, and details that are designed for pedestrian scale and pedestrian-oriented accesses.

1. Primary Building Entrance

The northern end of that two-story building offers a public entrance and visitor parking all visible from HWY 133. The site design creates an internal court for visitor parking. Although we can't predict how the site to the north will develop, our goal was to create an appropriate pattern for sites to the north. This northern end of the building storefront area includes a covered entry that is designed to hold the NE public corner and create an intentional hierarchy to the building at the public way.

2. Pedestrian Amenities

The ground-floor facades that face the public street have incorporated pedestrian-oriented design features including a covered entry way with display windows. The NE building corner acts as the public entry and prominent focal point of the building. It employs architectural features such as storefront glass, a canopy, and a parapet wall framing the corner of the building. See Exhibit I A11.1 for storefront corner entry.

E. Transparency

Window patterning is proposed to provide transparency and reduce the overall length of the building while still creating a harmonious facade with the proposed architectural materials. As mentioned above, display windows are located at the primary office entrance to the building. Exhibit G illustrates the proposed glazing and materials.

F. Architectural Elements, Materials and Color

Large unbroken expanses and long, continuous rooflines are avoided using parapets on the north, east, and south of the building which allows the roof line to step up and down by 2'-2'6" along the entire building facade. The building is also broken up into 20, 40, and 60' segments reducing the number of unbroken expanses. See Exhibit G, H, and I for proposed architectural elements, materials and color.

14. Landscaping and Screening Section 5.4

The Carbondale UDC requires a landscaping buffer along HWY 133. Approximately 30' of landscape is proposed within the property along HWY 133 that utilizes plant materials and street trees of a species and spacing recommended by the Carbondale Tree Board. A landscape zone is proposed on the north side of the property along the proposed pedestrian/bike path to the adjoining manufactured home park to the west. An additional landscape zone is proposed in front of the screen fence on the west side of the property to benefit the adjoining manufactured home park residents. Lastly shrub

buffers are proposed at the south side of the project to deter access along the south property line. This zone will also be planted with trees to break up the mass of the two-story structure as viewed from the south through the electrical sub-station.

15. Off-Street Parking Section 5.8

Off-street parking and loading area requirements and standards are addressed in the Eastwood 133, LLC Self-Storage Facility Engineering Narrative, prepared by Sopris Engineering, which is attached as an Exhibit. Sopris Engineering feels that this site complies with all codes will not require design waivers or variances based on their research, experience in the area, engineering drawings, review of the UDC and municipal code

16. Exterior Lighting Section 5.10

General: The facade of the building which faces HWY 133 presents an opportunity to improve the streetscape and welcome people to Carbondale. By including and enhancing Carbondale's renowned ARTway, this project adds to Carbondale's growing reputation as a community which strongly supports arts and creativity. The design team will work with the Carbondale Creative District (CCD) Board of Directors on the sculpture and mural lighting, which is currently shown on the drawings for intent.

Lighting and the nightscape is a critical part of the project, as the art must be enhanced without detracting from the generally dark environment of the Town. By using lighting controls, modern optics, and careful attention to lighting orientation and shielding, we can create a comfortable view with no glare or light trespass. In following the intent and spirit of the UDC, the lighting will also dim and shut off late at night, maintaining the dark skies we all appreciate.

Continuing the sidewalk and sidewalk lighting also provides pedestrian safety and security, encouraging non-vehicular transportation in Carbondale.

All exterior lighting will be 3000K and high CRI (Color Rendering Index) which increases visual acuity while allowing reduced light levels, and all will be energy-efficient and long-lived LEDs. The products last in excess of 100,000 hours (approximately 25-28 years), reducing life-cycle costs and landfill contribution.

Pedestrian Walkway: The sidewalk between the existing electrical substation and tire shop, along HWY 133, shall be lit with AAL Promenade-series pedestrian-scaled luminaires, to match the existing fixtures. Spacing shall be approximately 100', adjusted per site and photometric requirements. The BUG Rating on the fixture is 1-0-1.

A recent change in factory-integrated controls adds integral astronomical timeclock and dimming capabilities, which allows the fixtures to automatically dim at a specific time of night (i.e. 2AM until dawn, then off).

Art Mural Walls: The mural lighting is allowed under 5.10.2.F.i. The applicant will use dimming and timeclock technology to control the light levels and turn off the lighting when appropriate. The murals shall be lit by a top-mounted wall light with cantilevered arms approximately 12" long. The light shall be down-directed and aimed back to the wall to illuminate the art in an even, smooth fashion. The light shall be controlled by the

building control system and will turn on at dusk, then dim to 50% at 9PM in compliance with 5.10.5.5. Lights shall shut off at 1AM.

Sculpture lighting: Each sculpture shall have 3 in-grade, fully-sealed uplights, as allowed by 5.10.2.D.e. These lights shall be adjustable without opening the fixture, allowing re-aiming if the sculptures change over time.

Parking and entry lighting inside the property shall be in compliance with 5.10.5 (inclusive). In general, fully-shielded down-directed lighting shall be in entry canopies, fully-shielded small-scale site lights shall light parking spaces, and all exterior lighting will be controlled by an astronomical timeclock which will ensure lighting is turned off in compliance with the ordinance. Building signage lighting will switch off at 9PM.

17. Exhibits

<u>Exhibit A</u>	<u>Land Use Application Form</u>
<u>Exhibit B</u>	<u>Owner Authorization Letter</u>
<u>Exhibit C</u>	<u>Neighboring Property Owners</u>
<u>Exhibit D</u>	<u>Annexation Petition / Annexation Plat</u>
<u>Exhibit E</u>	<u>Fiscal Impact Report</u>
<u>Exhibit F</u>	<u>Engineering Report</u>
<u>Exhibit G</u>	<u>Floor Plans and Building Elevations</u>
<u>Exhibit H</u>	<u>Sample Material Boards</u>
<u>Exhibit I</u>	<u>3D Renderings</u>
<u>Exhibit J</u>	<u>Landscape Plan</u>
<u>Exhibit K</u>	<u>Lighting Plan</u>
<u>Exhibit L</u>	<u>Geotechnical Report</u>
<u>Exhibit M</u>	<u>Group 14 Engineering Net Zero PV Early Analysis</u>
<u>Exhibit N</u>	<u>Ownership and Encumbrance Report</u>

Exhibit A
Land Use Application Form



Town of Carbondale
511 Colorado Ave
Carbondale, CO 81623
(970)963-2733

Pre-Application Meeting Date Oct. 8, 2019

Fees _____ Date Pd _____

Land Use Application

PART 1 – APPLICANT INFORMATION

Applicant Name: Eastwood 133, LLC Phone: 970-925-9817

Applicant Address: 0133 Prospector Road, Suite 4102

E-mail: rob@sarick.com

Owner Name: Eastwood 133, LLC Phone: 970-925-9817

Address: 0133 Prospector Road, Suite 4102

E-mail: rob@sarick.com

Location of Property: provide street address and either 1) subdivision lot and block; or 2) metes and bounds:

Garfield County Parcel ID #239328400011

PART 2 – PROJECT DESCRIPTION

General project description:

Eastwood 133, LLC is submitting the required applications for a Self-Storage Facility on a Garfield County Parcel with Garfield County Parcel ID #239328400011 and address of 0430 Highway 133.

Size of Parcel: 2.602 acres # Dwelling Units: 1 Sq Ftg Comm: 73,103 sq. ft.

Type of Application(s): Annexation, Rezoning, Major Site Plan Review, Conditional Use Permit

Existing Zoning: Commercial General in Garfield Co. Proposed Zoning: CRW

PART 3 – SIGNATURES

I declare that I have read the excerpt from the Town of Carbondale Municipal Code Article 8 Land Use Fees. I acknowledge that it is my responsibility to reimburse the Town for all fees incurred as a result of this application.

I declare that the above information is true and correct to the best of my knowledge.

[Signature] 5/14/20
Applicant Signature Date

Signature of all owners of the property must appear before the application is accepted.

[Signature] 5/14/20
Owner Signature Date

STATE OF COLORADO)
COUNTY OF GARFIELD Pitkin) ss.

The above and foregoing document was acknowledged before me this 14th day of May 2020, by Jordan Sarick

Witness my hand and official
My commission expires: 7/30/22

KRISTIN PRIDE
NOTARY PUBLIC - STATE OF COLORADO
NOTARY ID 20064029379
MY COMMISSION EXPIRES JUL 30, 2022

[Signature]
Notary Public

Exhibit B
Owner Authorization Letter

May 5, 2020

Town of Carbondale Planning Department
511 Colorado Ave.
Carbondale, CO 81623

RE: Authorization Letter for Eastwood 133, LLC

Dear Town of Carbondale,

This letter is to certify that Eastwood 133, LLC has authorized Douglas and Julie Pratte of The Land Studio, Inc. to represent them for the Annexation, Rezoning, Major Site Plan Review and Conditional Use Permit Applications for a Self-Storage Facility on a parcel of land with Garfield County Parcel ID #239328400011 and address of 0430 Highway 133. This letter also authorizes Douglas and Julie Pratte to submit the above Applications on behalf of Eastwood 133, LLC.

The contact information for The Land Studio Inc, is:

Douglas and Julie Pratte
The Land Studio, Inc.
365 River Bend Way
Glenwood Springs, CO 81601
(970)927-3690 phone
landstudio2@comcast.net

Sincerely,

Eastwood 133, LLC, a Colorado limited liability company



By: Jordan Sarick. Manager

5/14/20

Date of Signature



Exhibit C
Neighboring Property Owners

Eastwood 133, LLC Neighboring Property Owners within 300'

Researched May 5, 2020 from:

<https://gis.garfield-county.com/LandExplorer/index.html>

Parcel	Physical Address	Owner	Account Num	Mailing Address
239328400007	171 133 HWY CARBONDALE	MOUNTAIN VALLEY MHP LLC	R090132	24165 IH 10 W SUITE 217 PMB 501 SAN ANTONIO, TX 78257
239328400008	179 133 HWY CARBONDALE	THUNDER RIVER LODGE LLC	R090119	695 SUMMIT LOOP #H7 CARBONDALE, CO 81623
239328400009	211 133 HWY CARBONDALE	GRACY'S LLC	R090133	81 LAZY GLEN SNOWMASS, CO 81654
239328400010	223 133 HWY CARBONDALE	OROSZ INVESTMENT LLC	R090125	8626 COUNTY ROAD 301 PARACHUTE, CO 81635
239328400011	Not available CARBONDALE	EASTWOOD 133 LLC	R090127	0133 PROSPECTOR ROAD SUITE 4102 ASPEN, CO 81611
239328400032	304 133 HWY CARBONDALE	PORTER G LLC	R341212	PO BOX 1132 CARBONDALE, CO 81623
239328400037	326 133 HWY CARBONDALE	ALPINE CENTER	R590169	400 EAST MAIN STREET ASPEN, CO 81611
239328414023	290 133 HWY CARBONDALE	GEBS, LLC	R590037	514 E HYMAN AVENUE ASPEN, CO 81611
239328415001	981 COWEN DR CARBONDALE	GATEPOINT LLC	R590039	PO BOX 908 GLENWOOD SPRINGS, CO 81602
239328415002	995 COWEN DR CARBONDALE	GATEPOINT LLC	R590040	PO BOX 908 GLENWOOD SPRINGS, CO 81602
239328415007	980 COWEN DR CARBONDALE	CARBONDALE CENTER LLC	R590045	PO BOX 1363 CARBONDALE, CO 81623
239328461009	Not available CARBONDALE	THREE RIVER INTERESTS, LLC	R044737	2551 DELORES WAY STE 200 CARBONDALE, CO 81623
239333100013	Not available CARBONDALE	PUBLIC SERVICE COMPANY OF COLORADO	R090158	1225 17TH STREET, SUITE 400 DENVER, CO 80202-5534
239333100036	RAILROAD ROW CARBONDALE	ROARING FORK TRANSPORTATION AUTHORITY	R090233	1340 MAIN STREET CARBONDALE, CO 81623
239333100036	RAILROAD ROW CARBONDALE	ROARING FORK TRANSPORTATION AUTHORITY	R090233	1340 MAIN STREET CARBONDALE, CO 81623
239333111004	Not available CARBONDALE	ROARING FORK TRANSPORTATION AUTHORITY	R590307	0051 SERVICE CENTER DRIVE ASPEN, CO 81611
239333115001	1821 DOLORES WAY CARBONDALE	DELORES WAY PROPERTY LLC	R590309	1027 PARK WEST DRIVE GLENWOOD SPRINGS, CO 81601
239333115004	1900 DOLORES WAY CARBONDALE	STRAIGHT LINE LLC	R042028	1900 DOLORES WAY CARBONDALE, CO 81623
239333116006	350 133 HWY CARBONDALE	ALPINE BANK	R590303	2200 GRAND AVENUE GLENWOOD SPRINGS, CO 81601
239333116009	1199 VILLAGE RD CARBONDALE	BIG SKY HOLDINGS LLC	R045444	379 RIVER BEND WAY GLENWOOD SPRINGS, CO 81601
239333142001	2211 DOLORES WAY CARBONDALE	ERIC BAR WEAVER BRANDING LLC	R040988	2211 DELORES WAY CARBONDALE, CO 81623
239333142002	2221 DOLORES WAY CARBONDALE	HANDY, DRU	R040989	2221 DELORES WAY CARBONDALE, CO 81623
239333142003	2231 DOLORES WAY CARBONDALE	HANDY, DRU	R040990	2221 DOLORES WAY CARBONDALE, CO 81623
239333142004	2241 DOLORES WAY CARBONDALE	DAVID, SHANE MICHAEL LLC	R040991	2241 DELORES WAY CARBONDALE, CO 81623
239333142005	2251 DOLORES WAY CARBONDALE	WHITE MOUNTAIN POTTERY LLC	R040992	2251 DOLORES WAY CARBONDALE, CO 81623-2225
239333142006	2261 DOLORES WAY CARBONDALE	ERIC BAR WEAVER BRANDING LLC	R040993	116 S BILL CREEK ROAD CARBONDALE, CO 81623
239333142007	2271 DOLORES WAY CARBONDALE	BRITT-KALBERG, VALERIE M & KALBERG, EARL R	R040994	3405 JEFFERSON AVENUE YAKIMA, WA 98902
239333142008	DOLORES WAY CARBONDALE	ERIC BAR WEAVER BRANDING LLC	R040995	116 S BILL CREEK ROAD CARBONDALE, CO 81623
239333149015	Not available CARBONDALE	CLEAVER & CALEB CONDOMINIUM ASSOC INC	R044458	1901 DELORES WAY CARBONDALE, CO 81623
ROW	Not available null			

Exhibit D
Annexation Petition / Annexation Plat

**PETITION FOR ANNEXATION OF UNINCORPORATED TERRITORY
IN THE COUNTY OF GARFIELD, STATE OF COLORADO,
TO THE TOWN OF CARBONDALE, STATE OF COLORADO**

TO THE BOARD OF TRUSTEES OF THE TOWN OF CARBONDALE, COLORADO:

The undersigned ("**Petitioner**"), in accordance with the Municipal Annexation Act of 1965, Chapter 31, Article 12, of the Colorado Revised Statutes, 1973, as amended, hereby petitions the Board of Trustees of the Town of Carbondale for annexation to the Town of Carbondale ("**Petition**") of the following described unincorporated territory located in the County of Garfield, State of Colorado, to wit:

**LEGAL DESCRIPTION – SEE EXHIBIT A ATTACHED HERETO AND
INCORPORATED HEREIN BY THIS REFERENCE (the "**Property**")**

And in support of the said Petition, Petitioner alleges that:

1. It is desirable and necessary that the above-described Property be annexed to the Town of Carbondale.
2. One of the conditions set forth in section 30(1) of article II of the state constitution has been met.
3. The provisions of section 30 of article II of the state constitution have been complied with.
4. Not less than one-sixth (1/6) of the perimeter of the Property is contiguous with the Town of Carbondale.
5. A community of interest exists between the Property and the Town of Carbondale.
6. The Property is urban or will be urbanized in the near future.
7. The Property is integrated or is capable of being integrated with the Town of Carbondale.
8. No land held in identical ownership, whether consisting of one tract or parcel of real estate or two or more contiguous tracts or parcels of real estate:
 - a) Is divided into separate parts or parcels without the written consent of the landowner(s) thereof, except and unless where such tracts or parcels are already separated by a dedicated street, road or other public way.
 - b) Comprises 20 acres or more, which together with the buildings and improvements situated thereon, has an assessed value in excess of two-

hundred thousand dollars for an ad valorem tax purpose for the year preceding the annexation is included within the territory proposed to be annexed, without the written consent of the landowner or landowner thereof.

9. The Property is not presently a part of any incorporated city, city and county, or town; nor have any proceedings been commenced for incorporation or annexation of an area that is part or all of the Property; nor has any election for annexation of the Property or substantially the same territory to the Town of Carbondale been held within the 12 months immediately preceding the filing of this Petition.
10. The proposed annexation will not result in detachment of area from any school district or attachment of same to another school district.
11. Except to the extent necessary to avoid dividing parcels within the Property held in identical ownership, at least fifty percent (50%) of which are within the three mile limit, the proposed annexation will not have the effect of extending a municipal boundary more than three miles in any direction from any point of the Town of Carbondale boundary in any one year.
12. The proposed annexation will not result in the denial of reasonable access to any landowner, owner of an easement, or owner of a franchise adjoining a platted street or alley which has been annexed by the Town of Carbondale but is not bounded on both sides by the Town of Carbondale.
13. The entire width of any street or alley to be annexed is included within the Property.
14. All requirements of CRS 31-12-104, as amended, and CRS 31-12-105, as amended, exist or have been met.
15. Petitioner comprises more than fifty percent (50%) of the landowners in the Property and own more than fifty percent (50%) of the Property.
16. The mailing address of Petitioner and the date of signing of Petitioner's signature are shown on this Petition.
17. Accompanying this Petition are four (4) copies of an annexation map containing the following information:
 - a) A written legal description of the boundaries of the Property;
 - b) A map showing the boundary of the Property;
 - c) Within the annexation boundary map, a showing of the location of each ownership tract in unplatted land and, if part or all of the area is platted, the boundaries and the plat numbers of plots or of lots and blocks; and

- d) Next to the boundary of the Property, a drawing of the contiguous boundary of the Town of Carbondale and the contiguous boundary of any other municipality abutting the Property.
18. In connection with the processing of this Petition, Petitioner requests that the Town of Carbondale:
- a) Institute zoning approval processes for the Property in accordance with the Town of Carbondale Land Use Code;
 - b) Approve and execute a development agreement, which establishes for the Property, among other matters, vested property rights for a term greater than three years pursuant to Article 68, Title 24, Colorado Revised Statutes and the development plan for the Property, including land use, drainage, floodplain and access matters (“**Annexation and Development Agreement**”). It is Petitioner’s expectation that the Annexation and Development Agreement may contain certain funding mechanisms benefitting the Town of Carbondale, such as a public improvement fee or other fee payable to the Town of Carbondale.
19. Petitioner has filed this Petition subject to the following conditions:
- a) Concurrently with its approval of annexation of the Property, the Town of Carbondale: (i) approves zoning for the Property which is substantially consistent with the application for zoning which Petitioner submits in connection with this Petition; (ii) approves a site plan for the Property, including any necessary platting of the Property or platting desirable by Petitioner; and (iii) approves, authorizes execution of and executes the Annexation and Development Agreement on terms and conditions acceptable to Petitioner in its sole discretion.
 - b) On or before approval of annexation of the Property by the Town of Carbondale, CDOT approves access to the Property from Highway 133 on terms and conditions acceptable to Petitioner in its sole discretion.
 - c) Petitioner hereby reserves the sole, exclusive and unilateral right to withdraw this Petition by so notifying the Clerk of the Town of Carbondale in writing at any point prior to the later to occur of: (i) thirty-five (35) days after the latest final approval of the final ordinance(s) or other final approval(s) approving annexation of the Property, the Annexation and Development Agreement, zoning of the Property as requested pursuant to this Petition and site plan and platting of the Property as requested by Petitioner; (ii) final, non-appealable resolution of any “Legal Challenge” (defined below); or (iii) any later date contemplated in the Annexation and Development Agreement.
 - d) Prior to expiration of the period described in the foregoing subparagraph (c) without Petitioner having withdrawn the Petition, neither

Petitioner nor the Town of Carbondale shall cause or permit the occurrence of the conditions to effectiveness of the annexation as set forth in CRS 31-12-113(2)(b).

For purposes of this Petition, "Legal Challenge" means either: (1) any third party commences any legal proceeding or other action that directly or indirectly challenges the annexation of the Property, the Annexation and Development Agreement, the approved zoning of the Property or any of the Town's resolutions or ordinances approving any of the foregoing; or (2) any third party submits a petition for a referendum seeking to reverse or nullify any of such ordinances.

20. Upon the annexation of the Property becoming effective, and subject to the conditions set forth in this Petition and to be set forth in the Annexation and Development Agreement, the Property shall become subject to all ordinances, resolutions, rules and regulations of the Town of Carbondale, except as otherwise set forth in the Annexation and Development Agreement, and except for general property taxes of the Town of Carbondale, which shall become effective on January 1 of the next succeeding year following adoption of the annexation ordinance.
21. Except for the terms and conditions of this Petition and of the Annexation and Development Agreement, which terms and conditions Petitioner expressly approves and therefore do not constitute an imposition of additional terms and conditions within the meaning of CRS 31-12-107(4), -110(2), -111 or -112(1), Petitioner requests that no additional terms and conditions be imposed upon annexation of the Property to the Town of Carbondale.

Petitioner hereby requests that the Town of Carbondale approve the annexation of the Property pursuant to the provisions of CRS 31-12-101 *et seq.*, as amended.

[Signature Pages Follow This Page]

Eastwood 133, LLC, a Colorado limited liability company

By: [Signature]
Name: Jordan Sarick
Title: Manager

Date of Signature: 5/14/20

Petitioner's Address: 0133 Prospector Rd. Suite 4102, Aspen, CO 81611

Is Petitioner a resident of the Property?: No.

NOTARY CERTIFICATE

STATE OF COLORADO)
COUNTY OF Pitkin) ss.

The foregoing Petition for Annexation was subscribed and sworn to before me this 14 day of May, 2020, ~~2019~~ by Jordan Sarick as Manager of Eastwood 133, LLC, a Colorado limited liability company.

WITNESS my hand and official seal. Notary Public: Justin Hall

(SEAL)

KRISTIN PRIDE
NOTARY PUBLIC - STATE OF COLORADO
NOTARY ID 20064029379
MY COMMISSION EXPIRES JUL 30, 2022

My Commission Expires: 7/30/22

EXHIBIT A
LEGAL DESCRIPTION OF THE PROPERTY

The Land referred to herein is located in the County of **Garfield**, State of **Colorado**, and described as follows:

A parcel of land situated in Lot 16 of Section 28 and Lot 2 of Section 33, all in Township 7 South, Range 88 West of the Sixth Principal Meridian, being more particularly described as follows:

Beginning at a point on the Westerly right-of-way line of Colorado State Highway No. 133, whence the East Quarter corner of said Section 28 bears North 24° 37' 53" East, 2379.58 feet;

thence South 01° 16' 00" East, 611.10 feet along said Westerly right-of-way line;

thence South 81° 31' 30" West, 156.10 feet to a point on the Northeasterly right-of-way line of the Denver and Rio Grande Western Railroad;

thence North 33° 07' 25" West, 123.47 feet along said Northeasterly right-of-way line;

thence North 01° 16' 00" West, 525.80 feet;

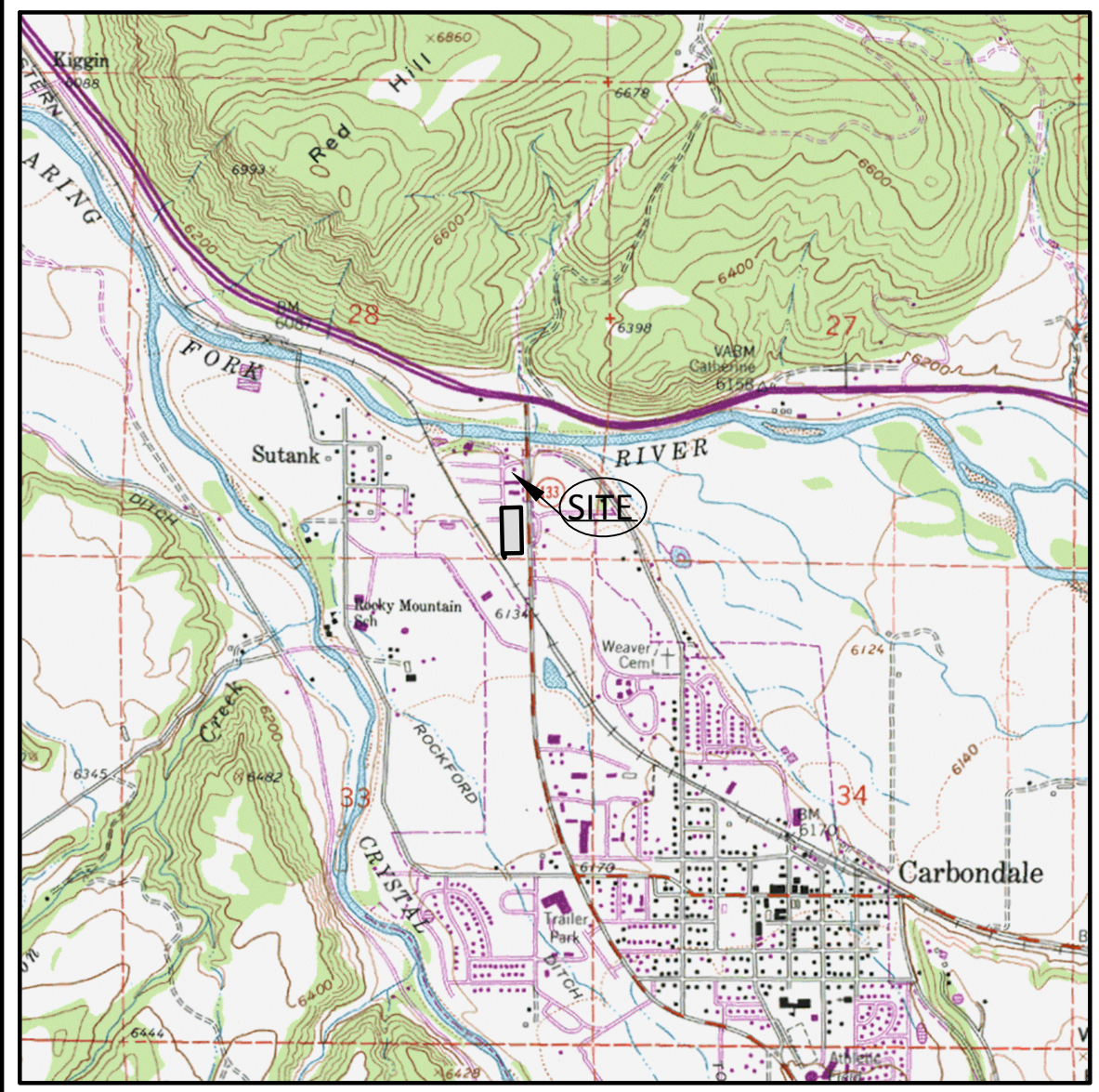
thence North 88° 44' 00" East, 220.00 feet to the Point of Beginning.

EXCEPTING THEREFROM that portion conveyed by Mary Anne Hyde to Public Service Company of Colorado in Deed recorded June 8, 1982 in Book 600 at Page 844.

ANNEXATION MAP OF: EASTWOOD 133, LLC ANNEXATION

A PARCEL OF LAND SITUATED IN LOT 16 SECTION 28
TOWNSHIP 7 SOUTH, RANGE 88 WEST OF THE 6th P.M.
COUNTY OF GARFIELD, STATE OF COLORADO

SHEET 1 OF 1



VICINITY MAP
SCALE: 1" = 2000'

BOARD OF TRUSTEES CERTIFICATE

Annexation depicted on this plat was approved by Ordinance No. _____, Series of 2019, on the _____ day of _____ 2019.
WITNESS MY HAND AND THE SEAL of the Town of Carbondale, Colorado.

MAYOR

TOWN CLERK

SURVEYOR'S STATEMENT

I, Mark S. Beckler, do hereby state that this survey was prepared by Sopris Engineering, LLC for _____, and that it is true and correct to the best of my knowledge and belief.

Mark S. Beckler L.S. No. 28643

CLERK & RECORDER CERTIFICATE

This Plat was filed for record in the Office of the Clerk and Recorder of Garfield County, Colorado at _____ o'clock ____ M. this _____ day of _____, 2019, in Book _____, at Page _____, Reception No. _____.

CLERK & RECORDER

By:

SOPRIS ENGINEERING - LLC
CIVIL CONSULTANTS
502 MAIN STREET, SUITE A3
CARBONDALE, COLORADO 81623
(707) 704-0311 SOPRISENG@SOPRISENG.CO

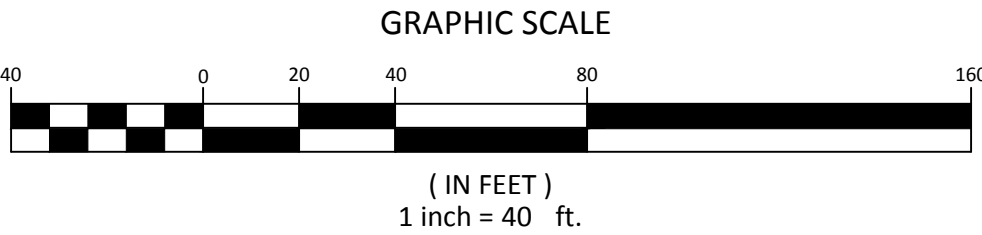
ANNEXATION PARCEL DESCRIPTION

A parcel of land situated in Lot 16 of Section 28, Township 7 South, Range 88 West of the Sixth Principal Meridian, being more particularly described as follows:

Beginning at a point on the Westerly right-of-way line of Colorado State Highway No. 133, whence the East Quarter corner of said Section 28 bears North 24°43'21" East, 2372.8 feet; thence South 01°16'00" East, 511.89 feet along said Westerly right-of-way line; thence leaving said Westerly right-of-way line along the boundary of that Exception Parcel described in that document recorded as Reception No. 232893 South 88°44'00" West, 195.0 feet; thence continuing along said boundary South 01°16'00" East, 49.14 feet to a point on the Northeasterly right-of-way line of the Denver and Rio Grande Western Railroad; thence leaving said boundary North 33°10'35" West, 47.30 feet along said Northeasterly right-of-way line; thence leaving said Northeasterly right-of-way North 01°16'00" West, 520.88 feet; thence North 88°44'00" East, 220.0 feet to the point of beginning.

Containing 2.602 acres more or less.

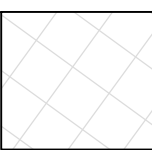
COUNTY OF GARFIELD
STATE OF COLORADO



ANNEXATION TABLE

ANNEXATION PARCEL PERIMETER: 1544.21
1/6 OF ANNEXATION PERIMETER: 257.37'
CONTIGUOUS TOWN BOUNDARY: 803.33'

LEGEND



AREA TO BE ANNEXED

CONTIGUOUS BOUNDARY

TOWN BOUNDARY

EXISTING CONDITIONS LEGEND

— ○ ——— ○ — CHAINLINK FENCE
— □ ——— □ — WOODEN FENCE
— x ——— x — WIRE FENCE

NOTES

- 1) Date of Survey: August 2018.
- 2) Date of Preparation: July 2019.
- 3) Basis of Bearing: A bearing of S 01°16'00" E between the found concrete posts with brass caps marked Colorado Department of Highways found along the west Right-of-Way for Station 15+00 and Station 31+78.4 of Colorado State Highway No. 133 as outlined on the Right of Way mapping for Federal Aid Project No. S 0163 (1) dated October 24, 1957, as shown.
- 4) Basis of Survey: The Colorado Department of Highways project outlined in Note 3 above, The Survey Map of the Railroad Right of Way-Satank Segment of a portion of the former Rio Grande Railroad Right-Of-Way preformed by the Farnsworth Group signed January 28, 2007 also being deposited Survey No. 786 of the Garfield County records and various other documents of record for the adjoining parcels found in the Office of the Clerk and Recorder of Garfield County, and the found survey monuments, as shown.
- 5) This survey does not constitute a title search by Sopris Engineering, LLC (SE) to determine ownership or easements of record. For all information regarding easements, rights of way and/or title of record, SE relied upon the above said items described in note 4 and the title commitment prepared by the Title Company of the Rockies, commitment number 0601484-C5 with an effective date of August 6, 2018.

NOTICE: ACCORDING TO COLORADO LAW YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF CERTIFICATION SHOWN HEREON.

RAB SB JPS 16223 2019-07-30 M:\3800dwgs\18151\ANNEX\18151-ANNEXATION.dwg

Exhibit E
Fiscal Impact Report

**FISCAL IMPACT OF THE PROPOSED EASTWOOD 133 SELF STORAGE
DEVELOPMENT ON THE TOWN OF CARBONDALE**

A Memorandum Report to

EASTWOOD 133, LLC

From

GRUEN GRUEN + ASSOCIATES

Urban Economists, Market Strategists & Land Use/Public Policy Advisors

April 2020

C1548



**FISCAL IMPACT OF THE PROPOSED EASTWOOD 133 SELF STORAGE
DEVELOPMENT ON THE TOWN OF CARBONDALE**

A Memorandum Report to

EASTWOOD 133, LLC

From

GRUEN GRUEN + ASSOCIATES
Urban Economists, Market Strategists & Land Use/Public Policy Advisors

APRIL 2020

TABLE OF CONTENTS

	<u>Page</u>
INTRODUCTION	1
Proposed Development Program	2
SUMMARY ESTIMATES AND PRINCIPAL CONCLUSION	2
ESTIMATE OF TOWN REVENUE GENERATED BY SELF-STORAGE DEVELOPMENT	4
Building Materials Use Tax Revenue	4
Property Tax Revenue	4
Sales Tax Revenue	6
ESTIMATE OF ANNUAL MUNICIPAL COST TO PROVIDE SERVICE TO SELF-STORAGE DEVELOPMENT	8
Municipal Expenditures and Current Service Population	8
Estimated Annual Service Cost	9
APPENDIX A: ADDITIONAL DATA TABLES	11

LIST OF TABLES

	<u>Page</u>
Table 1: Proposed Development Program	2
Table 2: Estimated Net Fiscal Impact on Town of Carbondale	3
Table 3: One-Time Building Materials Use Tax Revenue to Town of Carbondale	4
Table 4: Annual Property Tax Revenue to Town of Carbondale	5
Table 5: Estimated Annual Sales Tax Revenue to Town of Carbondale	6
Table 6: Town of Carbondale 2020 Governmental Funds Operating Expenditures	8
Table 7: Population and Employment in Town of Carbondale	9
Table 8: Estimated Annual Town Cost to Provide Service to Self-Storage Development	10
Table A-1: Annual Property Tax Revenue to All Tax Entities	11
Table A-2: Indirect Economic Activity (Output & Taxable Sales) in Garfield County	12



GRUEN GRUEN + ASSOCIATES
MEMORANDUM REPORT

Date: April 27, 2020
To: Rob Cairncross, Eastwood 133 LLC
From: Gruen Gruen + Associates
Subject: **C1548: Fiscal Impact Analysis of Proposed Eastwood 133 Self Storage Development on the Town of Carbondale**

INTRODUCTION

Eastwood 133, LLC (the “Applicant”) proposes to develop an enclosed stat-of-the-art self-storage facility consisting of approximately 75,000 square feet of building space on a 2.8-acre parcel (Parcel ID 2393-284-00-011) adjacent to the Town of Carbondale municipal limits. The property is located on the western frontage of Highway 133, just south of Highway 82, near an entrance to the Town of Carbondale. The property is currently a vacant lot. No new roadway or other municipal infrastructure would be needed to serve the proposed development.

Policies regarding annexation in the Town of Carbondale’s existing Comprehensive Plan state that, among other criteria, “annexation/developments should not adversely affect the Town’s fiscal conditions.”¹ The purpose of this report by Gruen Gruen + Associates (“GG+A”) is to evaluate the potential fiscal impacts associated with the proposed annexation and to reach judgement on whether development of the proposed self-storage facility would adversely affect the Town’s fiscal conditions.

This report specifically reviews the potential operating impacts to the governmental funds of the Town of Carbondale. Capital impacts and other “one-time” costs for which the Town collects impact fees or charges for service on a cost-recovery basis (e.g., permitting and plan check/review) are assumed to be set at adequate rates to offset such costs.

¹ 2013 Comprehensive Plan, Chapter 4: Future Land Use, Page 79.



Proposed Development Program

Table 1 summarizes the proposed development program upon which the fiscal impact analysis is based.

Table 1: Proposed Development Program	
	Eastwood 133
Gross Site Area in Acres	2.8
Gross Building Area in Square Feet	75,500
<i>Floor-Area-Ratio</i>	0.63
Self-Storage Units	591
Sources: Land+Shelter Architecture and Planning; Eastwood 133 LLC.	

The self-storage facility is planned to include approximately 590 self-storage units (a combination of exterior and indoor access units) totaling approximately 75,500 square feet of gross building area. The floor-area-ratio is approximately 0.6. The two-story building is planned to include one affordable housing unit on the second floor to house the on-site manager of the self-storage facility.

SUMMARY ESTIMATES AND PRINCIPAL CONCLUSION

The primary conclusion drawn from the fiscal impact analysis described in this report is that the proposed self-storage facility will generate more revenues for the Town than it will induce in service costs. The proposed development will facilitate the continued provision of high-quality municipal services.



Table 2 summarizes the estimates of annual revenues, annual costs, and the relationship between estimated annual revenues and estimated annual service costs to the Town of Carbondale following development and occupancy of the proposed development.

Table 2: Estimated Net Fiscal Impact on Town of Carbondale	
	Annual
Property Tax	\$9,122
Sales Tax	\$11,760
Building Materials Use Tax (Prorated) ¹	\$6,937
Annual Revenue	\$27,818
Self-Storage Municipal Service Cost	(\$2,138)
Pedestrian Trail / ROW Maintenance Cost (Art Walk)	(\$2,500)
Annual Costs	(\$4,638)
Net Annual Surplus (Deficit)	\$23,180
¹ For purposes of comparing revenues and costs, the one-time use tax is prorated over 20 years.	
Source: Gruen Gruen + Associates	

We estimate that the proposed development will be “fiscal-positive” on the town’s budget. Property tax, sales tax, and one-time building materials use tax (prorated over 20 years for purposes of comparison) amount to \$27,800 of estimated annual revenues. Annual costs to provide service to the self-storage facility and its users and to maintain the proposed pedestrian trail and landscaped right-of-way (the latter of which are not costs associated with providing municipal services for the proposed project but instead are proposed conditions to the annexation and a community enhancement) are estimated at approximately \$4,600 annually. The relationship between estimated annual revenues generated by the proposed project and operating costs associated with providing municipal services for the proposed project and for maintaining the community enhancement right-of-way is estimated to result in an annual “surplus” of \$23,200.

The estimated annual revenues and costs are both relatively small in the context of the Town’s annual governmental fund operating budget. Governmental fund revenues and expenditures (to provide services) are each budgeted for about \$8 million in 2020. The estimated annual revenues and costs attributable to the self-storage facility represent well under a one-half of one percent increase to current revenues and expense. In addition, as described below, the estimate of service cost does not take into account that some costs of providing municipal services are fixed (or in other words, do not vary with changes in population and employment) and therefore the cost estimates may be overstated. This further supports our conclusion that the likelihood of “adverse effect” to the Town’s operating budget is very low.



Considering the one-time use tax revenue on building materials of \$138,700 also support the conclusion that the proposed project will generate more revenues than costs on the Town's budget.

For all taxing entities, the proposed project is estimated to generate annual property tax of over \$209,000.

ESTIMATE OF TOWN REVENUE GENERATED BY SELF-STORAGE DEVELOPMENT

GG+A interviewed and obtained information from representatives of the Garfield County Assessor and Town of Carbondale to prepare estimates of property tax, sales tax, and building materials use tax revenue that the development will generate for the Town of Carbondale.

Building Materials Use Tax Revenue

The proposed development will generate a one-time revenue benefit to the Town upon issuance of building permit. Building materials used in construction are taxable at the Town's local sales and use tax rate of 3.5 percent (construction labor is exempt). Table 3 summarizes an estimate of the one-time tax revenue.

Table 3: One-Time Building Materials Use Tax Revenue to Town of Carbondale	
	Eastwood 133
Estimated Hard Construction Cost Per-Square-Foot	\$105.00
Total Hard Construction Cost	\$7,927,500
Percent Building Materials	50.0%
Taxable Building Material Cost	\$3,963,750
One-Time Use Tax Revenue	\$138,731
Sources: Eastwood 133 LLC; Town of Carbondale; Gruen Gruen + Associates.	

According to information from the Applicant, the total anticipated development cost of the self-storage facility is approximately \$10 million. Hard construction costs are estimated at approximately \$7.9 million or \$105 per square foot of building space. The taxable building materials portion of the cost, at 50 percent, are estimated at about \$4.0 million. One-time use tax revenue on building materials is accordingly estimated to total \$138,700.

Property Tax Revenue

The unincorporated property is currently located in Tax Area 009-1R-009 with a current mill levy of \$76.173 (per \$1,000 of assessed valuation). Information from the Garfield County Assessor confirms that upon annexation, the property would be assigned to the adjacent incorporated tax area (Tax Area 059-1R-2-059) which includes a broader list of taxing



authorities, including the Town of Carbondale and Roaring Fork Transportation Authority, and a higher mill levy. The Town of Carbondale current property tax mill levy totals \$3.594 for general operations and street maintenance.

Table 4 summarizes an estimate of annual property tax revenue the Town of Carbondale will receive upon completion and occupancy of the self-storage development.

Table 4: Annual Property Tax Revenue to Town of Carbondale	
	Eastwood 133
Fair Market Value ¹	
Land	\$1,202,000
Building Improvements	\$7,550,000
<i>Total</i>	<i>\$8,752,000</i>
Commercial Assessment Ratio	29.0%
Assessed Value	\$2,538,080
Town of Carbondale Mill Levy Rate (Per \$1,000) ¹	3.594
Annual Town Property Tax Revenue	\$9,122
¹ Improved land at \$10-per-square-foot and building improvements at \$100-per-square-foot. The vacant land is currently assigned a market value of \$700,000 or about \$6-per-square-foot.	
² Current rates; includes general operations at 2.094 mills plus 1.500 mills for street maintenance.	
Sources: Garfield County Assessor; Gruen Gruen + Associates.	

The proposed self-storage use is projected to generate approximately \$9,100 of annual property tax revenue for the Town of Carbondale. This estimate is based on the current mill levy, a 29 percent commercial assessment ratio, and an estimated valuation of approximately \$8.8 million.

Table A-1 in the Appendix to this report contains an estimate of annual property tax revenue to all taxing entities that would apply after annexation and development.



Sales Tax Revenue

The Town of Carbondale local sales tax rate is 3.5 percent of taxable sales and services. We have made an order-of-magnitude estimate of annual sales tax revenue the self-storage facility will generate for the Town of Carbondale, attributable to three sources:

1. Direct on-site taxable retail sales at the facility related to packaging supplies and materials;
2. Indirect taxable sales and services (off-site) that will result from increases in local economic activity and payroll (a portion of which will re-circulate in the Town, producing sales tax indirectly); and
3. Potential spending on taxable goods or services from non-Carbondale residents who visit and utilize the self-storage facility.

Table 5 summarizes an estimate of these recurring sales tax revenues for the Town of Carbondale.

Table 5: Estimated Annual Sales Tax Revenue to Town of Carbondale	
	Eastwood 133
<u>Direct (On-Site):</u>	
Annual Taxable Sales in Carbondale	\$36,000
<i>Direct Sales Tax Revenue (Town)</i>	<i>\$1,260</i>
<u>Indirect (Non-Local Storage Visitors, Off-Site):</u>	
Annual Trips from Non-Carbondale Residents	45,200
Average Off-Site Taxable Spend, Per Trip	\$5.00
Annual Taxable Sales in Carbondale	\$226,000
<i>Indirect Sales Tax Revenue (Town)</i>	<i>\$7,910</i>
<u>Indirect (Operations/Payroll, Off-Site):</u>	
Indirect Taxable Sales in Garfield County	\$222,000
Percent Captured in Carbondale	33.3%
Annual Taxable Sales in Carbondale	\$74,000
<i>Indirect Sales Tax Revenue (Town)</i>	<i>\$2,590</i>
Total Annual Sales Tax Revenue (Town)	\$11,760
Sources: Eastwood 133 LLC; Town of Carbondale; U.S. Bureau of Economic Analysis; Peyton Reed & Company; Gruen Gruen + Associates.	



We estimate that sales tax revenues to the Town of Carbondale will approximate \$12,000 annually when accounting for economic activity and spending that would indirectly result from operations of the self-storage facility. These sources and estimates are summarized below.

Based on information from the Applicant, we estimate direct on-site taxable sales (of boxes, other moving or packaging supplies, etc.) will approximate \$35,000 annually or about two percent of total potential gross operating revenues. This would generate about \$1,300 of annual sales tax revenue for the Town.

A second and larger source of potential sales tax revenue relates to non-local visitation that the self-storage facility will generate. The competitive market area extends well beyond the Town of Carbondale, encompassing the Highway 82 corridor from Basalt up to the southern portion of Glenwood Springs. The competitive market area representing the potential sources of self-storage facility demand was estimated to include about 20,000 residents, indicating that sources outside of Carbondale represent two-thirds of potential storage renters. Assuming 45,000 annual trips from non-local storage renters and an average off-site spending per trip of \$5 in Carbondale (coffee, gasoline, a meal at adjacent eating and drinking places, a combined trip to the local hardware store, and so forth), we include potential sales tax revenues from non-local visitors equal to \$7,900.²

A third and broader source of taxable spending and therefor potential sales tax revenue to the Town reflects the indirect economic activity that will result from operation of the self-storage facility. A portion of the gross revenue generated by the operations of the facility will become wage and salary payments to the on-site manager and part-time employees and to purchase support services from other firms in the local area. A portion of these “indirect and induced” economic effects represent expenditures on taxable goods and services. We rely upon RIMS II multipliers estimated by the U.S. Bureau of Economic Analysis (BEA) for Garfield County to make an estimate of indirect taxable sales that could result in Carbondale from operations of the self-storage use. See Table A-2 in the Appendix to this report for a summary of these estimates which total about \$222,000 in Garfield County. Assuming that one-third of such activity occurs locally within Carbondale³ suggests annual indirect sales tax revenues of about \$2,600.

² The Institute of Transportation Engineers (ITE) *Trip Generation Manual* identifies an average daily trip-generation rate for mini-storage land uses of 2.5 trips per every 1,000 gross square feet. This estimate when adjusted to remove potential visitation from Carbondale residents (already making taxable purchases in Town) equates to approximately 45,000 annual visits from non-local residents to the self-storage facility.

³ The Town of Carbondale represents about 15 percent of all taxable sales in Garfield County. It represents about one-third of all population in the primary geographic market area identified by Peyton Reed & Company.



ESTIMATE OF ANNUAL MUNICIPAL COST TO PROVIDE SERVICE TO SELF-STORAGE DEVELOPMENT

This section presents an estimate of governmental fund expenditures potentially incurred to provide Town services to the proposed self-storage development. The estimates reflect our review of the adopted 2020 budget, past municipal expenditure patterns reported in Comprehensive Annual Financial Reports, a fiscal impact analysis of prototypical land uses included in the 2013 Comprehensive Plan, input received from Town staff, and consideration of relevant characteristics of the proposed self-storage development.

Municipal Expenditures and Current Service Population

The Town of Carbondale currently serves a municipal population of approximately 6,900 residents. As summarized below in Table 6, the 2020 Municipal Budget anticipates approximately \$8 million of operating expenditures for the General Fund and Recreation Sales and Use Tax Fund (which funds many parks and recreation operating expenses).

Table 6: Town of Carbondale 2020 Governmental Fund Operating Expenditures	
	Adopted 2020 Expenditures ¹
General Fund:	
General Government	\$2,620,000
Public Safety	\$2,005,000
Public Works	\$1,415,000
Recreation	\$915,000
<i>Subtotal General Fund</i>	<i>\$6,955,000</i>
Recreation Sales & Use Tax Fund	\$1,005,000
Streetscape Fund	\$65,000
Total	\$8,025,000
¹ Includes expenditures for Personnel and Operations/Maintenance. Excludes capital expenditures.	
Sources: Town of Carbondale, 2020 Municipal Budget; Gruen Gruen + Associates.	

General government functions and public safety (primarily Police) represent about 60 percent of all budgeted operating expenditures for 2020.



Table 7 summarizes recent demographic and employment estimates for the Town of Carbondale.

Table 7: Population and Employment in Town of Carbondale			
	2013	2018	5-Year Change
Population	6,488	6,883	395
Employment (Jobs)	2,169	2,691	522
Estimated "Resident Equivalents" ¹	7,898	8,632	734
¹ Reflects municipal service demand allocation of 0.65 jobs per resident. In other words - 1.3 jobs located in the Town of Carbondale generate the same service demand as one resident.			
Sources: Colorado Dept. of Local Affairs; U.S. Census Bureau; Gruen Gruen + Associates.			

According to most recently available estimates from the Colorado Department of Local Affairs and U.S. Census Bureau, the Town of Carbondale contained approximately 6,900 residents and 2,700 jobs as of 2018. The municipal service cost estimate presented in the following section utilize a per-capita measure referred to as “resident equivalents.” This approach combines the resident population and employment in the Town of Carbondale to form a single per-capita metric. Our review of information presented in the 2013 Comprehensive Plan suggests that a reasonable service demand ratio is 0.65 jobs per resident. In other words, 1.3 jobs in Carbondale generate a level of service demand that is equivalent to one resident.⁴ This suggests that the Town is serving a current municipal population of 8,632 resident equivalents.

Estimated Annual Service Cost

The cost of providing day-to-day municipal service to the proposed development is a function of the increased burden placed on the Town’s administrative, public safety, public works and other personnel and operating/maintenance expenditures. Following the approach outlined above, Table 8 summarizes an estimate of annual cost to provide municipal service to the proposed self-storage facility following its commencement of operation.

⁴ Analysis contained in the Comprehensive Plan (Appendix A) identifies that approximately 72 to 79 percent of expenditures for General Government, Public Safety, and Streets / Public Works are attributable to residential land uses in the Town. Parks and Recreation expenditures are exclusively serving residential land uses. Applying these “splits” to the current 2020 Municipal Budget suggests that approximately 82 percent of operating costs are incurred to serve residential uses (residents) and 18 percent are to serve non-residential uses (jobs).



Table 8: Estimated Annual Town Cost to Provide Service to Self-Storage Development	
	Eastwood 133
Additional Resident Equivalents	2.3
Average Service Cost Per Resident Equivalent ¹	\$930
Annual Town Service Costs	\$2,138
<i>Additional Art Walk Annual Maintenance Cost</i>	<i>\$2,500</i>
Potential Total Annual Cost	\$4,638
¹ Current operating expenditure budget divided by 2018 estimate of resident equivalents.	
Sources: Town of Carbondale; Gruen Gruen + Associates.	

The Applicant indicated that one full-time employment position is anticipated to operate and manage the self-storage facility, and perhaps one additional part-time job will be required to provide support and maintenance-type services. The full-time manager is also planned to live on-site in the affordable housing unit provided. Therefore, the self-storage use will effectively add 2.3 resident equivalents to Carbondale's service population (one resident plus two jobs). The Town is currently budgeted to expend approximately \$930 per resident equivalent to provide day-to-day municipal service. The relationship suggests that the incremental annual cost to serve the self-storage use will approximate \$2,100 annually. This does not factor in the reality that some of the Town's service functions have fixed costs⁵. That is, some costs do not change with population or employment. Accordingly, the cost estimate which does not consider the fixed cost component to municipal service delivery may overstates operating costs induced by the proposed development.

To further present a conservative estimate of annual service cost, we include above in Table 9 an estimate taken directly from correspondence with the Town's Director of Public Works. Although not specifically attributable to the proposed self-storage facility itself, the pedestrian trail and landscaped right-of-way proposed for the frontage on Highway 133 will require public maintenance expenditures. The approximate cost to maintain a pedestrian trail (\pm 500 feet in length) with landscaped beds and trees (not native vegetation) is estimated at about \$1,500 to \$2,500 annually. The total estimate above assumes the high end of the range.

⁵ For example, the number of the resident equivalents in the Town grew by about ten (10) percent between 2013 and 2018. Town operating expenditures remained essentially unchanged over that period when adjusted for inflation at the Municipal Cost Index. Thus, service population has grown without substantially changing service costs – an indication that some costs are “fixed” in nature.



APPENDIX A: ADDITIONAL DATA TABLES

Table A-1: Annual Property Tax Revenue to all Tax Entities		
	Mill Levy	Annual Tax ¹
School District RE-1	42.903	\$108,891
Garfield County	13.655	\$34,657
Carbondale & Rural Fire Protection	12.862	\$32,645
Colorado Mountain College	4.013	\$10,185
Town of Carbondale	3.594	\$9,122
Roaring Fork Transportation Authority	2.650	\$6,726
Garfield County Public Library	2.505	\$6,358
Colorado River Water Conservation	0.235	\$596
Total	82.417	\$209,181
¹ Based on estimated assessed value of \$2,538,080 upon project completion.		
Sources: Garfield County Assessor; Gruen Gruen + Associates.		



Table A-2: Indirect Economic Activity (Output & Taxable Sales) in Garfield County			
<i>Industry Sector:</i>	Output Multiplier	Indirect Sales	Taxable %
Agriculture, forestry, fishing, and hunting	0.001	\$1,080	0%
Mining	0.006	\$10,080	0%
Utilities	0.040	\$72,180	0%
Construction	0.049	\$87,840	50%
Durable goods manufacturing	0.009	\$16,380	0%
Nondurable goods manufacturing	0.001	\$1,800	0%
Wholesale trade	0.007	\$12,960	25%
Retail trade	0.026	\$134,229	100%
Transportation and warehousing*	0.008	\$15,120	0%
Information	0.005	\$8,280	0%
Finance and insurance	0.021	\$38,160	0%
Real estate and rental and leasing	1.100	\$179,640	0%
Professional, scientific, and technical services	0.020	\$36,540	0%
Management of companies and enterprises	0.001	\$2,160	0%
Administrative and waste management services	0.040	\$72,540	0%
Educational services	0.002	\$3,600	0%
Health care and social assistance	0.022	\$39,240	0%
Arts, entertainment, and recreation	0.002	\$3,960	100%
Accommodation	0.005	\$8,280	100%
Food services and drinking places	0.013	\$23,400	100%
<u>Other services*</u>	<u>0.011</u>	<u>\$19,800</u>	<u>25%</u>
Total	1.378	\$787,269	28%
			\$221,979
1 Refers to final demand multiplier for Garfield County; figures represent amount of total output in each industry sector for every \$1 in direct output (revenue) produced at the self-storage use.			
Source: U.S. Bureau of Economic Analysis, RIMS II Multipliers; Gruen Gruen + Associates.			

Gruen Gruen + Associates (GG+A) is a firm of economists, sociologists, statisticians and market, financial and fiscal analysts. Developers, public agencies, attorneys and others involved in real estate asset management utilize GG+A research and consulting to make and implement investment, marketing, product, pricing and legal support decisions. The firm's staff has extensive experience and special training in the use of demographic analysis, survey research, econometrics, psychometrics and financial analysis to describe and forecast markets for a wide variety of real estate projects and economic activities.

Since its founding in 1970, GG+A has pioneered the integration of behavioral research and econometric analysis to provide a sound foundation for successful land use policy and economic development actions. GG+A has also pioneered the use of economic, social and fiscal impact analysis. GG+A impact studies accurately and comprehensively portray the effects of public and private real estate developments, land use plans, regulations, annexations and assessments on the affected treasuries, taxpayers, consumers, other residents and property owners.

DENVER:
(720) 583-2056

LAKE FOREST:
(847) 317-0634

SAN FRANCISCO:
(415) 433-7598

www.ggassoc.com

APPLYING KNOWLEDGE, CREATING RESULTS, ADDING VALUE

Exhibit F
Engineering Report

Eastwood 133, LLC Self-Storage Facility Engineering Narrative

May 1, 2020

Prepared for:
Eastwood 133, LLC
0133 Prospect Rd #4102
Aspen, CO 81611

Prepared By:
Sopris Engineering
502 Main Street Suite A3
Carbondale, CO 81623

Yancy Nichol, P.E.

502 Main Street • Suite A3 • Carbondale, CO 81623 • (970) 704-0311 • Fax (970) 704-0313

SOPRIS ENGINEERING • LLC

civil consultants

TABLE OF CONTENTS

1.0 INTRODUCTION PURPOSE

- 1.1 Introduction
- 1.2 Project Description
- 1.3 Existing Site Description

2.0 COMPLIANCE WITH USED-SPECIFIC STANDARDS SECTION 4.3.5.G

- 3.1 Access and Circulation

3.0 Commercial Site and Building Design Section 5.7

- 4.1 Development Responsive to Site Conditions
- 4.2 Underground Utilities

4.0 Off-Street Parking Section 5.8

- 5.1 5.8.3 Off Street Parking Requirements
- 5.2 Parking Alternatives
- 5.3 General Standards for Off-Street Parking and Loading Areas
- 5.4 Design of Off-Street Parking and Loading Areas

5.0 Traffic Analysis

ATTACHMENTS

- Exhibit 1: Existing Site Conditions
- Exhibit 2: Annexation Plat
- Exhibit 3: Civil Engineering Plans (tabulation of site data calculations within C1.0 Site plan)
- Exhibit 4: Drainage Report

1.0 INTRODUCTION AND DESCRIPTION:

1.1 Introduction:

This Engineering Narrative is written in support of the planning submission to the Town of Carbondale. The proposed property is currently outside the Town of Carbondale. Sopris Engineering (SE) has prepared an annexation plat for the 2.6 acre parcel.

1.2 Project Description:

The proposed site will house a 2 story self-storage building in the center of the lot and two separate single story self-storage along the eastern side of the site. Additionally within the building there is a proposed office for staff of the self-storage as well as a residential unit to accommodate a potential staff member. A circulation road will be one direction circulation enter the site from the north then loop the 2 story building counter clockwise. Access will be obtained from CDOT off of HWY 133 with a right in right out access. This access is intended to be accomplished by creating a raised median in the center of the access to channelize traffic entering an exiting the site.

1.3 Existing Site Description

The parcel borders HWY 133 to the East, the Xcel Energy Substation to the south, an existing mobile home park to the west and the Sopris Tire shop to the north.

Currently the parcel is an undeveloped grassy field setting slightly higher than the HWY 133 corridor, sloping generally from Southeast to northwest.

2.0 COMPLIANCE WITH USED-SPECIFIC STANDARDS SECTION 4.3.5.G

2.1 Access and Circulation

As previously mentioned access will be obtained off of HWY 133. This will be the only day to day access to the site. The proposed Right in right out intersection onto HWY 133 is what is listed for the access in the HWY 133 access control plan. Additionally, within the access control plan if the properties to the north develop in the future they will have to tie into our proposed stubbed access that we are constructing which will allow access for those properties to the right in right out that this project will construct (see sheet C1.0 within Exhibit 3 for additional information).

The proposed development will also provide a bollard and chained access to the eastern mobile home park. This will have a proposed Knox box to allow only for emergency access. We believe this is a benefit to the emergency responders since there is only one entrance/exit for the entire mobile home park. This emergency access will eccentrically be a straight shot from the proposed right in right out on HWY 133 straight west to the proposed chained access. Either side of the proposed access will have parking but no additional fences or gating. All areas south of the proposed access and parking will be gated for security.

Within the site we have a one way access with 30' driveway and parking aisles. This will allow tenants to stop in front of proposed units or circulate the building. This will additionally allow for other tenants to move past a parked vehicle who is accessing their unit. There will be a gate that is nearly the width of the drive aisle on both the east and west leg of the circulation path which will allow access through a number code.

3.0 Commercial Site and Building Design Section 5.7

3.1 Development Responsive to Site Conditions

Due to the information from soils reports, coordination with CDOT, past experience with the site and within Carbondale we believe we are proposing a well thought out site plan which fits the site and surrounding area well. We have learned through the soils report that we need to cut the site approximately 2' which will help reduce the scaling of the building. The proposed grades around the site will tie into existing grades along all sides of the site. We believe the buildings, circulation parking and access all fit the site well without major impacts to surrounding lots or infrastructure.

502 Main Street • Suite A3 • Carbondale, CO 81623 • (970) 704-0311 • Fax (970) 704-0313

SOPRIS ENGINEERING • LLC

civil consultants

3.2 Underground Utilities

Town of Carbondale - Water and Sanitary Sewer

Water - SE has coordinated with the town to understand the location for potential tie ins for the both the sewer and the water line. We understand the existing water main runs within the CDOT right-of-way parallel to the site. There is currently a fire hydrant adjacent to the property. SE is proposing a tap of the existing water line which would come into the site and provide a new fire hydrant at the entrance to the site. From the fire hydrant we would have a proposed service running to the Building.

Sewer – SE understands there is a sewer line generally running parallel to the western property line. Our site is slightly higher than the proposed asphalt access of the mobile home park. We do not foresee any issue being able to have gravity service to the existing sewer main to the west at this time.

For both the water and sewer additional coordination with the Town will continue as we move further into the design process. Below is a brief table showing the estimated water EQR uses based on the proposed uses of this development. The Town's table does not fit our site exactly primarily for the office/warehouse as we anticipate just a single bathroom for an employee in the office that very seldom would a customer use. Therefore we have estimated the EQR for the entire warehouse and the office together at 1 EQR. Additionally we have included estimate irrigation demand.

Estimated EQR use for Eastwood 133 LLC			
Nature of Facility to be Served			
	EQR	# of Units	Total EQR's
Multi-family residential units, including duplexes, apartments and condominiums:			
a. Buffet or studio apartment or condo with 1 kitchen up to 1,500 sq ft	0.6	1	0.6
Commercial office with Warehouse, single bathroom for employee	1	1	1
Irrigation (per acre)	14.13	0.597	8.44
			10.04

Holy Cross Energy (HCE)- Electric – HCE currently serves the mobile home park as well as the Sopris Tire Shop. We have access to both single phase and three phase power within close proximity. At this time we are still looking into single or three phase power but through coordination with HCE we understand either is possible and both would require similar connection with overhead power running to the northern or western edge of the site and then underground services coming onto site and into the building.

Black Hills Energy (BHE)- Gas – Through coordination with BHE we understand there is a gas line both within the HWY 133 corridor as well as a line to the west in the mobile home park. At this time it seems to make most sense to connect to the existing line within HWY 133 ROW. We understand BHE currently believes they have enough capacity to serve the proposed development but we will need additional coordination as the project moves forward with design.

Comcast - Telephone/Cable/Internet – Through coordination with Comcast we understand they are able to provide telephone, cable and internet to the site. They have existing overhead service very near the northwest corner of the site.

SE has done preliminary coordination with all utilities providers and we believe the site can be served by all utilities without major issues or impacts to the surrounding lots or businesses.

4.0 Off-Street Parking Section 5.8

502 Main Street • Suite A3 • Carbondale, CO 81623 • (970) 704-0311 • Fax (970) 704-0313

SOPRIS ENGINEERING • LLC

civil consultants

4.1 5.8.3 Off Street Parking Requirements

Based on the approximately 72,500 SF of proposed self-storage we understand we need 57 parking spaces based on the current Carbondale Unified Development Code (Carbondale UDC). We are showing three hand-i-cap parking stalls one to accommodate a van and 2 more typical hand-i-cap stalls. Including the hand-i-cap stalls we are showing a total of 57 parking spaces which all meet the size and alignment requirements of the Carbondale UDC.

4.2 Parking Alternatives

The proposed development currently has the room to park the required number of vehicles so our analysis only considered various configurations of parking on site. We believe we have arrived at the most efficient layout for parking.

4.3 General Standards for Off-Street Parking and Loading Areas

The proposed development has followed the Table in the Carbondale UDC for both for parallel parking and perpendicular. The UDC says perpendicular spots need to be 8.5' wide and 18' long. The proposed spaces on the site are 9' x 18'. The parallel parking spaces in the UDC say 22' long and 8.5' wide. Our design is showing 22' wide and 9' wide. Currently we are showing two loading and unloading areas which are both 9' wide and approximately 40' long.

4.4 Design of Off-Street Parking and Loading Areas

Our off street parking has been designed in a way to best serve the lot and not create negative impacts to surrounding lots or streets. The site will be able to accommodate much more parking than we anticipate every being needed. We also feel that the loading and unloading areas will be more than sufficient to handle the day to day demands of the site.

5.0 Traffic Analysis

SE has reviewed the current site, the proposed square footage of self-storage as well as the proposed residential unit. We have used the 10th edition of the ITE Manual in order to estimate the estimated trips generated from the proposed development. Below is a table showing the anticipated trips:

Eastwood 133, LLC – Trip Generation				Peak Hour of Adjacent Street Rate					
SE Job #18151				AM-7-9			PM (4-6)		
ITE Code	Description	Unit	Daily Rate	Total	In	Out	Total	In	Out
151	Mini-Warehouse	SF PER 1000	1.51	0.1	80.00%	40.00%	0.17	47.00%	53.00%
220	Multifamily Housing (low-rise)	EA Dwelling	7.32	0.48	23.00%	77.00%	0.58	63.00%	37.00%
Trips Generated									
ITE Code	Description	SF PER 1000	Daily Rate	Trips Generated	AM-7-9	AM Trips	PM (4-6)	PM Trips	
151	Mini-Warehouse	77.61	1.51	117.19	0.10	7.76	0.17	13.19	
220	Multifamily Housing (low-rise)	1.00	7.32	7.32	0.48	0.48	0.58	0.58	
Total:				124.51		8.22		13.75	

Based on the HWY 133 Access control plan we are showing our right in right out geometry which will have no issues accommodating the anticipated trips since even in the PM peak hours that is approximately 14 trip spread over 1 hours. Based upon these projected numbers we do not trigger any acceleration or deceleration lanes per the CDOT access standards.

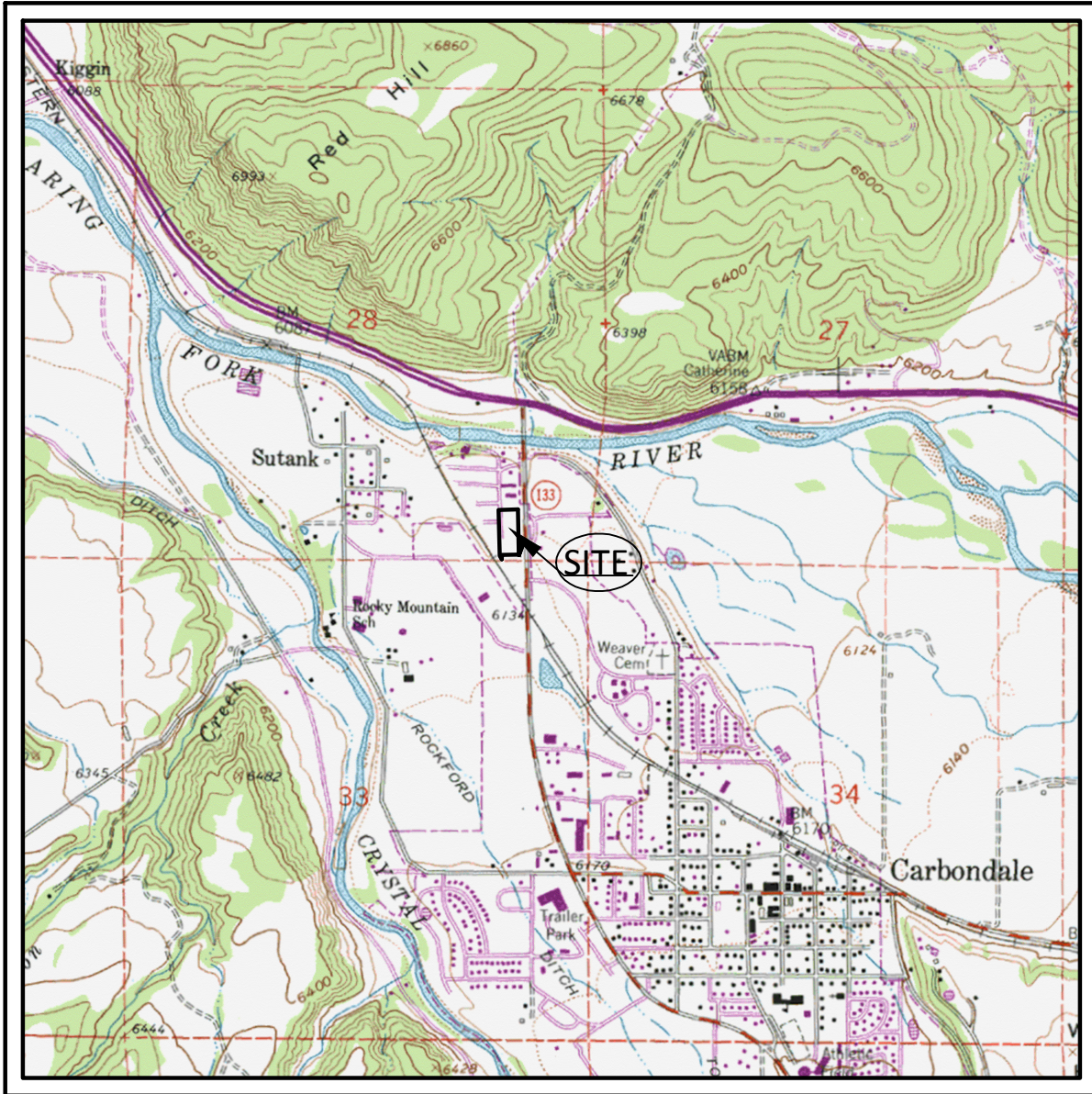
Conclusion:

Based upon our research, experience in the area, engineering drawings, review of the UDC and municipal code we believe this site complies with all codes will not require any design waivers or variances.

IMPROVEMENT SURVEY PLAT/TOPOGRAPHICAL MAP:

113 LIMITED PARTNERSHIP PROPERTY

A PARCEL OF LAND SITUATED IN LOT 16 SECTION 28
AND LOT 2 OF SECTION 33
TOWNSHIP 7 SOUTH, RANGE 88 WEST OF THE 6th P.M.
COUNTY OF GARFIELD, STATE OF COLORADO
SHEET 1 OF 1



VICINITY MAP
SCALE: 1" = 2000'

TITLE PROPERTY DESCRIPTION

The Land referred to herein is located in the County of Garfield, State of Colorado, and described as follows:
A parcel of land situated in Lot 16 of Section 28 and Lot 2 of Section 33, all in Township 7 South, Range 88 West of the Sixth Principal Meridian, being more particularly described as follows:
Beginning at a point on the Westerly right-of-way line of Colorado State Highway No. 133, whence the East Quarter corner of said Section 28 bears North 24° 37' 53" East, 2379.58 feet;
thence South 01° 16' 00" East, 611.10 feet along said Westerly right-of-way line;
thence South 81° 31' 30" West, 156.10 feet to a point on the Northeasterly right-of-way line of the Denver and Rio Grande Western Railroad;
thence North 33° 07' 25" West, 123.47 feet along said Northeasterly right-of-way line;
thence North 01° 16' 00" West, 525.80 feet;
thence North 88° 44' 00" East, 220.00 feet to the Point of Beginning.

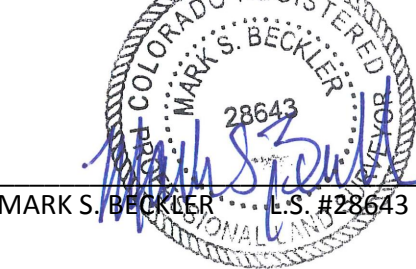
EXCEPTING THEREFROM that portion conveyed by Mary Anne Hyde to Public Service Company of Colorado in Deed recorded June 8, 1982 in Book 600 at Page 844.

SURVEYOR'S CERTIFICATE

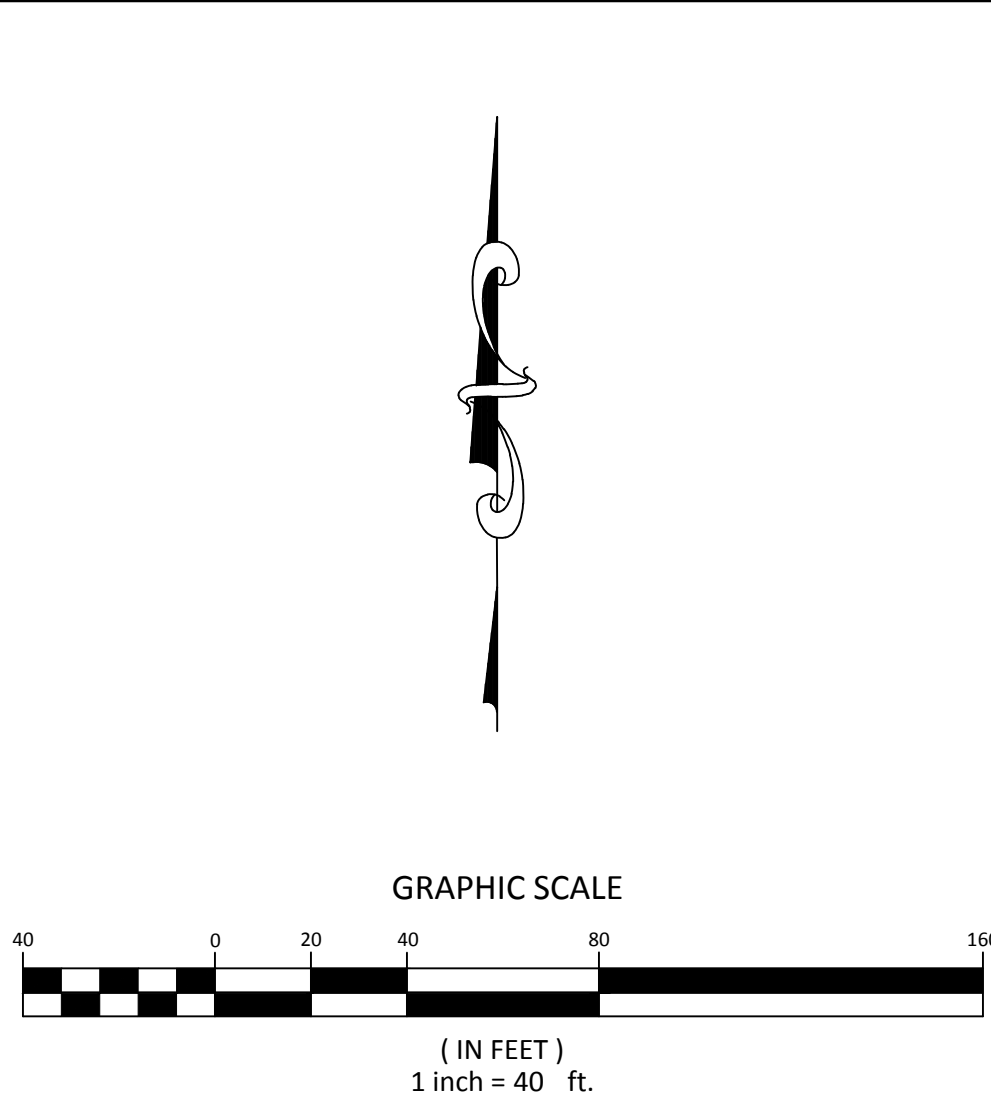
I HEREBY STATE THAT THIS IMPROVEMENT SURVEY PLAT WAS PREPARED BY SOPRIS ENGINEERING, LLC (SE) FOR

Summerhill Asset Management LLC, a Colorado limited liability company
Title Company of the Rockies
& Westcor Land Title Insurance Company

THAT THIS IS AN "IMPROVEMENT SURVEY PLAT" AS DEFINED BY C.R.S. § 38-51-102(9) AND THAT IT IS A MONUMENTED LAND SURVEY SHOWING THE LOCATION OF ALL STRUCTURES, VISIBLE UTILITIES, FENCES, OR WALLS SITUATED ON THE DESCRIBED PARCEL AND WITHIN FIVE FEET OF ALL BOUNDARIES OF SUCH PARCEL, ANY CONFLICTING BOUNDARY EVIDENCE OR VISIBLE ENCROACHMENTS, AND ALL DEPICTED EASEMENTS DESCRIBED IN THE TITLE COMPANY OF THE ROCKIES, COMMITMENT NUMBER 0601484-C5 WITH AN EFFECTIVE DATE OF AUGUST 6, 2018 COMMITMENT FOR TITLE OR OTHER SOURCES AS SPECIFIED ON THE IMPROVEMENT SURVEY PLAT.



SOPRIS ENGINEERING - LLC
CIVIL CONSULTANTS
502 MAIN STREET, SUITE A3
CARBONDALE, COLORADO 81623
(970) 704-0311 SOPRISENG@SOPRISENG.COM



EXISTING CONDITIONS LEGEND

	GAS LINE TRACER HOOKUP
	STREET LIGHT POLE
	WATER VALVE
	WATER HYDRANT
	CHAINLINK FENCE
	WOODEN FENCE
	WIRE FENCE
	OVERHEAD ELECTRIC

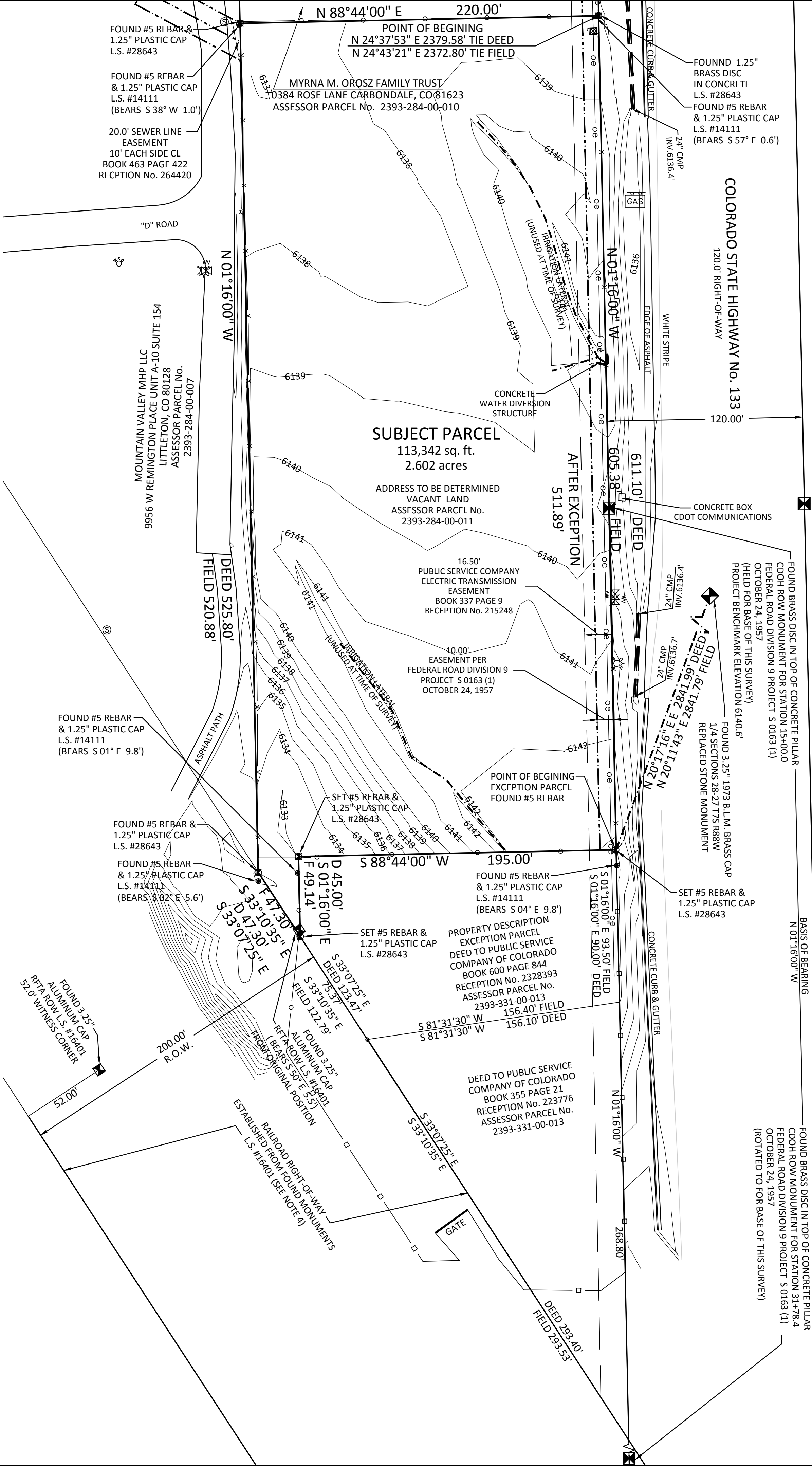
NOTES

- 1) Date of Survey: August, 2018.
- 2) Date of Preparation: August 23, 2018.
- 3) Basis of Bearing: A bearing of S 01°16'00" E between the found concrete posts with brass caps marked Colorado Department of Highways found along the west Right-of-Way for Station 15+00 and Station 31+78.4 of Colorado State Highway No. 133 as outlined on the Right of Way mapping for Federal Aid Project No. S 0163 (1) dated October 24, 1957, as shown.
- 4) Basis of Survey: The Colorado Department of Highways project outlined in Note 3 above, The Survey Map of the Railroad Right of Way-Satank Segment of a portion of the former Rio Grande Railroad Right-Of-Way preformed by the Farnsworth Group signed January 28, 2007 also being deposited Survey No. 786 of the Garfield County records and various other documents of record for the adjoining parcels found in the Office of the Clerk and Recorder of Garfield County, and the found survey monuments, as shown.
- 5) This survey does not constitute a title search by Sopris Engineering, LLC (SE) to determine ownership or easements of record. For all information regarding easements, rights of way and/or title of record, SE relied upon the above said items described in note 4 and the title commitment prepared by the Title Company of the Rockies, commitment number 0601484-C5 with an effective date of August 6, 2018.
- 6.) Basis of Elevation: Project based on Global Position System (GPS) observation from the Continuous Operating Reference Station (CORS) SE01 utilizing the 2009 geoid model (geoid 09) and based the 1988 North American Vertical Datum (NAVD88), this established a site benchmark elevation of 6140.6' on the found concrete post with brass cap marked Colorado Department of Highways found along the west Right-of-Way for Station 15+00, as shown.
- 7.) Contour Interval: One (1) foot.

TITLE NOTE

1) RECEPTION No. 232301 RECORDED NOVEMBER 12, 1965 IN BOOK 371 AT PAGE 101 CONTAINS LANGUAGE "GRANTOR FURTHER RESERVE THE RIGHT TO DISCHARGE WASTE WATER FROM ADJOINING PREMISES NOW OWNED BY THEM ON TO THE LANDS HEREBY CONVEYED TO THE GRANTEEES I THE MANNER AND IN THE VOLUME SAID WASTE WATER REACHED SAID PREMISES HEREBY CONVEYED IN THE PAST, AND GRANTEE AGREES TO TAKE AND RECEIVE SAID WASTE WATERS".

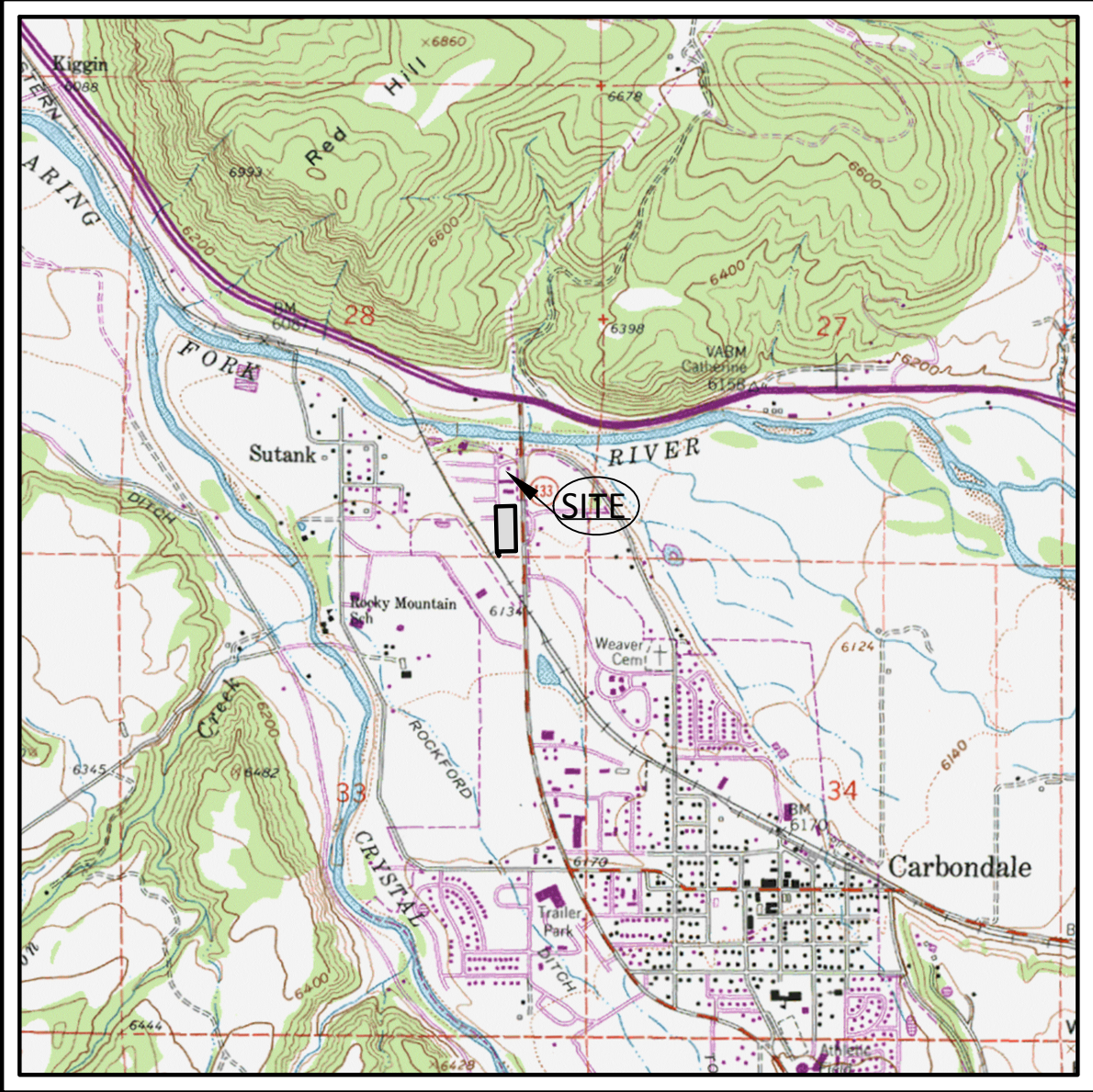
SPECIFIC LOCATION OF ABOVE MENTIONED WASTE WATER NOT MENTION IN ABOVE DESCRIBED DOCUMENT AND NOT LOCATED DURING FIELD WORK OF THIS SURVEY.



ANNEXATION MAP OF:
EASTWOOD 133, LLC
ANNEXATION

A PARCEL OF LAND SITUATED IN LOT 16 SECTION 28
TOWNSHIP 7 SOUTH, RANGE 88 WEST OF THE 6th P.M.
COUNTY OF GARFIELD, STATE OF COLORADO

SHEET 1 OF 1



VICINITY MAP
SCALE: 1" = 2000'

BOARD OF TRUSTEES CERTIFICATE

Annexation depicted on this plat was approved by Ordinance No. _____, Series of 2019, on the _____ day of _____, 2019.
WITNESS MY HAND AND THE SEAL of the Town of Carbondale, Colorado.

MAYOR

TOWN CLERK

SURVEYOR'S STATEMENT

I, Mark S. Beckler, do hereby state that this survey was prepared by Sopris Engineering, LLC for _____, and that it is true and correct to the best of my knowledge and belief.

Mark S. Beckler L.S. No. 28643

CLERK & RECORDER CERTIFICATE

This Plat was filed for record in the Office of the Clerk and Recorder of Garfield County, Colorado at _____ o'clock ____M. this _____ day of _____, 2019, in Book _____, at Page _____, Reception No. _____.

CLERK & RECORDER

By:

SOPRIS ENGINEERING - LLC
CIVIL CONSULTANTS
502 MAIN STREET, SUITE A3
CARBONDALE, COLORADO 81623
(970) 704-0311 SOPRISENG@SOPRISENG.COM

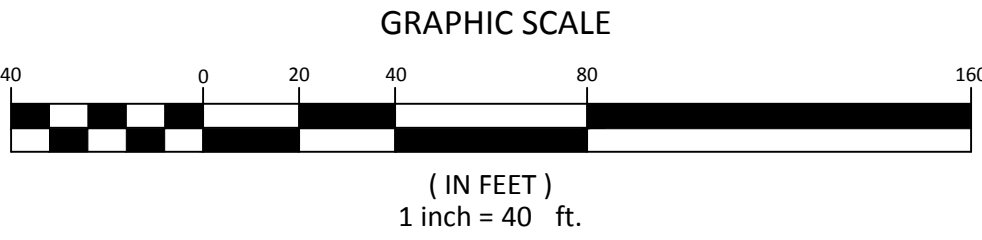
ANNEXATION PARCEL DESCRIPTION

A parcel of land situated in Lot 16 of Section 28, Township 7 South, Range 88 West of the Sixth Principal Meridian, being more particularly described as follows:

Beginning at a point on the Westerly right-of-way line of Colorado State Highway No. 133, whence the East Quarter corner of said Section 28 bears North 24°43'21" East, 2372.8 feet; thence South 01°16'00" East, 511.89 feet along said Westerly right-of-way line; thence leaving said Westerly right-of-way line along the boundary of that Exception Parcel described in that document recorded as Reception No. 232893 South 88°44'00" West, 195.0 feet; thence continuing along said boundary South 01°16'00" East, 49.14 feet to a point on the Northeasterly right-of-way line of the Denver and Rio Grande Western Railroad; thence leaving said boundary North 33°10'35" West, 47.30 feet along said Northeasterly right-of-way line; thence leaving said Northeasterly right-of-way North 01°16'00" West, 520.88 feet; thence North 88°44'00" East, 220.00 feet to the point of beginning.

Containing 2.602 acres more or less.

COUNTY OF GARFIELD
STATE OF COLORADO



ANNEXATION TABLE	
ANNEXATION PARCEL PERIMETER:	1544.21'
1/6 OF ANNEXATION PERIMETER:	257.37'
CONTIGUOUS TOWN BOUNDARY:	803.33'

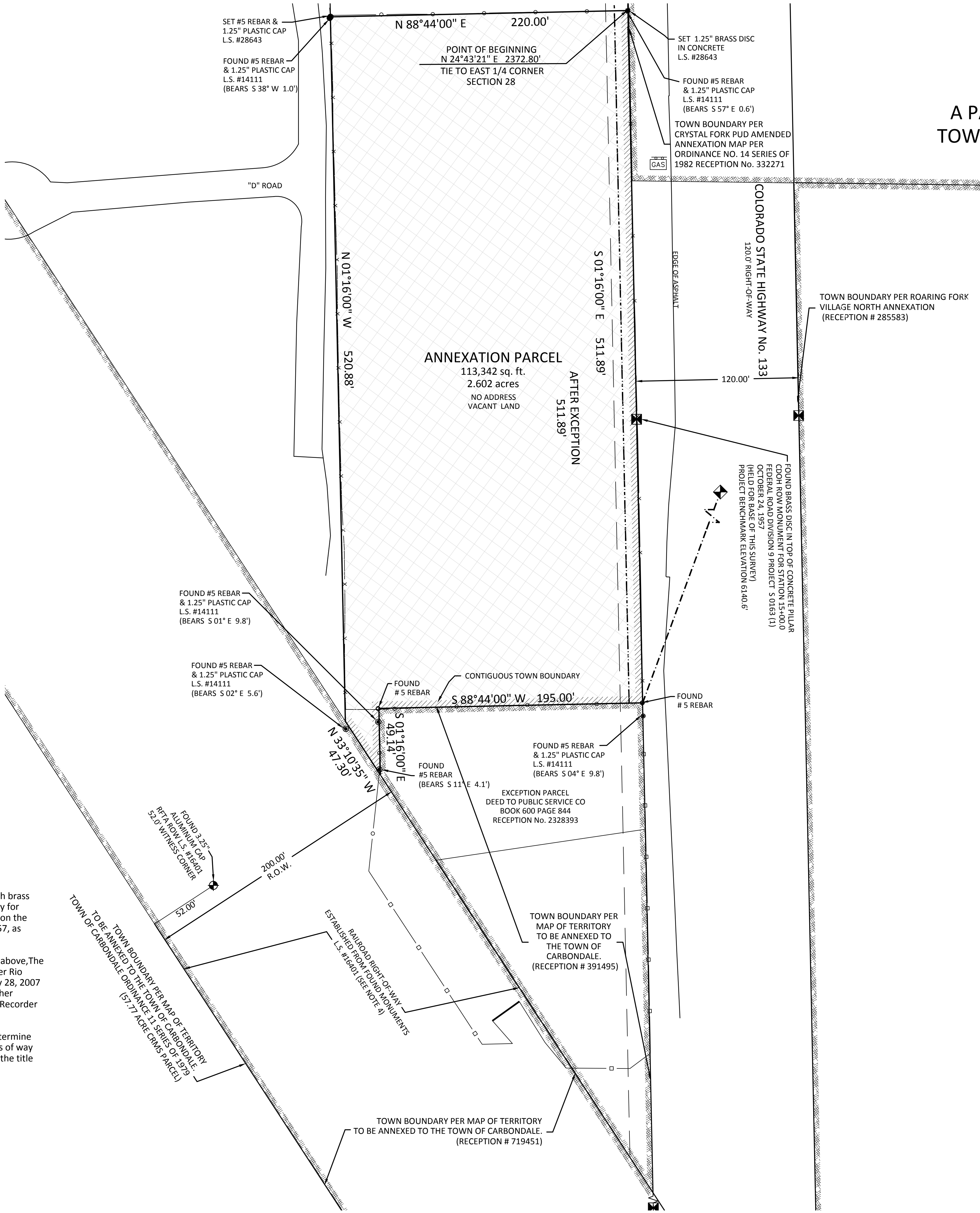
LEGEND	
	AREA TO BE ANNEXED
	CONTIGUOUS BOUNDARY
	TOWN BOUNDARY

EXISTING CONDITIONS LEGEND	
	CHAINLINK FENCE
	WOODEN FENCE
	WIRE FENCE

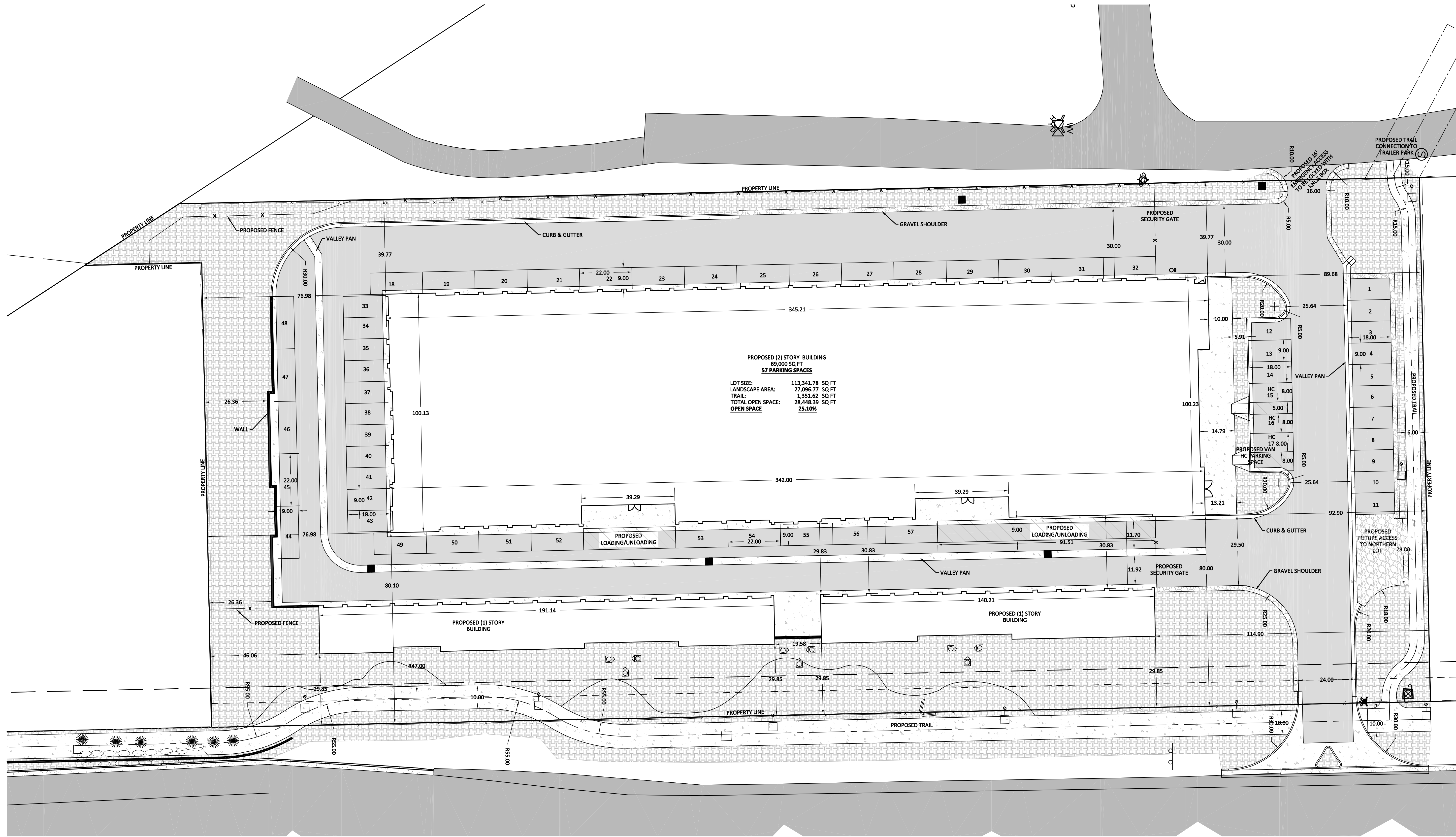
NOTES

- 1) Date of Survey: August 2018.
- 2) Date of Preparation: July 2019.
- 3) Basis of Bearing: A bearing of S 01°16'00" E between the found concrete posts with brass caps marked Colorado Department of Highways found along the west Right-of-Way for Station 15+00 and Station 31+78.4 of Colorado State Highway No. 133 as outlined on the Right of Way mapping for Federal Aid Project No. S 0163 (1) dated October 24, 1957, as shown.
- 4) Basis of Survey: The Colorado Department of Highways project outlined in Note 3 above, The Survey Map of the Railroad Right of Way-Satank Segment of a portion of the former Rio Grande Railroad Right-Of-Way performed by the Farnsworth Group signed January 28, 2007 also being deposited Survey No. 786 of the Garfield County records and various other documents of record for the adjoining parcels found in the Office of the Clerk and Recorder of Garfield County, and the found survey monuments, as shown.
- 5) This survey does not constitute a title search by Sopris Engineering, LLC (SE) to determine ownership or easements of record. For all information regarding easements, rights of way and/or title of record, SE relied upon the above said items described in note 4 and the title commitment prepared by the Title Company of the Rockies, commitment number 0601484-C5 with an effective date of August 6, 2018.

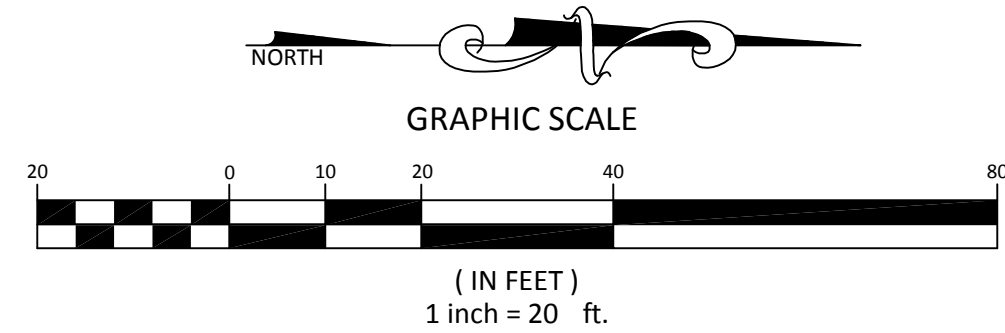
NOTICE: ACCORDING TO COLORADO LAW YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF CERTIFICATION SHOWN HEREON.



G:\2018\18151 CARBONDALE STORAGE\DWG\CIVIL\DWG\18151-DE.DWG - Apr 30, 2020 - 4:21pm



PROPOSED (2) STORY BUILDING
69,000 SQ. FT.
57 PARKING SPACES
LOT SIZE: 113,341.78 SQ. FT.
LANDSCAPE AREA: 27,096.77 SQ. FT.
TRAIL: 1,351.62 SQ. FT.
TOTAL OPEN SPACE: 28,448.39 SQ. FT.
OPEN SPACE: 25.10%



SITE IMPROVEMENTS LEGEND

- PROPOSED RETAINING WALL
- PROPOSED FENCE
- PROPOSED STORM INLET
- PROPOSED LIGHT POLE
- PROPOSED LIGHT
- PROPOSED SIGN
- PROPOSED ASPHALT PAVEMENT
- PROPOSED CONCRETE/SIDEWALK
- PROPOSED GRAVEL
- PROPOSED LANDSAPE
- EXISTING EASEMENT
- EXISTING PROPERTY LINE



Know what's below.
Call before you dig.
CALL 2-BUSINESS DAYS IN ADVANCE
BEFORE YOU DIG, GRADE, OR EXCAVATE
FOR THE MARKING OF UNDERGROUND
MEMBER UTILITIES

SOPRIS ENGINEERING, LLC
CIVIL CONSULTANTS
502 MAIN STREET
CARBONDALE, CO 81623
(970) 704-0311
FAX: (970) 704-0313

SOPRIS ENG
STAMP

DESIGNED BY: CHC 04-30-20
DRAWN BY: QDN 04-30-20
CHECKED BY: YTN 04/30/20
DATE: 04-20-20
JOB NO. 18151

EASTWOOD 133, LLC
CARBONDALE, COLORADO
LAND USE REVIEW

REGIONAL
STAMP

DATE: 00/00/00
REVISION: XXX

TITLE
SITE IMPROVEMENTS
PLAN

DRAWING NO.
C-1.0

6:\2018\18151 CARBONDALE STORAGE\CIVIL DWG\SDP18151.DWG - Apr 30, 2020 - 5:18pm

SOPRIS ENGINEERING, LLC.
CIVIL CONSULTANTS
502 MAIN STREET
CARBONDALE, CO 81623
(970) 704-0311
FAX: (970) 704-0313

SOPRIS ENG
STAMP

DESIGNED BY	CHC	04-30-20
DRAWN BY	QDN	04-30-20
CHECKED BY	YTN	04/30/20
DATE:	04-30-20	
JOB NO.	18151	

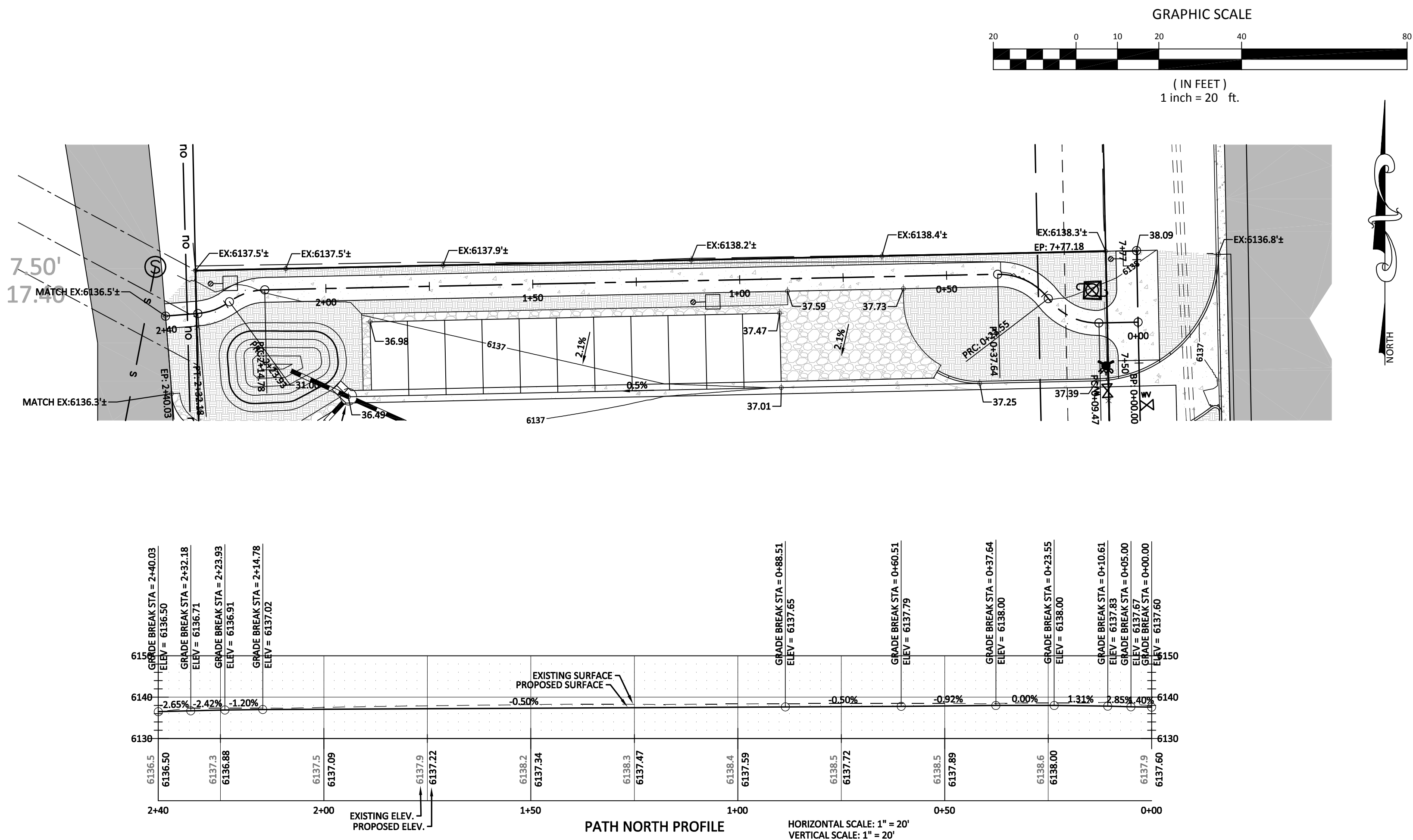
EASTWOOD 133, LLC
CARBONDALE, COLORADO
LAND USE REVIEW

REGIONAL
STAMP

DATE	REVISION
00/00/00	XXX

TITLE
HWY 133
PATH PLAN
& PROFILE

DRAWING NO.
C-2.1



SITE IMPROVEMENTS LEGEND

—	PROPOSED RETAINING WALL
x	PROPOSED FENCE
■	PROPOSED STORM INLET
☆	PROPOSED LIGHT POLE
+	PROPOSED SIGN
▨	PROPOSED ASPHALT PAVEMENT
▨	PROPOSED CONCRETE/SIDEWALK
▨	PROPOSED LANDSCAPE
- - -	EXISTING EASEMENT
- - -	EXISTING PROPERTY LINE



Know what's below.
Call before you dig.

CALL 2-BUSINESS DAYS IN ADVANCE
BEFORE YOU DIG, GRADE, OR EXCAVATE
FOR THE MARKING OF UNDERGROUND
MEMBER UTILITIES

EASTWOOD 133, LLC
CORBONDALE, COLORADO

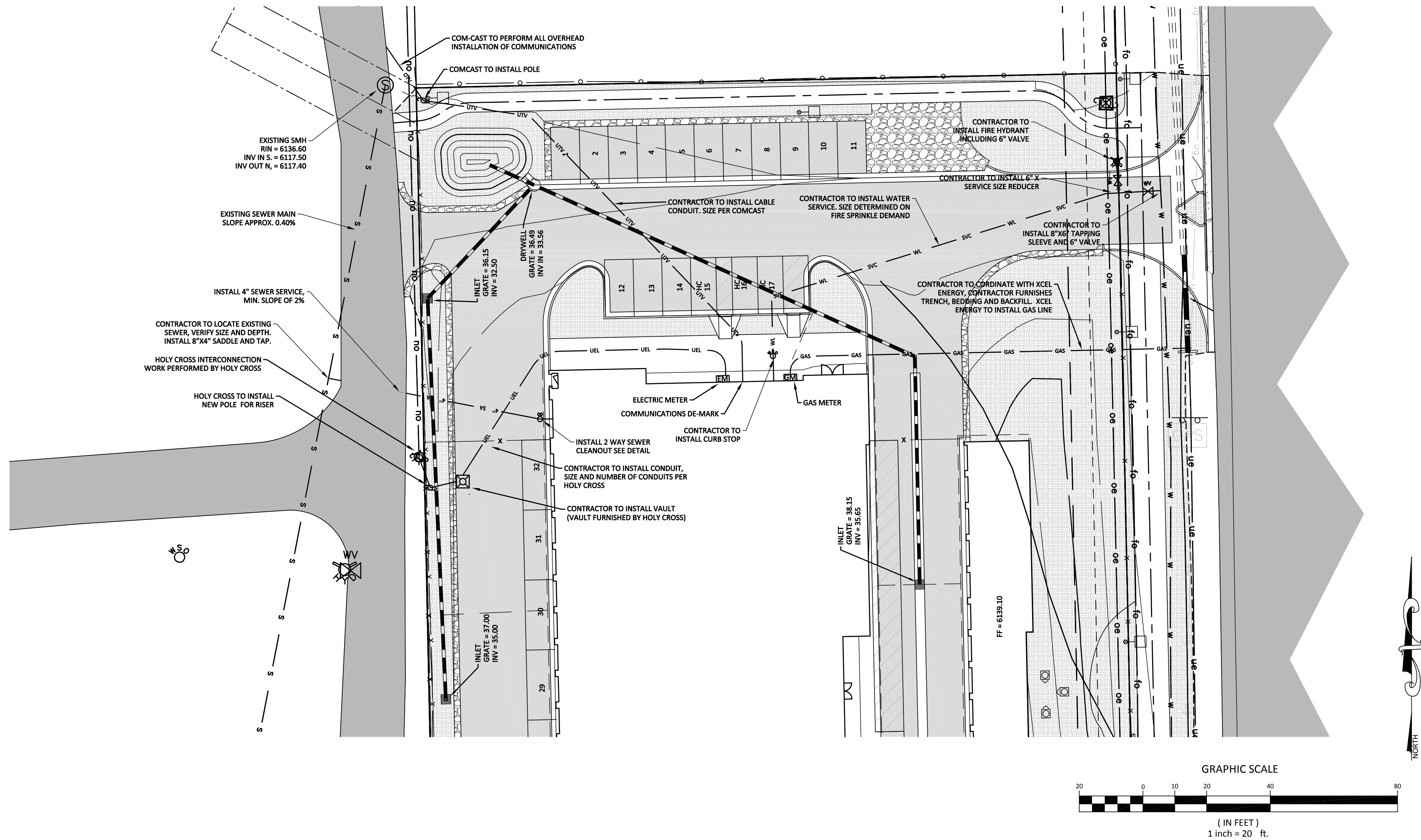
LAND USE REVIEW

EASTWOOD 133, LLC
CORBONDALE, COLORADO

LAND USE REVIEW

REGIONAL
STAMP

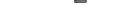
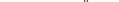
TITLE
UTILITY PLAN
DRAWING NO.
C-3.0



1. CONTRACTOR TO COORDINATE ABANDONMENT, RELOCATION, AND BURIAL OF THE EXISTING UTILITIES WITH THE UTILITY PROVIDERS. CONTRACTOR TO PROVIDE ALL TRENCHING, BEDDING, AND BACKFILL WORK NECESSARY FOR UTILITY RELOCATION. THE UTILITY PROVIDER IS TO PERFORM ALL LINework NECESSARY.
2. THE CONTRACTOR SHALL CONTAIN HIS CONSTRUCTION OPERATIONS WITHIN THE LIMITS OF CONSTRUCTION. CONTRACTOR SHALL NOT OPERATE OUTSIDE THIS AREA WITHOUT THE PRIOR CONSENT OF THE PROPERTY OWNER(S) INVOLVED.
3. THE LOCATIONS OF UNDERGROUND UTILITIES HAVE BEEN PLOTTED BASED ON UTILITY MAPS, LOCATES OR OTHER INFORMATION PROVIDED BY UTILITY COMPANIES AND ACTUAL FIELD LOCATIONS IN SOME INSTANCES. THESE UTILITIES, AS SHOWN MAY NOT REPRESENT ACTUAL FIELD CONDITIONS. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO CONTACT ALL UTILITY COMPANIES FOR FIELD LOCATION OF UTILITIES PRIOR TO CONSTRUCTION.
4. ALL UTILITIES, BOTH UNDERGROUND AND OVERHEAD, SHALL BE MAINTAINED IN CONTINUOUS SERVICE THROUGHOUT THE ENTIRE CONSTRUCTION PERIOD. THE CONTRACTOR SHALL BE RESPONSIBLE AND LIABLE FOR ANY DAMAGES TO, OR INTERRUPTION OF, SERVICES CAUSED BY THE CONSTRUCTION.
5. CONTRACTOR TO COORDINATE ALL UTILITY LINework WITH THE RESPECTIVE UTILITY COMPANY PRIOR TO CONSTRUCTION.
6. ALL SITE AND UTILITY WORK SHALL BE IN COMPLIANCE WITH CITY OF CARBONDALE RULES & REGULATIONS. A PRE-CONSTRUCTION MEETING IS REQUIRED PRIOR TO COMMENCEMENT OF WORK.

1. ALL MINIMUM DEPTHS, SEPARATION DISTANCES, MATERIALS AND/OR USE OF CONDUIT SHALL BE CONFIRMED AND COORDINATED WITH THE UTILITY PROVIDER PER UTILITY AGREEMENTS.
2. ALL UTILITY LINES AND/OR CONDUITS TO BE BACKFILLED WITH SUITABLE MATERIAL FREE OF ROCKS - 1 1/2" Ø. USE CLASS 6 AGGREGATE BASE MATERIAL FOR BEDDING, AND/OR SUITABLE ONSITE MATERIAL. INSTALL PER UTILITY PROVIDER SPECIFICATIONS. BACKFILL TRENCHES WITH SUITABLE ONSITE MATERIALS. MINIMUM COMPACTION 95% IN PAVED AREAS.
3. GAS AND ELECTRIC TO BE INSTALLED IN SEPARATE TRENCHES. SEWER SERVICES TO BE INSTALLED A MINIMUM 10' FROM WATER SERVICES AS FEASIBLE. COMMUNICATIONS MAY BE INSTALLED IN COMBINED TRENCHES FOR CONSTRUCTION FEASIBILITY AS LONG AS MINIMUM SEPARATION DISTANCES AND DEPTHS OF BURY ARE MAINTAINED. INSTALL WARNING TAPE.

<u>UTILITY SERVICE</u>	<u>MINIMUM DEPTH</u>
WATER-----	5.5'
SEWER SERVICE-----	4.0'
HOLY CROSS ELECTRIC-----	4.0'
ELECTRIC SERVICE-----	2.0'
CABLE TV-----	2.0'
PHONE-----	2.0'
GAS-----	3.0'

	PROPOSED RETAINING WALL
	PROPOSED FENCE
	PROPOSED STORM INLET
	PROPOSED LIGHT POLE
	PROPOSED SIGN
	PROPOSED ASPHALT PAVEMENT
	PROPOSED CONCRETE/SIDEWALK
	PROPOSED LANDSCAPE
	EXISTING EASEMENT
	EXISTING PROPERTY LINE



**Know what's below.
Call before you dig.**

CALL 2-BUSINESS DAYS IN ADVANCE
BEFORE YOU DIG, GRADE, OR EXCAVATE
FOR THE MARKING OF UNDERGROUND
MEMBER UTILITIES

Drainage Report

for

Eastwood 133, LLC Self Storage Facility Carbondale, CO

Prepared for:
Town of Carbondale

Prepared by:

Sopris Engineering, LLC
502 Main Street Suite A3
Carbondale, Colorado 81623

On Behalf of:
Eastwood 133, LLC
0133 Prospect Rd #4102
Aspen, CO 81611

SE Project Number: 18151

May 1, 2020

Table of Contents

Contents

I. Purpose of Drainage Study	2
II. General Overview & Site Description	2
III. Existing Offsite & Onsite Drainage Basins	2
IV. Developed Offsite & Onsite Drainage Basins	3
V. Hydrologic Analysis Methods & Assumptions	4
VI. Hydraulic Analysis Methods & Assumptions	5
VII. Detention Mitigation Analysis & Design	5
VIII. Sediment and Erosion Control	7
IX. Conclusions	8

I. Purpose of Drainage Study

The purpose of this Drainage Study is to:

- Evaluate the existing & historic drainage conditions and estimate flow rates at key design points to compare existing/historic versus post development drainage conditions.
- Estimate 10- and 100-year post development peak runoff rates in support of sizing of stormwater mitigation infrastructure.
- Ensure detention volumes are provided and the proposed dry well retention system has adequate capacity such that post development runoff rates do not exceed existing peak runoff rates for the 10- and 100-year storm events.
- Provide Best Management Practice (BMP) recommendations to minimize sediment transport offsite

II. General Overview & Site Description

The subject property (site) is currently located outside of the Town of Carbondale and is within the County of Garfield. The site borders HWY 133 to the East, the Xcel Energy Substation and old railroad corridor to the South, an existing mobile home park to the West and the Sopris Tire Shop to the North. The parcel area is 2.6 acres. The existing site is currently an undeveloped grassy field setting higher than the HWY 133 corridor, mobile Home Park and the tire shop.

The site has a slight ridge with in a generally direction from the Southeast to the Northwest near an old irrigation lateral that is no longer active. The northeast side of the ridge generally slopes to the North. The Southwest side of the ridge general slopes to the Southwest. The storm water runoff from onsite flows to slight depressions in both the north and southwest basins before topping and leaving the site in the respective directions. The site appears to drain well, with no evidence of long term ponding. A small area of the site does drain towards HWY 133, HWY 133 currently has drainage improvements including storm drain piping, curb & gutter and drainage swale, which convey the waters to the Roaring Fork River.

The site is proposed as a Self-Storage facility with a residential unit within the main 2 story building that is more in the center of the lot along with two single story storage builds on the east side of the main building. The proposed developed site has onsite parking, loading zones, access aisles, the rest of the remaining portions of the site include landscape areas that have patios, access sidewalks, paths, lawn areas, and tree / shrub planting areas.

The onsite soils consist of Type 'B' Hydrologic Soils, according to the soil survey provided by the National Resource Conservation Service (NRCS). Type 'B' soils are conducive to moderate infiltration rates with moderately well drained soils. The subject property also falls within Zone C on FEMA Flood Insurance Rate Map panel number 0802051856 B with a revised date of January 3, 1986. FEMA designates Zone C as minimal risk areas outside the 0.2% (500 year storm) annual chance floodplain.

III. Existing Offsite & Onsite Drainage Basins

The existing drainage conditions were analyzed in order to estimate historic and existing peak stormwater flow rates affecting the site and were based on site survey topography and site visits. Existing design points were also established at general discharge locations for comparison between historic and post development drainage conditions. The resultant basins and design point locations are described in greater detail below and are illustrated on exhibit maps in appendix A.

Existing Basin(s): The site consists of 3 existing drainage basins as shown on the Existing Drainage Basins exhibit sheet and further described below. No offsite stormwater flow impacts this parcel from surrounding properties.

EX-1 Basin is an onsite basin which is located near the northwest portion of the site. The basin includes an area of approximately 10,400 SF and flows north and east onto the Sopris Tire Shop parcel and HWY 133 ROW. This area has been identified as Design Point 1 (DP1).

EX-2 Basin is an onsite basin more situated in the middle of the site which lies north and east of a slight ridge that runs southeast to northeast. The basin includes an area of approximately 86,245 SF and flows northwest onto the mobile home park parcel. This area has been identified as Design Point 2 (DP2).

EX-3 Basin is an onsite basin located near the southwest portion of the site. The basin includes an area of approximately 16,696 SF and flows southwest onto the old railroad corridor. This area has been identified as Design Point 3 (DP3).

For the purposes of the drainage calculations, the onsite areas are assumed to be historic, undeveloped land. The offsite areas within basin EX-01 are assumed to be in the current existing condition. The pre-post detention is thus applied to the site improvements only.

The existing drainage basin delineations were used to estimate 10- and 100-year peak runoff rates for the subject property to determine allowable release rates for the developed site. The hydrologic methods, assumptions and results are summarized within Table 1 of Section V.

IV. Developed Offsite & Onsite Drainage Basins

In order to properly size the proposed storm water mitigation infrastructure, the post development site is divided into 3 separate basins.

Post Development Onsite Basin (DE-1) is the easterly side of the site. The basin includes sidewalks (paths), a small area of the entrance, and site landscape areas. Flows from this basin will sheet flow to the HWY 133 ROW mostly across landscape area and are routed to collection systems within the HWY 133 ROW. The collection system in the HWY 133 ROW consists of some curb & gutter but mostly an existing drain swale that flows to an 18" CMP that conveys waters to the Roaring Fork River. These waters or mostly from landscape areas which should be considered clean waters.

Post Development Onsite Basin (DE-2) is the northerly portion of the site. The basin includes roof drains, parking, loading zones, access aisles, sidewalk, path and landscape areas. Flows from roof drains will be collected and routed to the drain system. The area parking and loading zone on the east side of the main building will be collected in inlet structures and conveyed to a drywell near the detention pond that is within the DE-2 basin. The area to the north and west of the main building will sheet flow to either a drainage swale or valley pan and conveyed to the detention area via a drywell. The plumbing design has not been completed for the buildings. When complete, storm sewer pipes will be added to connect to the roof downspouts.

Post Development Onsite Basin (DE-3) is mostly the southern portion of the site. The basin includes roof drains, parking, loading zones, access aisles and landscape areas. Flows from roof drains will be collected and routed to the drain system. The area parking and loading zone on the east side of the main building will be collected in inlet structures and conveyed to a drywell near the detention pond that is within the DE-3 basin. The area to the south and west of the main building will sheet flow to either a curb & gutter or valley pan and conveyed to the detention area via a drywell. The plumbing design has not been completed for the buildings. When complete, storm sewer pipes will be added to connect to the roof downspouts.

The methodology for estimating post development peak runoff rates for the 10- and 100-yr storm events are discussed in Section V below and the results are summarized within Table 1.

V. Hydrologic Analysis Methods & Assumptions

Onsite and offsite drainage areas were analyzed using the Rational Method (Equation 1) since the cumulative total of tributary offsite basins and subject property being studied was less than 90 acres.

$$\text{Equation 1: } Q = C * I * A$$

Q = Runoff Flow Rate (cfs); C = Runoff Coefficient

I = Rainfall Intensity (in/hr); A = Area of Basin (acres)

The runoff coefficient (C) is a variable that represents the ratio of runoff to rainfall volumes during a storm event. The determination of C mainly depends on the soil type, watershed impervious and storm event frequency. Each drainage basin was studied to determine the percent of impervious area. As noted in the basin descriptions in Section III, the onsite portion of existing basins EX-1, 2, and 3 was assumed to be 0% impervious which correlates to 10- and 100-year runoff coefficients of 0.15 and 0.35, respectively. Each basin's total or effective percent impervious area was used to establish a weighted runoff coefficient. The Urban Drainage Flood Control District (UDFCD) out of Denver, CO has developed runoff coefficient tables in Chapter 6 of Volume 1 of their Urban Storm Drainage Criteria Manual. Runoff coefficients are based on the amount of runoff and the storm event. Table 6-5 is included for reference in Appendix A of this report. This table was used to determine the corresponding 10- and 100-year weighted average runoff coefficients based on a Type B hydrologic soil classification.

The design rainfall duration used in the Rational Method is referred to as the time of concentration. The time of concentration is the cumulative travel time, including overland flow and channelized flow, for runoff to get from the furthest point upstream of a basin to a designated design point. A minimum time of concentration of 10 minutes was used for all basins given the short travel distances and minimal slopes. Based on the Town of Carbondale's Intensity Duration Frequency (IDF) Curve, the 10- and 100-year 5-minute time of concentration rainfall intensities are 2.68 in/hr and 4.37 in/hr, respectively.

The site has been analyzed for the peak rainfall runoff for storm water system sizing, and also has been analyzed for the 1 hour storm event for detention/retention system sizing. A summary of the 10 year and 100 year estimated peak runoff rates analyzed for this project are summarized in Table 1 below:

Table 1: Existing and Post Development Peak Runoff Summary

10-YR EXISTING PEAK RUNOFF SUMMARY						DESIGN POINT ID	100-YR EX. PEAK RUNOFF SUMMARY				
BASIN I.D.	% IMPERV.	C ₁₀	I ₁₀ (in/hr)	AREA (acres)	Q ₁₀ (cfs)		BASIN I.D.	C ₁₀₀	I ₁₀₀ (in/hr)	AREA (acres)	Q ₁₀₀ (cfs)
EX-1	0%	0.15	2.68	0.239	0.10	DP1	EX-1	0.35	4.37	0.239	0.37
EX-2	0%	0.15	2.68	1.980	0.80	DP2	EX-2	0.35	4.37	1.980	3.03
EX-3	0%	0.15	2.68	0.383	0.15	DP3	EX-3	0.35	4.37	0.383	0.59
10-YR DEVELOPED PEAK RUNOFF SUMMARY						DESIGN POINT ID	100-YR DEV. PEAK RUNOFF SUMMARY				
BASIN I.D.	% IMPERV.	C ₁₀	I ₁₀ (in/hr)	AREA (acres)	Q ₁₀ (cfs)		BASIN I.D.	C ₁₀₀	I ₁₀₀ (in/hr)	AREA (acres)	Q ₁₀₀ (cfs)
DE-1	10%	0.22	2.68	0.304	0.18	DP1	DE-1	0.40	4.37	0.304	0.53
DE-2	87%	0.71	2.68	1.246	2.37	DP2	DE-2	0.77	4.37	1.246	4.19
DE-3	88%	0.73	2.68	1.052	2.06	DP3	DE-3	0.79	4.37	1.052	3.63

- (1) Time of concentration was assumed to be equal to 10 minutes.
- (2) Rational C factors are based of the percent impervious from table 6-5 of chapter 6 of the UDFCD-Urban Storm Drainage Criteria Manual.
- (3) Rainfall Intensity is from the NOAA 14 IDF curve for Carbondale Colorado.

For detention mitigation onsite, we have used the modified rational method. Refer to section VII below for more detail on the site detention mitigation. The detention runoff rates for this project are summarized in Table 2 below.

Table 2: Existing and Post Development Detention Runoff Summary

10-YR EXISTING DETENTION RUNOFF SUMMARY						DESIGN	100-YR EX. DETENTION RUNOFF SUMMARY					
BASIN I.D.	IMPERV	C ₁₀	I ₁₀ (in/hr)	AREA (acres)	Q ₁₀ (cfs)		BASIN I.D.	C ₁₀₀	I ₁₀₀ (in/hr)	AREA (acres)	Q ₁₀₀ (cfs)	
EX-1	0%	0.15	0.777	0.239	0.028	DP1	EX-1	0.35	1.19	0.239	0.099	
EX-2	0%	0.15	0.777	1.980	0.231	DP2	EX-2	0.35	1.19	1.980	0.825	
EX-3	0%	0.15	0.777	0.383	0.045	DP3	EX-3	0.35	1.19	0.383	0.160	
10-YR DEVELOPED DETENTION RUNOFF SUMMARY							100-YR DEV. DETENTION RUNOFF SUMMARY					
DE-1	10%	0.22	0.777	0.304	0.052	DP1	DE-1	0.40	1.19	0.304	0.144	
DE-2	87%	0.71	0.777	1.246	0.688	DP2	DE-2	0.77	1.19	1.246	1.142	
DE-3	88%	0.73	0.777	1.052	0.597	DP3	DE-3	0.79	1.19	1.052	0.989	

Supporting data can be found within Appendix A of this report.

VI. Hydraulic Analysis Methods & Assumptions

Storm water runoff is routed on the surface via sheet flow and in drainage swales, and is then routed in storm sewer pipes which daylight into drywells. The hydraulic capacity calculations have been separated by standard pipe sizes for site storm water drainage with a minimum 2% slope. The pipes onsite have been sized according to the design flows, the pipes however may be submerged during larger storm events, as the flow backs up in the drywells and underground detention system. The detention systems for the basin are interconnected to distribute and maximize the potential for infiltration. Supporting hydraulic data for all of the calculations has been provided within Appendix B. Each of the gravity storm channels were sized using Manning's Equation (Equation 2).

$$\text{Equation 2: } Q = 1.49/n * R^{2/3} * A * S^{0.5}$$

Q = Runoff Flow Rate (cfs); n = Manning's Roughness Coefficient

R = Hydraulic Radius (ft); A = Flow Area (sf), S = Channel Slope (ft/ft)

The hydraulic capacity calculations have been separated by standard pipe sizes for site storm water drainage with a minimum 2% slope. In general the pipes onsite collect storm water from small subareas within the larger drainage basins. The approximate maximum capacity of each size storm pipe is summarized in Table 3 below.

Table 3: Hydraulic Pipe capacity

Pipe Size (IN)	Pipe Material	Mannings n	Slope	Capacity (CFS)
4	Solid PVC	0.011	2.00%	0.33
6	Solid PVC	0.011	2.00%	1.00
8	Solid PVC	0.011	2.00%	2.18
12	ADS N12	0.011	2.00%	6.40

The terminal storm sewer pipes will utilize 12" smooth wall HDPE pipes. The pipe capacity is greater than the 100 year storm runoff rates, but the added size again provides access for maintenance and reduces the clogging potential.

VII. Detention Mitigation Analysis & Design

The primary drainage criterion within the Town of Carbondale includes detaining/retaining stormwater runoff onsite such that post development runoff rates exiting the site do not exceed historic levels. Since dry wells

are being proposed for storm water detention/retention it was sized based on the 100 year - 1 hour storm event and corresponding allowable release rate. The shorter duration high intensity storms have higher runoff rates, but the storm volume is less than the longer storms. The storm water storage systems will therefore retain storm events up to the 1 hour event.

The allowable release rate was determined by deducting the post development runoff rate contributing runoff to DP 1 from its historic rate. Table 2 summarizes the 100-year historic and post development peak runoff rates contributing runoff at design point 1, and also summarized the required storage volumes to size the proposed dry well for stormwater detention mitigation.

Table 4: Detention Runoff Rates and storage volume:

100 YEAR - 1 HOUR STORAGE SUMMARY									
DESIGN PT I.D.	EX Q ₁₀₀ (cfs)	DE Q ₁₀₀ (cfs)	+/- Q (cfs)	DET. REQ. (cf) [1]	POST DET Q ₁₀₀ (cfs)	+/- DET. PROV. (cf)			
						DET.POND	DRYWELL	STORMTECH	TOTAL
DP1	0.099	0.144	0.045	164	0.144	0	0	0	0
DP2	0.825	1.142	0.317	1,152	0.000	1,490	112	0	1,602
DP3	0.160	0.989	0.829	3,011	0.000	1,985	112	914	3,011

The Rational Method Detention Volume approach [1] was used to estimate the required storage volume for the project based on these allowable release rate summarized within Table 2.

The proposed detention mitigation improvements include drywells and underground storage chambers. The detention system implementation and sizing methods are described in more detail below.

A dry well is a BMP that incorporates manhole structures with perforated barrels at the deeper depths. Washed screened rock is installed around the exterior of the perforated sections. When sub-soils are capable of moderate to high infiltration rates, dry wells are considered to be a viable BMP. They dramatically reduce the increased runoff and volume of stormwater generated from surrounding impervious areas and promote infiltration; thereby improving the water quality of stormwater runoff. Based on the NRCS soils data as well as the onsite soils report prepared for this parcel, the underlying soils consist of gravel with cobbles which are ideal for infiltrating water.

The available volume provided by the dry well system includes the area within structure as well as the available voids within the gravel backfill. As a conservative approach the volume of the backfill gravel was limited to 18-inches from the structure which neglects the prism associated with the 1H:1V cut slopes. A 30% void ratio was used for estimating the available volume within voids of the gravel material. The available storage within the connecting storm drains was not included in the storage calculation. In addition, the infiltration capacity of the dry well system was also neglected which was considered to be a conservative approach. The provided volume was based on the following minimum design elements of the proposed dry well system:

Minimum Design Parameter of the Dry Well System:

- (2) 4-ft Diameter Dry Well
- Overall Depth = 8-ft
- Min. Depth of Gravel within Excavation (outside dry well) = 6-ft
- Max. Depth of Gravel within Dry Well = 3-ft

The site is proposing a total of 2 drywells, with one drywell within the north DE-2 basin and one drywell within the south DE-3 Basin. The calculated drywell volume based on the minimum design parameters is 112 cf of storage.

DE-1 having minimal impervious surface of only 10% and consists mostly of landscape vegetated area. No detention is proposed.

DE-2 basin consists of a proposed shallow detention pond with a volume of approximately 1490 cf that is proposed will be connected to the drywell of a calculated volume 112 cf.

This combined storage volume exceeds the required volume and will ensure that post development peak runoff rates do not exceed historic levels. Flows exceeding the capacity of the storage system will simply top the detention basin and follow existing drainage patterns. Supporting data is provided within Appendix C of this report.

DE-3 basin consists of a proposed shallow detention pond with a volume of approximately 1985 cf that is proposed to be connected to a drywell of a calculated volume of 112 cf. The remaining required storage volume of 914 cf will be provided in underground storage chamber below the drive isle adjacent to the drywell and will be interconnected with the drywell. The underground storage chambers are essentially horizontal or linear drywells, which utilize void space and screened rock to provide storage volume. The linear layout has a benefit over drywells in that it provides additional infiltration potential.

This combined storage volume exceeds the required volume and will ensure that post development peak runoff rates do not exceed historic levels. Flows exceeding the capacity of the storage system will simply top the detention basin and follow existing drainage patterns. Supporting data is provided within Appendix C of this report.

VIII. Sediment and Erosion Control

Current construction standards provide parameters for mitigation of drainage and soil erosion activities relative to site development. Very limited storm water runoff from offsite affects this parcel and the site flows to existing low points. Standard best management practices (BMP's) as described below shall be applied to this site. These BMP's are primarily grouped for two stages of the development, the construction phase and the post development phase, with the main emphasis on soil erosion and sediment transport controls.

Temporary Erosion Control during the construction phase for the proposed improvements there will be potential for soil erosion and offsite sediment transport triggered by surface runoff during rain events. The contractor must at a minimum install and maintain the following BMPs during the construction phase:

- ✓ An embedded silt fence around the disturbed soils and especially in the low receiving ends of the slopes.
- ✓ Prior to any clearing and grubbing, lot grading, and prior to any construction work, the contractor must construct temporary sediment basins in strategically located areas in order to collect runoff sediment and stop sediment from traveling offsite.
- ✓ The site must be inspected at the end of every 14-day period during construction, and silt deposits from behind the silt fencing and from the sediment pits must be removed regularly to ensure full functioning of this erosion control system. These activities must be logged in a logbook available at the site for inspection at all times.
- ✓ Vehicle tracking pads (mud racks) at the site entrance(s) must be installed to avoid mud tracking into public right of way.
- ✓ Seed & mulch must be placed over disturbed cut and fill slopes, and watered as necessary, to establish temporary vegetative ground cover until paving, gravel surface and/or landscaping is done.

A construction site can be a very dynamic area; because of this the final location and selection of construction BMPs will be left up to the contractor. All appropriate permitting must be acquired prior to commencing

construction and the criteria outlined within all appropriate permits must be adhered to until the associated permits have been closed.

Permanent BMPs shall consist of a complete landscaping and ground covering task to permanently re-vegetate and cover bare grounds that will remain open space to avoid long-term soil erosion. This effort will reduce the risk of unnecessary degradation and failure of the drainage system. Temporary erosion control structures installed during construction shall be left in place as necessary and maintained until new vegetation has been reestablished at a 70% level. Upon reaching a satisfactory level of soil stabilization from the new vegetation, all erosion control structures shall be removed; with the exception of the proposed sediment/retention basins. These should remain in place until they become a conflict with future improvements.

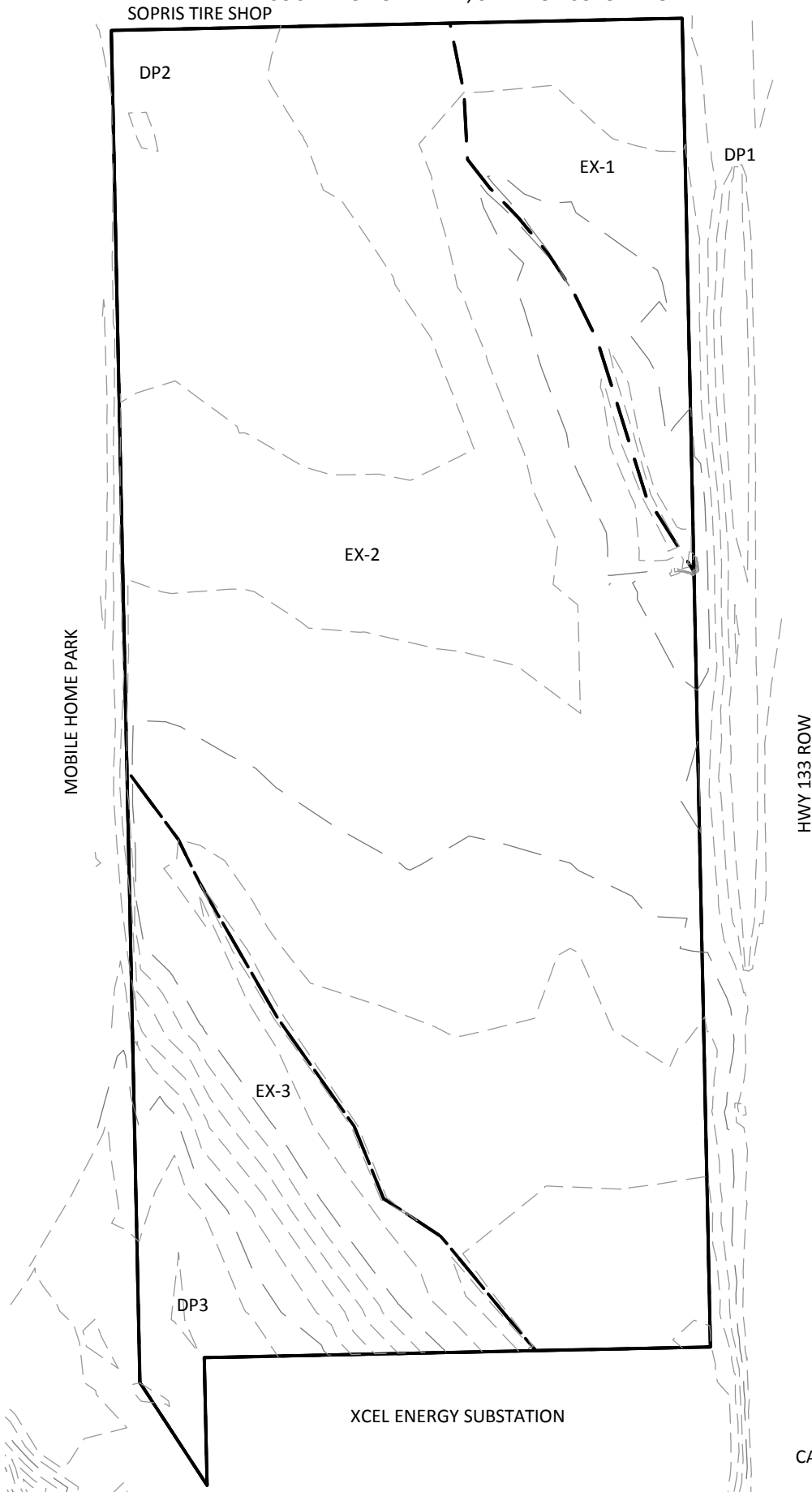
IX. Conclusions

The results of this drainage study suggest that no adverse drainage impacts to the subject property or surrounding properties will result from the proposed development. Although onsite peak runoff rates will increase with the added improvements, the site storm water improvements and additional drywells will eliminate any increase in stormwater runoff leaving the site. Best Management Practices (BMPs) have been identified and will be implemented during the construction of the improvements. In addition, permanent vegetated cover should be installed as soon as construction allows.

APPENDIX A

Existing Drainage Basin Exhibit
Proposed Drainage Basin Exhibit

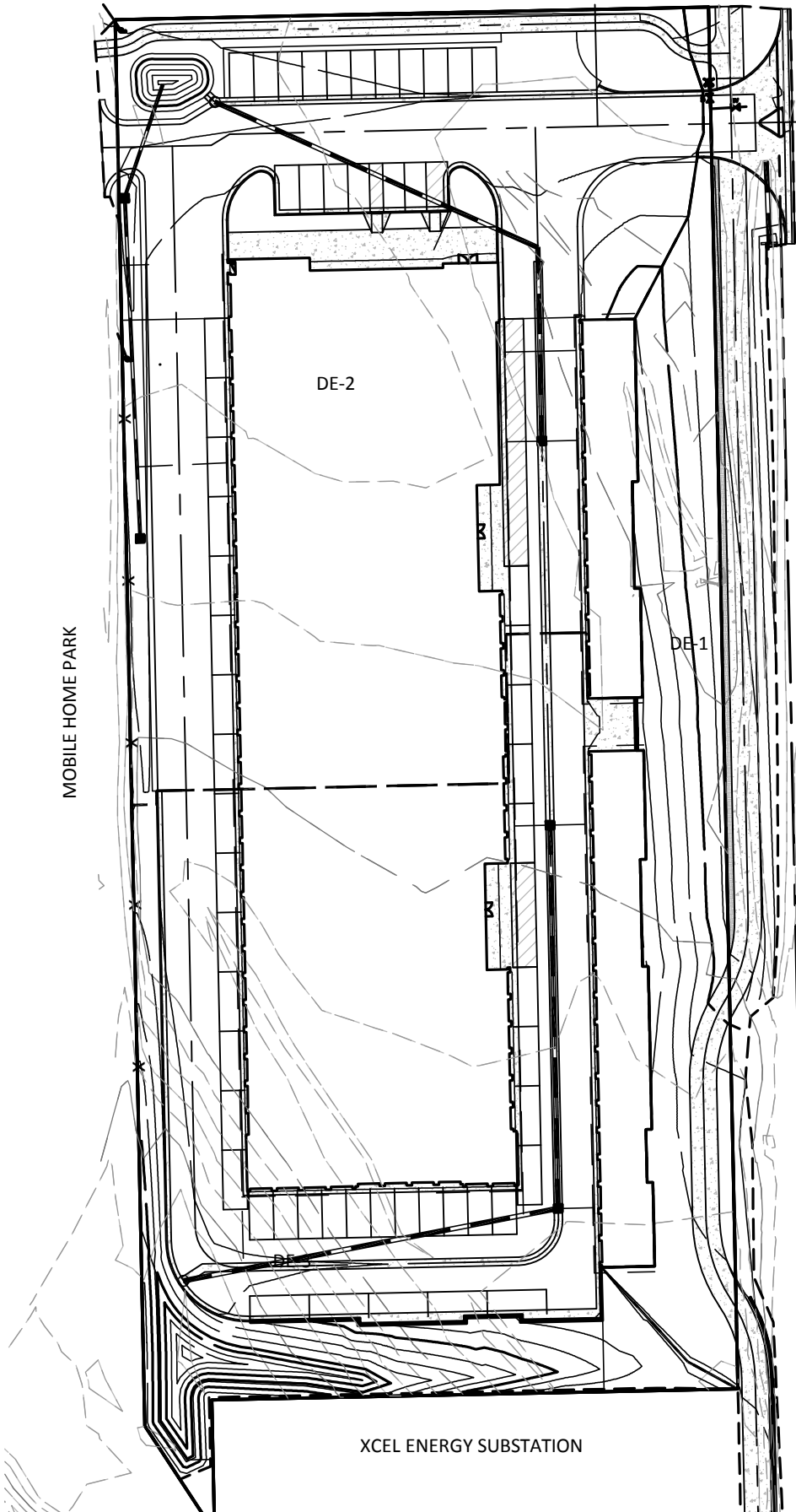
EXISTING DRAINAGE BASINS
EASTWOOD 133, LLC SELF STORAGE FACILITY
COUNTY OF GARFIELD, STATE OF COLORADO.



SOPRIS ENGINEERING - LLC
CIVIL CONSULTANTS
502 MAIN STREET, SUITE A3
CARBONDALE, COLORADO 81623
(970) 704-0311

PROPOSED DRAINAGE BASINS
EASTWOOD 133, LLC SELF STORAGE FACILITY
COUNTY OF GARFIELD, STATE OF COLORADO.

SOPRIS TIRE SHOP



HWY 133 ROW



SOPRIS ENGINEERING - LLC
CIVIL CONSULTANTS
502 MAIN STREET, SUITE A3
CARBONDALE, COLORADO 81623
(970) 704-0311

APPENDIX B

Carbondale IDF Curve
UDFCD Rational C Factor Tables

Table RO-5— Runoff Coefficients, *C*

Percentage Imperviousness	Type C and D NRCS Hydrologic Soil Groups					
	2-yr	5-yr	10-yr	25-yr	50-yr	100-yr
0%	0.04	0.15	0.25	0.37	0.44	0.50
5%	0.08	0.18	0.28	0.39	0.46	0.52
10%	0.11	0.21	0.30	0.41	0.47	0.53
15%	0.14	0.24	0.32	0.43	0.49	0.54
20%	0.17	0.26	0.34	0.44	0.50	0.55
25%	0.20	0.28	0.36	0.46	0.51	0.56
30%	0.22	0.30	0.38	0.47	0.52	0.57
35%	0.25	0.33	0.40	0.48	0.53	0.57
40%	0.28	0.35	0.42	0.50	0.54	0.58
45%	0.31	0.37	0.44	0.51	0.55	0.59
50%	0.34	0.40	0.46	0.53	0.57	0.60
55%	0.37	0.43	0.48	0.55	0.58	0.62
60%	0.41	0.46	0.51	0.57	0.60	0.63
65%	0.45	0.49	0.54	0.59	0.62	0.65
70%	0.49	0.53	0.57	0.62	0.65	0.68
75%	0.54	0.58	0.62	0.66	0.68	0.71
80%	0.60	0.63	0.66	0.70	0.72	0.74
85%	0.66	0.68	0.71	0.75	0.77	0.79
90%	0.73	0.75	0.77	0.80	0.82	0.83
95%	0.80	0.82	0.84	0.87	0.88	0.89
100%	0.89	0.90	0.92	0.94	0.95	0.96
TYPE B NRCS HYDROLOGIC SOILS GROUP						
0%	0.02	0.08	0.15	0.25	0.30	0.35
5%	0.04	0.10	0.19	0.28	0.33	0.38
10%	0.06	0.14	0.22	0.31	0.36	0.40
15%	0.08	0.17	0.25	0.33	0.38	0.42
20%	0.12	0.20	0.27	0.35	0.40	0.44
25%	0.15	0.22	0.30	0.37	0.41	0.46
30%	0.18	0.25	0.32	0.39	0.43	0.47
35%	0.20	0.27	0.34	0.41	0.44	0.48
40%	0.23	0.30	0.36	0.42	0.46	0.50
45%	0.26	0.32	0.38	0.44	0.48	0.51
50%	0.29	0.35	0.40	0.46	0.49	0.52
55%	0.33	0.38	0.43	0.48	0.51	0.54
60%	0.37	0.41	0.46	0.51	0.54	0.56
65%	0.41	0.45	0.49	0.54	0.57	0.59
70%	0.45	0.49	0.53	0.58	0.60	0.62
75%	0.51	0.54	0.58	0.62	0.64	0.66
80%	0.57	0.59	0.63	0.66	0.68	0.70
85%	0.63	0.66	0.69	0.72	0.73	0.75
90%	0.71	0.73	0.75	0.78	0.80	0.81
95%	0.79	0.81	0.83	0.85	0.87	0.88
100%	0.89	0.90	0.92	0.94	0.95	0.96



NOAA Atlas 14, Volume 8, Version 2
 Location name: Carbondale, Colorado, US*
 Latitude: 39.4011°, Longitude: -107.2142°
 Elevation: 6174 ft*
 * source: Google Maps



POINT PRECIPITATION FREQUENCY ESTIMATES

Sanja Perica, Deborah Martin, Sandra Pavlovic, Ishani Roy, Michael St. Laurent, Carl Trypaluk, Dale Unruh, Michael Yekta, Geoffrey Bonnin

NOAA, National Weather Service, Silver Spring, Maryland

[PF_tabular](#) | [PF_graphical](#) | [Maps_&_aerials](#)

PF tabular

PDS-based point precipitation frequency estimates with 90% confidence intervals (in inches/hour) ¹										
Duration	Average recurrence interval (years)									
	1	2	5	10	25	50	100	200	500	1000
5-min	1.30 (1.03-1.67)	1.92 (1.52-2.48)	2.89 (2.29-3.74)	3.66 (2.87-4.76)	4.63 (3.44-6.18)	5.33 (3.89-7.26)	5.96 (4.20-8.40)	6.58 (4.42-9.56)	7.30 (4.70-11.0)	7.78 (4.92-12.1)
10-min	0.948 (0.750-1.22)	1.40 (1.12-1.81)	2.12 (1.67-2.74)	2.68 (2.10-3.49)	3.39 (2.53-4.53)	3.89 (2.84-5.32)	4.37 (3.07-6.15)	4.81 (3.23-7.00)	5.34 (3.44-8.05)	5.69 (3.61-8.85)
15-min	0.768 (0.612-0.992)	1.14 (0.908-1.48)	1.72 (1.36-2.23)	2.18 (1.71-2.83)	2.76 (2.05-3.68)	3.17 (2.31-4.32)	3.55 (2.50-5.00)	3.91 (2.63-5.70)	4.34 (2.80-6.55)	4.63 (2.93-7.20)
30-min	0.518 (0.410-0.666)	0.742 (0.588-0.958)	1.09 (0.860-1.41)	1.36 (1.07-1.77)	1.70 (1.26-2.26)	1.94 (1.41-2.64)	2.16 (1.52-3.03)	2.36 (1.59-3.43)	2.59 (1.67-3.91)	2.75 (1.74-4.27)
60-min	0.344 (0.273-0.443)	0.459 (0.364-0.593)	0.638 (0.504-0.827)	0.777 (0.610-1.01)	0.953 (0.711-1.27)	1.08 (0.787-1.47)	1.19 (0.840-1.68)	1.30 (0.874-1.89)	1.42 (0.920-2.15)	1.51 (0.954-2.34)
2-hr	0.214 (0.172-0.273)	0.274 (0.220-0.349)	0.366 (0.292-0.468)	0.438 (0.348-0.562)	0.529 (0.400-0.697)	0.594 (0.439-0.799)	0.654 (0.466-0.908)	0.710 (0.483-1.02)	0.776 (0.506-1.15)	0.820 (0.524-1.26)
3-hr	0.168 (0.136-0.212)	0.204 (0.165-0.258)	0.260 (0.209-0.330)	0.305 (0.244-0.389)	0.363 (0.277-0.476)	0.405 (0.302-0.542)	0.444 (0.319-0.613)	0.482 (0.331-0.688)	0.528 (0.348-0.781)	0.560 (0.360-0.851)
6-hr	0.111 (0.091-0.138)	0.126 (0.103-0.157)	0.151 (0.123-0.189)	0.172 (0.139-0.217)	0.202 (0.157-0.264)	0.225 (0.171-0.299)	0.248 (0.182-0.341)	0.272 (0.190-0.386)	0.304 (0.204-0.447)	0.329 (0.214-0.493)
12-hr	0.069 (0.057-0.085)	0.078 (0.064-0.096)	0.094 (0.077-0.116)	0.107 (0.088-0.133)	0.127 (0.100-0.164)	0.143 (0.110-0.188)	0.159 (0.118-0.216)	0.176 (0.124-0.247)	0.200 (0.135-0.290)	0.218 (0.143-0.322)
24-hr	0.042 (0.035-0.051)	0.048 (0.040-0.058)	0.058 (0.049-0.071)	0.067 (0.056-0.083)	0.081 (0.064-0.103)	0.091 (0.071-0.119)	0.102 (0.077-0.137)	0.114 (0.082-0.158)	0.131 (0.089-0.187)	0.143 (0.095-0.209)
2-day	0.025 (0.021-0.030)	0.028 (0.024-0.034)	0.035 (0.029-0.042)	0.040 (0.034-0.048)	0.048 (0.039-0.061)	0.055 (0.043-0.070)	0.061 (0.046-0.081)	0.069 (0.050-0.094)	0.079 (0.054-0.111)	0.087 (0.058-0.124)
3-day	0.018 (0.016-0.022)	0.021 (0.018-0.025)	0.026 (0.022-0.030)	0.029 (0.025-0.035)	0.035 (0.029-0.044)	0.040 (0.032-0.051)	0.045 (0.034-0.058)	0.050 (0.036-0.067)	0.057 (0.040-0.079)	0.062 (0.042-0.088)
4-day	0.015 (0.013-0.018)	0.017 (0.015-0.020)	0.021 (0.018-0.024)	0.024 (0.020-0.028)	0.028 (0.023-0.035)	0.032 (0.025-0.040)	0.035 (0.027-0.046)	0.039 (0.029-0.053)	0.045 (0.031-0.062)	0.049 (0.033-0.069)
7-day	0.010 (0.009-0.012)	0.011 (0.010-0.013)	0.014 (0.012-0.016)	0.016 (0.013-0.018)	0.018 (0.015-0.022)	0.020 (0.016-0.025)	0.022 (0.017-0.029)	0.025 (0.018-0.033)	0.028 (0.020-0.038)	0.030 (0.021-0.042)
10-day	0.008 (0.007-0.009)	0.009 (0.008-0.011)	0.011 (0.009-0.012)	0.012 (0.010-0.014)	0.014 (0.012-0.017)	0.016 (0.013-0.019)	0.017 (0.013-0.022)	0.019 (0.014-0.025)	0.021 (0.015-0.028)	0.023 (0.016-0.031)
20-day	0.005 (0.005-0.006)	0.006 (0.005-0.007)	0.007 (0.006-0.008)	0.008 (0.007-0.009)	0.009 (0.008-0.011)	0.010 (0.008-0.012)	0.011 (0.008-0.014)	0.012 (0.009-0.015)	0.013 (0.009-0.017)	0.014 (0.010-0.019)
30-day	0.004 (0.004-0.005)	0.005 (0.004-0.006)	0.006 (0.005-0.006)	0.006 (0.006-0.007)	0.007 (0.006-0.009)	0.008 (0.007-0.009)	0.009 (0.007-0.011)	0.009 (0.007-0.012)	0.010 (0.007-0.013)	0.011 (0.008-0.015)
45-day	0.004 (0.003-0.004)	0.004 (0.004-0.005)	0.005 (0.004-0.005)	0.005 (0.005-0.006)	0.006 (0.005-0.007)	0.006 (0.005-0.008)	0.007 (0.006-0.009)	0.007 (0.006-0.009)	0.008 (0.006-0.011)	0.009 (0.006-0.011)
60-day	0.003 (0.003-0.003)	0.003 (0.003-0.004)	0.004 (0.004-0.005)	0.005 (0.004-0.005)	0.005 (0.004-0.006)	0.006 (0.005-0.007)	0.006 (0.005-0.007)	0.006 (0.005-0.008)	0.007 (0.005-0.009)	0.007 (0.005-0.010)

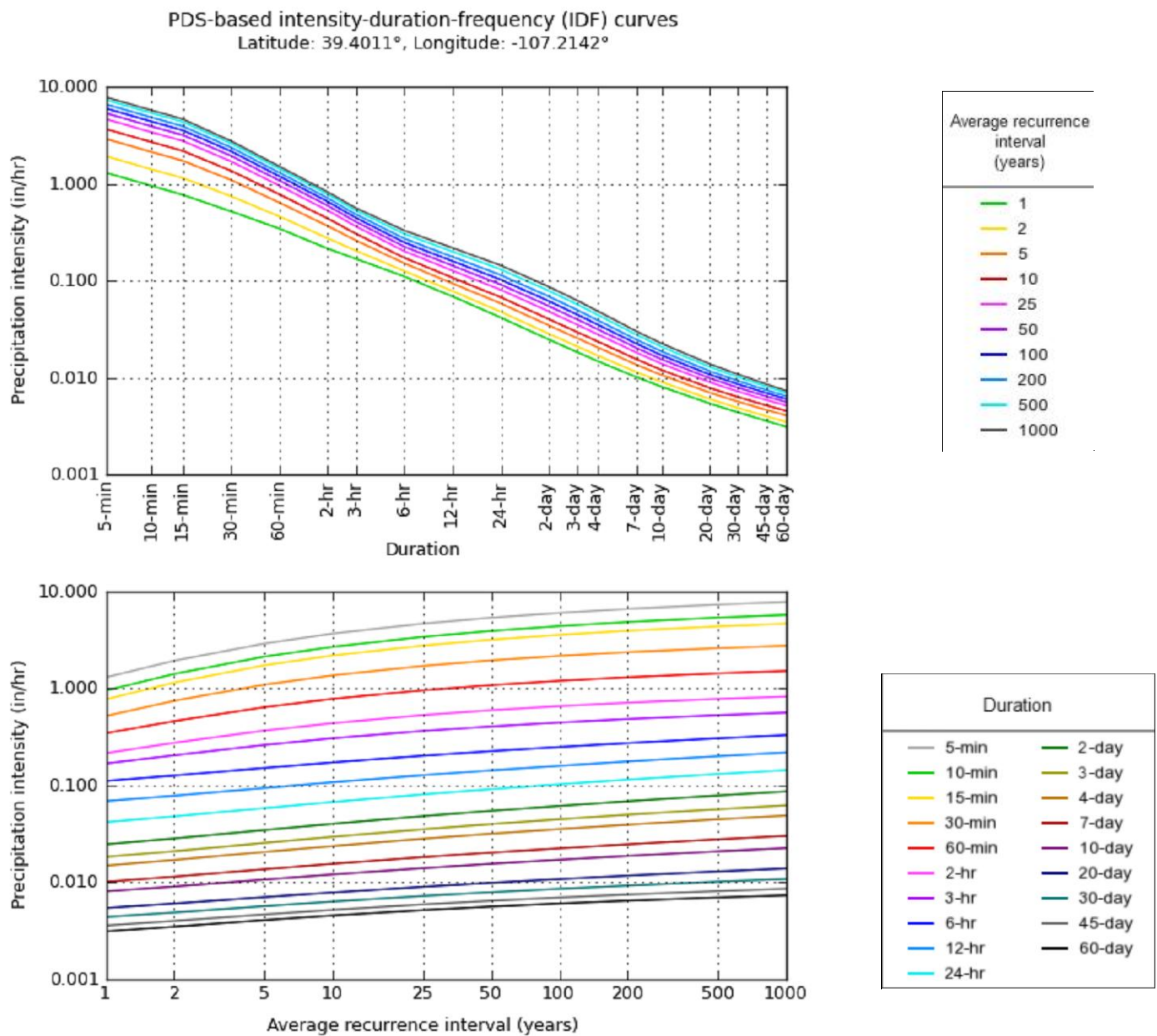
¹ Precipitation frequency (PF) estimates in this table are based on frequency analysis of partial duration series (PDS).

Numbers in parenthesis are PF estimates at lower and upper bounds of the 90% confidence interval. The probability that precipitation frequency estimates (for a given duration and average recurrence interval) will be greater than the upper bound (or less than the lower bound) is 5%. Estimates at upper bounds are not checked against probable maximum precipitation (PMP) estimates and may be higher than currently valid PMP values.

Please refer to NOAA Atlas 14 document for more information.

[Back to Top](#)

PF graphical



NOAA Atlas 14, Volume 8, Version 2

Created (GMT): Fri Apr 8 12:54:05 2016

[Back to Top](#)

Maps & aeriels

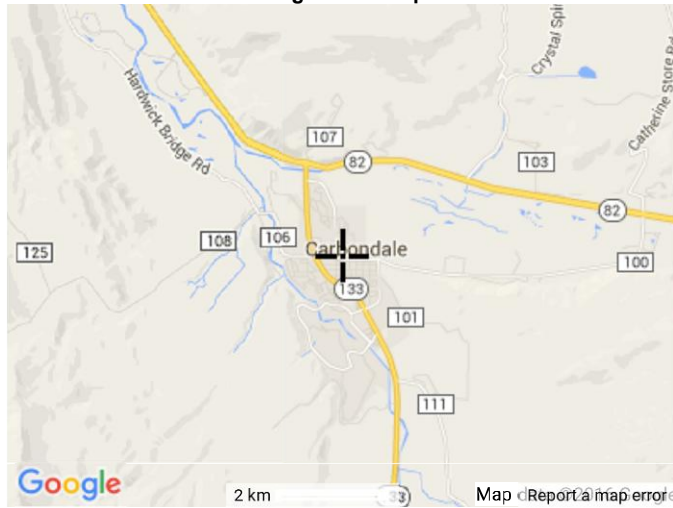
Small scale terrain



Large scale terrain



Large scale map



Large scale aerial



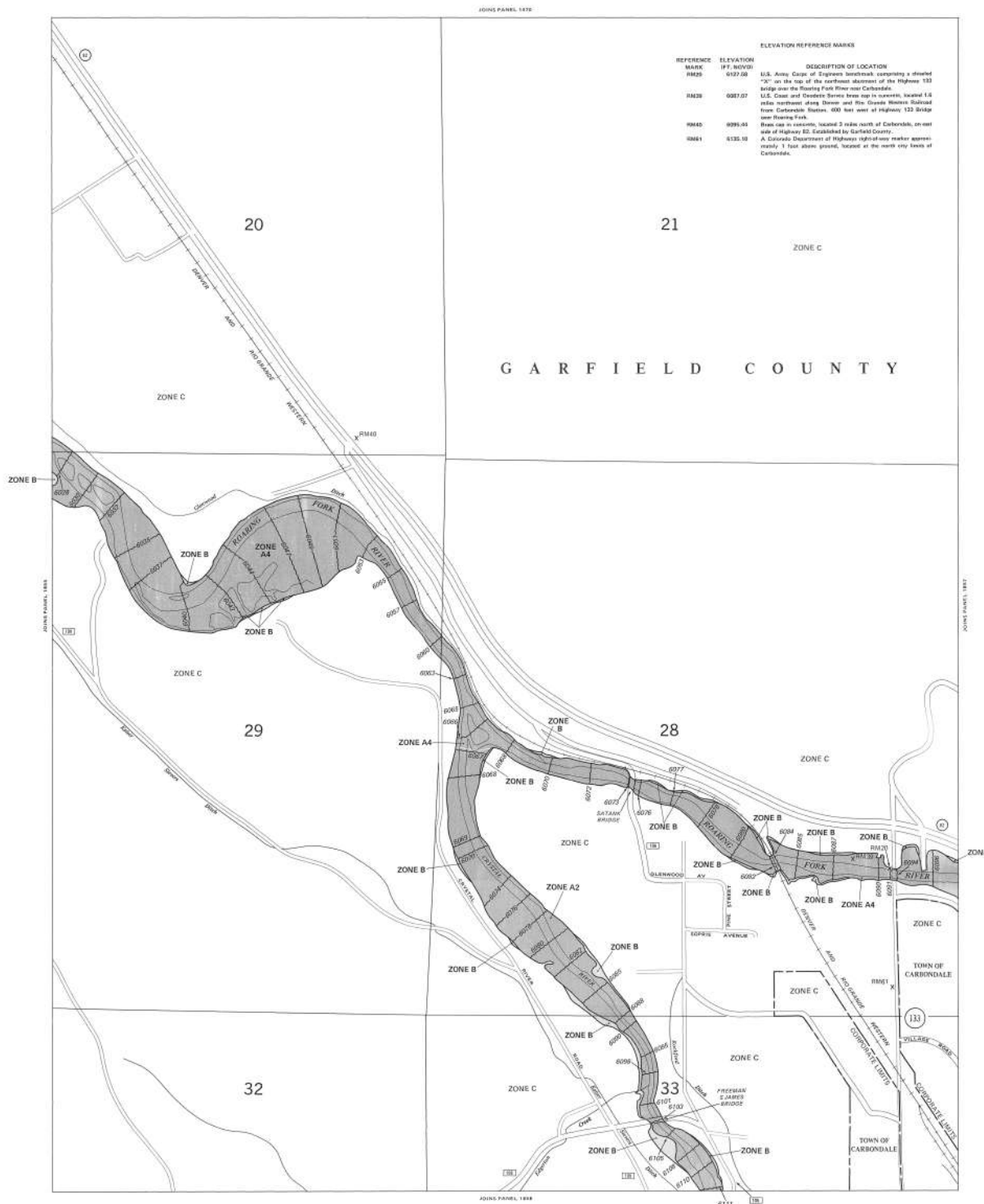
[Back to Top](#)

[US Department of Commerce](#)
[National Oceanic and Atmospheric Administration](#)
[National Weather Service](#)
[National Water Center](#)
1325 East West Highway
Silver Spring, MD 20910
Questions?: HDSC.Questions@noaa.gov

[Disclaimer](#)

APPENDIX C

FEMA PANEL
NRCS SOIL MAP



KEY TO MAP

200-Year Flood Boundary

100-Year Flood Boundary

Zone Designations

100-Year Flood Boundary

100-Year Flood Boundary

Base Flood Elevation Line With Elevation in Feet**

Base Flood Elevation in Feet When Uniform Width Lowers

Elevation Reference Mark

Zone D Boundary

River Mile

ZONE B

ZONE A1

ZONE A2

ZONE B

612

611, 607

RM7 X

+011.5

**Referenced to the National Geodetic Vertical Datum of 1929

EXPLANATION OF ZONE DESIGNATIONS

ZONE

A Area of 100-year flood; base flood elevations and flood hazard factors not determined.

A0 Special Flood Hazard Area designated by type of 100-year shallow flooding, where depths are between 1.8 and 3.0 feet, depths are shown, or area of 100-year shallow flooding, depths and velocities shown, but no flood hazard factors are determined.

A1 Area of 100-year shallow flooding, where depths are between one (1) and three (3) feet, base flood elevations are shown, but no flood hazard factors are determined.

A1-A30 Area of 100-year flood; base flood elevations and flood hazard factors determined.

A40 Area of 100-year flood to be protected by flood protection system under construction; base flood elevations and flood hazard factors not determined.

B Area between limits of the 100-year flood and 500-year flood, or certain areas subject to 100-year flooding with average depths less than one (1) foot or when the contributing drainage area is less than one square mile or area protected by levees from the base flood (Median flooding).

C Area of residual flooding (No shading).

D Area of unincorporated, but movable, flood hazards.

V Area of 100-year coastal flood with velocity (wave action); base flood elevations and flood hazard factors not determined.

V1-V30 Area of 100-year coastal flood with velocity (wave action); base flood elevations and flood hazard factors determined.

NOTES TO USER

Certain areas are in the special flood hazard area (zones B and V) and are protected by flood control systems.

This map is for flood insurance purposes only; it does not necessarily show all areas subject to flooding in the community or all potential features outside special flood hazard areas.

For planning map panels, see accurately printed books by Map Panels.

INITIAL IDENTIFICATION:
DECEMBER 16, 1977

FLOOD HAZARD BOUNDARY MAP REVISIONS:

FLOOD INSURANCE RATE MAP EFFECTIVE:
DECEMBER 16, 1977

FLOOD INSURANCE RATE MAP REVISIONS:
Map revised January 3, 1986 to change flood zone boundaries, rate designations, base flood elevations, exposure limits, water, cultural features, or map format.

To determine if flood insurance is available in this community, contact your insurance agent or call the National Flood Insurance Program at (800) 685-6223.

APPROXIMATE SCALE IN FEET

0 100 200

NATIONAL FLOOD INSURANCE PROGRAM

FIRM
FLOOD INSURANCE RATE MAP

**GARFIELD COUNTY,
COLORADO
(UNINCORPORATED AREAS)**

PANEL 1856 OF 1900
(SEE MAP INDEX FOR PANELS NOT PRINTED)

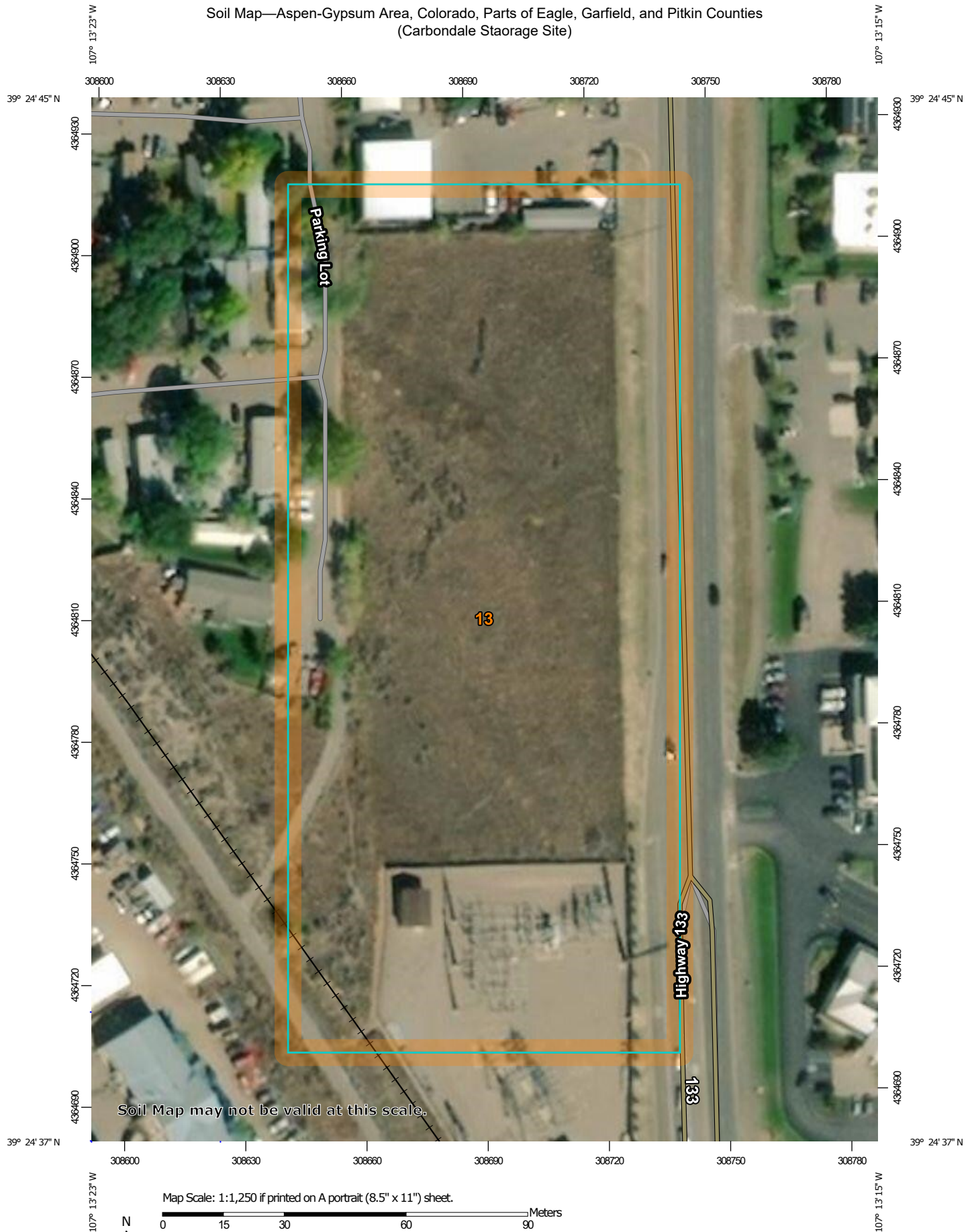
COMMUNITY-PANEL NUMBER
080205 1856 B

MAP REVISED:
JANUARY 3, 1986

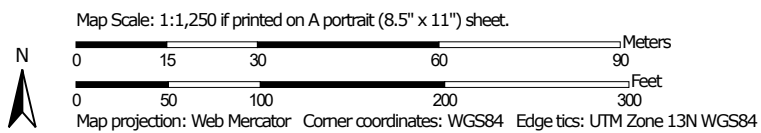
Federal Emergency Management Agency

NOTE: MAP AREA SHOWN ON THIS PANEL IS LOCATED WITHIN TOWNSHIP 7 SOUTH, RANGE 88 WEST

Soil Map—Aspen-Gypsum Area, Colorado, Parts of Eagle, Garfield, and Pitkin Counties
(Carbondale Storage Site)



Soil Map may not be valid at this scale.



**Natural Resources
Conservation Service**


Web Soil Survey
National Cooperative Soil Survey

4/29/2020
Page 1 of 3

Soil Map—Aspen-Gypsum Area, Colorado, Parts of Eagle, Garfield, and Pitkin Counties
(Carbondale Storage Site)


MAP LEGEND

Area of Interest (AOI)

 Area of Interest (AOI)

Soils

 Soil Map Unit Polygons

 Soil Map Unit Lines

 Soil Map Unit Points

Special Point Features



Blowout



Borrow Pit



Clay Spot



Closed Depression



Gravel Pit



Gravelly Spot



Landfill



Lava Flow



Marsh or swamp



Mine or Quarry



Miscellaneous Water



Perennial Water



Rock Outcrop



Saline Spot



Sandy Spot



Severely Eroded Spot



Sinkhole



Slide or Slip



Sodic Spot



Spoil Area



Stony Spot



Very Stony Spot



Wet Spot



Other



Special Line Features

Water Features



Streams and Canals

Transportation



Rails



Interstate Highways



US Routes



Major Roads



Local Roads

Background



Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:24,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service

Web Soil Survey URL:

Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Aspen-Gypsum Area, Colorado, Parts of Eagle, Garfield, and Pitkin Counties

Survey Area Data: Version 10, Sep 13, 2019

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Jul 14, 2010—Nov 1, 2017

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
13	Atencio-Azeltine complex, 3 to 6 percent slopes	5.2	100.0%
Totals for Area of Interest		5.2	100.0%

Exhibit G
Floor Plans and Building Elevations

ANNEXATION & SITE PLAN REVIEW
APRIL 30, 2020
Revisions

EXHIBIT G EASTWOOD 133 ANNEXATION & SITE PLAN REVIEW

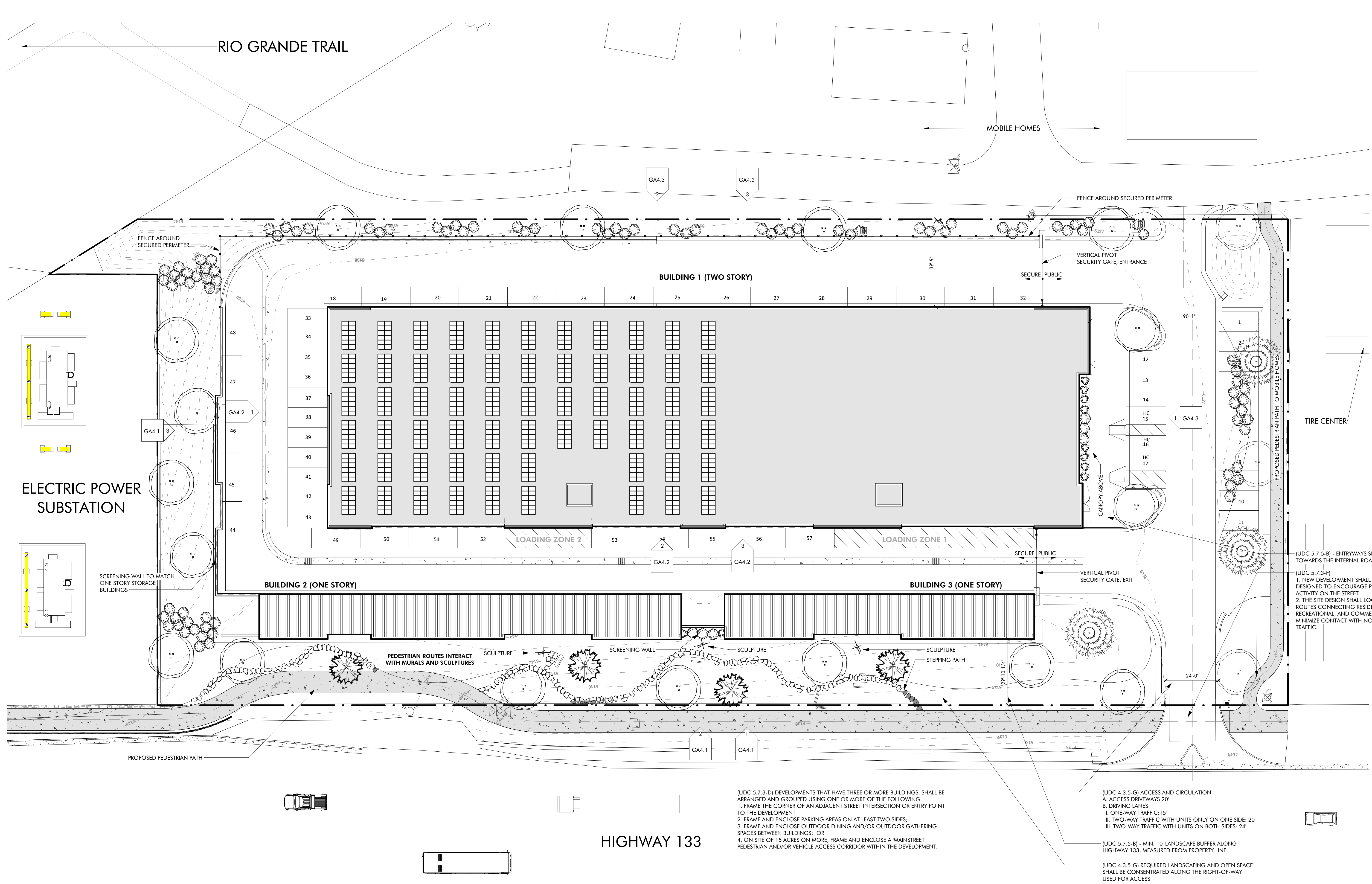
NOT FOR CONSTRUCTION

Job Site:
BD Highway 133,
Carbondale, CO 81623

SITE PLAN

Sheet Number:

GA2.0



File: File Name.rvt 4/30/2020 2:51:14 PM

File: File Name.rvt



Land+Shelter
ARCHITECTURE AND PLANNING
400 West Main Street Suite 205, Aspen, CO
970.963.0201 info@landandshelter.com

NOTICE: DUTY OF COOPERATION
Release of these plans contemplates further cooperation among the owner, his or her contractor, and the architect. Design and construction are complex. Although the architect and his/her consultants have performed their services with due care and diligence, they cannot guarantee perfection. Communication is imperfect and every contingency cannot be anticipated. Any ambiguity or discrepancy discovered by the use of these plans shall be reported immediately to the architect. Failure to notify the architect compounds misunderstanding and increases construction costs. A failure to cooperate by a simple notice to the architect shall relieve the architect from responsibility for all consequences. Changes made from the plans without consent of the architect are unauthorized and shall relieve the designer from all consequences arising out of such changes.

ANNEXATION & SITE PLAN REVIEW
APRIL 30, 2020
Revisions



EXHIBIT G
EASTWOOD 133
ANNEXATION & SITE PLAN REVIEW

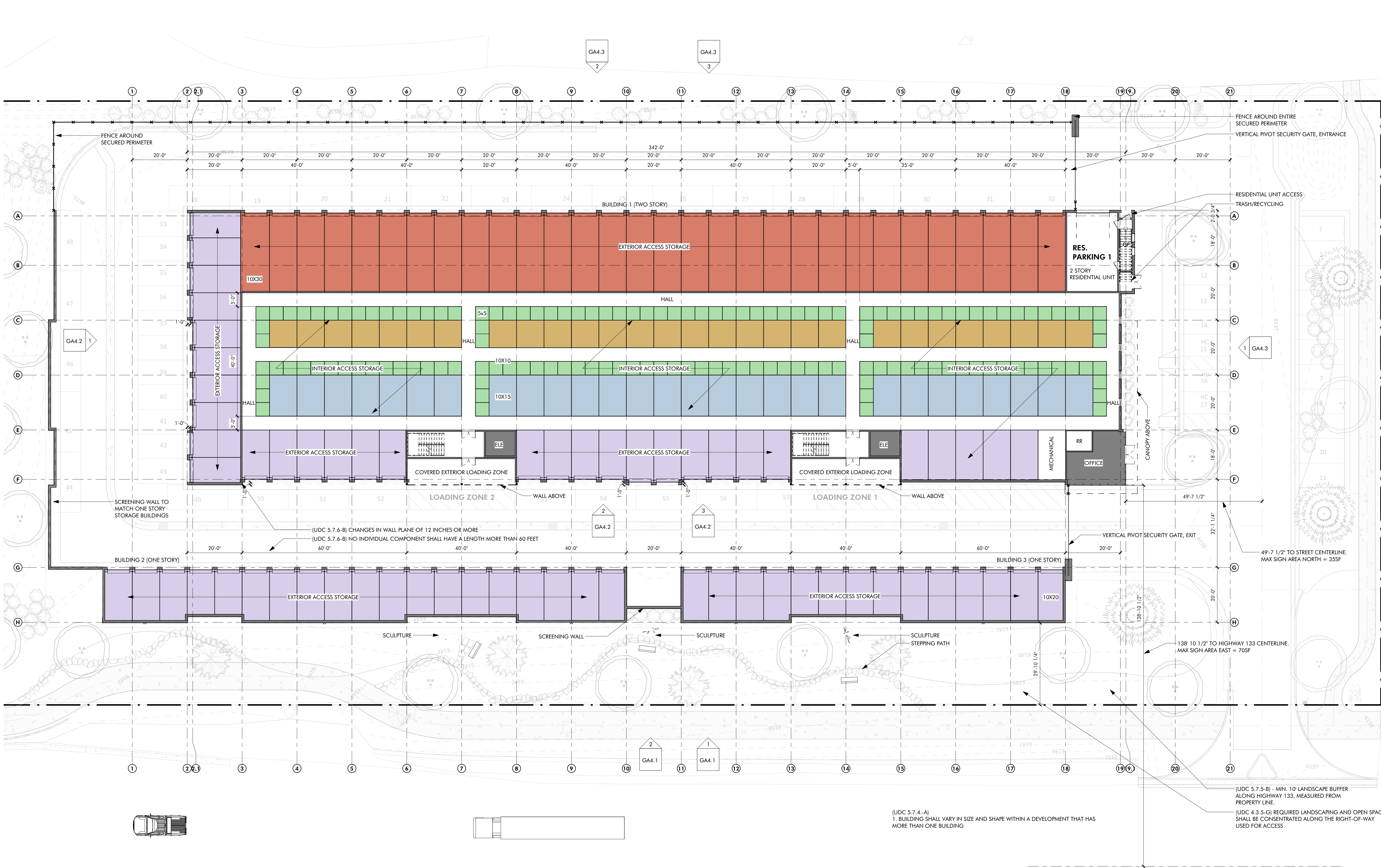
NOT FOR CONSTRUCTION

Job Site:
TBD Highway 133,
Carbondale, CO 81623

MAIN LEVEL PLAN

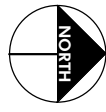
Sheet Number:

GA3.1



PLAN KEY:

- 5X5 UNIT
- 10X15 UNIT
- 10X10 UNIT
- 10X18-10X20 UNIT
- 10X13 UNIT
- 10X30 UNIT



MAIN LEVEL PLAN
1/16" = 1'-0"

1



Land+Shelter
ARCHITECTURE AND PLANNING
400 West Main Street Suite 205, Aspen, CO
1 970.963.0201 info@landandshelter.com

NOTICE: DUTY OF COOPERATION
Release of these plans contemplates further cooperation among the owner, his or her contractor, and the architect. Design and construction are complex. Although the architect and his/her consultants have performed their services with due care and diligence, they cannot guarantee perfection. Communication is imperfect and every contingency cannot be anticipated. Any ambiguity or discrepancy discovered by the use of these plans shall be reported immediately to the architect. Failure to notify the architect compounds misunderstanding and increases construction costs. A failure to cooperate by a simple notice to the architect shall relieve the architect from responsibility for all consequences. Changes made from the plans without consent of the architect are unauthorized and shall relieve the designer from all consequences arising out of such changes.

ANNEXATION & SITE PLAN REVIEW
APRIL 30, 2020
Revisions



EXHIBIT G
EASTWOOD 133
ANNEXATION & SITE PLAN REVIEW

NOT FOR CONSTRUCTION

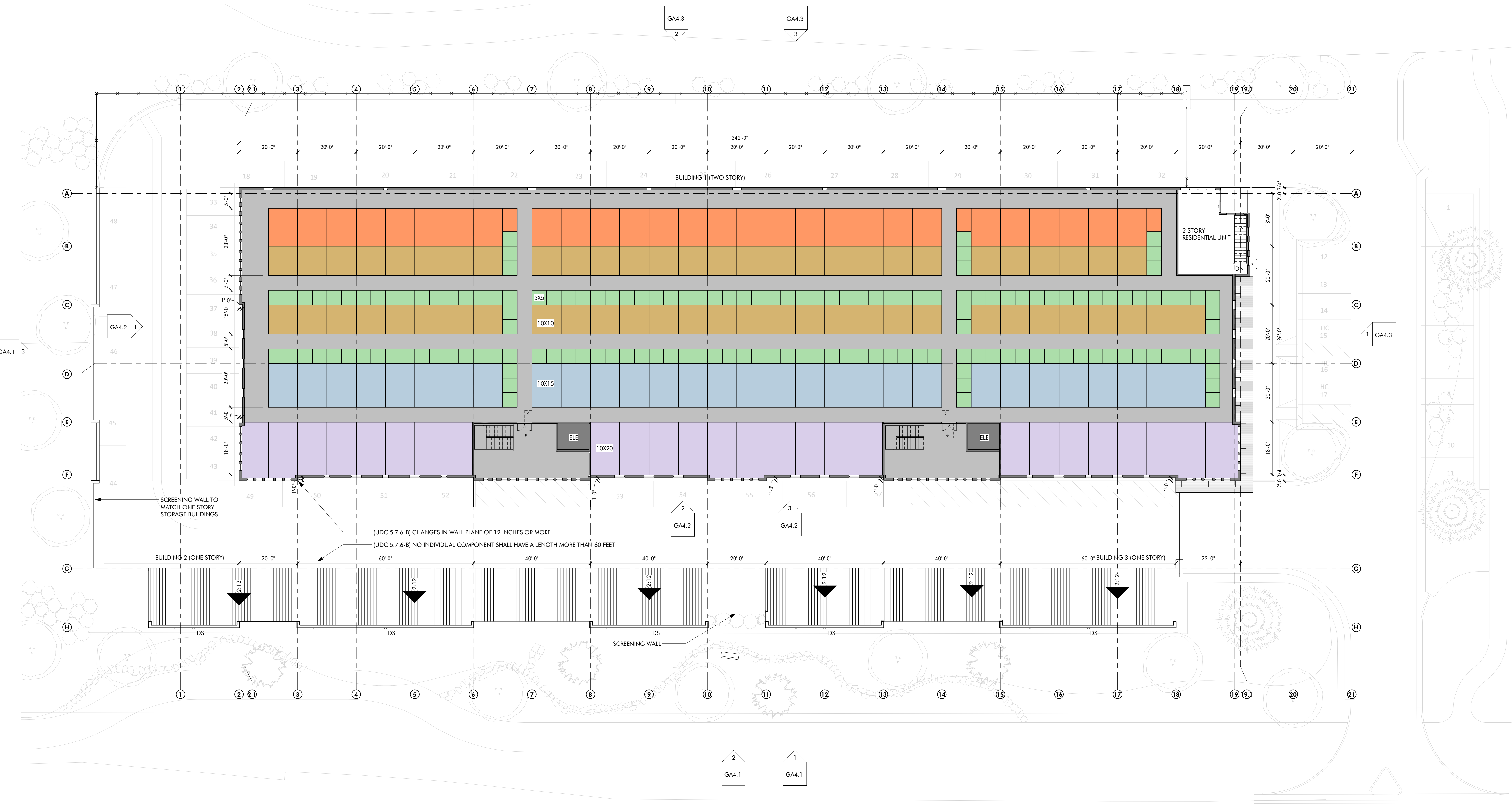
Job Site:

TBD Highway 133,
Carbondale, CO 81623

UPPER LEVEL PLAN

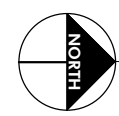
Sheet Number:

GA3.2



PLAN KEY:

- 5X5 UNIT
- 10X10 UNIT
- 10X13 UNIT
- 10X15 UNIT
- 10X18-10X20 UNIT
- 10X30 UNIT



UPPER LEVEL PLAN
1/16" = 1'-0"

1



Land+Shelter
ARCHITECTURE AND PLANNING
400 West Main Street Suite 205, Aspen, CO
970.963.0201 info@landandshelter.com

NOTICE: DUTY OF COOPERATION
Release of these plans contemplates further cooperation among the owner, his or her contractor, and the architect. Design and construction are complex. Although the architect and his/her consultants have performed their services with due care and diligence, they cannot guarantee perfection. Communication is imperfect and every contingency cannot be anticipated. Any ambiguity or discrepancy discovered by the use of these plans shall be reported immediately to the architect. Failure to notify the architect compounds misunderstanding and increases construction costs. A failure to cooperate by a simple notice to the architect shall relieve the architect from responsibility for all consequences. Changes made from the plans without consent of the architect are unauthorized and shall relieve the designer from all consequences arising out of such changes.

ANNEXATION & SITE PLAN REVIEW
APRIL 30, 2020
Revisions



EXHIBIT G
EASTWOOD 133
ANNEXATION & SITE PLAN REVIEW

NOT FOR CONSTRUCTION

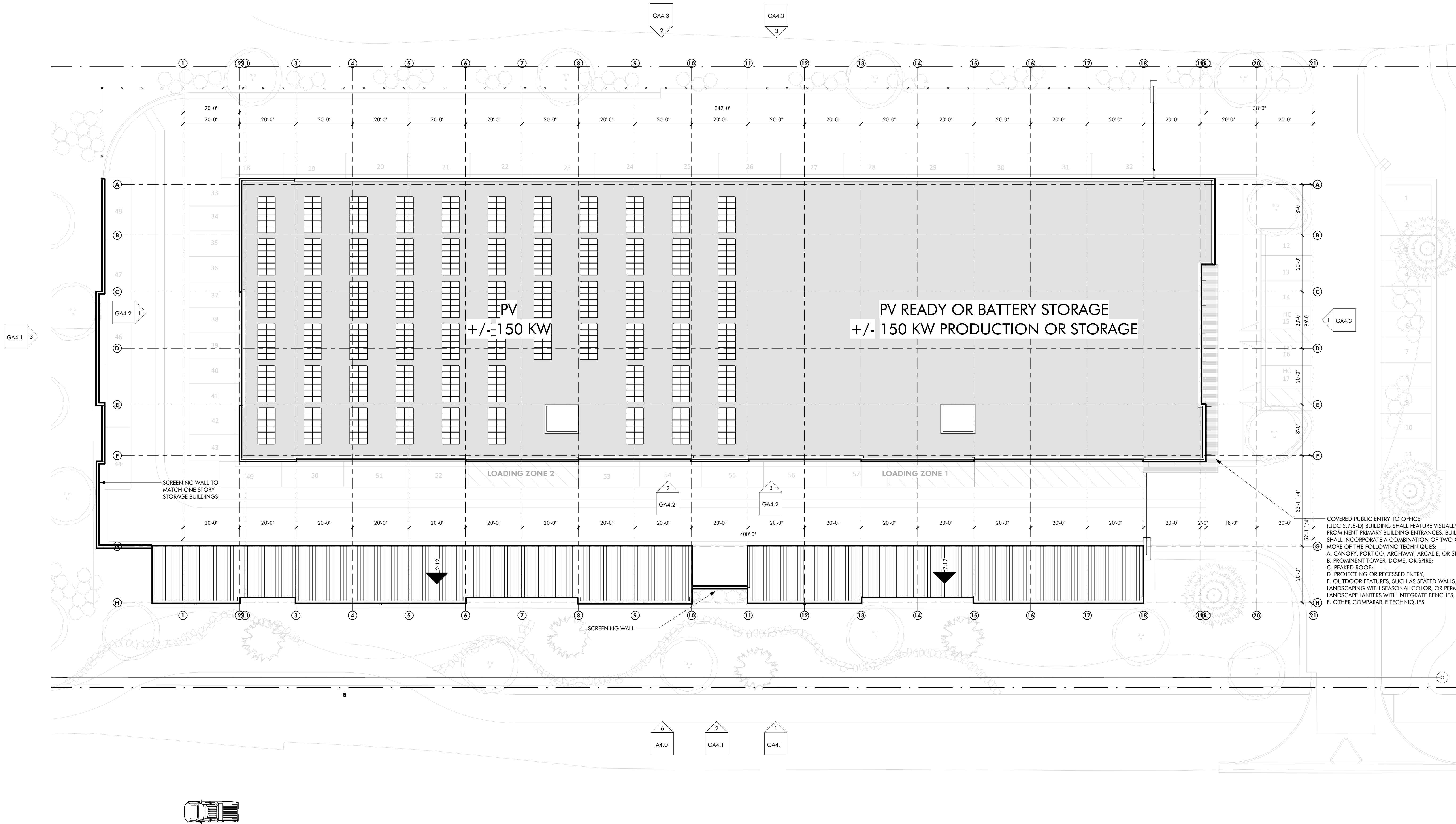
Job Site:

TBD Highway 133,
Carbondale, CO 81623

ROOF PLAN

Sheet Number:

GA3.3



COVERED PUBLIC ENTRY TO OFFICE
(UDC 5.7.6-D) BUILDING SHALL FEATURE VISUALLY
PROMINENT PRIMARY BUILDING ENTRANCES. BUILDING
SHALL INCORPORATE A COMBINATION OF TWO OR
MORE OF THE FOLLOWING TECHNIQUES:
A. CANOPY, PORTICO, ARCHWAY, ARCADE, OR SIM.
B. PROMINENT TOWER, DOME, OR SPIRE;
C. PEAKED ROOF;
D. PROJECTING OR RECESSED ENTRY;
E. OUTDOOR FEATURES, SUCH AS SEATED WALLS,
LANDSCAPING WITH SEASONAL COLOR, OR PERMANENT
LANDSCAPE LANTERS WITH INTEGRATE BENCHES; OR
F. OTHER COMPARABLE TECHNIQUES

ROOF PLAN
1/16" = 1'-0"

1

ANNEXATION & SITE PLAN REVIEW
APRIL 30, 2020
Revisions

NOT FOR CONSTRUCTION

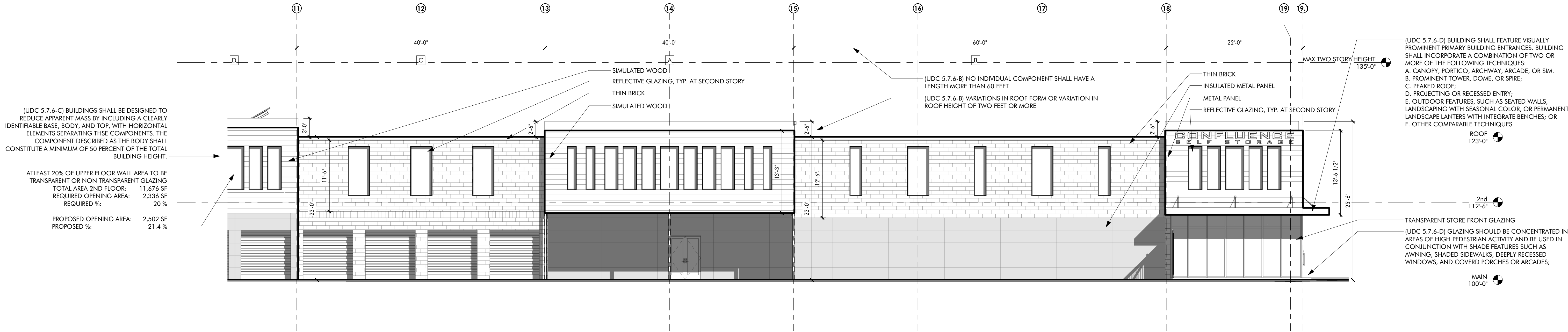
ENLARGED ELEVATIONS

Sheet Number:

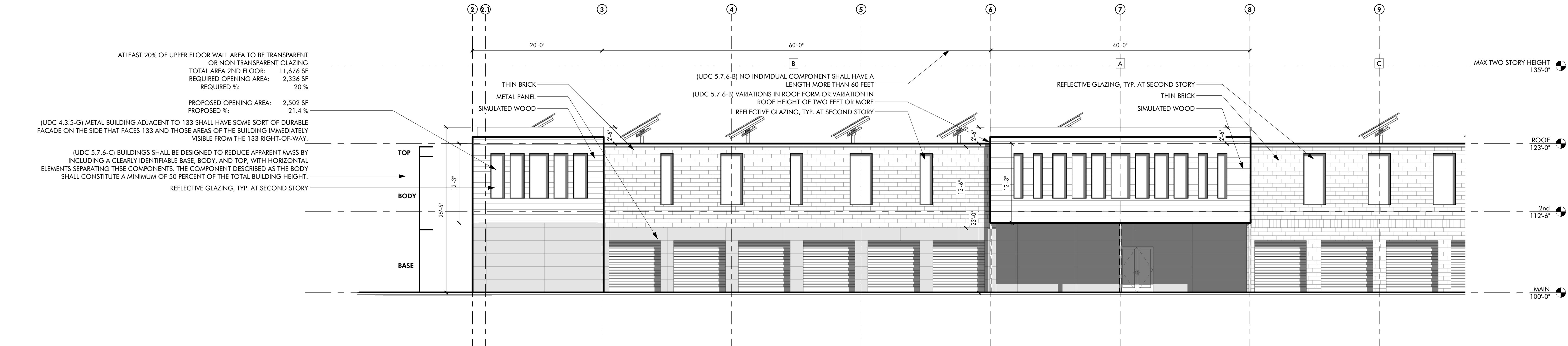
GA4.1



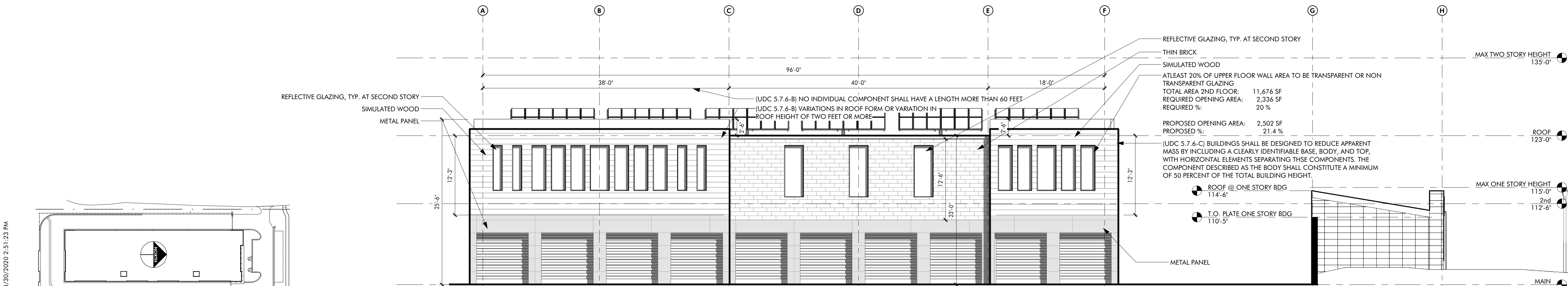
File: File Name.rvt 4/30/2020 2:51:23 PM



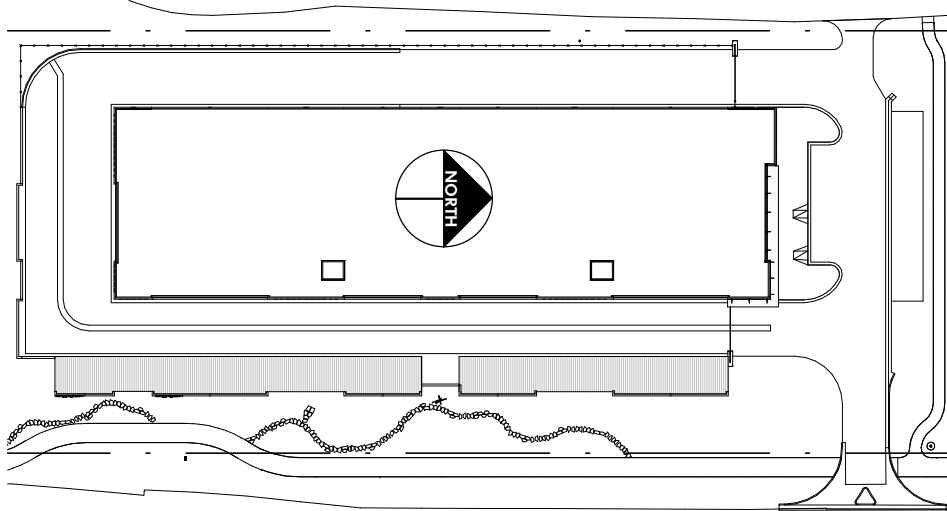
EAST ELEVATION - FROM INSIDE SITE (A) 3
1/8" = 1'-0"



EAST ELEVATION - FROM INSIDE SITE (B) 2
1/8" = 1'-0"



SOUTH ELEVATION - FROM INSIDE SITE 1
1/8" = 1'-0"



KEY PLAN



Land+Shelter
ARCHITECTURE AND PLANNING
400 West Main Street Suite 205, Aspen, CO
1970.963.0201 info@landandshelter.com

NOTICE: DUTY OF COOPERATION
Release of these plans contemplates further cooperation among the owner, his or her contractor, and the architect. Design and construction are complex. Although the architect and his/her consultants have performed their services with due care and diligence, they cannot guarantee perfection. Communication is imperfect and every contingency cannot be anticipated. Any ambiguity or discrepancy discovered by the use of these plans shall be reported immediately to the architect. Failure to notify the architect compounds misunderstanding and increases construction costs. A failure to cooperate by a simple notice to the architect shall relieve the architect from responsibility for all consequences. Changes made from the plans without consent of the architect are unauthorized and shall relieve the designer from all consequences arising out of such changes.

ANNEXATION & SITE PLAN REVIEW
APRIL 30, 2020
Revisions



EXHIBIT G
EASTWOOD 133
ANNEXATION & SITE PLAN REVIEW

NOT FOR CONSTRUCTION

Job Site:
TBD Highway 133,
Carbondale, CO 81623

ENLARGED ELEVATIONS

Sheet Number:

GA4.2



Land+Shelter
ARCHITECTURE AND PLANNING
400 West Main Street Suite 205, Aspen, CO
t 970.963.0201 info@landandshelter.com

NOTICE: DUTY OF COOPERATION
Release of these plans contemplates further cooperation among the owner, his or her contractor, and the architect. Design and construction are complex. Although the architect and his/her consultants have performed their services with due care and diligence, they cannot guarantee perfection. Communication is imperfect and every contingency cannot be anticipated. Any ambiguity or discrepancy discovered by the use of these plans shall be reported immediately to the architect. Failure to notify the architect compounds misunderstanding and increases construction costs. A failure to cooperate by a simple notice to the architect shall relieve the architect from responsibility for all consequences. Changes made from the plans without consent of the architect are unauthorized and shall relieve the designer from all consequences arising out of such changes.

ANNEXATION & SITE PLAN REVIEW
APRIL 30, 2020
Revisions



EXHIBIT G
EASTWOOD 133
ANNEXATION & SITE PLAN REVIEW

NOT FOR CONSTRUCTION

Job Site:
TBD Highway 133,
Carbondale, CO 81623

ENLARGED ELEVATIONS

Sheet Number:

GA4.3

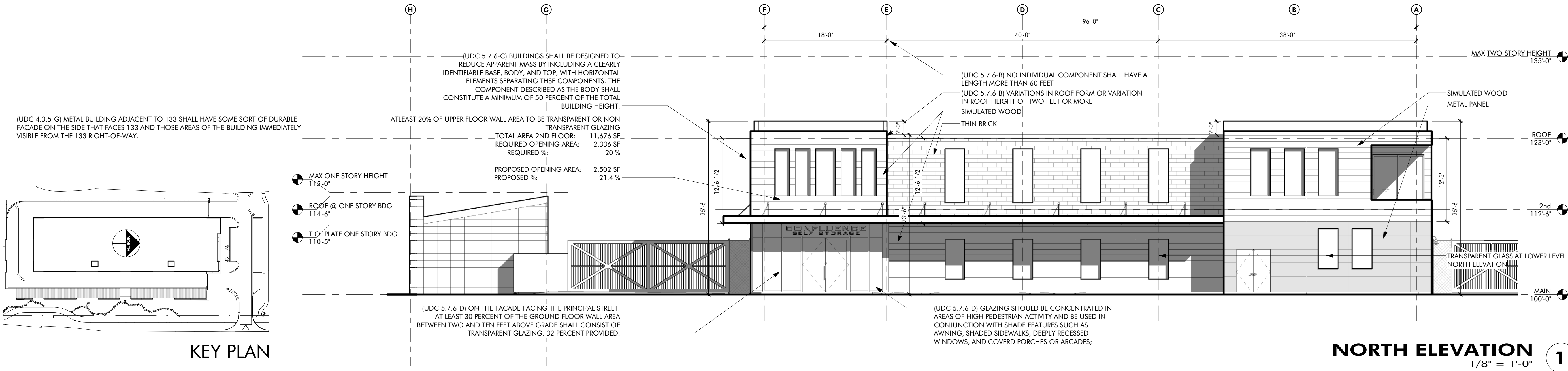
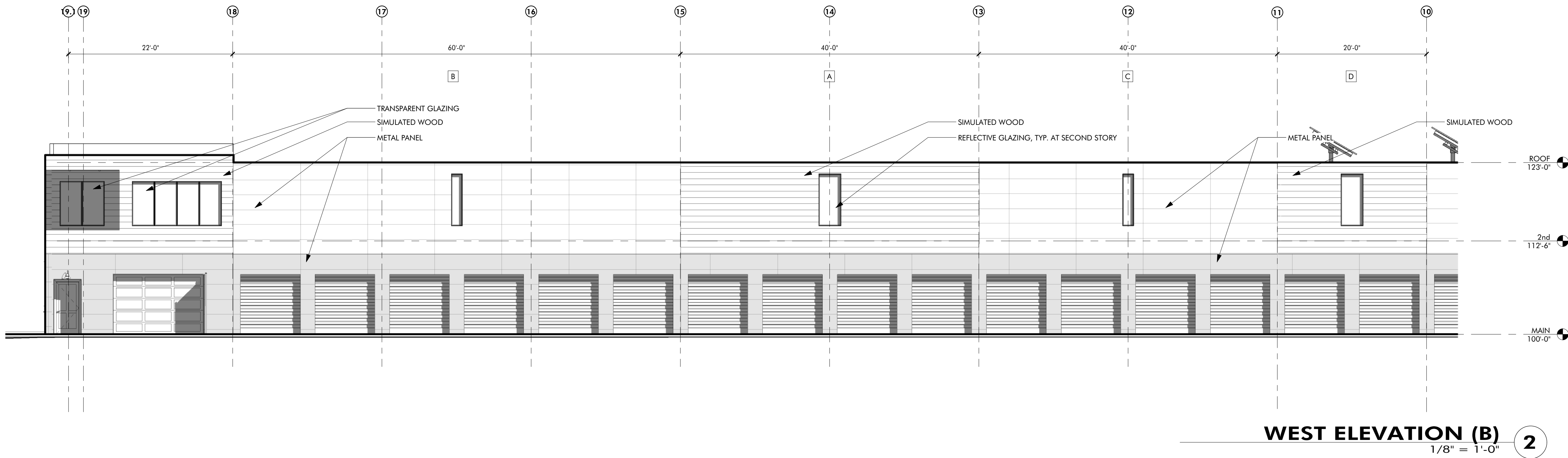
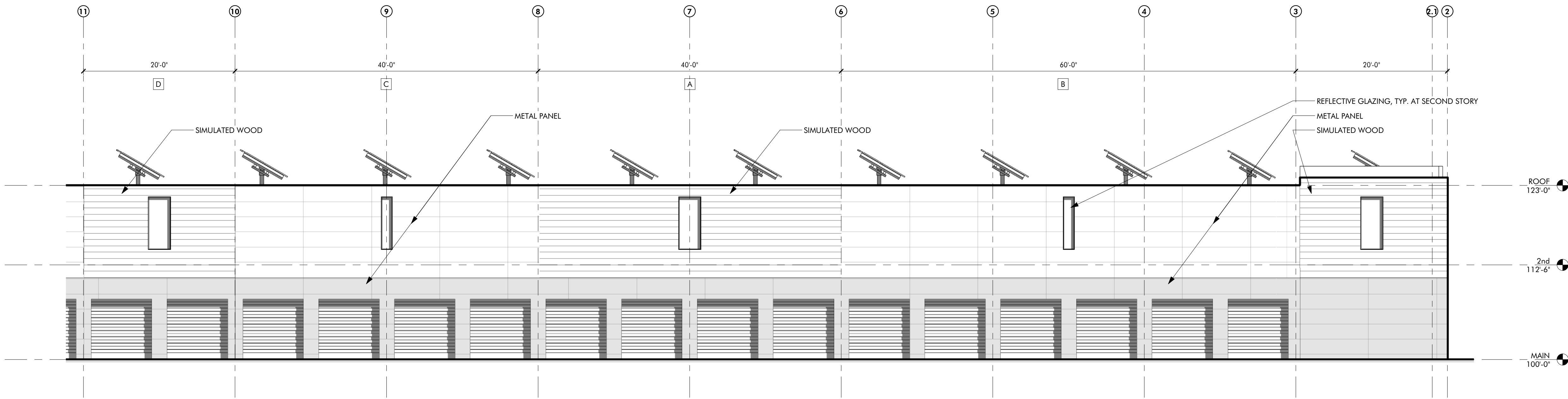


Exhibit H
Sample Material Boards

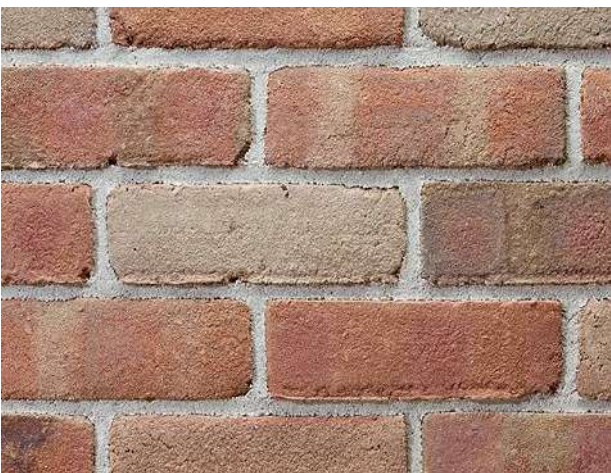
INTEGRATED METAL BUILDING SYSTEM MATERIALS

1



DURABLE METAL SIMULATING WOOD

2



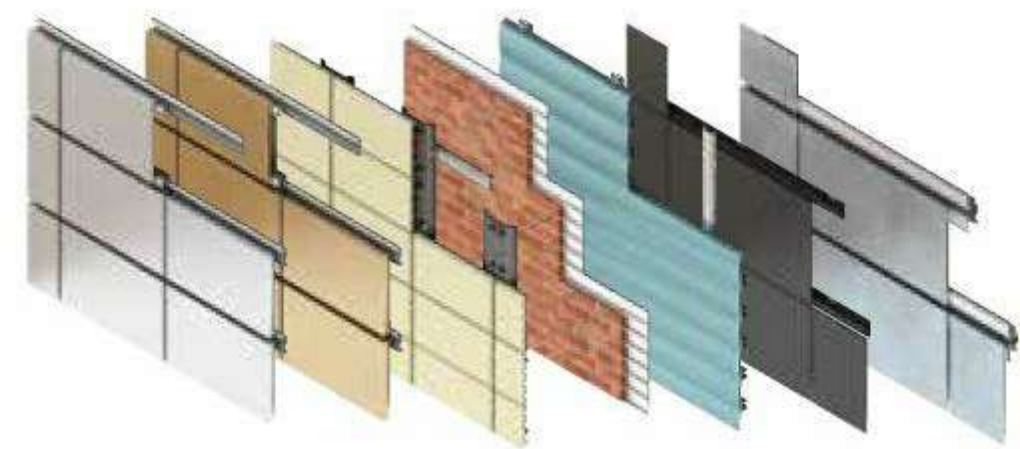
THIN BRICK

3



DURABLE METAL PANELS

SYSTEM FOR METAL, WOOD, AND BRICK:



BUILDING SYSTEM ALLOWS FOR RANGE OF FINISHES - BRICK, METAL, AND A DURABLE SIMULATED WOOD



MAIN ENTRY

AN INTEGRATED METAL BUILDING SYSTEMS FACADE ALLOWS FOR A CONTINUOUS INSULATED PANEL DESIGN. DURABLE MATERIALS SUCH AS SIMULATED WOOD (1) AND THIN BRICK (2) ARE APPLIED TO THE OUTSIDE. ALUMINUM COMPOSITE MATERIAL (3) WILL BE USED IN AREAS NOT VISIBLE TO THE PUBLIC AND HIGHWAY 133.

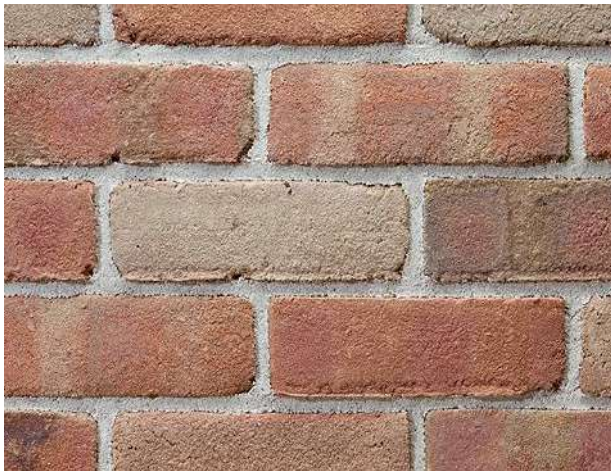


1



DURABLE METAL SIMULATING WOOD

2



THIN BRICK

3



DURABLE METAL PANELS

4



BUFF CMU BLOCK

SIMULATED WOOD (1) AND BUFF CMU BLOCK (4) WILL BE USED ON THE ONE STORY BUILDING AND SCREENING WALL. THE CMU BLOCK FACING HIGHWAY 133 WILL BE PAINTED WITH MURALS AS AN EXTENSION OF THE RIO GRANDE ARTWAY AND THE CARBONDALE CREATIVE DISTRICT.



DETAIL OF FACADE ALONG HWY 133



SOUTHEAST CORNER



Exhibit I
3D Renderings



DRIVER HEADING SOUTH ON CO. 133

EXHIBIT I
3D VIEWS
I A11.0
04/30/20

Land+Shelter
ARCHITECTURE AND PLANNING





DRIVER HEADING NORTH ON CO. 133

EXHIBIT I
3D VIEWS
I A11.1
04/30/20

Land+Shelter
ARCHITECTURE AND PLANNING





(UDC 5.7.6-D) ON THE FACADE FACING THE PRINCIPAL STREET:
AT LEAST 30 PERCENT OF THE GROUND FLOOR WALL AREA BETWEEN TWO
AND TEN FEET ABOVE GRADE SHALL CONSIST OF TRANSPARENT GLAZING. 70
PERCENT PROVIDED.

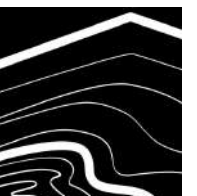
VIEW LOOKING SOUTH WEST FROM PROPOSED PEDESTRIAN PATH

(UDC 5.7.6-D) BUILDING SHALL FEATURE VISUALLY PROMINENT PRIMARY BUILDING ENTRANCES. BUILDING SHALL
INCORPORATE A COMBINATION OF TWO OR MORE OF THE FOLLOWING TECHNIQUES:

- A. CANOPY, PORTICO, ARCHWAY, ARCADE, OR SIM.
- B. PROMINENT TOWER, DOME, OR SPIRE;
- C. PEAKED ROOF;
- D. PROJECTING OR RECESSED ENTRY;
- E. OUTDOOR FEATURES, SUCH AS SEATED WALLS, LANDSCAPING WITH SEASONAL COLOR, OR PERMANENT LANDSCAPE
LANTERS WITH INTEGRATE BENCHES; OR
- F. OTHER COMPARABLE TECHNIQUES

EXHIBIT I
3D VIEWS
I A11.2
04/30/20

Land+Shelter
ARCHITECTURE AND PLANNING





(UDC 5.7.6-D) GROUND-FLOOR FACADES THAT FACE PUBLIC STREETS OR OTHER PUBLIC AREAS SHALL INCORPORATE PEDESTRIAN- ORIENTED DESIGN FEATURES ALONG NO LESS THAN 60 PERCENT OF THERE HORIZONTAL LENGTH. PEDESTRIAN-ORIENTED DESIGN FEATURES MAY INCLUDE ARCADES, DISPLAY WINDOWS, ENTRYWAYS, AWNINGS, OR OTHER FEATURES. SHADED SIDEWALKS THAT ARE PART OF THE BUILDING DESIGN MAY BE CREDITED TOWARD THIS STANDARD.

(UDC 5.7.6-D) ON THE FACADE FACING THE PRINCIPAL STREET: AT LEAST 30 PERCENT OF THE GROUND FLOOR WALL AREA BETWEEN TWO AND TEN FEET ABOVE GRADE SHALL CONSIST OF TRANSPARENT GLAZING. 70 PERCENT PROVIDED.

(UDC 5.7.4.-A)

2. BUILDINGS SHALL INCORPORATE HUMAN-SCALED FEATURES AT THE GROUND LEVEL TO ENCOURAGE PEDESTRIAN USE.

3. FACADE MODULATION SHALL BE UTILIZED TO REDUE THE APPARENT BULK OF A LARGE BUILDING, WHERE APPLICABLE.

VIEW OF BUILDING ENTRY LOOKING SOUTH

(UDC 5.7.6-D) BUILDING SHALL FEATURE VISUALLY PROMINENT PRIMARY BUILDING ENTRANCES. BUILDING SHALL INCORPORATE A COMBINATION OF TWO OR MORE OF THE FOLLOWING TECHNIQUES:

- A. CANOPY, PORTICO, ARCHWAY, ARCADE, OR SIM.
- B. PROMINENT TOWER, DOME, OR SPIRE;
- C. PEAKED ROOF;
- D. PROJECTING OR RECESSED ENTRY;
- E. OUTDOOR FEATURES, SUCH AS SEATED WALLS, LANDSCAPING WITH SEASONAL COLOR, OR PERMANENT LANDSCAPE LANTERS WITH INTEGRATE BENCHES; OR
- F. OTHER COMPARABLE TECHNIQUES





REAR OF BUILDING FROM PUBLIC VIEW

EXHIBIT I
3D VIEWS
I A11.4
04/30/20

Land+Shelter
ARCHITECTURE AND PLANNING





VIEW OF BUILDING AND ARTWALK FROM ABOVE

EXHIBIT I
3D VIEWS
I A11.5
04/30/20

Land+Shelter
ARCHITECTURE AND PLANNING





NIGHT TIME VIEW OF ARTWALK AND MURALS FROM HIGHWAY 133

EXHIBIT I
3D VIEWS
I A11.6
04/30/20

Land+Shelter
ARCHITECTURE AND PLANNING





ART WALK VIEW LOOKING SOUTH

EXHIBIT I
3D VIEWS
I A11.7
04/30/20

Land+Shelter
ARCHITECTURE AND PLANNING





ART WALK VIEW LOOKING NORTH

EXHIBIT I
3D VIEWS
I A11.8
04/30/20

Land+Shelter
ARCHITECTURE AND PLANNING





ART WALK SCULPTURAL OPPORTUNITY

EXHIBIT I
3D VIEWS
I A11.9
04/30/20

Land+Shelter
ARCHITECTURE AND PLANNING





ART WALK PATHS

ART WALK MURAL

ONE STORY BUILDING

TWO STORY BUILDING

ART WALK AND ONE STORY BUILDING SECTION PERSPECTIVE

EXHIBIT I
3D VIEWS
IA11.10
04/30/20

Land+Shelter
ARCHITECTURE AND PLANNING



Exhibit J
Landscape Plan

Exhibit K

Lighting Plan

Exhibit L
Geotechnical Report

**GEOTECHNICAL ENGINEERING INVESTIGATION
HYDE PROPERTY
STATE HIGHWAY 133
GARFIELD COUNTY, COLORADO**

Prepared For:

SUMMERHILL ASSET MANAGEMENT, LLC
0133 Prospector Road, Suite 4102
Aspen, CO 81611

Attention: Rob Cairncross

Project No. GS06262.000-125

April 10, 2020

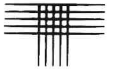
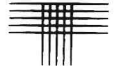


TABLE OF CONTENTS

SCOPE.....	1
SUMMARY OF CONCLUSIONS	1
SITE CONDITIONS	2
PROPOSED CONSTRUCTION	3
SITE GEOLOGY	4
GEOLOGIC HAZARDS.....	4
SUBSURFACE CONDITIONS.....	5
EARTHWORK.....	6
Subexcavation and Structural Fill.....	7
Foundation Wall Backfill	8
FOUNDATIONS	8
SLAB-ON-GRADE CONSTRUCTION	9
BELOW-GRADE CONSTRUCTION	10
SURFACE DRAINAGE	10
PAVEMENTS	11
CONCRETE	13
CONSTRUCTION OBSERVATIONS	13
STRUCTURAL ENGINEERING SERVICES	14
GEOTECHNICAL RISK	14
LIMITATIONS	15
FIGURE 1 – VICINITY MAP	
FIGURE 2 – AERIAL PHOTOGRAPH	
FIGURE 3 – PROPOSED DEVELOPMENT	
FIGURE 4 – SUMMARY LOGS OF EXPLORATORY PITS	
FIGURES 5 THROUGH 7 – GRADATION TEST RESULTS	
TABLE I – SUMMARY OF LABORATORY TEST RESULTS	

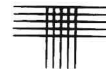


SCOPE

This report presents the results of our geotechnical engineering investigation for the self-storage facility planned on the Hyde Property State Highway 133 in Garfield County, Colorado. We conducted this investigation to evaluate subsurface conditions at the site and provide geotechnical engineering recommendations for the proposed construction. The scope of our investigation was set forth in our Proposal No. GS 20-0140. Our report was prepared from data developed during our field exploration, laboratory testing, engineering analysis, and our experience with similar conditions. This report includes a description of the subsurface conditions encountered in our exploratory pits and presents geotechnical engineering recommendations for design and construction of foundations, floor systems, pavement sections, and details influenced by the subsoils. A summary of our conclusions is presented below.

SUMMARY OF CONCLUSIONS

1. Subsurface conditions encountered in our exploratory pits consisted of about 1.5 to 3 feet of sandy clay underlain by clean to slightly silty gravel, cobbles, and boulders to the maximum excavated depth of 9 feet. Free groundwater was not encountered in our exploratory pits at the time of our subsurface investigation.
2. We recommend constructing the buildings on footing foundations supported by the undisturbed, gravel and cobble soil. Where clay soils are found at planned footing elevations, the clay should be subexcavated to expose the underlying gravel and cobble soil. Foundation elevations can be re-attained with densely-compacted, granular structural fill. Design and construction criteria for footings are presented in the report.
3. Ground level floors in the buildings are likely to be slabs-on-grade. The sandy clay soil at the site possesses relatively poor slab support characteristics as compared to the gravel and cobble soil. We recommend removal of clay soils below the building floor slabs to a



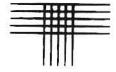
depth of at least 2 feet, or until the gravel and cobble is encountered, and replacement with densely-compacted, granular structural fill. Additional discussion is in the report.

4. Design pavement section alternatives for the project include 4 inches of asphalt concrete over 6 inches of aggregate base course in automobile parking areas and 6 inches of Portland cement concrete in truck traffic areas. Recommendations for pavement construction and maintenance are in the report.
5. Surface drainage is critical for building performance. Site grading should be designed and constructed to convey surface water off pavements and away from the buildings.

SITE CONDITIONS

The self-storage facility is proposed on Hyde Property located on State Highway 133 between the intersection of Cowan Drive and Village Road in Garfield County, Colorado. A vicinity map with the location of the site is provided on Figure 1. The parcel is a 2.76-acre parcel bounded by State Highway 133 at the east. Commercial buildings are on the adjacent lot to the north. A mobile home park is to the west. An electrical substation is to the south. Electric plant transmission lines are along the east border of the site. An aerial photograph of the site is on Figure 2.

No structures are present on the subject lot. The property has historically been used for agriculture. The remnants of several irrigation ditches are on the property. Ground surface at the site generally slopes gently down to the north at grades less than 5 percent. At the southwest corner, the ground slopes down to the southwest to the Rio Grande bike trail. Vegetation on the site consists of sparse grasses and weeds with areas of cactus and sage. Scattered scrap metal and debris were observed on the ground. A photograph of the site at the time of our subsurface investigation is below.

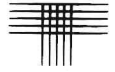


Looking southeast across site

PROPOSED CONSTRUCTION

We were provided with preliminary site and architectural plans for the self-storage facility by Land + Shelter Architecture and Planning (dated February 21, 2020). Three storage unit buildings are proposed at the site. The proposed development is shown on Figure 3. The plans indicate a 66,102 square foot, two-story building will be the primary structure on the property. A 3,680 square foot, one-story building, and a 2,720 square foot, one-story building will be west of the main building. Slab-on-grade ground level floors are proposed. No below-grade areas, such as basements or crawl spaces, are planned.

Paved parking areas and access drives will be adjacent to the buildings. We expect elevations of bottoms of footings will be about 3 to 4 feet below existing ground surface. Foundation loads for the buildings are expected to vary between 1,000 and 4,000 pounds per linear foot of foundation wall with maximum interior column loads of less than 100 kips. We should be provided with construc-



tion plans as they are developed so that we can provide geotechnical/geotechnical engineering input.

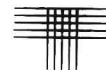
SITE GEOLOGY

As part of our geotechnical engineering investigation, we reviewed the geologic map by the Colorado Geology Survey (CGS), titled, "Geologic Map of the Carbondale Quadrangle, Garfield County, Colorado", by Kirkham and Widmann (dated 2008). The overburden soils at the site are mapped as younger terrace alluvium deposits of the late Pleistocene Epoch. The deposits are described as mostly poorly-sorted, clast-supported, locally boulder, pebble and cobble gravel in a sand and silt matrix deposited as glacial outwash. The gravel and cobble soil found in our exploratory pits is consistent with the geologic description. The soils are underlain at depth by bedrock of the Eagle Valley Evaporite formation. The map shows a subsidence/sink hole feature was located about 1,100 feet west of the subject site.

GEOLOGIC HAZARDS

We also reviewed the CGS map "Collapsible Soils and Evaporite Karst Hazard Map of the Roaring Fork Valley, Garfield, Pitkin and Eagle Counties", by Jonathan L. White (dated 2002). CGS has mapped sinkhole, subsidence, and soil collapse features in areas near Carbondale. This map also indicates a subsidence/sinkhole depression about 1,100 feet west of the subject site.

Surface subsidence in the geologic environment in the area of the site is usually due to solution cavities that form in the underlying Eagle Valley Evaporite bedrock. The Evaporite minerals in the bedrock formation are dissolved and removed by circulating ground water. Most of the flow in the area of this site is subflow tributary the Roaring Fork River. The ground water circulates through the permeable al-



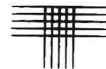
luvial terrace gravel, forming solution cavities in the Eagle Valley Evaporite. Overburden soils collapse into the solution cavities. When caving propagates to the ground surface, ground subsidence and/or sinkholes occur.

Formation of sinkholes is random and can occur anywhere and at any time in the geologic environment at this site. The degree of risk related to sinkholes cannot reasonably be quantified. We did not observe obvious visual evidence of sinkhole/subsidence formations on or immediately adjacent to the subject property. We are not aware of buildings in the immediate vicinity of the site that have experienced recent subsidence-related damage. We rate the potential risk of sinkhole development at the site as low. We judge that the risk of subsidence and/or sinkholes is similar to and no greater than the risk at other nearby sites.

SUBSURFACE CONDITIONS

We investigated subsurface conditions at the site by excavating six exploratory pits (TP-1 through TP-6) with a trackhoe at the approximate locations shown on Figures 2 and 3. Exploratory excavation operations were directed by our representative who logged the soils encountered and obtained samples for subsequent laboratory testing.

Subsurface conditions encountered in our exploratory pits consisted of about 1.5 to 3 feet of sandy clay underlain by clean to slightly silty gravel, cobbles, and boulders to the maximum excavated depth of 9 feet. Free groundwater was not encountered in our exploratory pits at the time of our subsurface investigation. PVC pipe was placed in TP-2, TP-4 and TP-6, prior to backfilling, to facilitate future checks of groundwater. Graphic logs of the soils encountered in our exploratory pits are presented on Figure . A photograph of the gravel and cobble soils encountered during excavation is below.

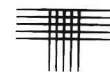


Excavated soils

Samples of the soils obtained from our exploratory pits were returned to our laboratory for pertinent testing. Six samples of the gravel and cobble soil selected for gradation analysis contained 58 to 73 percent gravel, 21 to 35 percent sand, and 3 to 7 percent silt and clay (passing the No. 200 sieve). Gradation tests are not inclusive of gravel and cobbles larger than about 5 inches, which are present in the in-situ soils. Gradation test results are shown on Figures 5 through 7. Laboratory test results are summarized on Table I.

EARTHWORK

We anticipate maximum excavations depths of about 3 to 4 feet for the proposed construction. Excavations for the proposed buildings can likely be accomplished using conventional, heavy-duty excavation equipment. Sides of excavations must be sloped or braced to meet local, state and federal safety regulations. The soils at the site will predominantly classify as Type C, based on OSHA standards governing excavations. Temporary slopes deeper than 4 feet



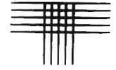
and above groundwater should be no steeper than 1.5 to 1 (horizontal to vertical) in Type C soils. Contractors are responsible for site safety and providing and maintaining safe and stable excavations. Contractors should identify the soils encountered in excavations and ensure that OSHA standards are met.

Our exploratory pits did not penetrate groundwater at the time of excavation. We do not expect groundwater to affect excavations to the proposed depths at the site. Excavations should be sloped to a gravity discharge or to a temporary sump where water from precipitation can be removed by pumping.

Subexcavation and Structural Fill

Our exploratory pits indicate the gravel and cobble soil, which has good foundation support properties, is near the ground surface in the area of the proposed buildings. Where clay soils are found at planned footing elevations, the clay should be subexcavated to expose the underlying gravel and cobble soil. We recommend removal of clay soils below the building floor slabs to a depth of at least 2 feet or until the gravel and cobble is encountered. The subexcavated clay should be replaced with densely-compacted, granular structural fill. We recommend that structural fill consist of a CDOT Class 6 aggregate base course or similar soil.

Structural fill should be placed in loose lifts of 10 inches thick or less, moisture conditioned to within 2 percent of optimum moisture-content, and compacted to at least 98 percent of standard Proctor (ASTM D 698) maximum dry density. Moisture content and density of structural fill should be checked by a representative of our firm during placement. Observation of the compaction procedure is necessary.



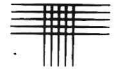
Foundation Wall Backfill

Proper placement and compaction of foundation backfill is important to reduce infiltration of surface water and settlement of backfill. The on-site soils can be reused as backfill, provided they are free of rocks larger than 4 inches in diameter, organics and debris. Backfill should be placed in loose lifts of approximately 10 inches thick or less, moisture-conditioned to within 2 percent of optimum moisture content, and compacted to at least 95 percent of maximum standard Proctor dry density (ASTM D 698). Moisture content and density of the backfill should be checked during placement by a representative of our firm.

FOUNDATIONS

Our exploratory pits indicate the natural gravel and cobble soil, which has good foundation support properties, is near the ground surface in the area of the proposed buildings. We recommend constructing the buildings on footing foundations supported by the undisturbed, gravel and cobble soil. Where clay soils are found at planned footing elevations, the clay should be subexcavated to expose the underlying gravel and cobble soil. Footing elevations can be re-attained with densely-compacted, granular structural fill. The structural fill should be in accordance with recommendations in the Subexcavation and Structural Fill section. Recommended design and construction criteria for footings are presented below.

1. Footing foundations should be supported by the undisturbed, gravel and cobble soil or densely-compacted, granular structural fill. Soils loosened during excavation or the forming process for the footings should be removed or the soils can be re-compacted prior to placing concrete.

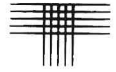


2. Footings supported by the gravel and cobble soil or densely-compacted, granular structural fill can be designed for a maximum allowable soil pressure of 5,000 psf.
3. A friction factor of 0.45 can be used to calculate resistance to sliding between concrete footings and the soil.
4. Continuous wall footings should have a minimum width of at least 16 inches. Foundations for isolated columns should have minimum dimensions of 24 inches by 24 inches. Larger sizes may be required, depending upon foundation loads.
5. Grade beams and foundation walls should be well reinforced, top and bottom, to span undisclosed loose or soft soil pockets. We recommend reinforcement sufficient to span an unsupported distance of at least 12 feet.
6. The soils under exterior footings should be protected from freezing. We recommend the bottom of footings be constructed at a depth of at least 36 inches below finished exterior grades for frost protection. The Garfield County building department should be consulted regarding required frost protection depth.

SLAB-ON-GRADE CONSTRUCTION

Ground level floors in the buildings are proposed as slabs-on-grade. The sandy clay soil at the site possesses relatively poor slab support characteristics as compared to the natural gravel and cobble soil. We recommend removal of clay soils below the building floor slabs to a depth of at least 2 feet, or to the underlying gravel and cobble soil, and replacement with densely-compacted, granular structural fill. Structural fill below slabs should be in accordance with recommendations in the Subexcavation and Structural Fill section. We recommend the following precautions for slab-on-grade construction at this site.

1. Slabs should be separated from wall footings and column pads with slip joints which allow free vertical movement of the slabs.



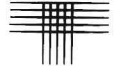
2. Underslab plumbing should be pressure tested for leaks before the slabs are poured. Plumbing and utilities which pass through slabs should be isolated from the slabs with sleeves and provided with flexible couplings to slab-supported appliances.
3. Exterior patio and porch slabs should be isolated from the building. These slabs should be well-reinforced to function as independent units.
4. Frequent control joints should be provided, in accordance with American Concrete Institute (ACI) recommendations, to reduce problems associated with shrinkage and curling.

BELOW-GRADE CONSTRUCTION

We understand that no below-grade areas, such as basements or crawl spaces, are planned for the buildings. If construction plans change to include below-grade areas, we should be informed so that we can provide recommendations for lateral earth pressures and subsurface drainage.

SURFACE DRAINAGE

Surface drainage is critical to the performance of foundations, floor slabs, and concrete flatwork. Surface drainage should be designed to provide rapid runoff of surface water away from the buildings. Proper surface drainage and irrigation practices can help control the amount of surface water that penetrates to foundation levels and contributes to settlement or heave of soils that support foundations and slabs-on-grade. Positive drainage away from foundations and avoidance of irrigation near foundations also help to avoid excessive wetting of backfill soils, which can lead to increased backfill settlement due to increased weight and reduced strength of the backfill. We recommend the following precautions.



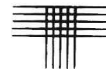
1. The ground surface surrounding the exterior of the buildings should be sloped to drain away from the buildings in all directions. We recommend a minimum constructed slope of at least 12 inches in the first 10 feet (10 percent) in landscaped areas around the buildings.
2. The buildings should be provided with roofdrains or gutters and downspouts. Roof downspouts and drains should discharge well beyond the limits of all backfill. Splash blocks and/or extensions should be provided at all downspouts so water discharges onto the ground beyond the backfill zones.
3. Landscaping should be carefully designed and maintained to minimize irrigation. Plants placed close to foundation walls should be limited to those with low moisture requirements. Sprinklers should not discharge within 5 feet of foundations. Plastic sheeting should not be placed beneath landscaped areas adjacent to foundation walls or grade beams. Geotextile fabric will inhibit weed growth yet still allow natural evaporation to occur.

PAVEMENTS

Based on the AASHTO Classification system, we estimate the natural sandy clay at this site generally classifies as AASHTO Group A-6. We estimated a resilient modulus (M_R) of 7,000 psi based on our experience with similar soils.

Traffic loading numbers were not available at this writing. We assume pavements will be primarily subject to traffic from automobiles and light trucks. Some heavy truck traffic may occur. We estimated an Equivalent Single Axle Load (ESAL) Value of 73,000 for the pavements at the site. We should be provided with design traffic numbers when available so that we can review and/or refine our recommendations.

Based on our calculations, we recommend the following minimum pavement sections.

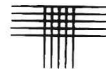


Pavement Classification	Asphalt Concrete (AC)	Asphalt Concrete (AC) over Aggregate Base Course (ABC)	Portland Cement Concrete (PCC)
Automobile Parking Areas	5.0" AC	4.0" AC + 6.0" ABC	6.0" PCC
Truck Traffic Areas	Not recommended	Not recommended	6.0" PCC

Pavement performance can be problematic in areas where heavy trucks turn and stop, such as entrances and dumpster pads. In areas subject to traffic by heavy trucks, we recommend Portland cement concrete that is at least 6 inches thick.

The performance of a pavement system is as much a function of the quality of the paving materials and construction as the support characteristics of the subgrade. If the pavement system is constructed of inferior material, then the life and serviceability of the pavement will be substantially reduced. Routine maintenance, such as sealing and repair of cracks and overlays at 5 to 7-year intervals, are necessary to achieve long-term performance of an asphalt system. We recommend application of a rejuvenating sealant such as fog seal after the first year. Deferring maintenance usually results in accelerated deterioration leading to higher future maintenance costs.

A primary cause of early pavement deterioration is water infiltration into the pavement system. The addition of moisture usually results in softening of base course and subgrade and the eventual failure of the pavement. We recommend drainage be designed for rapid removal of surface runoff from pavement surfaces. Final grading should be carefully controlled so that design cross-slope is maintained and low spots in the subgrade which could trap water are eliminated. Portland cement concrete drainage pans with subsurface drains



should be considered in areas where water will be flowing across pavement surfaces.

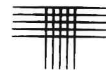
CONCRETE

Concrete in contact with soil can be subject to sulfate attack. We measured a soluble sulfate concentration of 0.01 percent in a sample of soil from this site. The American Concrete Institute indicates that for this level of sulfate concentration any type of cement can be used for concrete in contact with the subsoils.

In our experience, superficial damage may occur to the exposed surfaces of highly permeable concrete, even though sulfate levels are relatively low. To control this risk and to resist freeze-thaw deterioration, the water-to-cementitious materials ratio should not exceed 0.50 for concrete in contact with soils that are likely to stay moist due to surface drainage or high-water tables. Concrete should have a total air content of 6% +/- 1.5%.

CONSTRUCTION OBSERVATIONS

We recommend that CTL | Thompson, Inc. be retained to provide construction observation services. This would allow us the opportunity to verify whether soil conditions are consistent with those found during this investigation. If others perform these observations, they must accept responsibility to judge whether the recommendations in this report remain appropriate. It is also beneficial to projects, from cost and practical standpoints, when there is continuity between engineering consultation and the construction observation and materials testing phases.



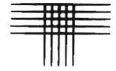
STRUCTURAL ENGINEERING SERVICES

CTL | Thompson, Inc. is a full-service geotechnical, structural, materials, and environmental engineering firm. Our services include preparation of structural framing and foundation plans. We can also design earth retention systems. Based on our experience, CTL | Thompson, Inc. typically provides value to projects from schedule and economic standpoints, due to our combined expertise and experience with geotechnical, structural, and materials engineering. We can provide a proposal for structural engineering services for the project, if requested.

GEOTECHNICAL RISK

The concept of risk is an important aspect with any geotechnical evaluation primarily because the methods used to develop geotechnical recommendations do not comprise an exact science. We never have complete knowledge of subsurface conditions. Our analysis must be tempered with engineering judgment and experience. Therefore, the recommendations presented in any geotechnical evaluation should not be considered risk-free. We cannot provide a guarantee that the interaction between the soils and a proposed structure will be as desired or intended. Our recommendations represent our judgment of those measures that are necessary to increase the chances that the structures will perform satisfactorily.

This report has been prepared for the exclusive use of the client. The information, conclusions, and recommendations presented herein are based upon consideration of many factors including, but not limited to, the type of structures proposed, the geologic setting, and the subsurface conditions encountered. Standards of practice continuously change in the area of geotechnical engineering. The recommendations provided are appropriate for about three years. If the



proposed building is not constructed within about three years, we should be contacted to determine if we should update this report.

LIMITATIONS

Our exploratory pits provide a reasonably accurate picture of subsurface conditions at the site. Variations in the subsurface conditions not indicated by our pits will occur.

This investigation was conducted in a manner consistent with that level of care and skill ordinarily exercised by geotechnical engineers currently practicing under similar conditions in the locality of this project. No warranty, express or implied, is made. If we can be of further service in discussing the contents of this report, please call.

CTL | THOMPSON, INC.

Ryan W. DeMars, E.I.T.
Staff Engineer

RWD:JDK:ac

cc: Via email rob@sarick.com

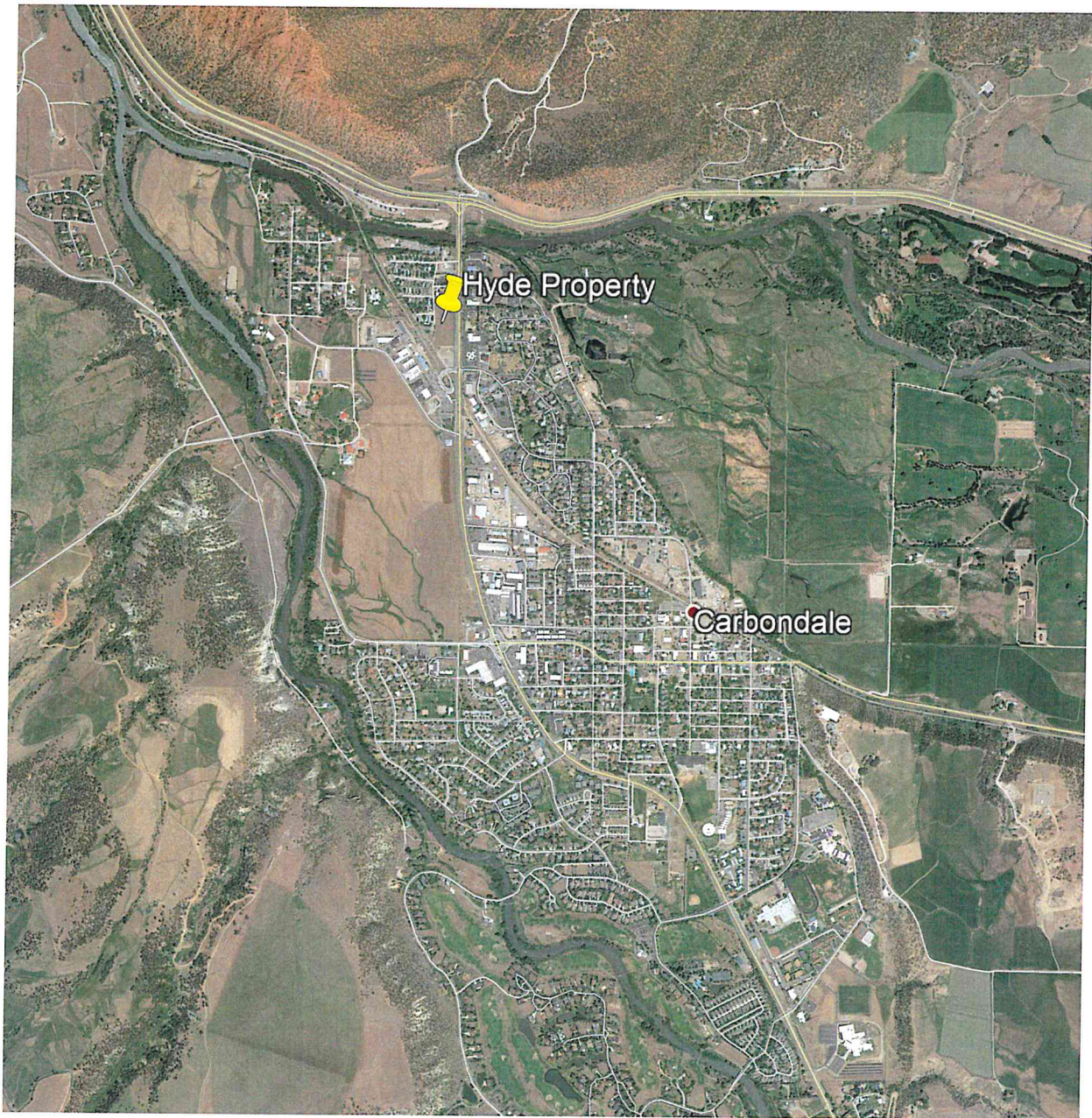
Reviewed by:

James D. Kellogg, P.E.
Division Manager



0 1000 2000
SCALE: 1" = 2000'

NOTE: IMAGE FROM GOOGLE EARTH





LEGEND:

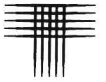
TP-1 APPROXIMATE LOCATION OF
EXPLORATORY PIT

APPROXIMATE PROPERTY BOUNDARY
FROM GARFIELD COUNTY GIS

0 50 100
SCALE: 1" = 100'

NOTE: IMAGE FROM GOOGLE EARTH





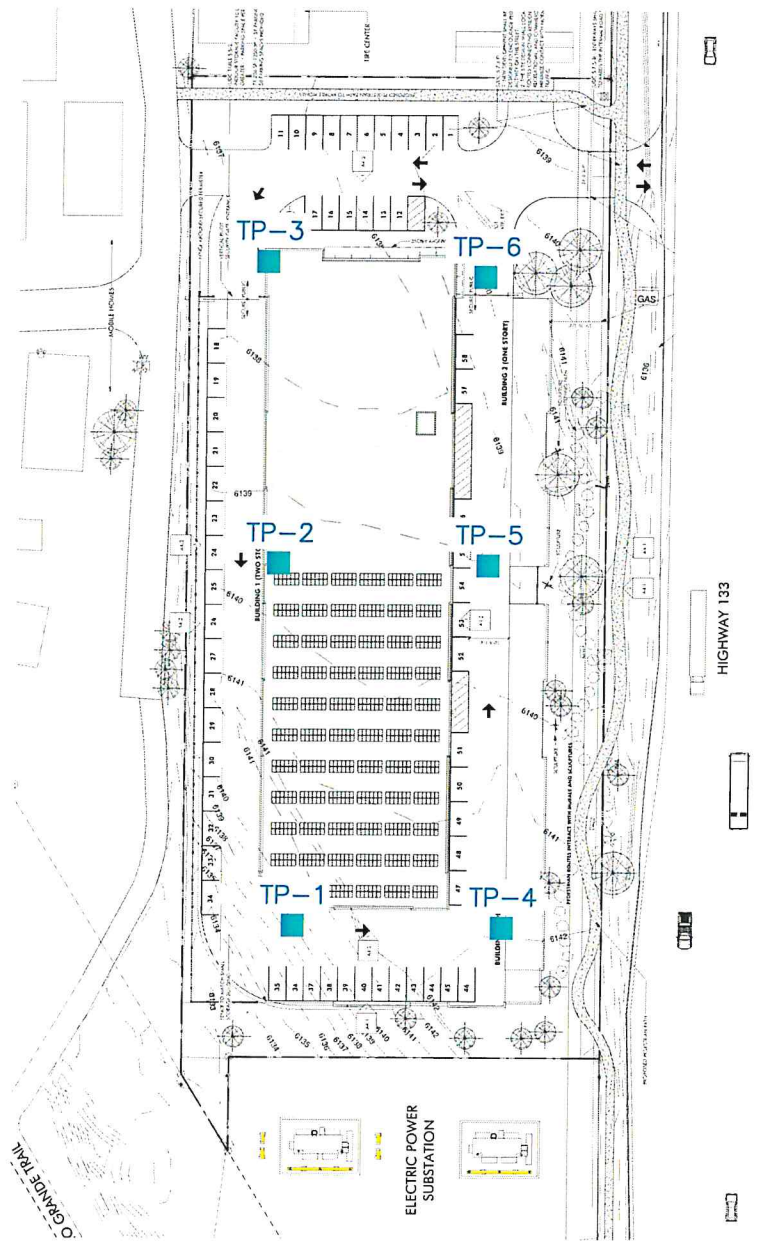
LEGEND:

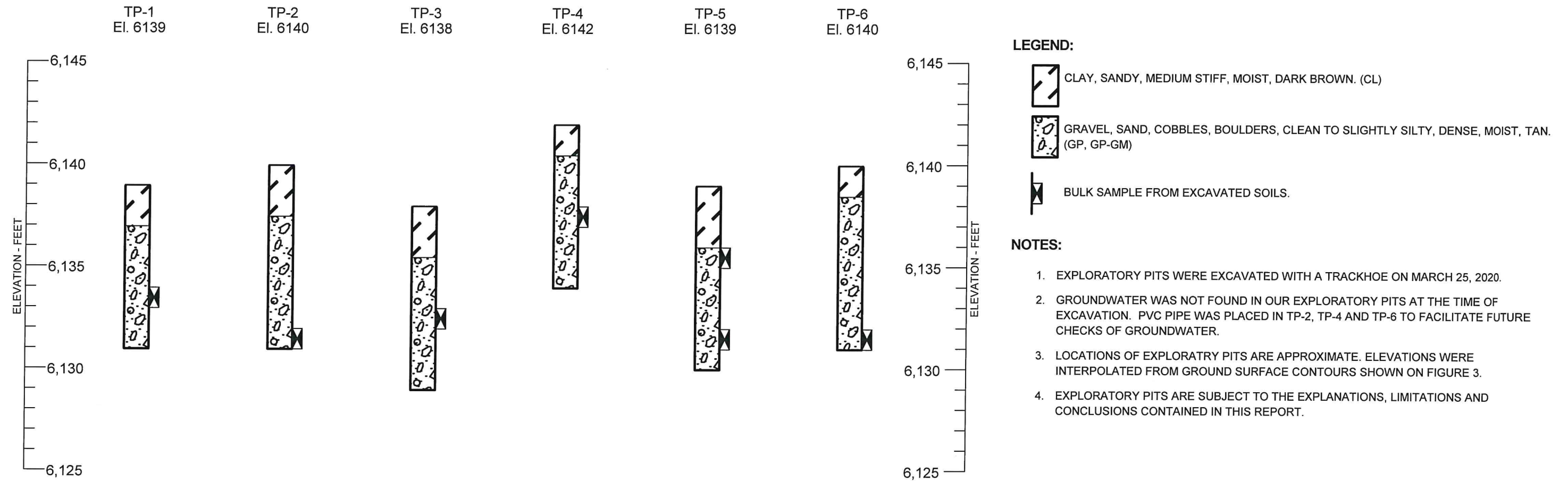
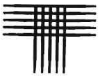
TP-1 APPROXIMATE LOCATION OF
EXPLORATORY PIT

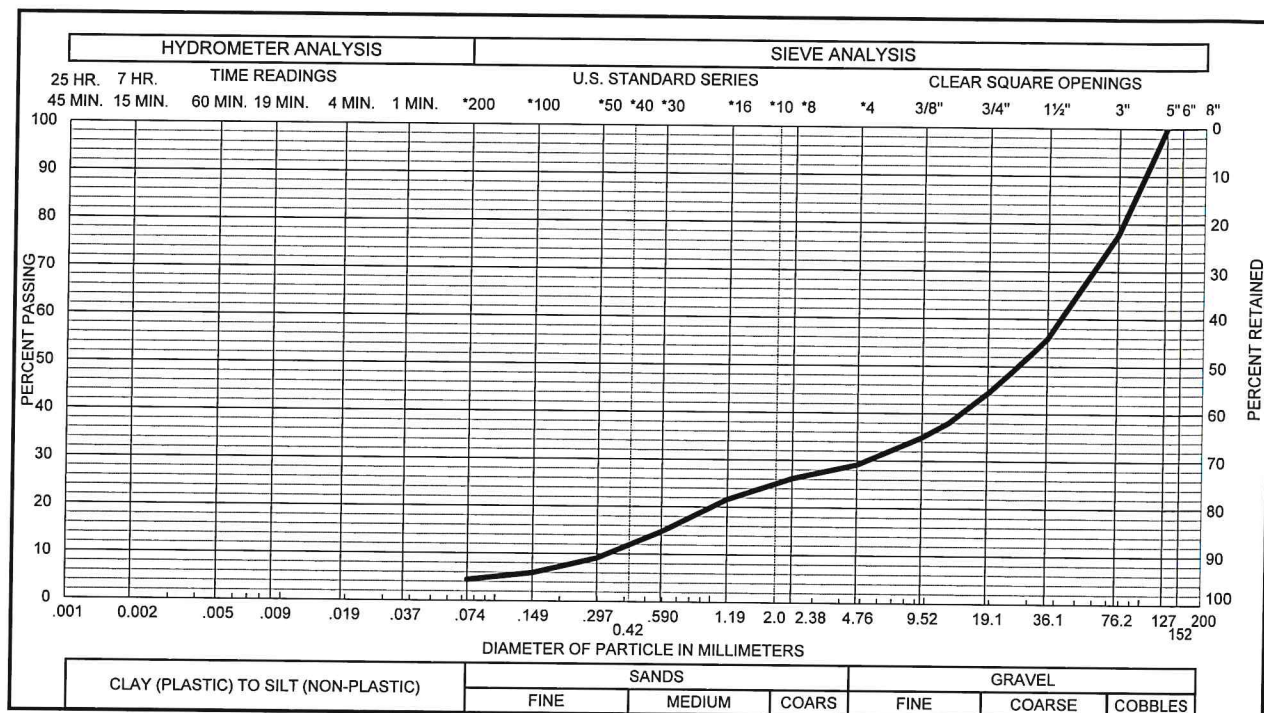
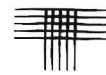


0 50 100
SCALE: 1" = 100'

NOTE: FROM SURVEY BY TRUE NORTH
COLORADO, LLC DATED JAN. 30, 2020

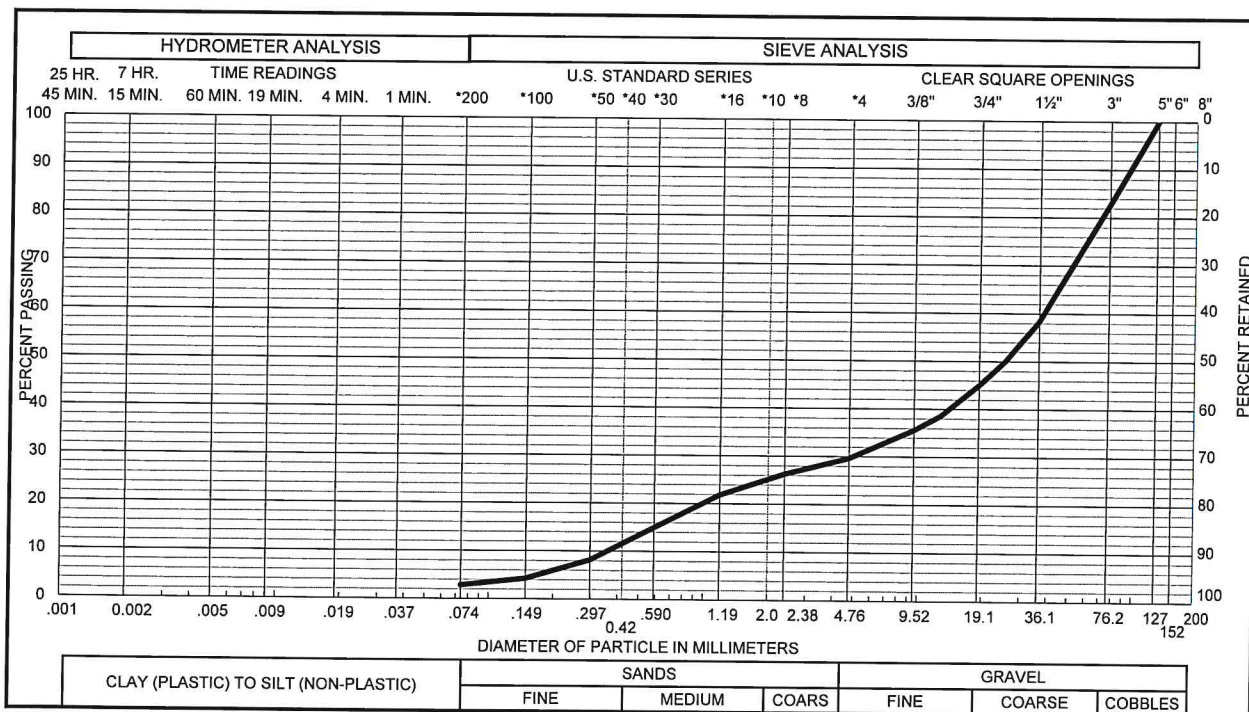






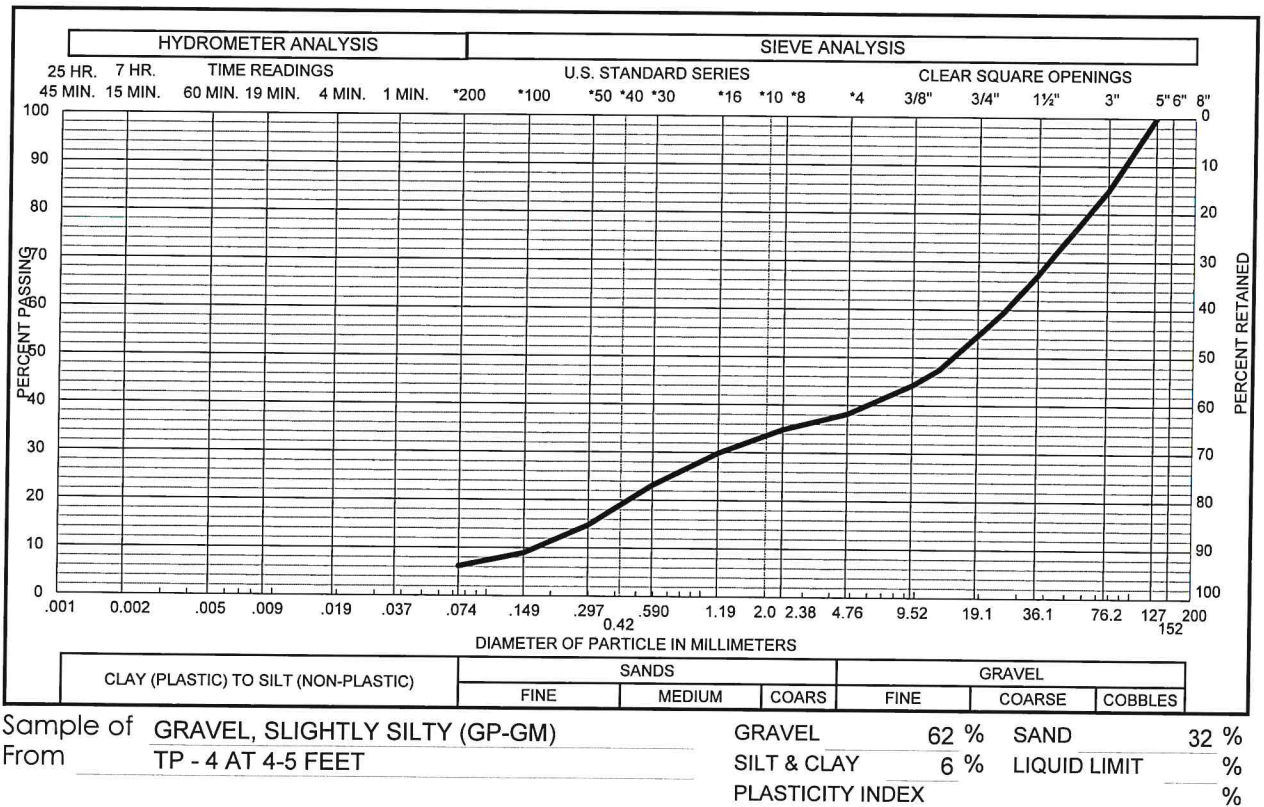
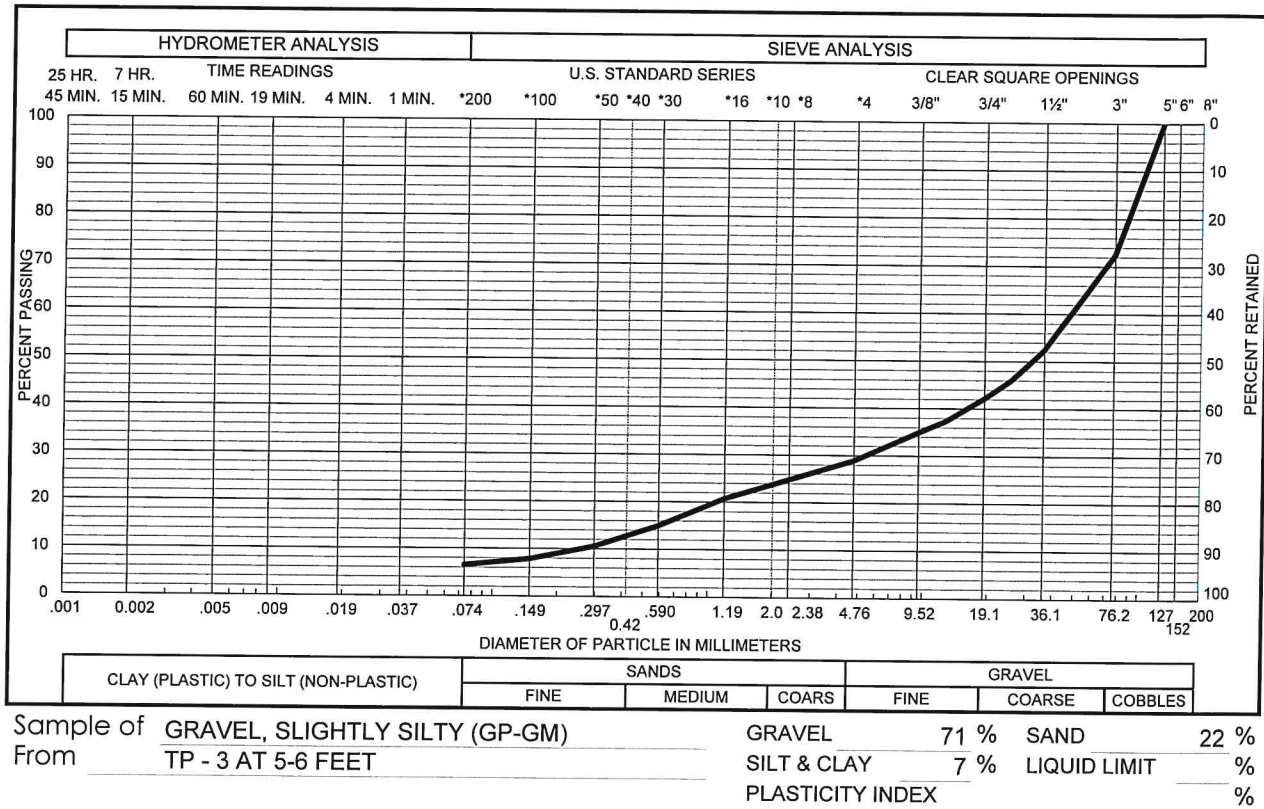
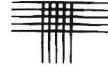
Sample of GRAVEL, CLEAN (GP)
From TP - 1 AT 5-6 FEET

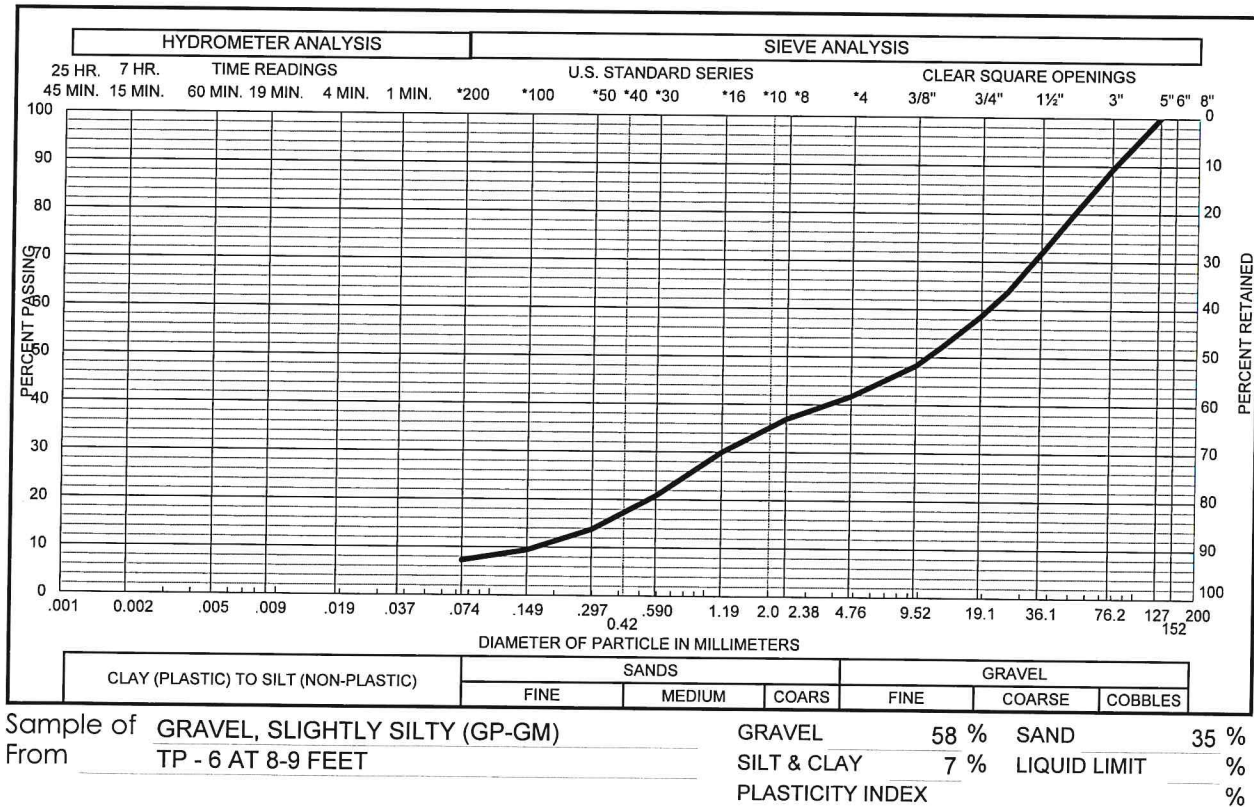
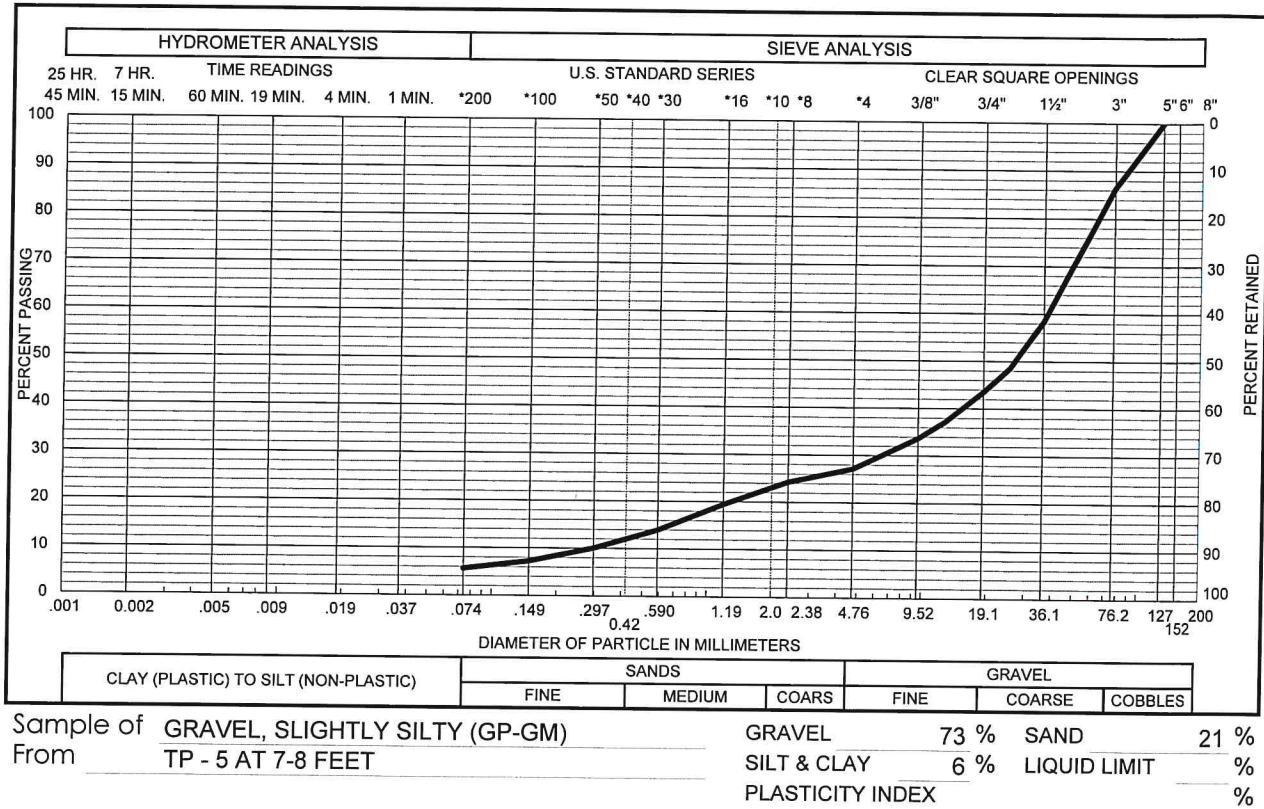
GRAVEL 71 % SAND 25 %
SILT & CLAY 4 % LIQUID LIMIT %
PLASTICITY INDEX %



Sample of GRAVEL, CLEAN (GP)
From TP - 2 AT 8-9 FEET

GRAVEL 70 % SAND 27 %
SILT & CLAY 3 % LIQUID LIMIT %
PLASTICITY INDEX %







**SUMMARY OF LABORATORY TESTING
PROJECT NO. GS06262.000-125**

Page 1 of 1

Exhibit M

Group 14 Engineering Net Zero PV Early Analysis

Net Zero PV Early Analysis

March 10, 2020

The following memo summarizes our findings for Carbondale Mini-Storage and the estimated PV system size to achieve Net Zero Energy. This analysis assumes Holy Cross utility rates to calculate annual energy costs.

Observations & Recommendations

Assuming the inputs listed on page 2 of this report, our initial analysis shows that for an all-electric building the estimated required PV for Net Zero is 214 kW.

Table 1: Recommended Annual Energy Analysis Results

Strategy	Annual Energy Cost	Annual Savings Related to All-electric Design	Annual Electricity Use (kWh)	Energy Use Intensity (kBtu/SF-yr)	PV required to Offset Electrical Use (kW)	PV Roof Area Required	Estimated PV Cost
All-electric Design	\$24,424	-	271,804	16.3	214	21,000	\$370,000
Gas Heating	\$13,857	\$10,567	99,641	18.6	78	8,000	\$140,000
All-electric Design with Heating Setpoint 60F	\$18,261	\$6,163	197,879	11.9	155	16,000	\$270,000
All-electric Design with Heating Setpoint 55F	\$15,870	\$8,554	169,871	10.2	133	13,000	\$230,000
All-electric Design with Humidification control in 20 units	\$25,660	-\$1,236	286,967	17.2	225	23,000	\$390,000

Recommendations

- An all-electric design allows the project to achieve Net Zero
- CPACE or a PPA could be used to finance the PV system

PV Assumptions

- PV production was estimated at 1,400 hours per year
- A 10% increase in estimated electricity usage was used in the Net Zero PV calculation
- 1 kW of PV is estimated to require 100 sf of roof area
- The installed PV cost is estimated at \$1.75/watt which results in a simple payback of 15 years

All-electric Design Inputs

- The proposed model design is as follows:
- 56,780 SF of conditioned area
 - Exterior garage units are not climate controlled
- Envelope (2015 IECC Climate Zone 7)
 - Roof: Metal building R-25 + R-11 LS (U-0.029)
 - Exterior walls: Metal building R-13 + R-13 CI (U-0.052)
 - Foundation: R-15 CI for 24" below grade (F-0.40)
 - Windows: Double pane low-e in non-metal framings (U-0.29, SHGC-0.4)
 - Majority of windows have a solid wall behind reflective glass
 - Overhead doors: Insulated R-4.75 (U-0.37)
- Lighting and equipment
 - Lighting power density LED
 - Storage 0.3 W/sf
 - Assumed average access of one time per month
 - Corridor 0.33 W/sf
 - Occupancy sensor controlled
 - Stairs 0.35 W/sf
 - Office 0.5 W/sf
- HVAC and DHW
 - Corridors
 - Electric unit heaters
 - Heating setpoint of 70F
 - 0.06 cfm/sf of ventilation air provided 24/7 via ERV
 - Exhaust fans
 - Run at 75F or higher
 - Storage
 - Transfer grills provide heat from corridors
 - Office and residential units
 - Split DX heat pumps provide heating and cooling
 - DHW
 - Electric storage

Exhibit N
Ownership and Encumbrance Report



TITLE COMPANY of the rockies

132 W. Main Street, Suite B

Aspen, CO 81611

Phone: (970) 920-9299 Fax: (970) 927-8288

www.titlecorockies.com

OWNERSHIP & ENCUMBRANCE REPORT

Prepared for: Eastwood Developments, Inc.
Attn: Rob Cairncross
0133 Prospector Road, Suite 4102
Aspen, CO 81611
Phone: 970-925-9817

Date: March 10, 2020

Order: 0905829 OE

Ref:

PROPERTY IDENTIFICATION AND OWNERSHIP

Legal Description: A parcel of land situated in Lot 16 of Section 28 and Lot 2 of Section 33, all in Township 7 South, Range 88 West of the Sixth Principal Meridian, being more particularly described as follows:

Beginning at a point on the Westerly right-of-way line of Colorado State Highway No. 133, whence the East Quarter corner of said Section 28 bears North 24° 37' 53" East, 2379.58 feet;
thence South 01° 16' 00" East, 611.10 feet along said Westerly right-of-way line;
thence South 81° 31' 30" West, 156.10 feet to a point on the Northeasterly right-of-way line of the Denver and Rio Grande Western Railroad;
thence North 33° 07' 25" West, 123.47 feet along said Northeasterly right-of-way line;
thence North 01° 16' 00" West, 525.80 feet;
thence North 88° 44' 00" East, 220.00 feet to the Point of Beginning.

EXCEPTING THEREFROM that portion conveyed by Mary Anne Hyde to Public Service Company of Colorado in Deed recorded June 8, 1982 in [Book 600 at Page 844](#).

Property Address: TBD Highway 133, Carbondale, CO 81623 **County:** Garfield, Colorado

Schedule/Parcel #: R090127/239328400011

Owner's Name(s): Eastwood 133, LLC, A Colorado limited liability company

TITLE ABSTRACT

No Liens Found.

FOR INFORMATIONAL PURPOSES ONLY:

WARRANTY DEED recorded October 23, 2018 as [Reception No. 913280](#).

Nothing Further of Record

Note: This report covers Garfield County, Colorado Real Estate Records
Through March 6, 2020.

Disclaimer: This report reflects the results of a search of the county records posted to the above described real estate only, and does not necessarily reflect involuntary liens or other matters which might be disclosed by a search on the individual owner's or other names shown hereinabove. The Title Company of the Rockies makes no warranty regarding the accuracy of the information herein provided, and further, shall not be liable for any loss incurred by reason of the information reported in this report.

THE DOCUMENTS INCLUDED WITH THIS REPORT ARE THE BEST COPIES AVAILABLE



**TOWN OF CARBONDALE
511 COLORADO AVENUE
CARBONDALE, CO 81623**

Planning & Zoning Commission Memorandum

Meeting Date: 8-13-20

TITLE: Appointment for Planning and Zoning Commission

SUBMITTING DEPARTMENT: Planning Department

ATTACHMENTS: Applications: None

BACKGROUND

The terms for Michael Durant and Jay Engstrom expire on 8/31/20. Michael and Jay have reapplied for re-appointment to the Planning & Zoning Commission (P&Z)

The Commission should form a recommendation to the Board of Trustees. The Board will consider the appointments at its August 25, 2020 meeting.

RECOMMENDATION

Staff recommends that the following motion be approved: **Move to reappoint Michael Durant and Jay Engstrom as regular voting members of the Planning and Zoning Commission.**

Prepared By: Janet Buck, Planning Director