Town of Carbondale
511 Colorado Avenue
Carbondale, CO 81623

AGENDA
PLANNING & ZONING COMMISSION
THURSDAY, December 10, 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 September 10, 2020 meeting…….…….……...…….....Attachment A

4. 7:05 p.m. – 7:10 p.m.
   Minutes of the November 19, 2020 meeting…….…….……...…….....Attachment B

5. 7:10 p.m. – 7:15 p.m.
   Resolution 8 of 2020 – 2010 Eastbank Point/Minor Site Plan & CUP ……...……Attachment C

6. 7:15 p.m. – 7:20 p.m.
   Public Comment for Persons not on the agenda (See instructions below)

7. 7:20 p.m. – 8:50 p.m.
   Virtual HEARING – Major Site Plan Review, Subdivision Exemption, Conditional Use Permits……..…….....…. Attachment D
   Applicant: Carbondale Center Place LLC
   Location: 900-958 Highway 133 and 1201 Colorado Avenue (Sopris Shopping Center and Sopris Self- Storage

8. 8:50 p.m. – 8:55 p.m.
   Staff Update

9. 8:55 p.m. – 9:00 p.m.
   Commissioner Comments

10. 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 jleybourne@carbondaleco.net by 4:00 pm on December 10, 2020.

If you would like to comment during the meeting please email jleybourne@carbondaleco.net with your full name and address by 4:00 pm on December 10, 2020. You will receive instructions on joining the meeting online prior to 7:00 p.m. Also, you may contact jleybourne@carbondaleco.net to get a phone number to listen to the meeting, however, you will be unable to make comments.

Upcoming P & Z Meetings:
1-14-2021 – Thompson Park – Preliminary and Final Plat
Carbondale Center Place – Continued from 12-10-2020

MINUTES
CARBONDALE PLANNING AND ZONING COMMISSION
Thursday September 10, 2020

Commissioners Present:
Michael Durant, Chair
Ken Harrington, Vice-Chair
Jay Engstrom
Jeff Davlyn
Nick Miscione

Staff Present:
Janet Buck, Planning Director
John Leybourne, Planner
Mary Sikes, Planning Assistant

Commissioners Absent:
Marina Skiles
Jade Wimberley
Nicholas DiFrank (1st Alternate)
Erica Stahl Golden (2nd Alternate)

Other Persons Present Virtually
Doug Pratte
Rob Cairncross
Jordan Sarnick
Yancy Nichol, Engineer
Andrea Korber, Architect, 57 Village Lane

The meeting was called to order at 7:01 p.m. by Michael Durant.

August 27, 2020 Minutes:
Jeff made a motion to approve the August 27, 2020 minutes. Jay 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.

CONTINUED VIRTUAL HEARING – Annexation, Rezoning, Major Site Plan Review, Conditional Use Permit and Vested Rights
Location: 0430 Highway 133
Applicant: Eastwood 133, LLC

Janet said that this is a continued public hearing for the Eastwood Annexation.

Janet stated that the first hearing was on August 13th. She said at that meeting she went over the Comprehensive Plan, the Annexation criteria, and the proposed rezoning. She said that the applicant presented the proposed project to the Planning Commission. She continued by saying that the Commission opened the public hearing for public comment. She stated that the hearing was then continued to August 27th.

Janet said at that meeting she went through compliance with the UDC. She stated that the Commission opened the public hearing for public comment. She said that after discussion, the Commission continued the hearing to tonight and directed Staff to prepare conditions of approval.

Janet said that she recommends approval of the application. She stated that the proposed development would provide enhancements to the entryway to the Town, including the landscape and artwork along Highway 133. She said that in a number of areas, the proposal exceeds the requirements of the UDC, with the landscaped areas around the development, larger setbacks, and the reduced height. She said that the buildings look nice with the garage doors screened. She stated that the proposal is for a net zero building.

Nick asked if the land use application had changed.

Janet explained that it is basically the same design with a few updates to the public outreach. She said that tonight they will show a video and explain their fine tuning.

Ken asked if Janet had time to look at the traffic study.

Janet said that she did but that she relies on the Public Work Director to review it as she is not a traffic expert. She said that we just got the study last week and there hasn't been time for him to review it carefully. She said there will be an internal review before it goes to the Board.

Nick asked if they were required to submit lighting specifications as part of the lighting plan.

Janet said that we get the specifications when it goes to the building permit. She said what we look at right now is the trespass to make sure the lighting doesn't go over the property line.

Jay asked about condition and timing on the closure for the driveway for the tire store. He asked if there would be a deadline to relocate it.

Janet said that she would call the new control access control guy from CDOT and have a conversation with him to verify this condition.

Ken suggested maybe rewording that condition, CDOT's anticipated closing. He said that we talked about this happening when the property was redeveloped. He asked if CDOT controls the closing or does the owner control it.

Janet said that CDOT does.

Ken asked if CDOT could close the driveway even if they do not redevelop.

Janet said that they have to submit a highway access permit application and that Yancy can explain.

Ken said that this seems like a requirement that we are placing on the applicant that they cannot control.

Janet said that this condition can be taken out but that she would still be following up so that the owner of the tire store is aware of what is happening.

Michael said that he heard at the last meeting that the tire store would not have to close their driveway unless they were going to redevelop. He said now we are hearing that CDOT can take their driveway away.

Janet said that Yancy can explain with the applicant's presentation because he is the one doing the Highway Access permit application.

Ken said that he doesn't want to burden the applicant with actions that are beyond their control.

Doug Pratt stated that they do have a video and a couple of discussion points that we would like to respond to for clarification for the group. He said that we have gone through the conditions of approval and worked hand in hand with Janet to through all these items. He said that we have made progress on some of the items, but we were hoping to update everything in one piece, so the application is updated in one process when it goes to the Board. He said that many of them are due to Janet by September 24 and that they are conditions that the Board deals with, so they are appropriate as conditions. He said that this is an overview of support for Staff's recommendations for approval with conditions. He said that Yancy can clarify further with regards to the closure of the access to the north. He said that he can talk about the referral comment from CDOT.

Doug said that we do have an updated video that Andi put together that he can share from his screen. He said it will be a good wrap-up of the project.

Yancy explained the summary of the traffic study and timing of the closure of the driveway to the north. He said that the referral comments that we got from CDOT already answer condition #9, which states that when the property redevelops that would trigger that closure. He said that we are preparing the formal application with the traffic study. He said the condition would be that before we can get the final site plan approval, that we will have an Access Permit. He said that typically under the Access Code that as long as we are complying with the Access Control Plan, which we are with the easement we are setting up to the north, it will work as the plan is indicated. He said as long as there is no conflict with the existing access and ours that CDOT will not ask the property owner to the north to close their driveway because of our project. He said that it would only be related to his redevelopment. He said that if there is a highway upgrade that they can do it with a CDOT project but not from a neighbor developing and close

another neighbor's driveway. He said that they will get more clarification through the application process with CDOT.

Doug said that the Access Permit application we will be putting together with CDOT to proceed will give some clarification in that application as Yancy said.

Michael asked if Yancy's explanation answered everyone's question. He said it's what he took from the last meeting and that he just wanted to make sure everyone was clear on this.

Commissioners were all good.

Doug shared his screen to present the video wrapping around the building and said that it was an overview of the project. He said that they will be updating the lighting plan.

Michael said that the lighting is a building code issue.

Jeff asked if the screening of the substation was what will happen with the development.

Andi explained that what they have now a chain-link fence with vertical wood strapped to the outside. She said that the model was just trying to show that there was a wood fence around the substation but that we are not proposing to change the fence.

Doug said that some of this project will help screen the substation just by what is being proposed.

Ken asked if there were any of the nineteen conditions outlined in the Staff report with the exception of #9, that the applicant has issue with.

Doug said that they were comfortable working with the Town and that they will work with CDOT with the Access Permit and that we know that it is required to move forward with this project. He said that we are comfortable with the recommendations and that we have been working hand in hand with Janet, so we are good.

Public Comments

There were no members of the public to comment.

Motion to close the comment portion of the public hearing

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

Commissioner Comments

Ken said that any concerns that we had were addressed from the first two meetings and that he did not think there was a need for condition #9. He suggested a header above the conditions as a format change. He said that he thought it was a good application.

Jay said that his only issue was with #9 as well and that he agrees with Ken that it just makes sense to remove it. He said other than that he thinks the application is great.

Nick said that he has no comments and that it was a nice project.

Jeff said that his only comment would be that the turn-ins were imperfect but that we have limited control over that. He said that he appreciates being able to visualize the future use and that it is a good project, and he has appreciated the process the whole way.

Michael said that he is on board with Ken and that #9 doesn't serve us with any purpose.

Motion

Ken made a motion to recommend approval of the Annexation, Rezoning, Major Site Plan Review, Conditional Use Permit and Vested Rights with the findings and conditions in the Staff report with the exception of condition #9. Nick seconded the motion, and it was approved unanimously.

Yes: Nick, Ken, Jay, Jeff, Michael

No: None

Michael thanked the applicants and wished them luck with the Trustees.

Staff Update

Janet said that it has been busy and that the building permits keep coming in. She said that Mary said that there were nine coming in from RVR and that there was a lot of construction going on.

Janet said that as far as land-use applications coming in that this application would be moving on to the Board in September and October.

Janet said that she would be having a pre-application meeting with Carbondale Center Place in a few weeks. She said that they will be working towards submitting a Major Site Plan Review and Subdivision application.

Janet said that we do not have anything scheduled for the September 24 meeting so we could talk about canceling if the Commission agreed.

John said that it has been very busy as well.

John said that he and John Plano red tagged the Miser's building for remodeling without a permit this morning.

Mary said that as fast as she gets the rolls of plans off of her desk it fills up again. She said that she did get an email that in the next four weeks that there were nine houses going before the design review committee in RVR.

Janet said that Thompson Park was trying to finish up the affordable units and that they want to start on Parcels 3 and 4. She said that they wanted to know if they can start pulling permits before Subdivision approval and that she said no. She said that improvements need to be completed and it has to be subdivided.

Further discussion ensued about the real estate market.

The Commission agreed to cancel the September 24 meeting.

Commissioner Comments

There were no Commissioner comments.

Motion to Adjourn

A motion was made by Ken to adjourn. Jeff seconded the motion, and the meeting was adjourned at 7:38 p.m.

MINUTES
CARBONDALE PLANNING AND ZONING COMMISSION
Thursday November 19, 2020

Commissioners Present:
Marina Skiles
Jade Wimberley
Nicholas DiFrank (1st Alternate)
Erica Stahl Golden (2nd Alternate)
Jay Engstrom
Jeff Davlyn

Staff Present:
Janet Buck, Planning Director
John Leybourne, Planner
Mary Sikes, Planning Assistant

Commissioners Absent:
Michael Durant, Chair
Nick Miscione

Other Persons Present Virtually
Damien Webster
Bruce Stolbach

The meeting was called to order at 7:02 p.m. by Janet Buck.

Jade nominated Jeff as Chair for tonight's meeting and Nicholas seconded it, the other members were unanimous.

September 10, 2020 Minutes:
The minutes were tabled as there were only two members present today that were at the September 10, 2020 meeting.

Public Comment – Persons Present Not on the Agenda
There were no persons present to speak on a non-agenda item

VIRTUAL HEARING – Minor Site Plan and Conditional Use Permit
Location: 2010 Eastbank Point
Applicant: Damien Webster/Desiree Rothchild

John said that this is an application for a Minor Site Plan Review and Conditional Use Permit. He stated that the Commission is required to hold a public hearing and approve the application, deny it or continue the public hearing.

John stated that the applicant is proposing to renovate a portion of the basement into an accessory dwelling unit (ADU). He said that this renovation will only require internal changes to the structure and an external stairway leading to the unit in the basement.

John said that an ADU is allowed to be up to 850 square feet and a minimum of 300 square feet, the proposed ADU is 789 square feet in size.

John stated that the required setbacks in the R/LD zone district have been met.

John said that the allowed maximum impervious surface has been met with the main dwelling being constructed.

John continued by saying that Section 5.8.3. of the UDC requires 2.5 parking spaces for the main dwelling, and 2 spaces for an ADU. He said that the applicant has indicated that there are 5 spaces.

John stated that the proposed changes are internal and do not affect the building exterior.

Jay asked for clarification that the that the hallway in the basement was open to the main part of the house.

John stated that there was a door on the second level at the top of the stairs.

Jay asked if there was a firewall between the lower and upper levels.

John said that would be addressed with the building permit.

Janet said that the firewall would only apply if it was a condo.

Jeff asked if there was an HOA.

John said not that we are aware of.

Bruce stated that these homes were built when he was the Building Inspector and that he didn't think there was an HOA either.

Damien stated that there was no HOA.

Jay said that in the packet he only can see four parking spaces.

John said that the fifth parking space was in the garage.

Bruce Stolbach introduced himself and said that he was the draftsman and code consultant helping Damien and Desiree to meet code and check lists.

Damien Webster introduced himself and said that he's a carpenter and a cabinet installer and that he will be doing the project, aside from some plumbing and electrical. He said that their project was straightforward and a way to add a bedroom for the town and people that need places to live.

Bruce said that we complied with regulations and we went through the checklists, working with both of the John's. He said that the report says that John recommends approval.

Jade asked which direction is the stairway to the ADU and was it covered. She asked about the drainage in the stairwell.

Damien stated that it was on the east side of the house on the outside.

Bruce said that the treads of the stairs would be open for snow.

Damien said that there would be a drywell for drainage.

Mariana asked if the drywell would daylight somewhere else on the property.

Damien explained that there would be a hole with gravel for the drywell located in the stairwell.

John Leybourne explained that our storm sewer system in Carbondale also uses drywells and that they filter straight down.

Public Comments

There were no members of the public to comment.

Motion to close the comment portion of the public hearing

Jay made the motion to close the comment portion of the public hearing. Mariana seconded the motion, and it was approved unanimously.

Commissioner Comments

Marina applauded the applicant and said that this was a pretty easy sell as the footprint is not changing. She thanked the applicant for contributing to helping with our housing crisis.

Jeff commented that the stairwell was an external addition to access the ADU.

Janet explained that the old code, prior to 2016, addressed entrances in the standards.

Marina asked if there was anything codified for short term rentals.

John said that currently the only requirement was that a short-term rental have a lodging tax license.

Damien said that they have no intention of doing short term rentals and that they want a nice quiet person for a long-term rental.

Erica asked if the existing bedroom in the lower right-hand corner is part of this rental.

Damien said that is the bedroom.

Erica asked if there was an egress window.

Damien said that there was, it's just not shown.

Damien said that there is also two windows and a window well where the stairs are going too.

Jeff said that it was nice to see the neighborly support in the packet.

Nicholas said that it was a clean application.

Bruce said that they had planned on doing the building permit and land use application simultaneously but John Plano said that he wanted this approval first so he wasn't spending time on plans that wouldn't be approved.

Motion

Mariana made a motion to approve the Minor Site Plan Review and Conditional Use Permit for and Accessory Dwelling Unit to be located at 2010 Eastbank Point with conditions 1-4 in the Staff Report. Nicholas seconded the motion, and it was approved unanimously.

Election of Vice - Chair

Janet explained the Chair Pro Tem's duties ahead of a meeting.

John said that there was ad coming up next week for the Boards and Commissions, which will have the P&Z included for the open position since Ken has moved to Minnesota.

Further discussion ensued about the open position.

Jade nominated Jay as Pro Tem, Marina seconded the nomination, it was unanimous, and Jay was approved as the Pro Tem.

Staff Update

Janet said that Eastwood Annexation will be coming up at the next Board meeting. She said that there were some letters from the public but that there were no public comments at the meetings. Janet said that the Board voted unanimously to approve the application.

Further discussion ensued about the application and the entrance to Carbondale.

Janet said that she spent time with John Colson from the Sopris Sun about developments and the Comprehensive Plan, which was in the paper.

Janet said that she has been working on a Story Map with Nathan Baier from Roaring Fork Geospatial. She explained that it tells a story about larger projects both under construction and in the land use process, which is on the Town's website. She said that there are links to the land use applications as well.

Further discussion ensued about previous rezonings.

Janet said that if anyone has any suggestions or changes to let her know and that she wants to keep the Story Map really simple and user friendly. She said that she doesn't want it to be a marketing tool but just a factual tour of Carbondale.

John reminded the Commission about ex-parte communication.

Janet said that we could have a refresher training with Mark Hamilton, the Town Attorney.

Janet said that the Comp Plan is still in the budget for next year.

Janet said that we are so busy with inquiries and questions.

Janet said that there are some big applications coming in.

Nicholas asked what the standard window for an applicant currently wanting to go through the P&Z.

Janet said typically it could be three or four months depending on how many agreements there are and how complete the application is. She said that she likes to give people a cushion so if it doesn't go as planned that we can get issues resolved.

Further discussion ensued about the timeline of applications.

John said that a new Ordinance Officer is starting and that we are really busy.

Mary said that the Building Department is staying busy too with a timeline of ten to twelve weeks for the processing of a new home. She said that it changes by the day.

Commissioner Comments

Erica showed off her new adorable puppy.

Marina asked if the Planning Department was hiring.

Janet said no that we stay lean and mean with the budget we have.

John said that there are other duties as assigned.

Jeff said that he watches all of the real estate transactions and that the second half of 2020 compared to the last three years is staggering.

Jeff said that the Town is going to break ground on more amenities at Red Hill on Monday and that GarCo was awarded a grant, which will go to more work on the trailhead as well as the River Front Park. He said that AVLT is currently under contract to purchase Coffman Ranch on Catherine Store Road, which is 140 acres. He said that they are trying to turn the ranch into a community asset.

Motion to Adjourn

A motion was made by Marina to adjourn. Nicholas seconded the motion, and the meeting was adjourned at 8:10 p.m.

RESOLUTION NO. 8
SERIES OF 2020

A RESOLUTION OF THE PLANNING AND ZONING COMMISSION OF THE TOWN OF CARBONDALE, COLORADO, APPROVING A MINOR SITE PLAN REVIEW AND CONDITIONAL USE PERMIT FOR PROPERTY LOCATED IN THE TOWN OF CARBONDALE, COLORADO

WHEREAS, Damien Webster and Desiree Rothchild ("Applicants") requested approval of a Minor Site Plan Review and Conditional Use Permit to allow an Accessory Dwelling Unit to be constructed in the basement of a single family dwelling located at 2010 Eastbank Point, Carbondale, Colorado (Lot 2 of the Thompson-Ice Subdivision Amended Plat).

WHEREAS, the Planning and Zoning Commission of the Town of Carbondale reviewed this application during a Public Hearing on December 10, 2020 and approved said application on the terms and conditions set forth below;

NOW, THEREFORE BE IT RESOLVED BY THE PLANNING AND ZONING COMMISSION OF THE TOWN OF CARBONDALE, COLORADO, that the Minor Site Plan Review and Conditional Use Permit are hereby approved, subject to the following conditions and findings:

Conditions of Approval

1. The Accessory Dwelling Unit shall not have separate water or sewer service.

2. All other representations of the Applicant in written submittals to the Town or in public hearings concerning this project shall also be binding as conditions of approval.

3. The Applicant shall also pay and reimburse the town for all other applicable professional and staff fees pursuant to the Carbondale Municipal Code.

4. The applicant shall apply for and receive a building permit as required.

Findings for Approval - Site Plan Review

1. The site plan is consistent with the Comprehensive Plan.

2. 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.

3. The site plan complies with all applicable development and design standards set forth in this Code

4. Traffic generated by the proposed development will be adequately served by existing streets within Carbondale.

Conditional Use Permit

1. 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.

2. The proposed use is consistent with the Comprehensive Plan.

3. The proposed use is planned in a manner that will minimize adverse impacts on the traffic in the neighborhood or surrounding uses; and

4. The proposed use is compatible with adjacent uses in terms of scale and site design.

INTRODUCED, READ, AND PASSED THIS ____ day of _____, 2020.

PLANNING AND ZONING COMMISSION OF
TOWN OF CARBONDALE

By: _____
Michael Durant
Chair

TOWN OF CARBONDALE
511 COLORADO AVENUE
CARBONDALE, CO 81623

Planning Commission Memorandum

Meeting Date: 12-10-20

TITLE: Carbondale Center Place – Major Site Plan Review, Subdivision Exemption, Conditional Use Permits and Alternative Compliance

SUBMITTING DEPARTMENT: Planning Department

ATTACHMENTS: Referral Agency Comments
- Building Official
- CDOT
- Fire District
- Tree Board
- Xcel Energy

Land Use Application

BACKGROUND

This is an application for Major Site Plan Review, Subdivision Exemption, Conditional Use Permits and Alternative Compliance. The Commission is required to hold a public hearing and recommend approval of the application, recommend approval with conditions, or deny it. The Commission may also continue the public hearing.

The owner/applicant is Tom Siciliano of Stein Properties, LP. Jack Schrager of Carbondale Center Place LLC is also an applicant.

The property is a 4.16 acre lot located north of Colorado Avenue, east of Highway 133, and west of 12th Street. The Sopris Shopping Center is located on the west side of the lot and the Sopris Self Storage facility is located on the east side of the lot.

In July of 2020, the Town approved an application to rezone the west side of the lot (87,060 sq. ft.) to the Mixed-Use (MU) zone district and to rezone the east side of the lot (93,742 sq. ft.) to the Commercial/Transitional (C/T) zone district. The rezoning was contingent upon approval of a Major Site Plan Review and Subdivision. It was acknowledged during that process that the zoning line established at that time may have to shift during Subdivision Exemption.

The proposal is to demolish the Sopris Shopping Center and replace it with a mixed-use building with 76 residential units and 10,370 sq. ft. of commercial space. This would be on the portion of the lot zoned MU. The three existing self-storage buildings would remain on the east side of the site and a new self-storage building would be constructed just to the west of those buildings. This would be on the portion of the lot zoned C/T.

PROCESS

While this is one application for Major Site Plan Review, there would be two separate lots with a distinctly different development on each lot. The development on the west side of the parcel would be mixed-use with commercial and residential. It is zoned MU. The development on the east side of the lot would be the self-storage facility. It is zoned CT. Each type of development has its own development standards specific to that development.

This Staff report will only focus on compliance with the UDC. It will first go through the zoning and development parameters for the Mixed-Use development proposed on the west side of the lot. The report will then go through the zoning and development standards for the proposed Self-Storage Facility.

Other aspects of the development, i.e., subdivision, engineering, water rights, Highway Access Plan, etc., will be explored at the next meeting.

DISCUSSION

Surrounding Uses and Zoning

North	CRW and Industrial	Summers Building/ET Plaza
South	MU and CT	1201 Main and Braeburn Building
East	CT	Multifamily and Industrial
West	PC	Highway 133 and Commercial

Comprehensive Plan

The property is designated as “New Urban” on the Future Land Use Plan in the 2013 Comprehensive Plan. This designation allows for a flexible mix of retail, restaurants, service commercial, lodging, offices, and multiple story mixed-use buildings which may include residential upstairs. Uses should be transitioned appropriately to adjoining uses.

Development should be urban with buildings close to the sidewalks/streets. Parking should be in landscaped lots behind the buildings or in courtyards. Site design should provide safe connections to the buildings for pedestrians and cyclists.

Building facades and rooflines should be broken-up to avoid monotony and box-like structures. There should be architectural elements facing the streets.

SUBDIVISION EXEMPTION

The proposal is to subdivide the 4.16 acre parcel into the following lots:

Lot 1 (westerly lot) – 87,031 sq. ft. or 1.998 acres

Lot 2 (easterly lot) – 93,771 sq. ft. or 2.153 acres

The size and dimensions of the lots are in compliance with the UDC. Utilities are available to each lot. Each lot has adequate access. If this project is approved, a Subdivision Improvements Agreement will need to be approved by the Board of Trustees.

MIXED-USE LOT – COMPLIANCE WITH THE UDC

The development on this lot would be broken up into two buildings. The north building has 48 residential units on the 1st, 2nd, and 3rd floors.

The southern building has 10,370 sq. ft. of commercial space, a leasing office, and a gym on the first floor. There are 28 residential units on the second and third floor. The commercial space will be separated into 1500 sq. ft. spaces to attract small businesses.

There would be 64 efficiency units and 12 two-bedroom units in the two buildings. The efficiency units range from 415 sq. ft. to 725 sq. ft. The two-bedroom units range from 975 sq. ft. to 1,576 sq. ft. There are six types of efficiency units and five different types of two-bedroom units. All of the units would be rentals.

The parking is mainly located behind the building with some parking between the buildings.

Mixed Use (MU) Zone District

Below is the purpose section of the MU zone district:

> The purpose of the Mixed-Use District is intended to foster compact, mixed-use development patterns that provide people with the opportunity to live, work, recreate, and shop in a pedestrian-friendly environment. The Mixed-Use District is intended to provide multimodal access to and from Downtown and the Rio Grande Trail, encourage both a vertical and horizontal mix of land uses, and provide for an interesting and walkable environment through tailored building

design and streetscape standards that address features such as building mass and placement, building entries, and windows/transparency.

Allowed Uses

Mixed-Use Zone District

- Multifamily dwellings are permitted uses.
- Residential units on the ground floor require a conditional use permit
- Offices, business and professional services are permitted uses.
- General retail, 10,000 sq. ft. or less is a permitted use.
- General retail, over 10,000 sq. ft. requires a special use permit.

The commercial area is just over 10,000 sq. ft. It is unknown at this time what type of uses will go into the space. This was not noticed as a Special Use Permit so this may require some discussion.

Lot Area

The lot is 87,031 sq. ft. The UDC requires 2,500 sq. ft. This is in compliance with the UDC.

Setbacks

The required and proposed setbacks are as follows:

	Required	Proposed
Front – min/max	0 ft./10 ft.	South Building 3.3 ft. to 4.5 ft. North Building 5 ft. to 48 ft.
Side	0 ft.	25 ft. on north side 7 ft. on south side
Rear	0 ft.	65+ ft.

Lot Area per Dwelling Unit

The UDC requires a certain amount of lot area per dwelling unit. The calculation is as follows:

64 efficiency unit x 1050 sq. ft. =	67,200 sq. ft.
12 two-bedroom x 1650 sq. ft. =	19,800 sq. ft
Lot Area Required	87,000 sq. ft.

Lot Area Provided = 87,031 sq. ft.

Building Height

The proposed building height for the south building is 34 ft. The north building would be 33 ft. in height. The allowed building height is 35 ft. in the MU zone district. There are allowances for parapets and sloped roofs.

Lot Coverage

The UDC allows a maximum of 90% lot coverage in the MU zone district, or 78,328 sq. ft. The total proposed impervious surface is 65,244 sq. ft.

The code requires that 10% of the lot be landscaped or 8,703 sq. ft. The proposal is for 21,787 sq. ft. of landscape.

Common Open Space

UDC Section 5.3.3. requires 15% of common open space for developments in the MU zone district. In this case, 13,055 sq. ft. would be required. The plan shows 21,787 sq. ft. is provided.

The common open space would be separated into two areas so that each building has an open space adjacent to the building. The common open space adjacent to the north building has an outdoor BBQ and seating area with an open green area.

The southern building has a concrete plaza which may be used by the commercial area for outdoor dining and a 743 sq. ft. of active play area for children. The code requires 400 sq. ft. of play area so this exceeds the requirement.

The Common Open Space must reflect the following standards:

Area shall be located to be readily accessible and useable by residents throughout the development.

Facilities for active or passive recreation

Passive recreation such as picnicking and trails

Active recreational areas

Formal plantings, public art, and gardens, i.e., formally planned and regularly maintained open areas that include arranged plantings, gardens, gazebos, fountains, sculpture, and other forms of public art

Squares, plazas, and parks

Outdoor gathering spaces with amenities such as benches, water features, drinking fountains, planters, public art, trash receptacles, etc.

Section 5.3.3.F. regulates use of common open space. This section states that outdoor dining areas are encouraged within plazas and along the perimeter of open spaces so the UDC allows the use of the common open space for outdoor dining.

It appears that the proposed common open space has greatly improved since the conceptual plan was reviewed during the zoning process.

Streetscape

The UDC requires a 10 ft. wide landscape strip along Highway 133. As has been previously discussed with other applications, there is a conflict between that regulation and the requirement for a maximum 10 ft. setback in the MU zone district. As a result, the application includes a request for alternative compliance from this requirement to provide a landscape strip in some areas which is not 10 ft. in width.

The UDC requires a 5 ft. wide landscape strip along Colorado Avenue. A 9 ft. wide landscape strip is provided.

The application indicates that the number of required street trees is not in compliance with the UDC. Page 10 of the narrative indicates there are significant deep and shallow utilities which prevent them from planting trees in front of the south building. Instead, they indicated they plan a perennial and shrub bed along the façade of the building.

The Tree Board reviewed the application. Their comments are attached. These comments have been provided to the landscape architect.

Parking Lot Landscaping

The UC requires a landscape island or rain garden every 12 parking spaces. The island or garden must be a minimum of 6 ft. in width and contain a minimum of 75 sq. ft. This has been provided.

The UDC requires a tree in the parking lot area for every 12 parking spaces or 9 trees in this case. Eleven (11) trees have been provided.

Section 5.4.3.C.6 requires a 5 ft. wide landscape area between the parking lot and the rear lot line. The application includes a request for alternative compliance to allow a landscape strip that ranges from 2.4 ft. and 4.3 ft. The narrative explains that this allows a larger common open space adjacent to the mixed-use buildings. It also notes that the landscape strip abuts the west side of the self-storage building.

The UDC requires that all trees be 2.5” caliper and that shrubs be a minimum size of 5 gallons. This is in compliance.

Screening

There are two trash and recycling areas in the parking lot. They both are enclosed.

The plans do not show whether there is mechanical equipment on the roof. If so, the equipment will need to be screened as provided in the UDC. This would be checked at the time of building permit.

Transportation and Connectivity (Section 5.5)

The UDC requires that a network of pedestrian walkways with a minimum width of five feet be provided on the site.

There are two 5 ft. wide sidewalks on either side of the driveway entering from Highway 133. There is a 6 ft. side sidewalk along Colorado.

Internal sidewalks along the parking area and adjacent to the east side of the buildings have been provided.

There are no pedestrian walkways in the parking lot but the parking area is very linear so it may not be necessary. People will have to cross the parking lot to get to the trash enclosures. These areas should have some lighting.

Parking (UDC Section 5.8)

The UDC requires off-street parking as follows:

Residential

64 efficiency units	x 1.25 = 80
12 two-bedroom units	x 1.75 = 21
Total required	101 spaces

Commercial

10,370 sq. ft. divided by 300 sq. ft. = 34.57 or 35 spaces

101 and 35 results in a total of 136 required parking spaces.

Section 5.8.4.D.1 allows all uses in the MU zone district to be eligible for a 15% reduction in required parking. In this case, the required parking would be reduced as follows:

136 x .15 = 20 space reduction in required parking

UDC Section 5.8.4.D.2. also states a 15% reduction for the multifamily residential dwellings may be allowed if the development is within 300 ft. of a transit stop. There is the bus stop located on Main Street on the 1201 Main Street property. That would reduce the required parking as follows:

101 x .15 = 15 space reduction in required parking

Total calculation with allowed reductions:

136 Total required
20 MU reduction
15 Transit stop reduction

101 parking spaces required.

The site plan shows 104 off-street parking spaces provided.

The UDC would require one 10 ft. x 25 ft. off-street loading space. The parking plan does not address this.

UDC Section 5.8.7. requires one bike parking space for every three vehicle parking spaces. In this case, 33 bike spaces are required. The proposal is for 34 bike parking spaces located on the north side, middle and south side of the site.

It should be noted that commercial buildings that are more than 1,000 sq. ft. are required to provide a shower facility.

The application does not appear to address snow storage. This should be clarified.

Community Housing

UDC Section 5.11 requires that 20% of the residential units be deed restricted as affordable housing units. Based on 76 units, 15 units will need to be deed restricted.

A more detailed housing mitigation plan should be submitted which shows the location and type of units being deed restricted. It should also show the category of each unit.

The deed restricted units should be provided in each building rather than concentrating them all in one building.

Solar Access (Section 5.12)

This property is in Zone III of the Solar Access zone. There are no restrictions.

Site and Building Design

Section 5.7.2.C. states that in the case of mixed-use buildings that the site and building design requirements in Section 5.6 (residential) and Section 5.7 (commercial) shall both apply.

Section 5.6 – Residential Site and Building Design

The UDC suggests providing a mix of housing types. There would be 64 efficiency units and 12 two-bedroom units in the two buildings. This was discussed during the Board of Trustees review of the rezoning. At that time, the applicant did an analysis of recently approved rental housing projects in Carbondale.

It listed the number and type of units which had been approved. The finding was that there were a number of two bedroom units associated with Lot 1 (Main Street Marketplace) and The Homestead at Carbondale (Garfield Avenue Apartments). As a result, the proposal is for a larger number of efficiency apartments.

Section 5.6.5. Supplemental Standards/Guidelines: Multifamily

This section requires private outdoor space and bulk storage. Sheet P6.1 in Exhibit H clearly shows the location and size of both the private outdoor and bulk storage spaces. Staff has not run the numbers to be sure the areas are in compliance but that will be done prior to the next meeting.

UDC Section 5.6.5.C addresses Building Design Standards. It appears that these requirements were embraced during the design of the building. This is the section which requires the following type of elements:

- Avoid monotonous repetition
- Use balconies, overhands to provide relief and contrast to the building
- Break up large wall surfaces
- Mass of the building shall be reduced by varying setbacks and building heights
- The identity of individual units shall be evident in the elevation
- Long rooflines shall be varied by providing different heights or varying roof orientations

The proposed materials include brick, stucco, and metal panel in a variety of types and colors.

The design reflects incorporation of the suggested design elements.

Section 5.7 - Commercial Site and Building Design

The intent of this section is to foster high-quality, attractive, and sustainable development along the Town's thoroughfares and to enhance the human and pedestrian scale of commercial developments, ensuring compatibility between residential neighborhoods and adjacent nonresidential uses. The building design standards are intended to mitigate negative visual impacts arising from the scale, bulk, and mass of large buildings and centers.

These standards include:

- Mass and form- buildings should vary in size and shape and large, unbroken faces and rooflines should be avoided.

- All building facades facing a public street should be designed with similar level of design details. Primary entrances must face the street providing main access.

- Recognize the importance of a corner location by concentrating tallest portions of the building at the intersection where they may "frame" the corner.

Again, the design of the building incorporates these standards.

Section 5.7.5. Supplemental Standards: Properties with Frontage along Highway 133

A 10 ft. deep landscape buffer is required along Highway 133. When this is combined with a maximum 10 ft. setback, it creates a difficulty in providing the 10 ft. strip. The applicant is requesting alternative compliance from this standard.

Section 5.7.6. Supplemental Standards: Buildings of 10,000 Square Feet or Greater

- Section 5.7.6. addresses buildings which are 10,000 sq. ft. or more. There are quantifiable design standards intended to reduce mass by dividing facades into a series of smaller components and avoiding long, unbroken building facades.

- This section also requires vertical and horizontal articulation, transparency, and entrance techniques.

Sheets P4.1 and P4.2 clearly show building components being divided into smaller masses. There are variations in the roof forms.

The vertical articulation is also clearly shown with an identifiable base, body and top.

It is difficult to calculate the percentage of transparency on the facades of the building facing Highway 133 and Colorado Avenue. This should be clarified.

General Comments – Mixed-Use Building

The building meets the Residential and Commercial Design Standards. The buildings are well-designed and pedestrian oriented. The roofline and buildings provide a lot of movement and interest. The use of windows opens up the building to the commercial and residential activity. The building works well with the design of 1201 Main.

A massing study was included in the application (Exhibit N). During the rezoning process, the conceptual plan showed one long building on this lot. During the rezoning process, concern was expressed due to the mass and scale of the building. As a result, the building was broken into two and the facades along Highway 133 were changed to include some variation. The massing study shows that the new proposal reduced the mass and scale so it is more in line with buildings in that area, including 1201 Main.

The north elevation of the north building will be highly visible when coming into Town. The appearance is reflective of an apartment building, which it is. However, different windows or material may bring more interest to that side of the building.

It appears that the applicants incorporated comments provided during the rezoning process. It is an attractive and interesting development. Overall, the proposed development is in compliance with the UDC.

SELF-STORAGE LOT – COMPLIANCE WITH THE UDC

The proposal is to retain the existing self-storage buildings and construct a new 67,979 sq. ft. self-storage building west of the existing buildings. The existing self-storage facility is 26,282 sq. ft.

The new building would be a three story structure. The existing buildings are single story.

There would be 342 storage units in the new building. There are currently 270 existing units so that would bring the total number of storage units on-site to 612. The new units would range from 25 sq. ft. to 400 sq. ft.

The property was rezoned to the C/T zone district. Here is the purpose section of the C/T zone district:

> The purpose of the Commercial/Transitional district is to accommodate the transition of neighborhoods from residential to mixed-use, commercial, and other non- residential uses. The district is designed to create attractive commercial development with adequate access to major arterial streets and sufficient parking areas and to accommodate the unusual site conditions, access conditions, and mix of land uses north of Colorado Avenue. The district is also designed to allow

reasonable commercial land uses and establish adequate development and access requirements for small parcels with Highway 133 frontage

Lot Area

The lot is 93,771 sq. ft.

Setbacks

The required setbacks for the new building would be met as follows:

	Required	Proposed
Front (Colorado)	5 ft.	18 ft.
Side	0 ft.	0 ft. (west side) and 160 ft. (east side)
Rear	20 ft.	20 ft.

Building Height

The allowed building height is 35 ft. The proposed building is close to that at 34 to 35 ft. The plans show the roofline extending up to 36 ft. Staff will need additional information to determine whether that is allowed under the parapet exceptions.

Allowed Uses

- Self-Storage Facility (mini-storage) is a conditional use in the C/T zone district.

Use Specific Standard 4.3.5.G

There are standards in this code section which are specific to self-storage uses. They are summarized as follows:

1. Multi-story buildings shall be allowed the maximum height in the zone district.
2. Limits use of metal if facility is adjacent to Highway 133 – not applicable.
3. Doors shall not abut street frontage – in compliance.
4. Landscaping shall be concentrated along right of way used for access.
5. Requires a 24 ft. wide driving lane – 32 ft. provided.
6. No other activity allowed.
7. No outdoor storage allowed – make condition of approval.
8. Allowed security fencing around perimeter. Prohibits barbed/razor wire.

It appears that the proposal is in compliance with these standards.

Lot Coverage

The UDC allows a maximum of 80% lot coverage in the C/T zone district and requires 20% landscaping as follows:

93,771 x .80 = 75,017 sq. ft. impervious surface allowed.

93,771 x .20 = 18,754 sq. ft. of landscape required.

The proposal is as follows:

Total Impervious - 80,681 sq. ft. (5,664 sq. ft. over)

Total Landscape Provided – 13,090 sq. ft.

The application includes alternative compliance for this deviation from the UDC. The narrative explains that the landscaping around the periphery of the storage site and concentrating landscaping in front of the building along Colorado Avenue meets the spirit of the UDC. It goes on to state interior landscaping inside the perimeter would be not be beneficial as customers do not linger at the site.

Landscaping

The landscape plan shows 7 street trees along Colorado Avenue. The existing aspens, cottonwoods and crabapple trees would remain. Overall, Staff agrees that focusing the landscape in this area is more effective than including it in the interior of the storage facility. Staff would also note that the required front yard setback is 5 ft. This building is set back 18 ft. This allows space for an attractive landscape area to established along Colorado Avenue.

The trees and shrubs comply with the sizing requirements of 2.5” caliper and 5 gallon shrubs.

Screening

The plans show a perimeter fence around the storage area, including detail on the gate and type of fencing. However, it did not include the height of the fence. Fences in the front yard are limited to 42” in height. Fences can be 8 ft. at the rear of the lot and in the rear half the lot. It would be helpful to have a better idea of the appearance of the fence.

There is a dumpster incorporated into the southeast corner of the building. It is 20 ft. from Colorado Avenue.

Transportation and Connectivity (Section 5.5)

UDC Section 5.5.3. B. discusses on-site pedestrian connections and pedestrian circulation within the site. A six ft. wide sidewalk is proposed on Colorado Avenue.

There is a sidewalk at the office area. The applicant may want to consider adding a sidewalk from Colorado to the entryway. While this is most likely not a heavy pedestrian use, some may walk to the smaller storage units.

Parking (UDC Section 5.8)

The code requires 3 spaces + 1 per every 100 units. The required parking would be calculated as follows:

612 units divided by 100 =	6.12 or 6 parking spaces
Base number	3 parking spaces
Total required	9 parking spaces

The plans show three parking spaces on the exterior of the building by the office. Six are covered spaces in the facility.

The code requires two 10 ft. x 25 ft. off-loading spaces. It seems that the driving aisle could be used for this purpose since it is a low traffic use.

The UDC requires 1 bike space per 3 vehicle parking spaces, or 3. The landscape plan shows three bike parking spaces on site.

It should be noted that commercial buildings that are more than 1,000 sq. ft. are required to provide a shower facility.

Solar Access (Section 5.12)

This property is in the Zone III of the Solar Access zone. There are no restrictions.

Section 5.7 - Commercial Site and Building Design

The intent of this section is to foster high-quality, attractive, and sustainable development along the Town's thoroughfares and to enhance the human and pedestrian scale of commercial developments, ensuring compatibility between residential neighborhoods and adjacent nonresidential uses. The building design standards are intended to mitigate negative visual impacts arising from the scale, bulk, and mass of large buildings and centers.

These standards include:

- Mass and form- buildings should vary in size and shape and large, unbroken faces and rooflines should be avoided.

- All building facades facing a public street should be designed with similar level of design details. Primary entrances must face the street providing main access.

- Recognize the importance of a corner location by concentrating tallest portions of the building at the intersection where they may "frame" the corner.

The design of the building incorporates these standards.

Section 5.7.6. Supplemental Standards: Buildings of 10,000 Square Feet or Greater

- Section 5.7.6. addresses buildings which are 10,000 sq. ft. or more. There are quantifiable design standards intended to reduce mass by dividing facades into a series of smaller components and avoiding long, unbroken building facades.

- This section also requires vertical and horizontal articulation, transparency, and entrance techniques.

Sheet SCH-103 in Exhibit O clearly shows compliance with this section. It creates 10 foot long segments with the variation of the required 2 feet in height shown. These changes are emphasized by use of a different material. Sheet SCH-101 shows the changes in the wall planes.

The primary building entrance faces Colorado. It includes a canopy and landscape area. It has large display windows. It complies with providing a pedestrian friendly appearance.

This section requires a certain percentage of transparency (windows) for facades facing the principal street.

30% of transparency is required for the first floor. 62% is provided.

20 % is required on the second floor. 21% is provided.

There is a clearly identifiable base, body and top of building. This is clearly shown to be in compliance on Sheet SCH-103.

General Comments

The façade facing Colorado Avenue presents a historic mercantile style building. With the landscaped area in front, it is a very attractive building. There are large display windows on the ground floor with narrow second floor windows which are reminiscent of window patterns in historic buildings.

The portion of the east façade which can be seen over the existing self-storage units has a varied roofline and creates a pattern with the use of materials and building articulation.

The materials used include corrugated metal, simulated wood panel, brick, and EIFS. There are mesh panels (green or living wall) on the west side of the building. The view toward this building from Highway 133 when looking through the gap between the two new mixed-use buildings to the west includes one of the living wall panels.

The facility will be constructed from efficient materials and will have PV panels on the roof. The goal is to make the building as close to net zero as possible.

FISCAL ANAYLSIS

There will be a loss of 20,000 sq. ft. of commercial square footage; however, a significant amount of commercial development is under construction or planned on the west side of Highway 133.

RECOMMENDATION

Staff is supportive of the application. Both developments have evolved over the last months to reflect input from Staff, the Planning Commission, and the Board during the zoning process. Both developments appear to generally be in compliance with the UDC.

Because this is a large and complex project, Staff's suggestion is that it be considered over the course of at least two meetings. This Staff report has mainly focused on the zoning and development standards in the UDC.

The application also includes Subdivision Exemption, engineering and public improvements associated with the development. Water rights need to be explored as well as gaining a better understanding of easements.

Staff would suggest that the Planning Commission mainly focus on the design and zoning aspects of the proposal for this meeting. This meeting will focus on Staff presentation, presentation from the development team, opening the public hearing for public comment, and Planning Commission comments and questions. Staff would then recommend that the public hearing be continued to the January 14, 2021 Planning Commission meeting.

Staff has brought up a number of fairly small items which will need clarification in this report. Rather than spending time going through them at this first hearing, Staff would suggest that the applicant address those items in a supplemental packet. This can be provided to the Commission prior to the next meeting. Instead, the focus should be on the larger overall development proposals.

Staff recommends that the following motion be approved**: Move to continue the public hearing to January 14, 2021.**

Prepared By: Janet Buck, Planning Director

Memorandum

To: Janet Buck, Planning Director

From: John Plano, Building Official

Date: 10/30/2020

Re: Carbondale Center Place
Application for Major Site Plan Review, Subdivision Compliance, Conditional Use and Alternative Compliance.

This review is for this specific land use application for the Planning Department and is a very broad in nature for the Building Department and is not to be considered as a Building Permit Review.

The typical things I can check at this time appear to be in order for the Building Department. Site Accessibility, general exiting, building location for fire-resistive construction to name a few.

There has been code enforcement performed on the properties in the past that brings concern. The drywells within the existing storage facility have been used for dumping in the past. There have been signs of motor oil, automotive coolant and kitchen grease dumping at this location. Garfield County Health was contacted but could not do enforcement unless the offender was caught in the act. I believe an environmental assessment of the drywells should be done prior to approving development of these properties.

Mary,

We already issued a CDOT access permit for this development and coordinated with Yancy and Curtis Rowe.

Thanks for the opportunity to review.

Brian Killian
Region 3 Access Program Manager
Traffic & Safety

COLORADO
Department of Transportation

P 970-683-6284 | C 970-210-1101 | F 970-683-6290
222 S. 6th St, Room 100 Grand Junction, CO 81501

TOWN OF CARBONDALE

PLANNING DEPARTMENT
REVIEWING AGENCY FORM

PLANNING ITEM #: *LU20-36-39*

DATE SENT: *11-6-2020*

COMMENTS DUE: *11-30-2020*

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: Carbondale Center Place LLC

OWNERS: Stein Properties LP

LOCATION: 900-958 Hwy 133 & 1201 Colorado Avenue ((Sopris Shopping Center and SoprisSelf-Storage)

ZONE: Mixed -Use & Commercial Transitional (East Side)

PROJECT DESCRIPTION: Major Site Plan Review, Subdivision Exemption, Conditional & Alternative Compliance. Redevelopment of Sopris Shopping Center into a mixed-use building and expansion of Sopris Self-Storage to include a new building. Subdivision to split the mixed-use development from the self-storage facility.

PLANNING STAFF CONTACT: Janet Buck

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

1. Water Supplies for Fire Protection: An approximately 70,000 square foot self-storage building is proposed along with a 38,268 square foot mixed use building and a 36,420 square foot residential building. All three buildings will require automatic fire sprinklers systems. The required minimum fire flow for the sprinkled buildings is 1,500 gallons per minute. The Town's existing water system is capable of providing adequate fire flows for the project.

2. Fire Hydrants: The location of the proposed new fire hydrant is acceptable.

3. Access: The proposed access for the development is adequate for emergency apparatus.

.

Date: November 29, 2020

Bill Gavette, Deputy Chief
Carbondale & Rural Fire Protection District
970-963-2491

Please return comments to both: jbuck@carbondaleco.net
msikes@carbondaleco.net

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

The tree board reviewed your plans for the Carbondale Center Place last night and some questions/concerns were expressed. Nothing major, mostly conflicts along Colorado Ave. I've attached a copy of the plans with comments. Here were some of the areas of concern:

- The UDC requirements have been updated so that we're not tied to a trees per sf calculation, rather we're looking to plant the maximum number of trees based on their average height/spacing requirements as defined by the approved street tree list on the town website. For example, If you're wanting to plant large shade trees, we'd like to see a tree every 35'. Medium, every 25'. Etc. All ROW planting areas shall have a minimum planting area width of 5', no matter what species is chosen.
- There are a few existing trees along that building on the southwest corner of the site @ 133/Colorado. We'd like to see those existing trees noted on the plans and for the development to utilize that planting area to fill in planting gaps.
- The (3) trees on the corner planting island at 133/Colorado present an issue for spacing/line-of-sight/pedestrian movement for some of the board members. See the above comment and possibly relocate larger species along the front of that building and utilizing medium size species here.
- No multi-stemmed trees shall be planted in the ROW. The serviceberry along Colorado would be better suited on the inside of the sidewalk on private property. Be cognizant of overhead utility lines and what existing trees will be saved in that area of 12th/Colorado. XCEL has done a number on a few of those trees while pruning for line clearance and we'd like avoid that same issue in the future.
- Utilize columnar species along Colorado. This is a designated truck route, and based on what happens to existing canopies all over town, I'd like to plan in advance so our trees don't continue to be abused by semis.
- Diversify your species list. We've had a ton of locust planted in all of these new developments and we're trying to keep our inventory balanced so that we don't develop a monoculture, susceptible to disease and insect problems.

Mike Callas
Town of Carbondale
ISA Certified Arborist®, RM-8145A
511 Colorado Ave.
Carbondale, CO 81623
970-510-1331

TOWN OF CARBONDALE

PLANNING DEPARTMENT
REVIEWING AGENCY FORM

PLANNING ITEM #: *LU20-36-39*

DATE SENT: *11-6-2020*

COMMENTS DUE: *11-30-2020*

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: Carbondale Center Place LLC

OWNERS: Stein Properties LP

LOCATION: 900-958 Hwy 133 & 1201 Colorado Avenue ((Sopris Shopping Center and SoprisSelf-Storage)

ZONE: Mixed -Use & Commercial Transitional (East Side)

PROJECT DESCRIPTION: Major Site Plan Review, Subdivision Exemption, Conditional & Alternative Compliance. Redevelopment of Sopris Shopping Center into a mixed-use building and expansion of Sopris Self-Storage to include a new building. Subdivision to split the mixed-use development from the self-storage facility.

PLANNING STAFF CONTACT: Janet Buck

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

After Review Xcel Energy has no objection
Completion of this City/County review approval process does not constitute an application with Xcel Energy for utility installation. Applicant will need to contact Xcel Energy's Builder's Call Line/Engineering Department to request a formal design for the project. **A full set of plans, contractor, and legal owner information is required prior to starting any part of the construction.** Failure to provide required information prior to construction start will result in delays providing utility services to your project. Acceptable meter and/or equipment locations will be determined by Xcel Energy as a part of the design process. Additional easements may be required depending on final utility design and layout. Engineering and Construction lead times will vary depending on workloads and material availability. Installation, relocation, **upgrade of existing facilities due to increased load** and/or removal of existing facilities will be made at the applicant's expense and are also subject to lead times referred to above.
All Current and future Xcel Energy facilities' must be granted easement.

Please return comments to both: jbuck@carbondaleco.net
msikes@carbondaleco.net

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

Carbondale Center Place

Application for Major Site Plan Review, Subdivision Exemption, Conditional Use and Alternative Compliance

Town of Carbondale, Colorado

Prepared on November 2, 2020

900-958 Highway 133 (Sopris Shopping Center)
Carbondale, CO 81623; and
1201 Colorado Ave (Sopris Self-Storage)
Carbondale, CO 81623

Prepared for:

Carbondale Center Place LLC
414 Aspen Airport Business Center, Unit A
Aspen, Colorado 81611

Prepared in Conjunction with:

Mark Chain Consulting LLC
811 Garfield Ave
Carbondale, CO 81623

Table of Contents

1. Owner/Applicant/Consultant List

OWNER:
STEIN PROPERTIES LP
1624 W OLIVE AVENUE
BURBANK, CALIFORNIA 91506-2459

APPLICANT:
CARBONDALE CENTER PLACE LLC
414 ASPEN AIRPORT BUSINESS CENTER UNIT A
ASPEN, CO 81611

ARCHITECT (MIXED-USE):
NEO STUDIO
ATTN: MICHAEL NODA
3560 WALNUT ST. UNIT A
DENVER, COLORADO 80205
(303) 758 - 3800
MICHAEL@NEOSTUDIOARCH.COM

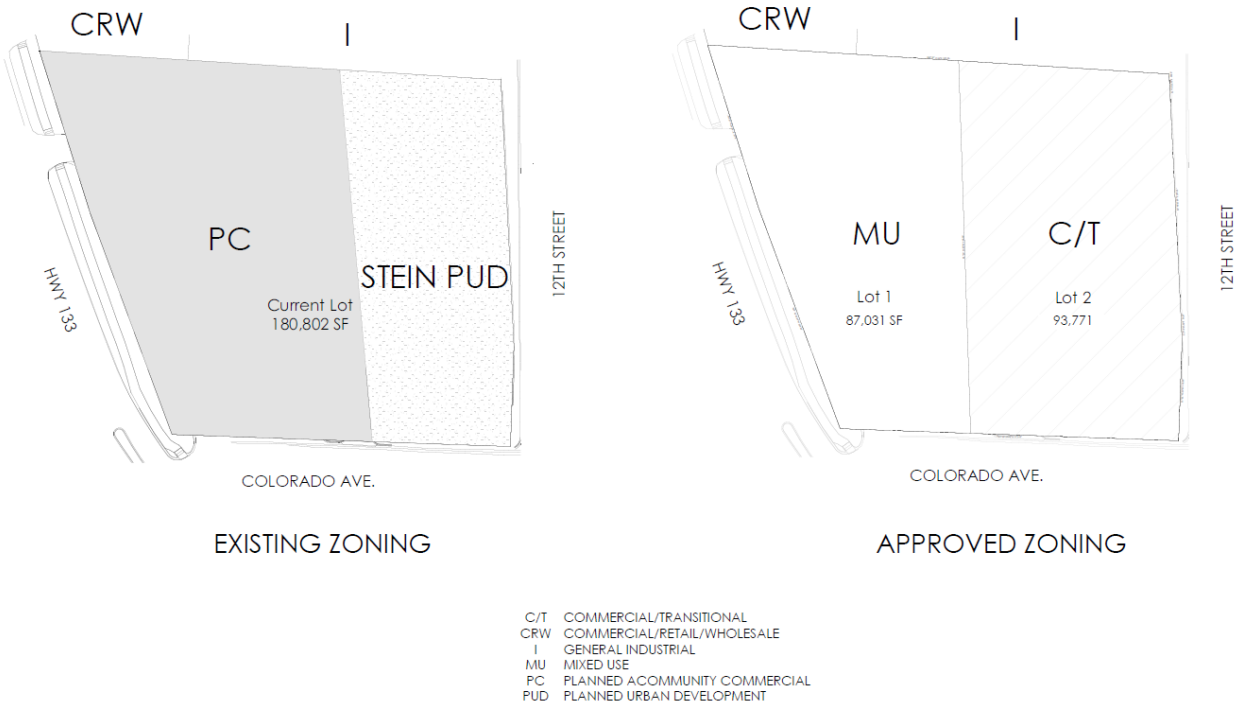
ARCHITECT (SELF-STORAGE):
IGNARRI LUMMIS
ATTN: JOSEPH DAVIDSON
601 CHAPEL AVENUE EAST
CHERRY HILL, NJ 08034
(856) 428 – 8877
JDAVIDSON@IGNARRILUMMIS.COM

PLANNER:
MARK CHAIN CONSULTING LLC
ATTN: MARK CHAIN
811 GARFIELD AVE
CARBONDALE, COLORADO 81623
(970) 309 - 3655
MCHAIN@SOPRIS.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

2. Background, Intent of Application and Development Timeline

Carbondale Center Place LLC (the "Applicant" or "we") obtained Board of Trustees approval for the rezoning of the sites located at 900 – 958 Highway 133 (Sopris Shopping Center) and 1201 Colorado Avenue (Sopris Self-Storage) on August 25, 2020 (Ordinance No. 10 – Series of 2020; see Exhibit A). The graphic below shows the previous zoning, the recently approved new zoning and the zoning of the two properties to the north.



Based on the approved zoning, Applicant is submitting for the following (collectively, the "Application"):

- Major Site Plan Review
- Subdivision Exemption
- Conditional Use Permits
    - Ground-floor residential in the MU district
    - Self-storage in the C/T district
- Alternative Compliance
    - 10 ft. landscape strip along Highway 133 (mixed-use)
    - 5 ft. strip between parking and the rear lot line (mixed-use)
    - 20% landscape requirement in the C/T district (self-storage)
- Parking Reduction in the MU district
    - 15% reduction for MU zoning
    - 15% reduction for proximity to a transit stop (residential only)

If the Application and associated Subdivision Improvements Agreement are eventually approved by the Board of Trustees, the owner of the property will demolish the Sopris Shopping Center.

Immediately afterward, (i) the subdivision exemption of the lot will be recorded and (ii) the transaction will close.

Thereafter, Applicant will own the western portion of the lot (zoned MU, site of proposed mixed-use development) and the current owner will retain the eastern portion of the lot (zoned C/T, site of existing self-storage and proposed new self-storage building). Both parties will then move to expeditiously construct their respective projects. Construction is expected to begin in summer 2021.

Completed land use forms (Exhibit B) and an owner authorization letter (Exhibit C) are attached.

3. <u>Project Summary</u>

The Application describes proposed developments on two separate lots.

I. Lot 1: A mixed-use project consisting of 76 residential units and 10,370 SF of commercial space ("1215 CO Ave"); and
II. Lot 2: A self-storage project consisting of a new 67,979 SF building (48,940 net rentable SF) ("SSS Addition")

The architecture and site plans were designed with neighboring buildings (1201 Main St, Sopris Self-Storage, etc.) in mind and are compliant with the Town of Carbondale's Unified Development Code ("UDC") and Comprehensive Plan ("Comp Plan"). The plans also reflect extensive public outreach that the Applicant has conducted over the previous 9 months (see Section 4). New housing near the Highway 133 commercial zone and downtown will encourage walking and cycling (see traffic study attached as Exhibit D) and reduce traffic and carbon emissions.

4. <u>Public Outreach</u>

We have conducted extensive public outreach over the past nine months, including individual and small group meetings with over 50 town residents and members of key constituencies (Carbondale Arts and the Environmental Board) and two virtual presentations to larger groups (Carbondale Chamber of Commerce and Zoom open house for the public). The plan has generally been well received, evidenced in part by the attached 10 letters in support of the Application (Exhibit E[1]). Positively received attributes include attainably priced rental housing, new commercial space and attractive building design (mixed-use and self-storage). Areas of concern included massing of the mixed-use building and traffic impact of the redevelopment. We have redesigned the project to reflect this feedback and believe that the current development plan is superior to the version shared with P&Z and the Board of Trustees during the rezoning process.

5. <u>1215 CO Ave (Mixed-Use) Project Summary</u>

[1] Exhibit E includes 10 letters received in support of the project during the rezoning. Additionally, it includes an email from Trip Sutro, the President of the ET Plaza HOA, requesting an upgraded fence and new grading and drainage design. We have complied with both requests. We expect to receive more letters between now and the 12/10/20 P&Z meeting.

1215 CO Ave contains 76 residential units and 10,370 SF of commercial space. The 48-unit northern building is entirely residential. The southern building has 10,370 SF of retail, a leasing office and a gym on the ground floor and 28 units on the second and third floors. The site layout contains several pedestrian paths and connects to the bike path along Highway 133 in three places. There is ample common open space adjacent to the residential units. Commercial tenants and their patrons will also have access to the public plaza.

We expect all manner of residents, including working professionals, elderly people looking to downsize and young families[2]. The residential apartments are designed to offer a great living (and shopping) experience for all people looking for new, attainably priced housing. All units will have high quality finishes (granite or quartz countertops, LVT, etc.), stainless steel appliances including in-unit washer and dryer, high ceilings (9'+), ample lighting and more. In addition to shopping on-premises, out-of-unit amenities include elevator access and a gym in addition to what is required by the UDC (balconies, common open space, bulk storage, etc.). Downtown and the Highway 133 commercial district are within walking distance. All units will be dog and cat friendly.

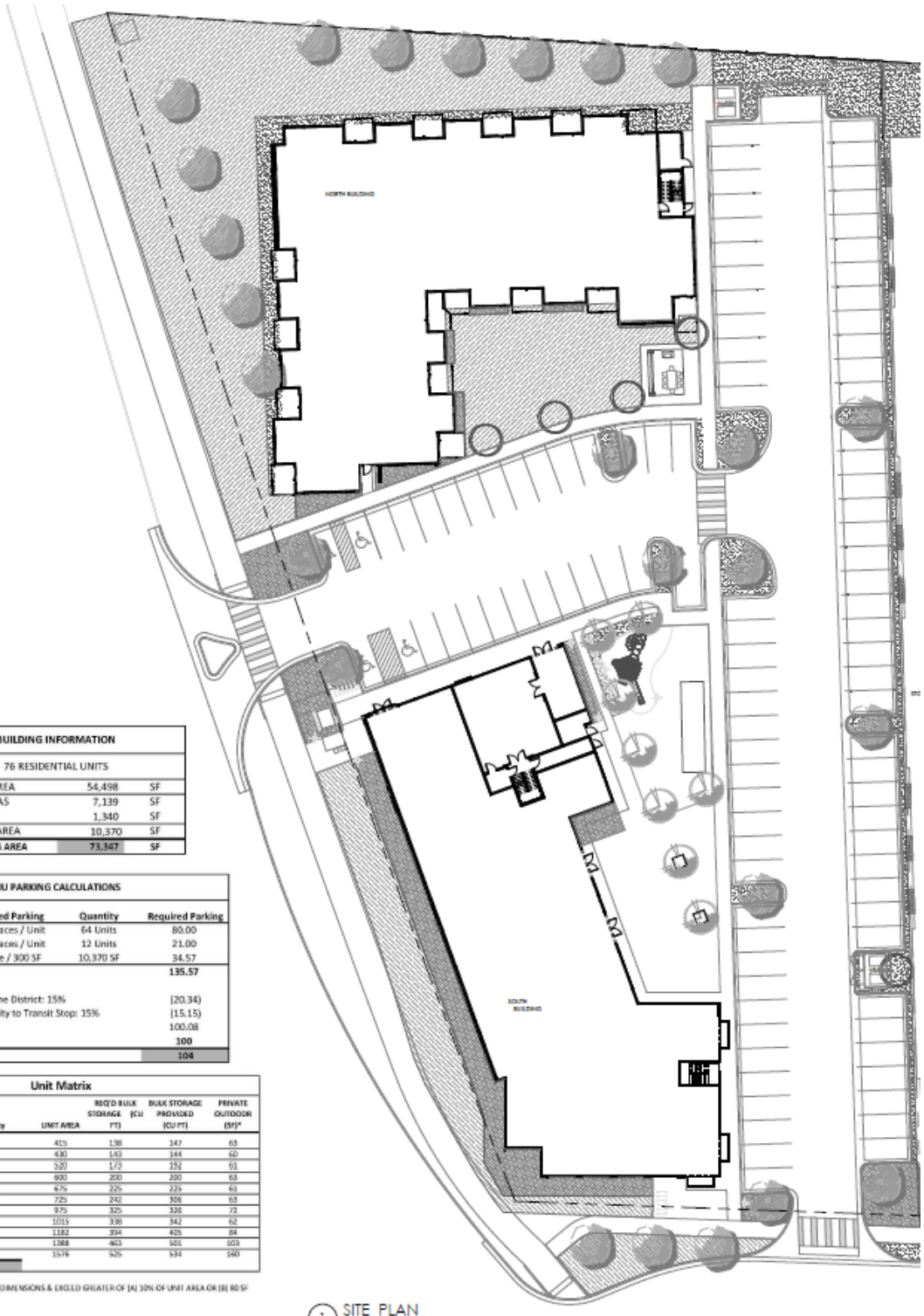
The commercial area will be demisable into spaces as small as 1,500 SF so that local businesses can rent appropriately-sized space. There will be a public plaza to the east of the commercial space that commercial tenants can use for outdoor dining, workout classes, etc. We believe that new and inviting commercial space will add vibrancy to the Highway 133 corridor near the roundabout.

The site is readily accessible by multiple modes of transportation. There are two points of vehicular ingress and egress: (i) a right-in right-out ("RIRO") access point to Highway 133 near the midpoint of the western edge of the site and (ii) a full movement access point to Colorado Avenue at the southeastern corner of the site. The RIRO will replace the existing full-movement access point on Highway 133. This change will greatly improve public safety because the current left turn into the Sopris Shopping Center conflicts with the left turn into City Market.

There are three points of pedestrian and bike ingress and egress: a sidewalk bordering the vehicular access point on Colorado Avenue and a sidewalk on either side of the RIRO. The redevelopment (including the new self-storage building) will *decrease* peak hour traffic to and from the site both in the peak morning hour (13% reduction) and in the peak afternoon hour (37% reduction) based on the traffic study completed by Kimley Horn (Exhibit D). The buildings are bounded by internal sidewalks that allow for easy transit around the site, a sidewalk along Colorado Avenue and the bike path along Highway 133. There is an off-site bus stop located nearby (~2-minute walk).

The buildings are set back a short distance from the lot line along Highway 133 (see Exhibit F). Parking is located on the eastern edge of the property and between the buildings. The parking is largely screened from Highway 133 and Colorado Avenue by the buildings and landscaping. The placement and orientation of the buildings make them the focal point of the site.

[2] Our first two inquiries at 1201 Main St have been on behalf of seniors in search of smaller, more manageable places to call home.



BUILDING INFORMATION		
76 RESIDENTIAL UNITS		
RESIDENTIAL AREA	54,498	SF
COMMON AREAS	7,139	SF
AMENITY	1,340	SF
COMMERCIAL AREA	10,370	SF
TOTAL BUILDING AREA	**73,347**	**SF**

MU PARKING CALCULATIONS			
Space Type	**Required Parking**	**Quantity**	**Required Parking**
Efficiency Unit	1.25 Spaces / Unit	64 Units	80.00
2-BR > 800 SF	1.75 Spaces / Unit	12 Units	21.00
Commercial	1 Space / 300 SF	10,370 SF	34.57
Total (Pre-Reductions)			**135.57**
Parking Reduction: MU Zone District: 15%			(20.34)
Parking Reduction: Proximity to Transit Stop: 15%			(15.15)
Total (Post-Reductions)			100.08
Total (Rounded)			**100**
Provided			**104**

Unit Matrix

Unit Type	Quantity	UNIT AREA	REQ'D BULK STORAGE (CU FT)	BULK STORAGE PROVIDED (CU FT)	PRIVATE OUTDOOR (SF)*
Efficiency #1	8	415	138	147	63
Efficiency #2	2	430	143	144	60
Efficiency #3	5	520	173	152	61
Efficiency #4	15	600	200	200	63
Efficiency #5	17	675	225	225	61
Efficiency #6	17	725	242	306	63
2-BR #1	3	975	325	326	72
2-BR #2	3	1015	338	342	62
2-BR #3	2	1182	394	405	84
2-BR #4	2	1388	463	501	103
2-BR #5	2	1576	525	634	160
Total	76				

*LEVEL 1 UNITS HAVE 8' MIN. BALCONY DIMENSIONS & EXCEED GREATER OF (A) 10% OF UNIT AREA OR (B) 80 SF

1 SITE PLAN

There are 104 parking spaces, which is 4 spaces more than the 100 spaces required by the UDC. We request parking reductions as outlined in Section 5.8.4.D of the UDC: (i) 15% reduction for MU zoning and (ii) 15% reduction to residential parking for proximity to a transit stop (< 300 ft.). We believe that these reductions are warranted based on (a) the site layout and location, (b) the Town's stated goals of encouraging walking and biking to reduce vehicular traffic and carbon emissions and (c) we meet the requirements. The location and site connectivity allow easy pedestrian and bike access to Highway 133 commercial and to downtown. Additionally, 1201 Main St, the building located directly to the south, is owned by the same developer and has 7 excess parking spaces.

The design intent was to create an adaptive reuse aesthetic that reflects the character of Carbondale. The buildings play on the mercantile and boarding-house forms typical of mining camps.

The southern building contains 10,370 SF of commercial space with 28 residences above. The masonry facade is meant to (i) compliment the corner of 1201 Main St and new storage building and (ii) relate to the materials and detailing found in the historic downtown district. The portion of the building facing Highway 133 is intended to be a modern addition to the 'original' masonry building.

The northern building uses a gabled roof along the north-south axis to create the boarding-house form. The lighter brick and colored panels facing the highway are meant to keep the building playful and light. This form is contrasted with a dark brick addition that intersects at the northwest corner. This building retains two identities: one faces the highway and the other reflects inward.

During the rezoning process, we were told to vary the setbacks along Highway 133 to reduce the apparent mass of the buildings. We have moved and redesigned the buildings to incorporate this comment. The southern building is setback entirely within the allowable 0' – 10' range (3.3' – 4.5'). The northern building is setback farther (5' – 48'). We believe the locations of the two buildings incorporate multiple points of feedback from the rezoning process: (i) the aforementioned directive to vary the setbacks and (ii) the larger setback of the northern building gives a bigger buffer between ground-floor units and Highway 133, while the commercial space on the ground floor of the southern building is positioned closer to Highway 133 to maximize visibility. Additionally, the larger setback of the northern building allows more space to manage the utility lines, which are buried near the inside of the western property line. We request alternative compliance to accommodate the landscape strips that are narrower than 10' (see Section 15 of this Application for details on Alternative Compliance).

The residential portion of the project consists of 76 rental apartments, including 64 efficiency units and 12 two-bedroom, two-bathroom units. Fifteen units are deed-restricted as dictated by the UDC and the Community Housing Guidelines. The market-rate units are generally smaller than what is typical in Carbondale and in the broader Roaring Fork Valley, which should result in more attainable rents relative to other newly built rental properties. Six different efficiency unit models and five two-bedroom model offer multiple options to renters, as outlined in the table below. The Applicant requests a conditional use permit for residential units on the ground floor in the MU zone district (northern building only). There will be an elevator in each building to make second and third floor units more accessible.

Unit Matrix					
Unit Type	Quantity	UNIT AREA	REQ'D BULK STORAGE (CU FT)	BULK STORAGE PROVIDED (CU FT)	PRIVATE OUTOODR (SF)*
Efficiency #1	8	415	138	147	63
Efficiency #2	2	430	143	144	60
Efficiency #3	5	520	173	192	61
Efficiency #4	15	600	200	200	63
Efficiency #5	17	675	225	225	61
Efficiency #6	17	725	242	306	63
2-BR #1	3	975	325	326	72
2-BR #2	3	1015	338	342	62
2-BR #3	2	1182	394	405	84
2-BR #4	2	1388	463	501	103
2-BR #5	2	1576	525	534	160
Total	76				

*LEVEL 1 UNITS HAVE 8' MIN. BALCONY DIMENSIONS & EXCEED GREATER OF (A) 10% OF UNIT AREA OR (B) 80 SF

The commercial portion of the project contains 10,370 SF of retail space. The retail space has frontage on Highway 133 and wraps around to Colorado Avenue. There is a public plaza a few feet from the eastern edge of the commercial space, providing an inviting atmosphere and an opportunity for commercial tenants to offer a more communal experience to customers and employees.

Each building has its own common open space for residents. In each case, the space is located in the nook of the building so that it is (i) easily and safely accessible and (ii) shielded from Highway 133. The open space near the northern building will have a grill, covered seating and a large open space for lawn games (soccer, frisbee, cornhole, etc.). The open space adjacent to the southern building will have multiples uses. The southern section is a public plaza that commercial tenants will be able to uses for outdoor dining, workout classes, etc. The northern section will be for residents and shoppers and will include a bocce ball court, a children's play area and several trees (see Exhibit G).

The southern building will also contain a leasing office, a maintenance office, and a gym (950 SF). The gym will be open to the residents of 1215 CO Ave and 1201 Main St (27 units directly across Colorado Ave owned by the same developer) at no additional cost. We believe that the gym will be a good amenity for residents (especially during the winter).

We will endeavor to make the buildings are energy efficient as possible. We have had several conversations with Katharine Rushton and Masia Metcalf at CLEER and have applied for the Energy Design Assistance Program to help us choose efficient HVAC systems, appliances, etc. We will put PV panels on the roof as well. We are going to cover the maximum available space on the roof at 1201 Main St and hope to have more solar than is required at 1215 CO Ave as well.

The landscape is a mix of turf type grass, shrubs, trees and decorative mulch. We have followed the International Green Construction code and used native plant material that is low maintenance and

reliably grows well in our climate. All parking islands, perennial beds, shrubs beds, and trees will be drip irrigated.

We are proposing 45 new street/parking lot trees and have 8 existing trees that will remain. Our plans show UDC compliance charts (Exhibit G). The Highway 133 corridor on both sides of the property line has significant shallow and deep utilities that prevent us from planting streets trees in front of the south building. We're proposing an attractive perennial and shrub bed along the façade of the south building to help mitigate and soften the foundation. We are providing the minimum 5' wide ROW landscape strip between road and sidewalk along Colorado Ave. To soften the self-storage building façade on Lot 2 we're proposing nine 8.5'-wide vine trellises that extend 27' high. We kept large areas open for active play areas and common space which includes a 485 SF children's play area and a bocce ball court[3].

We have spoken with Amy Kimberly several times about public art for 1215 CO Ave and are planning to commission a mural and an outdoor sculpture. The design of the public art will be chosen based on submittals from artists. Our plan is to collect proposals about six months before construction is completed and make decisions shortly thereafter. All public art will be chosen in collaboration with Carbondale Arts. The primary goal will be to choose art that contributes to the vibrancy of Carbondale.

The southern portion of 1215 CO Ave will mirror the commercial, residential, landscaping and public art of 1201 Main St (mixed-use development currently under construction). The two properties will frame the gateway from Highway 133 to downtown.

All required public infrastructure improvements will be completed in the early phases of construction.

6. <u>1215 CO Ave (Mixed-Use) Development Highlights</u>

We believe that this project will be a great addition to Carbondale. A few key highlights are as follows:

- **Quality affordable and attainable housing**: Fifteen deed-restricted units will be affordable in perpetuity as described in the Community Housing Guidelines. From a quality standpoint, the deed-restricted units will be on par with the market-rate units (finishes, appliances, high ceilings, good lighting, etc.). We believe that the deed-restricted units will be among the nicest in Carbondale. Many of the 61 market-rate units will be smaller than what has traditionally been built in town. As such, we expect that they will be attainably priced relative to other housing options. The community amenities (gym, elevators, open space) and construction quality (granite/quartz countertops, in-unit washer/dryers, high ceilings, etc.) will make 1215 CO Ave a great community and a wonderful place to call home.

- **New Commercial Space:** The new commercial space will be an inviting and safe place for local businesses. It will have modern specifications (high ceilings, energy-efficient design, attractive architecture, etc.), making it a big upgrade vs. the existing Sopris Shopping Center. We expect local businesses to make up the majority of the tenant base and will

[3] Children's play area (485 SF) + bocce court (258 SF) = 743 SF play area shown in Exhibit G

make the space demisable into bays as small as ~1,500 SF. The presence of the 76 units onsite and others nearby (Main St Marketplace, 1201 Main St) will provide a steady flow of foot traffic in addition to the vehicular and bike traffic along Highway 133.

- **Common Open Space and Site Plan Connectivity:** There is a large section of common open space adjacent to each building. The residential courtyards will provide numerous amenities, including a grill, covered seating, a children's play area, a bocce ball court and open space for games and relaxation. Some of the open space near the southern building will be allocated to commercial tenants. The programming of that open space will be done in conjunction with future commercial tenants. It may provide space for outdoor food & beverage seating, as well as landscaping, public art and green space. The common open spaces, buildings, public sidewalks and the Highway 133 bike path are connected via a network of sidewalks. Downtown and the Highway 133 commercial district are easily accessible to pedestrians and cyclists.

- **Infill Development Reduces Traffic and Environmental Impact:** The traffic study completed by Kimley Horn projects that peak hour morning traffic will decline by 13% and that peak hour afternoon traffic will decline by 37% as a result of the redevelopment including the impact from the new self-storage building (Exhibit D). Additionally, we expect that this redevelopment will reduce the number of miles driven in and around Carbondale because it will allow people to live within walking distance of work, downtown, Highway 133 commercial and a bus stop. Reduced driving should reduce both traffic and carbon emissions, which is the primary reason that the Comp Plan strongly encourages infill development. We hope that the public and the neighbors will welcome the reduction in trips and vehicle miles traveled. The two new buildings in the mixed-use development will be built to modern energy efficiency standards and replace a 60-year-old building that has become obsolete.

7. 1215 CO Ave (Mixed-Use) Conformance with Comprehensive Plan

The Future Land Use Map in the 2013 Carbondale Comprehensive Plan designated 1215 CO Ave as New Urban. The New Urban classification calls for a mix of commercial and mixed-use residential development. Buildings should be placed near streets and sidewalks to create an urban vibe, and parking should be screened from view by buildings and landscaping. The site plan should provide connectivity and safety for motorists, cyclists and pedestrians. The Town adopted the MU zone district in the UDC to codify the New Urban classification in the Comprehensive Plan. 1215 CO Ave is now zoned MU and our application will meet or exceed the standards set forward for the MU district in the UDC.

Additionally, the 1215 CO Ave development meets many of the goals and strategies outlined in Chapter 2 of the Comprehensive Plan. A partial list of the goals that we believe 1215 CO Ave specifically fulfills is shown below:

- 2.2: Small Town Character Vision and Goals

- Goal 1: "Optimize resources in the town boundary with infill/re-development."
- Goal 4: "Identify opportunities for mixed-use commercial/residential."

- 2.3: Economic Growth, Diversification and Self-Sufficiency
  - Goal 1, Strategy B: "Maintain and enhance the recreational and scenic amenities unique to Carbondale." (designated as "top community priority" in the Comp Plan)
  - Goal 2, Strategy C: "Enhance the character of the downtown and Highway 133 commercial corridor to make them more attractive and functional for businesses and customers."
- 2.4: Diversity in Housing Types, Goal 1: "Promote the development of diversity of housing types providing for residents with different economic and housing needs and giving employees the opportunity to live affordably close to where they work."
  - Strategy A: "Create zoning districts that promote and variety of housing types and higher density" ("top community priority")
  - Strategy B: "Encourage mixed-use development with and direct connections from housing to commercial and employment areas." ("top community priority")
  - Strategy D: "Work…to expand the inventory of affordable housing including…rental housing…"
- 2.5: Infrastructure and Town Government Fiscal Health, Goal 4: "Make the Highway 133 roadway more visually attractive."
  - Strategy A: "Establish gateways into Carbondale on the edges of town along Highway 133 and Catherine's Store Road with monumentation and landscaping, integrate wayfinding as necessary." ("top community priority")

8. <u>1215 CO Ave (Mixed-Use) Major Site Plan Specifications</u>

Code Section & Requirement	**MU District Requirement**	**Response (Complies Unless Otherwise Indicated)**
Minimum Lot Area 3.3.5.B. (Table 3.3-7)	-Efficiency: 1,050 SF -2-BR: 1,650 SF	-Efficiency: 64 * 1,050 SF = 67,200 SF -2-BR: 12 * 1,650 SF = 19,800 SF -Total Required Lot Area = 87,000 SF -Provided: 87,031 SF
Setbacks 3.3.5.B (Table 3.3-7)	-Front (min): 0 feet -Front (max): 10 feet -Side (min): 5 feet -Rear (min): 0 feet	-See Exhibit F
Height 3.3.5.B (Table 3.3-7)	-35 feet (max)	-See Exhibit H
Impervious / Landscape 3.3.5.B (Table 3.3-7)	-90% Impervious -10% Landscape	-Required Landscape: 8,703 SF -Provided: 21,787 SF -See Exhibit G
Minimum Lot Dimensions 3.3.5.B	-Min. lot area: 2,500 SF -Min lot depth: 100 ft. -Min lot width: 25 ft.	-Lot area provided: 87,031 SF -Lot depth provided: 208' avg. (143' to 273')

(Table 3.3-7)		-Lot width provided: ~413' avg. -See Exhibit F
Transitions Between Different Land Use Areas 3.7.5	-Step down when adjacent to neighborhood residential uses	-Not adjacent to any neighborhood residential dwellings so none required
Use 4.3.2.B.2	-Conditional Use Permit required for ground-floor residential in MU zone district	-The Applicant requests a conditional use permit herein
Private Common Open Space 5.3.3	-15% minimum	-Required: 13,055 SF -Provided: 21,787 SF -See Exhibit G
Minimum Landscaping Required 5.4.3	-Minimum width of landscaped area: 10 ft along Highway 133, 5 ft along other streets -Street trees -Parking lot landscaped islands (1 per 12 spaces) -5-ft landscaping strip between parking and side & rear lot lines	-Requesting alternative compliance for landscape strip along Highway 133 -Requesting alternative compliance for the landscape strip between the parking and the eastern property line abutting the new self-storage building -See Section 15 of this Application for details on Alternative Compliance -All other areas comply -See Exhibit G
Screening 5.4.5.B.2.c	-6' fence required for waste collection & storage areas -Screen mechanical equipment from view	-See Exhibit F
Pedestrian Circulation 5.5.3	-Sidewalks on both sides of streets and along all frontage -Network of on-site pedestrian walkways -Crosswalks where appropriate	-See Exhibit F
Mix of Housing Types 5.6.3.B	-Provide housing in a range of sizes	-6 different efficiency unit types -5 2-BR unit types -See Exhibit H
Underground Utilities 5.6.3.E	-Bury all electric, cable and other communication lines	-See Exhibit F
Energy Conservation and Site Orientation Guidelines 5.6.3.F	-Design with energy efficiency in mind -Orient buildings to improve solar	-See Exhibits H and I
Supplemental Standards for M-F 5.6.5	-Private Outdoor Space -Vary setbacks -Residential character	-See Exhibits F, H and I

	-Varied roof forms and buildings -Bulk storage -Maximize off-site views -Circulation and parking	
Commercial and Building Design 5.7.3, 5.7.4, 5.7.5 and 5.7.6 (> 10,000 SF)	-Building placement -Building massing and façade modulation -Street corners -Primary entrance -Internal focus	-See Exhibits F, H and I
Off-Street Parking 5.8.3 Table 5.8-1 (parking reductions in section 5.8.4.D)	-Efficiency Unit: 1.25 spaces -2-BR > 800 SF: 1.75 -Gen. Commercial: 1 space per 300 SF -15% reduction for MU zone -15% reduction for proximity to transit stop (residential parking only)	-Spaces required after reductions: 100 -Spaces provided: 104 -Applicant requests parking reductions in UDC 5.8.4.D for (i) MU zoning and (ii) proximity to transit stop -See Exhibits F and H
Bike Parking 5.8.7.A	-One bicycle parking space per three vehicular parking spaces	-Bicycle Parking Spaces Required: 33 -Bicycle Parking Spaces Provided: 34 -See Exhibit G
Design of Off-Street Parking and Loading Areas 5.8.6.C	-Dimensional standards	-See Exhibit F
Access to Highway 133 and Major Arterial Streets 5.8.6.E	-CDOT access permit required prior to establishing access to Highway 133	-Applicant has applied to CDOT for an access permit -See Exhibit D
Exterior Lighting 5.10	-Photometric plan required	-See Exhibit J
Site Plan 2.5.3.F.2.a (Site plan requirements)	-Site location, dimensions and topography (2' contours) -Show immediately adjoining properties and land uses -Location of existing and proposed buildings -Parking areas (incl. bike), sidewalks and driveways -Landscaping and fencing (incl. fence heights) -Streets, alleys & trails	-See Exhibits F, G, K, L

	-Solid waste containers -Snow storage areas -Existing & proposed utilities, easements and any changes	
Site Plan 2.5.3.F.2.b (Required calculations)	-Total number of dwelling units and type of each unit -Floor area of each unit -Lot size & dimensions -Setbacks -Area of impervious surfaces -Amount of private outdoor open space and bulk storage -Total landscaped area -Total number of parking spaces	-See Exhibits F, G, H
Site Plan 2.5.3.F.2.c-h	-Conceptual building elevations -Sample material board -Dimensioned floor plans -Final grading and drainage plan -Irrigation plan	-See Exhibits F, G, H and M
Massing Study Requested by Director	-3-D study of massing of nearby buildings	-1215 CO Ave north building length along Highway 133: 128' -1215 CO Ave south building length along Highway 133: 175' Distance between buildings: 75' -1201 building length 165' -See Exhibit N

9. <u>1215 CO Ave (Mixed-Use) Key Compliance Points</u>

a) Traffic. Kimley Horn completed a traffic study (i) to assess the traffic impact of the proposed redevelopment and (ii) so that the Applicant could apply for a Highway 133 access permit from CDOT (Exhibit D). The traffic study concluded that the proposed development would *decrease* peak morning hour traffic by 13% and *decrease* peak afternoon hour traffic by 37% (including the impact from the new self-storage building). Additionally, the study found that the redevelopment would not cause undo strain on existing Highway 133 infrastructure (improvements not necessary over the next 20 years). Finally, the study made recommendations for street signage required to maintain public safety. We will comply with all signage recommendations.

b) CDOT Access Control Plan. The Applicant has applied for an access permit for the proposed RIRO. As discussed in Section 4, the elimination of the existing full-movement Highway 133

access point near the northern end of the shopping center will greatly improve public safety because the left turn into the shopping center conflicts with the left turn into City Market.

We have requested a RIRO access point near the center of the property. Sopris Engineering has had numerous discussions with CDOT, and we believe our request for an access permit will be granted subject to the following conditions:

i. If and when the two properties to the north redevelop in the future (ET Plaza and Premier Party Rentals), the planned ¾ movement access point will go in and connect to 1215 CO Ave along the northern property line;
ii. 1215 CO Ave must provide an easement to the two properties to the north to allow the ¾ movement to be installed in the future if and when those two properties redevelop; and
iii. If and when 1215 CO Ave connects to the ¾ access point, the RIRO will be reduced to a right-in only.

We have designed our site plan with the above conditions in mind. The setback at the northern end of the property is sufficient for the future road.

We explored the possibility of installing the ¾ movement access point during construction of 1215 CO Ave. We had several conversations with the owners of the property to the north regarding shared access, which is required due to the location of the left turn into City Market. We were unable to reach a deal because they are not planning to redevelop their property in the near future. We adopted the current plan as a result.

c) Conditional Use. Residential units on the ground floor require a conditional use permit in the MU district. The northern building has 16 units on the ground floor (the southern building has none). We are requesting a conditional use permit for ground-floor residential units along with this application.

d) Alternative Compliance. We request alternative compliance on two matters, both of which relate to landscape strip width:

i. *10-ft Minimum Width of Landscaped Area along Highway 133 (Table 5.4-2).* The 10-ft minimum landscaping strip conflicts with required setbacks in the MU zone district (min: 0 ft, max: 10 ft). Additionally, we were advised to add some variation to the setbacks by Town Staff, P&Z and the Board of Trustees during the rezoning process. We are requesting alternative compliance for setbacks less than 10' for the southern building and parts of the northern building (see Section 15 of this Application for details). In addition to these setbacks, landscape buffer between the bike path and the property line is ~15 feet.
ii. *5-ft Minimum Width of Landscaped Area Between Parking and the Lot Line (5.4.3.C.6).* The UDC calls for a 5-ft landscape strip or rain garden between the parking on the eastern edge of the property and the lot line. We propose a narrower landscape strip (2.4' – 4.3' feet at various points) because it allows us to have larger primary common open space areas adjacent to the buildings. We feel

that this space is more functionally useful than a few extra feet next to the new self-storage building. The self-storage developer has agreed that this arrangement is not objectionable and does not harm the storage property. The living walls on the self-storage building also enhance the landscaping along the lot line (see Exhibit G).

e) Community Housing Guidelines. Per section 5.11 of the UDC, 15 units (20%) will be deed-restricted. Rents will be based on area median income as published in the Community Housing Guidelines. All affordable units are located onsite and will be interspersed throughout the two buildings. We believe that 1215 CO Ave will be one of the only developments in Carbondale offering 2nd and 3rd floor deed-restricted units with elevator access. Furthermore, the deed-restricted units will offer high quality finishes and appliances.

f) Easements. Existing easements are shown in the attached improvement survey plat prepared by Sopris Engineering (Exhibit L). Before closing, the developers will ensure that (i) all required cross-parcel easements are in place and (ii) the existing 30 ft easement and right-of-way that connects Parcel A to Highway 133 will be vacated.

g) Utilities. The location of existing and proposed utilities is shown in the attached utility plan prepared by Sopris Engineering (Exhibit F). The overhead utility lines along Highway 133 and Colorado Avenue will be buried as part of the development.

10. Sopris Self-Storage Addition Project Summary

We propose to develop a new 67,979 SF self-storage building containing 48,940 net rentable SF. The new building will offer both climate-controlled (44,870 SF) and conventional (4,070 SF) storage options. We are designing the Sopris Self-Storage Addition to be energy efficient and hope we can make it a net-zero emission property. That is, the new building, the existing office space and the existing buildings and grounds will be net zero emissions. Regardless, self-storage facilities consume little energy compared to other building types.

There is a green area in front of the new storage building along Colorado Avenue (see Exhibit G for landscape plan). The developer will install a sidewalk along the southern edge of the property that will connect 12th Street to the mixed-use development described above (and to the bike path along Highway 133).

The C/T district calls for a minimum of 20% landscaping. Inclusive the SSS Addition, Sopris Self-Storage will have 13,090 SF of landscaped area (14%). The 13,090 SF does not include the living walls on the western façade of the new building, which should liven up the building and total 2,066 SF. The landscaped area is concentrated in areas open to the public and near ROWs as instructed in UDC 4.3.5.G.4. The landscaping within the facility is limited because a private open space for customers would encourage them to loiter, which creates a security risk. The main landscaped areas are along Colorado Avenue and 12th street. We have tried to have a sizable green space in front of the SSS Addition that ties in with the sidewalk. We believe this layout (i) puts the landscaping in a practical and usable place, (ii) makes efficient use of land and (iii) incorporates the ideas laid out in the UDC.

The existing Sopris Self-Storage entrance will remain the primary vehicular access point (full movement). Additionally, there will be an emergency fire access point at the northeast corner of the property. The new drive aisle will be 25' at the narrowest point, which is sufficient for large vans and moving trucks. There are no sidewalks on the interior of the property because traffic at self-storage properties is low and most people park directly in front of their storage units.

The new Sopris Self-Storage will have nine parking spaces, which meets minimum requirement. Six parking spaces are located near the elevators of the new building to allow easy access to units on the second and third floors. Three spaces are in front of the existing office for employee and customer parking. The existing storage units are exterior-access, so most people park directly in front of their units instead of parking farther away and walking.

The new self-storage building is designed to fit in with the character of the neighborhood and the surrounding buildings. We propose a storefront aesthetic and canopies on the southern façade (front of the building) to create an approachable, mercantile feel along Colorado Avenue. The third floor is set back at the front of the building to reduce apparent mass. Apparent mass reduction was a key area of focus along the eastern and western facades as well. The building is modulated every 60 feet and there are steps in the parapets. The material palette consists primarily of modern corrugated metal and simulated wood panel to soften the feel. Other materials include brick and EIFS along the side and rear facades. We plan to install tall mesh panels for greenery to grow along the western façade of the building (facing the mixed-use buildings), which will present a green wall appearance to the adjoining development. The sides of the building are partially screened from view by 1215 CO Ave (west) and the trees along 12th Street (east).

The new storage building will add an additional 342 units, totaling 48,940 net rentable SF, to the site. The new units will be a combination of interior-and exterior-accessed units. Inclusive of the new units, there will be a total of 612 units onsite. The new units will range from 25 SF to 400 SF, with larger units on the first level. All interior-accessed units will be climate controlled. Climate controlled units offer a better way to store fragile and/or perishable items. For instance, artwork, antique furniture and electronics require monitored temperatures and environments to keep them in their original states.

The Sopris Self-Storage Addition will comply with new energy codes set in the 2015 International Energy Conservation code. Insulation values will be compliant to ensure the overall design is energy efficient. The building will be primarily constructed of steel, which is an environmentally friendly, highly recyclable material. We have spoken with CLEER on energy-efficient design and have applied for the Xcel Energy Efficient Building Program.

Self-storage facilities consume limited energy per square foot relative to other building uses. We are designing the solar panel system on the roof to further improve energy efficiency. The HVAC system will be fully electric (no gas heat). We are only cooling and heating the building within a temperature range of 50 - 80 degrees. All lighting throughout the facility will be LED with motion sensors. These lights will activate only when there are people in the vicinity.

11. <u>Sopris Self-Storage Addition Development Highlights</u>

We believe the Sopris Self-Storage Addition will be a great addition to the Carbondale community. The building is a modern self-storage facility: low impact, clean, modern and safe.

- **Energy and Resource Efficiency:** The facility will be constructed from efficient materials (steel) and will have PV panels on the roof. We will endeavor to make the building as close to net zero as possible. The facility will utilize minimal water and wastewater.

- **Improved Neighborhood Connectivity.** Sidewalk connections, human scale design elements and new landscaping make the neighborhood more accessible and safer. Self-storage facilities are typically quiet places with relatively few visitors that generate low traffic volume.

- **Aesthetically Pleasing Design.** The design of the building is aesthetically pleasing and fits well with the neighborhood and other commercial developments in town. The new facility will be well maintained, clean and well-lit for appearance and community safety.

- **Site Security and Accessibility.** The development will increase parking on site, much of which is in covered loading areas. Additional security will be added to the site, including an updated keypad for entry at the front gate and an elevator keypad to control access.

12. <u>Sopris Self-Storage Addition Conformance with Comprehensive Plan</u>

The Future Land Use Map in the 2013 Carbondale Comprehensive Plan designated Sopris Self-Storage as New Urban. Buildings are supposed to be placed near streets and sidewalks to create an urban vibe, and parking should be screened from view by buildings and landscaping. The site plan should provide connectivity and safety for motorists, cyclists and pedestrians. If the SSS Addition is approved, the Stein PUD will be dissolved and the approved C/T zoning will become effective. The elimination of PUDs is one of the Town's stated long-term land-use goals.

The SSS addition would augment what is already a very low-traffic buffer between the proposed mixed-use development and the residential developments east of 12th Street. The self-storage use is in-line with the existing self-storage building and other neighboring buildings including E.T. Plaza, Rocky Mountain Upholstery, Wrenchforce, etc. The mercantile design of the new storage building fits well with newly designed buildings in the area, including 1201 Main St and 1215 CO Ave.

Additionally, the SSS Addition meets many of the goals and strategies outlined in Chapter 2 of the Comprehensive Plan. A partial list of the goals that we believe the SSS Addition specifically fulfills is shown below:

- 2.2: Small Town Character Vision and Goals
    - Goal 1: "Optimize resources in the town boundary with infill/re-development."
- 2.3: Economic Growth, Diversification and Self-Sufficiency
    - Goal 1, Strategy F: "Maintain and enhance the functionality of light industrial areas with sensitivity to integration with adjacent neighborhoods and the community as a whole."

- 2.6: Ecology and Renewable Energy
    - Goal 1, Strategy A: "Develop and adopt a green building program for new commercial development." ("top community priority")

13. <u>Sopris Self-Storage Addition Major Site Plan Specifications</u>

Code Section & Requirement	**C/T District Requirement**	**Response (Complies Unless Otherwise Indicated)**
Setbacks 3.3.2.B (Table 3.3-1)	-Front (min): 5 feet -Side (min): 0 feet -Rear (min): 20 feet	-See Exhibit F
Height 3.3.2.B (Table 3.3-1)	-35 feet (max)	-See Exhibit O
Impervious / Landscape 3.3.2.B (Table 3.3-1)	-80% Impervious -20% Landscape	-Required Landscape: 18,754 SF -Provided: 13,090 SF -Request alternative compliance. Landscaping is placed along ROWs inline with UDC 4.3.5.G.4 -See Exhibit G
Minimum Lot Dimensions 3.3.2.B (Table 3.3-1)	-Min. lot area: 3,000 SF -Min lot depth: 100 ft. -Min lot width: 30 ft.	-Lot area provided: 93,771 SF -Lot depth provided: ~405' -Lot width provided: ~233' (at midpoint) -See Exhibit F
Transitions Between Different Land Use Areas 3.7.5	-Step down when adjacent to neighborhood residential uses	-Not adjacent to any neighborhood residential dwellings so none required
Use 4.2.5 Table 4.2-1	-Conditional Use Permit required for self-storage in C/T zone district	-Applicant requests a conditional use permit herein
Self-Storage Landscaping 4.3.5.G.4	-"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."	-Landscape plan places most green space in front of the new storage building and in ROWs while also adhering to the New Urban directive to place buildings near the street and sidewalk to maintain an urban feel -See Exhibit G
Minimum Landscaping Required 5.4.3	-Minimum width of landscaped area: 5 ft along non-Highway 133 streets -Street trees	-See Exhibit G

	-Parking lot landscaped islands (1 per 12 spaces) -5-ft landscaping strip between parking and side & rear lot lines	
Screening 5.4.5.B.2.c	-6' fence required for waste collection & storage areas -Screen mechanical equipment from view	-See Exhibit F
Pedestrian Circulation 5.5.3	-Sidewalks on both sides of streets and along all frontage -Crosswalks where appropriate	-See Exhibit F
Underground Utilities 5.6.3.E	-Bury all electric, cable and other communication lines	-See Exhibit F
Energy Conservation and Site Orientation Guidelines 5.6.3.F	-Design with energy efficiency in mind -Orient buildings to improve solar	-See Exhibits F, I and O
Commercial and Building Design 5.7.3, 5.7.4, 5.7.5 and 5.7.6 (> 10,000 SF)	-Building placement -Building massing and façade modulation -Street corners -Primary entrance	-See Exhibits F, I and O
Off-Street Parking 5.8.3 Table 5.8-1 (new self-storage standards adopted summer 2020)	-3 + 1 per 100 storage units -612 total units -Memorialized in Ordinance No. 7 – 2020	-Spaces required: 9 -Spaces provided: 9 -See Exhibit F and P
Bike Parking 5.8.7.A	-One bicycle parking space per three vehicular parking spaces	-Bicycle Parking Spaces Required: 3 -Bicycle Parking Spaces Provided: 3 -See Exhibit G
Design of Off-Street Parking and Loading Areas 5.8.6.C	-Dimensional standards	-See Exhibit F
Exterior Lighting 5.10	-Photometric plan required	-See Exhibit J
Site Plan 2.5.3.F.2.a (Site plan requirements)	-Site location, dimensions and topography (2' contours)	-See Exhibits F, G, K, L

	-Show immediately adjoining properties and land uses -Location of existing and proposed buildings -Parking areas (incl. bike), sidewalks and driveways -Landscaping and fencing (incl. fence heights) -Streets, alleys & trails -Solid waste containers -Snow storage areas -Existing & proposed utilities, easements and any changes	
Site Plan 2.5.3.F.2.b (Required calculations)	-Lot size & dimensions -Setbacks -Area of impervious surfaces -Total landscaped area -Total number of parking spaces	-See Exhibits F and G
Site Plan 2.5.3.F.2.c-h	-Conceptual building elevations -Sample material board -Dimensioned floor plans -Final grading and drainage plan -Irrigation plan	-See Exhibits F, G, M and O

14. <u>Sopris Self-Storage Addition Key Compliance Points</u>

a) Traffic. Kimley Horn completed a traffic study to assess the potential impact of the proposed redevelopment (Exhibit D). The traffic study concluded that the proposed development would *decrease* peak morning hour traffic by 13% and *decrease* peak afternoon hour traffic by 37% (including the impact from the new mixed-use development). The study made recommendations for street signage required to maintain public safety. We will comply with all signage recommendations.

b) Conditional Use. Self-storage requires a conditional use permit in the C/T district. We are requesting a conditional use permit for self-storage along with this application.

c) Alternative Compliance. We request alternative compliance with respect to the minimum landscape requirement of 20% outlined in Table 3.3-1 of the UDC. Our landscaping plan shows 13,090 SF vs. the required 18,754 SF. The 13,090 SF does not include the living walls on the

western façade of the new building (2,066 SF). The C/T zone district is a flexible designation that permits a wide range of uses, from mixed-use to light industrial. For many of these uses, landscaping throughout the property greatly benefits the appearance and utility of the site. We believe that self-storage is somewhat of an exception.

Landscaping around the periphery of the storage site and outside the fence brightens up the property; however, significant interior landscaping would be largely wasted space because storage customers are supposed to visit their units quickly and then depart. Encouraging them to loiter on-site poses a security risk. UDC recognizes this when it explicitly discusses landscaping in self-storage developments in section 4.3.5.G.4, "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." We have endeavored to follow the spirit of this section by pushing the SSS Addition to the north so that the landscaped area in front of the building that matches the landscaped area in front of the existing storage buildings. The existing street trees along 12th Street will continue to partially screen the property from view.

Please note that there were concerns about appearance and landscaping for this property when it was originally designated for self-storage as part of a PUD in 1990. The developer (same as the present owner) committed to generous landscaping along Colorado Avenue to allay these concerns. The Boards at that time found that the Landscape Plan was adequate for this stretch of Colorado Avenue, and there have been no concerns about lack of quality landscaping in that area since that time.

We have evaluated several different landscaping options and believe that Alternative Compliance allows us to build the best possible project. The location and character of the primary landscaped areas fronting Colorado Avenue and 12th Street align with the UDC provision on storage landscaping. Additionally, the currently layout efficiently uses the site (avoiding wasted space) and makes access easy via wide drive aisles.

While not a UDC requirement, the combined landscaping at 1215 CO Ave and Sopris Self-Storage exceeds the combined requirement. The two developments provide a combined 34,877 SF of landscaping vs. a requirement of 27,457 SF (surplus of 7,420 SF).

d) Easements. Existing easements are shown in the attached improvement survey plat prepared by Sopris Engineering (Exhibit L). Before closing, the developers will ensure that (i) all required cross-parcel easements are in place and (ii) the existing 30 ft easement and right-of-way that connects Parcel A to Highway 133 will be vacated.

e) Utilities. The location of existing and proposed utilities is shown in the attached utility plan prepared by Sopris Engineering (Exhibit F). The overhead utility lines along Colorado Avenue will be buried as part of the development.

15. Alternative Compliance

A request for Alternative Compliance is included for the Site and Landscape Plan to address the following:

I. There is a conflict in the UDC between the required minimum landscape buffer of 10' along Highway 133 and the 10' maximum front yard setback along Highway 133 (max setback in the MU zone district). The front setback of the southern building varies from 3.3'' to 4.5', so we are requesting alternative compliance for a landscape strip narrower than 10'. Based on feedback from Staff, P&Z and the Board of Trustees, much of the north building is set back greater than 10' (setbacks range from 5' to 48', with an average setback of ~25'). We are also requesting alternative compliance for the section of the northern building where the setback is less than 10'. See Exhibits F and G.

II. A 5 ft. landscape strip is required between the two lot lines so that there is a buffer between the mixed-use parking and the self-storage lot. We propose narrower strip (2.4' – 4.3' ft). The narrower buffer allows us to increase the size of the main 1215 CO Ave common open spaces at the expense of less usable open space. It does not inconvenience the neighboring storage building (no impact on views or pedestrian traffic). The living walls on the western façade of the SSS Addition should augment the landscape strip.

III. The C/T district calls for a minimum of 20% landscaping. Inclusive the SSS Addition, Sopris Self-Storage will have 13,090 SF of landscaped area (14%) (not include the living walls, which are a combined 2,066 SF). The landscaped area is concentrated in areas open to the public and near ROWs as instructed in UDC 4.3.5.G.4. There is a sizable green space in front of the SSS Addition that ties in with the sidewalk. We believe this layout (i) puts the landscaping in a practical and usable place, (ii) makes efficient use of land and (iii) incorporates the ideas laid out in the UDC. See Section 14(c) above for a more detailed discussion of this topic.

Alternative Compliance may be approved if the Applicant demonstrates that following criteria have been met by the proposed alternative:

1) Achieves the intent of the subject standard to a better degree than the subject standard;
2) Advances the goals and policies of the Comprehensive Plan and this Code to a better degree than the subject standard;
3) Results in benefits to the community that exceed benefits associated with the subject standard; and
4) Imposes no greater impacts on adjacent properties than would occur through compliance with the specific requirements of this ordinance.

The Applicant proposes that the Alternative Compliance items meet the above criteria by reducing apparent mass and scale of the mixed-use buildings, increasing the size of the primary mixed-use common open spaces and efficiently using the land in Sopris Self-Storage.

16. <u>Subdivision Exemption</u>

Along with the Major Site Plan Review, Conditional Use and Alternative Compliance Applications, we are also submitting for Subdivision Exemption (see Section 2 for details on procedure and transaction phasing). Many of the requirements for Subdivision Exemption (UDC 2.6.6) have already been covered as part of the Major Site Plan Application, including (1) a sketch plan of existing and

proposed lot configurations (Exhibits F and L) and (2) a written statement of the intended uses and proposed densities of each parcel (including information on residential units) (Sections 5 and 10 of this Application and Exhibits H and O). Additionally, we have included a title commitment (Exhibit Q), a geotechnical report (Exhibit R) and a deed as proof of ownership (Exhibit S).

The remaining outstanding requirement is a written statement explaining why the subdivision meets the purpose of the UDC, which is defined in UDC 1.3. Specific intentions of the UDC are:

A. Lessen congestion in the streets;
B. Secure safety from fire, floodwaters, and other dangers;
C. Provide adequate light and air;
D. Avoid undue concentration of population;
E. Facilitate the adequate provision of transportation, water, sewage, schools, parks, and other public requirements; and
F. Promote energy conservation, the use of solar energy and environmentally sensitive development.

Several of these points have been addressed in this Application, but each is discussed quickly below:

A. Infill development encourages walking and biking, which reduce traffic and emissions;
B. The development is not in a floodplain. Shifting the Highway 133 access point to the south will improve public safety;
C. Infill development will reduce local emissions. The mixed-use buildings have large south-facing facades and are positioned to maximize natural light;
D. The housing density of the mixed-use project meets the applicable lot size and parking requirements in the UDC. The Comp Plan encourages housing density along Highway 133;
E. A utility plan completed by Sopris Engineering is attached (Exhibit F). The development is near a transit stop and provides numerous connections to the bike path along Highway 133 and to pedestrian walkways into downtown. There is ample common open space in the mixed-use plan for residents and shoppers; and
F. We have engaged CLEER to help us design the buildings as efficiently as possible. We have applied for the Xcel Design Assistance Program (mixed-use project) and Energy Efficient Building Program (self-storage). Both buildings will have PV panels on their roofs. The infill location encourages walking and biking at the expense of driving, reducing emissions.

Finally, per Section 2.6.6.B.1:

- Each lot has dedicated public access;
- The lot split will comprise two lots and the property has never been previously subdivided to our knowledge

See Sections 7 and 12 of this Application for discussion of how the proposed developments comply with the Compressive Plan.

EXHIBIT A: ORDINANCE NO. 10 – SERIES OF 2020 (APPROVAL OF REZONING)

ORDINANCE NO. 10
SERIES OF 2020

AN ORDINANCE OF THE BOARD OF TRUSTEES OF THE TOWN OF CARBONDALE, COLORADO APPROVING THE APPLICATION TO REZONE PROPERTY LOCATED AT 958 STATE HIGHWAY 133 TO THE MIXED USE (MU) AND COMMERCIAL/TRANSITIONAL (C/T) ZONE DISTRICTS

WHEREAS, Stein Properties, L.P. and Carbondale Center Place, LLC (collectively "Applicants") have jointly submitted an application to rezone a property located at 958 State Highway 133, Town of Carbondale, Garfield County Tax I.D. No. 239333400014, consisting of approximately 4.151 acres, legally described on **Exhibit A** (the "Property"); and

WHEREAS, the Property is currently split by a zone district boundary (but there is no property boundary line associated with this zone district boundary)--the portion of the Property on the west side of the zone district boundary line is currently zoned Planned Community Commercial (PC) and the portion of the Property on the east of this zone district boundary line is presently zoned Stein Planned Unit Development (Stein PUD), as depicted on **Exhibit B**; and

WHEREAS, the Applicants have applied to rezone the west side of the Property lot (approx. 87,060 sq. ft.) to the Mixed-Use (MU) zone district, and to rezone the east side of the Property (approx. 93,742 sq. ft.) to the Commercial/Transitional (C/T) zone district, also as depicted on **Exhibit B**; and

WHEREAS, after all required notices, the Planning and Zoning Commission (P&Z) conducted a public hearing on June 11, 2020, at which time the P&Z heard and considered the statements of town staff and the public, and reviewed and considered all relevant documents and information presented at such hearing, all as required by law; and

WHEREAS, the P&Z subsequently recommended to the Town's Board of Trustees that the request be approved, with conditions; and

WHEREAS, after all required notices, the Town's Board of Trustees conducted a public hearing on July 14, 2020, which hearing continued on August 11, 2020, at which times the Board heard and considered the statements of Town staff and the public and reviewed and considered all relevant documents and information presented at such hearing, all as required by law; and

WHEREAS, with regard to the requested zoning change, the Board of Trustees finds and determines that it is appropriate to accept the recommendation of the P&Z and to rezone the Property, with conditions, as the requested rezoning is consistent with the overall purpose statements described in Chapter 17.01, Section 1.3, of the Municipal Code

and the 2013 Comprehensive Plan, and the application also complies with the specific rezoning criteria set forth in Chapter 17.02, sub-sections 2.4.2.C.3.b.i through –vi, inclusive, of the Municipal Code, as follows:

1. The rezoning will promote the public health, safety, and general welfare.

2. The amendment is consistent with the Comprehensive Plan as the Property is within an area designated New Urban which envisions a flexible mix of retail, restaurants, service commercial and multi-story mixed use buildings and buildings being the focal point of the site by locating them close to the street. The development would also provide a good mix of rental housing units near shopping areas along Highway 133 and near downtown while providing some commercial uses.

3. These amendments are consistent with the stated purposes of the proposed new zoning districts. The portion of the Property to be rezoned to M/U will have a compact, mixed-use development pattern that will provide residents with the ability to work, recreate and shop in a pedestrian friendly environment--there will also be direct connections from housing to commercial and employment areas. Likewise, the portion of the Property that is being rezoned to C/T district will appropriately accommodate the transition of neighborhoods from residential to mixed-use, commercial, and other non-residential uses.

4. The rezoning will not result in significant adverse impacts upon the natural environment, including air, water, noise, storm water management, wildlife, and vegetation.

5. The rezoning will not result in material adverse impacts to other property adjacent to or in the vicinity of the Property.

6. Facilities and services (including roads and transportation, water, gas, electricity, police and fire protection, and sewage and waste disposal, as applicable) are available to serve the subject property while maintaining adequate levels of service to existing development.

NOW THEREFORE, BE IT ORDAINED by the Board of Trustees of the Town of Carbondale as follows:

1. The Board of Trustees approves the removal of the Property from the PC and the Stein PUD zone districts, and the rezoning of the Property as part of the MU and C/T zone districts, as depicted on **Exhibit B,** subject to all terms and conditions of this Ordinance.

2. This Ordinance will be adopted now but will not become effective or be recorded until:

(a) a future subdivision or subdivision exemption application is approved by the Town and a plat is recorded that serves to match the lot/property boundaries with the requested new zone district boundaries shown on **Exhibit B**;

(b) a future major site plan review application, based on the applicable new zone districts, is approved by the Town that provides for all buildings to be wholly located within either of the proposed new zone district boundaries on the Property shown on **Exhibit B**; and

(c) the then-owners of all portions of the Property where the Sopris Shopping Center is currently located execute and record a subdivision improvements agreement with the Town that serves to guarantee and secure the demolition and removal of all existing portions of the Sopris Shopping Center that presently straddles the proposed new boundary between the MU and C/T zone districts on the Property, so that the existing shopping center buildings will not overlap the new zoning boundary between the MU and C/T zone districts shown on **Exhibit B** in the future.

3. A copy of this Ordinance shall be recorded in the Garfield County real property records by the Town at the expense of the Applicants upon satisfaction of the conditions precedent listed above in preceding Section 2. In the event that all of the conditions precedent listed above in Section 2 are not satisfied on or before two (2) years following the Board of Trustees' adoption of this Ordinance, unless an extension of such two year period is granted by the Board of Trustees in its discretion, the requested rezoning approval shall lapse pursuant to Chapter 17.02, Section 2.3.9 of the Carbondale Municipal Code ("Lapse of Approval"), at which point this Ordinance shall be of no further force and effect, and the Property shall continue to be zoned as it is today.

4. All representations of the Applicants in written submittals or during public hearings concerning this project shall be considered additional conditions of approval.

5. The Applicants shall pay and reimburse the town for all other applicable professional and staff fees pursuant to the Carbondale Municipal Code.

This Ordinance shall not be effective until posting and publication in accordance with the Town's Home Rule Charter, and satisfaction of each of the conditions listed above in Section 2. Upon this Ordinance becoming effective, the Town's Zone District Map shall be amended in accordance with Chapter 17.03, Section 3.1.2, of the Municipal Code.

INTRODUCED, READ AND PASSED this 25th day of August, 2020.

THE TOWN OF CARBONDALE

By: _____
Dan Richardson, Mayor

ATTEST:

_____
Cathy Derby, Town Clerk

TOWN OF CARBONDALE SEAL COLORADO

15245214_1

EXHIBIT "A"

PARCEL 1:
Parcel A:

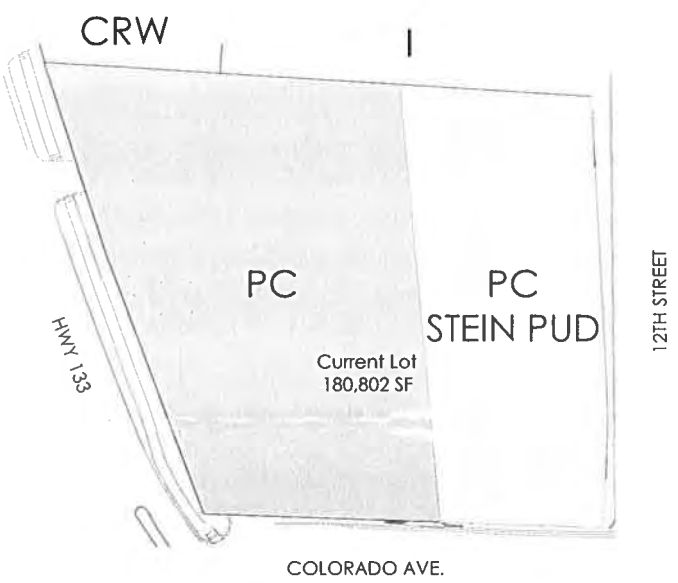
A parcel of land in the Town of Carbondale, County of Garfield, State of Colorado, situated in Lot 9 of Section 33, and in Lot 12 of Section 34, all in Township 7 South, Range 88 West of the Sixth Principal Meridian said parcel of land is described as follows:

Beginning at a point whence the Survey Monument located at the Intersection of Eighth Street and Main Street in the Town of Carbondale, Colorado bears: S. 00° 03' 00" W. 598.17 feet and S. 89° 57' 00" E. 858.35 feet;
thence N. 80° 09' 00" W. 119.67 feet along a fence as constructed and in place;
thence N. 06° 15' 00" E. 88.16 feet;
thence S. 89° 15' 35" W. 171.98 feet;
thence N. 02° 52' 30" E. 145.93 feet;
thence S. 87° 13' 11" E. 261.58 feet;
thence S. 02° 48' 00" East 239.23 feet to the point of beginning.

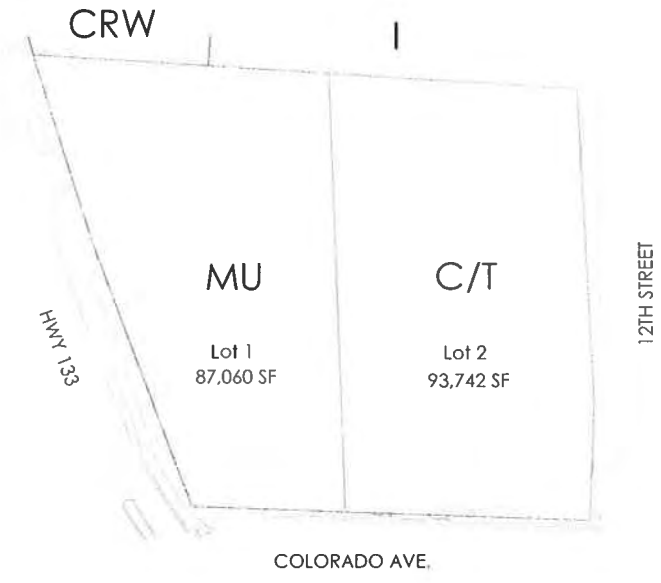
Parcel B:
A parcel of land in the Town of Carbondale, County of Garfield, State of Colorado, situated in Lot 9 of Section 33 and in Lot 12 of Section 34, all in Township 7 South Range 88 West of the Sixth Principal Meridian, lying Easterly of the Easterly right of way line of Colorado State Highway No. 133 and Northerly of a street known as Colorado Ave. (Extended) in the Town of Carbondale, said parcel of land is described as follows:

Beginning at a point on the Easterly right of way line of said highway whence the Survey Monument located at the intersection of 8th Street and Main Street in the Town of Carbondale, Colorado bears:
S. 00° 03' 00" W. 466.27 feet and S. 89° 57' 00" E. 1231.69 feet;
thence N. 21° 10' 20" W. 119.68 feet along the Easterly right of way line of said highway;
thence N. 19° 35' 00" W. 138.70 feet along the Easterly right of way line of said highway;
thence N. 17° 21' 30" W. 186.63 feet along the Easterly right of way line of said highway;
thence S. 86° 24' 00" E. 507.29 feet;
thence S. 02° 48' 00" E. 18.06 feet;
thence N. 87° 13' 11" W. 261.58 feet;
thence S. 02° 52' 30" W. 145.93 feet;
thence N. 89° 15' 35" E. 171.98 feet;
thence S. 06° 15' 00" W. 88.16 feet;
thence S. 80° 09' 00" E. 119.67 feet;
thence S. 02° 48' 00" E. 34.87 feet;
thence S. 02° 02' 00" W. 110.00 feet to a point on the Northerly line of Colorado Ave. (Extended);
thence N. 87° 58' 00" W. 371.49 feet along the Northerly right of way line of Colorado Ave. (Extended) to the point of beginning.

JS



EXISTING ZONING



PROPOSED ZONING

C/T	COMMERCIAL/TRANSITIONAL
CRW	COMMERCIAL/RETAIL/WHOLESALE
I	GENERAL INDUSTRIAL
MU	MIXED USE
PC	PLANNED COMMUNITY COMMERCIAL
PUD	PLANNED URBAN DEVELOPMENT

EXHIBIT B: COMPLETED LAND USE APPLICATION FORMS

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

Pre-Application Meeting Date_____
Fees_____Date Pd_____

Land Use Application

PART 1 – APPLICANT INFORMATION

Applicant Name: Carbondale Center Place LLC Phone: 402.681.2415

Applicant Address: 414 Aspen Airport Business Center Unit A Aspen, CO 81611

E-mail: Jack@logeproperties.com

Owner Name: STEIN PROPERTIES LP Phone: 818.843.3641

Address: 1624 w. OLIVE AVE. BURBANK, CA 91506-2459

E-mail: TOM@BLCO.NET

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

900-958 HIGHWAY 133 & 1201 COLORADO AVENUE

PART 2 – PROJECT DESCRIPTION

General project description:

Redevelopment of Sopris Shopping Center & Expansion of Sopris Self-Storage

Mixed Use Development along Highway 133

Size of Parcel: 4.15 Ac # Dwelling Units: 76 Sq Ftg Comm: 10,025 Retail 48,940 storage (net leasable)

Type of Application(s): Major Site Plan Review, Subdivision Exemption, Conditional Use and Alternative Compliance

Existing Zoning: MU & C/T Proposed Zoning: SAME

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.

Jack Schrager
Applicant Signature

10/29/20
Date

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

Owner Signature, CFO 10/29/20
Date

Owner Signature Date

STATE OF COLORADO)
) ss.
COUNTY OF GARFIELD)

The above and foregoing document was acknowledged before me this _____ day of _____ 20___, by _____.

Witness my hand and official
My commission expires:

See attached

Notary Public

CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT
CIVIL CODE § 1189

State of California
County of Los Angeles

On 10/29/2020 before me, Molly Siciliano,
Date *Name and Title of the Officer*

personally appeared Thomas Siciliano,
Name(s) of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

MOLLY SICILIANO
Notary Public - California
Los Angeles County
Commission # 2257906
My Comm. Expires Sep 30, 2022

Place Notary Seal Above

Signature: Molly Siciliano
Signature of Notary Public

OPTIONAL

Though this section is optional, completing this information can deter alteration of the document or fraudulent reattachment of this form to an unintended document.

Description of Attached Document

Title or Type of Document: Land Use Application Document Date: 10/29/20

Number of Pages: 1 Signer(s) Other Than Named Above: 2

Capacity(ies) Claimed by Signer(s)

Signer's Name: _____
☐ Corporate Officer — Title(s): _____
☐ Partner — ☐ Limited ☐ General
☐ Individual ☐ Attorney in Fact
☐ Trustee ☐ Guardian or Conservator
☐ Other: _____
Signer Is Representing: _____

Signer's Name: _____
☐ Corporate Officer — Title(s): _____
☐ Partner — ☐ Limited ☐ General
☐ Individual ☐ Attorney in Fact
☐ Trustee ☐ Guardian or Conservator
☐ Other: _____
Signer Is Representing: _____

Town of Carbondale
Major Site Plan Review
Checklist

(970) 963-2733

Project Name:	Sopris Shopping Center & Sopris Self-Storage
Applicant:	Carbondale Center Place LLC
Applicant Address:	414 Aspen Airport Business Center Unit A Aspen, CO 81611
Location:	900-958 Highway 133 & 1201 Colorado Avenue
Date:	November 2, 2020
Staff Member:	

Section 2.3 of the UDC requires a pre-application meeting with planning staff prior to submittal of a land use application.

Per Section 2.3.2.B of the UDC, the Planning Director shall determine the form and number of application materials required.

Required Attachments

☒ Filing Fee of $800 **and Land Use Application (separate attachment)**

☒ The applicant shall submit to the Director all of the information required in the application packet, along with any information identified in the pre-application meeting and all required information stated elsewhere in this Code for a major site plan review. At minimum, the application shall include the following:

a. A site plan on a dimensioned plat of the property clearly indicating the following information:

i. The site location, dimensions and topography. Topography shall be at two-foot contours for properties with less than ten percent slope and five foot contours for properties with greater than ten percent slope;

ii. The immediately adjoining properties and an indication of the land uses existing on adjoining properties;

iii. 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;

v. The location of all proposed landscaping and fencing or walls. Elevations of fences and walls shall be provided if proposed;

vi. The location of streets, alleys, trails;
vii. The location of all solid waste containers;
viii. The location of all snow storage areas; and
ix. 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.

b. A table of site data calculations indicating:
i. Total number of dwelling units and number of each type of unit (studio, one bedroom, etc.);
ii. Floor area of each dwelling unit;
iii. Lot size and dimensions;
iv. Setbacks to be maintained;
v. 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;
vi. The amount of private outdoor open space and the amount of bulk storage space;
vii. Total landscaped area;
viii. Total number of parking spaces (vehicle and bicycle) provided;

c. Conceptual building elevations with notes indicating type of construction, exterior finishes, location of entry doors, decks, and other external structures;

d. Sample material boards with proposed façade treatments, roofing materials, and other relevant building treatments; and

e. Dimensioned and labeled floor plans illustrating compliance with applicable development standards;

f. A final grading plan which shows both present and proposed drainage. The drainage plan should be submitted by a licensed engineer if appropriate;

g. An irrigation plan identifying how much landscaping will be irrigated, the source and delivery mechanism of such irrigation, and any outdoor water features; and

h. If required by the Director, parking counts for the entire block (both sides of all adjacent streets and in the alleys if applicable). Parking counts shall be taken at 7:30 a.m. and 7:30 p.m. one day during the week and on a weekend day.

□ Additional information requested at the pre-application meeting:

Town of Carbondale
Subdivision Exemption
Checklist

(970) 963-2733

Project Name:	Sopris Shopping Center - Sopris Self-Storage Subdivision Exemption
Applicant:	Carbondale Center Place LLC
Applicant Address:	414 Aspen Airport Business Center Unit A Aspen, CO 81623
Location:	900-958 Highway 133 & 1201 Colorado Avenue
Date:	November 2, 2020
Staff Member:	

Section 2.3 of the UDC requires a pre-application meeting with planning staff prior to submittal of a land use application.

Per Section 2.3.2.B of the UDC, the Planning Director shall determine the form and number of application materials required.

Required Attachments

☒ Filing Fee of $300 **and Land Use Application (separate attachment)**

☒ a. The following shall be submitted with a subdivision exemption application:

i. A sketch plan drawn to scale showing existing and proposed lot configurations, existing structures, existing utility lines, and dedicated public access;

ii. A written statement explaining why the subdivision meets the purposes of this Code;

iii. A written statement of the intended uses and proposed densities of each parcel in the subdivision;

iv. If the parcels have existing residential units or will be used for residential units, a written statement indicating how many bedrooms each unit has or will have; and

v. Evidence of title or ownership of the applicant to the property, including any mineral, gravel, and oil and gas leases, reservations, or separate ownerships.

b. As a condition of processing and granting the application, the Town may require at any stage of the proceedings such engineering specification and data as are necessary to enable it to determine that the proposed subdivision will meet all of the applicable design and improvement standards in Chapter 17.06.Subdivision.

☐ Additional information requested at the pre-application meetings:

Town of Carbondale
Conditional Use Permit
Checklist

(970) 963-2733

Project Name:	Sopris Shopping Center - Mixed Use - 1st Floor Residential Units
Applicant:	Carbondale Center Place LLC
Applicant Address:	414 Aspen Airport Business Center Unit A Aspen, CO 81611
Location:	900 - 958 Highway 133
Date:	November 2, 2020
Staff Member:	

Section 2.3 of the UDC requires a pre-application meeting with planning staff prior to submittal of a land use application.

Per Section 2.3.2.B of the UDC, the Planning Director shall determine the form and number of application materials required.

Required Attachments

☒ Filing Fee of $300 **and Land Use Application (separate attachment)**

☒ Proof of Ownership

☒ A site plan showing the footprint and proposed use of all buildings, proposed parking configuration, location of all utilities and easments, and other details necessary to demonstrate that the proposed use and site conforms with requirements of the applicable district.

☐ Additional information requested at at the pre-application meeting:

Town of Carbondale
Conditional Use Permit
Checklist

(970) 963-2733

Project Name:	Sopris Self Storage - Storage in C/T Zone District
Applicant:	Carbondale Center Place LLC
Applicant Address:	414 Aspen Airport Business Center Unit A Aspen, CO 81611
Location:	1201 Colorado Avenue
Date:	November 2, 2020
Staff Member:	

Section 2.3 of the UDC requires a pre-application meeting with planning staff prior to submittal of a land use application.

Per Section 2.3.2.B of the UDC, the Planning Director shall determine the form and number of application materials required.

Required Attachments

☒ Filing Fee of $300 **and Land Use Application (separate attachment)**

☒ Proof of Ownership

☒ A site plan showing the footprint and proposed use of all buildings, proposed parking configuration, location of all utilities and easments, and other details necessary to demonstrate that the proposed use and site conforms with requirements of the applicable district.

☐ Additional information requested at at the pre-application meeting:

EXHIBIT C: OWNER AUTHORIZATION LETTER

October 27, 2020

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

RE: Sopris Shopping Center & Sopris Self Storage Major Site Plan Review

This letter authorizes Jack Schrager and Riley Soderquist of Carbondale Center Place LLC to make a land use application for the above referenced property. This letter also authorizes Mark Chain of Mark Chain Consulting, LLC to represent the owner and the applicant during any discussion in the land use and review process.

Sincerely,

Stein Properties, LP

By: THOMAS D. SICCLAMO SR.
Name

CFO, Blyco Realty, General Partner
Title

Stein Properties, LP
1624 W Olive Avenue
Burbank, California 91506-2459

EXHIBIT D: TRAFFIC STUDY & CDOT ACCESS PERMIT LETTER

October 13, 2020

Brian Killian
Colorado Department of Transportation (CDOT)
Access Management Unit
222 South Sixth Street, Rm 100
Grand Junction, CO 81501
Brian.Killian@state.co.us

RE: CDOT Access Permit Application for Carbondale Marketplace – Town of Carbondale, Colorado
Sopris Engineering, Job No. 14243

Dear Mr. Killian,

Sopris Engineering, LLC (SE) has prepared this letter as a part of a CDOT Access Permit Application submitted on behalf of Stein Properties, LP. The application is for a right-in/right-out (RIRO) access for redevelopment of the Sopris Shopping Center in Carbondale, Colorado. The project is located on the east side of State Highway 133 north of Colorado Avenue in Carbondale, Colorado.

SE has reviewed the Access Control Plan which was adopted by CDOT and the Town of Carbondale in 2013. Refer to the attached access permit exhibit which labels the existing and proposed ACP access numbers.

The initial design proposed a shared 3/4 at access #87, and this design was being coordinated with the adjacent property owner. During our design review, the property owner to the north decided not to participate with any redevelopment at this time. The 3/4 shared intersection cannot be built entirely on the Sopris Shopping Center property as it would conflict with new 3/4 intersection at access #88 on the west side to SH 133. With this change, the site has now been reconfigured to have a RIRO access.

The proposed RIRO is access #89 in the center of this site. The ACP proposes this access as a right-in only. In our preliminary discussions with you we understand a RIRO is an acceptable access unless the 3/4 access # 87 is constructed. If our project can and is allowed to tie onto the 3/4, the RIRO at Access #89 would be converted to a Right-in only.

Refer to the attached site traffic impact study prepared by Kimley Horn and Associates, Inc., dated October, 9, 2020. The RIRO functions at an adequate level of service through the long term condition.

If you have any questions or need any additional information, please call.

Sincerely,
SOPRIS ENGINEERING, LLC

Yancy Nichol, PE
Principal

Traffic Impact Study

Sopris Shopping Center Redevelopment

Carbondale, Colorado

Prepared for:

Carbondale Center Place LLC

Kimley»Horn

T R A F F I C I M P A C T S T U D Y

Sopris Shopping Center Redevelopment

Carbondale, Colorado

Prepared for
Carbondale Center Place, LLC.
414 Aspen Airport Business Center
Unit A
Aspen, CO 81611

Prepared by
Kimley-Horn and Associates, Inc.
Curtis D. Rowe, P.E., PTOE
4582 South Ulster Street
Suite 1500
Denver, Colorado 80237
(303) 228-2300

October 2020

TABLE OF CONTENTS

APPENDICES

LIST OF TABLES

LIST OF FIGURES

1.0 EXECUTIVE SUMMARY

Sopris Shopping Center is located on the northeast corner of the State Highway 133 (SH-133) and Colorado Avenue intersection in Carbondale, Colorado. This existing retail center is proposing a redevelopment. The Sopris Shopping Center Redevelopment project will include removal of the existing approximate 30,000 square feet of retail uses and replace them with 10,000 square feet of ground floor retail with 76 multifamily residential units above and 67,000 gross square feet of self-storage space. This redevelopment project is named Carbondale Center.

The purpose of this study is to identify project traffic generation characteristics, to identify potential project traffic related impacts on the local street system, and to develop mitigation measures required for identified impacts. The following intersections were included for evaluation within this traffic study:

- SH-133 and Main Street Roundabout
- SH-133 and Colorado Avenue

In addition, the proposed project accesses along SH-133 and Colorado Avenue were included for evaluation. This traffic study was prepared in accordance with Town of Carbondale and State of Colorado Department of Transportation (CDOT) standards and requirements. It is expected that the redevelopment project will be completed within the next couple of years; therefore, analysis was completed for the 2022 build out horizon as well as the 2040 long-term twenty-year horizon.

Regional access to Sopris Shopping Center is and will continue to be provided by State Highway 82 (SH-82) and State Highway 133 (SH-133). Primary access is to continue to be provided by SH-133 and Colorado Avenue. Direct access to the proposed redevelopment project will continue to be one access along SH-133 and two accesses along Colorado Avenue. The existing Sopris Shopping Center access on SH-133 is proposed to be relocated southward approximately 100 feet. This access will provide right-in/right out turning movements in accordance with the SH-133 Access Control Plan. The western access along Colorado Avenue will be relocated approximately 75 feet to the east. Currently that driveway is only separated

from SH-133 by 25 feet, which also includes head in parking along the north side of Colorado Avenue that will be removed. The existing east access along Colorado Avenue will serve the self-storage and will remain in its current location at 175 feet from SH-133 (measured edge to edge).

Sopris Shopping Center Redevelopment project of Carbondale Center is expected to generate approximately 934 daily weekday trips. Of these, 45 morning peak hour trips and 88 afternoon peak hour trips are expected.

Based on the analysis presented in this report, Kimley-Horn believes the proposed Sopris Shopping Center Redevelopment of Carbondale Center will be successfully incorporated into the existing and future roadway network. The proposed project development and expected traffic volumes resulted in the following recommendations/conclusions:

- The access along SH-133 will be relocated south by approximately 100 feet. This access intersection is anticipated to be restricted to right turn movements in accordance with the Access Control Plan. It is recommended that the westbound approach operate with stop-control with a R1-1 “STOP” sign installed. To identify the restriction of the westbound approach to right turn movements only, it is recommended that a R3-2 “No Left Turn” sign be installed underneath the stop sign.

- The new relocated west access along Colorado Avenue is recommended to operate with stop control on the southbound exit from the driveway. It is recommended that a R1-1 “STOP” sign be installed for this approach. Likewise, it is recommended that a R1-1 “STOP” sign be installed for the existing southbound exiting approach at the east access along Colorado Avenue as well.

- By 2040, the eastbound and westbound approaches of the Main Street and SH-133 roundabout may need to include separate right turn lanes. Traffic volumes should be monitored in the future at this intersection to determine if and when this improvement is necessary.

- Any on-site and off-site signing and striping improvements should be incorporated into the Civil Drawings, and conform to Town of Carbondale and CDOT standards, as well as the Manual on Uniform Traffic Control Devices – 2009 Edition (MUTCD).

2.0 INTRODUCTION

Kimley-Horn and Associates, Inc. (Kimley-Horn) has prepared this report to document the results of a Traffic Impact Study of future traffic conditions associated with the proposed redevelopment of the Sopris Shopping Center located on the northeast corner of the State Highway 133 (SH-133) and Colorado Avenue intersection in Carbondale, Colorado. A vicinity map illustrating the location of the project is shown in **Figure 1**.

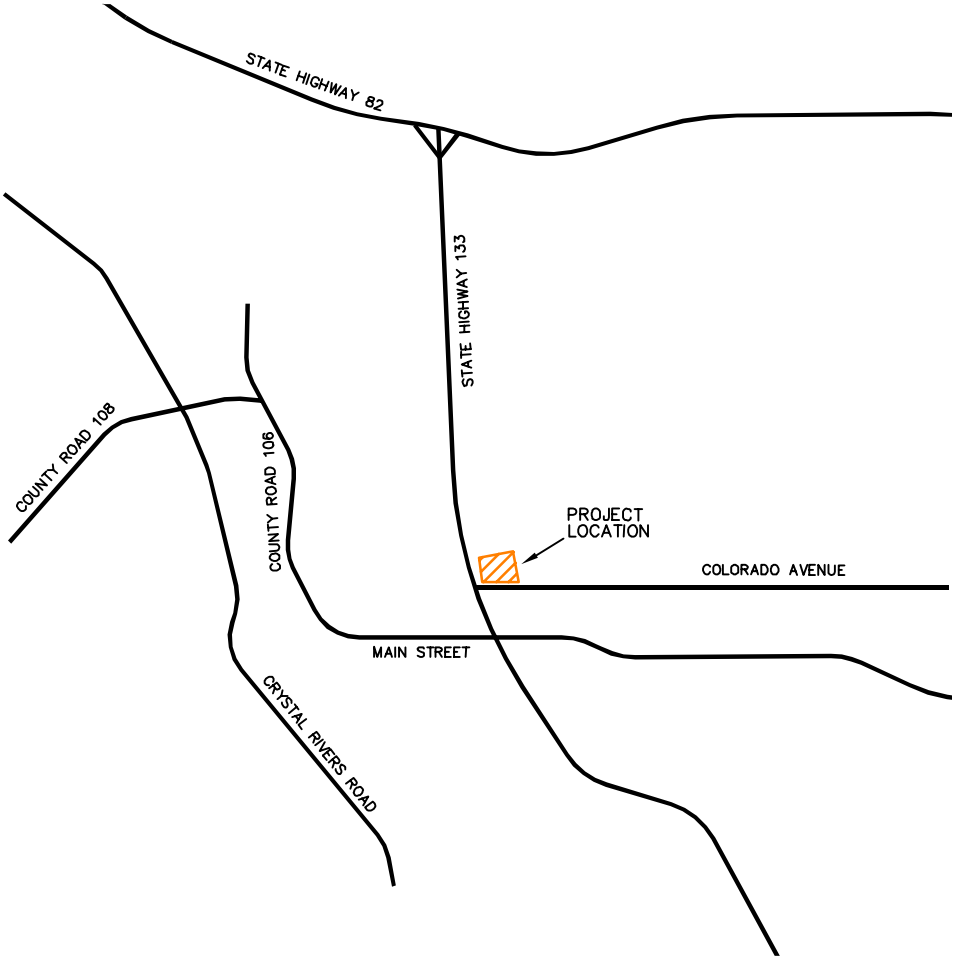
The Sopris Shopping Center Redevelopment project will include removal of the existing approximate 30,000 square feet of retail uses and replace them with 10,000 square feet of ground floor retail with 76 multifamily residential units above and 67,000 gross square feet of self-storage space. This redevelopment project is named Carbondale Center. A conceptual site plan is provided within **Appendix F**.

The purpose of this study is to identify project traffic generation characteristics, to identify potential project traffic related impacts on the local street system, and to develop mitigation measures required for identified impacts. The following intersections were included for evaluation within this traffic study:

- SH-133 and Main Street Roundabout
- SH-133 and Colorado Avenue

In addition, the proposed project accesses along SH-133 and Colorado Avenue were included for evaluation. This traffic study was prepared in accordance with Town of Carbondale and State of Colorado Department of Transportation (CDOT) standards and requirements. It is expected that the redevelopment project will be completed within the next couple of years; therefore, analysis was completed for the 2022 build out horizon as well as the 2040 long-term twenty-year horizon.

NTS 196003000



SOPRIS SHOPPING CENTER REDEVELOPMENT
CARBONDALE, CO
VICINITY MAP

FIGURE 1

Regional access to Sopris Shopping Center is and will continue to be provided by State Highway 82 (SH-82) and State Highway 133 (SH-133). Primary access is to continue to be provided by SH-133 and Colorado Avenue. Direct access to the proposed redevelopment project will continue to be one access along SH-133 and two accesses along Colorado Avenue. The existing Sopris Shopping Center access on SH-133 is proposed to be relocated southward approximately 100 feet. This access will provide right-in/right out turning movements in accordance with the SH-133 Access Control Plan. The western access along Colorado Avenue will be relocated approximately 75 feet to the east. Currently that driveway is only separated from SH-133 by 25 feet, which also includes head in parking along the north side of Colorado Avenue that will be removed. The existing east access along Colorado Avenue will serve the self-storage and will remain in its current location at 175 feet from SH-133 (measured edge to edge).

3.0 EXISTING AND FUTURE CONDITIONS

3.1 Existing and Future Roadway Network

Main Street provides one lane of travel each direction, eastbound and westbound, and has a posted speed limit of 25 miles per hour to the west of the SH-133 roundabout. Main Street is a major east-west roadway through Carbondale. SH-133 is a CDOT roadway, categorized as NR-B: Non-Rural Arterial classification with a speed limit of 35 miles per hour adjacent to the site. SH-133 provides one lane of travel each direction, northbound and southbound, and is separated by a two-way left-turn lane. Colorado Avenue provides one lane of travel each direction, eastbound and westbound, and has a posted speed limit of 20 miles per hour.

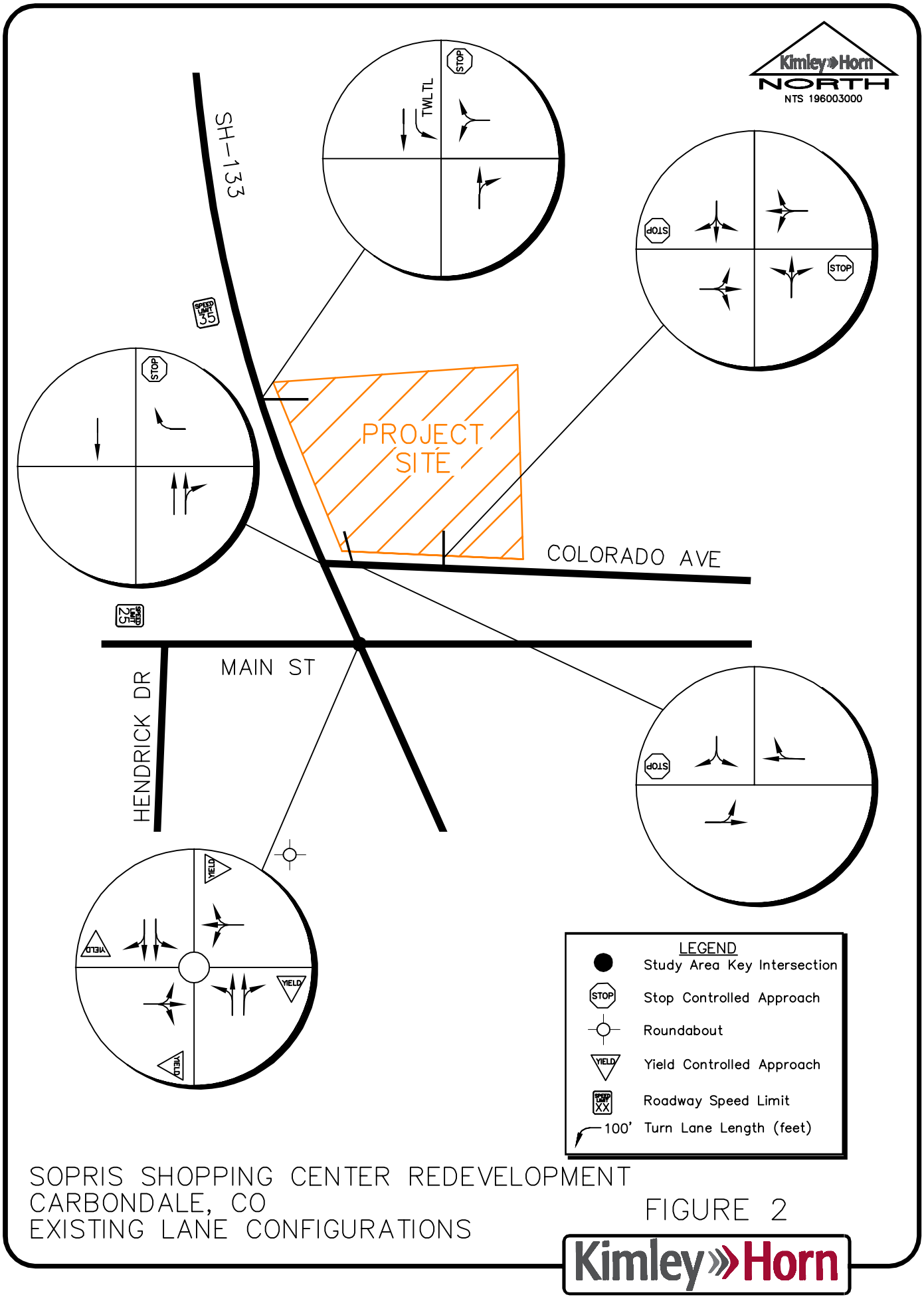
The Main Street and SH-133 intersection is a roundabout, with the northbound and southbound approaches having two approach lanes, while the eastbound and westbound approaches have one approach lane. The SH-133 and Colorado Avenue intersection is unsignalized with stop control on westbound Colorado Avenue. This intersection is restricted to right turn movements only to and from Colorado Avenue with the splitter island constructed within SH-133 for the Main Street roundabout to the south. SH-133 has two northbound through lanes at this intersection which then transitions to a single lane. Existing intersection lane configurations and control for the study area key intersections are shown in **Figure 2**.

3.2 Existing Study Area

The Sopris Shopping Center currently contains a mix of retail and restaurants with a self-storage building located on the east side of the site. The surrounding area contains a mix of uses. To the west of the site is currently vacant land with existing and planned construction of Main Street Marketplace and City Market Grocery Retail Center. To the north are industrial uses, to the south are other commercial areas and further to the east are residences.

3.3 Existing Traffic Volumes

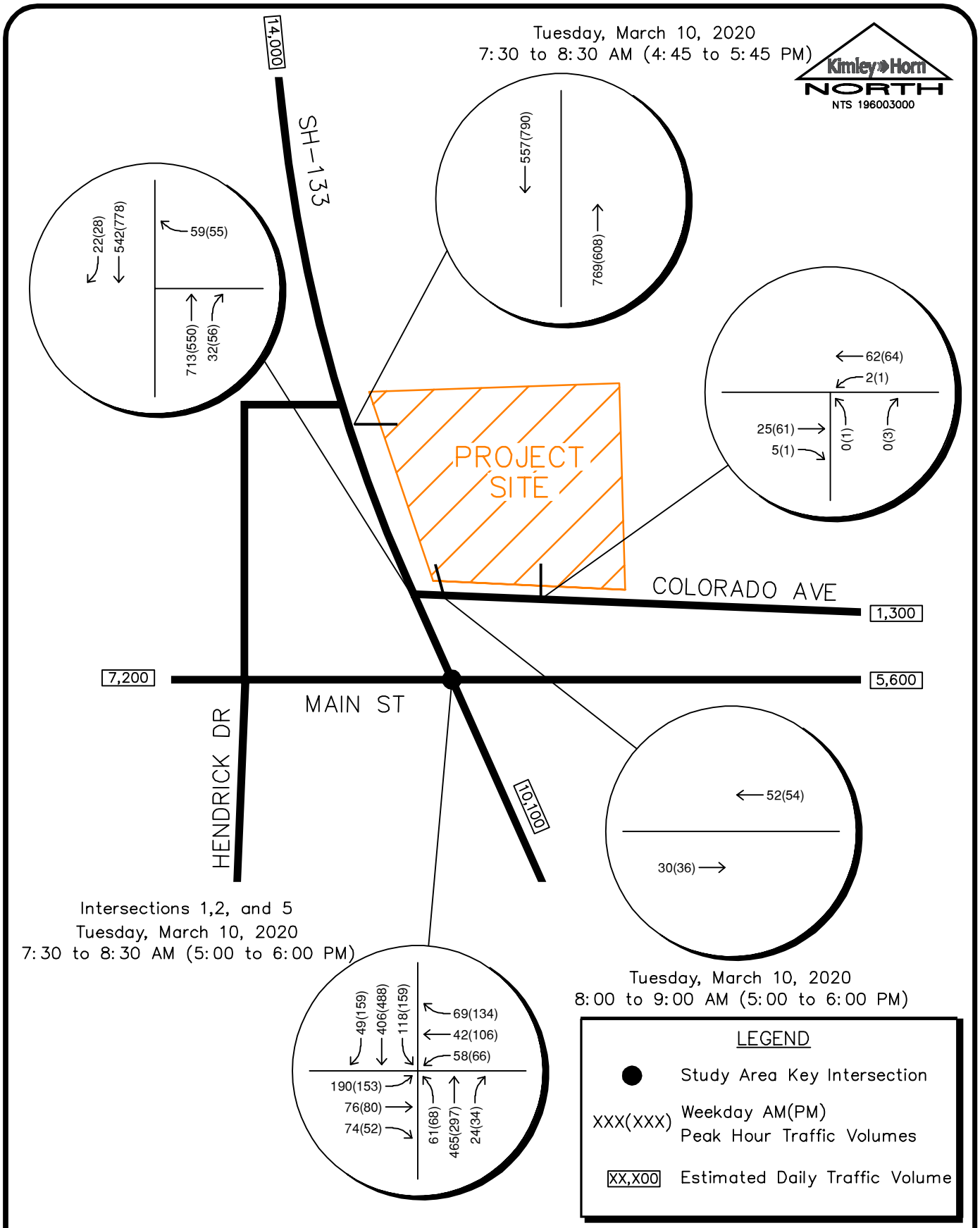
Existing peak hour turning movement counts were conducted on Tuesday, March 10, 2020. The weekday counts were conducted in 15-minute intervals during the morning and afternoon peak hours of adjacent street traffic from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM, respectively. These turning movement counts are shown in **Figure 3** with the count sheets in **Appendix A**.



SOPRIS SHOPPING CENTER REDEVELOPMENT
CARBONDALE, CO
EXISTING LANE CONFIGURATIONS

FIGURE 2

Kimley»Horn



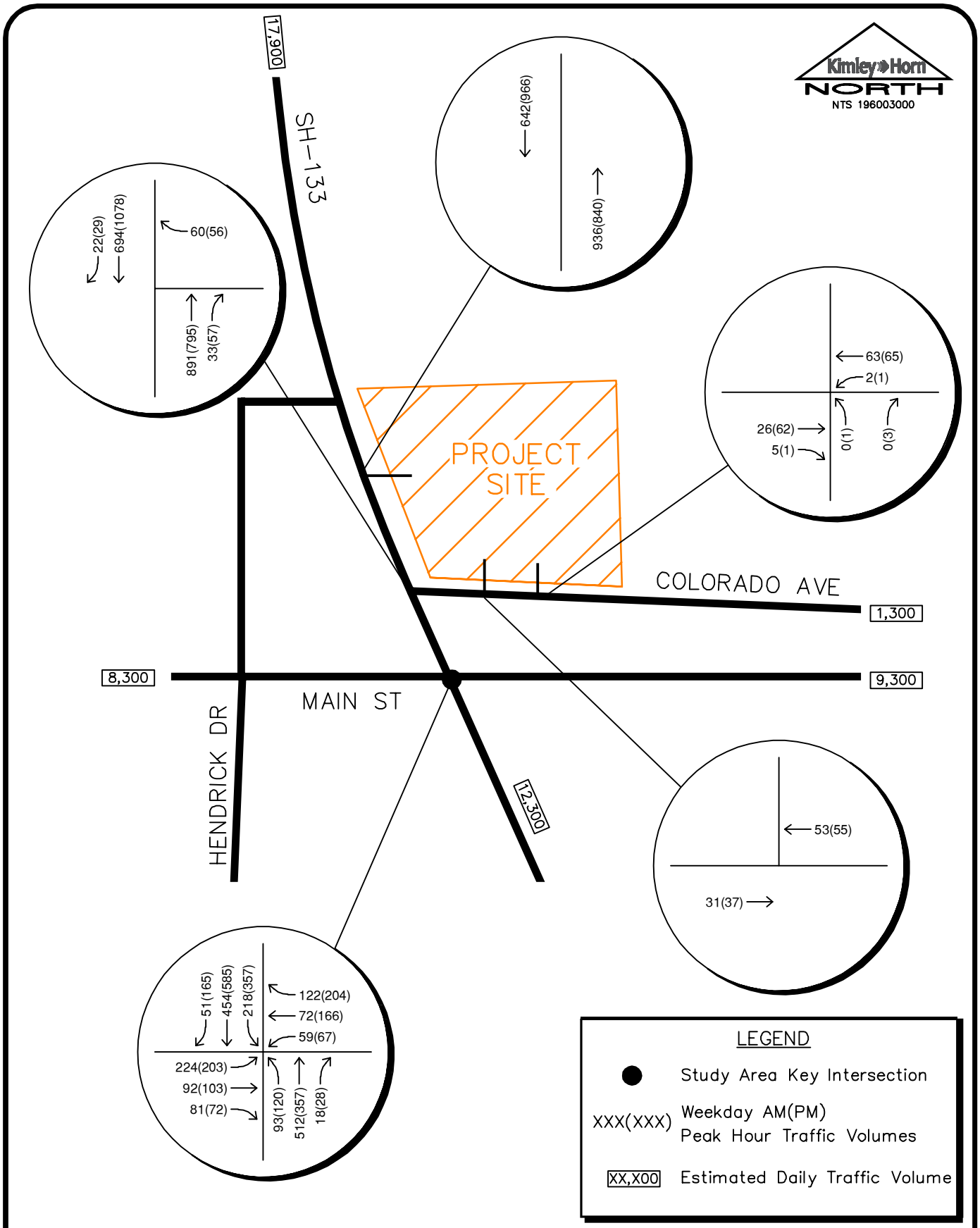
SOPRIS SHOPPING CENTER REDEVELOPMENT
CARBONDALE, CO
EXISTING TRAFFIC VOLUMES

FIGURE 3

Kimley»Horn

3.4 Unspecified Development Traffic Growth

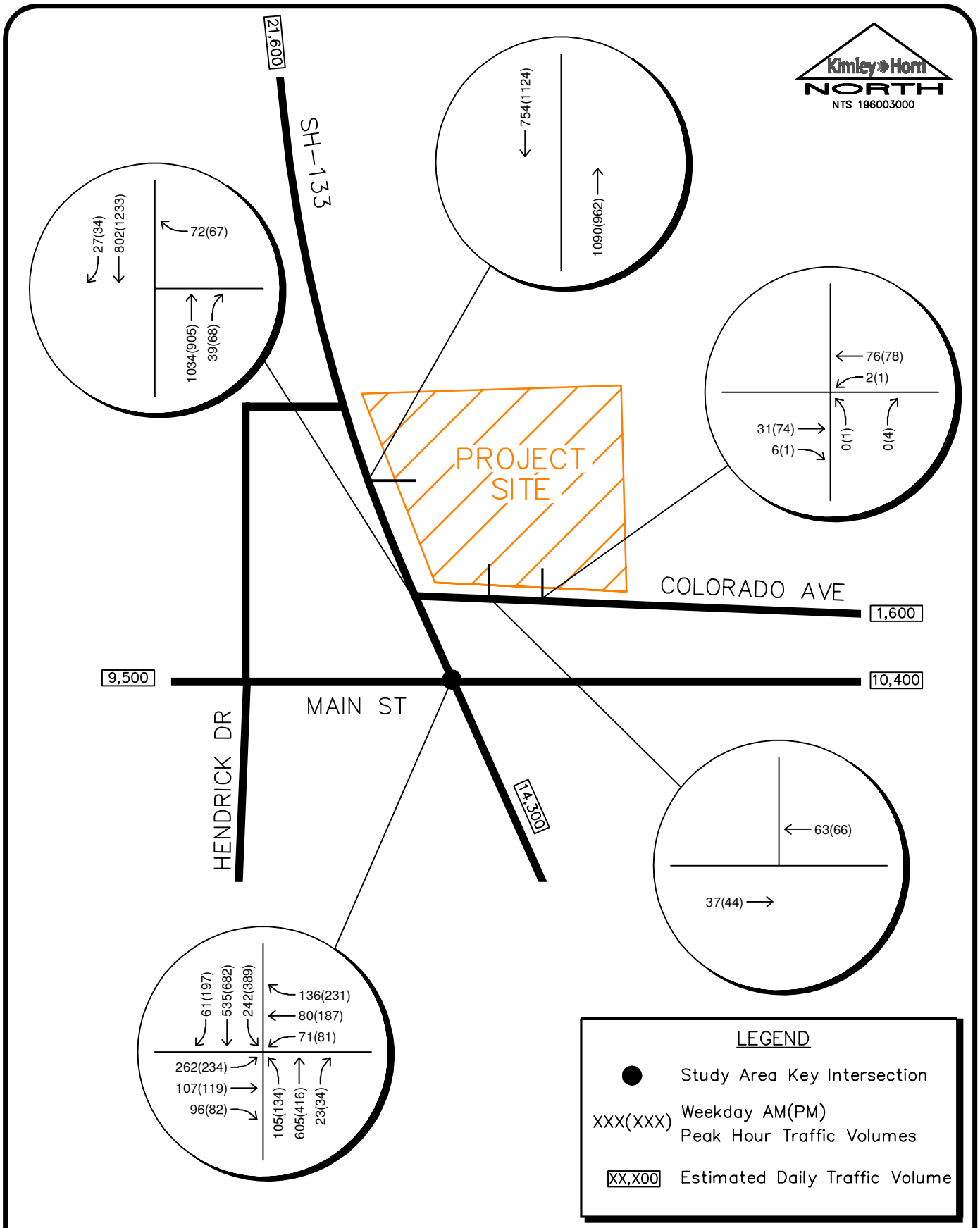
According to information provided on the website for the Colorado Department of Transportation, the 20-year growth factor along SH-133 adjacent to the site is 1.15. This value equates to annual growth rates of approximately 0.70 percent. Traffic information from the CDOT Online Transportation Information System (OTIS) website is included in **Appendix B**. Based on this, an annual growth rate of 0.70 percent was used to calculate 2022 and 2040 traffic volumes. In addition, project traffic volume assignment for the adjacent City Market Retail Center, Carbondale Marketplace Lot 5, and Main Street Marketplace developments (traffic assignment also included in **Appendix B** for reference) to the west were included within the background traffic volumes for 2022 and 2040. Background traffic volumes for 2022 and 2040 are shown in **Figures 4** and **5**, respectively.



SOPRIS SHOPPING CENTER REDEVELOPMENT
CARBONDALE, CO
2022 BACKGROUND TRAFFIC VOLUMES

FIGURE 4

Kimley»Horn



SOPRIS SHOPPING CENTER REDEVELOPMENT
CARBONDALE, CO
2040 BACKGROUND TRAFFIC VOLUMES

FIGURE 5

Kimley»Horn

4.0 PROJECT TRAFFIC CHARACTERISTICS

4.1 Trip Generation

Site-generated traffic estimates are determined through a process known as trip generation. Rates and equations are applied to the proposed land use to estimate traffic generated by the development during a specific time interval. The acknowledged source for trip generation rates is the *Trip Generation*[1] published by the Institute of Transportation Engineers (ITE). ITE has established trip rates in nationwide studies of similar land uses.

The Sopris Shopping Center Redevelopment project will include 10,000 square feet of ground floor retail with 76 multifamily residential units above and 67,000 gross square feet of self-storage (51,000 square feet of net rentable area). Based on this, Kimley-Horn used the ITE *Trip Generation* average rate equations for Mid-Rise Multifamily Residential (ITE 221), Shopping Center (ITE 820), and Mini-Warehousing (ITE 151). The trip generation worksheets and calculations are included in **Appendix C**. The recommended ITE procedure for determination of using the average rate equations or fitted curve equations were applied to the proposed land uses. Of note, ITE uses the gross floor area square footage when determining trip generation for the Mini-Warehousing (151) use.

Existing driveway traffic volumes were collected as well to determine the existing Sopris Shopping Center trip generation. Based on the data from these counts, it is believed that this proposed redevelopment will actually decrease traffic volumes when compared to the existing site. Therefore, this traffic analysis provides a conservative analysis. It was observed that the existing Sopris Shopping Center traffic volumes generated were 52 morning peak hour trips and 139 afternoon peak hour trips. Based on the proposed redevelopment, Carbondale Center is expected to generate approximately 934 daily weekday trips. Of these, 45 morning peak hour trips and 88 afternoon peak hour trips are expected. Therefore, the redevelopment will generate a net decrease of peak hour traffic volumes, represented as seven (7) fewer trips in the morning and 51 fewer trips in the afternoon at the project accesses when compared to the existing Sopris Shopping Center. **Table 1** summarizes the project traffic generation.

[1] Institute of Transportation Engineers, *Trip Generation Manual*, Tenth Edition, Washington DC, 2017.

Table 1 – Sopris Shopping Center Redevelopment Traffic Generation

Land Use	Vehicles Trips						
	Daily	Weekday AM Peak Hour			Weekday PM Peak Hour		
		In	Out	Total	In	Out	Total
Sopris Shopping Center							
Multifamily (Mid-Rise) (ITE 221) – 76 DU	414	7	19	26	21	13	34
Retail (ITE 820) – 10,000 SF	378	6	3	9	18	20	38
Self-Storage							
Existing Self-Storage	40	1	2	3	2	2	4
Self-Storage (ITE 151) – 67,000 SF	102	4	3	7	6	6	12
Total Trips	**934**	**18**	**27**	**45**	**47**	**41**	**88**

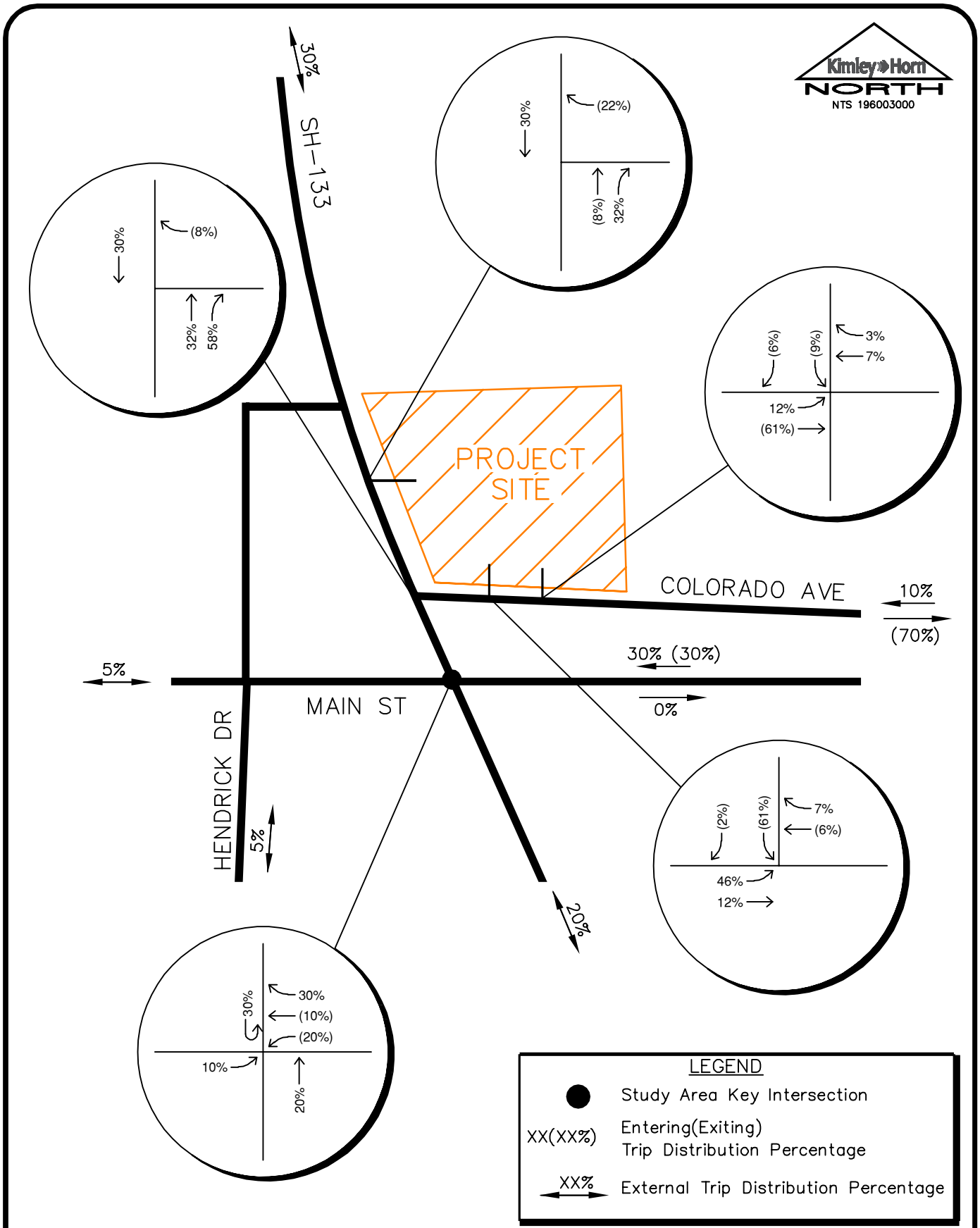
4.2 Trip Distribution

Distribution of site traffic on the street system was based on the area street system characteristics, existing traffic patterns and volumes, and the proposed access system for the project. The directional distribution of traffic is a means to quantify the percentage of site-generated traffic that approaches the site from a given direction and departs the site back to the original source. **Figure 6** illustrates the expected trip distribution for the project.

4.3 Traffic Assignment and Total (Background Plus Project) Traffic

Traffic assignment was obtained by applying the project trip distribution to the estimated traffic generation of the development shown in **Table 1**. Project traffic assignment for the Sopris Shopping Center Redevelopment during the peak hours studied is shown in **Figure 7**.

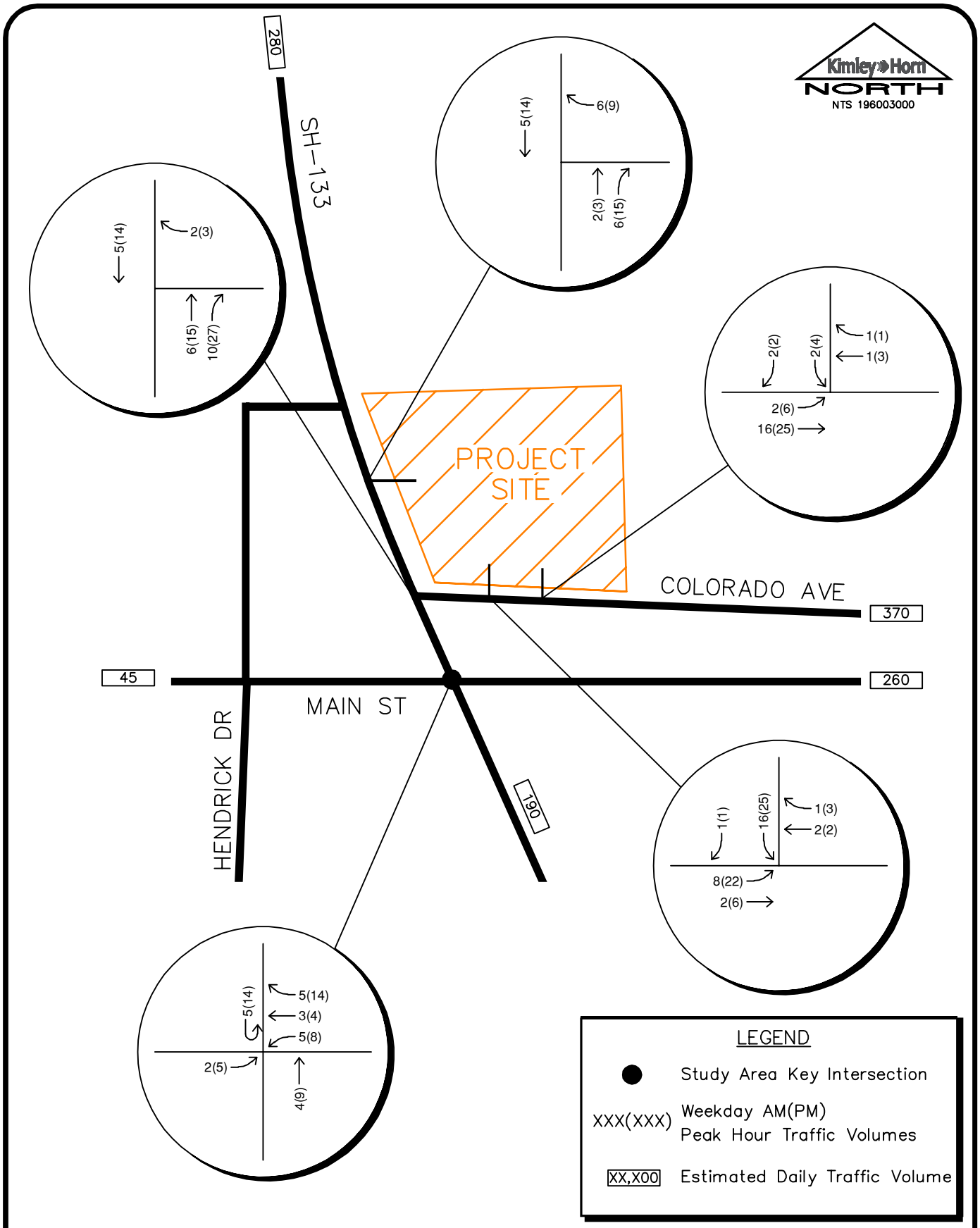
Project traffic volumes were added to the background volumes to represent estimated traffic conditions for the short term 2022 horizon and long term 2040 horizon. These background plus project (total) traffic volumes are illustrated for the 2022 and 2040 horizon years in **Figures 8** and **9**, respectively.



SOPRIS SHOPPING CENTER REDEVELOPMENT
CARBONDALE, CO
PROJECT TRIP DISTRIBUTION

FIGURE 6

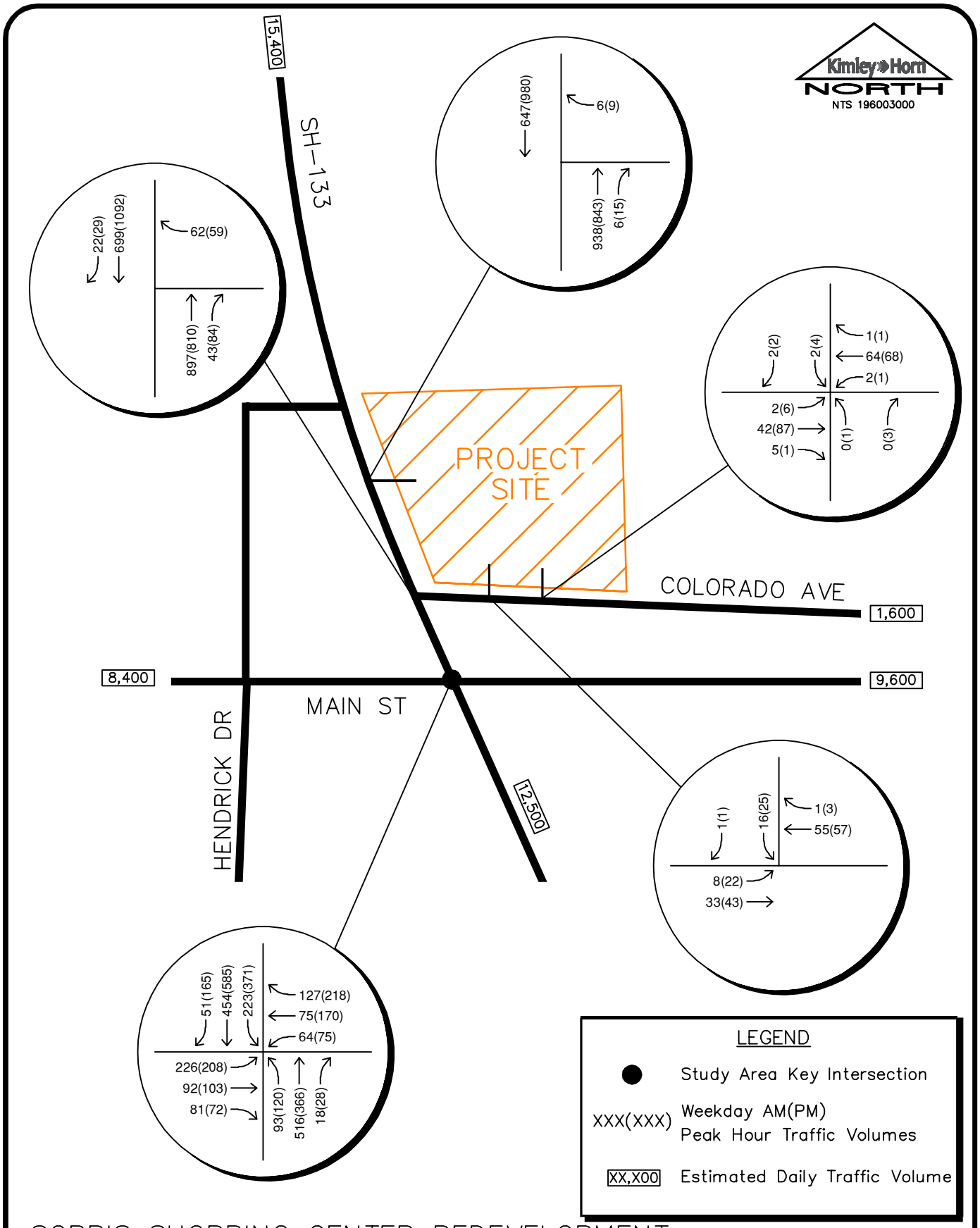
Kimley»Horn



SOPRIS SHOPPING CENTER REDEVELOPMENT
CARBONDALE, CO
PROJECT TRAFFIC ASSIGNMENT

FIGURE 7

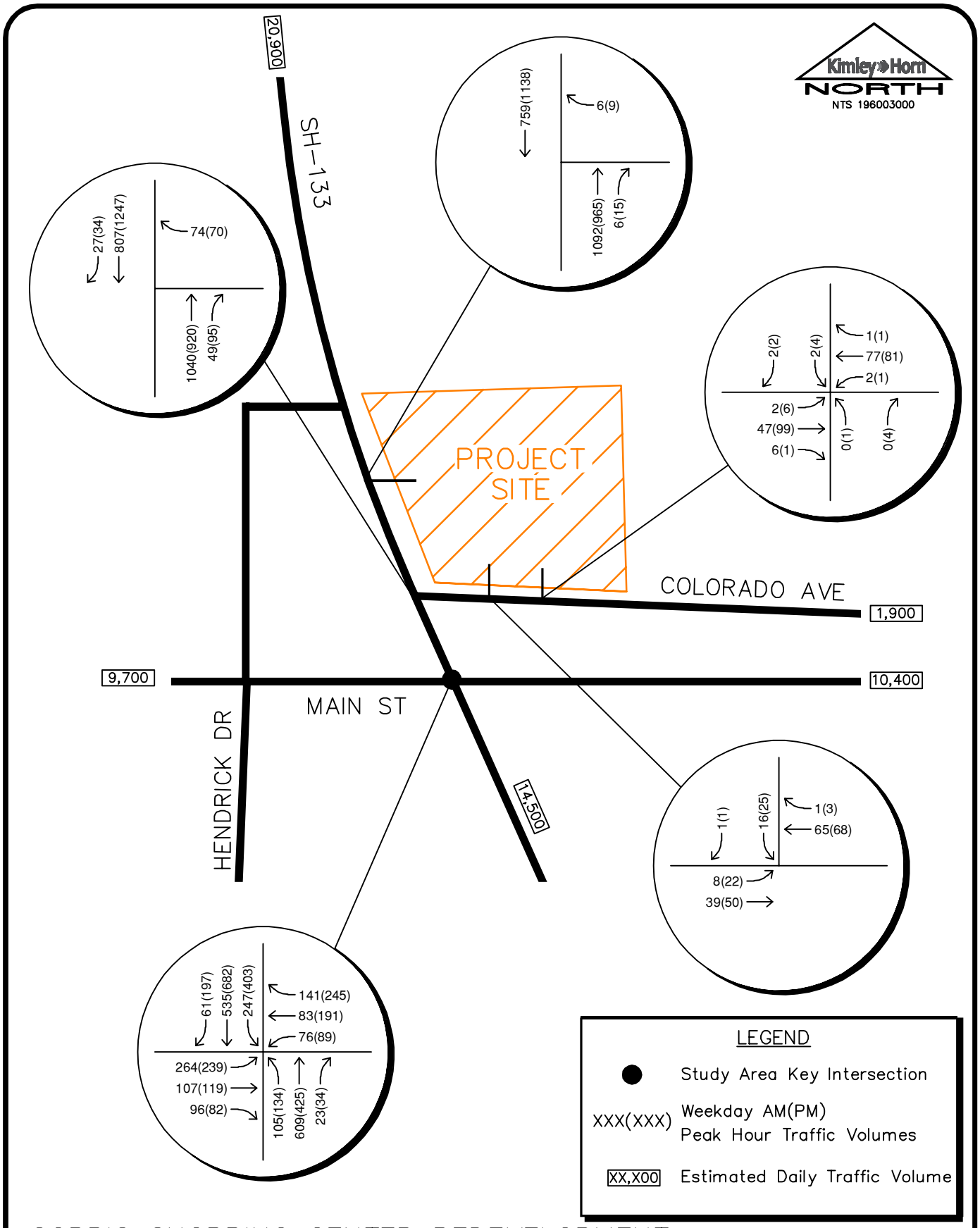
Kimley»Horn



SOPRIS SHOPPING CENTER REDEVELOPMENT
CARBONDALE, CO
2022 BACKGROUND VOLUMES
PLUS PROJECT TRAFFIC

FIGURE 8

Kimley»Horn



SOPRIS SHOPPING CENTER REDEVELOPMENT
CARBONDALE, CO
2040 BACKGROUND VOLUMES
PLUS PROJECT TRAFFIC

FIGURE 9

Kimley»Horn

5.0 TRAFFIC OPERATIONS ANALYSIS

Kimley-Horn's analysis of traffic operations in the site vicinity was conducted to determine potential capacity deficiencies in the 2022 and 2040 development horizons at the identified key intersections. The acknowledged source for determining overall capacity is the *Highway Capacity Manual*[2].

5.1 Analysis Methodology

Capacity analysis results are listed in terms of Level of Service (LOS). LOS is a qualitative term describing operating conditions a driver will experience while traveling on a particular street or highway during a specific time interval. It ranges from A (very little delay) to F (long delays and congestion). Typical standard traffic engineering practice recommends LOS D for overall intersections and LOS E for movements or approaches as the minimum thresholds for acceptable operations at intersections. **Table 2** shows the definition of level of service for signalized and unsignalized intersections.

Table 2 – Level of Service Definitions

Level of Service	Signalized Intersection Average Total Delay (sec/veh)	Unsignalized Intersection Average Total Delay (sec/veh)
A	≤ 10	≤ 10
B	> 10 and ≤ 20	> 10 and ≤ 15
C	> 20 and ≤ 35	> 15 and ≤ 25
D	> 35 and ≤ 55	> 25 and ≤ 35
E	> 55 and ≤ 80	> 35 and ≤ 50
F	> 80	> 50

Definitions provided from the Highway Capacity Manual, Sixth Edition, Transportation Research Board, 2016.

Study area intersections were analyzed based on average total delay analysis for signalized and unsignalized intersections. Under the unsignalized analysis, the level of service (LOS) for a two-way stop-controlled intersection is determined by the computed or measured control delay and is defined for each minor movement. Level of service for a two-way stop-controlled intersection is not defined for the intersection as a whole. Level of service for a signalized and all-way stop controlled intersection is defined for each approach and for the intersection.

[2] Transportation Research Board, *Highway Capacity Manual*, Sixth Edition, Washington DC, 2016.

5.2 Key Intersection Operational Analysis

Calculations for the level of service at the key intersections identified for study are provided in **Appendix D**. The existing and background traffic analyses are based on the lane geometry and intersection control shown in **Figure 2**. Synchro traffic analysis software was used to analyze the signalized/unsignalized key intersections and accesses for level of service. The Synchro Highway Capacity Manual (HCM) methodology reports were used to analyze intersection delay and level of service. Sidra Intersection 6 traffic analysis software was used to analyze the Main Street and SH-133 roundabout intersection for level of service.

Main Street and SH-133

The existing intersection of Main Street and SH-133 is a roundabout intersection. The northbound and southbound approaches consist of two lanes, while the eastbound and westbound approaches consist of one lane. With the existing configuration, this intersection currently operates with LOS B or better during both the morning and afternoon peak hours. With the existing lane configurations and the addition of project traffic in 2022, this intersection is expected to continue to operate acceptably with LOS C or better during the morning and afternoon peak hours.

By 2040, this roundabout intersection may operate with a LOS E during the afternoon peak hour, with or without the addition of project traffic. Therefore, the eastbound and westbound approaches may need to include separate right turn lanes. With this improvement in 2040, this intersection and all approaches are expected to operate acceptably during the peak hours. However, it is important to recognize that this is the twenty-year long-term horizon and these future traffic volumes may not be realized. Future study is recommended when this redevelopment occurs to determine if these future traffic volumes are realized. **Table 3** provides the results of the level of service at this intersection.

Table 3 – Main Street and SH-133 LOS Results

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2020 Existing	**9.3**	**A**	**10.3**	**B**
Eastbound Approach	13.6	B	13.7	B
Westbound Approach	9.6	A	11.2	B
Northbound Approach	9.0	A	7.5	A
Southbound Approach	7.1	A	10.1	B
2022 Background	**13.1**	**B**	**21.1**	**C**
Eastbound Approach	21.6	C	37.2	E
Westbound Approach	14.3	B	23.3	C
Northbound Approach	12.0	B	11.9	B
Southbound Approach	9.0	A	18.9	C
2022 Background Plus Project	**13.5**	**B**	**23.0**	**C**
Eastbound Approach	22.3	C	40.9	E
Westbound Approach	15.2	C	27.5	D
Northbound Approach	12.1	B	12.4	B
Southbound Approach	9.2	A	19.9	C
2040 Background	**20.1**	**C**	**39.3**	**E**
Eastbound Approach	43.2	E	91.1	F
Westbound Approach	20.4	C	43.9	E
Northbound Approach	16.0	C	15.0	B
Southbound Approach	10.7	B	31.0	D
2040 Background Plus Project	**20.9**	**C**	**44.0**	**E**
Eastbound Approach	45.3	E	101.5	F
Westbound Approach	22.0	C	53.9	F
Northbound Approach	16.3	C	15.3	C
Southbound Approach	10.9	B	33.6	D
2040 Background Plus Project #	**14.9**	**B**	**27.9**	**D**
Eastbound Approach	21.6	C	43.4	E
Westbound Approach	12.4	B	14.8	B
Northbound Approach	16.3	C	15.8	C
Southbound Approach	10.9	B	33.6	D

= Right Turn Lanes Included on Eastbound and Westbound Approaches

SH-133 and Colorado Avenue

The intersection of SH-133 and Colorado Avenue is restricted to right-in/right-out movements only for Colorado Avenue. With the addition of project traffic throughout 2040, the westbound right turn movements at this intersection is anticipated to operate acceptably with LOS B during both the morning and afternoon peak hours. **Table 4** provides the results of the level of service at this intersection.

Table 4 – SH-133 and Colorado Avenue LOS Results

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2020 Existing Westbound Right	12.4	B	10.9	B
2022 Background Westbound Right	14.0	B	12.3	B
2022 Background Plus Project Westbound Right	14.2	B	12.6	B
2040 Background Westbound Right	14.5	B	13.5	B
2040 Background Plus Project Westbound Right	14.7	B	14.0	B

Project Access Intersection Analysis

Sopris Shopping Center Redevelopment will maintain existing access to the retail and storage facility along SH-133 and Colorado Avenue. The SH-133 access is proposed to be relocated approximately 100 feet south and will allow right-in/right-out movements in accordance with the Access Control Plan. The accesses on Colorado Avenue will remain full movement driveways. The west access will be shifted approximately 75 feet to the east to allow a safer maneuver than the existing driveway location. The east access along Colorado Avenue is for the self-storage buildings only and will remain in its current location as a full movement access driveway. **Table 5** summarizes the project access LOS.

Table 5 – Sopris Shopping Center Redevelopment Access LOS Results

	2022 Background Plus Project				2040 Background Plus Project			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
Intersection	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
SH-133 Access								
Westbound Right	20.1	C	16.1	C	21.3	C	18.7	C
Colorado Ave West Access								
Eastbound Left	7.3	A	7.4	A	7.4	A	7.4	A
Southbound Approach	9.3	A	9.7	B	9.3	A	9.6	B
Colorado Ave East Self-Storage Access								
Eastbound Left	7.4	A	7.4	A	7.4	A	7.4	A
Southbound Approach	8.9	A	9.4	A	9.0	A	9.4	A

As shown in this table, all proposed movements at the project access driveways are anticipated to operate at an acceptable level of service throughout 2040.

5.3 State Highway Turn Bay Length Analysis

By the CDOT State Highway Access Code (SHAC) it is recommended that auxiliary turn lanes along SH-133 be constructed in accordance with the current code. The following discusses the requirements for turn lanes along SH-133 at the relocated Sopris Shopping Center Redevelopment project access intersection to align with Hendrick Drive. SH-133 has a posted speed limit of 35 miles per hour.

The State Highway Access Category Schedule categorizes the segment of SH-133 through the study area as NR-B: Non-Rural Arterial. According to the State Highway Access Code for category NR-B roadways with a speed limit of less than or equal to 40 miles per hour, the following thresholds apply:

- A right turn lane with storage length plus taper is required for any access with a projected peak hour right ingress turning volume greater than 50 (vph).
- An acceleration lane is generally not required.

Based on future traffic projections, the auxiliary turn lane requirements were calculated per the Colorado State Highway Access Code for the Sopris Shopping Center Access along SH-133. Through the access intersection, the state highway provides one lane of travel in each direction (northbound and southbound) with a 35 mile per hour posted speed limit. As such, turn lane requirements at the SH-133 right-in/right-out access are as follows:

- A northbound right turn deceleration lane is NOT warranted with the projected right turn volume being 15 vph and the threshold for requiring a right turn deceleration lane being 50 vph.
- Based on the SH-133 roadway classification of NR-B with a 35 mile per hour posted speed limit, an acceleration lane is generally not required.

5.4 Queueing Analysis

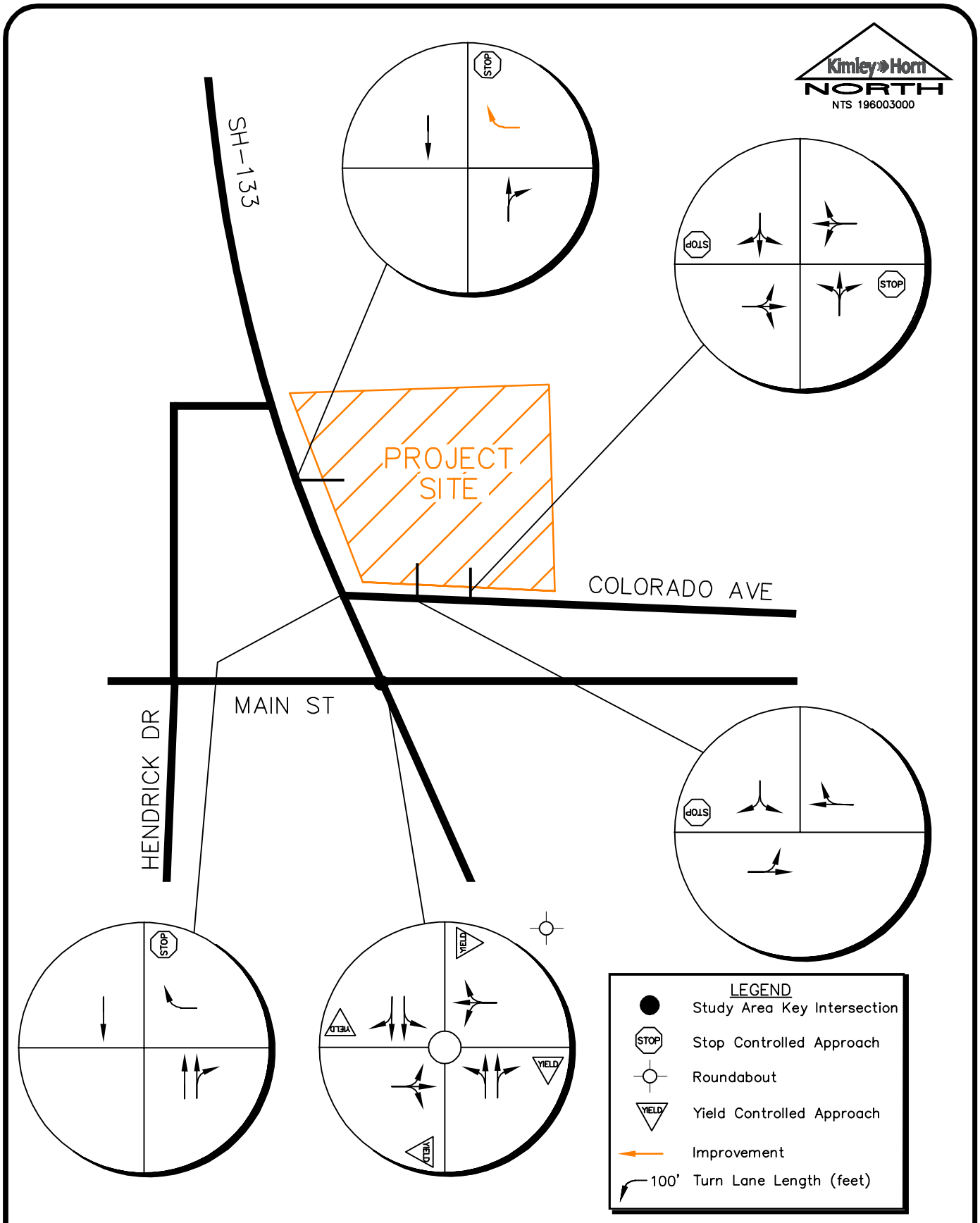
A queuing analysis was also conducted for the study area intersections and proposed project accesses. Turn lanes are recommended to be constructed/designated providing the recommended storage length based on the queuing analysis. Results were obtained from the 95th percentile queue lengths obtained from the Synchro and Sidra analysis. Results are shown in the following **Table 6** with calculations provided within the level of service operational sheets of **Appendix D**. As shown, all queues fall within the existing storage lengths throughout the long term 2040 horizon.

Table 6 – Queue Length Analysis Results

Intersection Turn Lane	Existing Turn Lane Length (feet)	2022 Calculated Queue (feet)	2022 Recommended Turn Lane Length (feet)	2040 Calculated Queue (feet)	2040 Recommended Turn Lane Length (feet)
Main St & SH-133 Roundabout					
Eastbound Approach	C	187’	C	202’ #	C
Westbound Approach	C	193’	C	61’ #	C
Northbound Approach	C	62’	C	97’	C
Southbound Approach	C	246’	C	463’	C
SH-133 & RIRO Access					
Westbound Right	DNE	25’	C	25’	C

C = Continuous Approach Lane; TWLTL = Two-Way Left-Turn Lane; # = With Separate EB and WB Right Turn Lanes (EB Approach Queues 550’ and WB Approach 425” without separate right turn lanes)

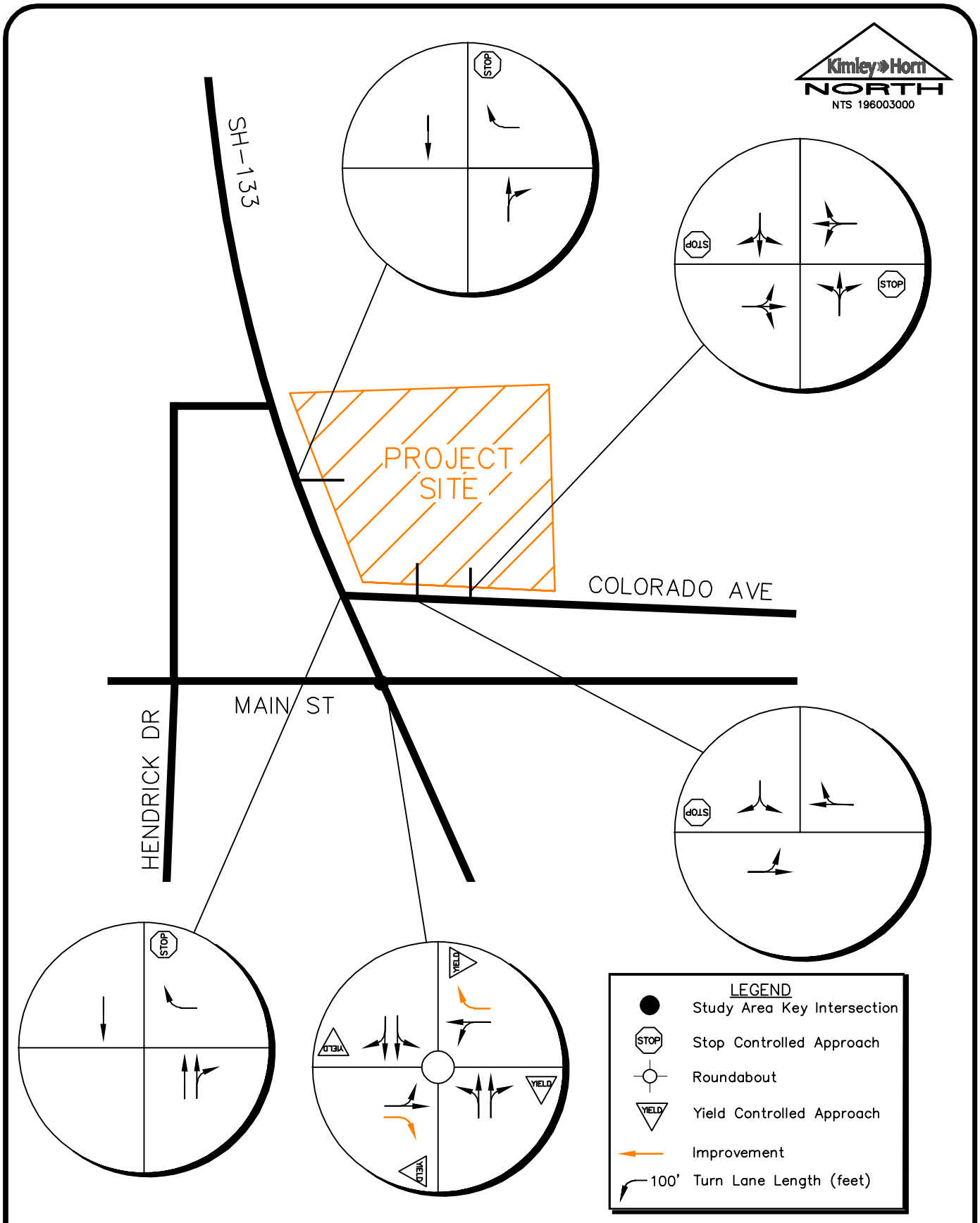
Based on the results of the operational and queuing analysis, the recommended lane configurations and control for 2022 and 2040 are illustrated in **Figures 10** and **11**, respectively.



SOPRIS SHOPPING CENTER REDEVELOPMENT
CARBONDALE, CO
2022 RECOMMENDATIONS

FIGURE 10

Kimley»Horn



SOPRIS SHOPPING CENTER REDEVELOPMENT
CARBONDALE, CO
2040 RECOMMENDATIONS

FIGURE 11

Kimley»Horn

6.0 CONCLUSIONS AND RECOMMENDATIONS

Based on the analysis presented in this report, Kimley-Horn believes the proposed Sopris Shopping Center Redevelopment of Carbondale Center will be successfully incorporated into the existing and future roadway network. The proposed project development and expected traffic volumes resulted in the following recommendations/conclusions:

- The access along SH-133 will be relocated south by approximately 100 feet. This access intersection is anticipated to be restricted to right turn movements in accordance with the Access Control Plan. It is recommended that the westbound approach operate with stop-control with a R1-1 "STOP" sign installed. To identify the restriction of the westbound approach to right turn movements only, it is recommended that a R3-2 "No Left Turn" sign be installed underneath the stop sign.

- The new relocated west access along Colorado Avenue is recommended to operate with stop control on the southbound exit from the driveway. It is recommended that a R1-1 "STOP" sign be installed for this approach. Likewise, it is recommended that a R1-1 "STOP" sign be installed for the existing southbound exiting approach at the east access along Colorado Avenue as well.

- By 2040, the eastbound and westbound approaches of the Main Street and SH-133 roundabout may need to include separate right turn lanes. Traffic volumes should be monitored in the future at this intersection to determine if and when this improvement is necessary.

- Any on-site and off-site signing and striping improvements should be incorporated into the Civil Drawings, and conform to Town of Carbondale and CDOT standards, as well as the Manual on Uniform Traffic Control Devices – 2009 Edition (MUTCD).

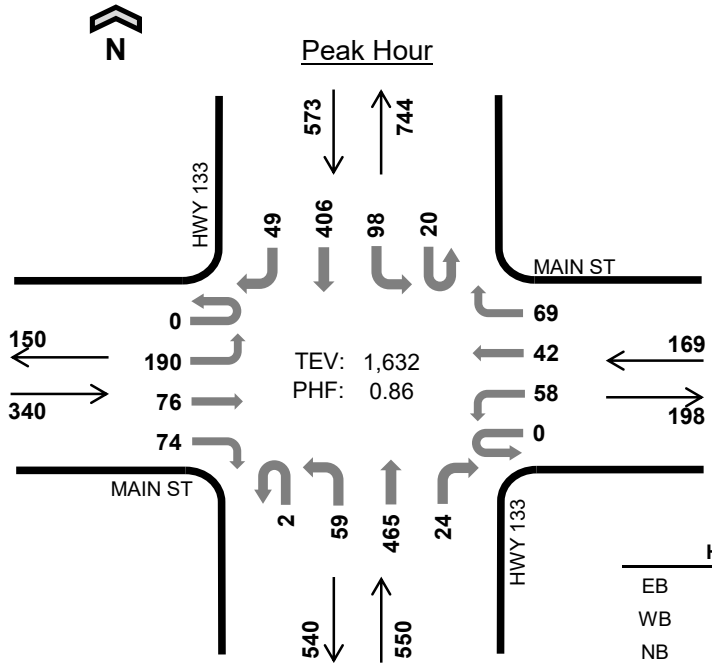
APPENDICES

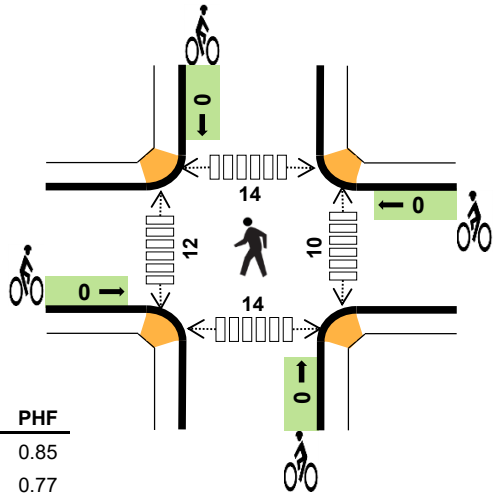
APPENDIX A

Intersection Count Sheets

HWY 133
MAIN ST

Date: Tue, Mar 10, 2020
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM





	HV %:	PHF
EB	1.2%	0.85
WB	7.1%	0.77
NB	2.5%	0.76
SB	4.0%	0.73
TOTAL	3.2%	0.86

Two-Hour Count Summaries

Interval Start	MAIN ST Eastbound				MAIN ST Westbound				HWY 133 Northbound				HWY 133 Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	31	6	8	0	3	2	7	0	5	83	1	2	15	35	6	204	0
7:15 AM	0	37	10	9	0	3	10	13	0	4	82	2	6	16	59	14	265	0
7:30 AM	**0**	**45**	**13**	**14**	**0**	**11**	**7**	**11**	**2**	**11**	**102**	**6**	**4**	**22**	**106**	**5**	**359**	0
7:45 AM	**0**	**50**	**20**	**30**	**0**	**20**	**10**	**19**	**0**	**10**	**112**	**5**	**7**	**33**	**143**	**13**	**472**	1,300
8:00 AM	**0**	**47**	**16**	**17**	**0**	**19**	**15**	**21**	**0**	**24**	**149**	**7**	**5**	**21**	**89**	**17**	**447**	1,543
8:15 AM	**0**	**48**	**27**	**13**	**0**	**8**	**10**	**18**	**0**	**14**	**102**	**6**	**4**	**22**	**68**	**14**	**354**	**1,632**
8:30 AM	0	36	12	15	1	7	11	8	2	13	97	5	8	26	64	15	320	1,593
8:45 AM	0	30	13	11	0	4	15	21	0	6	72	10	7	33	47	18	287	1,408
Count Total	0	324	117	117	1	75	80	118	4	87	799	42	43	188	611	102	2,708	0
Peak Hour	**0**	**190**	**76**	**74**	**0**	**58**	**42**	**69**	**2**	**59**	**465**	**24**	**20**	**98**	**406**	**49**	**1,632**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	2	3	1	6	*12*	0	0	0	0	*0*	0	4	2	1	*7*
7:15 AM	1	4	2	13	*20*	0	0	0	0	*0*	2	2	1	2	*7*
7:30 AM	**0**	**4**	**10**	**4**	***18***	**0**	**0**	**0**	**0**	***0***	**5**	**3**	**6**	**2**	*16*
7:45 AM	**2**	**4**	**2**	**14**	***22***	**0**	**0**	**0**	**0**	***0***	**1**	**1**	**1**	**4**	*7*
8:00 AM	**0**	**2**	**1**	**3**	***6***	**0**	**0**	**0**	**0**	***0***	**3**	**5**	**4**	**6**	*18*
8:15 AM	**2**	**2**	**1**	**2**	***7***	**0**	**0**	**0**	**0**	***0***	**1**	**3**	**3**	**2**	***9***
8:30 AM	2	1	3	7	*13*	0	0	0	0	*0*	5	1	2	4	*12*
8:45 AM	2	1	3	6	*12*	0	0	0	0	*0*	3	2	0	4	*9*
Count Total	11	21	23	55	*110*	0	0	0	0	*0*	20	21	19	25	*85*
Peak Hour	**4**	**12**	**14**	**23**	***53***	**0**	**0**	**0**	**0**	***0***	**10**	**12**	**14**	**14**	***50***

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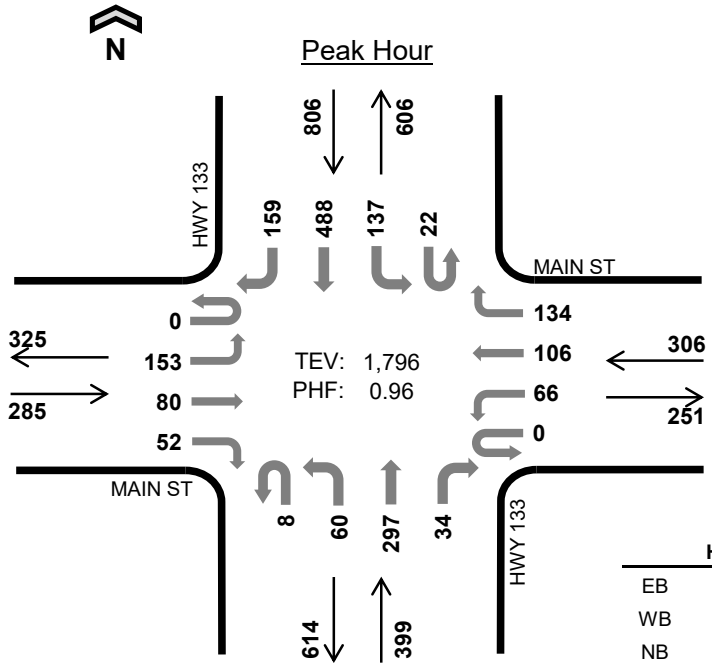
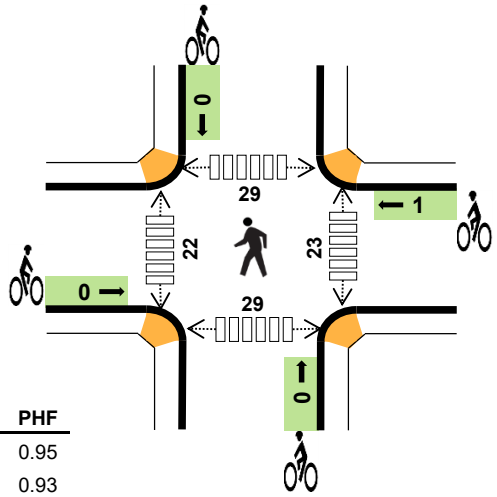
HWY 133
MAIN ST

Date: Tue, Mar 10, 2020
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM





	HV %:	PHF
EB	0.0%	0.95
WB	2.3%	0.93
NB	1.5%	0.88
SB	1.7%	0.88
TOTAL	1.5%	0.96

Two-Hour Count Summaries

Interval Start	MAIN ST Eastbound				MAIN ST Westbound				HWY 133 Northbound				HWY 133 Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	35	10	18	0	16	20	35	0	14	81	6	10	35	113	31	424	0
4:15 PM	0	28	24	12	0	19	19	27	1	13	77	4	3	27	103	46	403	0
4:30 PM	1	39	18	11	0	20	25	23	1	7	71	6	6	29	101	35	393	0
4:45 PM	0	33	18	9	0	12	19	25	2	11	79	8	7	28	98	27	376	1,596
5:00 PM	**0**	**36**	**17**	**12**	**0**	**17**	**29**	**33**	**0**	**20**	**82**	**8**	**7**	**37**	**122**	**38**	**458**	1,630
5:15 PM	**0**	**42**	**17**	**14**	**0**	**19**	**22**	**41**	**3**	**17**	**56**	**8**	**5**	**39**	**138**	**47**	**468**	1,695
5:30 PM	**0**	**35**	**26**	**14**	**0**	**19**	**29**	**29**	**3**	**13**	**89**	**8**	**4**	**32**	**124**	**42**	**467**	1,769
5:45 PM	**0**	**40**	**20**	**12**	**0**	**11**	**26**	**31**	**2**	**10**	**70**	**10**	**6**	**29**	**104**	**32**	**403**	**1,796**
Count Total	1	288	150	102	0	133	189	244	12	105	605	58	48	256	903	298	3,392	0
Peak Hour	**0**	**153**	**80**	**52**	**0**	**66**	**106**	**134**	**8**	**60**	**297**	**34**	**22**	**137**	**488**	**159**	**1,796**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	2	3	6	6	*17*	0	0	0	0	*0*	2	2	5	10	*19*
4:15 PM	1	3	0	7	*11*	0	0	0	0	*0*	2	2	1	17	*22*
4:30 PM	0	1	1	4	*6*	0	0	0	0	*0*	4	3	7	15	*29*
4:45 PM	0	3	0	2	*5*	0	0	0	0	*0*	2	5	0	17	*24*
5:00 PM	**0**	**1**	**0**	**3**	***4***	**0**	**1**	**0**	**0**	***1***	**2**	**3**	**7**	**6**	*18*
5:15 PM	**0**	**3**	**2**	**5**	***10***	**0**	**0**	**0**	**0**	***0***	**6**	**4**	**9**	**4**	*23*
5:30 PM	**0**	**2**	**1**	**3**	***6***	**0**	**0**	**0**	**0**	***0***	**8**	**5**	**2**	**10**	*25*
5:45 PM	**0**	**1**	**3**	**3**	***7***	**0**	**0**	**0**	**0**	***0***	**7**	**10**	**11**	**9**	***37***
Count Total	3	17	13	33	*66*	0	1	0	0	*1*	33	34	42	88	*197*
Peak Hour	**0**	**7**	**6**	**14**	***27***	**0**	**1**	**0**	**0**	***1***	**23**	**22**	**29**	**29**	***103***

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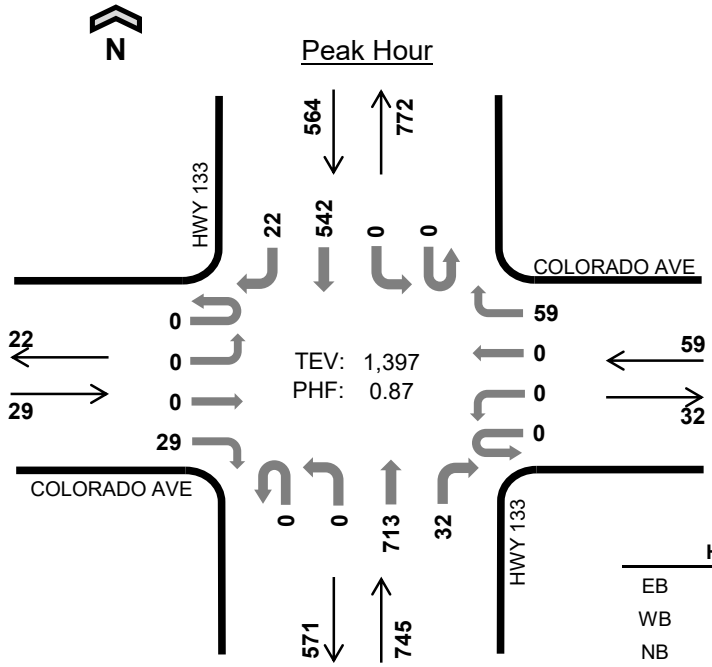
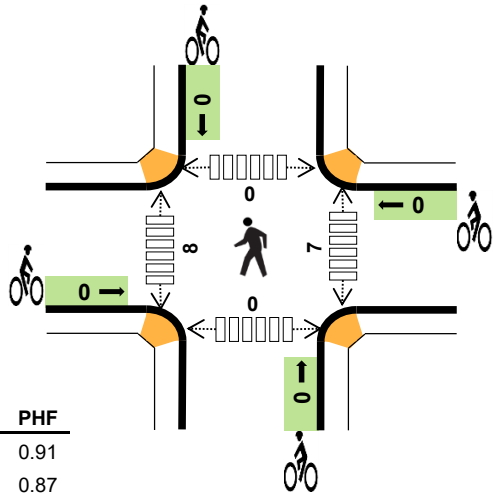
HWY 133
COLORADO AVE

Date: Tue, Mar 10, 2020
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM





	HV %:	PHF
EB	6.9%	0.91
WB	3.4%	0.87
NB	3.6%	0.82
SB	4.1%	0.72
TOTAL	3.9%	0.87

Two-Hour Count Summaries

Interval Start	COLORADO AVE Eastbound				COLORADO AVE Westbound				HWY 133 Northbound				HWY 133 Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	2	0	0	0	15	0	0	119	6	0	0	55	7	204	0
7:15 AM	0	0	0	3	0	0	0	11	0	0	132	4	0	0	92	6	248	0
7:30 AM	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**17**	**0**	**0**	**149**	**12**	**0**	**0**	**128**	**3**	**316**	0
7:45 AM	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**13**	**0**	**0**	**179**	**6**	**0**	**0**	**191**	**6**	**403**	1,171
8:00 AM	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**15**	**0**	**0**	**220**	**7**	**0**	**0**	**122**	**8**	**379**	1,346
8:15 AM	**0**	**0**	**0**	**7**	**0**	**0**	**0**	**14**	**0**	**0**	**165**	**7**	**0**	**0**	**101**	**5**	**299**	**1,397**
8:30 AM	0	0	0	7	0	0	0	13	0	0	136	12	0	0	107	5	280	1,361
8:45 AM	0	0	0	6	0	0	0	11	0	0	120	10	0	0	95	6	248	1,206
Count Total	0	0	0	47	0	0	0	109	0	0	1,220	64	0	0	891	46	2,377	0
Peak Hour	**0**	**0**	**0**	**29**	**0**	**0**	**0**	**59**	**0**	**0**	**713**	**32**	**0**	**0**	**542**	**22**	**1,397**	**0**

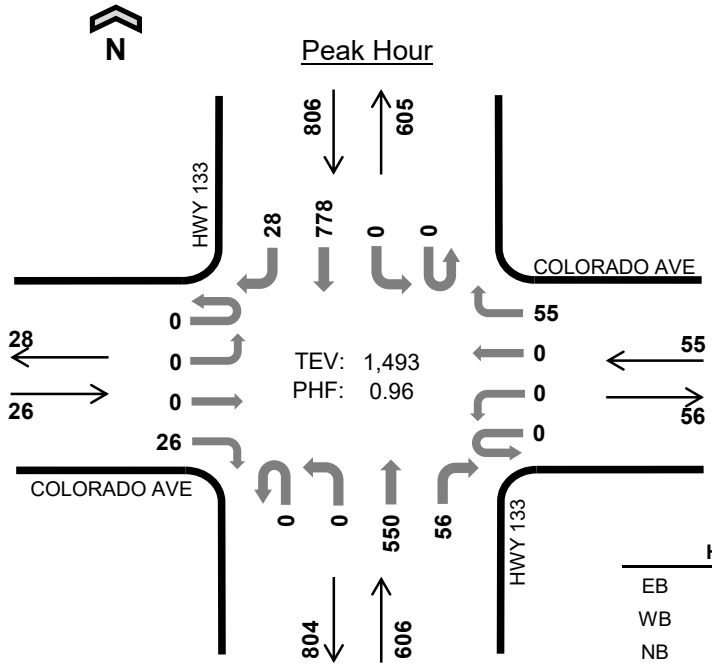
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

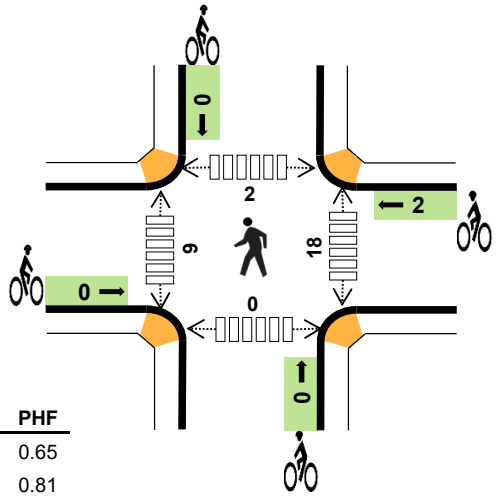
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	1	1	3	5	*10*	0	0	0	0	*0*	3	4	0	0	*7*
7:15 AM	0	0	7	13	*20*	0	0	0	0	*0*	0	2	0	0	*2*
7:30 AM	**0**	**0**	**12**	**4**	***16***	**0**	**0**	**0**	**0**	***0***	**1**	**2**	**0**	**0**	*3*
7:45 AM	**2**	**0**	**8**	**12**	***22***	**0**	**0**	**0**	**0**	***0***	**3**	**0**	**0**	**0**	*3*
8:00 AM	**0**	**1**	**3**	**3**	***7***	**0**	**0**	**0**	**0**	***0***	**1**	**4**	**0**	**0**	*5*
8:15 AM	**0**	**1**	**4**	**4**	***9***	**0**	**0**	**0**	**0**	***0***	**2**	**2**	**0**	**0**	***4***
8:30 AM	0	0	5	6	*11*	0	0	0	0	*0*	1	1	0	0	*2*
8:45 AM	0	1	4	6	*11*	0	0	0	0	*0*	1	2	0	0	*3*
Count Total	3	4	46	53	*106*	0	0	0	0	*0*	12	17	0	0	*29*
Peak Hour	**2**	**2**	**27**	**23**	***54***	**0**	**0**	**0**	**0**	***0***	**7**	**8**	**0**	**0**	***15***

Mark Skaggs: (425) 250-0777 mark.skaggs@idaxdata.com

HWY 133
COLORADO AVE

Date: Tue, Mar 10, 2020
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM





	HV %:	PHF
EB	0.0%	0.65
WB	7.3%	0.81
NB	2.3%	0.96
SB	1.7%	0.90
TOTAL	2.1%	0.96

Two-Hour Count Summaries

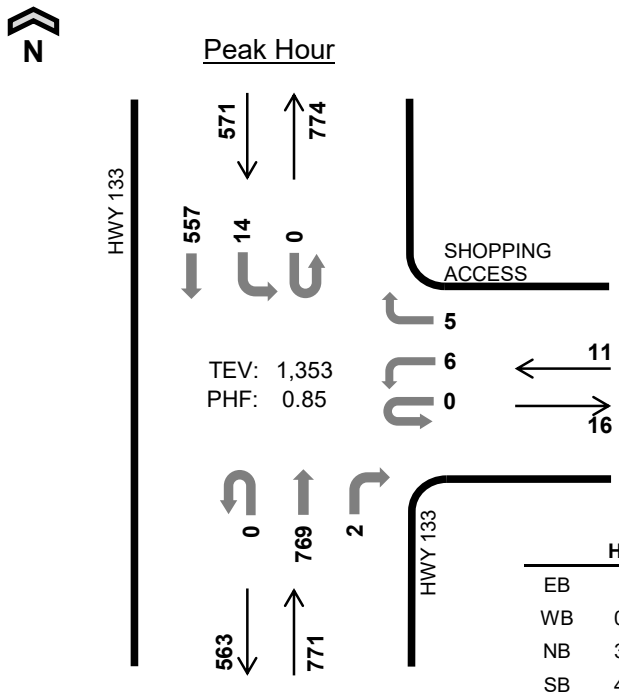
Interval Start	COLORADO AVE Eastbound				COLORADO AVE Westbound				HWY 133 Northbound				HWY 133 Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	4	0	0	0	16	0	0	143	19	0	0	190	7	379	0
4:15 PM	0	0	0	4	0	0	0	10	0	0	124	10	0	0	173	6	327	0
4:30 PM	0	0	0	6	0	0	0	15	0	0	129	9	0	0	164	10	333	0
4:45 PM	0	0	0	4	0	0	0	13	0	0	134	10	0	0	157	10	328	1,367
5:00 PM	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**14**	**0**	**0**	**150**	**7**	**0**	**0**	**203**	**4**	**382**	1,370
5:15 PM	**0**	**0**	**0**	**10**	**0**	**0**	**0**	**10**	**0**	**0**	**131**	**15**	**0**	**0**	**214**	**10**	**390**	1,433
5:30 PM	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**17**	**0**	**0**	**139**	**17**	**0**	**0**	**197**	**8**	**386**	1,486
5:45 PM	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**14**	**0**	**0**	**130**	**17**	**0**	**0**	**164**	**6**	**335**	**1,493**
Count Total	0	0	0	44	0	0	0	109	0	0	1,080	104	0	0	1,462	61	2,860	0
Peak Hour	**0**	**0**	**0**	**26**	**0**	**0**	**0**	**55**	**0**	**0**	**550**	**56**	**0**	**0**	**778**	**28**	**1,493**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

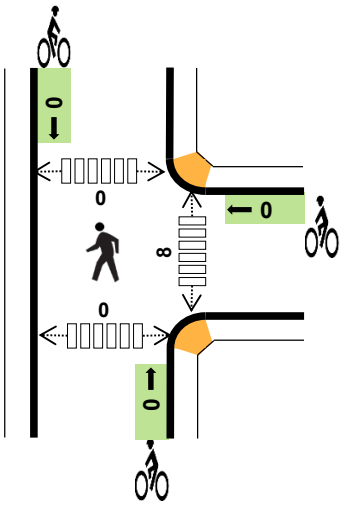
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	12	7	*19*	0	0	0	0	*0*	1	5	0	0	*6*
4:15 PM	0	0	4	7	*11*	0	0	0	0	*0*	4	1	0	0	*5*
4:30 PM	0	1	2	3	*6*	0	0	0	0	*0*	3	0	0	0	*3*
4:45 PM	0	0	3	2	*5*	0	0	0	0	*0*	4	1	0	0	*5*
5:00 PM	**0**	**1**	**1**	**3**	***5***	**0**	**0**	**0**	**0**	***0***	**3**	**2**	**2**	**0**	*7*
5:15 PM	**0**	**1**	**5**	**5**	***11***	**0**	**1**	**0**	**0**	***1***	**4**	**0**	**0**	**0**	*4*
5:30 PM	**0**	**0**	**3**	**4**	***7***	**0**	**1**	**0**	**0**	***1***	**5**	**6**	**0**	**0**	*11*
5:45 PM	**0**	**2**	**5**	**2**	***9***	**0**	**0**	**0**	**0**	***0***	**6**	**1**	**0**	**0**	***7***
Count Total	0	5	35	33	*73*	0	2	0	0	*2*	30	16	2	0	*48*
Peak Hour	**0**	**4**	**14**	**14**	***32***	**0**	**2**	**0**	**0**	***2***	**18**	**9**	**2**	**0**	***29***

HWY 133
SHOPPING ACCESS

Date: Tue, Mar 10, 2020
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM



	HV %:	PHF
EB	-	-
WB	0.0%	0.69
NB	3.5%	0.83
SB	4.0%	0.70
TOTAL	3.7%	0.85



Two-Hour Count Summaries

Interval Start	0				SHOPPING ACCESS				HWY 133				HWY 133				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	2	0	3	0	0	134	0	0	4	60	0	203	0
7:15 AM	0	0	0	0	0	1	0	2	0	0	141	1	0	1	97	0	243	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**167**	**1**	**0**	**0**	**130**	**0**	**299**	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**192**	**0**	**0**	**7**	**197**	**0**	**398**	1,143
8:00 AM	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	**0**	**0**	**232**	**0**	**0**	**4**	**129**	**0**	**369**	1,309
8:15 AM	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	**0**	**0**	**178**	**1**	**0**	**3**	**101**	**0**	**287**	**1,353**
8:30 AM	0	0	0	0	0	1	0	4	0	0	148	1	0	4	112	0	270	1,324
8:45 AM	0	0	0	0	0	0	0	1	0	0	134	0	0	5	101	0	241	1,167
Count Total	0	0	0	0	0	10	0	15	0	0	1,326	4	0	28	927	0	2,310	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**5**	**0**	**0**	**769**	**2**	**0**	**14**	**557**	**0**	**1,353**	**0**

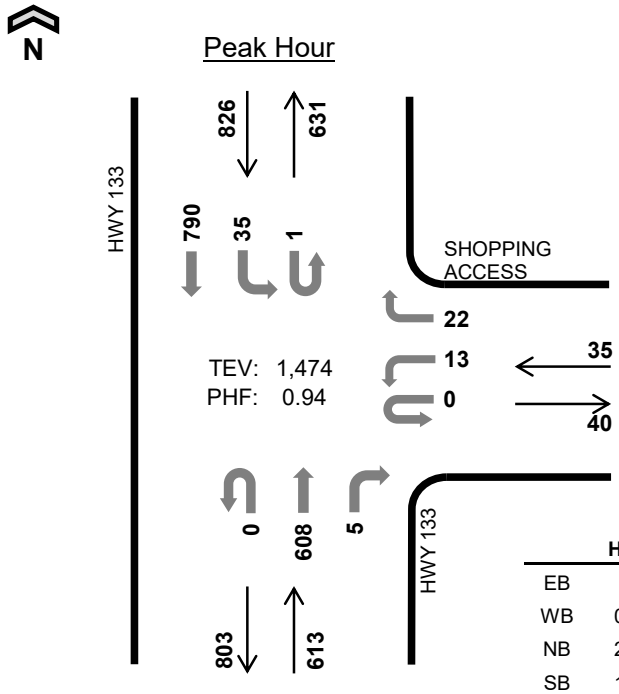
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	1	4	4	*9*	0	0	0	0	*0*	2	0	0	0	*2*
7:15 AM	0	1	6	13	*20*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	**0**	**0**	**11**	**5**	***16***	**0**	**0**	**0**	**0**	***0***	**2**	**0**	**0**	**0**	*2*
7:45 AM	**0**	**0**	**7**	**11**	***18***	**0**	**0**	**0**	**0**	***0***	**4**	**0**	**0**	**0**	*4*
8:00 AM	**0**	**0**	**3**	**3**	***6***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:15 AM	**0**	**0**	**6**	**4**	***10***	**0**	**0**	**0**	**0**	***0***	**2**	**0**	**0**	**0**	***2***
8:30 AM	0	0	4	6	*10*	0	0	0	0	*0*	1	0	0	0	*1*
8:45 AM	0	0	5	7	*12*	0	0	0	0	*0*	1	0	0	0	*1*
Count Total	0	2	46	53	*101*	0	0	0	0	*0*	12	0	0	0	*12*
Peak Hr	**0**	**0**	**27**	**23**	***50***	**0**	**0**	**0**	**0**	***0***	**8**	**0**	**0**	**0**	***8***

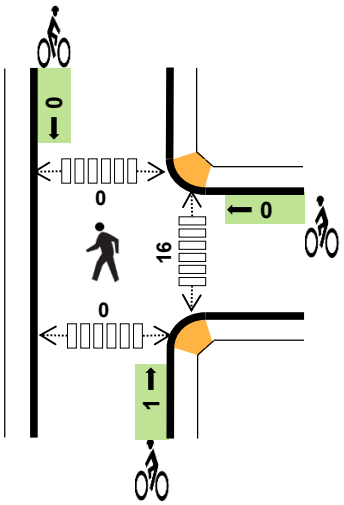
Mark Skaggs: (425) 250-0777 mark.skaggs@idaxdata.com

HWY 133
SHOPPING ACCESS

Date: Tue, Mar 10, 2020
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM



	HV %:	PHF
EB	-	-
WB	0.0%	0.80
NB	2.1%	0.94
SB	1.6%	0.91
TOTAL	1.8%	0.94



Two-Hour Count Summaries

Interval Start	0				SHOPPING ACCESS				HWY 133				HWY 133				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	7	0	11	0	0	160	1	0	15	189	0	383	0
4:15 PM	0	0	0	0	0	5	0	6	0	0	131	3	0	9	178	0	332	0
4:30 PM	0	0	0	0	0	3	0	5	0	0	141	2	0	8	170	0	329	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**6**	**0**	**0**	**147**	**3**	**1**	**5**	**163**	**0**	**327**	1,371
5:00 PM	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**7**	**0**	**0**	**162**	**1**	**0**	**10**	**208**	**0**	**392**	1,380
5:15 PM	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**2**	**0**	**0**	**141**	**0**	**0**	**9**	**218**	**0**	**375**	1,423
5:30 PM	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**7**	**0**	**0**	**158**	**1**	**0**	**11**	**201**	**0**	**380**	**1,474**
5:45 PM	0	0	0	0	0	6	0	2	0	0	143	0	1	9	164	0	325	1,472
Count Total	0	0	0	0	0	34	0	46	0	0	1,183	11	2	76	1,491	0	2,843	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**13**	**0**	**22**	**0**	**0**	**608**	**5**	**1**	**35**	**790**	**0**	**1,474**	**0**

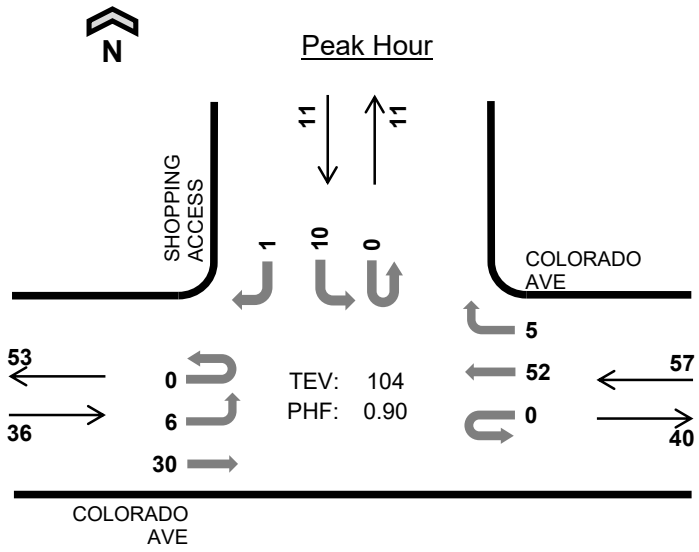
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

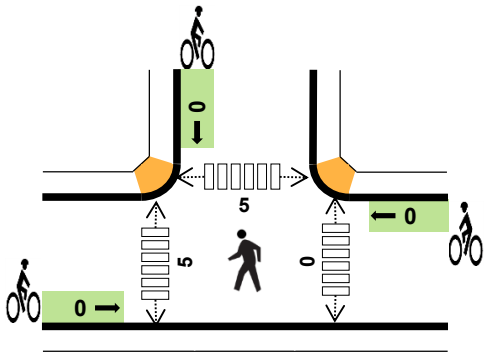
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	11	7	*18*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	0	0	4	7	*11*	0	1	0	0	*1*	6	0	0	0	*6*
4:30 PM	0	0	3	5	*8*	0	0	0	0	*0*	6	0	0	0	*6*
4:45 PM	**0**	**0**	**3**	**2**	***5***	**0**	**0**	**0**	**0**	***0***	**3**	**0**	**0**	**0**	*3*
5:00 PM	**0**	**0**	**2**	**3**	***5***	**0**	**0**	**0**	**0**	***0***	**2**	**0**	**0**	**0**	*2*
5:15 PM	**0**	**0**	**5**	**4**	***9***	**0**	**0**	**1**	**0**	***1***	**4**	**0**	**0**	**0**	*4*
5:30 PM	**0**	**0**	**3**	**4**	***7***	**0**	**0**	**0**	**0**	***0***	**7**	**0**	**0**	**0**	***7***
5:45 PM	0	0	5	2	*7*	0	0	0	0	*0*	4	0	0	0	*4*
Count Total	0	0	36	34	*70*	0	1	1	0	*2*	32	0	0	0	*32*
Peak Hr	**0**	**0**	**13**	**13**	***26***	**0**	**0**	**1**	**0**	***1***	**16**	**0**	**0**	**0**	***16***

Mark Skaggs: (425) 250-0777 mark.skaggs@idaxdata.com

SHOPPING ACCESS
COLORADO AVE

Date: Tue, Mar 10, 2020
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM





	HV %:	PHF
EB	2.8%	0.75
WB	5.3%	0.95
NB	-	-
SB	0.0%	0.69
TOTAL	3.8%	0.90

Two-Hour Count Summaries

Interval Start	COLORADO AVE Eastbound				COLORADO AVE Westbound				0 Northbound				SHOPPING ACCESS Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	2	4	0	0	0	15	1	0	0	0	0	0	5	0	0	27	0
7:15 AM	0	1	3	0	0	0	11	0	0	0	0	0	0	1	0	0	16	0
7:30 AM	0	3	9	0	0	0	17	1	0	0	0	0	0	0	0	0	30	0
7:45 AM	0	1	5	0	0	0	12	1	0	0	0	0	0	1	0	1	21	94
8:00 AM	**0**	**1**	**6**	**0**	**0**	**0**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**25**	92
8:15 AM	**0**	**2**	**5**	**0**	**0**	**0**	**14**	**1**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**26**	102
8:30 AM	**0**	**1**	**11**	**0**	**0**	**0**	**12**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**1**	**29**	101
8:45 AM	**0**	**2**	**8**	**0**	**0**	**0**	**11**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**24**	**104**
Count Total	0	13	51	0	0	0	107	8	0	0	0	0	0	17	0	2	198	0
Peak Hour	**0**	**6**	**30**	**0**	**0**	**0**	**52**	**5**	**0**	**0**	**0**	**0**	**0**	**10**	**0**	**1**	**104**	**0**

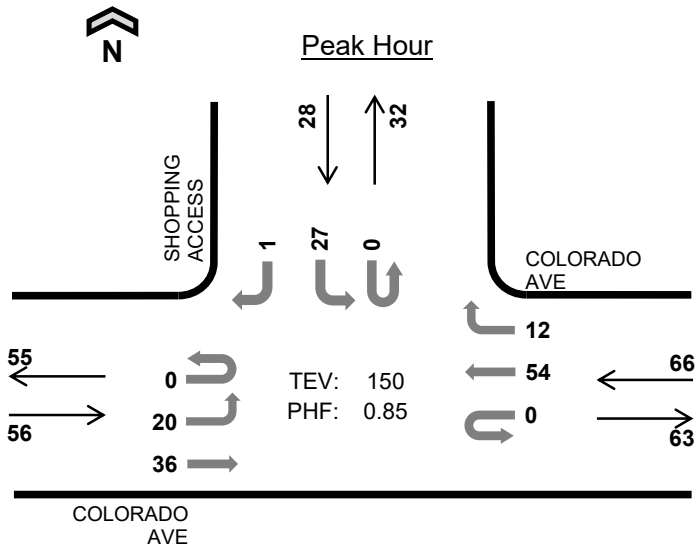
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

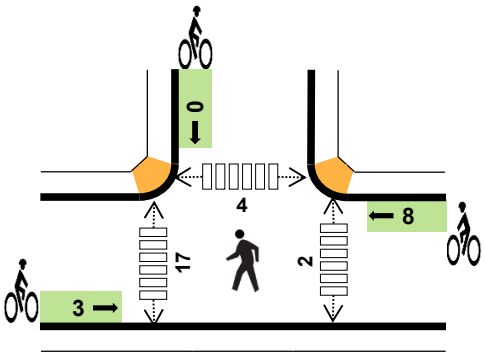
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	1	0	0	*1*	0	0	0	0	*0*	1	2	0	0	*3*
7:15 AM	1	0	0	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	1	0	0	0	*1*	0	1	0	0	*1*	0	1	0	0	*1*
7:45 AM	1	0	0	0	*1*	0	0	0	0	*0*	0	3	0	1	*4*
8:00 AM	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**1**	**0**	*2*
8:15 AM	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**2**	**0**	**0**	*2*
8:30 AM	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**2**	**0**	*3*
8:45 AM	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**2**	**0**	***3***
Count Total	4	4	0	0	*8*	0	1	0	0	*1*	1	11	5	1	*18*
Peak Hr	**1**	**3**	**0**	**0**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**5**	**5**	**0**	***10***

Mark Skaggs: (425) 250-0777 mark.skaggs@idaxdata.com

SHOPPING ACCESS
COLORADO AVE

Date: Tue, Mar 10, 2020
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM





	HV %:	PHF
EB	3.6%	0.82
WB	6.1%	0.87
NB	-	-
SB	0.0%	0.64
TOTAL	4.0%	0.85

Two-Hour Count Summaries

Interval Start	COLORADO AVE Eastbound				COLORADO AVE Westbound				0 Northbound				SHOPPING ACCESS Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	9	10	0	0	0	16	5	0	0	0	0	0	7	0	1	48	0
4:15 PM	0	5	5	0	0	0	9	2	0	0	0	0	0	5	0	0	26	0
4:30 PM	0	6	3	0	0	0	15	2	0	0	0	0	0	7	0	0	33	0
4:45 PM	0	2	8	0	0	0	12	3	0	0	0	0	0	5	0	1	31	138
5:00 PM	**0**	**2**	**5**	**0**	**0**	**0**	**14**	**5**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**33**	123
5:15 PM	**0**	**6**	**9**	**0**	**0**	**0**	**10**	**2**	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**0**	**34**	131
5:30 PM	**0**	**7**	**10**	**0**	**0**	**0**	**17**	**2**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**39**	137
5:45 PM	**0**	**5**	**12**	**0**	**0**	**0**	**13**	**3**	**0**	**0**	**0**	**0**	**0**	**10**	**0**	**1**	**44**	**150**
Count Total	0	42	62	0	0	0	106	24	0	0	0	0	0	51	0	3	288	0
Peak Hour	**0**	**20**	**36**	**0**	**0**	**0**	**54**	**12**	**0**	**0**	**0**	**0**	**0**	**27**	**0**	**1**	**150**	**0**

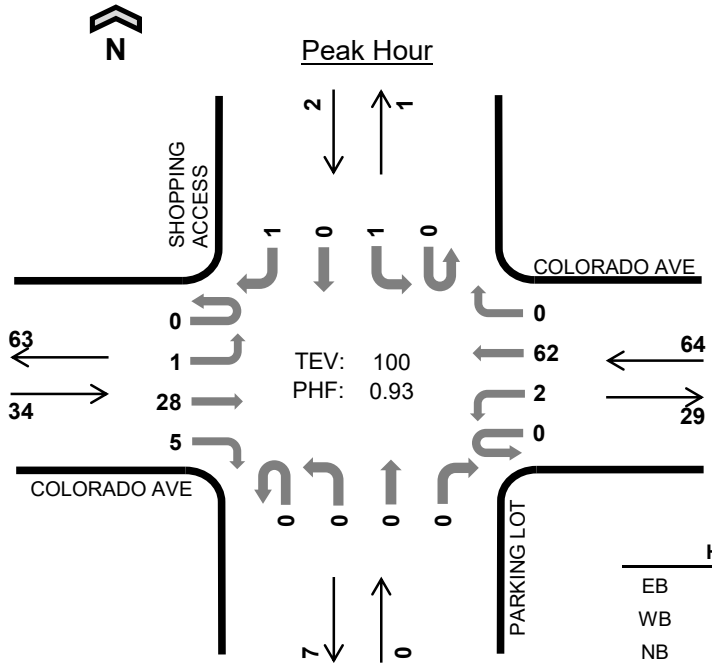
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	1	0	0	0	*1*	0	0	0	0	*0*	1	0	1	0	*2*
4:15 PM	0	0	0	1	*1*	0	0	0	0	*0*	0	4	0	0	*4*
4:30 PM	0	1	0	0	*1*	0	0	0	0	*0*	0	3	3	0	*6*
4:45 PM	0	0	0	0	*0*	0	0	0	0	*0*	1	3	0	0	*4*
5:00 PM	**0**	**1**	**0**	**0**	***1***	**0**	**5**	**0**	**0**	***5***	**0**	**3**	**3**	**0**	*6*
5:15 PM	**1**	**1**	**0**	**0**	***2***	**0**	**2**	**0**	**0**	***2***	**2**	**3**	**1**	**0**	*6*
5:30 PM	**0**	**0**	**0**	**0**	***0***	**1**	**1**	**0**	**0**	***2***	**0**	**5**	**0**	**0**	*5*
5:45 PM	**1**	**2**	**0**	**0**	***3***	**2**	**0**	**0**	**0**	***2***	**0**	**6**	**0**	**2**	***8***
Count Total	3	5	0	1	*9*	3	8	0	0	*11*	4	27	8	2	*41*
Peak Hr	**2**	**4**	**0**	**0**	***6***	**3**	**8**	**0**	**0**	***11***	**2**	**17**	**4**	**2**	***25***

Mark Skaggs: (425) 250-0777 mark.skaggs@idaxdata.com

PARKING LOT
COLORADO AVE

Date: Tue, Mar 10, 2020
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM



	HV %:	PHF
EB	5.9%	0.85
WB	3.1%	0.89
NB	-	-
SB	50.0%	0.50
TOTAL	5.0%	0.93

Two-Hour Count Summaries

Interval Start	COLORADO AVE Eastbound				COLORADO AVE Westbound				PARKING LOT Northbound				SHOPPING ACCESS Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	8	0	0	0	17	1	0	0	0	0	0	0	0	0	26	0
7:15 AM	0	1	3	0	0	0	10	0	0	0	0	0	0	0	0	0	14	0
7:30 AM	**0**	**1**	**7**	**1**	**0**	**0**	**18**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**27**	0
7:45 AM	**0**	**0**	**5**	**1**	**0**	**1**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**23**	90
8:00 AM	**0**	**0**	**9**	**1**	**0**	**1**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**24**	88
8:15 AM	**0**	**0**	**7**	**2**	**0**	**0**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**26**	**100**
8:30 AM	0	0	13	1	0	0	12	0	0	1	0	0	0	0	0	0	27	100
8:45 AM	0	0	7	0	0	0	13	0	0	0	0	1	0	0	0	0	21	98
Count Total	0	2	59	6	0	2	114	1	0	1	0	1	0	1	0	1	188	0
Peak Hour	**0**	**1**	**28**	**5**	**0**	**2**	**62**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**100**	**0**

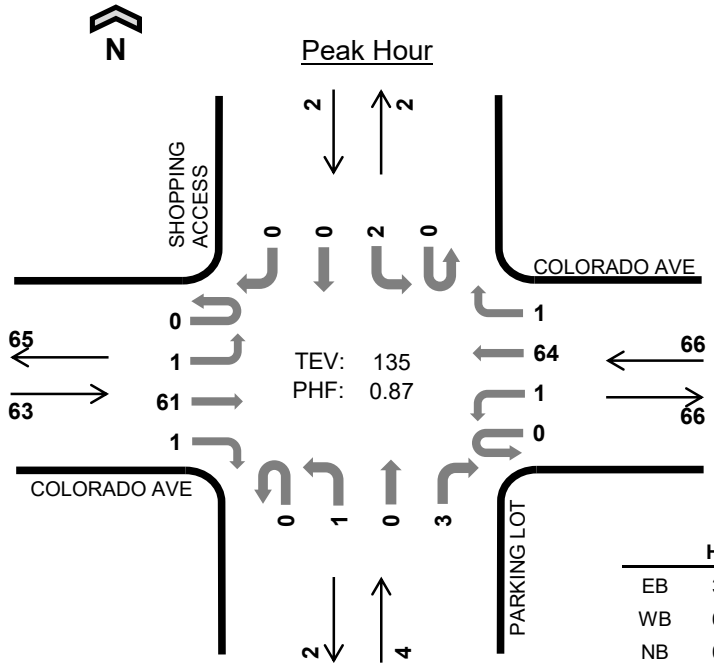
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

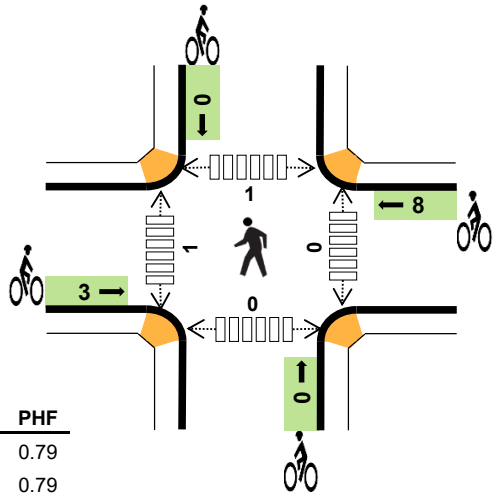
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	2	0	0	*2*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	1	0	0	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	**1**	**0**	**0**	**0**	***1***	**0**	**1**	**0**	**0**	***1***	**1**	**0**	**0**	**0**	*1*
7:45 AM	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**1**	*1*
8:00 AM	**0**	**1**	**0**	**1**	***2***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:15 AM	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
8:30 AM	1	0	0	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
8:45 AM	0	1	0	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	4	5	0	1	*10*	0	1	0	0	*1*	1	0	0	1	*2*
Peak Hour	**2**	**2**	**0**	**1**	***5***	**0**	**1**	**0**	**0**	***1***	**1**	**0**	**0**	**1**	***2***

Mark Skaggs: (425) 250-0777 mark.skaggs@idaxdata.com

PARKING LOT
COLORADO AVE

Date: Tue, Mar 10, 2020
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM





	HV %:	PHF
EB	3.2%	0.79
WB	6.1%	0.79
NB	0.0%	0.50
SB	0.0%	0.25
TOTAL	4.4%	0.87

Two-Hour Count Summaries

Interval Start	COLORADO AVE Eastbound				COLORADO AVE Westbound				PARKING LOT Northbound				SHOPPING ACCESS Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	16	1	0	0	18	0	0	3	0	2	0	0	0	0	40	0
4:15 PM	0	0	11	0	0	0	11	0	0	0	0	0	0	0	0	0	22	0
4:30 PM	0	1	9	0	0	0	16	1	0	2	0	0	0	2	0	0	31	0
4:45 PM	0	0	12	0	0	0	15	0	0	0	0	1	0	0	0	0	28	121
5:00 PM	**0**	**0**	**12**	**0**	**0**	**0**	**19**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**32**	113
5:15 PM	**0**	**0**	**15**	**0**	**0**	**1**	**11**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**28**	119
5:30 PM	**0**	**1**	**14**	**1**	**0**	**0**	**20**	**1**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**39**	127
5:45 PM	**0**	**0**	**20**	**0**	**0**	**0**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**36**	**135**
Count Total	0	2	109	2	0	1	124	2	0	6	0	6	0	4	0	0	256	0
Peak Hour	**0**	**1**	**61**	**1**	**0**	**1**	**64**	**1**	**0**	**1**	**0**	**3**	**0**	**2**	**0**	**0**	**135**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	1	0	0	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	1	0	0	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	0	1	0	0	*1*	0	0	0	0	*0*	0	1	3	0	*4*
4:45 PM	0	0	0	0	*0*	0	1	0	0	*1*	0	0	0	0	*0*
5:00 PM	**0**	**1**	**0**	**0**	***1***	**0**	**5**	**0**	**0**	***5***	**0**	**0**	**0**	**0**	*0*
5:15 PM	**1**	**1**	**0**	**0**	***2***	**0**	**3**	**0**	**0**	***3***	**0**	**0**	**0**	**0**	*0*
5:30 PM	**1**	**0**	**0**	**0**	***1***	**1**	**0**	**0**	**0**	***1***	**0**	**1**	**0**	**0**	*1*
5:45 PM	**0**	**2**	**0**	**0**	***2***	**2**	**0**	**0**	**0**	***2***	**0**	**0**	**1**	**0**	***1***
Count Total	4	5	0	0	*9*	3	9	0	0	*12*	0	2	4	0	*6*
Peak Hour	**2**	**4**	**0**	**0**	***6***	**3**	**8**	**0**	**0**	***11***	**0**	**1**	**1**	**0**	***2***

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APPENDIX B

CDOT Traffic Data

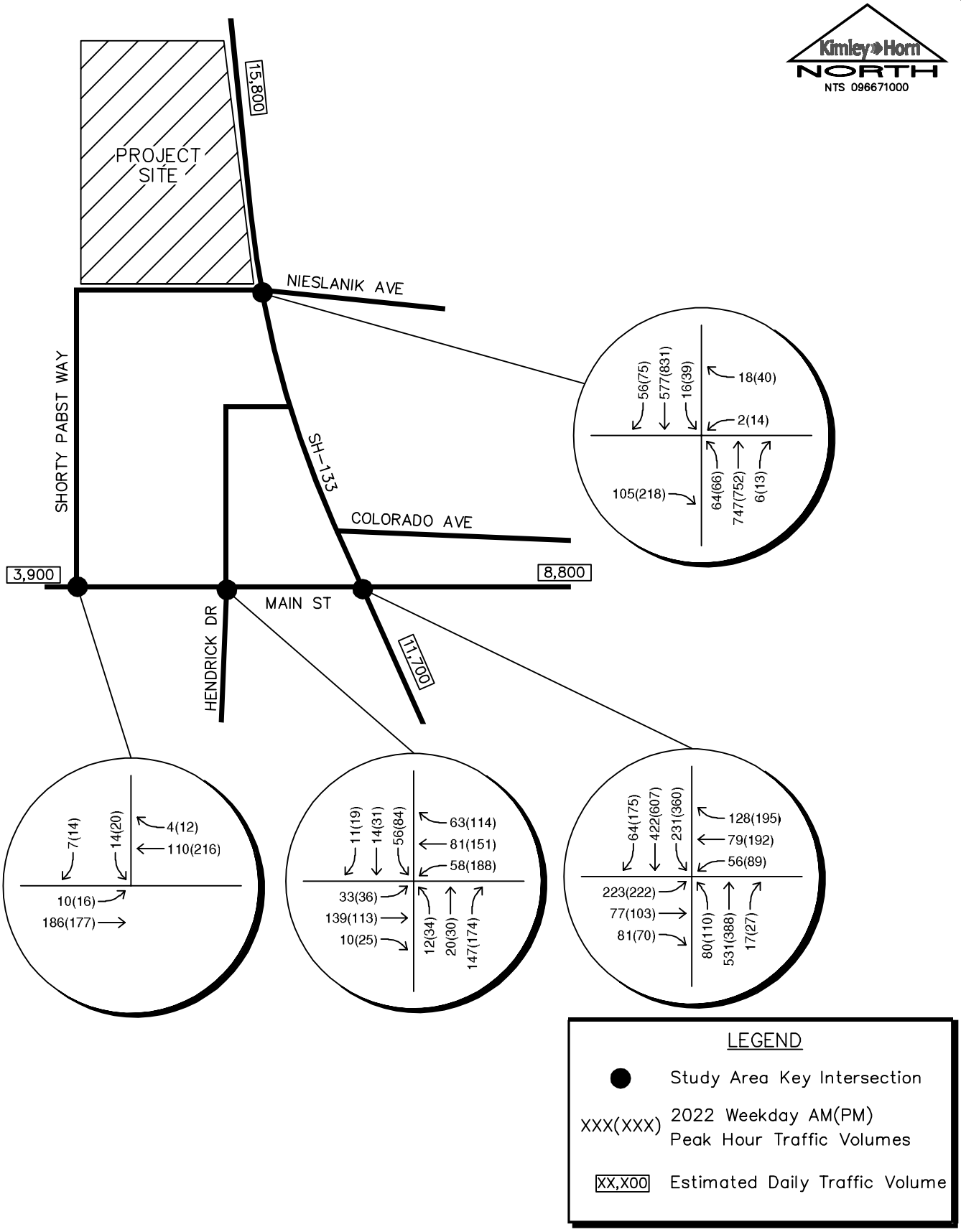
Main Street Marketplace Background Traffic Assignment

City Market Background Traffic Assignment

Carbondale Marketplace Lot 5

ROUTE	REFPT	ENDREFPT	LENGTH	UPDATEYR	AADT	AADTYR	COUNTYEAR	YR20FACTOR
133A	67.422	67.799	0.378	2019	11000	2018	2017	1.15

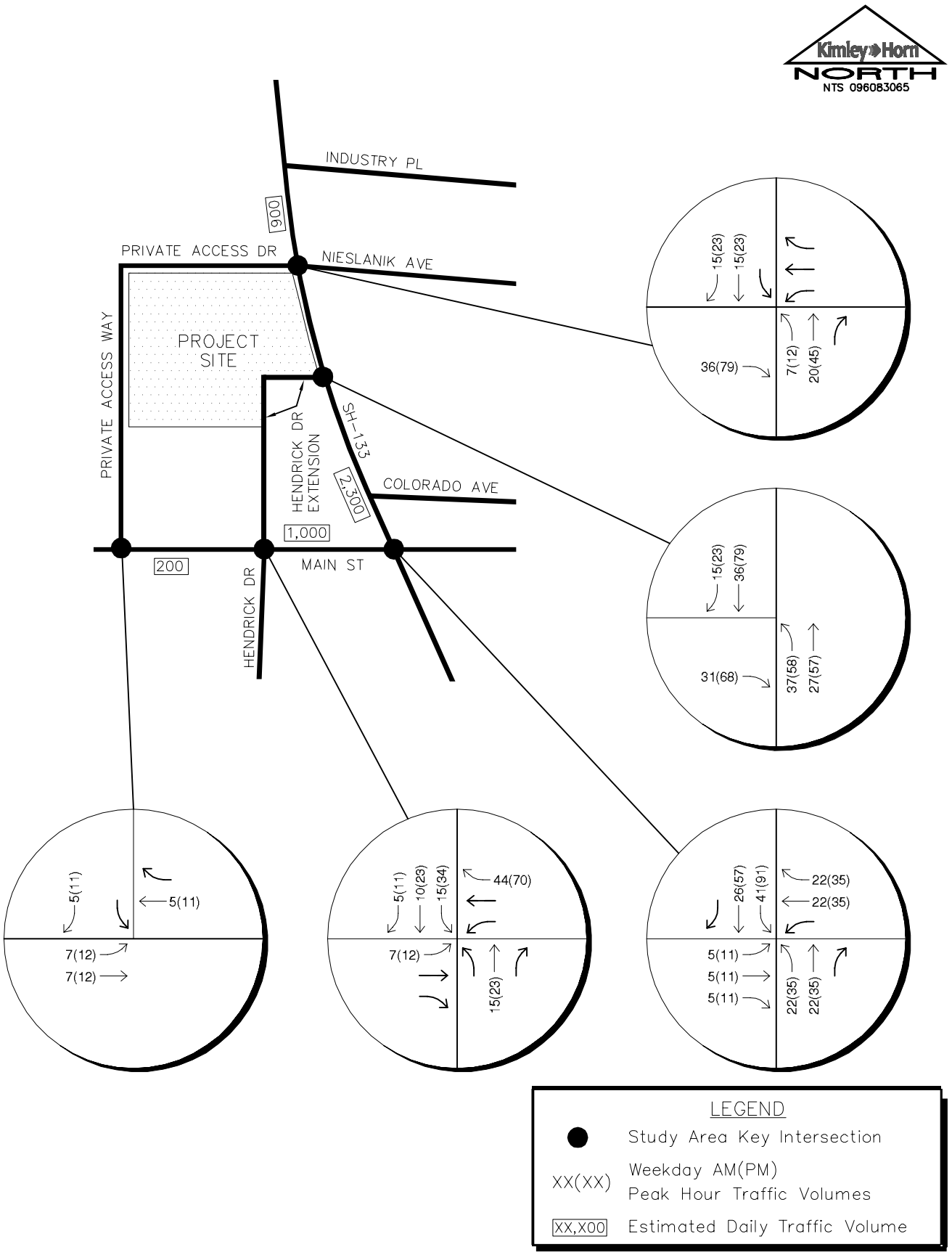
Growth Rate 0.70%



CARBONDALE MARKETPLACE LOTS 5A/5B/5C
(NWC SH-133 AND NIESLANIK AVE)
2022 TOTAL TRAFFIC VOLUMES

FIGURE 9

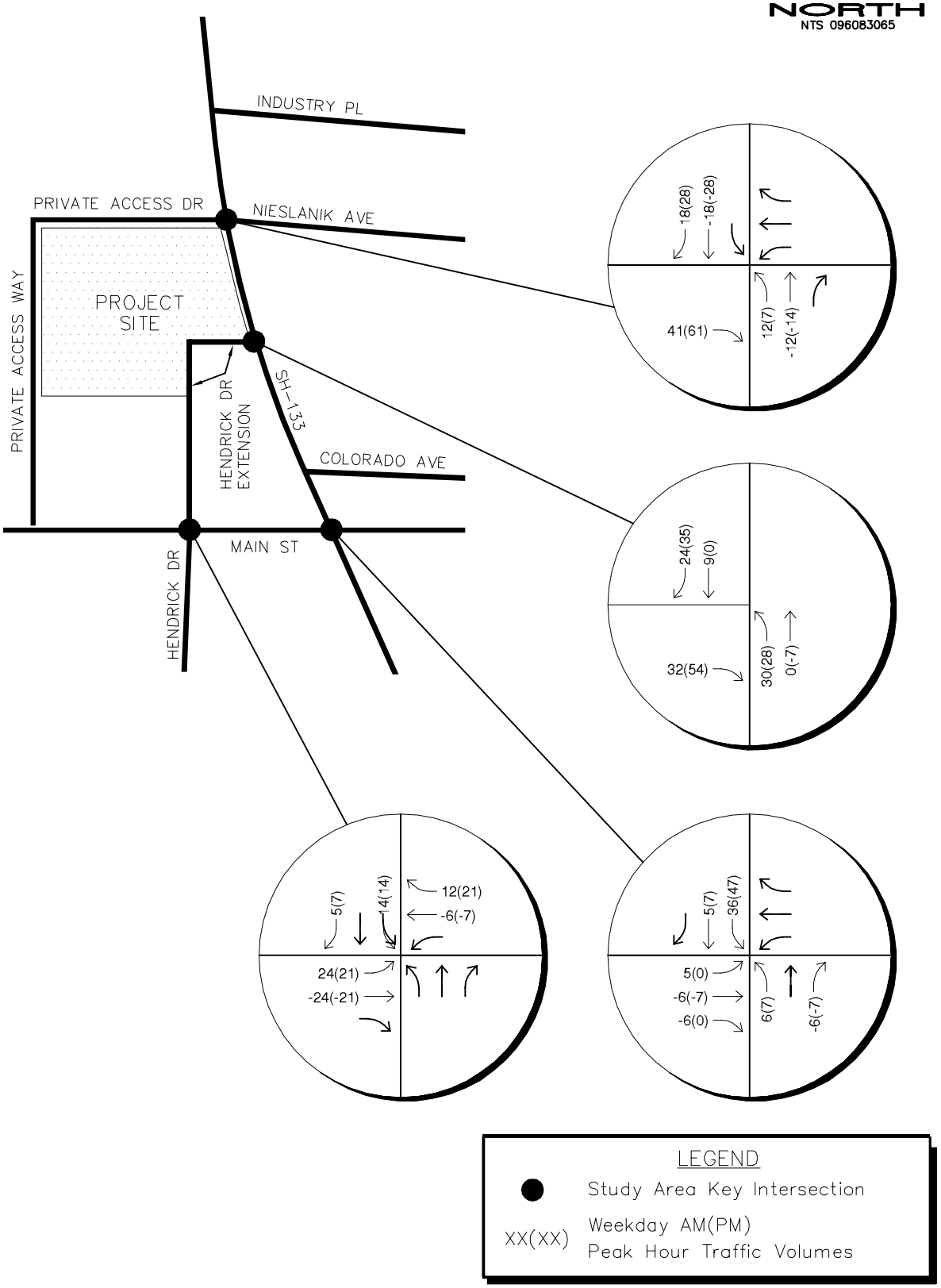
Kimley»Horn



CITY MARKET GROCERY & GAS STATION
(SWC NIESLANIK AVE & SH-133)
NON PASS-BY TRAFFIC ASSIGNMENT

FIGURE 9

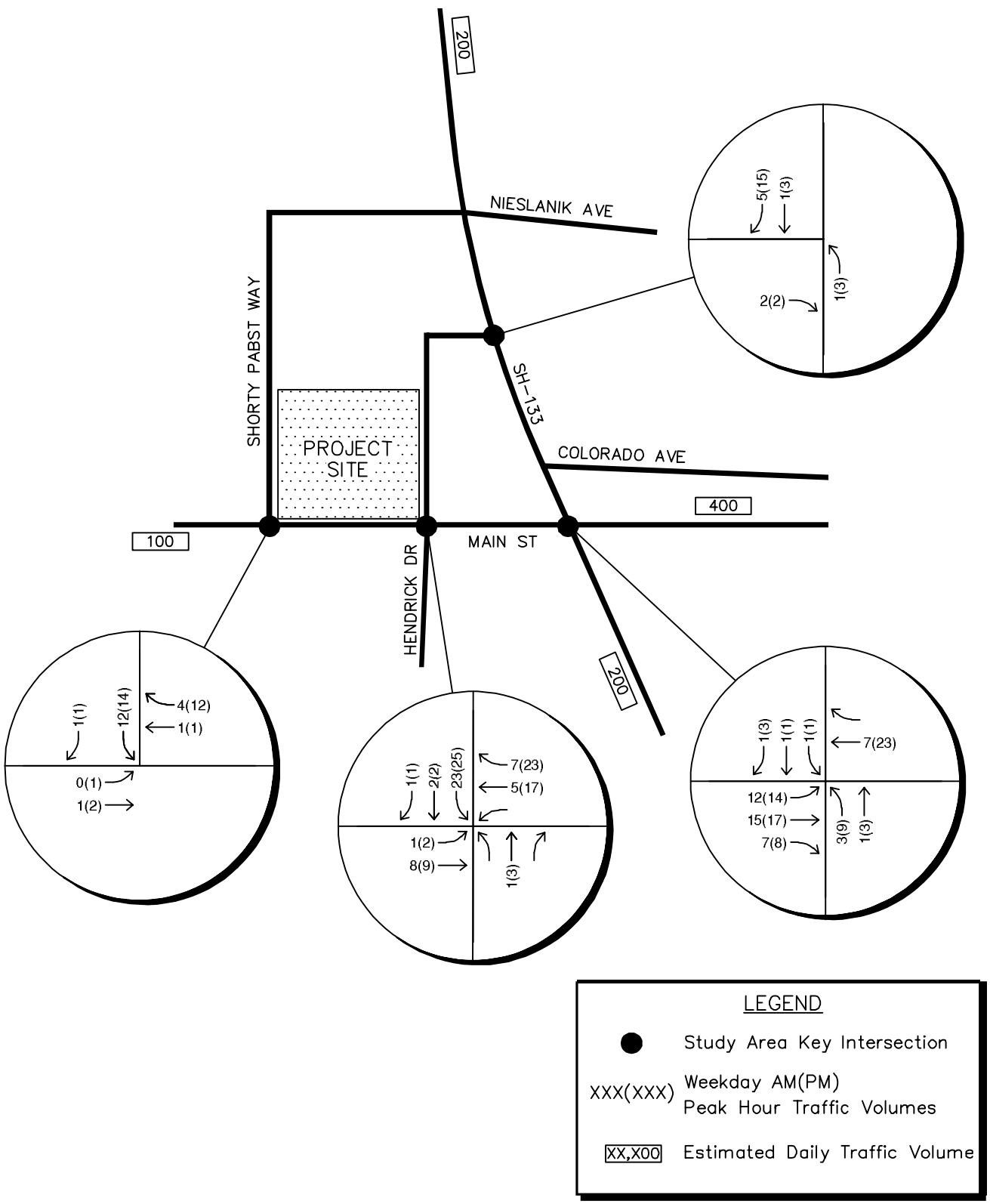
Kimley»Horn



CITY MARKET GROCERY & GAS STATION
(SWC NIESLANIK AVE & SH-133)
PASS-BY TRAFFIC ASSIGNMENT

FIGURE 10

Kimley»Horn



MAIN STREET MARKETPLACE
(NWC SH-133 AND MAIN STREET)
2040 PROJECT TRAFFIC ASSIGNMENT

FIGURE 9

Kimley»Horn

APPENDIX C

Trip Generation Worksheets

Kimley»Horn

Project	Sopris Shopping Center				
Subject	Trip Generation for Multifamily Housing (Mid-Rise)				
Designed by	MAG	*Date*	September 16, 2020	*Job No.*	196003000
Checked by		*Date*		*Sheet No.*	1 *of* 3

TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 10th Edition, Fitted Curve Equations

Land Use Code - Multifamily Housing (Mid-Rise) (221)

Independant Variable - Dwelling Units (X)

X = 76
T = Average Vehicle Trip Ends

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (Series 200 Page 74)

Directional Distribution: 26% ent. 74% exit.

Ln(T) = 0.98 Ln(X) - 0.98
Ln(T) = 0.98 * Ln(76.0) - 0.98

T = 26 Average Vehicle Trip Ends
7 entering 19 exiting

7 + 19 = 26

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (Series 200 Page 75)

Directional Distribution: 61% ent. 39% exit.

Ln(T) = 0.96 Ln(X) - 0.63
Ln(T) = 0.96 * Ln(76.0) - 0.63

T = 34 Average Vehicle Trip Ends
21 entering 13 exiting

21 + 13 = 34

Weekday (Series 200 Page 73)

Directional Distribution: 50% ent. 50% exit.

(T) = 5.45*(X) - 1.75
(T) = 5.45 * 76 - 1.75

T = 414 Average Vehicle Trip Ends
207 entering 207 exiting

207 + 207 = 414

Peak Hour of Generator, Saturday (Series 200 Page 79)

Directional Distribution: 49% ent. 51% exit.

(T) = 0.42*(X) + 6.73
(T) = 0.42 * 76 + 6.73

T = 39 Average Vehicle Trip Ends
19 entering 20 exiting

19 + 20 = 39

Kimley»Horn

Project	Sopris Shopping Center				
Subject	Trip Generation for Shopping Center				
Designed by	MAG	*Date*	September 16, 2020	*Job No.*	196003000
Checked by		*Date*		*Sheet No.*	3 *of* 3

TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 10th Edition, Average Rate Equations

Land Use Code - Shopping Center (820)

Independant Variable - 1000 Square Feet Gross Leasable Area (X)

Gross Leasable Area = 10,000 Square Feet
X = 10.000
T = Average Vehicle Trip Ends

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (800 Series Page 139)

Average Weekday — Directional Distribution: 62% ent. 38% exit.
T = 0.94 * (X) — T = 9 Average Vehicle Trip Ends
T = 0.94 * 10 — 6 entering 3 exiting

6 + 3 = 9

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (800 Series page 140)

Average Weekday — Directional Distribution: 48% ent. 52% exit.
T = 3.81 * (X) — T = 38 Average Vehicle Trip Ends
T = 3.81 * 10 — 18 entering 20 exiting

18 + 20 = 38

Weekday (800 Series page 138)

Average Weekday — Directional Distribution: 50% entering, 50% exiting
T = 37.75 * (X) — T = 378 Average Vehicle Trip Ends
T = 37.75 * 10 — 189 entering 189 exiting

189 + 189 = 378

Non Pass-By Trip Volumes (Per ITE Trip Generation Handbook, 3rd Edition September 2017-Page 190)

AM Peak Hour = 66% Non-Pass By — PM Peak Hour = 66% Non-Pass By

	IN	Out	Total
AM Peak	4	2	6
PM Peak	12	13	26
Daily	125	125	250

PM Peak Hour Rate Applied to Daily

Pass-By Trip Volumes (Per ITE Trip Generation Handbook, 3rd Edition September 2017 -Page 190)

AM Peak Hour = 34% Pass By — PM Peak Hour = 34% Pass By

	IN	Out	Total
AM Peak	2	1	4
PM Peak	6	7	13
Daily	64	64	128

PM Peak Hour Rate Applied to Daily

Kimley»Horn

Project	Sopris Shopping Center				
Subject	Trip Generation for Mini Warehouse				
Designed by	MAG	*Date*	September 16, 2020	*Job No.*	196003000
Checked by		*Date*		*Sheet No.*	2 of 3

TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 10th Edition, Average Rate Equations

Land Use Code - Mini-Warehouse (151)

Independant Variable - 1000 Square Feet Gross Floor Feet (X)
Gross Floor Area = 67,000
X = 67.0
T = Average Vehicle Trip Ends

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (100 Series Page 84)

Directional Distribution: 60% ent. 40% exit.

T = 0.10 (X)
T = 0.10 * 67

T = 7 Average Vehicle Trip Ends
4 entering 3 exiting

4 + 3 = 7

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (100 Series Page 85)

Directional Distribution: 47% ent. 53% exit.

T = 0.17 (X)
T = 0.17 * 67

T = 12 Average Vehicle Trip Ends
6 entering 6 exiting

6 + 6 = 12

Weekday (100 Series Page 83)

Directional Distribution: 50% entering, 50% exiting

T = 1.51 (X)
T = 1.51 * 67

T = 102 Average Vehicle Trip Ends
51 entering 51 exiting

51 + 51 = 102

APPENDIX D

Intersection Analysis Worksheets

MOVEMENT SUMMARY

Site: 1 [2020 Existing AM (Site Folder: General)]

Main Street & SH-133
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: SH-133														
3	L2	61	3.0	66	3.0	0.372	9.0	LOS A	1.3	34.0	0.46	0.47	0.49	30.2
8	T1	465	3.0	505	3.0	0.372	9.0	LOS A	1.3	34.0	0.45	0.45	0.48	30.3
18	R2	24	3.0	26	3.0	0.372	8.9	LOS A	1.3	32.4	0.44	0.44	0.47	29.6
Approach		550	3.0	598	3.0	0.372	9.0	LOS A	1.3	34.0	0.45	0.46	0.48	30.3
East: Main Street														
1	L2	58	3.0	63	3.0	0.293	9.6	LOS A	0.9	22.5	0.52	0.54	0.58	32.1
6	T1	42	3.0	46	3.0	0.293	9.6	LOS A	0.9	22.5	0.52	0.54	0.58	32.1
16	R2	69	3.0	75	3.0	0.293	9.6	LOS A	0.9	22.5	0.52	0.54	0.58	31.2
Approach		169	3.0	184	3.0	0.293	9.6	LOS A	0.9	22.5	0.52	0.54	0.58	31.7
North: SH-133														
7	L2	118	3.0	128	3.0	0.323	7.2	LOS A	1.1	28.3	0.29	0.21	0.29	30.6
4	T1	406	3.0	441	3.0	0.323	7.1	LOS A	1.1	28.3	0.28	0.20	0.28	30.9
14	R2	49	3.0	53	3.0	0.323	7.1	LOS A	1.0	26.6	0.27	0.20	0.27	30.3
Approach		573	3.0	623	3.0	0.323	7.1	LOS A	1.1	28.3	0.28	0.20	0.28	30.8
West: Main Street														
5	L2	190	3.0	207	3.0	0.532	13.6	LOS B	2.9	73.4	0.59	0.79	1.03	22.4
2	T1	76	3.0	83	3.0	0.532	13.6	LOS B	2.9	73.4	0.59	0.79	1.03	22.0
12	R2	74	3.0	80	3.0	0.532	13.6	LOS B	2.9	73.4	0.59	0.79	1.03	21.5
Approach		340	3.0	370	3.0	0.532	13.6	LOS B	2.9	73.4	0.59	0.79	1.03	22.1
All Vehicles		1632	3.0	1774	3.0	0.532	9.3	LOS A	2.9	73.4	0.43	0.45	0.54	28.4

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 1 [2020 Existing PM]

Main Street & SH-133
Site Category: (None)
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: SH-133												
3	L2	74	3.0	0.272	7.6	LOS A	0.8	21.4	0.42	0.41	0.42	30.6
8	T1	323	3.0	0.272	7.5	LOS A	0.8	21.4	0.41	0.40	0.41	30.8
18	R2	37	3.0	0.272	7.5	LOS A	0.8	20.3	0.40	0.39	0.40	30.2
Approach		434	3.0	0.272	7.5	LOS A	0.8	21.4	0.41	0.40	0.41	30.7
East: Main Street												
1	L2	72	3.0	0.455	11.2	LOS B	2.1	53.7	0.53	0.66	0.81	23.3
6	T1	115	3.0	0.455	11.2	LOS B	2.1	53.7	0.53	0.66	0.81	22.8
16	R2	146	3.0	0.455	11.2	LOS B	2.1	53.7	0.53	0.66	0.81	22.2
Approach		333	3.0	0.455	11.2	LOS B	2.1	53.7	0.53	0.66	0.81	22.6
North: SH-133												
7	L2	173	3.0	0.485	10.2	LOS B	2.3	58.8	0.43	0.40	0.49	29.4
4	T1	530	3.0	0.485	10.1	LOS B	2.3	58.8	0.42	0.39	0.48	29.6
14	R2	173	3.0	0.485	10.1	LOS B	2.2	56.2	0.41	0.38	0.47	29.1
Approach		876	3.0	0.485	10.1	LOS B	2.3	58.8	0.42	0.39	0.48	29.5
West: Main Street												
5	L2	166	3.0	0.494	13.7	LOS B	2.3	58.2	0.60	0.78	1.01	22.4
2	T1	87	3.0	0.494	13.7	LOS B	2.3	58.2	0.60	0.78	1.01	22.0
12	R2	57	3.0	0.494	13.7	LOS B	2.3	58.2	0.60	0.78	1.01	21.5
Approach		310	3.0	0.494	13.7	LOS B	2.3	58.2	0.60	0.78	1.01	22.1
All Vehicles		1952	3.0	0.494	10.3	LOS B	2.3	58.8	0.46	0.50	0.60	26.9

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 1 [2022 Background AM]

Main Street & SH-133
Site Category: (None)
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: SH-133												
3	L2	101	3.0	0.476	12.1	LOS B	2.4	60.5	0.57	0.68	0.89	28.9
8	T1	557	3.0	0.476	11.9	LOS B	2.4	60.5	0.55	0.67	0.88	29.1
18	R2	20	3.0	0.476	11.8	LOS B	2.3	59.0	0.54	0.66	0.87	28.6
Approach		677	3.0	0.476	12.0	LOS B	2.4	60.5	0.55	0.67	0.88	29.1
East: Main Street												
1	L2	64	3.0	0.480	14.3	LOS B	2.0	52.2	0.63	0.80	1.04	22.5
6	T1	78	3.0	0.480	14.3	LOS B	2.0	52.2	0.63	0.80	1.04	22.1
16	R2	133	3.0	0.480	14.3	LOS B	2.0	52.2	0.63	0.80	1.04	21.6
Approach		275	3.0	0.480	14.3	LOS B	2.0	52.2	0.63	0.80	1.04	21.9
North: SH-133												
7	L2	237	3.0	0.430	9.1	LOS A	1.6	41.8	0.39	0.32	0.39	29.4
4	T1	493	3.0	0.430	9.0	LOS A	1.6	41.8	0.37	0.31	0.37	30.1
14	R2	55	3.0	0.430	9.0	LOS A	1.5	39.5	0.37	0.31	0.37	29.6
Approach		786	3.0	0.430	9.0	LOS A	1.6	41.8	0.38	0.31	0.38	29.8
West: Main Street												
5	L2	243	3.0	0.698	21.6	LOS C	4.9	126.6	0.71	1.09	1.60	20.8
2	T1	100	3.0	0.698	21.6	LOS C	4.9	126.6	0.71	1.09	1.60	20.4
12	R2	88	3.0	0.698	21.6	LOS C	4.9	126.6	0.71	1.09	1.60	20.0
Approach		432	3.0	0.698	21.6	LOS C	4.9	126.6	0.71	1.09	1.60	20.5
All Vehicles		2170	3.0	0.698	13.1	LOS B	4.9	126.6	0.53	0.64	0.86	26.1

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 1 [2022 Background PM]

Main Street & SH-133
Site Category: (None)
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: SH-133												
3	L2	130	3.0	0.428	12.1	LOS B	1.8	46.3	0.58	0.68	0.87	28.6
8	T1	388	3.0	0.428	11.9	LOS B	1.8	46.3	0.56	0.66	0.85	29.0
18	R2	30	3.0	0.428	11.7	LOS B	1.8	45.0	0.56	0.65	0.84	28.6
Approach		549	3.0	0.428	11.9	LOS B	1.8	46.3	0.57	0.67	0.85	28.9
East: Main Street												
1	L2	73	3.0	0.738	23.3	LOS C	6.1	156.2	0.73	1.19	1.76	20.7
6	T1	180	3.0	0.738	23.3	LOS C	6.1	156.2	0.73	1.19	1.76	20.4
16	R2	222	3.0	0.738	23.3	LOS C	6.1	156.2	0.73	1.19	1.76	19.9
Approach		475	3.0	0.738	23.3	LOS C	6.1	156.2	0.73	1.19	1.76	20.2
North: SH-133												
7	L2	388	3.0	0.730	19.0	LOS C	9.0	231.2	0.69	1.04	1.52	26.1
4	T1	636	3.0	0.730	18.8	LOS C	9.0	231.2	0.67	1.02	1.51	26.6
14	R2	179	3.0	0.730	18.7	LOS C	8.9	228.8	0.66	1.02	1.50	26.2
Approach		1203	3.0	0.730	18.9	LOS C	9.0	231.2	0.67	1.03	1.51	26.4
West: Main Street												
5	L2	221	3.0	0.826	37.2	LOS E	6.6	169.5	0.86	1.47	2.41	18.2
2	T1	112	3.0	0.826	37.2	LOS E	6.6	169.5	0.86	1.47	2.41	18.0
12	R2	78	3.0	0.826	37.2	LOS E	6.6	169.5	0.86	1.47	2.41	17.6
Approach		411	3.0	0.826	37.2	LOS E	6.6	169.5	0.86	1.47	2.41	18.0
All Vehicles		2638	3.0	0.826	21.1	LOS C	9.0	231.2	0.69	1.05	1.56	23.8

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 1 [2022 Total AM (Site Folder: General)]

Main Street & SH-133
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: SH-133														
3	L2	93	3.0	101	3.0	0.482	12.3	LOS B	2.4	61.9	0.57	0.73	0.91	23.0
8	T1	516	3.0	561	3.0	0.482	12.1	LOS B	2.4	61.9	0.56	0.72	0.89	22.8
18	R2	18	3.0	20	3.0	0.482	12.0	LOS B	2.4	60.3	0.55	0.71	0.88	22.4
Approach		627	3.0	682	3.0	0.482	12.1	LOS B	2.4	61.9	0.56	0.72	0.90	22.8
East: Main Street														
1	L2	64	3.0	70	3.0	0.507	15.2	LOS C	2.3	57.7	0.65	0.79	1.10	27.9
6	T1	75	3.0	82	3.0	0.507	15.2	LOS C	2.3	57.7	0.65	0.79	1.10	27.7
16	R2	127	3.0	138	3.0	0.507	15.2	LOS C	2.3	57.7	0.65	0.79	1.10	27.0
Approach		266	3.0	289	3.0	0.507	15.2	LOS C	2.3	57.7	0.65	0.79	1.10	27.4
North: SH-133														
7	L2	223	3.0	242	3.0	0.435	9.2	LOS A	1.7	42.5	0.40	0.34	0.40	23.4
4	T1	454	3.0	493	3.0	0.435	9.1	LOS A	1.7	42.5	0.38	0.32	0.38	23.4
14	R2	51	3.0	55	3.0	0.435	9.1	LOS A	1.6	40.2	0.38	0.32	0.38	23.0
Approach		728	3.0	791	3.0	0.435	9.2	LOS A	1.7	42.5	0.39	0.33	0.39	23.4
West: Main Street														
5	L2	226	3.0	246	3.0	0.707	22.3	LOS C	5.1	130.0	0.72	0.99	1.64	26.9
2	T1	92	3.0	100	3.0	0.707	22.3	LOS C	5.1	130.0	0.72	0.99	1.64	26.9
12	R2	81	3.0	88	3.0	0.707	22.3	LOS C	5.1	130.0	0.72	0.99	1.64	26.3
Approach		399	3.0	434	3.0	0.707	22.3	LOS C	5.1	130.0	0.72	0.99	1.64	26.8
All Vehicles		2020	3.0	2196	3.0	0.707	13.5	LOS B	5.1	130.0	0.54	0.64	0.89	24.3

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 1 [2022 Total PM (Site Folder: General)]

Main Street & SH-133
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: SH-133														
3	L2	120	3.0	130	3.0	0.443	12.6	LOS B	1.9	48.9	0.59	0.70	0.91	28.4
8	T1	366	3.0	398	3.0	0.443	12.3	LOS B	1.9	48.9	0.58	0.68	0.89	28.9
18	R2	28	3.0	30	3.0	0.443	12.2	LOS B	1.9	47.7	0.57	0.67	0.88	28.4
Approach		514	3.0	559	3.0	0.443	12.4	LOS B	1.9	48.9	0.58	0.68	0.89	28.7
East: Main Street														
1	L2	75	3.0	82	3.0	0.790	27.5	LOS D	7.5	192.9	0.77	1.34	2.06	20.0
6	T1	170	3.0	185	3.0	0.790	27.5	LOS D	7.5	192.9	0.77	1.34	2.06	19.6
16	R2	218	3.0	237	3.0	0.790	27.5	LOS D	7.5	192.9	0.77	1.34	2.06	19.2
Approach		463	3.0	503	3.0	0.790	27.5	LOS D	7.5	192.9	0.77	1.34	2.06	19.5
North: SH-133														
7	L2	371	3.0	403	3.0	0.747	20.1	LOS C	9.6	245.7	0.71	1.09	1.62	25.7
4	T1	585	3.0	636	3.0	0.747	19.9	LOS C	9.6	245.7	0.69	1.07	1.61	26.3
14	R2	165	3.0	179	3.0	0.747	19.8	LOS C	9.5	243.4	0.68	1.07	1.60	25.9
Approach		1121	3.0	1218	3.0	0.747	19.9	LOS C	9.6	245.7	0.70	1.08	1.61	26.0
West: Main Street														
5	L2	208	3.0	226	3.0	0.851	40.9	LOS E	7.3	186.7	0.88	1.56	2.62	17.7
2	T1	103	3.0	112	3.0	0.851	40.9	LOS E	7.3	186.7	0.88	1.56	2.62	17.5
12	R2	72	3.0	78	3.0	0.851	40.9	LOS E	7.3	186.7	0.88	1.56	2.62	17.1
Approach		383	3.0	416	3.0	0.851	40.9	LOS E	7.3	186.7	0.88	1.56	2.62	17.5
All Vehicles		2481	3.0	2697	3.0	0.851	23.0	LOS C	9.6	245.7	0.71	1.12	1.70	23.3

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 1 [2040 Background AM]

Main Street & SH-133
Site Category: (None)
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: SH-133												
3	L2	114	3.0	0.596	16.2	LOS C	3.7	95.3	0.65	0.86	1.24	27.5
8	T1	658	3.0	0.596	16.0	LOS C	3.7	95.3	0.64	0.84	1.22	27.7
18	R2	25	3.0	0.596	15.8	LOS C	3.7	93.8	0.63	0.83	1.21	27.2
Approach		797	3.0	0.596	16.0	LOS C	3.7	95.3	0.64	0.84	1.22	27.6
East: Main Street												
1	L2	77	3.0	0.609	20.4	LOS C	3.0	77.5	0.74	1.01	1.41	21.2
6	T1	87	3.0	0.609	20.4	LOS C	3.0	77.5	0.74	1.01	1.41	20.8
16	R2	148	3.0	0.609	20.4	LOS C	3.0	77.5	0.74	1.01	1.41	20.4
Approach		312	3.0	0.609	20.4	LOS C	3.0	77.5	0.74	1.01	1.41	20.7
North: SH-133												
7	L2	263	3.0	0.511	10.8	LOS B	2.9	74.7	0.46	0.47	0.60	28.9
4	T1	582	3.0	0.511	10.7	LOS B	2.9	74.7	0.44	0.46	0.59	29.4
14	R2	66	3.0	0.511	10.7	LOS B	2.8	72.0	0.43	0.45	0.58	28.9
Approach		911	3.0	0.511	10.7	LOS B	2.9	74.7	0.44	0.46	0.59	29.2
West: Main Street												
5	L2	285	3.0	0.895	43.2	LOS E	10.7	272.7	0.88	1.77	3.04	17.4
2	T1	116	3.0	0.895	43.2	LOS E	10.7	272.7	0.88	1.77	3.04	17.1
12	R2	104	3.0	0.895	43.2	LOS E	10.7	272.7	0.88	1.77	3.04	16.8
Approach		505	3.0	0.895	43.2	LOS E	10.7	272.7	0.88	1.77	3.04	17.2
All Vehicles		2525	3.0	0.895	20.1	LOS C	10.7	272.7	0.63	0.91	1.38	24.2

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 1 [2040 Background PM]

Main Street & SH-133
Site Category: (None)
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: SH-133												
3	L2	146	3.0	0.524	15.2	LOS C	2.6	66.1	0.63	0.79	1.11	27.5
8	T1	452	3.0	0.524	14.9	LOS B	2.6	66.1	0.62	0.77	1.09	28.0
18	R2	37	3.0	0.524	14.7	LOS B	2.5	64.9	0.61	0.77	1.08	27.5
Approach		635	3.0	0.524	15.0	LOS B	2.6	66.1	0.62	0.78	1.09	27.8
East: Main Street												
1	L2	88	3.0	0.909	43.9	LOS E	12.4	316.5	0.87	1.86	3.19	17.5
6	T1	203	3.0	0.909	43.9	LOS E	12.4	316.5	0.87	1.86	3.19	17.2
16	R2	251	3.0	0.909	43.9	LOS E	12.4	316.5	0.87	1.86	3.19	16.9
Approach		542	3.0	0.909	43.9	LOS E	12.4	316.5	0.87	1.86	3.19	17.1
North: SH-133												
7	L2	423	3.0	0.870	31.3	LOS D	16.7	428.7	0.87	1.55	2.56	23.0
4	T1	741	3.0	0.870	31.0	LOS D	16.8	428.9	0.86	1.54	2.55	23.3
14	R2	214	3.0	0.870	30.8	LOS D	16.8	428.9	0.85	1.54	2.54	23.0
Approach		1378	3.0	0.870	31.0	LOS D	16.8	428.9	0.86	1.55	2.55	23.1
West: Main Street												
5	L2	254	3.0	1.063	91.1	LOS F	20.7	530.4	1.00	2.93	6.10	12.8
2	T1	129	3.0	1.063	91.1	LOS F	20.7	530.4	1.00	2.93	6.10	12.7
12	R2	89	3.0	1.063	91.1	LOS F	20.7	530.4	1.00	2.93	6.10	12.5
Approach		473	3.0	1.063	91.1	LOS F	20.7	530.4	1.00	2.93	6.10	12.7
All Vehicles		3028	3.0	1.063	39.3	LOS E	20.7	530.4	0.84	1.66	2.92	20.0

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 1 [2040 Total AM (Site Folder: General)]

Main Street & SH-133
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: SH-133														
3	L2	105	3.0	114	3.0	0.603	16.5	LOS C	3.8	97.3	0.66	0.87	1.26	27.4
8	T1	609	3.0	662	3.0	0.603	16.3	LOS C	3.8	97.3	0.64	0.85	1.25	27.6
18	R2	23	3.0	25	3.0	0.603	16.1	LOS C	3.7	95.8	0.63	0.84	1.24	27.1
Approach		737	3.0	801	3.0	0.603	16.3	LOS C	3.8	97.3	0.64	0.85	1.25	27.5
East: Main Street														
1	L2	76	3.0	83	3.0	0.640	22.0	LOS C	3.4	85.8	0.75	1.05	1.50	20.9
6	T1	83	3.0	90	3.0	0.640	22.0	LOS C	3.4	85.8	0.75	1.05	1.50	20.6
16	R2	141	3.0	153	3.0	0.640	22.0	LOS C	3.4	85.8	0.75	1.05	1.50	20.1
Approach		300	3.0	326	3.0	0.640	22.0	LOS C	3.4	85.8	0.75	1.05	1.50	20.4
North: SH-133														
7	L2	247	3.0	268	3.0	0.517	11.0	LOS B	3.1	78.9	0.47	0.50	0.64	28.8
4	T1	535	3.0	582	3.0	0.517	10.9	LOS B	3.1	78.9	0.45	0.48	0.62	29.3
14	R2	61	3.0	66	3.0	0.517	10.9	LOS B	3.0	76.3	0.44	0.48	0.61	28.9
Approach		843	3.0	916	3.0	0.517	10.9	LOS B	3.1	78.9	0.45	0.49	0.63	29.1
West: Main Street														
5	L2	264	3.0	287	3.0	0.906	45.3	LOS E	11.2	286.1	0.89	1.83	3.18	17.1
2	T1	107	3.0	116	3.0	0.906	45.3	LOS E	11.2	286.1	0.89	1.83	3.18	16.9
12	R2	96	3.0	104	3.0	0.906	45.3	LOS E	11.2	286.1	0.89	1.83	3.18	16.6
Approach		467	3.0	508	3.0	0.906	45.3	LOS E	11.2	286.1	0.89	1.83	3.18	17.0
All Vehicles		2347	3.0	2551	3.0	0.906	20.9	LOS C	11.2	286.1	0.64	0.94	1.44	24.0

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 1 [2040 Total PM (Site Folder: General)]

Main Street & SH-133
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: SH-133														
3	L2	134	3.0	146	3.0	0.535	15.5	LOS C	2.7	68.4	0.64	0.80	1.13	27.5
8	T1	425	3.0	462	3.0	0.535	15.2	LOS C	2.7	68.4	0.63	0.79	1.11	27.9
18	R2	34	3.0	37	3.0	0.535	15.0	LOS C	2.6	67.2	0.62	0.78	1.11	27.4
Approach		593	3.0	645	3.0	0.535	15.3	LOS C	2.7	68.4	0.63	0.79	1.12	27.7
East: Main Street														
1	L2	89	3.0	97	3.0	0.960	53.9	LOS F	16.3	417.5	0.92	1.81	3.97	19.9
6	T1	191	3.0	208	3.0	0.960	53.9	LOS F	16.3	417.5	0.92	1.81	3.97	19.9
16	R2	245	3.0	266	3.0	0.960	53.9	LOS F	16.3	417.5	0.92	1.81	3.97	19.5
Approach		525	3.0	571	3.0	0.960	53.9	LOS F	16.3	417.5	0.92	1.81	3.97	19.7
North: SH-133														
7	L2	403	3.0	438	3.0	0.889	33.9	LOS D	18.0	461.8	0.90	1.64	2.76	22.4
4	T1	682	3.0	741	3.0	0.889	33.5	LOS D	18.1	462.8	0.89	1.64	2.75	22.7
14	R2	197	3.0	214	3.0	0.889	33.4	LOS D	18.1	462.8	0.88	1.63	2.75	22.4
Approach		1282	3.0	1393	3.0	0.889	33.6	LOS D	18.1	462.8	0.89	1.64	2.76	22.5
West: Main Street														
5	L2	239	3.0	260	3.0	1.094	101.5	LOS F	23.7	607.3	1.00	3.18	6.81	12.1
2	T1	119	3.0	129	3.0	1.094	101.5	LOS F	23.7	607.3	1.00	3.18	6.81	12.0
12	R2	82	3.0	89	3.0	1.094	101.5	LOS F	23.7	607.3	1.00	3.18	6.81	11.8
Approach		440	3.0	478	3.0	1.094	101.5	LOS F	23.7	607.3	1.00	3.18	6.81	12.0
All Vehicles		2840	3.0	3087	3.0	1.094	44.0	LOS E	23.7	607.3	0.86	1.73	3.27	20.1

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 1 [2040 Total AM + RT Lanes (Site Folder: General)]

Main Street & SH-133
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: SH-133														
3	L2	105	3.0	114	3.0	0.603	16.5	LOS C	3.8	97.3	0.66	0.87	1.26	27.4
8	T1	609	3.0	662	3.0	0.603	16.3	LOS C	3.8	97.3	0.64	0.85	1.25	27.6
18	R2	23	3.0	25	3.0	0.603	16.1	LOS C	3.7	95.8	0.63	0.84	1.24	27.1
Approach		737	3.0	801	3.0	0.603	16.3	LOS C	3.8	97.3	0.64	0.85	1.25	27.5
East: Main Street														
1	L2	76	3.0	83	3.0	0.339	12.3	LOS B	1.1	27.8	0.63	0.71	0.84	22.8
6	T1	83	3.0	90	3.0	0.339	12.3	LOS B	1.1	27.8	0.63	0.71	0.84	22.4
16	R2	141	3.0	153	3.0	0.318	12.5	LOS B	1.0	26.0	0.65	0.72	0.82	22.0
Approach		300	3.0	326	3.0	0.339	12.4	LOS B	1.1	27.8	0.64	0.72	0.83	22.3
North: SH-133														
7	L2	247	3.0	268	3.0	0.517	11.0	LOS B	3.1	78.9	0.47	0.50	0.64	28.8
4	T1	535	3.0	582	3.0	0.517	10.9	LOS B	3.1	78.9	0.45	0.48	0.62	29.3
14	R2	61	3.0	66	3.0	0.517	10.9	LOS B	3.0	76.3	0.44	0.48	0.61	28.9
Approach		843	3.0	916	3.0	0.517	10.9	LOS B	3.1	78.9	0.45	0.49	0.63	29.1
West: Main Street														
5	L2	264	3.0	287	3.0	0.720	24.8	LOS C	4.9	124.5	0.76	1.17	1.75	20.1
2	T1	107	3.0	116	3.0	0.720	24.8	LOS C	4.9	124.5	0.76	1.17	1.75	19.8
12	R2	96	3.0	104	3.0	0.195	9.4	LOS A	0.5	13.7	0.57	0.57	0.57	22.7
Approach		467	3.0	508	3.0	0.720	21.6	LOS C	4.9	124.5	0.72	1.04	1.51	20.5
All Vehicles		2347	3.0	2551	3.0	0.720	14.9	LOS B	4.9	124.5	0.59	0.74	1.02	25.5

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 1 [2040 Total PM + RT Lanes (Site Folder: General)]

Main Street & SH-133
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
South: SH-133														
3	L2	134	3.0	146	3.0	0.545	16.1	LOS C	2.7	70.4	0.66	0.82	1.17	27.3
8	T1	425	3.0	462	3.0	0.545	15.8	LOS C	2.7	70.4	0.64	0.81	1.15	27.7
18	R2	34	3.0	37	3.0	0.545	15.6	LOS C	2.7	69.2	0.63	0.80	1.15	27.3
Approach		593	3.0	645	3.0	0.545	15.8	LOS C	2.7	70.4	0.64	0.81	1.16	27.5
East: Main Street														
1	L2	89	3.0	97	3.0	0.518	15.1	LOS C	2.4	61.4	0.64	0.77	1.11	29.9
6	T1	191	3.0	208	3.0	0.518	15.1	LOS C	2.4	61.4	0.64	0.77	1.11	29.8
16	R2	245	3.0	266	3.0	0.474	14.4	LOS B	2.1	52.9	0.64	0.75	1.03	29.7
Approach		525	3.0	571	3.0	0.518	14.8	LOS B	2.4	61.4	0.64	0.76	1.07	29.8
North: SH-133														
7	L2	403	3.0	438	3.0	0.889	33.9	LOS D	18.0	461.8	0.90	1.64	2.76	22.4
4	T1	682	3.0	741	3.0	0.889	33.5	LOS D	18.1	462.8	0.89	1.64	2.75	22.7
14	R2	197	3.0	214	3.0	0.889	33.4	LOS D	18.1	462.8	0.88	1.63	2.75	22.4
Approach		1282	3.0	1393	3.0	0.889	33.6	LOS D	18.1	462.8	0.89	1.64	2.76	22.5
West: Main Street														
5	L2	239	3.0	260	3.0	0.890	50.5	LOS F	7.9	201.6	0.92	1.71	3.02	16.5
2	T1	119	3.0	129	3.0	0.890	50.5	LOS F	7.9	201.6	0.92	1.71	3.02	16.3
12	R2	82	3.0	89	3.0	0.218	12.3	LOS B	0.6	15.0	0.68	0.68	0.68	22.0
Approach		440	3.0	478	3.0	0.890	43.4	LOS E	7.9	201.6	0.87	1.52	2.59	17.2
All Vehicles		2840	3.0	3087	3.0	0.890	27.9	LOS D	18.1	462.8	0.79	1.28	2.08	23.3

Site Level of Service (LOS) Method: Delay & v/c (HCM 2010). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: US HCM 2010.
Delay Model: HCM Delay Formula (Geometric Delay is not included).
Queue Model: HCM Queue Formula.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	59	713	32	0	542
Future Vol, veh/h	0	59	713	32	0	542
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	82	82	72	72
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	68	870	39	0	753

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	455	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.93	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.319	-	-	-	-
Pot Cap-1 Maneuver	0	553	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	553	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	553	-
HCM Lane V/C Ratio	-	-	0.123	-
HCM Control Delay (s)	-	-	12.4	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.4	-

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	55	550	56	0	778
Future Vol, veh/h	0	55	550	56	0	778
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	81	81	96	96	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	68	573	58	0	864

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	316	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.93	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.319	-	-	-	-
Pot Cap-1 Maneuver	0	681	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	681	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.9	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	681	-
HCM Lane V/C Ratio	-	-	0.1	-
HCM Control Delay (s)	-	-	10.9	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.3	-

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	60	891	33	0	694
Future Vol, veh/h	0	60	891	33	0	694
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	82	82	72	72
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	69	1087	40	0	964

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	564	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.93	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.319	-	-	-	-
Pot Cap-1 Maneuver	0	470	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	470	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	470	-
HCM Lane V/C Ratio	-	-	0.147	-
HCM Control Delay (s)	-	-	14	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.5	-

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	56	795	57	0	1078
Future Vol, veh/h	0	56	795	57	0	1078
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	81	81	96	96	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	69	828	59	0	1198

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	444	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.93	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.319	-	-	-	-
Pot Cap-1 Maneuver	0	562	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	562	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	562	-
HCM Lane V/C Ratio	-	-	0.123	-
HCM Control Delay (s)	-	-	12.3	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.4	-

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	62	897	43	0	699
Future Vol, veh/h	0	62	897	43	0	699
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	82	82	72	72
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	71	1094	52	0	971

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	573	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.93	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.319	-	-	-	-
Pot Cap-1 Maneuver	0	463	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	463	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.2	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	463	-
HCM Lane V/C Ratio	-	-	0.154	-
HCM Control Delay (s)	-	-	14.2	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.5	-

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	59	810	84	0	1092
Future Vol, veh/h	0	59	810	84	0	1092
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	81	81	96	96	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	73	844	88	0	1213

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	466	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.93	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.319	-	-	-	-
Pot Cap-1 Maneuver	0	544	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	544	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.6	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	544	-
HCM Lane V/C Ratio	-	-	0.134	-
HCM Control Delay (s)	-	-	12.6	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.5	-

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	72	1034	39	0	802
Future Vol, veh/h	0	72	1034	39	0	802
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	78	1124	42	0	872

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	583	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.93	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.319	-	-	-	-
Pot Cap-1 Maneuver	0	456	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	456	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	456	-
HCM Lane V/C Ratio	-	-	0.172	-
HCM Control Delay (s)	-	-	14.5	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.6	-

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	67	905	68	0	1233
Future Vol, veh/h	0	67	905	68	0	1233
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	73	984	74	0	1340

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	529	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.93	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.319	-	-	-	-
Pot Cap-1 Maneuver	0	495	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	495	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	495	-
HCM Lane V/C Ratio	-	-	0.147	-
HCM Control Delay (s)	-	-	13.5	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.5	-

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	74	1040	49	0	807
Future Vol, veh/h	0	74	1040	49	0	807
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	80	1130	53	0	877

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	592	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.93	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.319	-	-	-	-
Pot Cap-1 Maneuver	0	450	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	450	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.7	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	450	-
HCM Lane V/C Ratio	-	-	0.179	-
HCM Control Delay (s)	-	-	14.7	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.6	-

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	70	920	95	0	1247
Future Vol, veh/h	0	70	920	95	0	1247
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	76	1000	103	0	1355

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	552	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.93	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.319	-	-	-	-
Pot Cap-1 Maneuver	0	478	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	478	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	478	-
HCM Lane V/C Ratio	-	-	0.159	-
HCM Control Delay (s)	-	-	14	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.6	-

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	6	938	6	0	647
Future Vol, veh/h	0	6	938	6	0	647
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	69	69	83	83	70	70
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	9	1130	7	0	924

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	1134	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	247	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	247	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	20.1	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	247	-
HCM Lane V/C Ratio	-	-	0.035	-
HCM Control Delay (s)	-	-	20.1	-
HCM Lane LOS	-	-	C	-
HCM 95th %tile Q(veh)	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	9	843	15	0	980
Future Vol, veh/h	0	9	843	15	0	980
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	94	94	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	11	897	16	0	1077

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	905	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	335	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	335	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.1	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	335	-
HCM Lane V/C Ratio	-	-	0.034	-
HCM Control Delay (s)	-	-	16.1	-
HCM Lane LOS	-	-	C	-
HCM 95th %tile Q(veh)	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	6	1092	6	0	759
Future Vol, veh/h	0	6	1092	6	0	759
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	7	1187	7	0	825

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	1191	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	228	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	228	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	21.3	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	228	-
HCM Lane V/C Ratio	-	-	0.029	-
HCM Control Delay (s)	-	-	21.3	-
HCM Lane LOS	-	-	C	-
HCM 95th %tile Q(veh)	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	9	965	15	0	1138
Future Vol, veh/h	0	9	965	15	0	1138
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	10	1049	16	0	1237

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	1057	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	273	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	273	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18.7	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	273	-
HCM Lane V/C Ratio	-	-	0.036	-
HCM Control Delay (s)	-	-	18.7	-
HCM Lane LOS	-	-	C	-
HCM 95th %tile Q(veh)	-	-	0.1	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	8	33	55	1	16	1
Future Vol, veh/h	8	33	55	1	16	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	75	75	95	95	69	69
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	44	58	1	23	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	59	0	-	0	125	59
Stage 1	-	-	-	-	59	-
Stage 2	-	-	-	-	66	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1545	-	-	-	870	1007
Stage 1	-	-	-	-	964	-
Stage 2	-	-	-	-	957	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1545	-	-	-	864	1007
Mov Cap-2 Maneuver	-	-	-	-	864	-
Stage 1	-	-	-	-	957	-
Stage 2	-	-	-	-	957	-

Approach	EB	WB	SB
HCM Control Delay, s	1.4	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1545	-	-	-	871
HCM Lane V/C Ratio	0.007	-	-	-	0.028
HCM Control Delay (s)	7.3	0	-	-	9.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	22	43	57	3	25	1
Future Vol, veh/h	22	43	57	3	25	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	82	82	87	87	64	64
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	52	66	3	39	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	69	0	-	0	174	68
Stage 1	-	-	-	-	68	-
Stage 2	-	-	-	-	106	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1532	-	-	-	816	995
Stage 1	-	-	-	-	955	-
Stage 2	-	-	-	-	918	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1532	-	-	-	801	995
Mov Cap-2 Maneuver	-	-	-	-	801	-
Stage 1	-	-	-	-	938	-
Stage 2	-	-	-	-	918	-

Approach	EB	WB	SB
HCM Control Delay, s	2.5	0	9.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1532	-	-	-	807
HCM Lane V/C Ratio	0.018	-	-	-	0.05
HCM Control Delay (s)	7.4	0	-	-	9.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	8	39	65	1	16	1
Future Vol, veh/h	8	39	65	1	16	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	42	71	1	17	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	72	0	-	0	132	72
Stage 1	-	-	-	-	72	-
Stage 2	-	-	-	-	60	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1528	-	-	-	862	990
Stage 1	-	-	-	-	951	-
Stage 2	-	-	-	-	963	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1528	-	-	-	857	990
Mov Cap-2 Maneuver	-	-	-	-	857	-
Stage 1	-	-	-	-	945	-
Stage 2	-	-	-	-	963	-

Approach	EB	WB	SB
HCM Control Delay, s	1.3	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1528	-	-	-	864
HCM Lane V/C Ratio	0.006	-	-	-	0.021
HCM Control Delay (s)	7.4	0	-	-	9.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	22	50	68	3	25	1
Future Vol, veh/h	22	50	68	3	25	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	54	74	3	27	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	77	0	-	0	178	76
Stage 1	-	-	-	-	76	-
Stage 2	-	-	-	-	102	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1522	-	-	-	812	985
Stage 1	-	-	-	-	947	-
Stage 2	-	-	-	-	922	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1522	-	-	-	799	985
Mov Cap-2 Maneuver	-	-	-	-	799	-
Stage 1	-	-	-	-	932	-
Stage 2	-	-	-	-	922	-

Approach	EB	WB	SB
HCM Control Delay, s	2.3	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1522	-	-	-	805
HCM Lane V/C Ratio	0.016	-	-	-	0.035
HCM Control Delay (s)	7.4	0	-	-	9.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	42	64	1	2	2
Future Vol, veh/h	2	42	64	1	2	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	89	89	50	50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	49	72	1	4	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	73	0	-	0	126	73
Stage 1	-	-	-	-	73	-
Stage 2	-	-	-	-	53	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1527	-	-	-	869	989
Stage 1	-	-	-	-	950	-
Stage 2	-	-	-	-	970	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1527	-	-	-	868	989
Mov Cap-2 Maneuver	-	-	-	-	868	-
Stage 1	-	-	-	-	949	-
Stage 2	-	-	-	-	970	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	8.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1527	-	-	-	925
HCM Lane V/C Ratio	0.002	-	-	-	0.009
HCM Control Delay (s)	7.4	0	-	-	8.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	87	68	1	4	2
Future Vol, veh/h	6	87	68	1	4	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	79	79	79	79	50	50
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	110	86	1	8	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	87	0	-	0	213	87
Stage 1	-	-	-	-	87	-
Stage 2	-	-	-	-	126	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1509	-	-	-	775	971
Stage 1	-	-	-	-	936	-
Stage 2	-	-	-	-	900	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1509	-	-	-	770	971
Mov Cap-2 Maneuver	-	-	-	-	770	-
Stage 1	-	-	-	-	930	-
Stage 2	-	-	-	-	900	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	9.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1509	-	-	-	827
HCM Lane V/C Ratio	0.005	-	-	-	0.015
HCM Control Delay (s)	7.4	0	-	-	9.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	47	77	1	2	2
Future Vol, veh/h	2	47	77	1	2	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	51	84	1	2	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	85	0	-	0	140	85
Stage 1	-	-	-	-	85	-
Stage 2	-	-	-	-	55	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1512	-	-	-	853	974
Stage 1	-	-	-	-	938	-
Stage 2	-	-	-	-	968	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1512	-	-	-	852	974
Mov Cap-2 Maneuver	-	-	-	-	852	-
Stage 1	-	-	-	-	937	-
Stage 2	-	-	-	-	968	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1512	-	-	-	909
HCM Lane V/C Ratio	0.001	-	-	-	0.005
HCM Control Delay (s)	7.4	0	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	99	81	1	4	2
Future Vol, veh/h	6	99	81	1	4	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	108	88	1	4	2

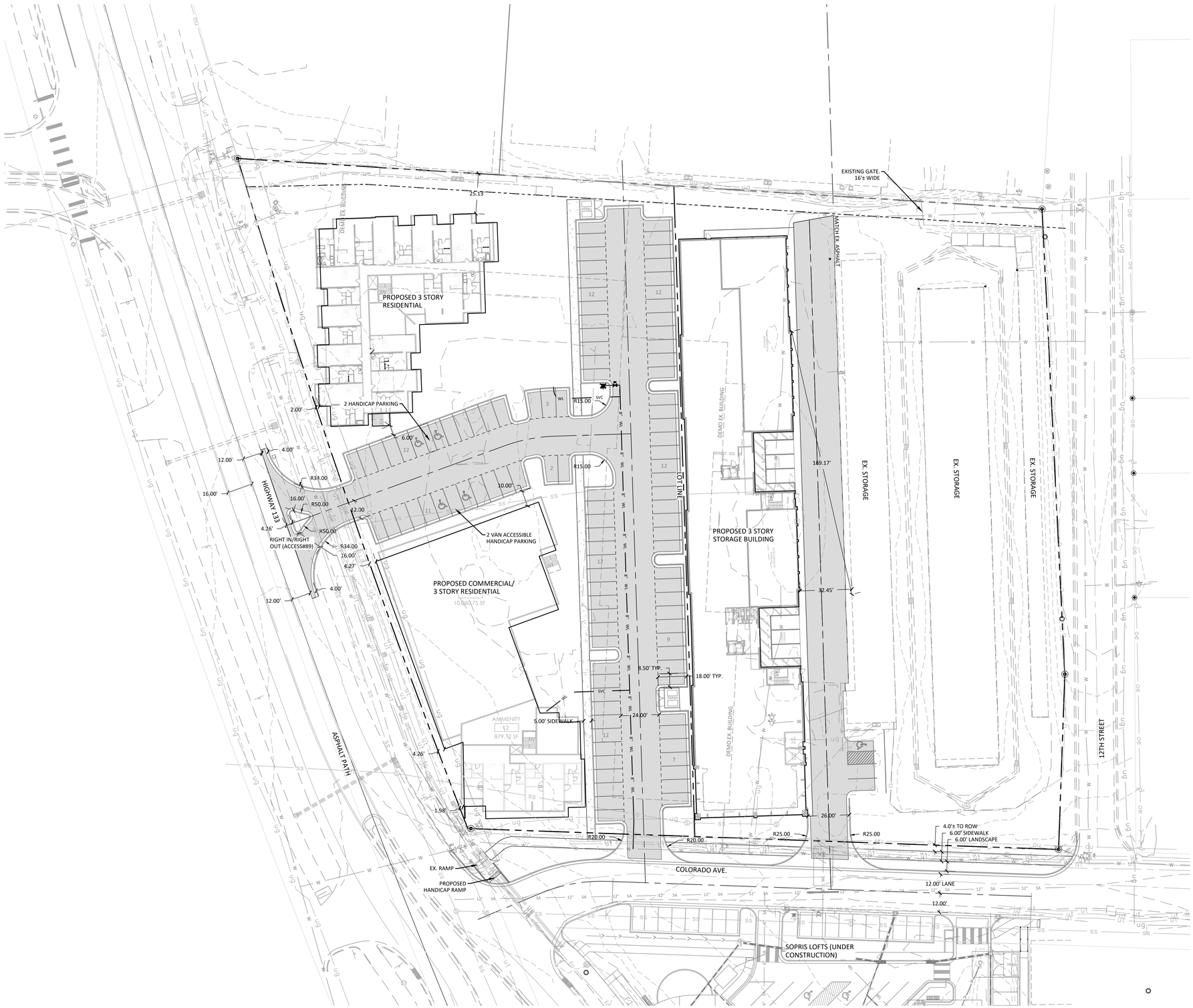
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	89	0	-	0	211	89
Stage 1	-	-	-	-	89	-
Stage 2	-	-	-	-	122	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1506	-	-	-	777	969
Stage 1	-	-	-	-	934	-
Stage 2	-	-	-	-	903	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1506	-	-	-	773	969
Mov Cap-2 Maneuver	-	-	-	-	773	-
Stage 1	-	-	-	-	929	-
Stage 2	-	-	-	-	903	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	9.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1506	-	-	-	829
HCM Lane V/C Ratio	0.004	-	-	-	0.008
HCM Control Delay (s)	7.4	0	-	-	9.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

APPENDIX E

Conceptual Site Plan



SITE NOTES:

1. THE EXISTING BOUNDARY AND TOPOGRAPHIC SURVEY WAS PERFORMED BY SOPRIS ENGINEERING, LLC. THE EXISTING CONTOUR INTERVAL IS ONE (1) FOOT (DASHED).
2. THE PROPOSED CONTOUR INTERVAL IS ONE (1) FOOT.
3. REFER TO THE ARCHITECT, STRUCTURAL, AND MEP ENGINEER'S PLANS FOR BUILDING INFORMATION.
4. REFER TO THE LANDSCAPE ARCHITECT'S PLANS REGARDING THE SITE LANDSCAPE IMPROVEMENTS.
5. ALL GEOTECHNICAL ENGINEERING RECOMMENDATIONS SHALL BE ADHERED TO.

PROPOSED LEGEND

- PROPOSED RETAINING WALL
- PROPOSED STORM SEWER
- PROPOSED SIGN
- PROPOSED ASPHALT PAVEMENT
- PROPOSED CONCRETE/SIDEWALK
- PROPOSED SNOW STORAGE AREA

EXISTING LEGEND

- EXISTING PROPERTY LINE
- EXISTING EASEMENT
- EXISTING SETBACK
- EXISTING WIRE FENCE
- EXISTING ROCK WALL
- EXISTING GUY WIRE
- EXISTING POWER POLE
- EXISTING ELECTRIC TRANSFORMER
- EXISTING LIGHT POLE
- EXISTING SIGN

GRAPHIC SCALE

20 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.

NORTH

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

DESIGNED BY	JPP	
DRAWN BY	JPP	
CHECKED BY	YTN	
DATE:	10-08-2020	
JOB NO.	19237	

CARBONDALE CENTER
CARBONDALE, COLORADO

FOR REVIEW

DATE	REVISION

TITLE
CONCEPT SITE PLAN

DRAWING NO.
C-1.0

EXHIBIT E: LETTERS FROM THE PUBLIC IN SUPPORT OF THE APPLICATION

Exhibit E – Letters from the Public in Support of the Application

1.

Hi Janet,
I'm writing you this email to express my support for the proposed rezoning and re-development of the Sporis Shopping Center. As a resident of Carbondale for a number of years, I'm excited to see such rezoning efforts taking place in what I would call the opportune time to do so.

First, I appreciate that the rezoning plans allow for the pre-existing commercial space to be redeveloped and renovated. To me it's clear that many of the local businesses in that complex can benefit from a renovated building and reworked space. Ragged Mountain Sports, to name just one business as an example, is a benefit to our town and I'd love to see them grow even further through this project.

Second, I'm in full support of the proposed residential units that are part of the development plan. The smaller general size of the apartments in this space along with the 15 affordable units, to me, are part of a necessary effort to not only modernize but also provide high quality living spaces to as many Carbondale residents as possible. 76 units will go a long way in easing the demand for affordable housing.

Third, the proposed plans show a cleverness of design that I respect. Placing the new building in the manner proposed has the benefit of greater visibility and consumer interest for the businesses in the commercial space. The residential open space and community area, for me, is the real highlight of this plan and I see it as a benefit that future residents will enjoy and use thoroughly. Placing the majority of the parking towards the back of the property and continuing the building along Colorado Ave makes for a much cleaner aesthetic in my opinion.

In short, I'm in support of this project because I believe it comes at the perfect time. With housing demands and tourist interest increasing in light of current events, this project would satisfy many needs for many residents and visitors alike. With the new City Market coming along nicely, it would be wonderful to see another well designed, well built development just across the way.

Thanks for considering my opinions,
Eric Veitch

2.

Hi Janet,
My name is Peter Hogan, and I have lived in Carbondale going in 7 years now. I am emailing you in response to the proposed plan to build a new housing and shopping area in place of the existing Sopris Shopping Center. With many other new buildings and renovations to existing places popping up in Carbondale, it makes perfect sense that our town receives a new shopping area. I believe this will bring new life to existing businesses which can move out of the antiquated existing center and into a new building. There is a massive shortage in affordable housing in Carbondale and many hopeful newcomers to the area as well as existing residents

would benefit from the availability of the units which this plan proposes. I hope you will allow the construction to proceed as planned.
Thanks,
Peter

3.

Hi Janet-

Riley Soderquist has shared with me some of the plans for the Carbondale Center Place and I've talked it over with him.

I think the strongest aspect of the development is that he has the right intention in developing a project that respects and serves the community of Carbondale and is very open to community input in the design process.

The smaller single occupancy residential units is inline with the needs of our contemporary housing market and mountain living. I've been in the valley for nearly a decade and in Carbondale for the last 6+ years and of course housing is the most challenging part of creating a sustainable future in this special place.

It's also beneficial to maintain small scale retail spaces available to the shops and restaurants in this town - particularly along 133 where they are easily accessible to visitors and residents.

Design wise - I like seeing the buildings footprint respect the streetscape. While taller than the existing buildings there, the development has a good depth to its facade that will not feel monolithic and imposing and has lots of smaller spaces that should enhance the street life and support activity for residents and shoppers.

I think Carbondale could use a better visible front along 133 for visitors and community alike. It will be a great asset to enhance that corridor and maintain the retail spaces that are integral to our community.

I'm in support of this project and have faith between the board and the developer that it will move forward in a manner that fills the needs of the community.

Feel free to contact me if you have any questions or are interested in any additional input.

-Blake [Gordon]

4.

Dear Janet and Board of Trustees,

Please accept this letter in support of the Sopris Shopping Center redevelopment. I've lived in the valley for 15 years, and I have lived and worked in Carbondale for the last 10. New housing downtown will provide a much needed place for current residents getting pushed out by the

housing crunch and an opportunity for new people to find their space. Increased foot traffic would be a big help to local businesses and we will need it to rebuild our local economy.

In general, Carbondale needs housing, but I think this kind of housing is particularly good. The smaller units should be more affordable than larger ones would be and the open space plan is great. It incorporates green space, provides updated commercial space, and has a communal feel that is at the heart of Carbondale. I have employees that would love the opportunity to get their own space and this would be a huge upgrade for them.

The building is good looking and has a familiar feel. The combination of this project and 1201 Main will form a great entrance into downtown. Both buildings will be new and a home to communities of renters and shoppers. I think they will show some of the spark that makes our town so great. Thanks again for your time and I hope to see this project move forward.

Thanks for your time
Mark Hardin
186 Cherokee Ln

5.

Janet, My name is Barbara Menendez. I am the owner of 182 to 192 N. 12th St.,aa eight unit residential rental property in Carbondale. I am writing this letter in support of Carbondale Center Place. I appreciate the mix of residential and commercial aspects of the project and consider it a welcome addition to our neighborhood. Kind regards, Barbara Menendez

6.

Good morning

Alfred LaFave and Steve Mills both want to send in this letter of support for the rezone of the Carbondale Center Place.

We strongly support the rezone application for the Carbondale Center Place to Mixed Use for multiple reasons. Approval of the rezone to Mixed-Use (MU) is just another strong step toward continuing Carbondale's leadership in the valley for creating a sense of community, affordability, and forward-thinking planning. The rezone would:

1. Support Carbondale's local need for housing
2. Concentrate dense development in the exact location of the town where it should be.
3. Continue to support a thriving historic downtown while not altering its character or massing.
4. Continue to support Carbondale as a diverse town by encouraging diversity via socioeconomic options.

From a design perspective, we love what the team has done to redesign the building, commercial tenant spaces, storage facility wall and common open space. They have listened to the commissions concerns and responded accordingly. They are in the difficult position of making a project function in terms of ROI, while addressing design input. They have responded in faith. As there are additional points of concern from staff (and possible from the

commission), we agree that these can can be resolved during the next commission approval for the site plan. No matter what, mixed use is a perfect permanent use for this site.
This will be a beautiful addition to the Town!

Alfred and Steve

7.

Dear Janet & John:

As a longtime resident of Carbondale, I would like to provide some thoughts on the redevelopment of Sopris Shopping Center. I think this is the type of development we need in Carbondale and I am supportive of the project for several reasons:

Housing: As everyone knows, there is a shortage of housing in Carbondale. Affordable housing is in even shorter supply. The area by the roundabout is a place where we should have higher density housing, and this project, with 76 units, including 15 affordable units, would really be a benefit to the town. This is the more important aspect of the redevelopment to me. Also, having higher density housing near the roundabout (1201 Colorado, Lot 1 and this project) would benefit local businesses.

New and modern commercial space: Sopris Shopping Center has been around for as long as I can remember and has been obsolete for many years. The new space will be much nicer and the tenants will be set up for success as a result. The area where the retail juts out from the three-story building is a good feature and will make the space more visible from 133.

Building design. I was a little unsure about the initial design submitted at the last Board of Trustees meeting, but I really like the new plan. I think the newly proposed building would be one of the nicer buildings in Carbondale.

Site plan. I like that the building screens all of the open space from Highway 133, which will make it a great and safe area for residents. I encourage the applicant to make the area outside of the retail an open plaza that the retailers can use.

In conclusion, I am supportive of this redevelopment and think that the Board should approve it. The building looks much better, and it provides badly needed housing.

Sincerely,

G. Todd Cerrone

8.

Dear Board of Trustees, I am writing to support the Carbondale Center Place project, as a local. There are no new reasonably priced apartment buildings in Carbondale, and it is very hard to find a place to live. A new apartment building with modern and updated amenities would be a huge addition to our town and would give a lot of people a place to call home. Houses in Carbondale are really expensive and not everyone can afford one. We need new rental housing and we have for quite some time! I would love to see this project approved and for it to begin moving forward.

Respectfully,

Jagar Mellencamp

475 N 8th St
Unit D
Carbondale, Co 81623

9.

Hi Janet!

I hope this note finds you well. I am writing today to support the Carbondale Center Place project.

It is no secret that this valley really needs more affordable housing options. There are very few new apartment buildings in Carbondale and it's becoming increasingly difficult to find places to live, for everyone from long-time locals to newcomers. It's also very expensive and only growing worse, and not many residents can afford it. Not only would a new apartment building with modern amenities provide that much-needed housing, but it would also help to support the growth of the businesses housed there.

As it stands now, that shopping center is a little tired and unapproachable and, as a woman, I wouldn't be comfortable walking through it alone at night. This new project would provide the help that a lot of people need while creating a more sustainable, safe and inclusive community. For those reasons, I believe it would be a fantastic addition to the town. Thank you for your consideration!

Cheers,

Emily

--
Emily Banks
(415) 572-1713
801 Main Court, Unit 2
Carbondale, CO 81623

10.

Dear Board of Trustees,

I fully support the re-zoning of the Sopris Shopping Center and the eventual re-development. I believe this development adds a lot to the character of the town and adds desperately needed housing. I have lived in the valley for 10 years and have been in and out of Carbondale because of the lack of quality housing options. I ask that you please support this project.

Thank You,

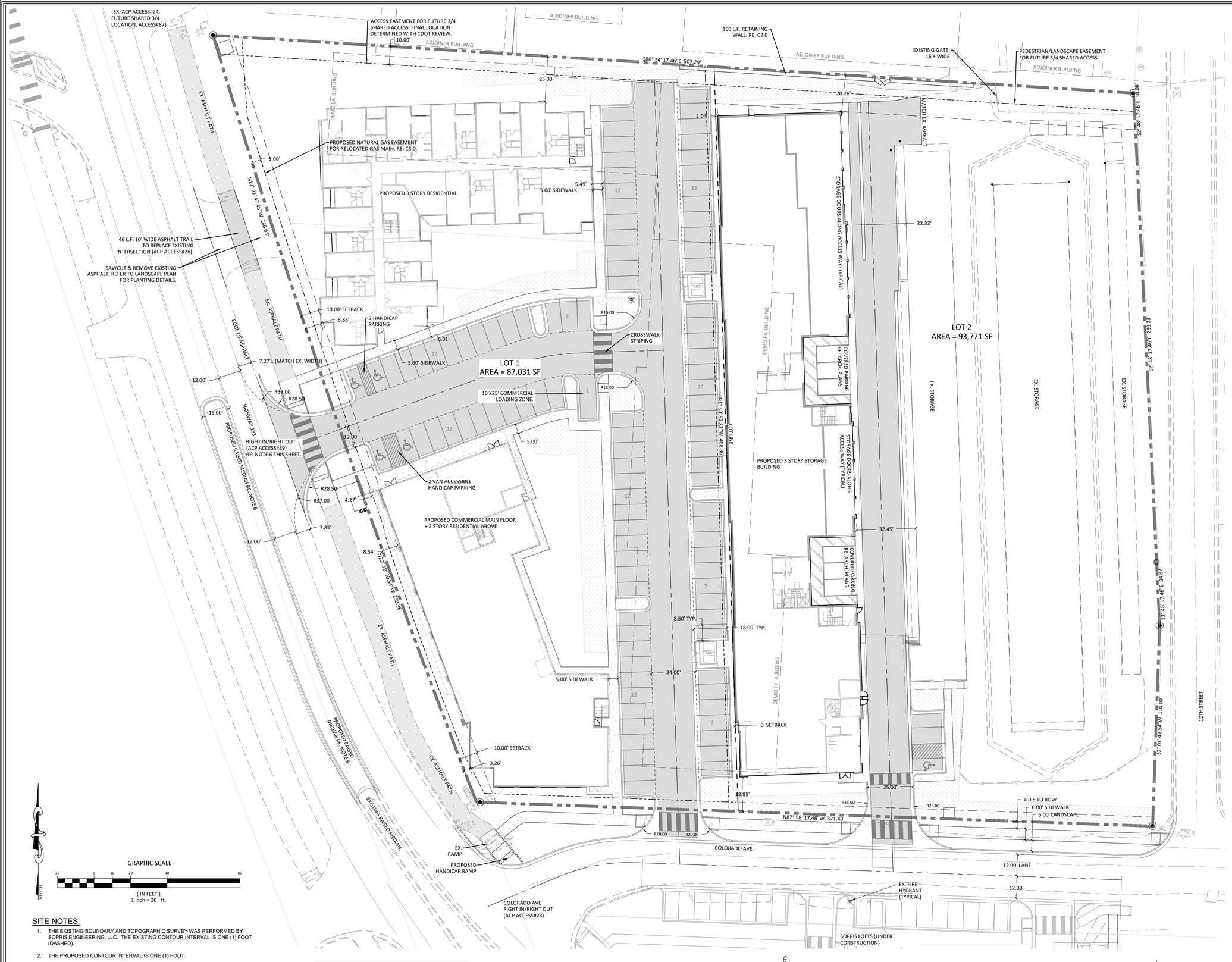
Joseph King
27 Dakota Meadows Dr
Carbondale, CO 81623

11.

To Whom it may concern,
I represent the ET Plaza, 0898 Hwy 133, and we share the north property line with the property being considered for rezoning. We would like to express a couple of minor concerns concerning this project; First, we would like to see a proper security fence installed along the entire property line. Second, there are many variations in grade along the property line so we would like this addressed, also proper drainage installed, as our property is currently on the lower grade.
Thank you for your attention to our concerns,

Tripp Sutro, President
ET Plaza HOA
0890 Hwy 133
Carbondale, Co. 81623

EXHIBIT F: CIVIL ENGINEERING PLANS: SITE, GRADING, DRAINAGE AND UTILITIES



NORTH

GRAPHIC SCALE

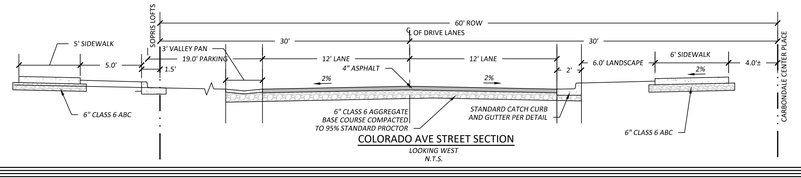
20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

SITE NOTES:

1. THE EXISTING BOUNDARY AND TOPOGRAPHIC SURVEY WAS PERFORMED BY SOPRIS ENGINEERING, LLC. THE EXISTING CONTOUR INTERVAL IS ONE (1) FOOT (DASHED).
2. THE PROPOSED CONTOUR INTERVAL IS ONE (1) FOOT.
3. REFER TO THE ARCHITECT'S PLANS FOR BUILDING INFORMATION.
4. REFER TO THE LANDSCAPE ARCHITECT'S PLANS REGARDING THE SITE LANDSCAPE IMPROVEMENTS.
5. ALL GEOTECHNICAL ENGINEERING RECOMMENDATIONS SHALL BE ADHERED TO.
6. THE CDOT ACCESS PERMIT HAS BEEN SUBMITTED FOR A PROPOSED RIGHT-IN/RIGHT-OUT INTERSECTION CORRESPONDING TO ACCESS CONTROL PLAN ACCESS #89. THE RAISED CENTER MEDIAN SHALL BE EXTENDED AS SHOWN, PER PRELIMINARY REVIEW COMMENTS RECEIVED FROM THE CDOT REGION 3 ACCESS DIVISION.

Parking Summary			
(Refer to application for parking calculations)			
Site	Required	Provided	+/-
Mixed Use	100	104	4
Self Storage	9	9	0



COLORADO AVE STREET SECTION
LOOKING WEST
N.T.S.

PROPOSED LEGEND

- PROPOSED RETAINING WALL
- PROPOSED STORM SEWER
- PROPOSED SIGN
- PROPOSED ASPHALT PAVEMENT
- PROPOSED CONCRETE/SIDEWALK
- PROPOSED SNOW STORAGE AREA

EXISTING LEGEND

- EXISTING PROPERTY LINE
- EXISTING EASEMENT
- EXISTING SETBACK
- EXISTING WIRE FENCE
- EXISTING ROCK WALL
- EXISTING GUY WIRE
- EXISTING POWER POLE
- EXISTING ELECTRIC TRANSFORMER
- EXISTING LIGHT POLE
- EXISTING SIGN

811 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

DESIGNED BY	JPP	
DRAWN BY	JPP	
CHECKED BY	YTN	
DATE:	11/05/2020	
JOB NO.	19237	

CARBONDALE CENTER PLACE
CARBONDALE, COLORADO

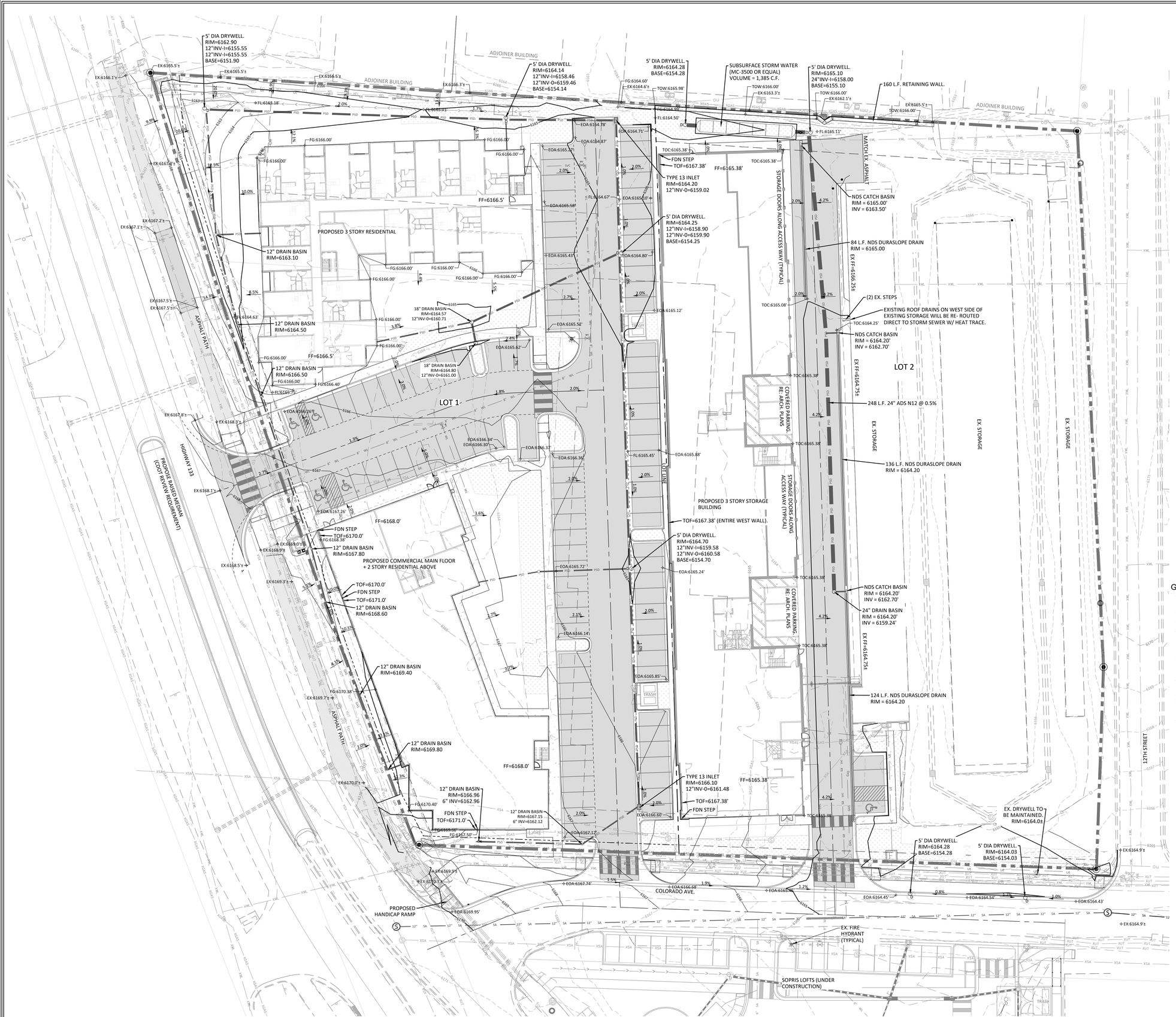
MAJOR SITE PLAN

DATE	REVISION

TITLE
SITE PLAN

DRAWING NO.
C-1.0

G:\2019\19237\CIVIL\CIVIL DWGS\PLOT\MAP\19237 C1.0 SITE.DWG - Nov 05, 2020 - 1:12pm



GENERAL GRADING NOTES:

1. THE EXISTING CONTOUR INTERVAL IS ONE (1) FOOT (DASHED) FROM A SURVEY PERFORMED BY SOPRIS ENGINEERING.
2. THE PROPOSED CONTOUR INTERVAL IS ONE (1) FOOT.
3. ALL GEOTECHNICAL ENGINEERING RECOMMENDATIONS SHALL BE ADHERED TO.
4. THE CONTRACTOR SHALL CONTAIN THEIR CONSTRUCTION OPERATIONS TO THE AREA WITHIN THE LIMITS OF THE PROPERTY AND STREET RIGHT-OF-WAY APPROVED BY THE TOWN OF CARBONDALE. THE CONTRACTOR SHALL NOT OPERATE OUTSIDE THIS AREA WITHOUT THE PRIOR CONSENT OF THE PROPERTY OWNER INVOLVED.
5. ALL UTILITIES BOTH UNDERGROUND OR OVERHEAD, SHALL BE MAINTAINED IN CONTINUOUS SERVICE THROUGHOUT THE ENTIRE CONSTRUCTION PERIOD. THE CONTRACTOR SHALL BE RESPONSIBLE AND LIABLE FOR ANY DAMAGE TO, OR INTERRUPTION OF, SERVICES CAUSED BY THE CONSTRUCTION.
6. THESE UTILITIES AS SHOWN, MAY NOT REPRESENT ACTUAL FIELD CONDITIONS. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO CONTACT ALL UTILITY COMPANIES FOR FIELD LOCATIONS OF UTILITY COMPANIES FOR FIELD LOCATIONS OF UTILITIES PRIOR TO CONSTRUCTION.
7. ALL STORM SEWER PIPES 8" DIAMETER AND SMALLER SHALL BE SDR 35 GASKETED PIPE OR APPROVED EQUAL. STORM SEWER PIPES LARGER THAN 8" SHALL BE ADS N12 WATER TIGHT OR APPROVED EQUAL. MINIMUM STORM SEWER PIPE SLOPE IS 1.0% UNLESS NOTED OTHERWISE.
8. ROOF DRAINS SHALL BE ROUTED DIRECT TO BELOW GRADE STORM SEWER WITH HEAT TRACE WIRE.

PROPOSED LEGEND

- PROPOSED CONTOUR
- 7900 PROPOSED CONTOUR INTERVAL
- EXISTING CONTOUR
- 6600 EXISTING CONTOUR INTERVAL
- 2.0% PROPOSED SLOPE
- FG:6800.00' PROPOSED SPOT ELEVATION
- PROPOSED SWALE OR DITCH
- PSD PROPOSED STORM SEWER
- PROPOSED DRAINAGE DRY-WELL
- PROPOSED STORM INLET
- PROPOSED CONCRETE
- PROPOSED ASPHALT

SPOT ELEVATION LEGEND

BOW = BOTTOM OF WALL
EOA = EDGE OF ASPHALT
EX = EXISTING GRADE
FFE = FINISHED FLOOR ELEVATION
FG = FINISHED GRADE
FL = FLOW LINE
HP = HIGH POINT
LP = LOW POINT
MATCH EX = MATCH EXISTING
RIM = RIM ELEVATION
TBC = TOP BACK OF CURB
TOC = TOP OF CONCRETE

NORTH

GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

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DATE:	11/05/2020	
JOB NO.	19237	

CARBONDALE CENTER PLACE
CARBONDALE, COLORADO

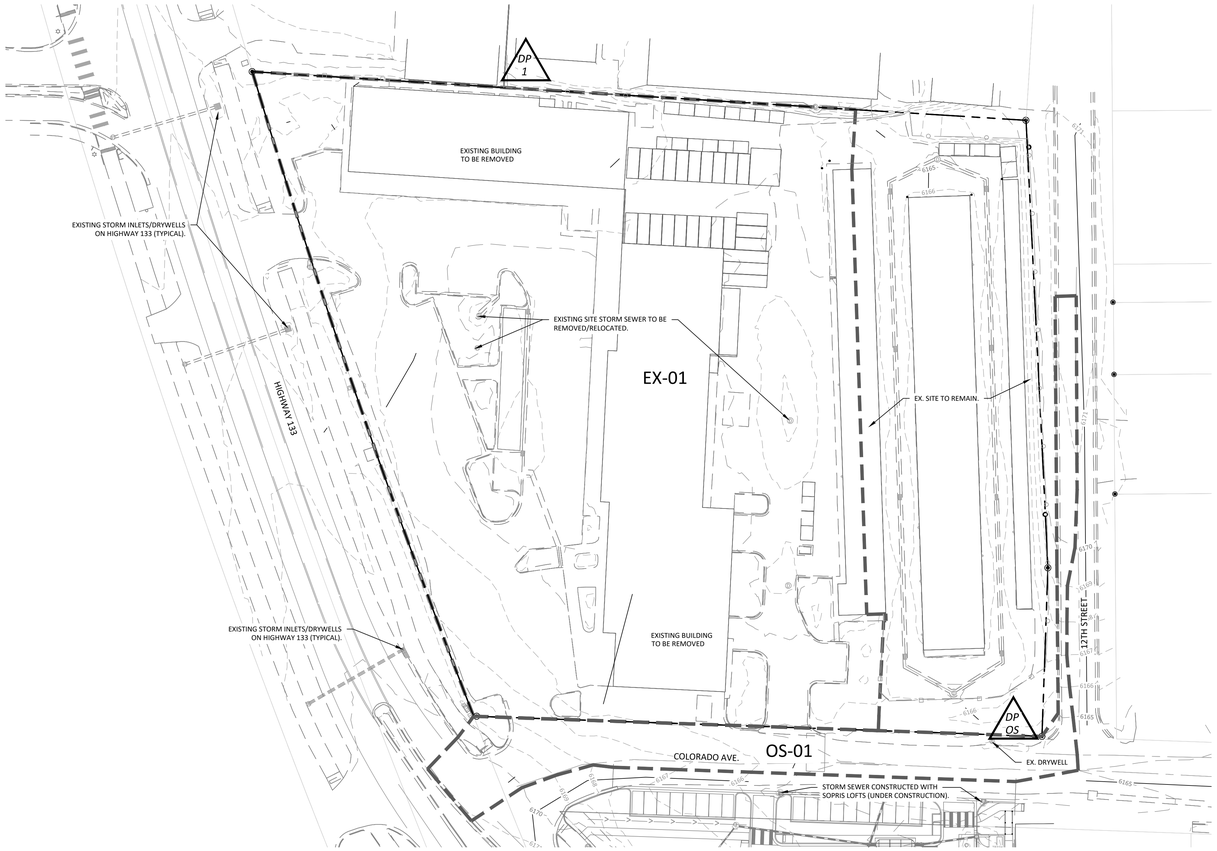
MAJOR SITE PLAN

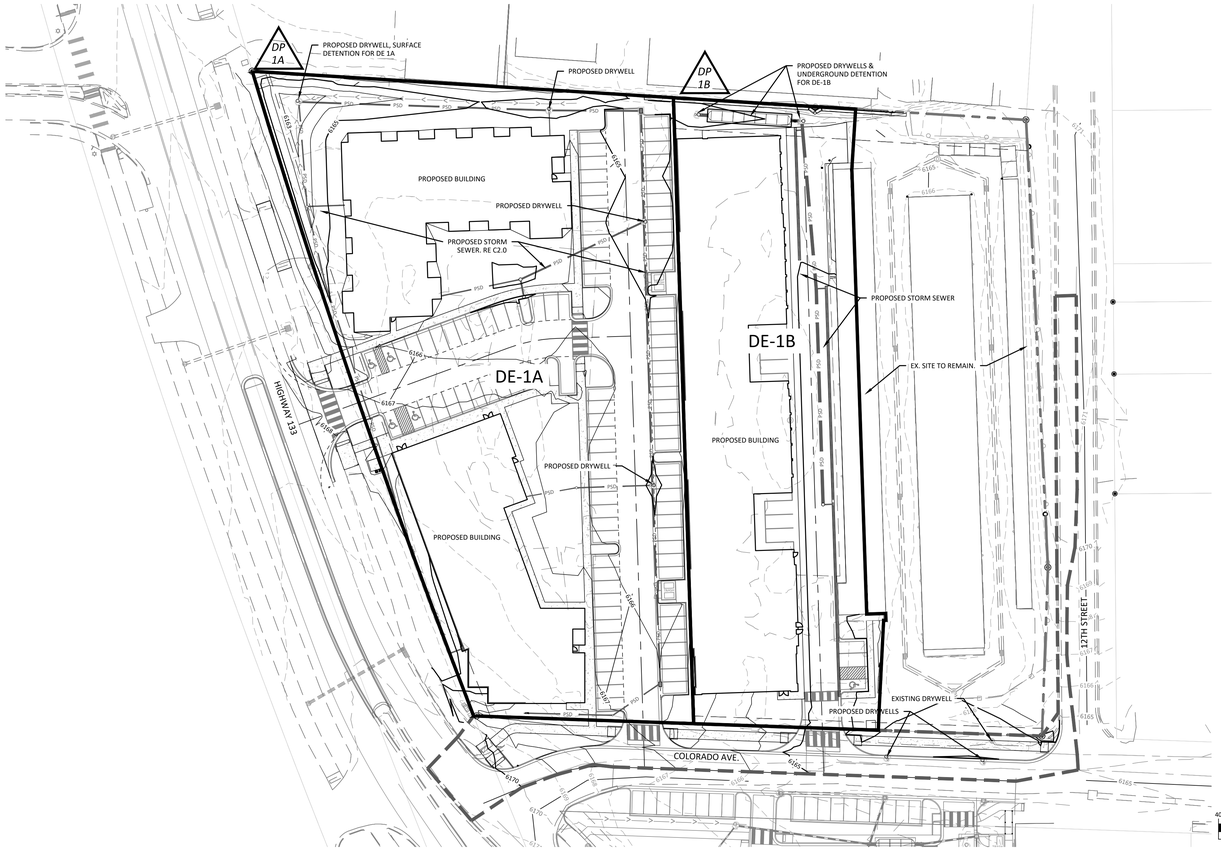
DATE	REVISION

TITLE
GRADING PLAN

DRAWING NO.
C-2.0

G:\2019\19237\CIVIL\CIVIL DWG\SHEETS\MJR\19237-C2D-GRADING.DWG - Nov 05, 2020 - 8:49am





PEAK RUNOFF DRAINAGE CALCULATIONS

10-YR EXISTING PEAK RUNOFF SUMMARY							100-YR EXISTING PEAK RUNOFF SUMMARY				
BASIN I.D.	% IMPERVIOUS	C_{10}	I_{10} (in/hr)	AREA (acres)	Q_{10} (cfs)	DESIGN POINT ID	BASIN I.D.	C_{100}	I_{100} (in/hr)	AREA (acres)	Q_{100} (cfs)
EX-1	0.88	0.76	2.68	3.09	**6.29**	DP 1	EX-1	0.86	4.37	3.09	**11.60**
OS-01	0.88	0.76	2.68	0.39	**0.80**	DP OS	OS-01	0.86	4.37	0.39	**1.47**
10-YR HISTORIC PEAK RUNOFF SUMMARY							100-YR HISTORIC PEAK RUNOFF SUMMARY				
BASIN I.D.	% IMPERVIOUS	C_{10}	I_{10} (in/hr)	AREA (acres)	Q_{10} (cfs)	DESIGN POINT ID	BASIN I.D.	C_{100}	I_{100} (in/hr)	AREA (acres)	Q_{100} (cfs)
HIST-1	2%	0.07	2.68	3.088	**0.579**	DP 1	HIST-1	0.44	4.37	3.088	**5.937**
H-1A	2%	0.07	2.68	1.998	**0.375**	DP-1A	H-1A	0.44	4.37	1.998	**3.842**
H-1B	2%	0.07	2.68	1.090	**0.204**	DP-1B	H-1B	0.44	4.37	1.090	**2.095**
10-YR POST DEVELOPMENT PEAK RUNOFF SUMMARY							100-YR POST DEV. PEAK RUNOFF SUMMARY				
BASIN I.D.	% IMPERVIOUS	C_{10}	I_{10} (in/hr)	AREA	Q_{10} (cfs)	DESIGN	BASIN	C_{100}	I_{100}	AREA	Q_{100} (cfs)
DE-1A	71%	0.63	2.68	1.998	**3.373**	DP-1A	DE-1A	0.76	4.37	1.998	**6.636**
DE-1B	91%	0.79	2.68	1.090	**2.307**	DP-1B	DE-1B	0.85	4.37	1.090	**4.047**
			TOTAL =	**3.088**	**5.680**					**TOTAL =**	**1.998**	**10.683**

[1] TIME OF CONCENTRATION WAS ASSUMED TO BE EQUAL TO 10 MINUTES.
[2] RATIONAL C FACTORS ARE BASED ON THE PERCENT IMPERVIOUS FROM TABLE 6-5 OF CHAPTER 6 OF THE MHFD - MILE HIGH FLOOD DISTRICT DRAINAGE CRITERIA MANUAL.
[3] RAINFALL INTENSITY IS FROM THE NOAA 14 IDF CURVE FOR CARBONDALE, CO

PRE/POST DRAINAGE CALCULATIONS: MODIFIED RATIONAL 1 HOUR STORM

10-YR EXISTING DETENTION RUNOFF SUMMARY							100-YR EXISTING DETENTION RUNOFF SUMMARY				
BASIN I.D.	% IMPERVIOUS	C_{10}	I_{10} (in/hr)	AREA (acres)	Q_{10} (cfs)	DESIGN POINT ID	BASIN I.D.	C_{100}	I_{100} (in/hr)	AREA (acres)	Q_{100} (cfs)
EX-1	88%	0.76	0.777	3.088	**1.823**	DP 1	EX-1	0.86	1.19	3.088	**3.160**
OS-01	88%	0.76	0.777	0.391	**0.231**	DP OS	OS-01	0.86	1.19	0.391	**0.401**
10-YR HISTORIC DETENTION RUNOFF SUMMARY							100-YR HISTORIC DETENTION RUNOFF SUMMARY				
BASIN I.D.	% IMPERVIOUS	C_{10}	I_{10} (in/hr)	AREA (acres)	Q_{10} (cfs)	DESIGN POINT ID	BASIN I.D.	C_{100}	I_{100} (in/hr)	AREA (acres)	Q_{100} (cfs)
HIST-1	2%	0.07	0.777	3.088	**0.168**	DP 1	HIST-1	0.44	1.19	3.088	**1.617**
H-1A	2%	0.07	0.777	1.998	**0.109**	DP-1A	H-1A	0.44	1.19	1.998	**1.046**
H-1B	2%	0.07	0.777	1.090	**0.059**	DP-1B	H-1B	0.44	1.19	1.090	**0.571**
10-YR POST DEVELOPMENT DETENTION RUNOFF SUMMARY							100-YR POST DEV. DET. RUNOFF SUMMARY				
BASIN I.D.	% IMPERVIOUS	C_{10}	I_{10} (in/hr)	AREA (acres)	Q_{10} (cfs)	DESIGN POINT ID	BASIN I.D.	C_{100}	I_{100} (in/hr)	AREA (acres)	Q_{100} (cfs)
DE-1A	71%	0.63	0.777	1.998	**0.978**	DP-1A	DE-1A	0.76	1.19	1.998	**1.807**
DE-1B	91%	0.79	0.777	1.090	**0.669**	DP-1B	DE-1B	0.85	1.19	1.090	**1.102**
			TOTAL =	**3.088**	**1.647**					**TOTAL =**	**1.998**	**2.909**

DESIGN POINT SUMMARY

DESIGN POINT SUMMARY - 100 YEAR STORM								
DESIGN POINT ID	Hist/EX Q_{100} (cfs)	DE Q_{100} (cfs)	+/- Q_{100} (cfs)	EX Vr (CF)	DE Vr (CF)	DET. REQ. (cf) [1]	DET. PROV. (cf)	NET DET. (+/-)	POST DET Q_{100} (cfs)
DP-1A	1.05	1.81	0.76	3,797	6,559	2,762	6,700	3,938	0.00
DP-1B	0.57	1.10	0.53	2,071	4,001	1,930	2,825	895	0.00
DP OS	0.40	0.40	0.00	1,454	1,454	1,454	1,500	46	0.00

[1] REQUIRED DETENTION CALCULATED USING THE RATIONAL METHOD DETENTION VOLUME APPROACH Vr=C*(P/12)*A*43560

Duration=	60	minutes
P =	1.19	
RUNOFF VOLUME - Vr=C*(P/12)*A		

EXISTING LEGEND

- EXISTING CONTOUR
- 7900 EXISTING CONTOUR INTERVAL
- EXISTING FLOW ARROW
- EXISTING DRAINAGE BASIN

PROPOSED LEGEND

- PROPOSED CONTOUR
- 7900 PROPOSED CONTOUR INTERVAL
- POST DEVELOPMENT DRAINAGE BASIN
- DP # DESIGN POINT

NORTH

GRAPHIC SCALE

40 0 20 40 80 160

(IN FEET)
1 inch = 40 ft.

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

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

DESIGNED BY	JPP	
DRAWN BY	JPP	
CHECKED BY	YTN	
DATE:	11/05/2020	
JOB NO.	19237	

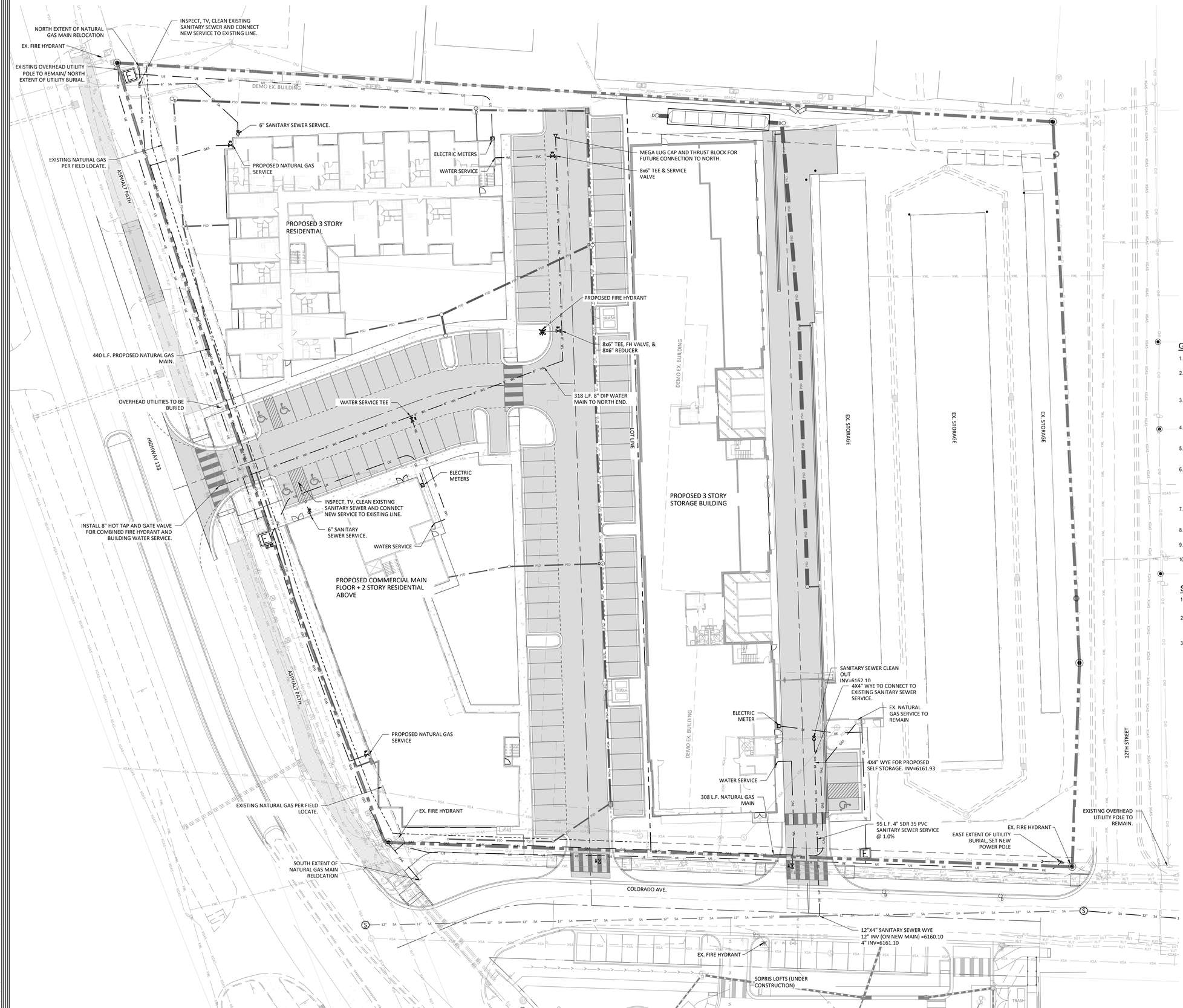
CARBONDALE CENTER PLACE
CARBONDALE, COLORADO

MAJOR SITE PLAN

DATE	REVISION

TITLE
DRAINAGE PLAN

DRAWING NO.
C-2.1



PROPOSED LEGEND

- PROPOSED 6" WATER LINE
- PROPOSED 6" SANITARY SEWER SERVICE
- PROPOSED ELEC, TELE, CABLE
- PROPOSED GAS
- PROPOSED STORM SEWER
- PROPOSED DRAINAGE DRY-WELL
- PROPOSED SEWER CLEAN OUT
- PROPOSED FIRE HYDRANT
- PROPOSED WATER VALVE
- PROPOSED CURB STOP
- PROPOSED SIGN
- PROPOSED STORM INLET
- PROPOSED ASPHALT PAVEMENT
- PROPOSED CONCRETE/SIDEWALK

EXISTING LEGEND

- EXISTING CONTOUR
- EXISTING CONTOUR INTERVAL
- EXISTING WATER MAIN
- EXISTING SANITARY SEWER MAIN
- EXISTING GAS
- EXISTING TELEPHONE
- EXISTING UNDERGROUND ELECTRIC
- EXISTING UNDERGROUND UTILITY
- EXISTING CABLE
- EXISTING EASEMENT
- EXISTING PROPERTY LINE
- EXISTING WIRE FENCE
- EXISTING SEWER MANHOLE
- EXISTING GUY WIRE
- EXISTING POWER POLE
- EXISTING GAS METER
- EXISTING ELECTRIC TRANSFORMER
- EXISTING ELECTRIC METER
- EXISTING TELEPHONE PEDESTAL
- EXISTING CATV PEDESTAL
- EXISTING LIGHT POLE

GENERAL UTILITY NOTES:

1. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO CONTACT ALL UTILITY COMPANIES FOR FIELD LOCATIONS OF UTILITIES PRIOR TO CONSTRUCTION.
2. THE LOCATIONS OF UNDERGROUND UTILITIES HAVE BEEN PLOTTED BASED ON A SURVEY PERFORMED BY SOPRIS ENGINEERING. THESE UTILITIES, AS SHOWN, MAY NOT REPRESENT ACTUAL FIELD CONDITIONS. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO OBTAIN LOCATES OF ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION.
3. 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.
4. THE CONTRACTOR SHALL CONTAIN HIS CONSTRUCTION OPERATIONS TO WITHIN THE SITE BOUNDARIES. THE CONTRACTOR SHALL NOT OPERATE OUTSIDE THIS AREA WITHOUT THE PRIOR EXPRESSED CONSENT OF THE OWNER OR PUBLIC UTILITY REPRESENTATIVES.
5. ANY DAMAGE TO PUBLIC OR PRIVATE PROPERTY BY THE CONTRACTOR OUTSIDE THESE LIMITS WITHOUT THE PERMISSION OF THE PUBLIC OR PRIVATE OWNER OR UTILITY COMPANY REPRESENTATIVES WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.
6. WATER AND SEWER MAIN LINES AND SERVICES SHALL BE CONSTRUCTED ACCORDING TO THE DETAILS INCLUDED IN THE THE TOWN OF CARBONDALE'S PUBLIC WORKS MANUAL (FEB 2009). WHERE THE PLANS AND MANUAL DIFFER THE CONTRACTOR SHALL HOLD TO THE MORE STRINGENT CRITERIA; ALSO ALL COUNTY, STATE, AND FEDERAL SAFETY AND HEALTH REGULATIONS. IN PARTICULAR, THE "TRENCHING" AND "OPEN EXCAVATION" OPERATIONS SHALL COMPLY WITH ALL CURRENT O.S.H.A. REGULATORY REQUIREMENTS.
7. ALL WATER SERVICES SHALL BE INSTALLED WITH A 6.0' MINIMUM DEPTH OF COVER. IF GRADE CONFLICTS OCCUR WITH EXISTING UTILITIES, THE PROPOSED WATER MAIN GRADE CAN BE VARIED PROVIDED THAT THE MINIMUM DEPTH OF COVER IS MAINTAINED.
8. ALL WATER SERVICES SHALL INCLUDE A CURB STOP OR OTHER ISOLATION VALVE LOCATED TO PROVIDE ACCESSIBILITY.
9. THE SANITARY SEWER SERVICES AND GREASE INTERCEPTOR STUBS SHALL BE INSTALLED WITH A 12 GAUGE STRANDED LOCATE WIRE FROM END TO END.
10. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATION, SCHEDULING, AND INSTALLATION OF WATER SERVICE, SANITARY SERVICE, ELECTRIC, CABLE TELEVISION, GAS AND TELEPHONE UTILITIES PURSUANT TO UTILITY PROVIDER'S SPECIFICATIONS.

SHALLOW UTILITY NOTES:

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.
3. UTILITY SERVICES MAY BE INSTALLED IN COMBINED TRENCHES PER CONSTRUCTION FEASIBILITY AS LONG AS MINIMUM SEPARATION DISTANCES AND DEPTHS OF BURY ARE MAINTAINED. INSTALL WARNING TAPE AND LOCATE WIRE OVER ALL UTILITY LINES.

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

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CARBONDALE CENTER PLACE
CARBONDALE, COLORADO

MAJOR SITE PLAN

DATE	REVISION

TITLE
UTILITY PLAN

DRAWING NO.
C-3.0

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

G:\2019\19237\CIVIL\CIVIL DWG\PLOT\MSP\19237-C3X-UTILITY.DWG Nov 05, 2020 8:58am

EXHIBIT G: LANDSCAPE AND IRRIGATION PLAN

PLANTING PLAN KEY

HOTWINGS MAPLE

PRINCESS KAY PLUM

AUTUMN BRILLIANCE SERVICEBERRY

IMPERIAL HONEYLOCUST

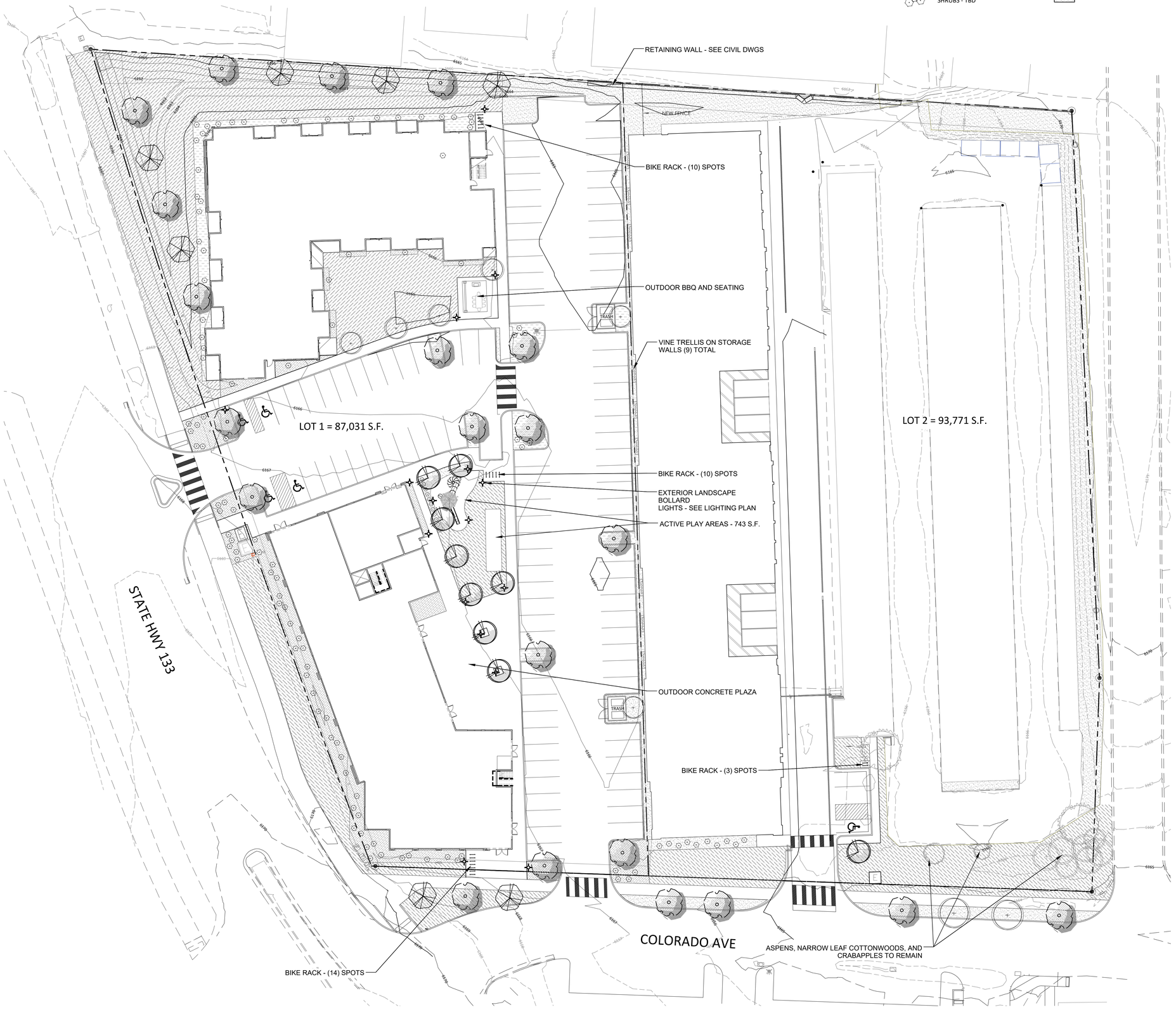
SHRUBS - TBD

PERENNIAL FLOWERS AND SHRUBS

TURF TYPE GRASS

SHRUBS/DECORATIVE MULCH

DECORATIVE MULCH



TREE COMPLIANCE CHART

Street Tree Requirements (UDC Code 5.4.3.B.3)

CODE	TOTAL S.F. AND REQUIREMENT	TOTAL STREET TREES PROVIDED	COMPLIANCE
ONE TREE PER 175 S.F. ALONG HWY 82	4,450 S.F. = 25 TREES	8 TREES	NO
ONE TREE PER 100 S.F. FOR ALL OTHER STREETS	1,840 S.F. = 18 TREES	8 TREES	NO

Parking Lot Tree Requirements (UDC Code 5.4.3.C.3)

CODE	PARKING LOT TREES REQUIRED	PARKING LOT TREES PROVIDED	COMPLIANCE
ONE TREE EVERY 12 SPACES	104 SPACES = 9 TREES	11 TREES	YES

On Site Open Space Trees

CODE	ON SITE TREES REQUIRED	OPEN SPACE TREES PROVIDED	COMPLIANCE
N/A	N/A	26 TREES	N/A

Minimun Site Area Tree Requirement Summary

	TOTAL TREES REQUIRED	TOTAL TREES PROVIDED	COMPLIANCE
	52 TREES	53 TREES	YES

LANDSCAPE SURFACE CALCULATIONS

	Vegetated Landscape	Non-Vegetated Landscape	Total Landscape	Total Impervious
Carbondale Center Place (Lot 1) 87,031 S.F.	19,230 S.F.	2,557 S.F.	21,787 S.F.	65,244 S.F.
Sopris Self Storage (Lot 2) 93,771 S.F.	5,194 S.F.	7,896 S.F.	13,090 S.F.	80,681 S.F.

COMMON OPEN SPACE

LOT (1) 20,702 S.F.
LOT (2) 12,893 S.F.

BIKE RACK CALCULATIONS

LOT (1) 104 PARKING SPOTS = 34 BIKE SPOTS (34 BIKE SPOTS ARE PROVIDED)
LOT (2) 9 PARKING SPOTS = 3 BIKE SPOTS (3 BIKE SPOTS ARE PROVIDED)

TREE LIST

PLANTING SCHEDULE

ABBR.	BOTANICAL NAME	COMMON NAME	QTY.	SIZE
DECIDUOUS TREES (total # of deciduous trees 45 New + 8 Existing = 53)				
	Acer tataricum 'Hot Wings'	Hot Wings Maple - Tree Form	21	2.5" cal
	Amelanchier x grandiflora 'Autumn Brilliance'	Autumn Brilliance Serviceberry	7	2.5" cal
	Gleditsia triacanthuos shadmaster	Imperial Huneylocust	8	2.5" cal
	Prunus nigra 'Princess Kay'	Princess Kay Plum	9	2.5" cal

SHRUB LIST

PLANTING SCHEDULE

BOTANICAL NAME	COMMON NAME	QTY.	SIZE
Buddleja davidii 'Black Knight'	Purple Butterfly Bush	15	5 gal
Caryopteris clandonensis 'Blue Mist'	Blue Mist Spirea	25	5 gal
Cornus Sericea 'Isanti'	Isanti Dogwood	11	5 gal
Euonymus alatus 'Compactus'	Dwarf Burning Bush	18	3' hgt
Picea abies 'Bird's Nest'	Birds Nest Spruce	7	7 gal
Pinus mugo 'pumilio'	Mugo Pine	9	7 gal
Potentilla fruitcosa	Shrubby Cinquefoil	15	5 gal
Syringa patula 'Miss Kim'	Miss Kim Dwarf 'Tree' Lilac	21	7 gal

PERENNIAL LIST

PLANTING SCHEDULE

BOTANICAL NAME	COMMON NAME	QTY.	SIZE
GRASSES (total # of grasses 60)			
Calamagrostis acutiflora 'Karl Forester'	Feather Reed Grass	16	1 gal
Helictotrichon sempervirens	Blue Oat Grass	20	1 gal
Eragrostis spectabilis	Purple Love Grass	6	1 gal
Miscanthus sinensis 'Little Miss'	Little Miss Maiden Grass	18	1 gal
PERENNIAL FLOWERS			
Achillea millefolium 'Red Beauty'	Red Yarrow	15	1 gal
Aegopodium podagraria	Variegatred Bishops Weed	8	f-15
Aquilegia alpina	Alpine Columbine	40	1 gal
Aquilegia canadensis	Wild Columbine	30	1 gal
Baptisia australis	Wild Blue Indigo	30	1 gal
Brunnera macrophylla Jack Frost	False Forget Me Not	6	f-15
Campanula glomerata	Purple Clustered Bellflower	25	1 gal
Coreopsis lanceolata	Lance-leaf Coreopsis	20	1 gal
Delphinium 'Magic Fountains'	Magic Fountain Delphinium	20	1 gal
Delphinium grandif.	Summer Nights Delphinium	16	1 gal.
Delphinium x Pac. Giant 'Dk Knight'	Black Knight Larkspur	15	1 gal.
Echinacea 'Hot Summer'	Orange Coneflower	41	1 gal
Echinacea purpurea 'Pow Wow Wht'	White Coneflower	34	1 gal
Gaillardia 'Arizona Sun'	AZ Sun Blanket Flower	25	1 gal
Hemorcallis 'Bright Sunset'	Sunset Daylily	23	1 gal
Hemerocalis 'Little Business'	Raseberry Daylily	13	1 gal
Hemerocalis 'Stella de Oro'	Dwarf Gold Daylily	10	1 gal
Heuchera sanguinea 'Splendens'	Scarlet Red Coral Bells	6	f-15
Lavandula angustifolia	English Lavender	38	1 gal
Lupinus 'Gallery Blue'	Hybrid Lupine	33	1 gal
Papaver nudicaule 'Champagne'	Iceland Poppy	40	1 gal
Penstemon cyananthus	Wasatch Penstemon	24	1 gal
Penstemon digitalis 'Husker Red'	Husker Red Penstemon	24	1 gal
Penstemon eatonii	Firecracker Penstemon	24	1 gal
Phlox subulata 'scarlet flame'	Red Creeping Phlox	7	f-15
Rudbeckia fulgida	Black-Eyed Susan	45	1 gal
Salvia 'May Night'	May Night Salvia	32	1 gal
Scabiosa caucasica 'Kompliment'	Blue Pincushion	2	f-15
Sedum spurium 'Dragon's Blood'	Dragon's Blood Stonecrop	2	f-15
BULBS			
Crocus vernus 'Purpureus'	Spring Crocus	30	
Iris x germanica	Dark Purple Iris	30	

PERENNIAL FLOWER TOTALS - 1 GAL - 617
F-15 - 31
BULBS - 60

LANDSCAPE PLANTING NOTES

1. REFER TO CIVIL ENGINEER'S UTILITY AND PRECISE GRADING PLANS FOR UTILITY LOCATION AND FINAL GRADING. IF ACTUAL SITE CONDITIONS VARY FROM WHAT IS SHOWN ON THE PLANS, CONTACT THE LANDSCAPE ARCHITECT FOR DIRECTION AS TO HOW TO PROCEED.

2. EXACT LOCATIONS OF PLANT MATERIALS TO BE APPROVED BY THE LANDSCAPE ARCHITECT IN THE FIELD PRIOR TO INSTALLATION. LANDSCAPE ARCHITECT RESERVES THE RIGHT TO ADJUST PLANTS TO EXACT LOCATION IN FIELD.

3. VERIFY PLANT COUNTS AND SQUARE FOOTAGES: QUANTITIES ARE PROVIDED AS OWNER INFORMATION ONLY. IF QUANTITIES ON PLANT LIST DIFFER FROM GRAPHIC INDICATIONS, THEN GRAPHICS SHALL PREVAIL.

4. CONTACT THE LOCAL UNDERGROUND UTILITY SERVICES FOR UTILITY LOCATION AND IDENTIFICATION.

5. PERFORM EXCAVATION IN THE VICINITY OF UNDERGROUND UTILITIES WITH CARE AND IF NECESSARY, BY HAND. THE CONTRACTOR BEARS FULL RESPONSIBILITY FOR THIS WORK AND DISRUPTION OR DAMAGE TO UTILITIES SHALL BE REPAIRED IMMEDIATELY AT NO EXPENSE TO THE OWNER.

6. TREES SHALL BEAR SAME RELATION TO FINISHED GRADE AS IT BORE TO EXISTING.

7. PROVIDE MATCHING FORMS AND SIZES FOR PLANT MATERIALS WITHIN EACH SPECIES AND SIZE DESIGNATED ON THE DRAWINGS.

8. PRUNE NEWLY PLANTED TREES ONLY AS DIRECTED BY LANDSCAPE ARCHITECT.

9. FINISH GRADES OF PERENNIAL BEDS AND REVEGETATED AREAS TO BE 1-1/2 INCHES BELOW ADJACENT PAVING OR HEADER. (CHECK MULCH DEPTH AND IF SEEDED OR SODDED LAWNS).

10. LANDSCAPE ARCHITECT TO REVIEW PLANT MATERIALS AT SOURCE OR BY PHOTOGRAPHS PRIOR TO DIGGING OR SHIPPING OF PLANT MATERIALS.

11. SEE IRRIGATION DRAWINGS FOR IRRIGATION SLEEVES LOCATION.

12. CUT AND REMOVE BURLAP FROM TOP 1/3 OF ROOTBALL.

13. VERIFY LOCATIONS OF PERTINENT SITE IMPROVEMENTS INSTALLED UNDER OTHER SECTIONS. IF ANY PART OF THIS PLAN CANNOT BE FOLLOWED DUE TO SITE CONDITIONS, CONTACT LANDSCAPE ARCHITECT FOR INSTRUCTIONS PRIOR TO COMMENCING WORK.

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CARBONDALE CENTER PLACE
CARBONDALE, COLORADO

MAJOR SITE PLAN

LANDSCAPE PLAN

N

Scale: 1" = 20'

0' 10' 20' 40'

issue date - 11/02/20

revisions - description- date

drawn - DG
job - 0187

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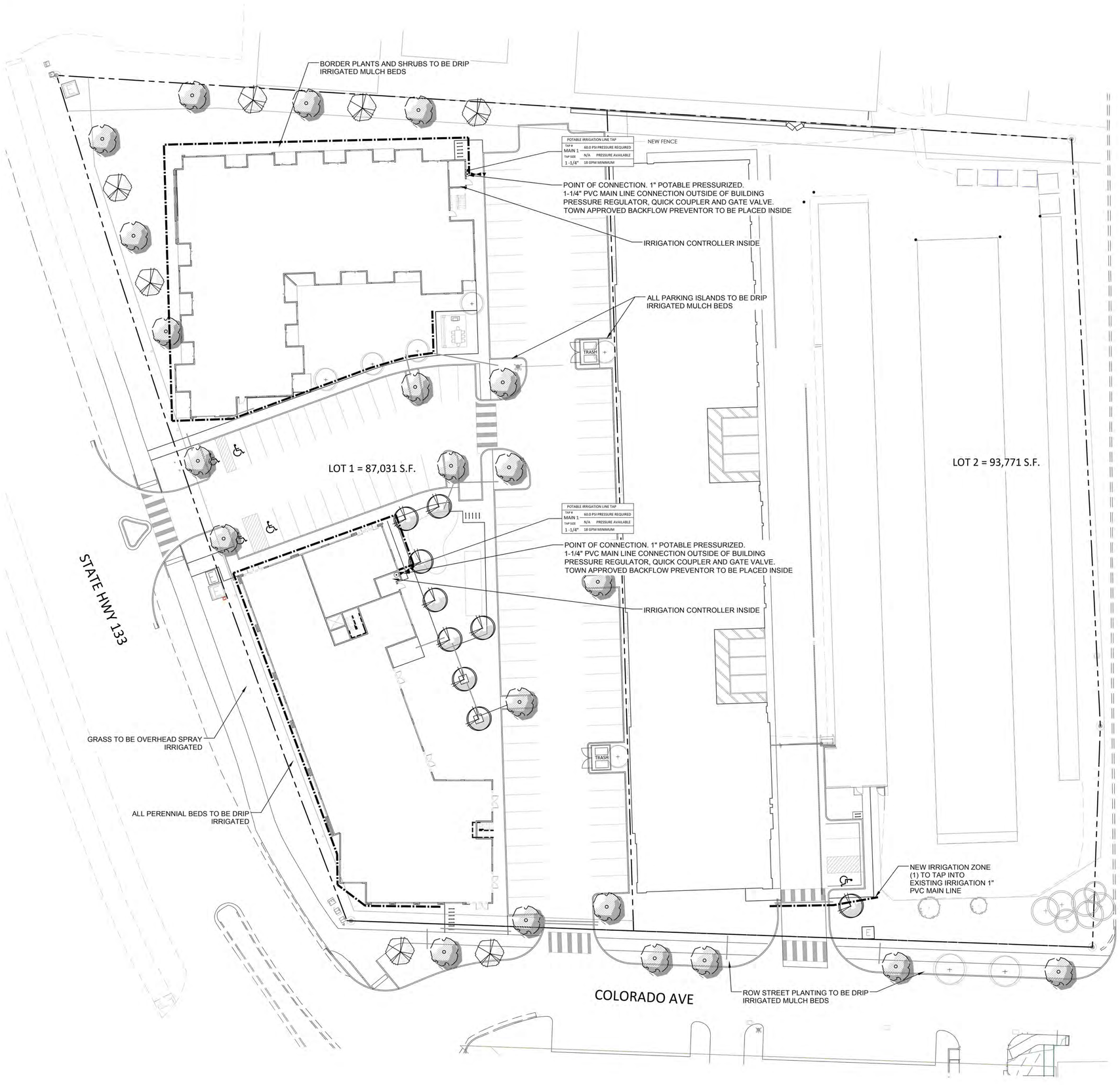


IRRIGATION KEY

SYM.	MANUFACTURER	MODEL NO.	DESCRIPTION	DETAIL
		MAIN LINE SIZE	GATE VALVE	
	WATTS	223-LF OR EQUIV.	PRESSURE REGULATOR VALVE	
▼	RAINBIRD	44LRC	QUICK COUPLING VALVE	
	DIG	P75-XXXL 1 1/2 in. MNPT	200 MESH DISC/SCREEN 'Y' FILTER	
E		110 V	ELECTRIC - LINE VOLTAGE	
		SCH 40 OR CL-200 PVC	MAIN LINE FROM P.O.C.	
		SCH 40	4" PVC SLEEVING FOR IRRIGATION	

IRRIGATION NOTES

1. AUTOMATIC SUB-SURFACE DRIP IRRIGATION SHALL BE PROVIDED AT ALL NEW TREES, SHRUBS, PERENNIAL BEDS, AND ORNAMENTAL GRASS AREAS. SPACING PER MANUFACTURER TO PROVIDE EVEN AND EFFICIENT WATERING.

2. AUTOMATIC IRRIGATION SYSTEM SHALL BE INSTALLED AND OPERATIONAL BY THE TIME OF FINAL INSPECTION. THE ENTIRE IRRIGATION SYSTEM SHALL BE INSTALLED BY A QUALIFIED IRRIGATION CONTRACTOR.

3. A LOW VOLTAGE SYSTEM MANUFACTURED EXPRESSLY FOR CONTROL OF AUTOMATIC CIRCUIT VALVES OF AN IRRIGATION SYSTEM SHALL BE INSTALLED. SYSTEM SHALL INCLUDE AN ADJUSTABLE 24 HOUR TIME CLOCK WHICH WILL ALLOW FOR AUTOMATIC, SEMI-AUTOMATIC, OR MANUAL OPERATION; CIRCUIT CONTROL WHICH ALLOWS FOR MANUAL OR AUTOMATIC OPERATION; AND PROGRAMMABLE CAPABILITIES THAT ALLOW FOR INDEPENDENT WATERING SCHEDULES PER ZONE.

4. IRRIGATION SYSTEM TO TIE INTO THE DEVELOPMENT'S POTABLE WATER LINE. CONTRACTOR TO INSTALL A PRESSURE REGULATOR AND TOWN APPROVED BACKFLOW PREVENTOR WITH 18 GPM AT 60 PSI AT A 1" POINT OF CONNECTION. NOTIFY LANDSCAPE ARCHITECT IF THE REQUIRED FLOW CANNOT BE MET.

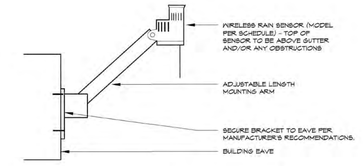
5. ALL PLANTS SHARING SIMILAR HYDROZONE CHARACTERISTICS SHALL BE PLACED ON A VALVE DEDICATED TO PROVIDE THE NECESSARY WATER REQUIREMENTS SPECIFIC TO THAT HYDROZONE.

6. PROVIDE 4" PVC SLEEVING BELOW ALL HARDSCAPE TO ADJACENT PLANTING AREAS.

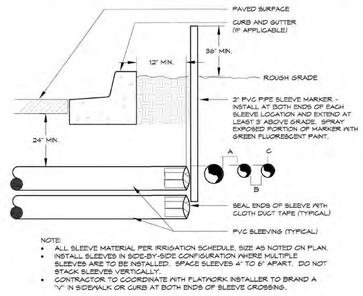
7. MAINLINE IS TO BE BURIED 12"-18" BELOW FINISHED GRADE. LATERAL PIPES SHALL BE BURIED 8"-10" BELOW FINISHED GRADE IN LANDSCAPED AREAS. ALL PIPE TRENCHES SHALL BE FREE OF ROCKS AND DEBRIS PRIOR TO PIPE INSTALLATION. BACKFILL TRENCHES WITH SOIL THAT IS FREE OF ROCKS AND DEBRIS.

8. CONTRACTOR IS TO PROVIDE OWNER WITH AS-BUILT IRRIGATION PLANS THAT INCLUDE APPROXIMATE MAINLINE ROUTING AND VALVE BOX LOCATIONS.

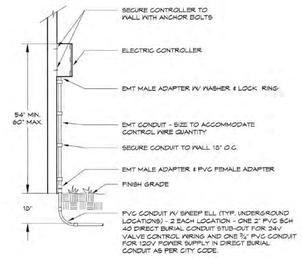
9. THE FOLLOWING IRRIGATION TESTS AND INSPECTIONS SHALL BE COMPLETED BY THE CONTRACTOR:
   - 9.1. LEAK TEST: AFTER INSTALLATION, CHARGE SYSTEM AND TEST FOR LEAKS. REPAIR LEAKS AND RETEST UNTIL NO LEAKS EXIST.
   - 9.2. OPERATIONAL TEST: AFTER ELECTRICAL CIRCUITRY HAS BEEN ENERGIZED, OPERATE CONTROLLERS AND AUTOMATIC CONTROL VALVES TO CONFIRM PROPER SYSTEM OPERATION
   - 9.3. TEST AND ADJUST CONTROLS AND SAFETIES. REPLACE DAMAGED AND MALFUNCTIONING CONTROLS AND EQUIPMENT.



WEATHER SENSOR — 1
EAVE MOUNTED - Wireless



IRRIGATION SLEEVING — 2



ELECTRIC CONTROLLER — 3
EXTERIOR WALL MOUNT

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CARBONDALE CENTER PLACE
CARBONDALE, COLORADO

MAJOR SITE PLAN

LANDSCAPE PLAN

N

Scale: 1" = 20'

0' 10' 20' 40'

issue date - 11/02/20

revisions - description- date

drawn - DG
job - 0187

L 3.0

EXHIBIT H: MIXED-USE ELEVATIONS, FLOORPLANS AND SAMPLE MATERIAL BOARD

BUILDING INFORMATION		
76 RESIDENTIAL UNITS		
RESIDENTIAL AREA	54,498	SF
COMMON AREAS	7,139	SF
AMENITY	1,340	SF
COMMERCIAL AREA	10,370	SF
TOTAL BUILDING AREA	**73,347**	**SF**

MU PARKING CALCULATIONS			
Space Type	**Required Parking**	**Quantity**	**Required Parking**
Efficiency Unit	1.25 Spaces / Unit	64 Units	80.00
2-BR > 800 SF	1.75 Spaces / Unit	12 Units	21.00
Commercial	1 Space / 300 SF	10,370 SF	34.57
Total (Pre-Reductions)			**135.57**
Parking Reduction: MU Zone District: 15%			(20.34)
Parking Reduction: Proximity to Transit Stop: 15%			(15.15)
Total (Post-Reductions)			100.08
Total (Rounded)			**100**
Provided			**104**

Unit Matrix

Unit Type	Quantity	UNIT AREA	REQ'D BULK STORAGE (CU FT)	BULK STORAGE PROVIDED (CU FT)	PRIVATE OUTOODR (SF)*
Efficiency #1	8	415	138	147	63
Efficiency #2	2	430	143	144	60
Efficiency #3	5	520	173	192	61
Efficiency #4	15	600	200	200	63
Efficiency #5	17	675	225	225	61
Efficiency #6	17	725	242	306	63
2-BR #1	3	975	325	326	72
2-BR #2	3	1015	338	342	62
2-BR #3	2	1182	394	405	84
2-BR #4	2	1388	463	501	103
2-BR #5	2	1576	525	534	160
Total	**76**				

*LEVEL 1 UNITS HAVE 8' MIN. BALCONY DIMENSIONS & EXCEED GREATER OF (A) 10% OF UNIT AREA OR (B) 80 SF

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

N

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DENVER, CO 80205
PHONE 303.758.3800

SOPRIS SHOPPING CENTER

1201 COLORADO AVE.
CARBONDALE CO, 81623

PROJ. NO.20-22
DRAWN: Author
CHECKED:Checker
APPROVED: Approver
DATE: ISSUE DATE
REVISIONS

ISSUED FOR: PLANNING

SCALE: As indicated

SHEET TITLE:
SITE PLAN

P1.0

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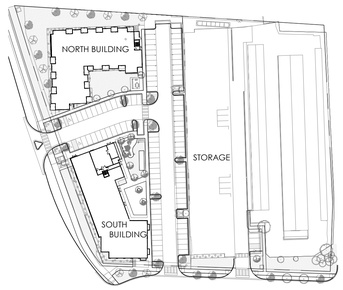
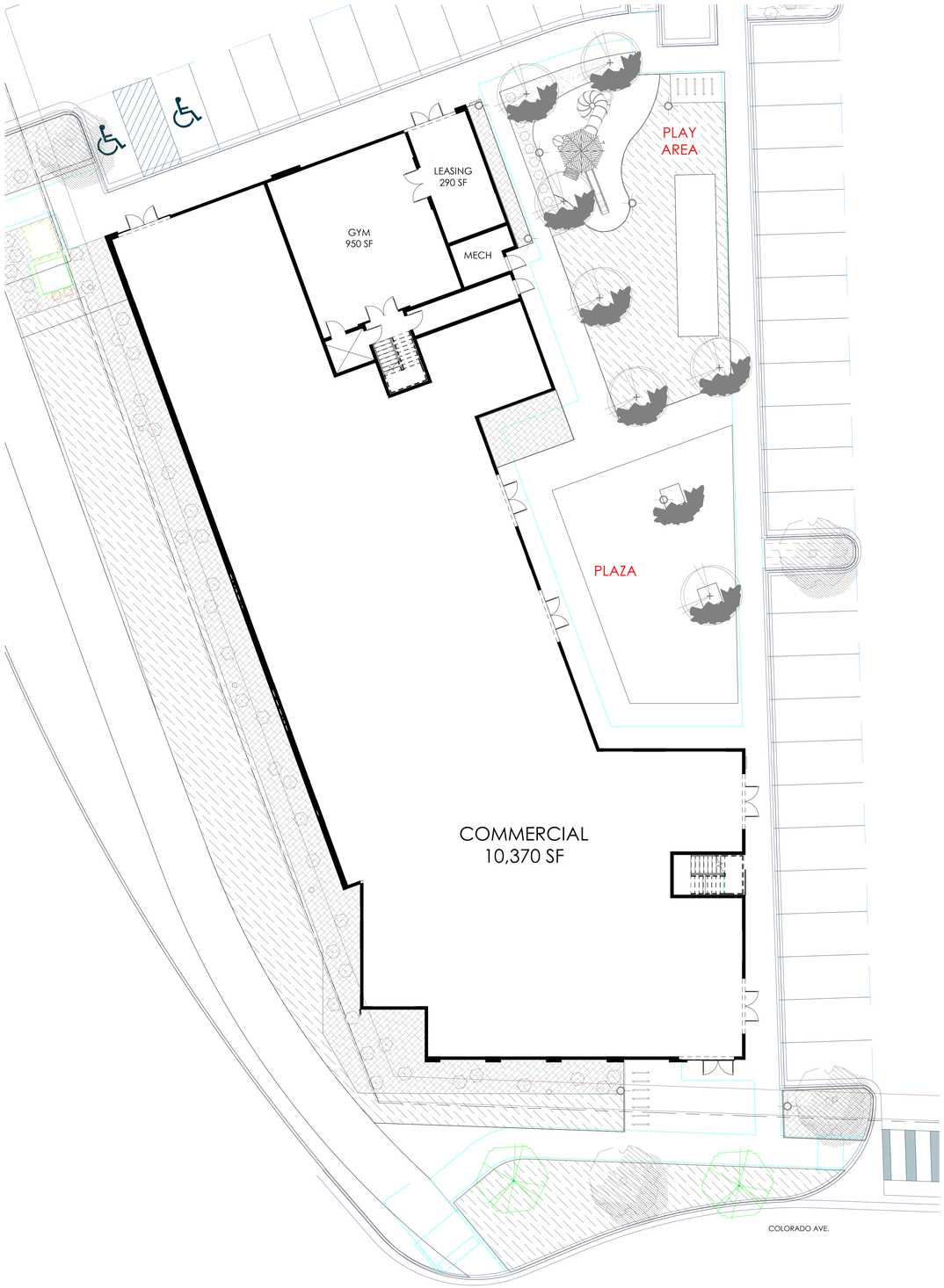
SE PERSPECTIVE

MT. SOPRIS FROM NORTH BLDG

SW PERSPECTIVE



3 KEY PLAN
1" = 100'-0"



2 NORTH BUILDING - LEVEL 1 PLAN
3/32" = 1'-0"

1 SOUTH BUILDING - LEVEL 1 PLAN
3/32" = 1'-0"

0' 2' 4' 8' 16' 32'

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SCALE: As indicated

SHEET TITLE:
LEVEL 1 PLANS

P1.1

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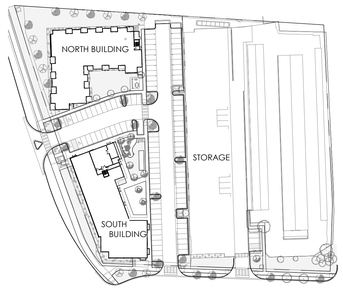
SE PERSPECTIVE

MT. SOPRIS FROM NORTH BLDG

SW PERSPECTIVE



3 KEY PLAN
1" = 100'-0"

2 NORTH BUILDING - LEVEL 2, 3 PLAN
3/32" = 1'-0"

1 SOUTH BUILDING - LEVEL 2, 3 PLAN
3/32" = 1'-0"

0' 2' 4' 8' 16' 32'

N

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SOPRIS SHOPPING CENTER

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SHEET TITLE:
LEVEL 2, 3 PLANS

P1.2

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4 SOUTH BUILDING - NORTH ELEVATION
1/8" = 1'-0"

3 SOUTH BUILDING - SOUTH ELEVATION
1/8" = 1'-0"

2 SOUTH BUILDING - WEST ELEVATION (HWY 133)
1/8" = 1'-0"

1 SOUTH BUILDING - EAST ELEVATION
1/8" = 1'-0"

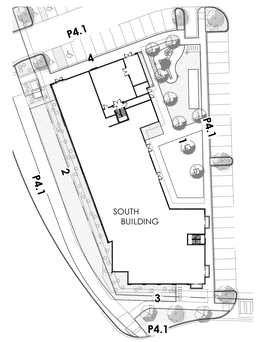
SE PERSPECTIVE

NW PERSPECTIVE - COURTYARD

SW PERSPECTIVE

MATERIAL LEGEND - SOUTH BLDG

- HISTORIC BRICK - RUNNING BOND
  MFG: SUMMIT BRICK
  COLOR: REDSTONE
- STUCCO
  FINE FINISH
  COLOR: MIRAGE WHITE
- METAL PANEL
  MFR: DREXEL METALS
  COLOR: URBAN SLATE, CHAMPAGNE, BURGUNDY
- STOREFRONT BRICK/ACCENT BRICK - RUNNING BOND
  MFR: SUMMIT BRICK
  COLOR: GARDEN BLEND



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FOR: PLANNING

SCALE: As indicated

SHEET TITLE:
SOUTH BUILDING
ELEVATIONS

P4.1

11/2/2020 10:24:35 AM

4 NORTH BUILDING - EAST ELEVATION

1/8" = 1'-0"

3 NORTH BUILDING - WEST ELEVATION (HWY 133)

1/8" = 1'-0"

2 NORTH BUILDING - NORTH ELEVATION

1/8" = 1'-0"

1 NORTH BUILDING - SOUTH ELEVATION

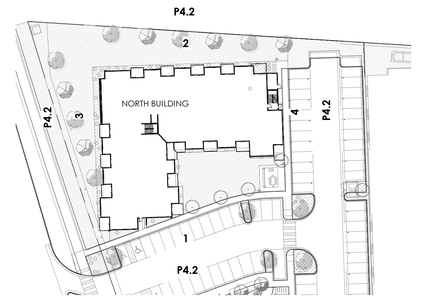
1/8" = 1'-0"

SE PERSPECTIVE - COURTYARD

NW PERSPECTIVE

SW PERSPECTIVE

MATERIAL LEGEND - NORTH BLDG



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SOPRIS SHOPPING CENTER

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CHECKED:DW
APPROVED: MN
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ISSUED
FOR: PLANNING

SCALE: As indicated

SHEET TITLE:
NORTH BUILDING
ELEVATIONS

P4.2

11/2/2020 10:24:40 AM

Unit Matrix

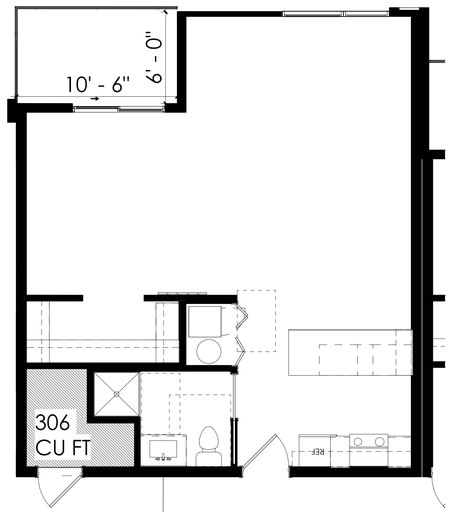
Unit Type	Quantity	UNIT AREA	REQ'D BULK STORAGE (CU FT)	BULK STORAGE PROVIDED (CU FT)	PRIVATE OUTOODR (SF)*
Efficiency #1	8	415	138	147	63
Efficiency #2	2	430	143	144	60
Efficiency #3	5	520	173	192	61
Efficiency #4	15	600	200	200	63
Efficiency #5	17	675	225	225	61
Efficiency #6	17	725	242	306	63
2-BR #1	3	975	325	326	72
2-BR #2	3	1015	338	342	62
2-BR #3	2	1182	394	405	84
2-BR #4	2	1388	463	501	103
2-BR #5	2	1576	525	534	160
Total	76				

*LEVEL 1 UNITS HAVE 8' MIN. BALCONY DIMENSIONS & EXCEED GREATER OF (A) 10% OF UNIT AREA OR (B) 80 SF

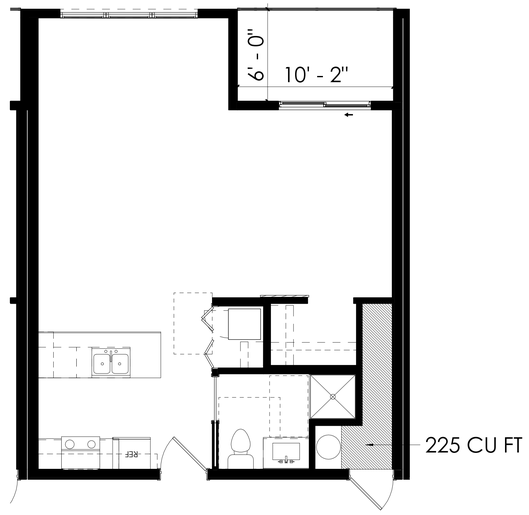
GENERAL NOTES:

48 UNITS IN THE NORTH BUILDING
28 UNITS IN THE SOUTH BUILDING
ALL GROUND FLOOR UNITS HAVE 8' DEEP BALCONIES

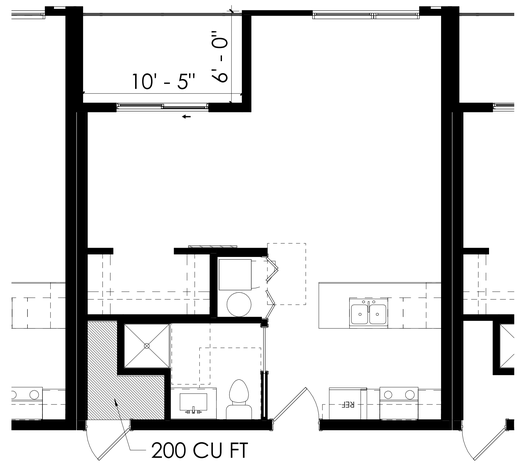
BULK STORAGE (STORAGE CLOSETS HAVE 9' CEILINGS MINIMUM)



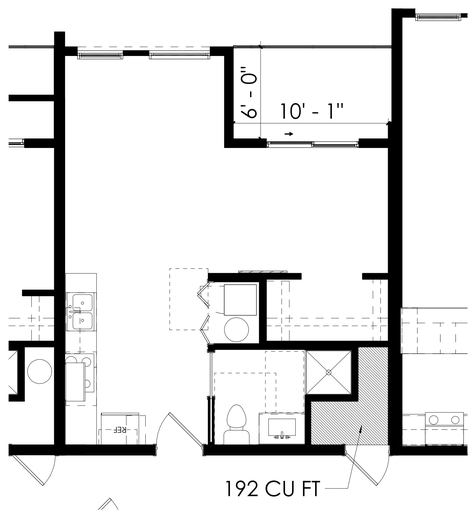
6 EFFICIENCY 6
1/4" = 1'-0"



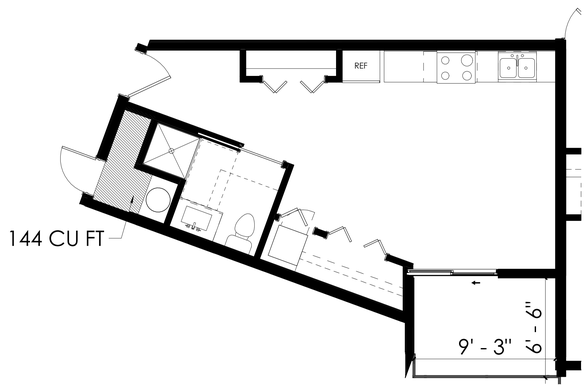
5 EFFICIENCY 5
1/4" = 1'-0"



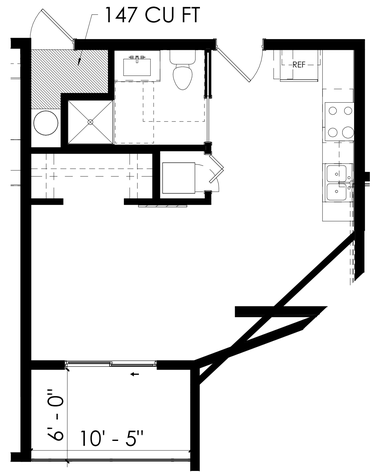
4 EFFICIENCY 4
1/4" = 1'-0"



3 EFFICIENCY 3
1/4" = 1'-0"



2 EFFICIENCY 2
1/4" = 1'-0"



1 EFFICIENCY 1
1/4" = 1'-0"

neo studio
3560 WALNUT ST. UNIT A
DENVER, CO 80205
PHONE 303.758.3800

SOPRIS SHOPPING CENTER

1201 COLORADO AVE.
CARBONDALE CO, 81623

PROJ. NO.20-22
DRAWN: Author
CHECKED:Checker
APPROVED: Approver
DATE: ISSUE DATE
REVISIONS

ISSUED
FOR: PLANNING

SCALE: 1/4" = 1'-0"

SHEET TITLE:
UNIT PLANS

P6.1

11/2/2020 10:24:55 AM

Unit Matrix

Unit Type	Quantity	UNIT AREA	REQ'D BULK STORAGE (CU FT)	BULK STORAGE PROVIDED (CU FT)	PRIVATE OUTOODR (SF)*
Efficiency #1	8	415	138	147	63
Efficiency #2	2	430	143	144	60
Efficiency #3	5	520	173	192	61
Efficiency #4	15	600	200	200	63
Efficiency #5	17	675	225	225	61
Efficiency #6	17	725	242	306	63
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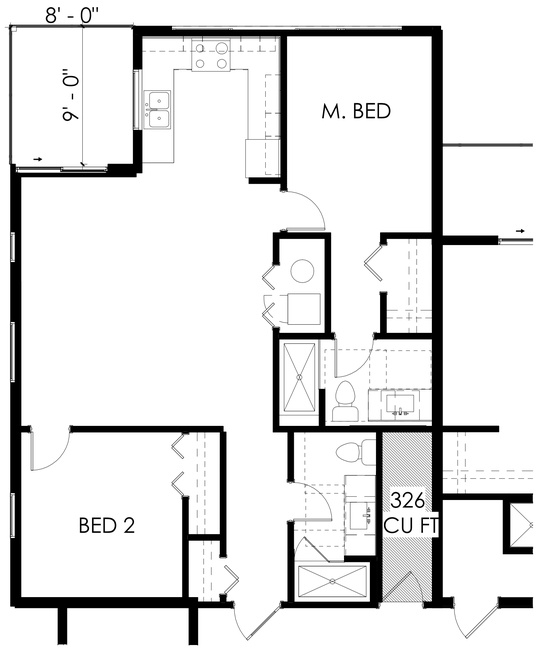
2-BR #4	2	1388	463	501	103
2-BR #5	2	1576	525	534	160
Total	76				

*LEVEL 1 UNITS HAVE 8' MIN. BALCONY DIMENSIONS & EXCEED GREATER OF (A) 10% OF UNIT AREA OR (B) 80 SF

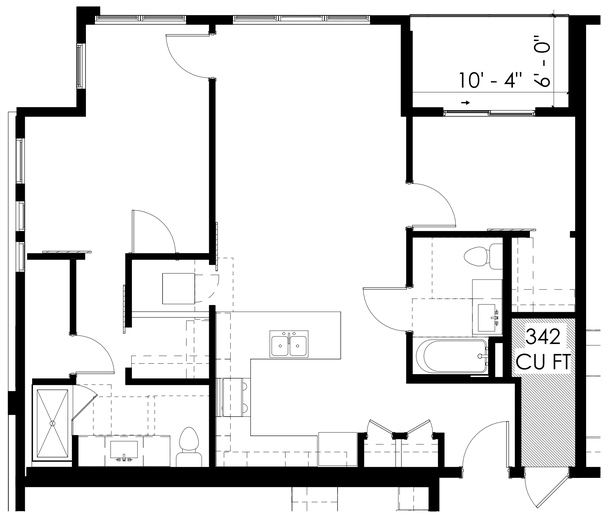
GENERAL NOTES:

48 UNITS IN THE NORTH BUILDING
28 UNITS IN THE SOUTH BUILDING
ALL GROUND FLOOR UNITS HAVE 8' DEEP BALCONIES

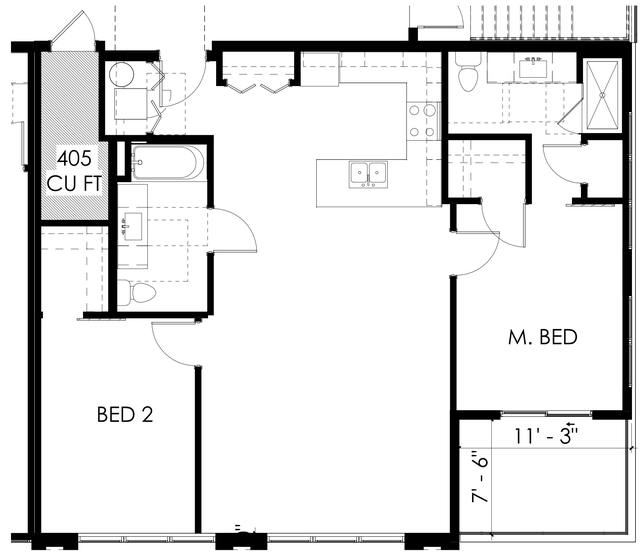
BULK STORAGE (STORAGE CLOSETS HAVE 9' CEILINGS MINIMUM)



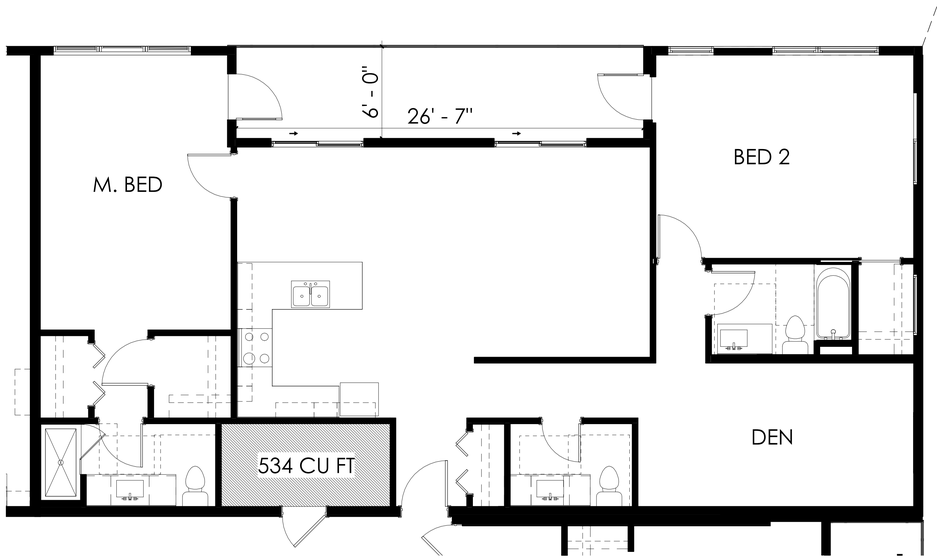
1 2 BEDROOM #1
1/4" = 1'-0"



2 2 BEDROOM #2
1/4" = 1'-0"



3 2 BEDROOM #3
1/4" = 1'-0"



5 2 BEDROOM #5
1/4" = 1'-0"

4 2 BEDROOM #4
1/4" = 1'-0"

neo studio
3560 WALNUT ST. UNIT A
DENVER, CO 80205
PHONE 303.758.3800

SOPRIS SHOPPING CENTER

1201 COLORADO AVE.
CARBONDALE CO. 81623

PROJ. NO.20-22
DRAWN: Author
CHECKED:Checker
APPROVED: Approver
DATE: ISSUE DATE
REVISIONS

ISSUED
FOR: PLANNING

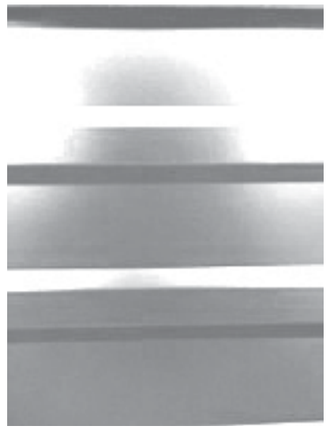
SCALE: 1/4" = 1'-0"

SHEET TITLE:
UNIT PLANS

P6.2

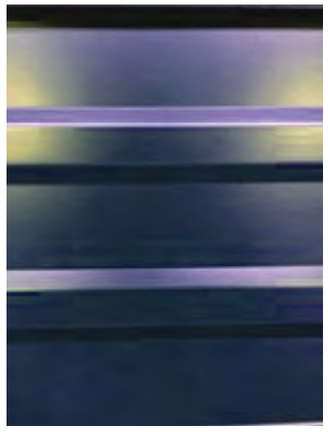
11/2/2020 10:25:06 AM

SOUTH BUILDING MATERIAL BOARD

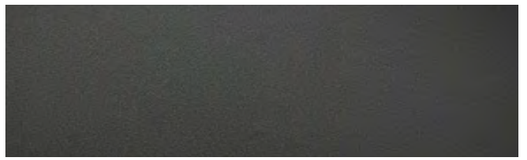


METAL PANEL
COLOR: CHAMPAGNE
BY DREXEL METALS

METAL PANEL
COLOR: BURGANDY
BY DREXEL METALS

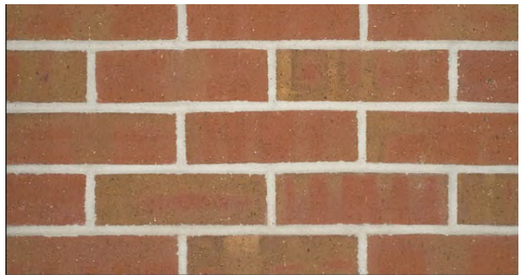


METAL PANEL
COLOR: VINTAGE BURGANDY
BY DREXEL METALS

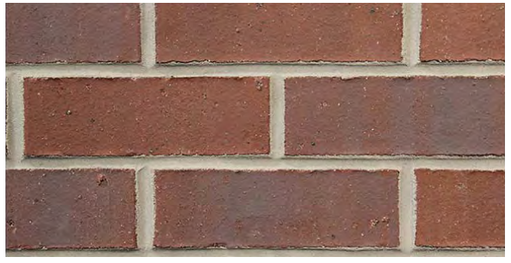


COMPOSITE FASCIA
COLOR: BRONZE

STUCCO
COLOR: MIRAGE WHITE

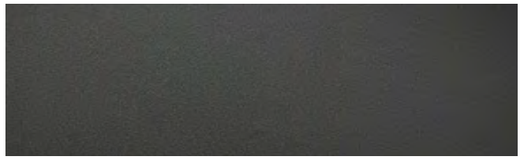


BRICK
COLOR: GARDEN BLEND
BY SUMMIT BRICK



BRICK
COLOR: REDSTONE
BY SUMMIT BRICK

NORTH BUILDING MATERIAL BOARD



COMPOSITE FASCIA
COLOR: BRONZE

STUCCO
COLOR: MIRAGE WHITE

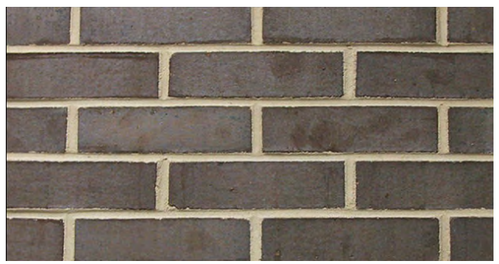
BRICK
COLOR: THISTLEDOWN
BY SUMMIT BRICK

METAL PANEL
COLOR: BURGANDY
BY DREXEL METALS

METAL PANEL
COLOR: CHAMPAGNE
BY DREXEL METALS

METAL PANEL
COLOR: AUTUMN RED
BY DREXEL METALS

METAL PANEL
COLOR: CHARCOAL
BY DREXEL METALS



BRICK
COLOR: EBONY
BY SUMMIT BRICK

EXHIBIT I: THREE DIMENSIONAL RENDERINGS

MIXED USE - SOUTH BUILDING
SW PERSPECTIVE

MIXED USE - SOUTH BUILDING
SOUTH ELEVATION

MIXED USE - SOUTH BUILDING
NE PERSPECTIVE

MIXED USE - SOUTH BUILDING
COURTYARD

MIXED USE - SOUTH BUILDING
NW PERSPECTIVE

MIXED USE
WEST ELEVATION - HWY 133

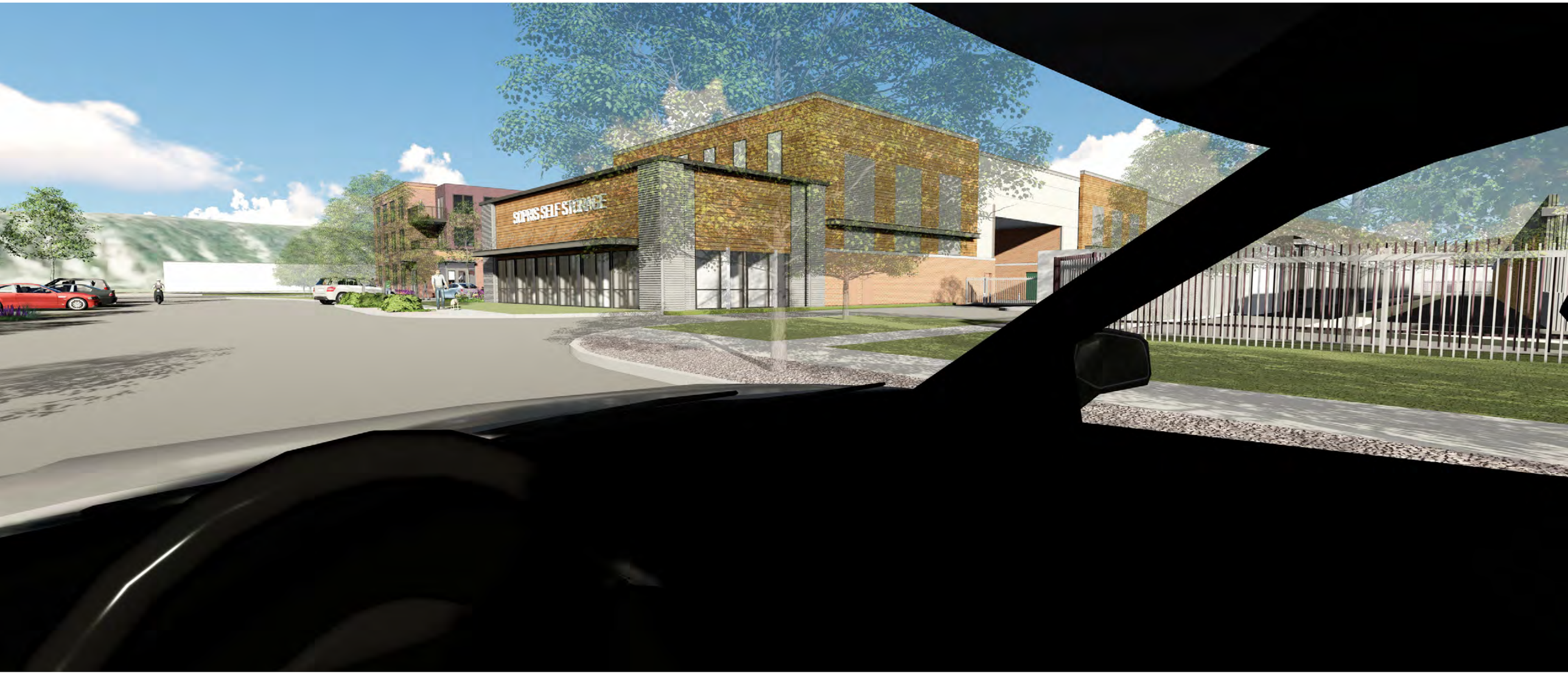
MIXED USE - NORTH BUILDING
SOUTH ELEVATION - COURTYARD

MIXED USE - NORTH BUILDING
SOUTH PERSPECTIVE - MT SOPRIS

MIXED USE - NORTH BUILDING
NORTH ELEVATION

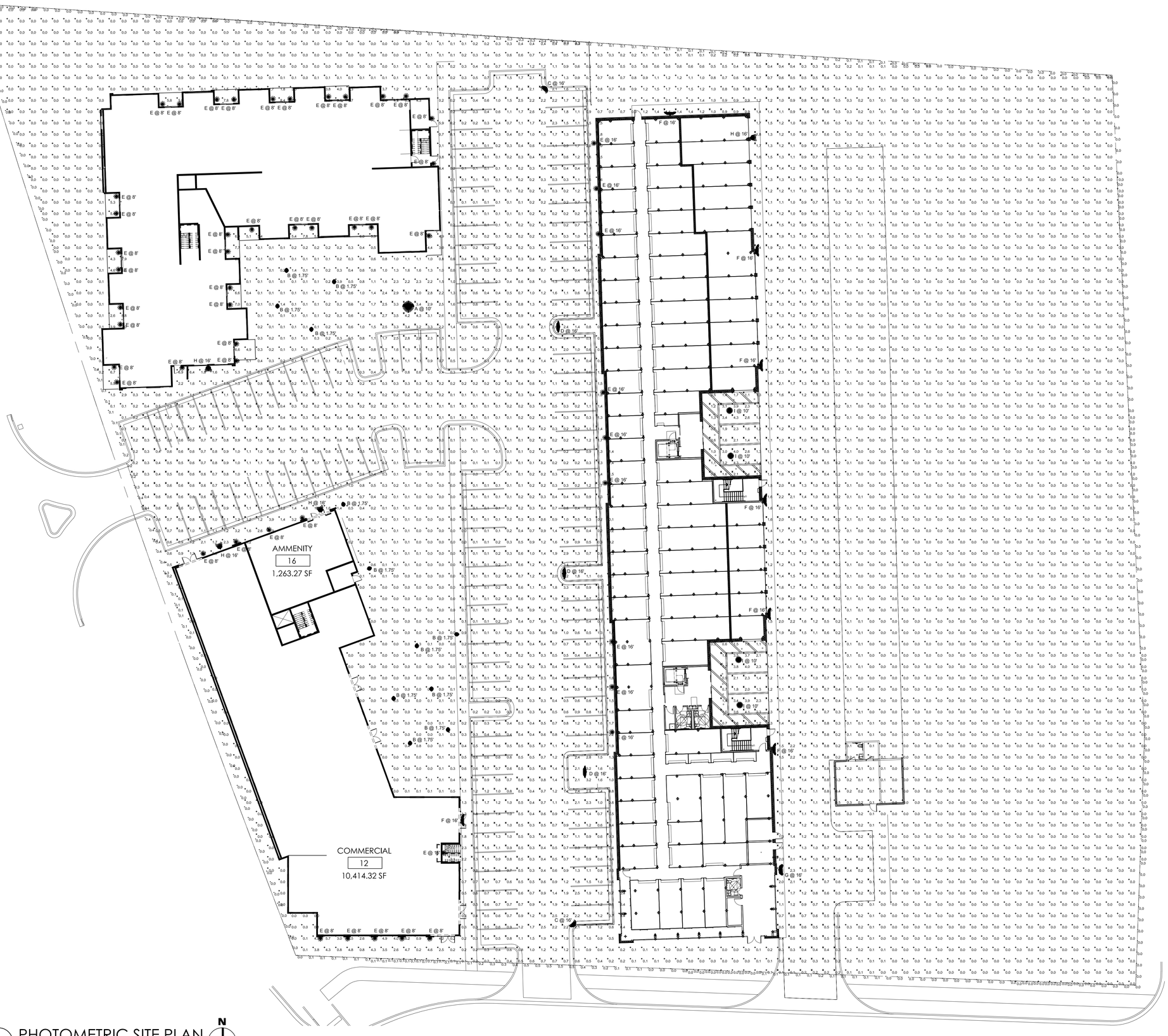
STORAGE
SOUTH ELEVATION

STORAGE
WEST PERSPECTIVE



STORAGE
EAST PERSPECTIVE

EXHIBIT J: PHOTOMETRIC PLAN



1 PHOTOMETRIC SITE PLAN
SCALE: 1" = 20'-0"

ENTIRE SITE		
Average	0.5	fc
Maximum	8.8	fc
Minimum	0.0	fc
Max/Min	N/A	
Average/Min	N/A	
NORTH WALKWAY		
Average	0.5	fc
Maximum	1.6	fc
Minimum	0.1	fc
Max/Min	16.0:1	
Average/Min	5.0:1	
PARKING LOT		
Average	0.7	fc
Maximum	3.4	fc
Minimum	0.0	fc
Max/Min	N/A	
Average/Min	N/A	
PATIO AREA		
Average	3.0	fc
Maximum	4.3	fc
Minimum	2.2	fc
Max/Min	2.0:1	
Average/Min	1.4:1	
SITE BOUNDARY		
Average	0.1	fc
Maximum	0.5	fc
Minimum	0.0	fc
Max/Min	N/A	
Average/Min	N/A	
SOUTH WALKWAY		
Average	0.5	fc
Maximum	2.3	fc
Minimum	0.0	fc
Max/Min	N/A	
Average/Min	N/A	
STORAGE DRIVE AISLE		
Average	0.9	fc
Maximum	2.3	fc
Minimum	0.1	fc
Max/Min	23.0:1	
Average/Min	9.0:1	
STORAGE WALWAY & LOADING		
Average	1.7	fc
Maximum	4.3	fc
Minimum	0.4	fc
Max/Min	10.8:1	
Average/Min	4.3:1	

LIGHT LEVEL SUMMARY

neo studio
3560 WALNUT ST. UNIT A
DENVER, CO 80205
PHONE 303.758.3800

SOPRIS LOFTS

HWY 133 & MAIN STREET, CARBONDALE CO 81623

PROJ. NO. 19-10
DRAWN: TBK
CHECKED: TBK
APPROVED: MICHAEL NODA
DATE: 10/30/2020
REVISIONS

ISSUED
FOR: NOT FOR CONSTRUCTION

SCALE: 1" = 20'-0"

SHEET TITLE:
PHOTOMETRIC SITE PLAN

E1.01

FIXTURE TYPES "F", "G", "H"

Ordering Information

Example: XSPW-B-WM-2ME-2L-30K-UL-BK

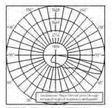
XSPW	B	WM						
Product	**Version**	**Mounting**	**Optic**	**Lumen Package***	**CCT**	**Voltage**	**Color Options**	**Options**
XSPW	B	**WM** Wall	**2ME** Type II Medium **3ME** Type III Medium **4ME** Type IV Medium	**2L** 2,490 lumens **4L** 4,270 lumens **6L** 6,470 lumens **8L** 8,475 lumens	**30K** 3000K - 70 CRI **40K** 4000K - 70 CRI **50K** 5000K - 90 CRI **57K** 5700K - 70 CRI	**UL** Universal 120-277V **UH** Universal 347-480V **34** 347V - For use with P option only	**BK** Black **BZ** Bronze **SV** Silver **WH** White	**ML Multi-Level** - Refer to ML spec sheet for details - Available with UL voltage only **P Button Photocell.** - Not available with ML or PML options. - Available with UL and 34 voltages only **PML Programmable Multi-Level** - Refer to PML spec sheet for details - Available with UL voltage only

Electrical Data*

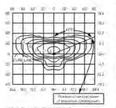
Lumen Package	CCT/CRI	System Watts 120-480V	Efficacy	Total Current (A)			
				120V	208V	240V	277V
2L	30K/70 CRI	30	125	0.17	0.10	0.08	0.07
	40K/70 CRI	19	131	0.16	0.09	0.08	0.07
	50K/90 CRI	24	104	0.20	0.11	0.10	0.08
	57K/70 CRI	19	131	0.16	0.09	0.08	0.07

* Lumen Package calculations predict/identify approximate light output only. Actual lumen output levels may vary depending on CCT and optic selections. Refer to Initial Delivered Lumen tables for specific lumen values.

2ME



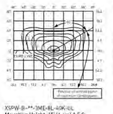
CESTL Test Report #: PL12796-001A
XSPW-B-**-2ME-6L-40K-UL
Initial Delivered Lumens: 6,222



XSPW-B-**-2ME-6L-40K-UL
Mounting Height: 15' (4.6) A.F.G.
Initial Delivered Lumens: 6,475
Initial FC at grade

3ME

CESTL Test Report #: PL12266-007A
XSPW-B-**-3ME-6L-40K-UL
Initial Delivered Lumens: 8,908



XSPW-B-**-3ME-6L-40K-UL
Mounting Height: 15' (4.6m) A.F.G.
Initial Delivered Lumens: 8,475
Initial FC at grade

4ME

CESTL Test Report #: PL14419-001A
XSPW-B-**-4ME-6L-40K-UL
Initial Delivered Lumens: 8,753

XSPW-B-**-4ME-6L-40K-UL
Mounting Height: 15' (4.6m) A.F.G.
Initial Delivered Lumens: 8,475
Initial FC at grade

Type II Medium Distribution

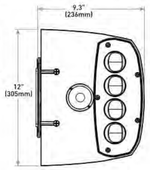
Lumen Package	3000K		4000K	
	Initial Delivered Lumens*	BUG Ratings** Per TM-15-11	Initial Delivered Lumens*	
2L	2,490	B1 U0 G1	2,590	
4L	4,270	B1 U0 G1	4,270	
6L	6,100	B1 U0 G2	6,100	
8L	8,475	B2 U0 G2	8,475	

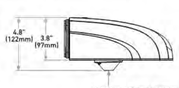
Type III Medium Distribution

Lumen Package	3000K		4000K
	Initial Delivered Lumens*	BUG Ratings** Per TM-15-11	Initial Delivered Lumens*
2L	2,490	B1 U0 G1	2,490
4L	4,270	B1 U0 G1	4,270
6L	6,100	B1 U0 G2	6,100
8L	8,475	B2 U0 G2	8,475

Type IV Medium Distribution

Lumen Package	3000K		4000K
	Initial Delivered Lumens*	BUG Ratings** Per TM-15-11	Initial Delivered Lumens*
2L	2,490	B1 U0 G1	2,490
4L	4,270	B1 U0 G1	4,270
6L	6,100	B1 U0 G2	6,100
8L	8,475	B1 U0 G2	8,475





Multi-Level Sensor location (ordered as an option)

Lumen Package	Weight
2L, 4L, 6L	11.0 lbs. (5.0kg)
8L	11.6 lbs. (5.4kg)

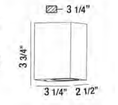
FIXTURE TYPE "E"

PRODUCT DETAILS

No.	:	28291-015
Product Color	:	MARINE GREY
Shade / Accent Colour	:	FROST GLASS
Width	:	2.5"
Height	:	3.75"
Ext	:	3.25"
Weight	:	1lbs

LIGHT SOURCE DETAILS

Number of Bulbs	:	1
Light Source	:	LED
Light Source Type	:	LED
Input Voltage	:	120V
Socket Type	:	LED
Wattage	:	7W
Total Lumen	:	470lm
Kelvin	:	3000K
CRI	:	80
Bulb Included	:	Yes
Dimmable	:	No



TECHNICAL DETAILS

Canopy / Backplate Length	:	2.21"
Canopy / Backplate Width	:	3.41"
Driver	:	Electronic driver 120V 50/60Hz
IP Rating	:	54
Location	:	WET
Approval	:	www.eurofase.com

FIXTURE TYPE "A"

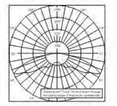
Ordering Information

Example: ARE-EDR-2M-R3-12-E-UL-SV-380

ARE-EDR					E				
Product	**Optic**	**Mounting***	**LED Count (x10)**	**Series**	**Voltage**	**Color Options**	**Drive Current**	**Options**
ARE-EDR	**2M** Type II Medium **3M** Type III Medium **4M** Type IV Medium **2MP** Type II Medium w/Partial BLS **3MP** Type III Medium w/Partial BLS **4MP** Type IV Medium w/Partial BLS **2MB** Type II Medium w/BLS **3MB** Type III Medium w/BLS **4MB** Type IV Medium w/BLS **5M** Type V Medium **5S** Type V Short	**R3** Spider, Center Terron, 2-3/8" to 1" OD **R4** Spider, Center Terron, 3-5/8" to 1" OD **R5** Spider, Center Direct, 5" Round	**04** ** **08** ** **10** **12**	**E**	**UL** Universal 120-277V **UH** Universal 347-480V	**BK** Black **BZ** Bronze **SV** Silver **WH** White	**350** 350mA **525** 525mA **700** 700mA - Available with 4A-6A LEDs	**DIM 0-10V Dimming** - Control by others - Refer to Dimming spec sheet for details - Can't exceed specified driver current **ML Multi-Level Circuit Input** - Refer to ML spec sheet for details - Sensor not included **P Photocell.** - Available with UL voltage only **40K 4000K Color Temperature** - Minimum 70 CRI - Color temperature per luminaire **TRL Amber Turtle Friendly LEDs** - Available only with 350mA - Lumen multiplier from 5700K: 0.32 (350mA) - Power multiplier: 0.76 - Filters out dominant wavelength - Additional shielding (by others) may be required for Florida Fish and Wildlife Conservation Commission compliance.

* Reference ETA landscape configurations and battery data beginning on page 14
** Consists of rooftop 20 LED light bars, 45, 60, and 90 LED strips (one bulkhead is placed in place of equivalent light bars)

5M



RESTL Test Report #: PL09130-001
ARE-EDR-5M-**-04-E-UL-700-40K
Initial Delivered Lumens: 13,136

ARE-EDR-5M-**-04-E-UL-700-40K
Mounting Height: 23' (7.6m) A.F.G.
Initial Delivered Lumens: 13,070
Initial FC at grade

Electrical Data*

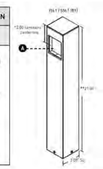
LED Count (x10)	System Watts 120-480V	Total Current (A)	
		120V	208V
350mA			
04	44	0.34	0.22

Type V Medium Distribution

LED Count (x10)	4000K	
	Initial Delivered Lumens*	BUG Ratings** Per TM-15-11
350mA		
04	5,242	B3 U0 G1

FIXTURE TYPE "B"

FIXTURE	RATING	FLANGE FINISH	LUMEN PACKAGE	CCT	POWER SUPPLY	MOUNTING OPTION
SSL1B Straight HSL1B Straight HSL2B Double Straight	2 Watt (Locking)	POWDER COAT FINISH WH White BK Black AG Satin Nickle AB Architectural Bronze CF Custom Finish*	**STEALTH & IMPACT** B0L02B 30-CRI, 200 Source Lumens SSL1 Delivered Lumens - 37 ISL1 Delivered Lumens - 43 **DOUBLE IMPACT** B0L04B 80+CRI, 400 Source Lumens ISL2 Delivered Lumens - 150	27 2700K 30 3000K 35 3500K 40 4000K CC Custom Color (qty* _____ K) *Custom pins assigned once an suffix upon receipt of order. Contact Product Support for guidance.	120-472 INTEGRAL Leading edge / Trailing edge (1-10V Analog Supports 1 Fixture) 277-472 Leading edge / Trailing edge (1-10V Analog Supports 1 Fixture) REMOTE REM Specified separately/ Internal to power supply section	BD Blnk Down* CP Concrete Pole* SD Slate Down* *Must accommodate for integral power supply configurations



FIXTURE TYPE "I"

Ordering guide

example: S7R830K7AL

Series	CRI	CCT	Lumens	Finish	Dimming
S5R SlimSurface 5" Round	**8** 80 **9** 90	**27K** 2700K **30K** 3000K **35K** 3500K **40K** 4000K	**7** 650lm	— White **AL** Aluminum **BK** Black	**blank** ELV / Triac (120V)
				W White **AL** Aluminum **BK** Black	**Z10U** 0-10V (120V-277V)
S7R SlimSurface 7" Round	**8** 80 **9** 90	**27K** 2700K **30K** 3000K **35K** 3500K **40K** 4000K	**10** 1000lm	— White **AL** Aluminum **BK** Black	**blank** ELV / Triac (120V)
				W White **AL** Aluminum **BK** Black	**Z10U** 0-10V (120V-277V)
S10R SlimSurface 10" Round[1]	**8** 80 **9** 90	**27K** 2700K **30K** 3000K **35K** 3500K **40K** 4000K	**22** 2200lm	**W** White **AL** Aluminum **BK** Black **MT** Metallic	**blank** ELV / Triac (120V) **Z10U** 0-10V (120V-277V)

1. Configurations using 90 CRI are only available with 2700K & 3000K CCT.
2. IMPORTANT: SlimSurface LED 10" round installs into 4-11/16" J-box (not wet location listed).

Features

1. **Flange:** One piece plastic flange. Injection molded white, applied aluminum or black.
2. **Lens:** High transmittance lens allowing for smooth, comfortable light pattern
3. **Power supply:** Integral class 2 driver Factory wired electronic LED driver (see Electrical section for specifications)
4. **LED Strip:** Utilizes LEDs.
5. Lifetime: Expected lifetime 50,000 hours and backed by a 5-year warranty*
6. **Compliance:** Non-conductive fixture for shower light application (not applicable to metal trim model)

Electrical

Electronic power supply: RoHS compliant. Class 2 power unit. Unit tolerates sustained open and short circuit output conditions without damage.

Electrical specifications	Dimming	Input volts	Input frequency	Input current	Input Power	THD Factor	Power Factor	Minimum Operating Temp
Slim 5" 650lm	Triac	120V	50/60Hz	0.08A	9.5W	<15%	>0.9	-20°C
	0-10V	120V	50/60Hz	0.09A	10.1W	<20%	>0.9	-20°C
		277V	50/60Hz	0.04A	10.2W	<20%	>0.9	-20°C
Slim 7" 1000lm	Triac	120V	50/60Hz	0.13A	14.2W	<15%	>0.9	-20°C
	0-10V	120V	50/60Hz	0.12A	14.4W	<20%	>0.9	-20°C
		277V	50/60Hz	0.06A	14.7W	<20%	>0.9	-20°C
Slim 10" 2200lm	Triac	120V	50/60Hz	0.20A	23.2W	<20%	>0.9	-20°C
	0-10V	120V	50/60Hz	0.20A	23.2W	<10%	>0.95	-20°C
		277V	50/60Hz	0.09A	24.6W	<15%	>0.95	-20°C

Fore more details, please see LED-DIM-DL spec sheet.
* See Philips.com/warranties for warranty details.

Labels

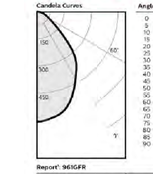
cULus listed. ENERGY STAR® certified. All models are damp location rated for walls or ceilings. The 5" & 7" are suitable for ceiling mount wet locations when installed per instructions.

Dimming

Intended for ELV/Triac (120V) or 0-10V dimming (120V-277V) based on the configuration. Min 90°C supply conductors.

S7R830K10 • 14W LED , 80 CRI, 3000 K

Candela Curves



Angle	Mean CP	Lumens
0	602	57
5	601	
10	588	
15	568	
20	531	
25	480	221
30	427	
35	373	237
40	328	
45	243	187
50	165	
55	113	105
60	83	
65	63	63
70	49	
75	37	39
80	26	
85	12	12
90	0	

Report#: 9616GFR

Output Lumens:	1043lms	Efficacy:	80.01lm/w
Spacing Criterion:	1.1	CCT:	3000 K
Beam Angle:	83°	CRI:	80 min
Input Watts*	13.5W		

Single unit data

Height to Lighted Plane	Initial center beam foot-candles	Beam dia. (1%)*
5'	24	5.9'
6'	17	6.6'
7'	12	7.7'
8'	9	8.8'
9'	7	9.9'

* Beam diameter is where foot-candles drop to 50% of maximum.

Multiple unit data - RCR 2

Spacing on center	Initial center beam foot-candles	Watts per sq.ft.
5'	29.2	3.33
6'	20.2	2.33
7'	12.7	1.66
8'	10.2	1.18
9'	8.1	1.11

Mounted in 80 Room, Workplane 2.5' above floor, 80/50/20% Reflectances.

Coefficients of utilization

Ceiling	80%			70%			50%			30%		0%
Wall	70	50	30	70	50	30	50	30	10	50	30	0
RCR	Zonal cavity method - Effective floor reflectance = 20%											
0	119	119	119	119	116	116	111	111	111	106	106	100
1	111	107	103	109	104	101	100	99	97	96	94	92
2	103	96	90	101	93	88	90	85	82	87	83	77
3	95	86	79	94	85	78	82	77	73	79	75	69
4	88	78	70	87	77	69	74	69	64	72	67	60
5	82	71	62	81	70	62	68	62	56	66	60	53
6	76	65	57	76	64	57	63	57	51	61	55	48
7	71	59	52	70	59	52	59	52	46	56	50	43
8	67	55	47	67	55	47	55	48	42	52	47	39
9	63	51	43	63	51	43	52	44	38	49	43	36
10	59	47	40	59	47	40	48	41	35	46	40	33

Zonal lumens & percentages

Zone	Lumens	%Luminaire
0-30	437	40.4%
0-40	674	62.3%
0-60	966	89.4%
0-90	1081	100.0%

CRI and CCT adjustment factors

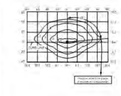
90 CRI 2700K - 84%	
80 CRI 2700K = 100%	
80 CRI 3000K = 100%	
80 CRI 3500K = 100%	
80 CRI 4000K = 109%	

FIXTURE TYPES "C", "D"

RSWS	A	HT				UL		N		
Product	**Version**	**Mounting**	**Optic**	**Lumen Package****	**CCT/CRI**	**Voltage**	**Color Options**	**Utility Label/Receptacle**	**Options**
RSWS Small	A	**HT** Horizontal Tenon	**2LG*** Type II Long **2ME*** Type II Medium **3ME*** Type III Medium	**3L** 3,000 lumens **5L** 5,000 lumens	**27K8** 2700K, 80 CRI **30K7** 3000K, 70 CRI **30K8** 3000K, 80 CRI **40K7** 4000K, 70CRI **40K8** 4000K, 80 CRI **50K7** 5000K, 70CRI **50K8** 5000K, 80CRI	**UL** Universal 120-277V	**BK** Black **BZ** Bronze **GY** Grey	**N** **Utility Label and NEMA® 7-Pin Photocell Receptacle** - External wattage label per ANSI C136.15 - 7-pin receptacle per ANSI C136.41 - Factory connected 0-10V dim leads - Requires photocell or shorting cap by others	**PP Pallet Packaging** - Multiple luminaires (up to 24, maximum per pallet) **04/07/07D/01 Field Adjustable Output** - Must select 04, 07, 07D, or 01 - Offers full range lumen adjustability - Includes wattage label for setting selected - Refer to pages 5 & 6 for power and lumen values - Luminaire may also be dimmed through 7-Pin receptacle with use of dimming control by others - Refer to dimming spec sheet for dimming multipliers **SS Stainless Steel Bolts** **X3/X2/X1 Locked Lumen Output** - Must select X3, X2, or X1 - Lumen output is permanently locked to the setting selected - Includes wattage label for setting selected - Refer to pages 5 & 6 for power and lumen values - Dimming is only available through 7-Pin receptacle with use of dimming control by others - Refer to dimming spec sheet for dimming multipliers

2LG

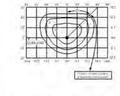
UL Verification Services Test Report #: 11034878.01
RSWS-A-**-2LG-3L-30K7-UL-GY-N
Initial Delivered Lumens: 3,296



RSWS-A-**-2LG-3L-30K7-UL-GY-N
Mounting Height: 20' (6.6m) A.F.G.
Initial Delivered Lumens: 3,300
Initial FC at grade

3ME

UL Verification Services Test Report #: 11444102.08
RSWS-A-**-3ME-3L-30K7-UL-GY-N
Initial Delivered Lumens: 3,289



RSWS-A-**-3ME-3L-30K7-UL-GY-N
Mounting Height: 20' (7.6m) A.F.G.
Initial Delivered Lumens: 3,300
Initial FC at grade

Type II Long Distribution

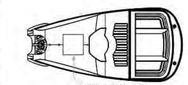
Lumen Package	CRI	2700K/3000K/4000K/5000K	
		Initial Delivered Lumens*	BUG Ratings** Per TM-15-11
2L	All	3,300	B1 U0 G1
5L	All	5,000	B1 U0 B1

* Initial delivered lumens at 25°C (77°F). Actual production yield may vary between -10 and +10% of initial delivered lumens.
** For more information on the IES BUG (Backlight-Uplight-Glare) Rating visit: https://www.ies.org/wp-content/uploads/2017/03/TM-15-11BUGRatingsAddendum.pdf. Valid with no U3

Type III Medium Distribution

Lumen Package	CRI	2700K/3000K/4000K/5000K	
		Initial Delivered Lumens*	BUG Ratings** Per TM-15-11
2L	All	3,300	B1 U0 G1
5L	All	5,000	B1 U0 G1

* Initial delivered Lumens at 25°C (77°F). Actual production yield may vary between -10 and +10% of initial delivered lumens.
** For more information on the IES BUG (Backlight-Uplight-Glare) Rating visit: https://www.ies.org/wp-content/uploads/2017/03/TM-15-11BUGRatingsAddendum.pdf. Valid with no U3



Utility Label location

Electrical Data*

Lumen Package	CCT/CRI	System Watts 120-277V	Utility Label Wattage	Efficacy	Total Current (A)	
					120V	208V
3L	27K8	32	30	103	0.27	0.16
	30K7	28	30	118	0.23	0.14
	30K8	31	30	106	0.23	0.15
	40K7	26	30	127	0.21	0.13
	40K8	29	30	114	0.24	0.14
	50K7	26	30	127	0.21	0.13
	50K8	28	30	118	0.23	0.14

neo studio
3560 WALNUT ST. UNIT A
DENVER, CO 80205
PHONE 303.758.3800

SOPRIS SHOPPING
HWY 133 & MAIN STREET, CARBONDALE CO 81623

PROJ. NO. 19-10
DRAWN: TBK
CHECKED: TBK
APPROVED: MICHAEL NODA
DATE: 10/30/2020
REVISIONS

ISSUED
FOR: NOT FOR CONSTRUCTION

SCALE: NONE

SHEET TITLE:
PHOTOMETRIC DATA

E1.02

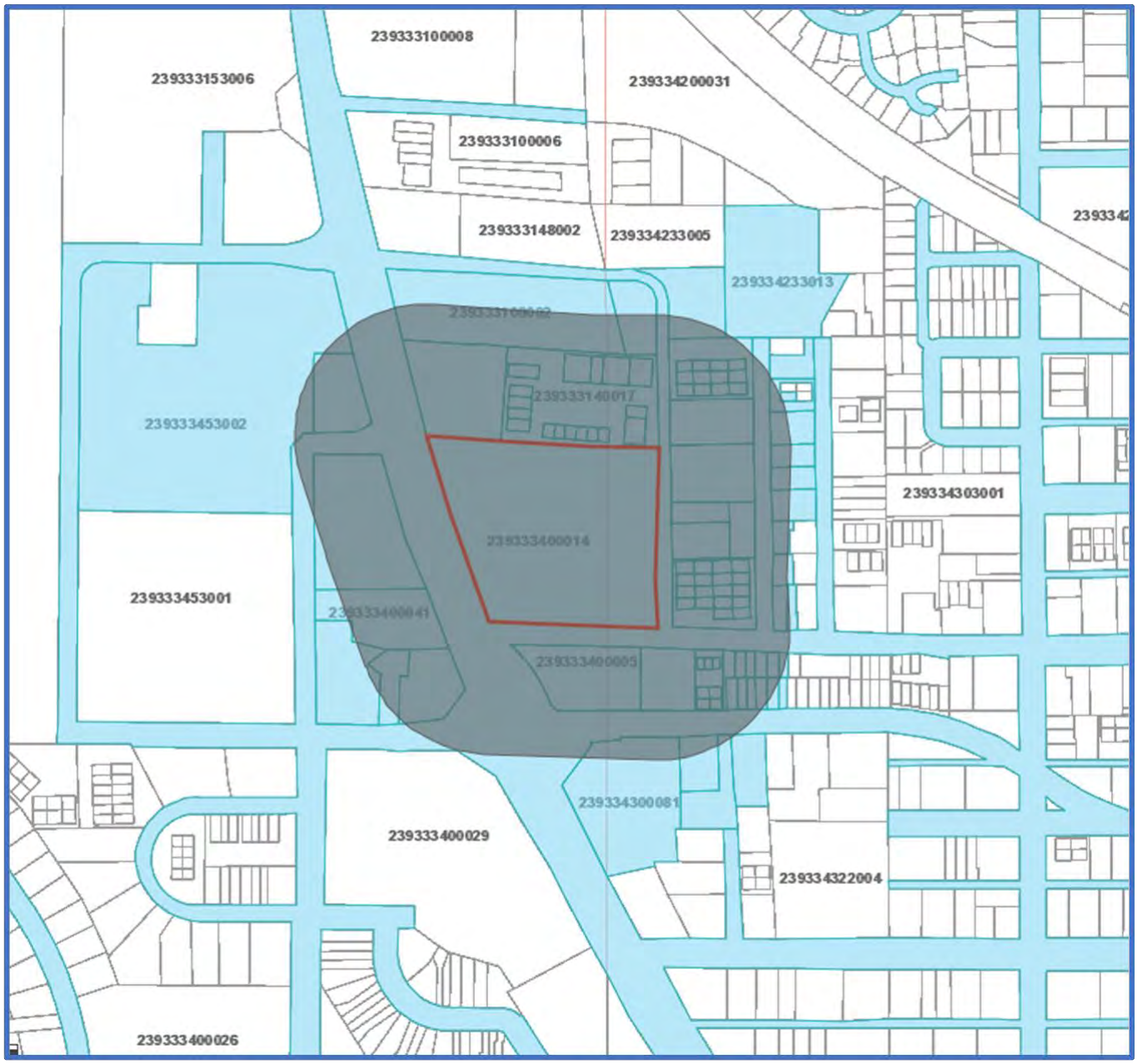
LIGHTING FIXTURE SCHEDULE

MARK	MANUFACTURER	CATALOG NUMBER	MOUNTING	FINISH	LAMP CODE	LAMP CT	LAMP CRI	BUG RATING	LUMEN OUTPUT	TOTAL WATTAGE
A	CREE	ARE-EDG-5M-R5-04-E-UL-BK-325-xxxx-30K	14' POLE	BLACK	(1)LED	3000	70	B3 U0 G1	5262	46
B	LUCIFER	SSL1 - 80L02B - 3000K	21" BOLLARD	BLACK	(1)LED	3000	70		150	3.5
C	CREE	RSWS-A-HT-3ME-3L-30K7-UL-xxxx	16' POLE	BLACK	(1)LED	3000	70	B1 U0 G1	3300	28.5
D	CREE	RSWS-A-HT-2LG-3L-30K7-UL-GY-N	16' POLE	BLACK	(1)LED	3000	70	B1 U0 G1	3300	28.6
E	EUROFASE	28291-015	WALL	GREY	(1)LED	3000	90		470	7
F	CREE	XSPW-B-xx-2ME-2L-30K-UL-B-xx-2ME-8L-30K-UL	WALL	BLACK	(1)LED	3000	70	B1 U0 G1	2490	20
G	CREE	XSPW-B-xx-3ME-2L-30K-UL-B-xx-2ME-8L-30K-UL	WALL	BLACK	(1)LED	3000	70	B1 U0 G1	2490	20
H	CREE	XSPW-B-xx-4ME-2L-30K-UL-B-xx-2ME-8L-30K-UL	WALL	BLACK	(1)LED	3000	70	B1 U0 G1	2490	20
I	SIGNIFY	S7R830K10	SEMI-REC	BLACK	(1)LED	3000	80		2200	13.8

EXHIBIT K: NEIGHBORING PROPERTY OWNERS (WITHIN 300 FT.) AND LAND USES

Garfield County Land Explorer

Garfield County, Colorado



Garfield County Land Explorer

Printed by Web User

1 inch = 376 feet

1 inch = 0.07 miles

0 0.05 0.1 0.2 Miles

Garfield County Colorado

Garfield County www.garfield-county.com Colorado

Disclaimer

This is a compilation of records as they appear in the Garfield County Offices affecting the area shown. This drawing is to be used only for reference purposes and the County is not responsible for any inaccuracies herein contained.

Printed: 8/28/2019 at 11:40:36 AM

Parcel	Physical Address	Owner	Account Num	Mailing Address
239333100002	888 133 HWY CARBONDALE	NATIONAL PROPANE, L P	R340807	PO BOX 798 VALLEY FORGE, PA 19482-9908
239333100003	890 133 HWY CARBONDALE	SUMMERS, MARK EDWARD	R340867	894 HWY 133 CARBONDALE, CO 81623-1542
239333140001	898 133 HWY #101 CARBONDALE	MONKEY HOUSE CARBONDALE LLC	R007871	898 HIGHWAY 133 UNIT 101 CARBONDALE, CO 81623
239333140002	133 HWY CARBONDALE	WISNIEWSKI, PRZEMYSLAW & ALDONA	R007872	355 PITKIN IRON ROAD ASPEN, CO 81611
239333140003	133 HWY CARBONDALE	MITCHELL, JOEL	R007873	0898 HIGHWAY 133 STE 103 CARBONDALE, CO 81623
239333140004	898 133 HWY #104 CARBONDALE	TGH PROPERTIES LLC	R007874	0898 HIGHWAY 133, SUITE 104 CARBONDALE, CO 81623
239333140006	133 HWY CARBONDALE	CRYER, BARRY ARTHUR	R007876	898 HWY 133, STE 301 CARBONDALE, CO 81623
239333140007	133 HWY CARBONDALE	CRYER, BARRY ARTHUR	R007877	898 HIGHWAY 133 SUITE #301 CARBONDALE, CO 81623
239333140008	133 HWY CARBONDALE	HEUER, THOMAS	R007878	0898 HIGHWAY 133 #104 CARBONDALE, CO 81623
239333140009	898 133 HWY #304 CARBONDALE	COWGIRL, A COLORADO LIMITED LIABILITY COMPANY	R007879	40 OAK RUN CARBONDALE, CO 81623
239333140010	898 133 HWY CARBONDALE	TEKG, LLC	R007880	189 N 7TH ST CARBONDALE, CO 81623
239333140011	898 133 HWY CARBONDALE	VARGAS, ROBERTO	R007881	723 BURNING MOUTAIN AVE NEW CASTLE, CO 81647
239333140012	133 HWY CARBONDALE	SHAVER, GEORGE W	R007882	1836 MIDLAND AVENUE GLENWOOD SPRINGS, CO 81601
239333140013	898 133 HWY #402 CARBONDALE	DRIPS HOLDINGS LLC	R007883	898 HIGHWAY 133 SUITE 403 CARBONDALE, CO 81623
239333140014	898 133 HWY #403 CARBONDALE	DRIPS HOLDINGS LLC	R007884	898 HIGHWAY 133 SUITE 403 CARBONDALE, CO 81623
239333140015	133 HWY CARBONDALE	YOUNG, CASEY & RUTH	R007885	PO BOX 820 CARBONDALE, CO 81623
239333140016	898 133 HWY #900 CARBONDALE	PNN LAND AND HOME, LLC	R007886	PO BOX 1329 GLENWOOD SPRINGS, CO 81602
239333140017	133 HWY CARBONDALE	E T PLAZA INDUSTRIAL PARK PLANNED COMMUNITY ASSOC	R007887	0898 HIGHWAY 133 CARBONDALE, CO 81623
239333140018	181 12TH ST CARBONDALE	DURGIN COMMERCIAL CONDO, LLC	R083470	PO BOX 1690 CARBONDALE, CO 81623
239333140019	181 12TH ST CARBONDALE	202 INVESTMENTS LLC	R083471	185 N 12TH STREET CARBONDALE, CO 81623
239333400005	1201 COLORADO AVE CARBONDALE	1201 CO INVESTORS LLC	R340845	414 AABC UNIT A ASPEN, CO 81611
239333400006	Not available CARBONDALE	ANB BANK	R340869	3033 E 1ST AVENUE SUITE 305 DENVER, CO 80206
239333400014	958 133 HWY CARBONDALE	STEIN PROPERTIES LIMITED PARTNERSHIP	R340854	1624 W OLIVE AVENUE BURBANK, CA 91506-2459
239333400024	1329 MAIN ST CARBONDALE	1329 MAIN STREET LLC	R340875	6302 INDIAN CANYON DRIVE AUSTIN, TX 78746
239333400033	1337 106 COUNTY RD CARBONDALE	CRYSTAL RIVER MARKETPLACE LLC	R341206	813 LAKESIDE DRIVE CARBONDALE, CO 81623
239333400041	985 133 HWY CARBONDALE	LUTTRELL, JAMES H REVOCABLE TRUST & LOEVA REVOCABLE TRUST	R590001	587 S 2ND STREET CARBONDALE, CO 81623
239333400042	1393 106 COUNTY RD CARBONDALE	CRYSTAL RIVER MARKETPLACE LLC	R590002	813 LAKESIDE DRIVE CARBONDALE, CO 81623
239333453002	905 133 HWY CARBONDALE	DILLON REAL ESTATE CO INC	R084076	1014 VINE STREET, 7 FLOOR CINCINNATI, OH 45202
239333453003	903 133 HWY CARBONDALE	DILLON REAL ESTATE CO INC	R084074	1014 VINE STREET, 7TH FLOOR CINCINNATI, OH 45202
239334233006	220 N 12TH ST CARBONDALE	JOINER REAL ESTATE LLC	R580164	78 UPLAND LANE CARBONDALE, CO 81623
239334233007	215 N 12TH ST CARBONDALE	FIRST AVENUE PROPERTIES OF MINNEAPOLIS LLC	R580165	320 MAIN STREET SUITE 300 CARBONDALE, CO 81623
239334233013	387 10TH ST CARBONDALE	STUDIO FOR ARTS + WORKS 2 LLLP	R083365	PO BOX 781 CARBONDALE, CO 81623
239334240001	202 12TH ST #101 CARBONDALE	FORREST, BARBARA A	R041556	90 NATHAN PATH CARBONDALE, CO 81623
239334240002	202 12TH ST #102 CARBONDALE	NEVAREZ-BURGUENO, FRANCISCO	R041557	1540 BARBER DRIVE CARBONDALE, CO 81623
239334240003	202 12TH ST #103 CARBONDALE	FORREST, TIMOTHY J	R041558	202 N 12TH STREET UNIT 103 CARBONDALE, CO 81623
239334240004	202 12TH ST #104 CARBONDALE	FORREST, TIMOTHY J	R041559	202 N 12TH STREET UNIT 103 CARBONDALE, CO 81623
239334240005	202 12TH ST #201 CARBONDALE	FORREST, BARBARA A	R041560	90 NATHAN PATH CARBONDALE, CO 81623
239334240006	202 12TH ST #202 CARBONDALE	EAGYE, ABIGAIL A & PRISCILLA P	R041561	PO BOX 6372 SNOWMASS VILLAGE, CO 81615
239334240007	202 12TH ST #203 CARBONDALE	FORREST, TIMOTHY J	R041562	202 W 12TH STREET UNIT 103 CARBONDALE, CO 81623
239334240008	202 12TH ST #204 CARBONDALE	FORREST, TIMOTHY J	R041563	202 W 12TH STREET UNIT 103 CARBONDALE, CO 81623
239334240009	202 12TH ST #301 CARBONDALE	FORREST, BARBARA A	R041564	90 NATHAN PATH CARBONDALE, CO 81623
239334240010	202 12TH ST #302 CARBONDALE	FORREST, BARBARA A	R041565	90 NATHAN PATH CARBONDALE, CO 81623
239334240011	202 12TH ST #303 CARBONDALE	FORREST, TIMOTHY J	R041566	202 W 12TH STREET UNIT 103 CARBONDALE, CO 81623
239334240012	202 12TH ST #304 CARBONDALE	FORREST, TIMOTHY J	R041567	202 W 12TH STREET UNIT 103 CARBONDALE, CO 81623
239334240013	202 12TH ST CARBONDALE	TWELFTH STREET CONDOMINIUMS INC	R041568	202 12TH ST CARBONDALE, CO 81623
239334268002	215 10TH ST CARBONDALE	MCCAUSLAND, SUSAN E	R041667	PO BOX 4314 BOULDER, CO 80306
239334300037	211 10TH ST CARBONDALE	CRYMBLE, ARLO DEAN	R340398	211 N 10TH STREET CARBONDALE, CO 81623
239334300038	207 10TH ST CARBONDALE	OLIVAS, MIGUEL & GUADALUPE	R340402	99 CLEAR WATER RD CARBONDALE, CO 81623-1503
239334300039	203 10TH ST CARBONDALE	MERRILL, LINDA C LIVING TRUST	R340346	2354 D ARONIMINK CIRCLE FAYETTEVILLE, PA 17222
239334300045	178 12TH ST CARBONDALE	VARLEY, CAROLE A	R340600	PO BOX 284 CARBONDALE, CO 81623-0284
239334300046	188 12TH ST CARBONDALE	TWELFTH STREET HOLDINGS LLC	R340431	PO BOX 9553 ASPEN, CO 81612
239334300051	213 10TH ST CARBONDALE	GARVIK, KENNETH W REVOCABLE TRUST & GARVIK, ROBIN L REVOCABLE TRUST	R340200	424 STAGECOACH LANE CARBONDALE, CO 81623

Parcel	Physical Address	Owner	Account Num	Mailing Address
239334300071	1044 MAIN ST CARBONDALE	CS ASSOCIATES OF CARBONDALE, LLC	R580342	1230 IVY LANE CARBONDALE, CO 81623
239334300072	1048 MAIN ST CARBONDALE	ASPEN & PITKIN COUNTY, CITY OF	R580083	130 SOUTH GAENA ASPEN, CO 81611
239334300081	1000 133 HWY CARBONDALE	LAZY GLEN, INC	R580156	12144 E WELSH TRL SCOTTSDALE, AZ 85259-5118
239334300087	1197 MAIN ST CARBONDALE	1197 MAIN LLC	R008144	1197 MAIN STREET CARBONDALE, CO 81623
23933430C011	1023 MAIN ST CARBONDALE	CARBONDALE CROSSINGS LLC	R044996	811 MAIN COURT CARBONDALE, CO 81623
23933430C012	1029 MAIN ST CARBONDALE	CARBONDALE CROSSINGS LLC	R044997	811 MAIN COURT CARBONDALE, CO 81623
23933430C013	1035 MAIN ST CARBONDALE	1035 MAIN STREET LLC	R044998	495 TOMICHI TRAIL GUNNISON, CO 81230
23933430C014	1041 MAIN ST CARBONDALE	GOERNE, MICHAEL S	R044999	PO BOX 308 CARBONDALE, CO 81623
23933430C015	1047 MAIN ST CARBONDALE	KHAN, QAISAR M	R045000	891 14TH STREET UNIT 3002 DENVER, CO 80202
23933430C016	1053 MAIN ST CARBONDALE	CARR, ANDREW D & NANCY J	R045001	5877 SOUTH FOREST STREET GREENWOOD VILLAGE, CO 80121
23933430C022	1008 COLORADO AVE CARBONDALE	PFLUGER, DEBORAH K & BRADLEY J	R045007	2016 CERCA VIEJO WAY AUSTIN, TX 78746
23933430C023	1014 COLORADO AVE CARBONDALE	SOPRIS VIEW HOLDINGS II LLC	R045008	242 MAIN STREET CARBONDALE, CO 81623
23933430C024	1020 COLORADO AVE CARBONDALE	DEVENY, THOMAS CLIFFORD	R045009	52 MIDLAND POINT ROAD CARBONDALE, CO 81623
23933430C025	1026 COLORADO AVE CARBONDALE	JOHNSON, DAVID	R045010	PO BOX 430 CARBONDALE, CO 81623
23933430C026	1032 COLORADO AVE CARBONDALE	SOPRIS VIEW HOLDINGS II LLC	R045011	242 MAIN STREET CARBONDALE, CO 81623
23933430C028	Not available CARBONDALE	FIRST CITIZENS BANK & TRUST COMPANY	R045013	700 17TH STREET, SUITE 500 DENVER, CO 80202
23933430S001	184 N 11TH ST CARBONDALE	WRIGHT, TRACIE M & MARESH, KAREN	R083474	184 N 11TH STREET CARBONDALE, CO 81623
239334322003	1022 MAIN ST CARBONDALE	305-345 COLORADO AVE LLC & CLIFFORD CERISE RANCH CO LLLP	R340443	0175 COUNTY ROAD 105 CARBONDALE, CO 81623
239334350003	213 1/2 N 10TH ST #C CARBONDALE	LEWIS, DAVID E & NEWTON, MONA L	R340686	708 GRANT AVENUE LOUISVILLE, CO 80027
239334350005	213 1/2 N 10TH ST CARBONDALE	SOUTHVIEW CONDO ASSOCIATION, INC	R340931	PO BOX 1370 BASALT, CO 81621-1370
239334353001	1115 COLORADO AVE CARBONDALE	NEWELL CARBONDALE LLC	R340878	348 SOUTH WALNUT RIDGE COURT FRANKFORT, IL 60423
239334353002	1117 COLORADO AVE CARBONDALE	NEWELL CARBONDALE LLC	R340879	348 SOUTH WALNUT RIDGE COURT FRANKFORT, IL 60423
239334353003	1119 COLORADO AVE CARBONDALE	RAINBOW, VIKKI J	R340763	020 FOREST DRIVE CARBONDALE, CO 81623
239334353004	1121 COLORADO AVE CARBONDALE	NEWELL PROPERTIES LLC	R340764	348 S WALNUT RIDGE COURT FRANKFORT, IL 60423
239334353005	1123 COLORADO AVE CARBONDALE	SHANTEAU, CATHERINE J	R340765	410 N VALLEY ROAD SILT, CO 81652
239334353006	1125 COLORADO AVE CARBONDALE	FORBES, GREGORY A	R340766	350 GARFIELD AVENUE CARBONDALE, CO 81623
239334353007	Not available CARBONDALE	SOUTHVIEW II CONDO ASSOCIATION, INC	R340932	PO BOX 1219 BASALT, CO 81621-1219
239334353008	1127 COLORADO AVE CARBONDALE	NEWELL CARBONDALE LLC	R341030	348 SOUTH WALNUT RIDGE COURT FRANKFORT, IL 60423
239334353009	1129 COLORADO AVE CARBONDALE	NEWELL CARBONDALE LLC	R341031	348 SOUTH WALNUT RIDGE COURT FRANKFORT, IL 60423
239334353010	1131 COLORADO AVE CARBONDALE	CLARK, HAL	R341032	560 HIGHWAY 133 CARBONDALE, CO 81623
239334353011	1133 COLORADO AVE CARBONDALE	NEWELL CARBONDALE LLC	R341033	348 SOUTH WALNUT RIDGE COURT FRANKFORT, IL 60423
239334353012	1135 COLORADO AVE CARBONDALE	CLARK, HAL	R341034	560 HIGHWAY 133 CARBONDALE, CO 81623
239334353013	1137 COLORADO AVE CARBONDALE	FOUR RIVERS REAL ESTATE LLC	R341035	218 EAST VALLEY ROAD #208 CARBONDALE, CO 81623
239334353014	1139 COLORADO AVE CARBONDALE	BRYAN, SHEILA	R341036	PO BOX 976 ASPEN, CO 81612-0976
239334353015	1141 COLORADO AVE CARBONDALE	NEWELL CARBONDALE LLC	R341037	348 SOUTH WALNUT RIDGE COURT FRANKFORT, IL 60423
239334353016	1143 COLORADO AVE CARBONDALE	MCKINNEY, MARC C & SUSAN S	R341038	151 GLASSIER LANE CARBONDALE, CO 81623
239334353017	1145 COLORADO AVE CARBONDALE	MOODIE, DANICA MANNING & SUNDEEN, GENTIANA BLAESE	R341039	102 COYOTE CIRCLE CARBONDALE, CO 81623
239334353018	1147 COLORADO AVE CARBONDALE	PALOCHAK, AMBER KATE	R341040	1147 COLORADO AVENUE CARBONDALE, CO 81623
239334353019	1149 COLORADO AVE CARBONDALE	BRYAN, SHEILA	R341041	PO BOX 976 ASPEN, CO 81612-0976
239334361001	160 N 12TH ST CARBONDALE	ALMDIN HOLDINGS LLC	R580045	317 LAMPRECHT DRIVE CARBONDALE, CO 81623
239334361002	156 N 12TH ST CARBONDALE	ALMDIN HOLDINGS LLC	R580046	317 LAMPRECHT DRIVE CARBONDALE, CO 81623
239334361003	156 N 11TH ST CARBONDALE	PEREZ, REYES & SILVIA	R580047	PO BOX 1874 CARBONDALE, CO 81623-4874
239334363002	178 11TH ST CARBONDALE	LORD, KYLE & RAYES, EMILY	R580110	3153 EASTWOOD COURT BOULDER, CO 80304
239334372001	1033 COLORADO AVE CARBONDALE	COOK, KATHERINE S	R580230	1033 COLORADO AVENUE CARBONDALE, CO 81623
239334372002	1023 COLORADO AVE CARBONDALE	POH FAMILY TRUST	R580231	665 E COOPER ASPEN, CO 81612
239334394001	1136 COLORADO AVE CARBONDALE	FULTON, COLBY JUNE	R042423	671 NORTHBRIDGE DRIVE CARBONDALE, CO 81623
239334394002	1134 COLORADO AVE CARBONDALE	CLANCY PROPERTIES, LLC	R042424	4269 FRYING PAN ROAD BASALT, CO 81621
239334394003	1132 COLORADO AVE CARBONDALE	CLANCY PROPERTIES, LLC	R042425	4269 FRYING PAN ROAD BASALT, CO 81621
239334394004	1131 MAIN ST CARBONDALE	BRAVO INC	R042426	PO BOX 1922 CARBONDALE, CO 81623
239334394005	1129 MAIN ST CARBONDALE	PAZDERA, ANDREA LAURA	R042427	PO BOX 890 CARBONDALE, CO 81623
239334394006	1135 MAIN ST CARBONDALE	BOYLES, JAMES K III	R042428	1193 MAIN STREET CARBONDALE, CO 81623
239334394007	1133 MAIN ST CARBONDALE	HUDSON, KATHERINE K	R042429	PO BOX 956 CARBONDALE, CO 81623
239334394008	Not available CARBONDALE	BRAEBURN BUILDING CONDOMINIUM ASSOC INC	R042430	1135 MAIN ST CARBONDALE, CO 81623

1. City Market
2. Main St. Marketplace
3. First Bank
4. Potential ANB Bank
5. 7/11
6. 1201 Main (Mixed-Use)
7. Subway
8. Crystal River Spas
9. Wrenchforce
10. Summers Arch Mldngs
11. AmeriGas Propane
12. E.T. Plaza
    - Innovative Painting Systems
    - Rocky Mountain Upholstery
    - Monkey House
    - Sopris Furniture Repair
    - Innovative Painting Systems

EXHIBIT L: IMPROVEMENT SURVEY PLAT

IMPROVEMENT SURVEY PLAT WITH TOPOGRAPHY OF:

CARBONDALE CENTER PLACE

A PARCEL OF LAND SITUATED IN THE LOT 9, OF SECTION 33 & LOT 12, SECTION 34 TOWNSHIP 7 SOUTH, RANGE 88 WEST OF THE 6th P.M. COUNTY OF GARFIELD, STATE OF COLORADO

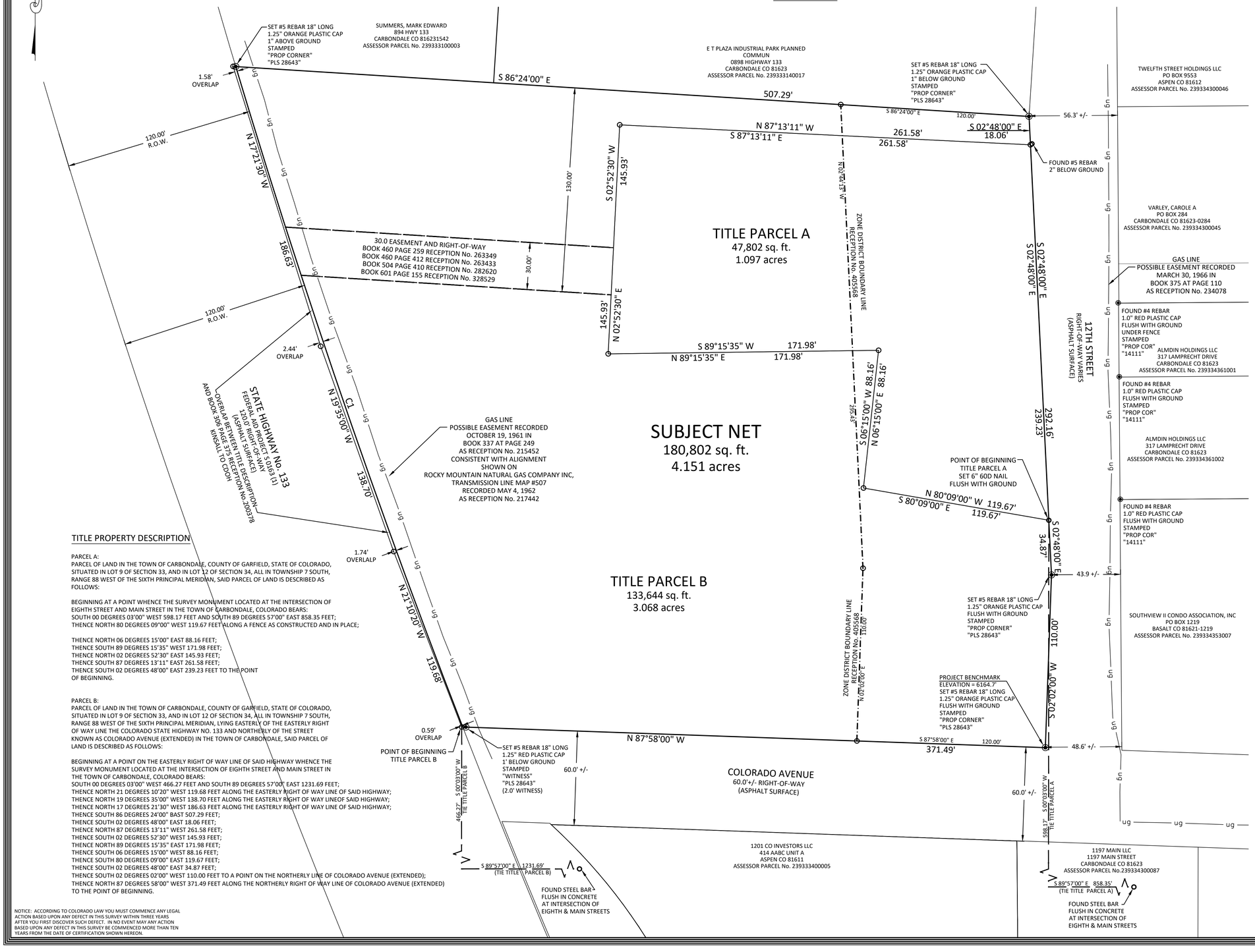
SHEET 1 OF 2

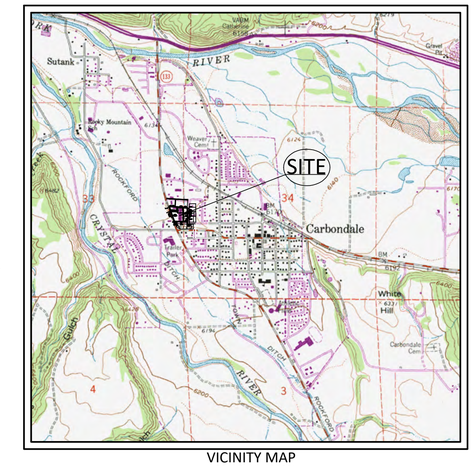
C.D.O.H. BOUNDARY CURVE TABLE						
CURVE	LENGTH	RADIUS	TANGENT	CHORD	BEARING	DELTA
C1	444.55'	5575.90'	222.39'	444.43'	S 18°57'16" E	4°34'05"

GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.





VICINITY MAP
SCALE: 1" = 2000'

NOTES

1) Date of Survey: March 23-April 21, 2020.

2) Date of Preparation: March 23-April 29, 2020.

3) Basis of Bearing: A bearing of S 00°03'00" W from the steel bar in concrete located at the intersection of 8th & Main Streets and the steel bar located inside a valve box at the intersection of 8th and Euclid Avenue.

4) Basis of Survey: Colorado State Department of Highways Federal Aid Project S0163 (1) Right-of-Way mapping, various documents of record, 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 as agent for Westcor Land Title Insurance Company commitment number 7000282-C1 with an effective date of January 16, 2020.

6.) Basis of elevation: Project based on Global Position System (GPS) observation from the Continuous Operating Reference Station (CORS) SE01 utilizing the Continental United States 2009 Geoid Model (GEOID 09 Conus) and based the 1988 North American Vertical Datum (NAVD88), this established a site benchmark elevation of 6164.73' on the set #5 rebar 18" long with a 1.25" orange plastic cap stamped "PROP CORNER" "PLS 28643" monumenting the Southeast boundary corner of subject property, as shown.

7.) Contour Interval: One-half (0.50') foot.

8.) The linear unit used in the preparation of this plat is the U.S. survey foot as defined by the United States Department of Commerce, National Institute of Standards and Technology.

TITLE PROPERTY DESCRIPTION

PARCEL A:
PARCEL OF LAND IN THE TOWN OF CARBONDALE, COUNTY OF GARFIELD, STATE OF COLORADO, SITUATED IN LOT 9 OF SECTION 33, AND IN LOT 12 OF SECTION 34, ALL IN TOWNSHIP 7 SOUTH, RANGE 88 WEST OF THE SIXTH PRINCIPAL MERIDIAN, SAID PARCEL OF LAND IS DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT WHENCE THE SURVEY MONUMENT LOCATED AT THE INTERSECTION OF EIGHTH STREET AND MAIN STREET IN THE TOWN OF CARBONDALE, COLORADO BEARS:
SOUTH 00 DEGREES 03'00" WEST 598.17 FEET AND SOUTH 89 DEGREES 57'00" EAST 858.35 FEET;
THENCE NORTH 80 DEGREES 09'00" WEST 119.67 FEET ALONG A FENCE AS CONSTRUCTED AND IN PLACE;

THENCE NORTH 06 DEGREES 15'00" EAST 88.16 FEET;
THENCE SOUTH 89 DEGREES 15'35" WEST 171.98 FEET;
THENCE NORTH 02 DEGREES 52'30" EAST 145.93 FEET;
THENCE SOUTH 87 DEGREES 13'11" EAST 261.58 FEET;
THENCE SOUTH 02 DEGREES 48'00" EAST 239.23 FEET TO THE POINT OF BEGINNING.

PARCEL B:
PARCEL OF LAND IN THE TOWN OF CARBONDALE, COUNTY OF GARFIELD, STATE OF COLORADO, SITUATED IN LOT 9 OF SECTION 33, AND IN LOT 12 OF SECTION 34, ALL IN TOWNSHIP 7 SOUTH, RANGE 88 WEST OF THE SIXTH PRINCIPAL MERIDIAN, LYING EASTERLY OF THE EASTERLY RIGHT OF WAY LINE THE COLORADO STATE HIGHWAY NO. 133 AND NORTHERLY OF THE STREET KNOWN AS COLORADO AVENUE (EXTENDED) IN THE TOWN OF CARBONDALE, SAID PARCEL OF LAND IS DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE EASTERLY RIGHT OF WAY LINE OF SAID HIGHWAY WHENCE THE SURVEY MONUMENT LOCATED AT THE INTERSECTION OF EIGHTH STREET AND MAIN STREET IN THE TOWN OF CARBONDALE, COLORADO BEARS:
SOUTH 00 DEGREES 03'00" WEST 466.27 FEET AND SOUTH 89 DEGREES 57'00" EAST 1231.69 FEET;
THENCE NORTH 21 DEGREES 10'20" WEST 119.68 FEET ALONG THE EASTERLY RIGHT OF WAY LINE OF SAID HIGHWAY;
THENCE NORTH 19 DEGREES 35'00" WEST 138.70 FEET ALONG THE EASTERLY RIGHT OF WAY LINEOF SAID HIGHWAY;
THENCE NORTH 17 DEGREES 21'30" WEST 186.63 FEET ALONG THE EASTERLY RIGHT OF WAY LINE OF SAID HIGHWAY;
THENCE SOUTH 86 DEGREES 24'00" BAST 507.29 FEET;
THENCE SOUTH 02 DEGREES 48'00" EAST 18.06 FEET;
THENCE NORTH 87 DEGREES 13'11" WEST 261.58 FEET;
THENCE SOUTH 02 DEGREES 52'30" WEST 145.93 FEET;
THENCE NORTH 89 DEGREES 15'35" EAST 171.98 FEET;
THENCE SOUTH 06 DEGREES 15'00" WEST 88.16 FEET;
THENCE SOUTH 80 DEGREES 09'00" EAST 119.67 FEET;
THENCE SOUTH 02 DEGREES 48'00" EAST 34.87 FEET;
THENCE SOUTH 02 DEGREES 02'00" WEST 110.00 FEET TO A POINT ON THE NORTHERLY LINE OF COLORADO AVENUE (EXTENDED);
THENCE NORTH 87 DEGREES 58'00" WEST 371.49 FEET ALONG THE NORTHERLY RIGHT OF WAY LINE OF COLORADO AVENUE (EXTENDED) TO THE POINT OF BEGINNING.

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.

SURVEYOR'S CERTIFICATE

I hereby state that this Improvement Survey Plat was prepared by Sopris Engineering, LLC (SE) for

1201 CO AVE HOLDINGS, LLC, a Colorado limited liability company &
Title Company of the Rockies as agent for
Westcor Land Title Insurance Company

I furthermore state that the improvements on the above described parcel on this date, April 06, 2020, except utility connections are entirely within the boundaries of the parcel except as shown, that there are no encroachments upon the described premises by improvements on any adjoining premises, except as indicated, and that there is no apparent evidence or sign of any easement crossing or burdening any part of said parcel, except as noted. I furthermore state that this property is subject to reservations, restrictions, covenants and easements of record or in place.

COLORADO REGISTERED PROFESSIONAL LAND SURVEYOR MARK S. BECKER 28643

Mark S. Becker P.L.S. #28643

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

RAB 04-29-20 19237 EX-COND.DWG

IMPROVEMENT SURVEY PLAT WITH TOPOGRAPHY OF:

CARBONDALE CENTER PLACE

A PARCEL OF LAND SITUATED IN THE LOT 9, OF SECTION 33 & LOT 12, SECTION 34
TOWNSHIP 7 SOUTH, RANGE 88 WEST OF THE 6th P.M.
COUNTY OF GARFIELD, STATE OF COLORADO

SHEET 2 OF 2

GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.

EXISTING CONDITIONS LEGEND

	CATV PEDESTAL
	TELEPHONE PEDESTAL
	ELECTRIC METER
	ELECTRIC TRANSFORMER/PEDISTAL
	SEWER CLEANOUT
	SEWER MANHOLE
	CURB STOP
	WATER VALVE
	WATER HYDRANT
	GAS METER
	ELECTRIC MANHOLE
	WATER MANHOLE
	DRYWELL
	TELEPHONE MANHOLE
	STORM MANHOLE
	STORM INLET
	UTILITY MANHOLE
	GUY WIRE
	POWER POLE
	LIGHT POLE
	SIGN
	GAS MARKER
	IRRIGATION VALVE
	BOLLARD
	LIGHT POLE
ou — ou	OVERHEAD UTILITIES
uu — uu	UNDERGROUND UTILITIES
ut — ut	UNDERGROUND TELEPHONE
oe — oe	OVERHEAD ELECTRIC
ue — ue	UNDERGROUND ELECTRIC
ss — ss	SEWER LINE
w — w	WATER LINE
ug — ug	GAS LINE
o — o	CHAINLINK FENCE
▫ — ▫	METAL PICKET FENCE

NOTES

1) Date of Survey: March 23-April 21, 2020.

2) Date of Preparation: March 23-April 29, 2020.

3) Basis of Bearing: A bearing of S 00°03'00" W from the steel bar in concrete located at the intersection of 8th & Main Streets and the steel bar located inside a valve box at the intersection of 8th and Euclid Avenue.

4) Basis of Survey: Colorado State Department of Highways Federal Aid Project S0163 (1) Right-of-Way mapping, various documents of record, and the found survey monuments, as shown.

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7.) Contour Interval: One-half (0.50') foot.

8.) The linear unit used in the preparation of this plat is the U.S. survey foot as defined by the United States Department of Commerce, National Institute of Standards and Technology.

GENERAL UTILITY NOTES:

1. The locations of underground utilities have been plotted based on utility maps, construction/design plans, 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.

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.

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

RAB 04-29-20 19237 EX-COND.DWG

EXHIBIT M: ENGINEERING AND DRAINAGE REPORTS

Drainage Report

for

Carbondale Center Place - Highway 133 & Colorado Ave Carbondale, CO

Prepared for:
Town of Carbondale: Major Site Plan

Prepared by:

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

On Behalf of:
Carbondale Center Place, LLC

SE Project Number: 19237

November 2, 2020

Table of Contents

Contents

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 located directly north of Colorado Avenue, east of State Highway 133, and west of 12th street. The parcel area is equal to 4.151 acres. The current site includes the Sopris Shopping Center and Sopris Self Storage. The existing shopping center improvements will be removed and the existing mini storage will remain.

The existing site has storm inlets and drywell infrastructure. Within the redevelopment area, the existing storm water infrastructure will be removed. The existing site has local low points but in general has a slight slope down to the north. The existing development is directly adjacent to the north property line. The improvements on the parcels to the north are also directly adjacent to the common property line. This existing condition does not leave room for grading and drainage improvements. With development, proper grading and drainage will be designed and installed.

The mixed use site is proposed as one 3 story mixed use building and one 3 story residential building. Site parking will be provided on the east side of the lot and in between the two buildings. Site landscaping and drainage infrastructure are primarily in the center and the north side of the site.

The proposed self storage will be a three story building. The site grading and drainage infrastructure is proposed in the access aisle between the existing and new buildings and on the north side of the proposed building. A retaining wall is proposed on the north side adjacent to the property line to provide grading down to the south to site detention.

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 NRCS soils are consistent with the site soils described in the site specific soils report prepared by CTL Thompson.

The subject property falls within Zone C on FEMA Flood Insurance Rate Map panel number 0802341859 A with a revised date of February 5, 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

SOPRIS ENGINEERING • LLC civil consultants
502 Main Street Suite A3 Carbondale Colorado 81623 (970)704-0311 Fax:(970)704-0313

drainage conditions. The resultant basins and design point locations are described in greater detail below and are illustrated on civil sheet C2.1.

Existing Basin 01 (EX-01) is the onsite basin that includes the redeveloped portion of the site only. The storm water runoff from this basin primarily flows to the site drywells. During larger storm events the storm water may stage up and flow offsite to the north following the existing drainage patterns. The north end of the site appears to flow directly offsite to the north which we have identified as existing Design Point #1 (DP#1).

Offsite Basin 01 (OS-01) is the northern half of the Colorado Avenue right of way. Storm water runoff from a portion of 12th Street is also included in this basin. Sopris Lofts, the development to the south that is currently under construction, improved the street section and the drainage infrastructure on the south half of Colorado Ave. The existing street section on the north side of the right of way is primary asphalt with a poorly defined north edge. Storm water runoff flows to one existing drywell near the east end of the basin. Storm water runoff may also stage up and flow north across the site during larger storm events. We have designated the existing low point in Colorado Avenue as DP-OS.

For the purposes of the drainage calculations, the onsite areas are assumed to be historic, undeveloped land. The offsite areas 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 and assign the proposed storm water mitigation infrastructure, the post development site is divided into 2 separate basins corresponding with the development lot line.

Post Development Onsite Basin 1A (DE-1A) is Lot 1, the mixed use development on the west side of the site. Flows from the developed basin are collected in roof drains and storm inlets, and are routed in storm sewer pipe to the proposed drywells. As the drywell reaches capacity, an overflow pipe directs storm water to the next downstream drywell and ultimately to the drywell at (DP #1A), which is located at the northwest corner of the site. The site retention basin has been sized to hold the 100 year one hour storm event. Overflow storm water from DE-1A would flow to the north following historic drainage patterns.

Post Development Onsite Basin 1B (DE-1B) is Lot 2, the proposed redevelopment area on the self storage lot. Roof runoff will be routed in storm sewer direct to the underground retention. The access aisle will have trench drains and storm sewer pipe that convey storm water to the underground retention. The retention system includes two drywells and underground storm water storage structures which will allow for infiltration of all but the largest storm events. The north end is designated as design point 1B (DP #1B). Storm water from this basin will flow on the surface to the west and north following historic drainage patterns.

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.

SOPRIS ENGINEERING • LLC civil consultants
502 Main Street Suite A3 Carbondale Colorado 81623 (970)704-0311 Fax:(970)704-0313

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.

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 basin was assumed to be in the pre-development historic condition. The small offsite basin was modeled in the current existing condition. The Mile High Flood District (MHFD)(formerly UDFCD) out of Denver, CO has developed runoff coefficient tables in Chapter 6 of Volume 1 of their Urban Storm Drainage Criteria Manual. 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 size of the basins and the relatively short travel distances. Based NOAA 14 Intensity Duration Frequency (IDF) Curve for Carbondale, CO, the 10- and 100-year 10-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							100-YR EXISTING PEAK RUNOFF SUMMARY				
BASIN I.D.	% IMPERVIOUS	C_{10}	I_{10} (in/hr)	AREA (acres)	Q_{10} (cfs)	DESIGN POINT ID	BASIN I.D.	C_{100}	I_{100} (in/hr)	AREA (acres)	Q_{100} (cfs)
EX-1	0.88	0.76	2.68	3.09	**6.29**	DP 1	EX-1	0.86	4.37	3.09	**11.60**
OS-01	0.88	0.76	2.68	0.39	**0.80**	DP OS	OS-01	0.86	4.37	0.39	**1.47**
10-YR HISTORIC PEAK RUNOFF SUMMARY							**100-YR HISTORIC PEAK RUNOFF SUMMARY**				
BASIN I.D.	% IMPERVIOUS	C_{10}	I_{10} (in/hr)	AREA (acres)	Q_{10} (cfs)	DESIGN POINT ID	BASIN I.D.	C_{100}	I_{100} (in/hr)	AREA (acres)	Q_{100} (cfs)
HIST-1	2%	0.07	2.68	3.088	**0.579**	DP 1	HIST-1	0.44	4.37	3.088	**5.937**
H-1A	2%	0.07	2.68	1.998	**0.375**	DP-1A	H-1A	0.44	4.37	1.998	**3.842**
H-1B	2%	0.07	2.68	1.090	**0.204**	DP-1B	H-1B	0.44	4.37	1.090	**2.095**
10-YR POST DEVELOPMENT PEAK RUNOFF SUMMARY							**100-YR POST DEV. PEAK RUNOFF SUMMARY**				
BASIN I.D.	% IMPERVIOUS	C_{10}	I_{10} (in/hr)	AREA (acres)	Q_{10} (cfs)	DESIGN POINT ID	BASIN I.D.	C_{100}	I_{100} (in/hr)	AREA (acres)	Q_{100} (cfs)
DE-1A	71%	0.63	2.68	1.998	**3.373**	DP-1A	DE-1A	0.76	4.37	1.998	**6.636**
DE-1B	91%	0.79	2.68	1.090	**2.307**	DP-1B	DE-1B	0.85	4.37	1.090	**4.047**
			TOTAL =	**3.088**	**5.680**				**TOTAL =**	**1.998**	**10.683**

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.

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Table 2: Existing and Post Development Detention Runoff Summary

10-YR EXISTING DETENTION RUNOFF SUMMARY							100-YR EXISTING DETENTION RUNOFF SUMMARY				
BASIN I.D.	% IMPERVIOUS	C_{10}	I_{10} (in/hr)	AREA (acres)	Q_{10} (cfs)	DESIGN POINT ID	BASIN I.D.	C_{100}	I_{100} (in/hr)	AREA (acres)	Q_{100} (cfs)
EX-1	88%	0.76	0.777	3.088	**1.823**	DP 1	EX-1	0.86	1.19	3.088	**3.160**
OS-01	88%	0.76	0.777	0.391	**0.231**	DP OS	OS-01	0.86	1.19	0.391	**0.401**
10-YR HISTORIC DETENTION RUNOFF SUMMARY							100-YR HISTORIC DETENTION RUNOFF SUMMARY				
BASIN I.D.	% IMPERVIOUS	C_{10}	I_{10} (in/hr)	AREA (acres)	Q_{10} (cfs)	DESIGN POINT ID	BASIN I.D.	C_{100}	I_{100} (in/hr)	AREA (acres)	Q_{100} (cfs)
HIST-1	2%	0.07	0.777	3.088	**0.168**	DP 1	HIST-1	0.44	1.19	3.088	**1.617**
H-1A	2%	0.07	0.777	1.998	**0.109**	DP-1A	H-1A	0.44	1.19	1.998	**1.046**
H-1B	2%	0.07	0.777	1.090	**0.059**	DP-1B	H-1B	0.44	1.19	1.090	**0.571**
10-YR POST DEVELOPMENT DETENTION RUNOFF SUMMARY							100-YR POST DEV. DET. RUNOFF SUMMARY				
BASIN I.D.	% IMPERVIOUS	C_{10}	I_{10} (in/hr)	AREA (acres)	Q_{10} (cfs)	DESIGN POINT ID	BASIN I.D.	C_{100}	I_{100} (in/hr)	AREA (acres)	Q_{100} (cfs)
DE-1A	71%	0.63	0.777	1.998	**0.978**	DP-1A	DE-1A	0.76	1.19	1.998	**1.807**
DE-1B	91%	0.79	0.777	1.090	**0.669**	DP-1B	DE-1B	0.85	1.19	1.090	**1.102**
			TOTAL =	**3.088**	**1.647**				**TOTAL =**	**1.998**	**2.909**

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 the 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).

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)
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 final pipe sizes will be determined during final site design.

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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 from the historic rate at each design point. This site however is using retention, so no storm water runoff will leave the site until the storm water storage is full. Table 4 summarizes the 100-year historic and post development peak runoff rates contributing runoff at each design point, and also summarizes the required storage volumes.

Table 4: Detention Runoff Rates and storage volume:

DESIGN POINT SUMMARY - 100 YEAR STORM									
DESIGN POINT ID	Hist/EX Q_{100} (cfs)	DE Q_{100} (cfs)	+/- Q_{100} (cfs)	EX Vr (CF)	DE Vr (CF)	DET. REQ. (cf) [1]	DET. PROV. (cf)	NET DET. (+/-)	POST DET Q_{100} (cfs)
DP-1A	1.05	1.81	0.76	3,797	6,559	2,762	6,700	3,938	0.00
DP-1B	0.57	1.10	0.53	2,071	4,001	1,930	2,825	895	0.00
DP OS	0.40	0.40	0.00	1,454	1,454	1,454	1,500	46	0.00

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. The volume of the backfill gravel includes 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. Note the infiltration capacity of the retention systems are not accounted for which is a conservative assumption. The calculated drywell volume based on the minimum design parameters is approximately 300 cf of storage. The drywell dimensions and volume calculations are included in Appendix B.

The DE-1A (Lot 1) site is proposing a total of 4 drywells and a surface retention structure in the northwest corner of the site. The 4 drywells provide 1200 CF of storage volume. The primary use of the drywells spread across the site is to provide for storm water infiltration.

The DE-1B (Lot 2) site is proposing a total of 2 drywells and underground detention storage chambers below the landscape area on the north end of the site. The underground storage chambers are essentially horizontal or linear infiltration galleries, 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. Total storage volume provided is approximately 2800 CF which is 900 CF more than the pre-post runoff volume. The extra volume will help ensure storm water is infiltrated instead of flowing offsite. During the largest storm events some storm

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water flow may discharge out the grated inlet and follow the existing historic 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 bear 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..

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. The onsite peak runoff rates will decrease slightly from the existing condition. The site storm water retention and infiltration systems will capture 100% of the storm water runoff from all but the largest storm events. The combined storage from both developed lots exceeds the storm water runoff volume from the developed 100 year 1 hour storm event. 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.

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APPENDIX A

Carbondale IDF Curve
MHFD Rational C Factor Tables
NRCS Soils Map

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, Geoffery 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.

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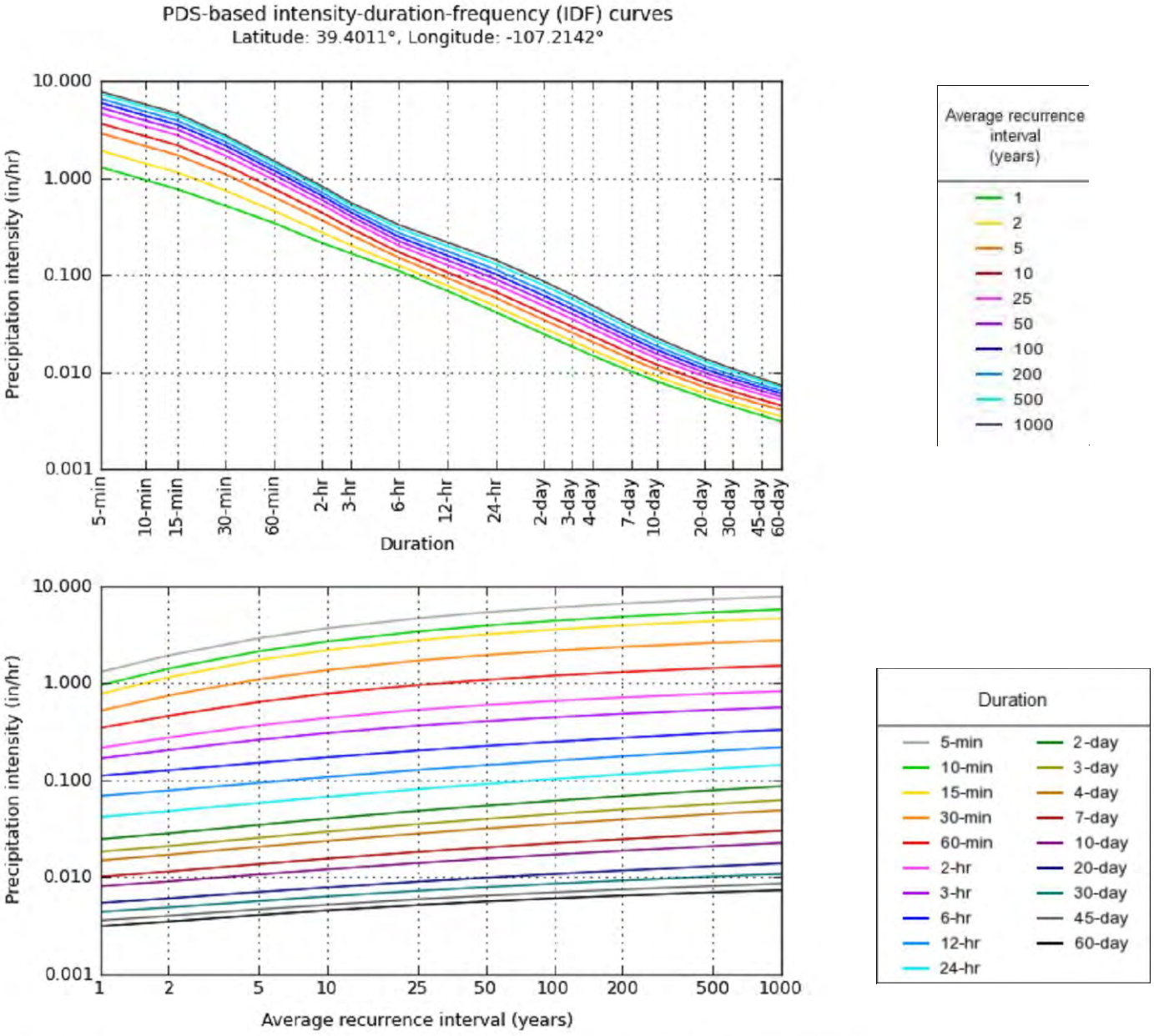
PF graphical



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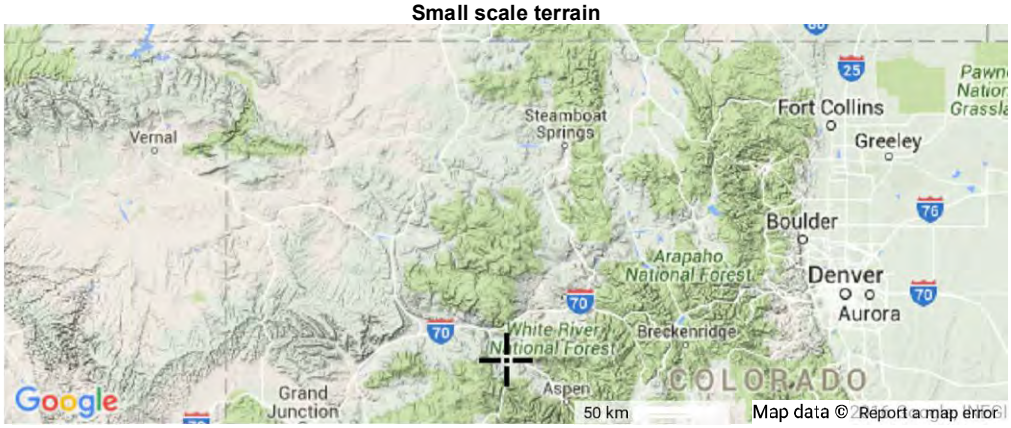
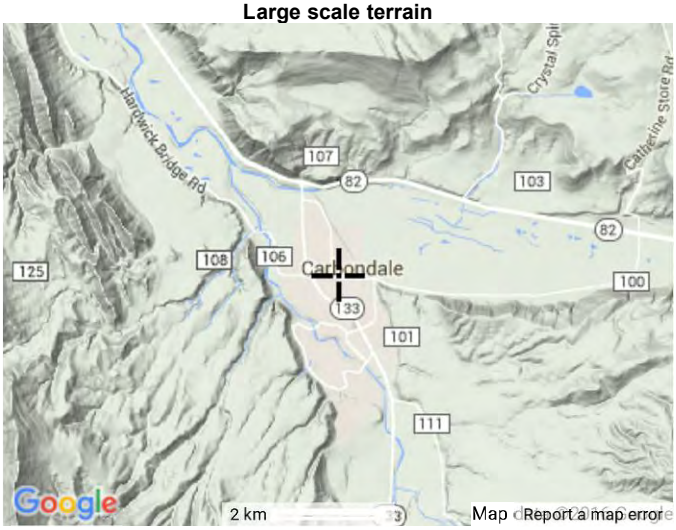
Maps & aerials

Small scale terrain



Large scale terrain



Large scale map

Large scale aerial

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Disclaimer

Table 6-5. Runoff coefficients, *c*

Total or Effective % Impervious	NRCS Hydrologic Soil Group A						
	2-Year	5-Year	10-Year	25-Year	50-Year	100-Year	500-Year
2%	0.01	0.01	0.01	0.01	0.04	0.13	0.27
5%	0.02	0.02	0.02	0.03	0.07	0.15	0.29
10%	0.04	0.05	0.05	0.07	0.11	0.19	0.32
15%	0.07	0.08	0.08	0.1	0.15	0.23	0.35
20%	0.1	0.11	0.12	0.14	0.2	0.27	0.38
25%	0.14	0.15	0.16	0.19	0.24	0.3	0.42
30%	0.18	0.19	0.2	0.23	0.28	0.34	0.45
35%	0.21	0.23	0.24	0.27	0.32	0.38	0.48
40%	0.25	0.27	0.28	0.32	0.37	0.42	0.51
45%	0.3	0.31	0.33	0.36	0.41	0.46	0.54
50%	0.34	0.36	0.37	0.41	0.45	0.5	0.58
55%	0.39	0.4	0.42	0.45	0.49	0.54	0.61
60%	0.43	0.45	0.47	0.5	0.54	0.58	0.64
65%	0.48	0.5	0.51	0.54	0.58	0.62	0.67
70%	0.53	0.55	0.56	0.59	0.62	0.65	0.71
75%	0.58	0.6	0.61	0.64	0.66	0.69	0.74
80%	0.63	0.65	0.66	0.69	0.71	0.73	0.77
85%	0.68	0.7	0.71	0.74	0.75	0.77	0.8
90%	0.73	0.75	0.77	0.79	0.79	0.81	0.84
95%	0.79	0.81	0.82	0.83	0.84	0.85	0.87
100%	0.84	0.86	0.87	0.88	0.88	0.89	0.9
Total or Effective % Impervious	**NRCS Hydrologic Soil Group B**						
	2-Year	**5-Year**	**10-Year**	**25-Year**	**50-Year**	**100-Year**	**500-Year**
2%	0.01	0.01	0.07	0.26	0.34	0.44	0.54
5%	0.03	0.03	0.1	0.28	0.36	0.45	0.55
10%	0.06	0.07	0.14	0.31	0.38	0.47	0.57
15%	0.09	0.11	0.18	0.34	0.41	0.5	0.59
20%	0.13	0.15	0.22	0.38	0.44	0.52	0.61
25%	0.17	0.19	0.26	0.41	0.47	0.54	0.63
30%	0.2	0.23	0.3	0.44	0.49	0.57	0.65
35%	0.24	0.27	0.34	0.47	0.52	0.59	0.66
40%	0.29	0.32	0.38	0.5	0.55	0.61	0.68
45%	0.33	0.36	0.42	0.53	0.58	0.64	0.7
50%	0.37	0.4	0.46	0.56	0.61	0.66	0.72
55%	0.42	0.45	0.5	0.6	0.63	0.68	0.74
60%	0.46	0.49	0.54	0.63	0.66	0.71	0.76
65%	0.5	0.54	0.58	0.66	0.69	0.73	0.77
70%	0.55	0.58	0.62	0.69	0.72	0.75	0.79
75%	0.6	0.63	0.66	0.72	0.75	0.78	0.81
80%	0.64	0.67	0.7	0.75	0.77	0.8	0.83
85%	0.69	0.72	0.74	0.78	0.8	0.82	0.85
90%	0.74	0.76	0.78	0.81	0.83	0.84	0.87
95%	0.79	0.81	0.82	0.85	0.86	0.87	0.88
100%	0.84	0.86	0.86	0.88	0.89	0.89	0.9

Table 6-5. Runoff coefficients, *c* (continued)

Total or Effective % Impervious	NRCS Hydrologic Soil Group C						
	2-Year	5-Year	10-Year	25-Year	50-Year	100-Year	500-Year
2%	0.01	0.05	0.15	0.33	0.40	0.49	0.59
5%	0.03	0.08	0.17	0.35	0.42	0.5	0.6
10%	0.06	0.12	0.21	0.37	0.44	0.52	0.62
15%	0.1	0.16	0.24	0.4	0.47	0.55	0.64
20%	0.14	0.2	0.28	0.43	0.49	0.57	0.65
25%	0.18	0.24	0.32	0.46	0.52	0.59	0.67
30%	0.22	0.28	0.35	0.49	0.54	0.61	0.68
35%	0.26	0.32	0.39	0.51	0.57	0.63	0.7
40%	0.3	0.36	0.43	0.54	0.59	0.65	0.71
45%	0.34	0.4	0.46	0.57	0.62	0.67	0.73
50%	0.38	0.44	0.5	0.6	0.64	0.69	0.75
55%	0.43	0.48	0.54	0.63	0.66	0.71	0.76
60%	0.47	0.52	0.57	0.65	0.69	0.73	0.78
65%	0.51	0.56	0.61	0.68	0.71	0.75	0.79
70%	0.56	0.61	0.65	0.71	0.74	0.77	0.81
75%	0.6	0.65	0.68	0.74	0.76	0.79	0.82
80%	0.65	0.69	0.72	0.77	0.79	0.81	0.84
85%	0.7	0.73	0.76	0.79	0.81	0.83	0.86
90%	0.74	0.77	0.79	0.82	0.84	0.85	0.87
95%	0.79	0.81	0.83	0.85	0.86	0.87	0.89
100%	0.83	0.85	0.87	0.88	0.89	0.89	0.9

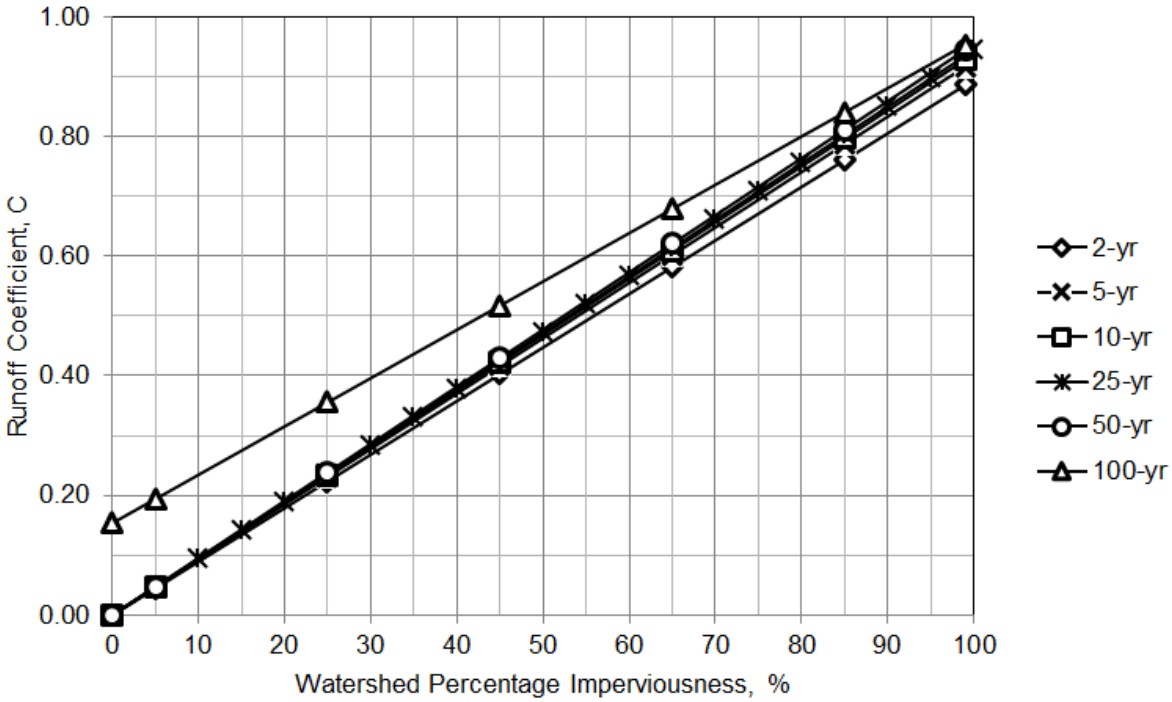


Figure 6-1. Runoff coefficient vs. watershed imperviousness NRCS HSG A

Map Scale: 1:1,570 if printed on A landscape (11" x 8.5") sheet.

N

Meters
0 20 40 80 120

Feet
0 50 100 200 300

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 13N WGS84

MAP LEGEND

Area of Interest (AOI)
- Area of Interest (AOI)

Soils

Soil Rating Polygons
- A
- A/D
- B
- B/D
- C
- C/D
- D
- Not rated or not available

Soil Rating Lines
- A
- A/D
- B
- B/D
- C
- C/D
- D
- Not rated or not available

Soil Rating Points
- A
- A/D
- B
- B/D
- C
- C/D
- D
- Not rated or not available

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 11, Jun 5, 2020

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.

Hydrologic Soil Group

Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
13	Atencio-Azeltine complex, 3 to 6 percent slopes	B	10.2	100.0%
Totals for Area of Interest			**10.2**	**100.0%**

Description

Hydrologic soil groups are based on estimates of runoff potential. Soils are assigned to one of four groups according to the rate of water infiltration when the soils are not protected by vegetation, are thoroughly wet, and receive precipitation from long-duration storms.

The soils in the United States are assigned to four groups (A, B, C, and D) and three dual classes (A/D, B/D, and C/D). The groups are defined as follows:

Group A. Soils having a high infiltration rate (low runoff potential) when thoroughly wet. These consist mainly of deep, well drained to excessively drained sands or gravelly sands. These soils have a high rate of water transmission.

Group B. Soils having a moderate infiltration rate when thoroughly wet. These consist chiefly of moderately deep or deep, moderately well drained or well drained soils that have moderately fine texture to moderately coarse texture. These soils have a moderate rate of water transmission.

Group C. Soils having a slow infiltration rate when thoroughly wet. These consist chiefly of soils having a layer that impedes the downward movement of water or soils of moderately fine texture or fine texture. These soils have a slow rate of water transmission.

Group D. Soils having a very slow infiltration rate (high runoff potential) when thoroughly wet. These consist chiefly of clays that have a high shrink-swell potential, soils that have a high water table, soils that have a claypan or clay layer at or near the surface, and soils that are shallow over nearly impervious material. These soils have a very slow rate of water transmission.

If a soil is assigned to a dual hydrologic group (A/D, B/D, or C/D), the first letter is for drained areas and the second is for undrained areas. Only the soils that in their natural condition are in group D are assigned to dual classes.

Rating Options

Aggregation Method: Dominant Condition

Component Percent Cutoff: None Specified

Tie-break Rule: Higher

APPENDIX B

Storm Sewer Capacity Calculations

Culvert Report

Hydraflow Express Extension for Autodesk® AutoCAD® Civil 3D® by Autodesk, Inc. Wednesday, Jun 21 2017

6 INCH STORM SEWER PIPE @ 2% FLOW

Invert Elev Dn (ft)	=	100.00
Pipe Length (ft)	=	50.00
Slope (%)	=	2.00
Invert Elev Up (ft)	=	101.00
Rise (in)	=	6.0
Shape	=	Circular
Span (in)	=	6.0
No. Barrels	=	1
n-Value	=	0.011
Culvert Type	=	Circular Culvert
Culvert Entrance	=	Rough tapered inlet throat
Coeff. K,M,c,Y,k	=	0.519, 0.64, 0.021, 0.9, 0.5

Embankment

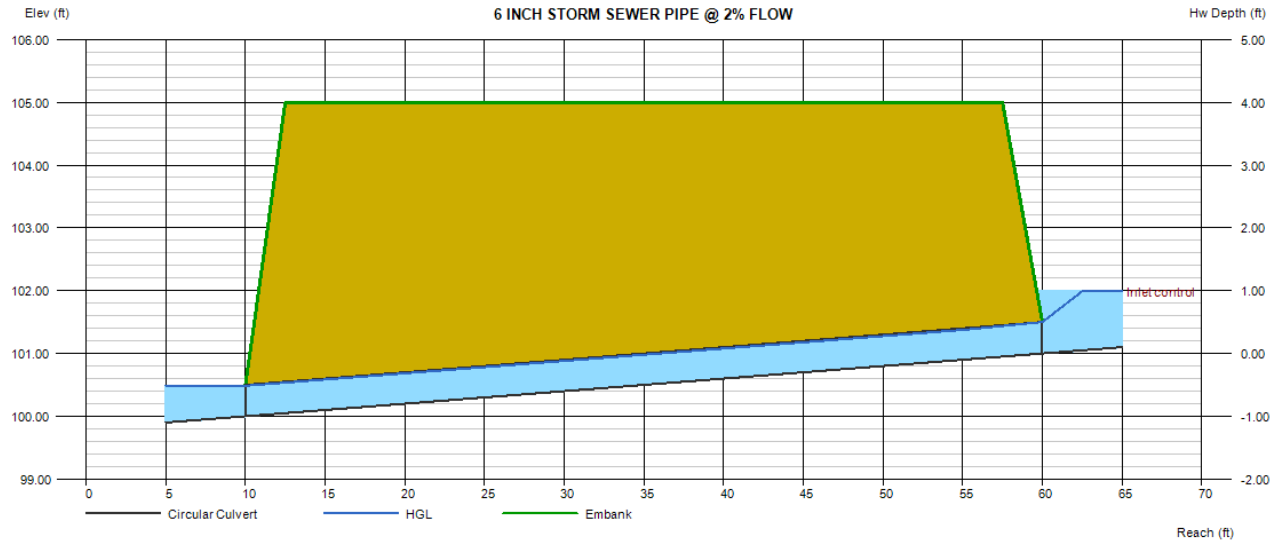
Top Elevation (ft)	=	105.00
Top Width (ft)	=	45.00
Crest Width (ft)	=	10.00

Calculations

Qmin (cfs)	=	0.00
Qmax (cfs)	=	1.10
Tailwater Elev (ft)	=	(dc+D)/2

Highlighted

Qtotal (cfs)	=	1.00
Qpipe (cfs)	=	1.00
Qovertop (cfs)	=	0.00
Veloc Dn (ft/s)	=	5.13
Veloc Up (ft/s)	=	5.20
HGL Dn (ft)	=	100.49
HGL Up (ft)	=	101.47
Hw Elev (ft)	=	101.99
Hw/D (ft)	=	1.98
Flow Regime	=	Inlet Control



Channel Report

Hydraflow Express Extension for Autodesk® AutoCAD® Civil 3D® by Autodesk, Inc. Wednesday, Jun 21 2017

6 IN PIPE 2% SLOPE - FLOW

Circular

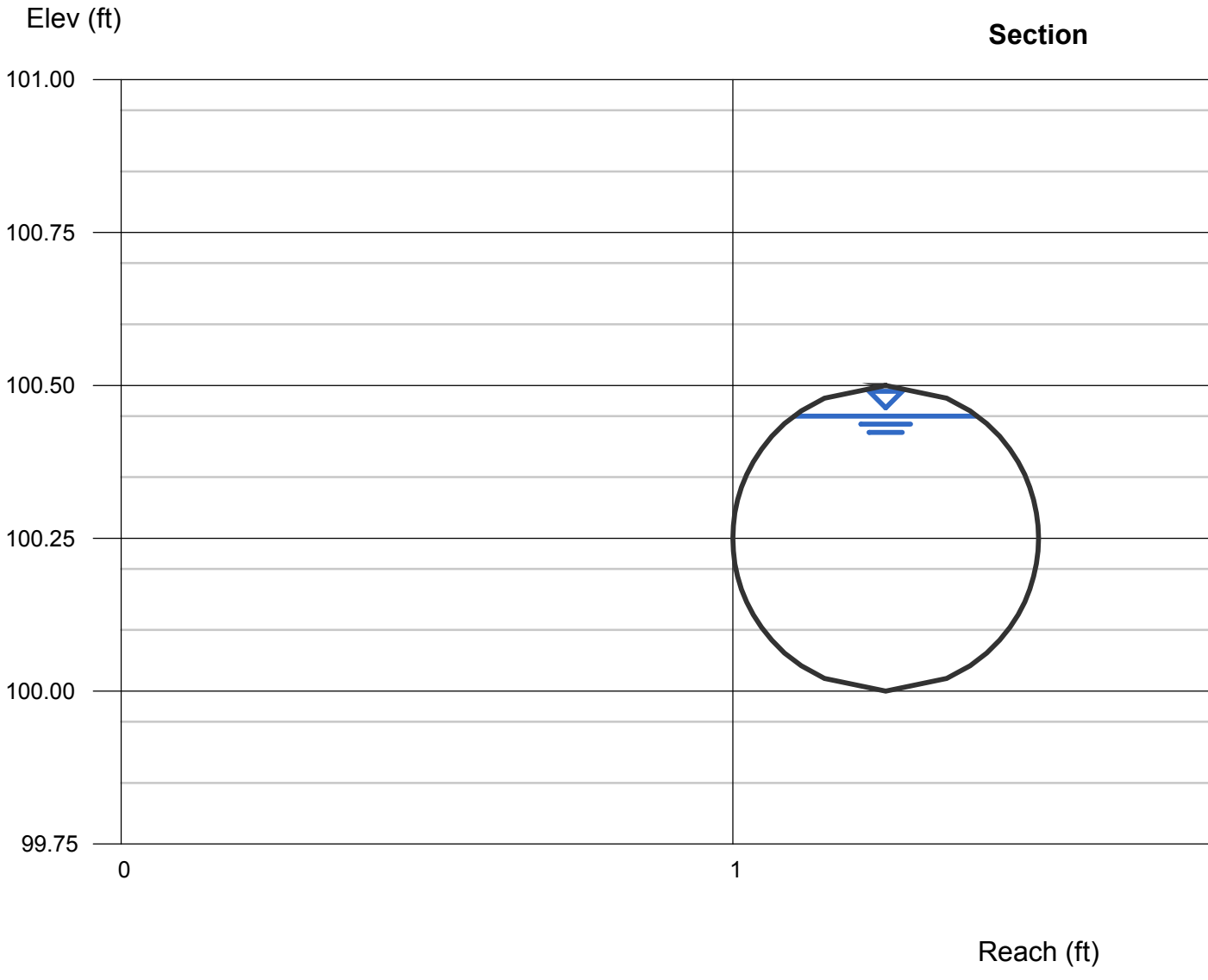
Diameter (ft)	= 0.50
Invert Elev (ft)	= 100.00
Slope (%)	= 2.00
N-Value	= 0.011

Calculations

Compute by:	Q vs Depth
No. Increments	= 10

Highlighted

Depth (ft)	= 0.45
Q (cfs)	= 0.999
Area (sqft)	= 0.19
Velocity (ft/s)	= 5.37
Wetted Perim (ft)	= 1.25
Crit Depth, Yc (ft)	= 0.48
Top Width (ft)	= 0.30
EGL (ft)	= 0.90



Culvert Report

Hydraflow Express Extension for Autodesk® AutoCAD® Civil 3D® by Autodesk, Inc. Wednesday, Jun 21 2017

8 INCH STORM SEWER PIPE @ 2% FLOW

Invert Elev Dn (ft)	=	100.00
Pipe Length (ft)	=	50.00
Slope (%)	=	2.00
Invert Elev Up (ft)	=	101.00
Rise (in)	=	8.0
Shape	=	Circular
Span (in)	=	8.0
No. Barrels	=	1
n-Value	=	0.011
Culvert Type	=	Circular Culvert
Culvert Entrance	=	Rough tapered inlet throat
Coeff. K,M,c,Y,k	=	0.519, 0.64, 0.021, 0.9, 0.5

Embankment

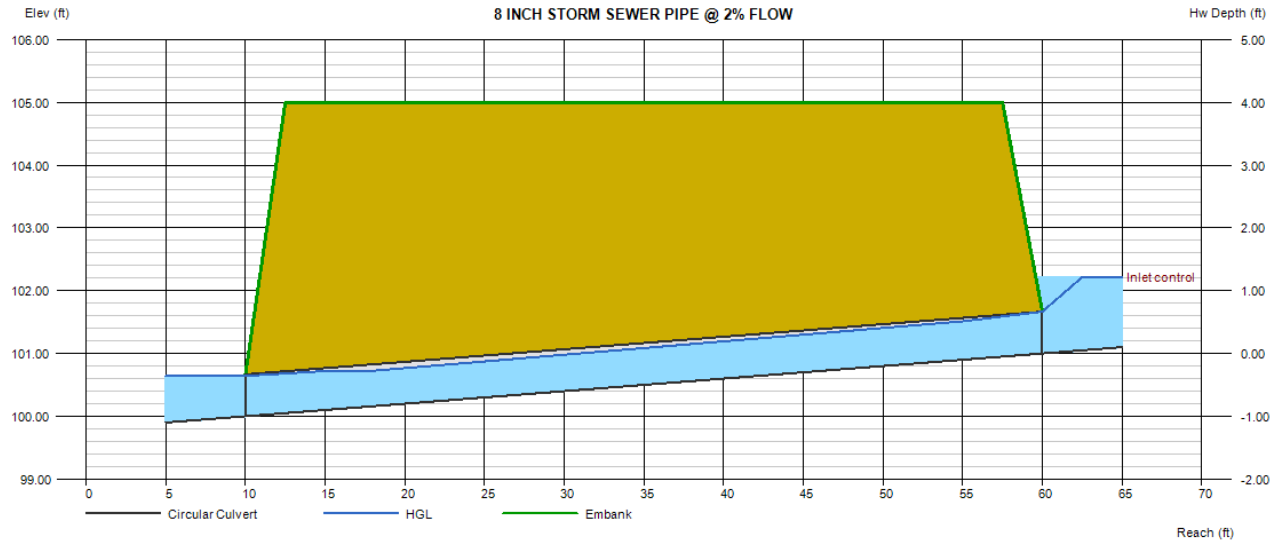
Top Elevation (ft)	=	105.00
Top Width (ft)	=	45.00
Crest Width (ft)	=	10.00

Calculations

Qmin (cfs)	=	0.00
Qmax (cfs)	=	2.00
Tailwater Elev (ft)	=	(dc+D)/2

Highlighted

Qtotal (cfs)	=	1.90
Qpipe (cfs)	=	1.90
Qovertop (cfs)	=	0.00
Veloc Dn (ft/s)	=	5.51
Veloc Up (ft/s)	=	5.62
HGL Dn (ft)	=	100.64
HGL Up (ft)	=	101.62
Hw Elev (ft)	=	102.22
Hw/D (ft)	=	1.82
Flow Regime	=	Inlet Control



Channel Report

Hydraflow Express Extension for Autodesk® AutoCAD® Civil 3D® by Autodesk, Inc. Wednesday, Jun 21 2017

8 IN PIPE 2% SLOPE - FLOW

Circular

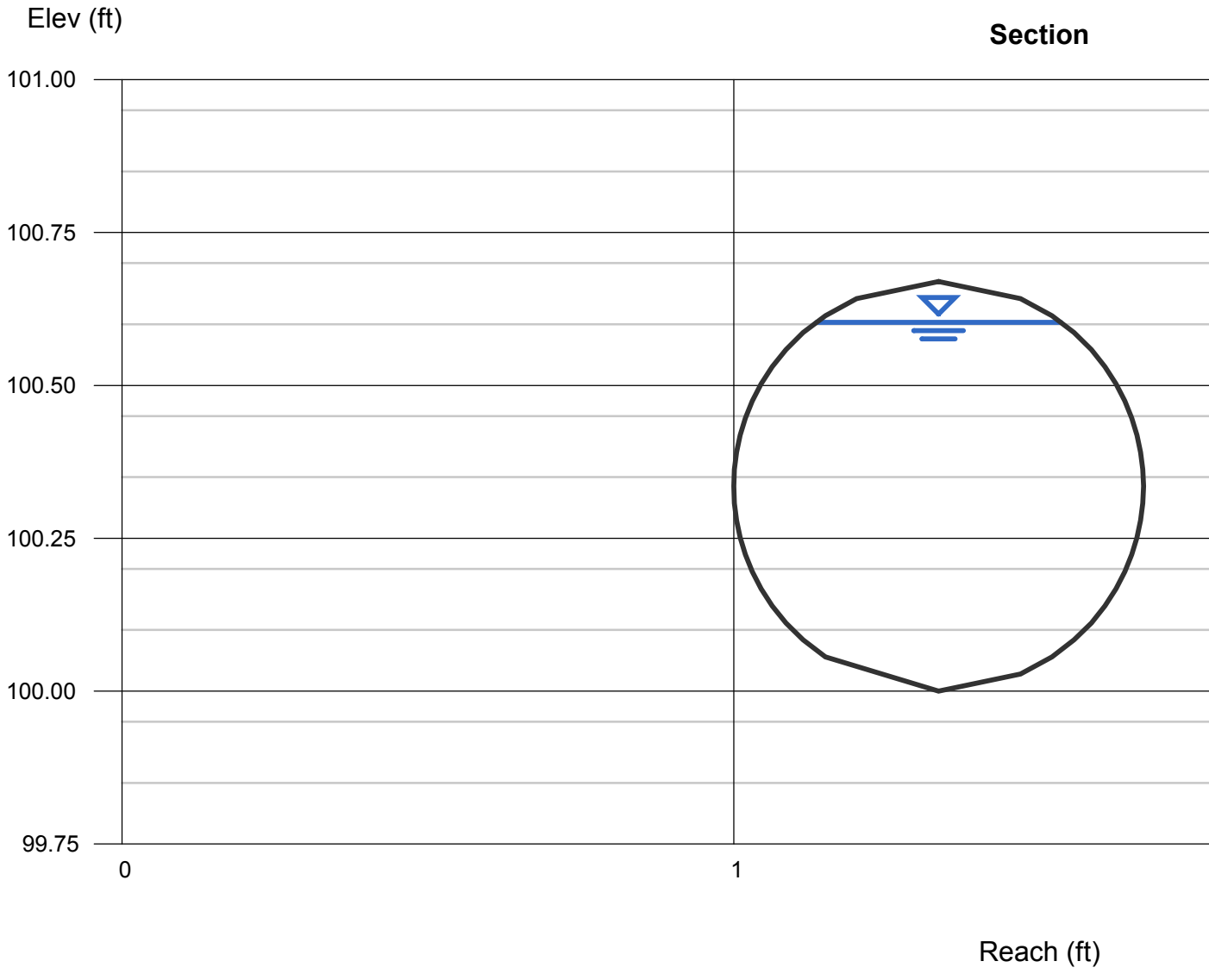
Diameter (ft)	= 0.67
Invert Elev (ft)	= 100.00
Slope (%)	= 2.00
N-Value	= 0.011

Calculations

Compute by:	Q vs Depth
No. Increments	= 10

Highlighted

Depth (ft)	= 0.60
Q (cfs)	= 2.181
Area (sqft)	= 0.33
Velocity (ft/s)	= 6.52
Wetted Perim (ft)	= 1.68
Crit Depth, Yc (ft)	= 0.64
Top Width (ft)	= 0.40
EGL (ft)	= 1.26



Culvert Report

Hydraflow Express Extension for Autodesk® AutoCAD® Civil 3D® by Autodesk, Inc. Wednesday, Jun 21 2017

12 INCH STORM SEWER PIPE @ 2% FLOW

Invert Elev Dn (ft)	=	100.00
Pipe Length (ft)	=	50.00
Slope (%)	=	2.00
Invert Elev Up (ft)	=	101.00
Rise (in)	=	12.0
Shape	=	Circular
Span (in)	=	12.0
No. Barrels	=	1
n-Value	=	0.011
Culvert Type	=	Circular Culvert
Culvert Entrance	=	Rough tapered inlet throat
Coeff. K,M,c,Y,k	=	0.519, 0.64, 0.021, 0.9, 0.5

Embankment

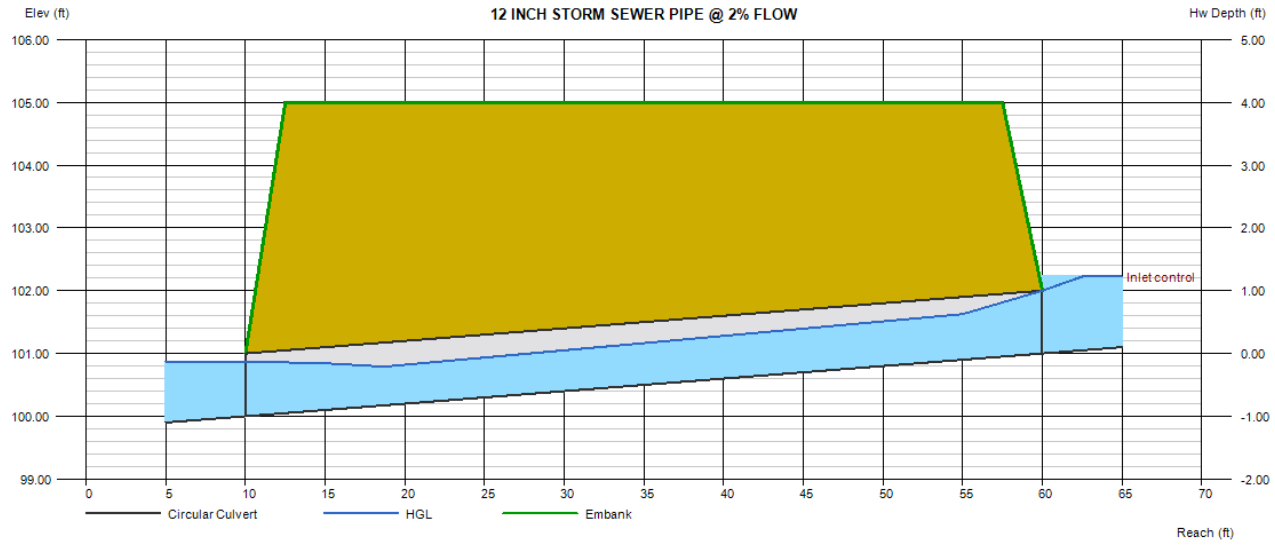
Top Elevation (ft)	=	105.00
Top Width (ft)	=	45.00
Crest Width (ft)	=	10.00

Calculations

Qmin (cfs)	=	0.00
Qmax (cfs)	=	3.00
Tailwater Elev (ft)	=	(dc+D)/2

Highlighted

Qtotal (cfs)	=	3.00
Qpipe (cfs)	=	3.00
Qovertop (cfs)	=	0.00
Veloc Dn (ft/s)	=	4.13
Veloc Up (ft/s)	=	4.80
HGL Dn (ft)	=	100.87
HGL Up (ft)	=	101.74
Hw Elev (ft)	=	102.22
Hw/D (ft)	=	1.22
Flow Regime	=	Inlet Control



Channel Report

Hydraflow Express Extension for Autodesk® AutoCAD® Civil 3D® by Autodesk, Inc. Wednesday, Jun 21 2017

12 IN PIPE 2% SLOPE - FLOW

Circular

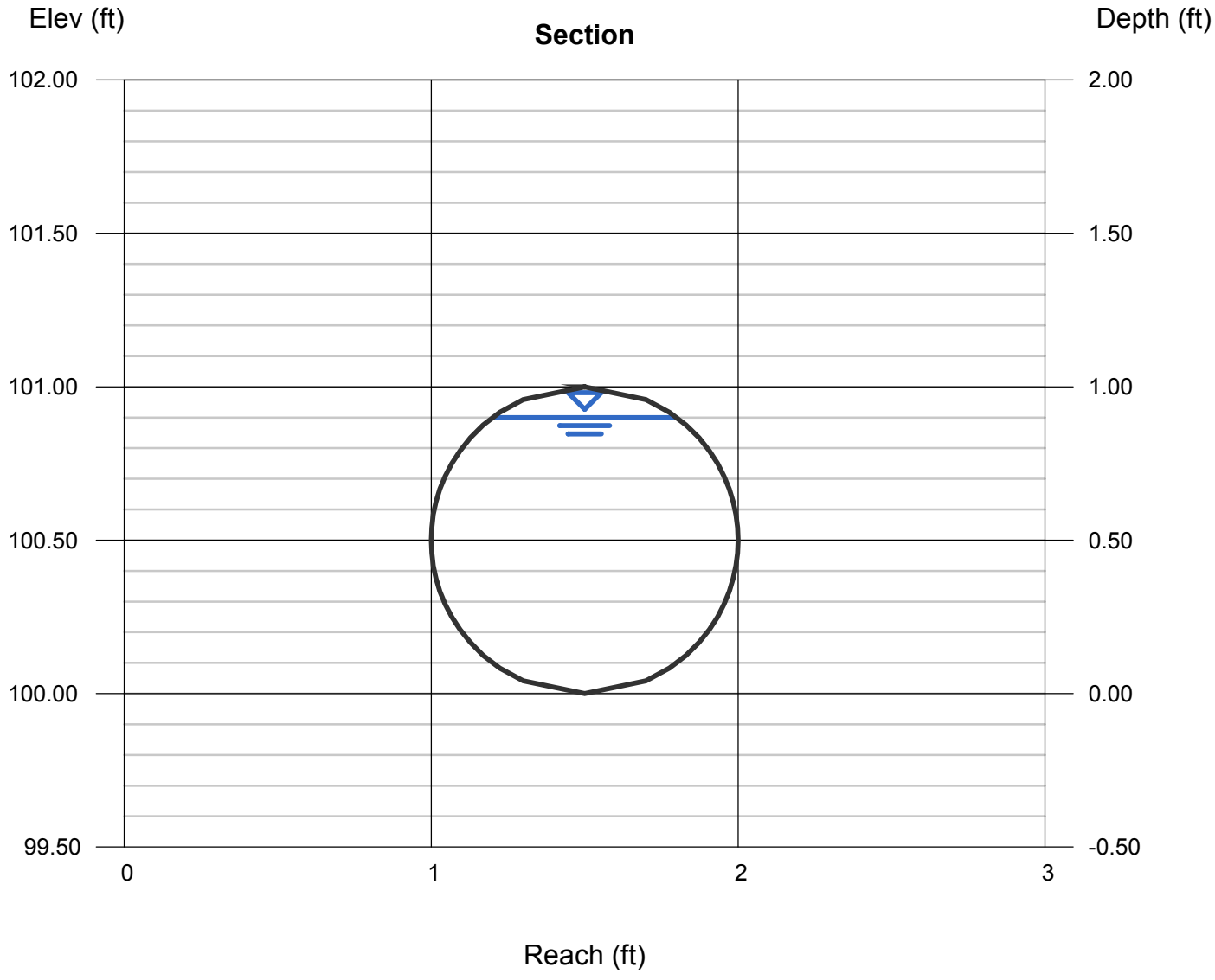
Diameter (ft)	= 1.00
Invert Elev (ft)	= 100.00
Slope (%)	= 2.00
N-Value	= 0.011

Calculations

Compute by:	Q vs Depth
No. Increments	= 10

Highlighted

Depth (ft)	= 0.90
Q (cfs)	= 6.346
Area (sqft)	= 0.74
Velocity (ft/s)	= 8.52
Wetted Perim (ft)	= 2.50
Crit Depth, Yc (ft)	= 0.97
Top Width (ft)	= 0.60
EGL (ft)	= 2.03



APPENDIX C

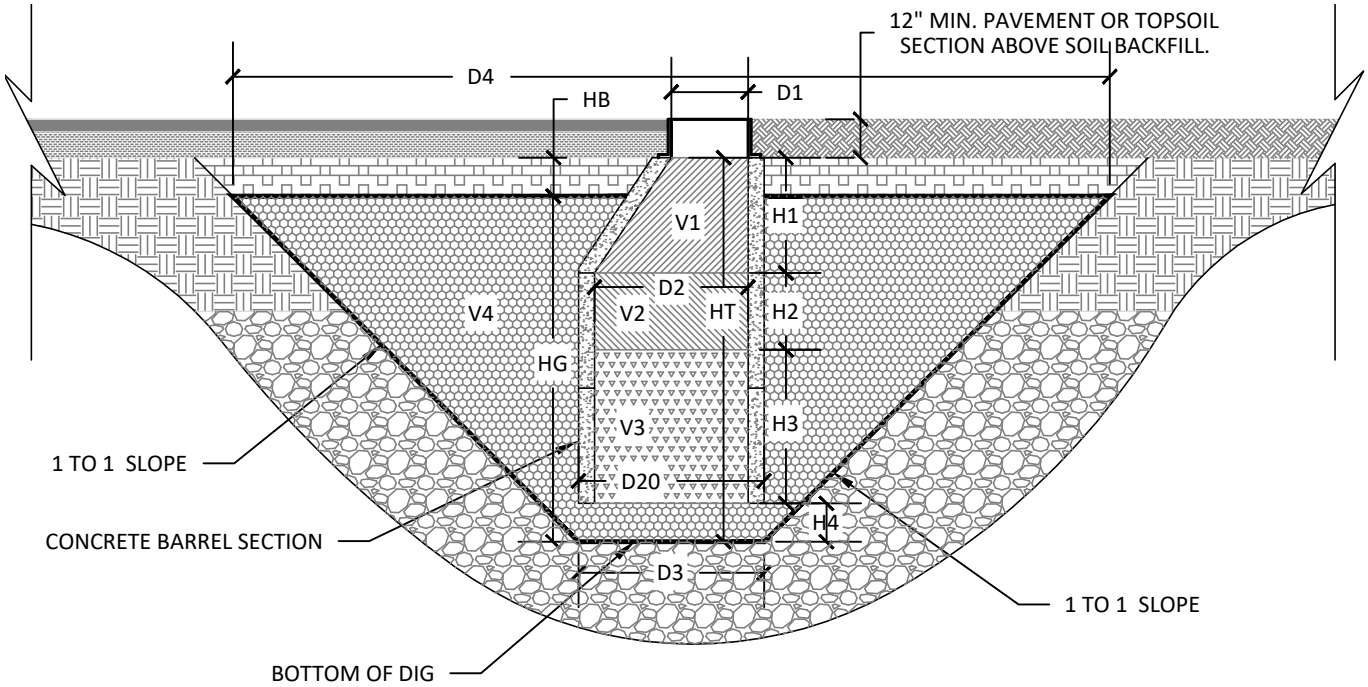
Detention Volume Calculations

DRYWELL VOLUME DETAIL

CARBONDALE CENTER PLACE

CARBONDALE, COLORADO.

SHEET 1 OF 1



DRY WELL DATA	
D1 (FT)=	2
R1 (FT)=	1
H1 (FT)=	3
D2 (FT)=	5
R2 (FT)=	2.5
H2 (FT)=	2
H3 (FT)=	5
Structure H (FT) =	10
H4 =Gravel below structure	
H4 (FT)=	1
HT = Total Drywell Depth	
HT (FT)=	11
HB = Soil backfill on top of outside gravel	
HB (FT)=	3
HG = Height of Gravel backfill	
HG (FT)=	8
D20 (FT)=	6
R20 (FT)=	3
D3 (FT)=	8
R3 (FT)=	4
D4 (FT)=	16
R4 (FT)=	8
(Input Cells)	

V1 = Inside structure cone volume	
V1 = $1/3*PI*(R_1^2+R_1R_2+R_2^2)*H1$	
V1 (CF) =	30.6
V2 = Inside cylinder vol. (no stone)	
V2 = $PI*R_2^2*H2$	
V2 (CF) =	39.3
V3 = Inside cylinder vol (w/stone, 30% void)	
V3 = $PI*R_2^2*H3*30\%$	
V3 (CF) =	29.5
V4 = Vol gravel backfill (inverted cone-cylinder*30% void)	
V4 = $((1/3*PI*(R_3^2+R_3R_4+R_4^2)*HG*)-(PI*R_{20}^2*HG))*.30$	
V4 (CF) =	222
TOTAL VOLUME =	**321.5**

SOPRIS ENGINEERING - LLC

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

StormTech®
Detention • Retention • Recharge
Subsurface Stormwater Management℠

MC-3500 Site Calculator

Project Information:

Project Name:	19237-Sopris Mini Storage
Location:	
Date:	10/29/2020
Engineer:	JPP
StormTech RPM:	

System Requirements

Units		Imperial	
Required Storage Volume		1330	CF
Stone Porosity (Industry Standard = 40%)		40	%
Stone Above Chambers	(12 inch min.)	12	inches
Stone Foundation Depth	(9 inch min.)	12	inches
Average Cover over Chambers	(24 inch min.)	36	inches
Bed size controlled by WIDTH or LENGTH?		WIDTH	
Limiting WIDTH or LENGTH dimension		9	feet
Storage Volume per Chamber		184.0	CF
Storage Volume per End Cap		48.6	CF

System Sizing

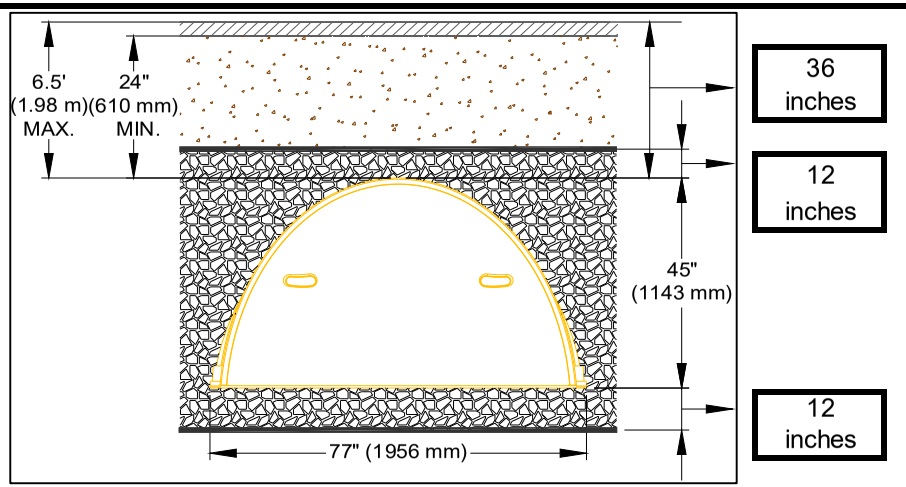
Number of Chambers Required	7	each
Number of End Caps Required	2	each
Bed Size (including perimeter stone)	462	square feet
Stone Required (including perimeter stone)	96	tons
Volume of Excavation	133	cubic yards
Non-woven Filter Fabric Required (20% Safety Factor)	220	square yards
Length of Isolator Row	54.9	feet
Non-woven Isolator Row Fabric (20% Safety Factor)	95	square yards
Woven Isolator Row Fabric (20% Safety Factor)	121	square yards
Installed Storage Volume	1,385	cubic feet

Controlled by Width (Rows)

Maximum Width =	9	feet

1 row of 7 chambers

Maximum Length =	54.9	feet
Maximum Width =	8.4	feet



*This represents the estimated material and site work costs (US dollars) for the project. Materials excluded from this estimate are conveyance pipe, pavement design, etc. It is always advisable to seek detailed construction costs from local installers. Please contact STORMTECH at 888-892-2694 for additional cost information.

November 2, 2020

Carbondale Center Place, LLC
Soderquist.Riley@gmail.com
jschrager91@gmail.com

RE: Carbondale Center Place - Highway 133 & Colorado Ave – Major Site Plan Engineering Letter
Sopris Eng. Job # 19237

Jack & Riley,

Sopris Engineering, LLC (SE) has prepared the following Engineering Letter for the Major Site Plan submittal for the proposed Carbondale Center Place (site) in Carbondale, CO.

The subject property (site) is located directly north of Colorado Avenue, east of State Highway 133, and west of 12th street. The parcel area is equal to 4.151 acres. The current site includes the Sopris Shopping Center and the Sopris Self Storage. The existing shopping center improvements will be removed and the existing mini storage will remain.

The proposed development includes Lot 1 on the west side and Lot 2 on the east side. Lot 1 is proposed three story commercial and residential mixed use development adjacent to Highway 133. Lot 2 is the self storage site. A new 3 story mini storage building is proposed on the west side of the lot adjacent to Lot 1. The proposed improvements are shown on the attached civil site plans. Refer to the architect's plans for details on the proposed building, and the landscape architect's plans for site landscape improvements.

Access

Existing:

The Colorado Department of Transportation (CDOT) and the Town of Carbondale adopted a State Highway 133 Access Control Plan (ACP) in 2013. The mixed use site has two existing CDOT access locations onto State Highway 133. The ACP access #28 is Colorado Avenue which is currently a right-in/right-out (RIRO) access. ACP access #26 is the access to Highway 133 from the northwest corner of the site, which is currently a full movement intersection.

The existing self storage site has a primary access from Colorado Avenue. The storage site has a gated existing emergency only access from 12th street near the NE corner of the site.

Proposed:

The initial site design proposed a shared 3/4 at access #87 at the Northwest property. This design was being coordinated with the adjacent property owner to the north. During design review, the property owner to the north decided not to participate with any redevelopment at this time. The 3/4 shared intersection cannot be built entirely on the subject property as it would conflict with new 3/4 intersection at access #88 on the west side to SH 133.

Without a ¾ access at ACP access #87, the site has now been reconfigured to have a RIRO access in the center of the site at ACP access #89. ACP access #26 will be removed and replaced with access # 89.

For the self storage, the primary access will remain to Colorado Avenue. The access location is shifted to the east to provide for the new self storage building.

CDOT Access Permit.

SE has preliminarily reviewed the proposed site access locations with the CDOT access and engineering departments. The development has submitted for a CDOT access permit for Access # 89. The application is included with this Major Site Plan submittal. CDOT has indicated that the development will be required to connect to the future shared ¾ access #87 if that is developed. At that point the RIRO access #89 would be converted to a right in only. We have designed the site so that connection to the shared ¾ access #87 is possible.

Traffic:

Refer to the separate traffic study prepared by Kimley Horn. The traffic from the proposed site Mixed use and self storage will be lower than the existing traffic. The existing traffic is based on actual traffic counts from the shopping center and self storage collected in March of 2020. The reduced traffic is primarily a result of the change in use from existing commercial, to the proposed mixed with smaller amount of commercial.

Emergency Access

The site provides good emergency access into the mixed use and self storage sites. In addition to the primary access to the self storage, the existing gated emergency access from the NE corner will be maintained. SE has reviewed the proposed site with the Carbondale Fire Marshall. The site will comply with all emergency access requirements.

Parking

Refer to the development application for the site parking calculation. One commercial loading/parking space is provided near the northeast corner of the mixed use commercial building.

Grading & Drainage

Refer to the separate drainage report and sheet C2.1 – Drainage Plan for drainage information.

The site grading is shown on Sheet C2.0 – Grading plan. The site grading has carefully considered the constraints surrounding the site. The project matches the grading condition on Colorado Avenue. Colorado Avenue slopes down from Highway 133 to local low points along the site's street frontage.

On the west side, the grades along the path on Highway 133 are highest at the southwest corner of the site, and then slope down to the north. The southern mixed use building will retain grade higher than the finish floor where necessary to maintain the grades along the path and provide positive grading away from the structure

The existing grades on the north property line are generally lower than the grades onsite. From earlier design discussions the ET Plaza industrial property to the north requested that storm water runoff not be allowed to flow direct from this site. With development retaining walls have been added where necessary, and site grading slopes away from the adjacent properties to the north.

On the east side the existing grades of the self storage will be maintained.

Storm water runoff will flow in roof drains and on the surface to storm inlets and trench drains. The storm sewer pipes will flow to drywells and underground retention structures. Surface storm water retention is provided on the mixed use site to meet the pre-post drainage requirements.

Utilities

The site utilities are shown on Sheet C3.0 – Utility Plan.

Water System

There are existing water main lines in Colorado Ave on the south side, and along Highway 133 on the west side. During our site plan review with Carbondale Fire, it was determined that a new fire hydrant will be required onsite. The proposed 8" main line extends to the north property line, which provides for future connection when properties to the north redevelop. The proposed fire hydrant and the two water services to the proposed mixed use buildings will extend from the new 8" main line. The final service size will be confirmed with the potable water and fire sprinkler water demands. For the new self storage building, a new water service will extend onsite from the water main in Colorado Avenue.

Sanitary Sewer

The town of Carbondale has planned for replacement of their existing sanitary sewer main line with a new 12" sanitary sewer main line in Colorado. For Lot 2, a new sanitary sewer service line will extend from the 12" main line to serve the existing and new self storage building. The two mixed use buildings on Lot 1 will be served by existing sanitary sewer lines which currently serve the Sopris Shopping Center. The existing lines both go into manholes along Highway 133. The existing lines will be inspected and will continue to be used instead of tapping new service wyes on the interceptor main line that runs parallel to Highway 133.

Electric/Telephone/Cable

According to section 6.2.12 of the Carbondale Unified Development code (UDC) all onsite above ground utility lines shall be placed below ground.

The site currently has above ground utilities along the Colorado Ave. street frontage, along the northern half of the Highway 133 frontage, and extending north onsite from Colorado Avenue in between the existing shopping center and the mini storage buildings.

The existing overhead lines onsite will be removed with development. The overhead utility lines along 133 will be buried to the existing power pole near the northwest property corner. The overhead utility lines along Colorado Avenue will be buried to 12th street. A new utility pole will be set near the southeast corner of the site.

SE has sent our utility service and main line burial to Xcel Energy for review and comment. We have not received design review and comment back from Xcel. The utility burial projects are contingent on coordination with the utility providers, as they may have reason that above ground utilities cannot be buried. SE will continue to coordinate with the utility providers to determine the final design prior to building permit.

Each new building will have a new transformer set as shown on C3.0. The preliminary shallow utility service alignment and meter locations are shown. The final utility service will be coordinated with the utility company and the final building design.

Natural Gas

Per utility locates, the existing natural gas main line is approximately 8-10 feet onsite along the Highway 133 frontage. With development the natural gas main line will be relocated to be within the 133 Right of Way (ROW), or as close to the ROW as possible. SE sent our natural gas service and main line relocation to Black Hills Energy BHE for review and comment. We have not received design review and comment back from BHE. SE will continue to coordinate with BHE to determine the final design prior to building permit

The natural gas service location for each building is shown on C3.0.

Irrigation Water

We understand that non potable irrigation water is not available in this part of Carbondale. Irrigation will be provided from domestic water

Conclusion

The proposed site has been carefully design to consider access, setbacks, easements, utilities, grading, and drainage to support the proposed Major Site Plan submittal. The site improvements are within the property, retaining walls are included where necessary to match existing conditions. All utility services are shown.

If you have any questions or need any additional information, please call.

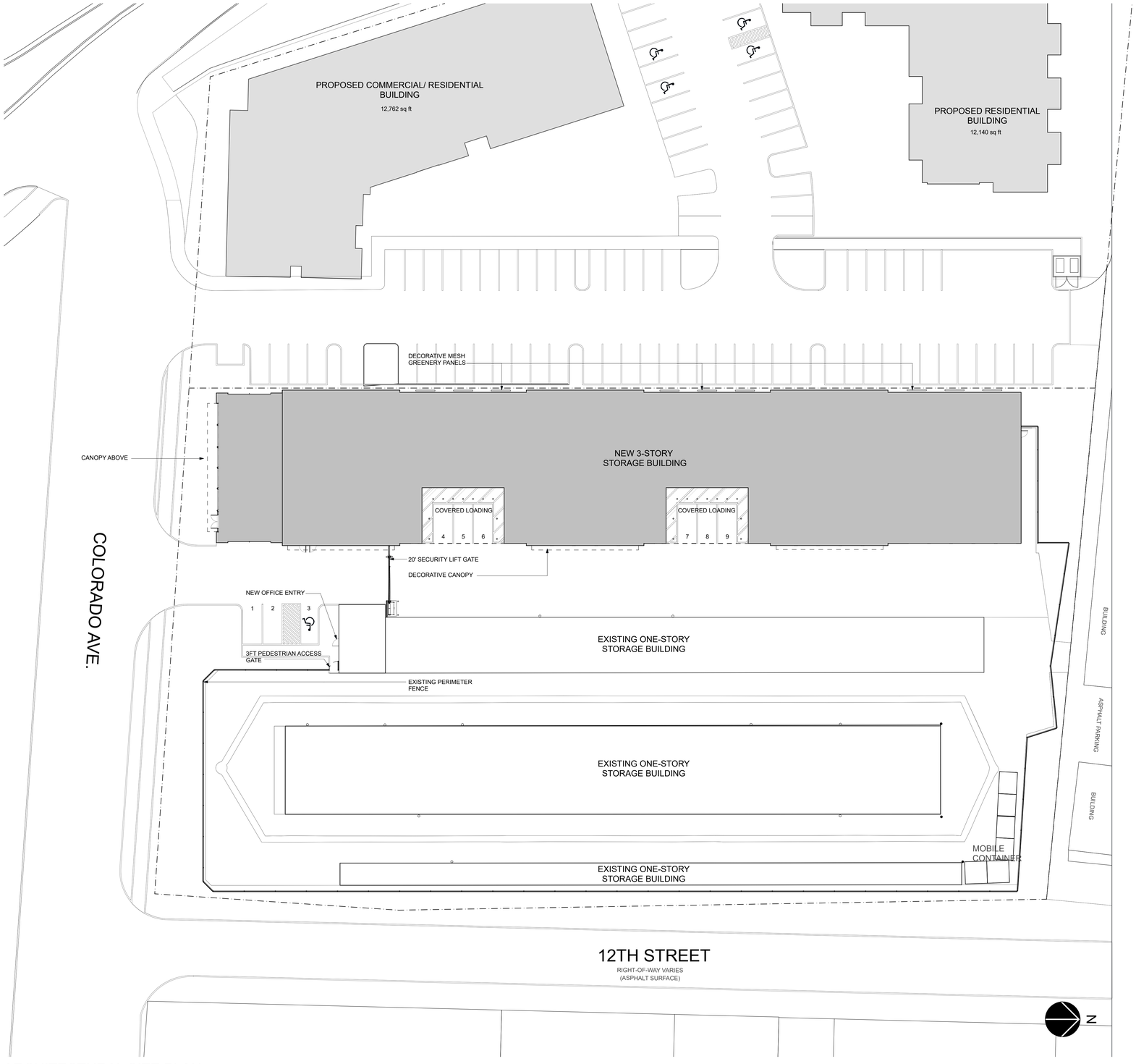
Sincerely,
SOPRIS ENGINEERING, LLC

John Petaisto, PE
Project Engineer

Yancy Nichol, PE
Principal

EXHIBIT N: MASSING STUDY

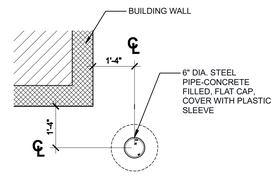
EXHIBIT O: SELF-STORAGE ELEVATIONS, FLOORPLANS AND SAMPLE MATERIAL BOARD



ARCHITECTURAL SITE PLAN

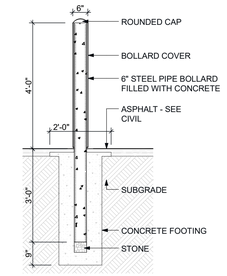
SCALE: 1" = 20'

THIS DRAWING IS FOR REFERENCE USE ONLY AND NOT FOR CONSTRUCTION. ARCHITECT / ENGINEER IS RESPONSIBLE FOR VERIFYING ALL DIMENSIONS AND CODE REQUIREMENTS AS REQUIRED BY LOCAL JURISDICTIONS.



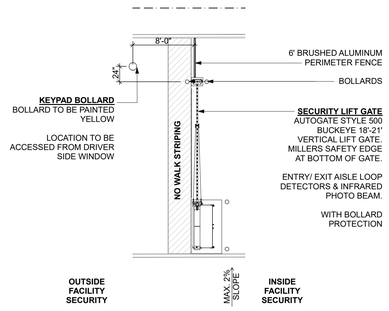
BOLLARD LOCATION DETAIL

SCALE: 1/2" = 1'-0"



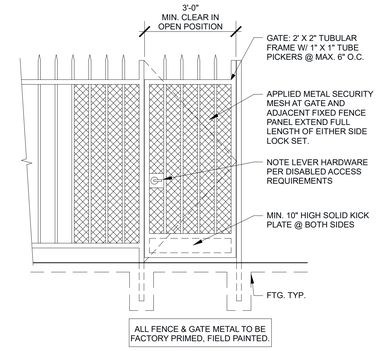
BOLLARD DETAIL

SCALE: 1/2" = 1'-0"



ENTRY GATE PLAN

SCALE: 1/8" = 1'-0"

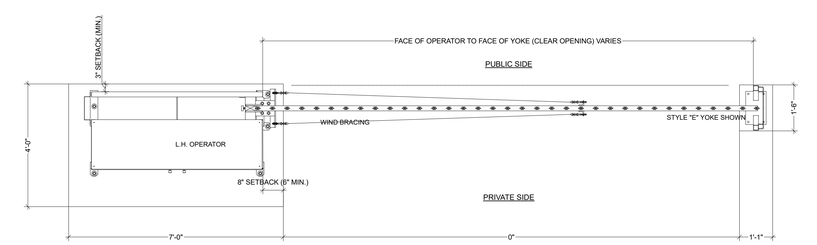


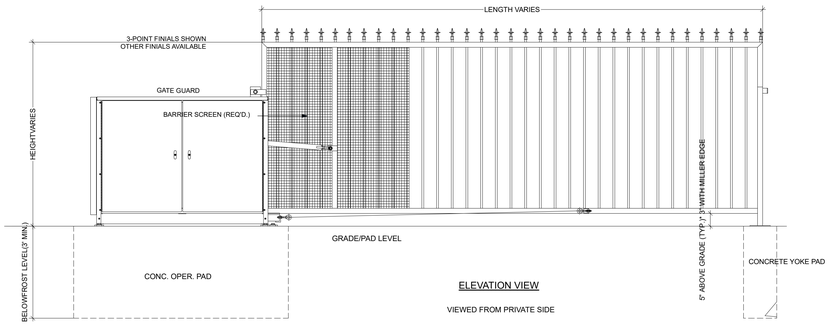
PEDESTRAIN GATE DETAIL

SCALE: 1/2" = 1'-0"

LEFTHAND - VERTICAL PIVOT GATE (VPG)

PLAN VIEW





ELEVATION VIEW

VIEWED FROM PRIVATE SIDE

NOTES:

1) ALL OF OUR GATES ARE TYPICALLY DRAWN FROM THE PRIVATE SIDE LOOKING OUT.
2) LENGTH AND HEIGHT VARIES, CONSULT WITH AUTOGATE SALES FOR MORE INFORMATION.
3) SHOWN WITH STANDARD 5' STYLE "E" YOKE. SEE DRAWING #105 FOR YOKE STYLES.
4) CONTOURS AND CURBS WILL REQUIRE CUSTOM DRAWINGS. (CONSULT WITH AUTOGATE).

SECURITY LIFT GATE DETAIL

SCALE: 1/2" = 1'-0"

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STEIN PROPERTIES
1624 W. OLIVE AVE
BURBANK, CA 91506

SOPRIS

ARCHITECTURAL SITE PLAN

1" = 20', 1/8" = 1'-0", 1/2"

Sopris Self-Storage
1201 COLORADO AVENUE CARBONDALE, CO 81623
9726 // 10/29/2020

COLORADO LICENSED JOSEPH MICHAEL DAVIDSON 404929 PROFESSIONAL ARCHITECT

Date: 11.02.20
Joseph M Davidson AIA
CO 404929

SCH-100

STEIN PROPERTIES
1624 W. Olive Ave | Suite A | Burbank, CA 91506

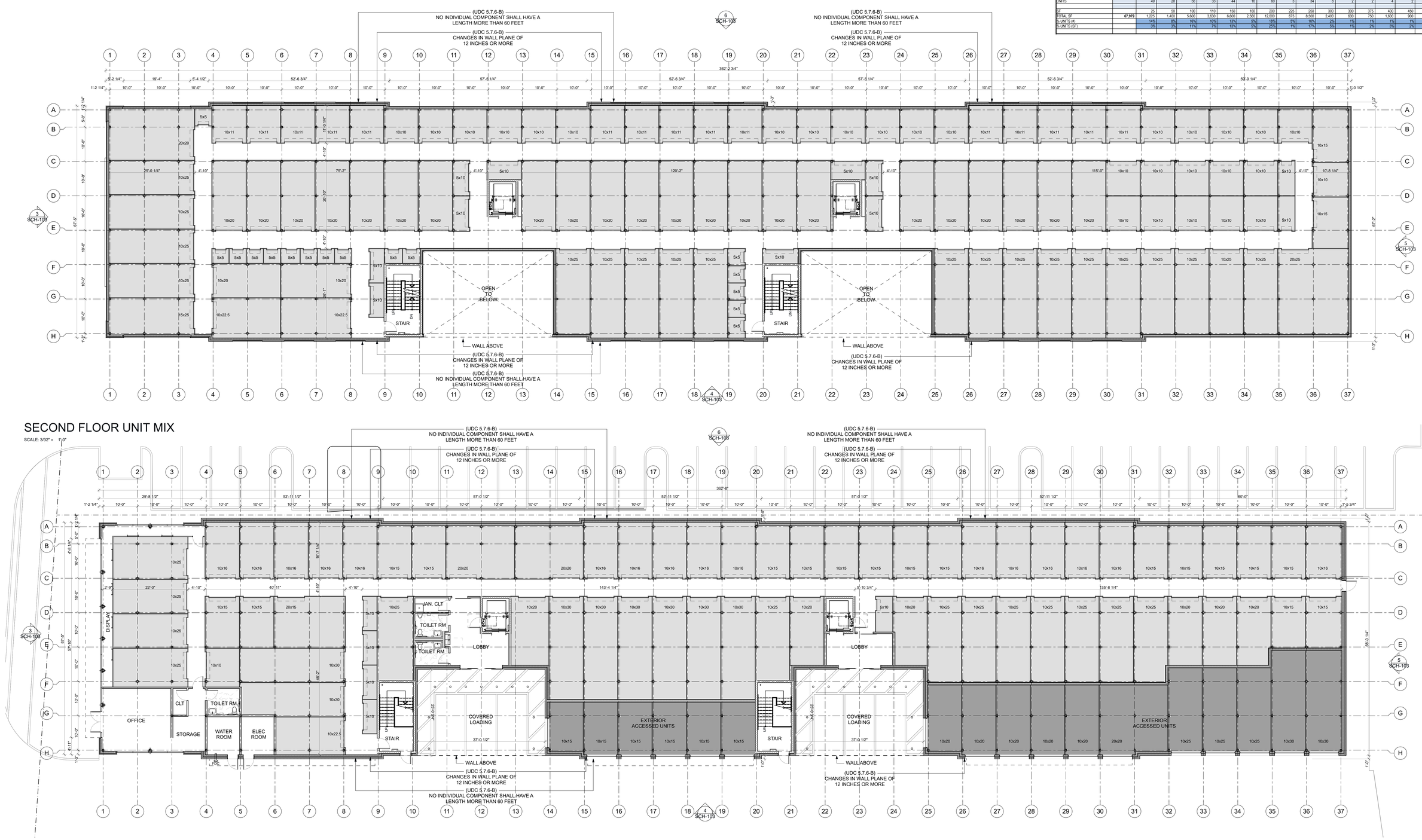
PROJECT : SOPRIS SELF-STORAGE: CARBONDALE

CLIMATE CONTROLLED UNITS

BUILDING	GROSS SF	5'x5'	5'x10'	10'x10'	10'x11'	10'x15'	10'x16'	10'x20'	10'x22.5'	10'x25'	10'x30'	15'x20'	15'x25'	20'x20'	15'x30'	20'x25'	UNITS	
FIRST FLR	18,608	-	5	-	-	18	16	6	1	13	8	-	-	2	-	-	67	
FIRST FLR EXTERIOR	4,070	-	-	-	-	6	-	3	-	2	-	-	-	2	2	-	11	
SECOND FLR	22,678	26	2	19	14	2	-	31	2	19	-	-	2	-	-	1	115	
THIRD FLR	22,623	23	21	37	19	18	-	20	-	-	-	2	-	-	-	-	139	
UNITS		49	28	56	33	44	16	60	3	34	8	2	2	4	2	1	**342**	Total Units
SF		25	50	100	110	150	160	200	225	250	300	300	375	400	450	500		
TOTAL SF	**67,979**	1,225	1,400	5,600	3,630	6,600	2,560	12,000	675	8,500	2,400	600	750	1,600	900	500	**48,940**	Net Rentable
% UNITS (#)		14%	8%	16%	10%	13%	5%	18%	0%	10%	2%	1%	1%	1%	1%	0%	104%	
% UNITS (SF)		3%	3%	11%	7%	13%	5%	25%	1%	17%	5%	1%	2%	3%	2%	1%	143.10	Avg Unit
																	72%	Efficiency

SECOND FLOOR UNIT MIX

SCALE: 3/32" = 1'-0"



FIRST FLOOR UNIT MIX

SCALE: 3/32" = 1'-0"

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STEIN PROPERTIES
1624 W. OLIVE AVE
BURBANK, CA 91506

SOPRIS

FIRST & SECOND FLOOR PLANS - UNIT MIX

Sopris Self-Storage
1201 COLORADO AVENUE CARBONDALE, CO 81623
9726 // 10/29/2020

COLORADO LICENSED JOSEPH MICHAEL DAVIDSON 404929 ARCHITECT

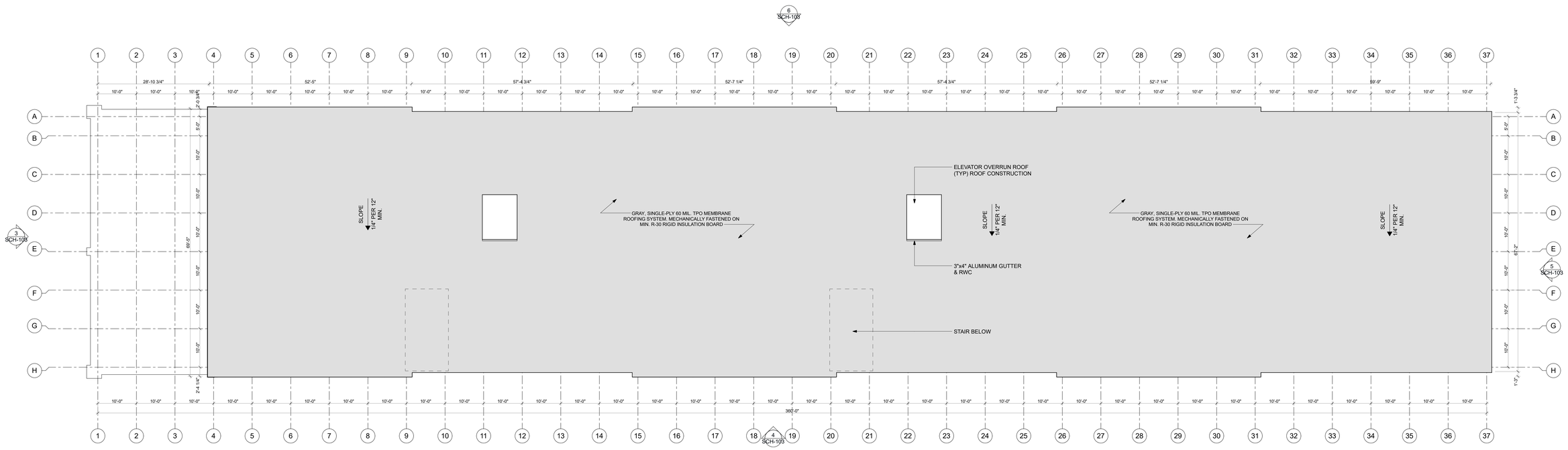
1'-0", 3/32" = 1'-0", 1:0.67

Date: 11.02.20
Joseph M Davidson AIA
CO 404929

SCH-101

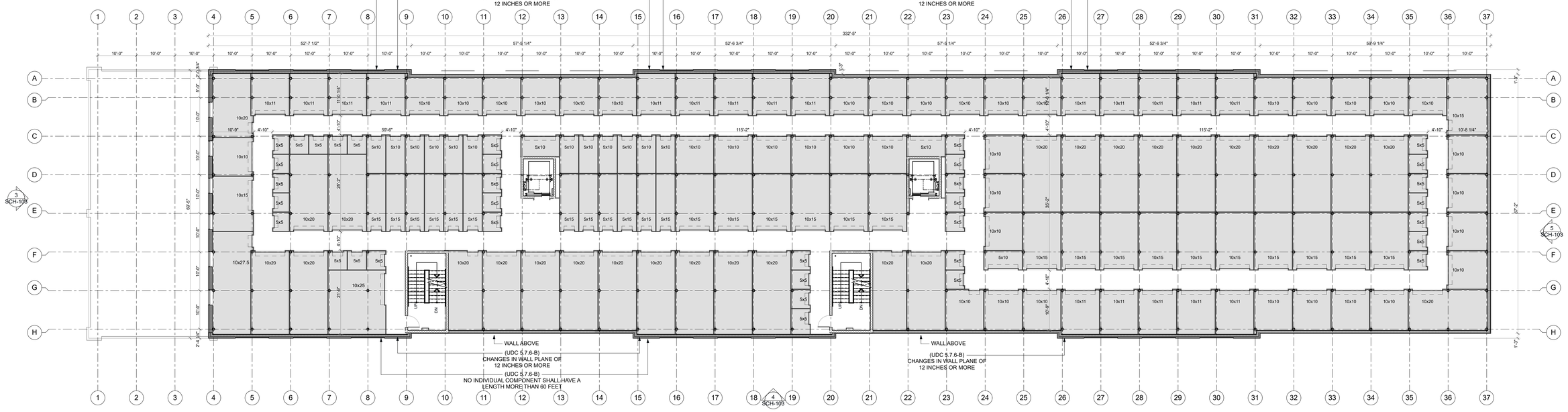
ROOF PLAN

SCALE: 3/32" = 1'-0"



THIRD FLOOR UNIT MIX

SCALE: 3/32" = 1'-0"



N

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STEIN PROPERTIES
1624 W. OLIVE AVE
BURBANK, CA 91506

SOPRIS

THRID FLOOR & ROOF PLAN - UNIT MIX

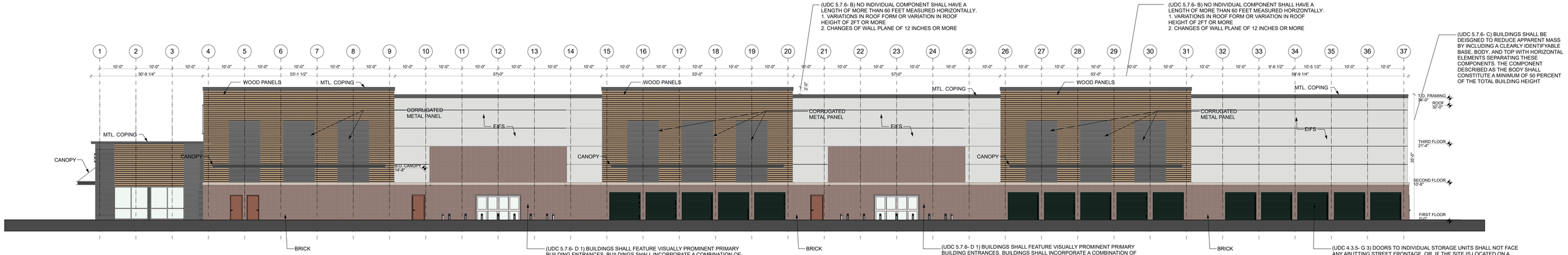
Sopris Self-Storage
1201 COLORADO AVENUE CARBONDALE, CO 81623
9726 // 10/29/2020

3" 3/32" 1'-0"

COLORADO LICENSED JOSEPH MICHAEL DAVIDSON 404929 ARCHITECT

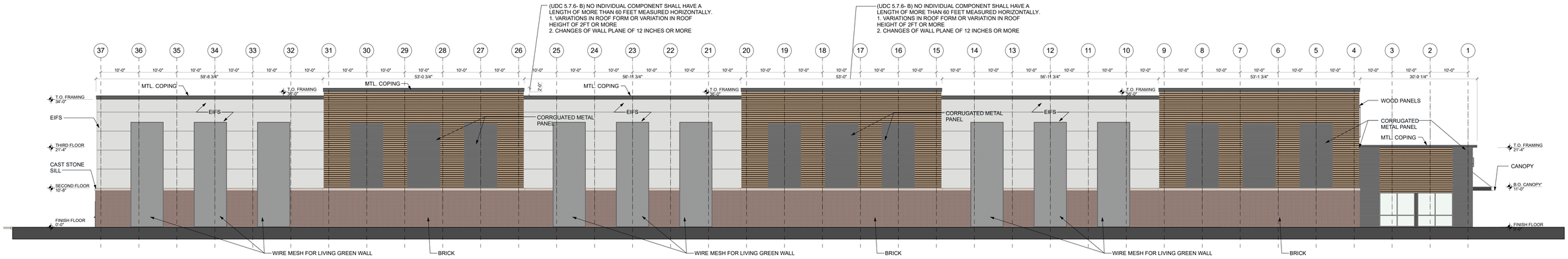
Date: 11.02.20
Joseph M Davidson AIA
CO 404929

SCH-102



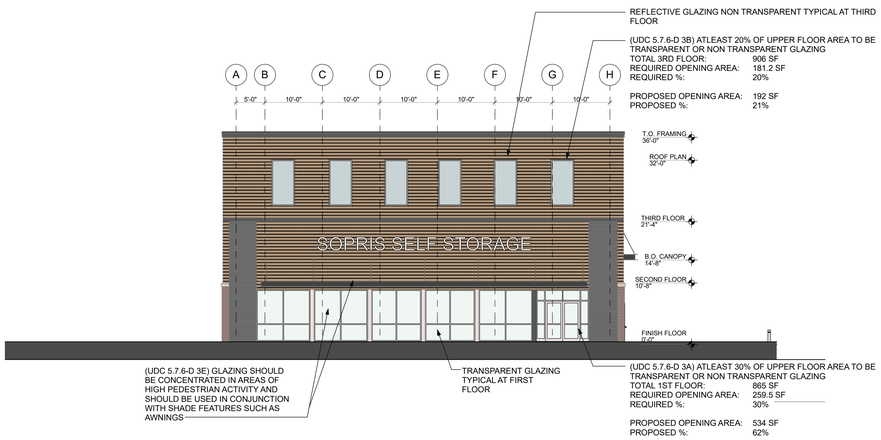
EAST ELEVATION

SCALE: 3/32" = 1'-0"



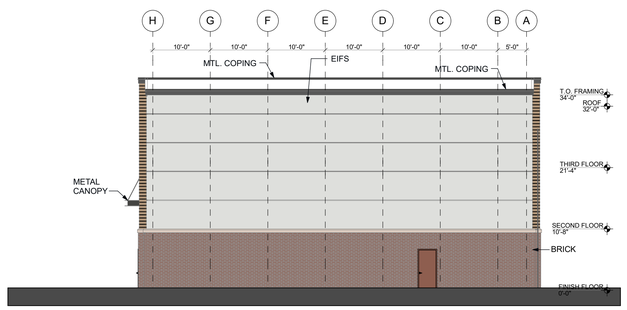
WEST ELEVATION

SCALE: 3/32" = 1'-0"



SOUTH ELEVATION

SCALE: 3/32" = 1'-0"



NORTH ELEVATION

SCALE: 3/32" = 1'-0"

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STEIN PROPERTIES
1624 W. OLIVE AVE
BURBANK, CA 91506

SOPRIS

ELEVATIONS 3/32" = 1'-0"

Sopris Self-Storage
1201 COLORADO AVENUE CARBONDALE, CO 81623
9726 // 10/29/2020

COLORADO LICENSED JOSEPH MICHAEL DAVIDSON 404929 ARCHITECT

Date: 11.02.20
Joseph M Davidson AIA
CO 404929

SCH-103

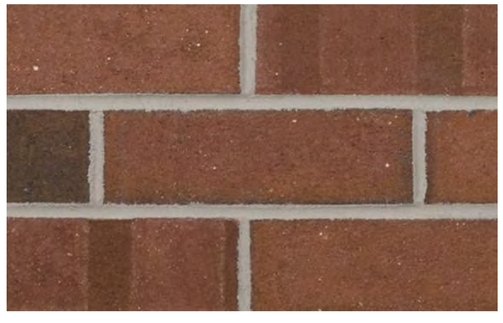
EIFS: STO DRYVIT - PASSIVE

SIMULATED WOOD PANEL: TRESPA - LOFT BROWN

CMI: 4" BOX CORRUGATED METAL PANEL - SLATE GRAY

GREEN WALL: MESH PANELS

EIFS: STO DRYVIT - IRON ORE



BRICK: GLEN GERY - BROOKHAVEN

JANUS: ROLL-UP DOOR - FOREST GREEN

Ignarri Lummis
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STEIN PROPERTIES
1624 W. OLIVE AVE
BURBANK, CA 91506

SOPRIS

MATERIAL BOARD

Sopris Self-Storage
1201 COLORADO AVENUE CARBONDALE, CO 81623
9726 // 10/29/2020

COLORADO LICENSED
404929
ARCHITECT

Date: 11.02.20
Joseph M Davidson AIA
CO 404929

SCH-104

EXHIBIT P: ORDINANCE NO. 7 – SERIES OF 2020 (SELF-STORAGE PARKING REQUIREMENTS)

ORDINANCE NO. 7
SERIES OF 2020

AN ORDINANCE OF THE BOARD OF TRUSTEES OF THE TOWN OF CARBONDALE, COLORADO AMENDING CHAPTER 17 OF THE CARBONDALE MUNICIPAL CODE (THE UNIFIED DEVELOPMENT CODE)

WHEREAS, in March 2016, pursuant to Ordinance No. 4, Series of 2016, the Board of Trustees of the Town of Carbondale adopted a new "Unified Development Code" and codified the same as Chapter 17 of the re-codified Carbondale Municipal Code (the "UDC"); and

WHEREAS, pursuant to Section 2.4.2.B.2 of the UDC, the Town of Carbondale Planning & Zoning Commission initiated a proposed change to the UDC concerning off-street parking requirements for self-storage (a/k/a mini-storage) facilities; and

WHEREAS, after posting and publishing notice in accordance with the Home Rule Charter and Chapter 17 of the Carbondale Municipal Code, the Planning and Zoning Commission conducted a public hearing on June 11, 2020 concerning these potential amendments to the UDC, and recommended approval of the same; and

WHEREAS, after posting and publishing notice in accordance with the Home Rule Charter and Chapter 17 of the Carbondale Municipal Code, the Board of Trustees of the Town of Carbondale conducted a public hearing concerning these potential amendments to the UDC on July 14, 2020; and

WHEREAS, during said hearing, the Board of Trustees heard and considered the statements of Town staff, the Planning and Zoning Commission's recommendation, and any members of the public who wished to speak, and reviewed and considered all other information presented, all as required by law; and

WHEREAS, the Board of Trustees finds and determines that, pursuant to UDC Section 2.4.1.C.3.b, these proposed amendments to the UDC should be adopted because:

1. The proposed amendments will promote the public health, safety, and general welfare;

2. The proposed amendments are consistent with the Comprehensive Plan and the stated purposes of the UDC as it provides improvements to the UDC; and

3. The proposed amendments are desirable because of changing conditions and new planning concepts.

NOW THEREFORE, BE IT ORDAINED BY THE BOARD OF TRUSTEES OF THE TOWN OF CARBONDALE, COLORADO that:

1. Table 5.8-1 which is included as part of Section 5.8.3 of Chapter 17 of the Carbondale Municipal Code (Off-Street Parking Requirements), is hereby amended to include the changes set forth in the attached updated version of Table 5.8-1 attached to this Ordinance as Exhibit A, and incorporated herein by reference. Copies of the UDC, as revised, are available for public viewing at Town Hall, 511 Colorado Avenue, Carbondale, Colorado, 81623, or on the Town's website at www.carbondalegov.org.

2. This Ordinance shall become effective thirty (30) days after posting publication in accordance with the Town's Home Rule Charter.

3. Except as amended hereby, the UDC shall remain in full force and effect.

INTRODUCED, READ, APPROVED AND ORDERED PUBLISHED this 28th day of July, 2020.

TOWN OF CARBONDALE

Dan Richardson, Mayor

ATTEST:

Cathy Derby, Town Clerk

TOWN OF CARBONDALE
SEAL
COLORADO

EXHIBIT A

(insert or attach updated Table 5.8-1)

15027394_1

Industrial Services	Asphalt and concrete batch plant operation	See Schedule B
	Bulk storage of Liquefied Petroleum Gas (LPG) - (2,000 gallons or more)	1 per 500 SF
	Contractor construction yard or facility	1 per 333 SF GFA
	Gravel and mineral extraction and processing	See Schedule B
	Motor or railroad freight depot	1 per every 2,000 SF
	Printing, fabrication plants, furniture store, warehousing	1 per 1,500 SF GFA
Manufacturing and Production	Assembly, fabrication, manufacturing, and/or testing	See Schedule B
	Brewery, bottling plant	1 per 1,500 SF GFA
	Data processing	1per 333 SF GFA
	Food processing plant	
	Indoor manufacturing and industrial uses, contractors offices, business services	1 per 1,500 SF GFA
	Microbrewery, distillery, and/or tasting room	1 space per 150 SFGFA
Storage and Warehousing	Outdoor storage	See Schedule B
	Storage facilities, storage and contractor yards and mini-storage facilities	See Schedule B
	Self-storage (mini-storage) facilities	3 spaces + 1 per every 100 units
	Shipping, receiving, and distribution facility	1 per every 1,000 SF
	Warehousing	1 per every 2,500 SF
Waste and Salvage	Automotive salvage yard	See Schedule B
	Construction waste recycling and compacting facility	See Schedule B
	Recycling of metals, paper, plastic, or automotive oil	See Schedule B
Utilities	Radio or television tower	See Schedule C
	Solar energy device, primary use	See Schedule C
	Substation, receiving station, or switching station	See Schedule C
	Water and wastewater treatment facility	See Schedule C
	Water reservoir	See Schedule C
	Water storage tank	See Schedule C

EXHIBIT Q: TITLE COMMITMENT

TITLE COMPANY of the rockies

711 East Valley Road, Unit 201B
Basalt, CO 81621
Phone: 970-366-4111 Fax: 970-672-1576
www.titlecorockies.com

Commitment Ordered By:
Tom Siciliano
Thomas D. Siciliano, Jr.
1624 W. Olive Avenue, Suite A
Burbank, CA 91506
Phone: 818-843-3641 Fax: 818-727-7112
email: tom@blyco.net

Inquiries should be directed to:
Priscilla Cooper
Title Company of the Rockies
711 East Valley Road, Unit 201B
Basalt, CO 81621
Phone: 970-366-4111 Fax: 970-672-1576
email: PProhl-Cooper@TitleCoRockies.com

Commitment Number: 7000282-C1
Buyer's Name(s): 1201 CO AVE HOLDINGS, LLC, a Colorado limited liability company
Seller's Name(s): Stein Properties, L.P., a California limited partnership

Property: 958 Highway 133, Carbondale, CO 81623
Lot 9 of S33, T7S, R88W , County of Garfield, State of Colorado.

TITLE CHARGES

These charges are based on issuance of the policy or policies described in the attached Commitment for Title Insurance, and includes premiums for the proposed coverage amount(s) and endorsement(s) referred to therein, and may also include additional work and/or third party charges related thereto.

If applicable, the designation of "Buyer" and "Seller" shown below may be based on traditional settlement practices in Garfield County, Colorado, and/or certain terms of any contract, or other information provided with the Application for Title Insurance.

Owner's Policy Premium:	$2,590.00
Loan Policy Premium:	
Additional Lender Charge(s):	
Additional Other Charge(s):	
Tax Certificate:	$25.00
Total Endorsement Charge(s):	$75.00
TBD Charge(s):	
TOTAL CHARGES:	**$2,690.00**

WESTCOR
LAND TITLE INSURANCE COMPANY

ALTA Commitment For Title Insurance
(Adopted 06-17-06) (Revised 08-01-2016)

COMMITMENT FOR TITLE INSURANCE
ISSUED BY
WESTCOR LAND TITLE INSURANCE COMPANY

NOTICE

IMPORTANT-READ CAREFULLY: THIS COMMITMENT IS AN OFFER TO ISSUE ONE OR MORE TITLE INSURANCE POLICIES. ALL CLAIMS OR REMEDIES SOUGHT AGAINST THE COMPANY INVOLVING THE CONTENT OF THIS COMMITMENT OR THE POLICY MUST BE BASED SOLELY IN CONTRACT.

THIS COMMITMENT IS NOT AN ABSTRACT OF TITLE, REPORT OF THE CONDITION OF TITLE, LEGAL OPINION, OPINION OF TITLE, OR OTHER REPRESENTATION OF THE STATUS OF TITLE. THE PROCEDURES USED BY THE COMPANY TO DETERMINE INSURABILITY OF THE TITLE, INCLUDING ANY SEARCH AND EXAMINATION, ARE PROPRIETARY TO THE COMPANY, WERE PERFORMED SOLELY FOR THE BENEFIT OF THE COMPANY, AND CREATE NO EXTRACONTRACTUAL LIABILITY TO ANY PERSON, INCLUDING A PROPOSED INSURED.

THE COMPANY'S OBLIGATION UNDER THIS COMMITMENT IS TO ISSUE A POLICY TO A PROPOSED INSURED IDENTIFIED IN SCHEDULE A IN ACCORDANCE WITH THE TERMS AND PROVISIONS OF THIS COMMITMENT. THE COMPANY HAS NO LIABILITY OR OBLIGATION INVOLVING THE CONTENT OF THIS COMMITMENT TO ANY OTHER PERSON.

COMMITMENT TO ISSUE POLICY

Subject to the Notice; Schedule B, Part I-Requirements; Schedule B, Part II-Exceptions; and the Commitment Conditions, WESTCOR LAND TITLE INSURANCE COMPANY, a South Carolina Corporation (the "Company"), commits to issue the Policy according to the terms and provisions of this Commitment. This Commitment is effective as of the Commitment Date shown in Schedule A for each Policy described in Schedule A, only when the Company has entered in Schedule A both the specified dollar amount as the Proposed Policy Amount and the name of the Proposed Insured.

If all of the Schedule B, Part I-Requirements have not been met within six (6) months after the Commitment Date, this Commitment terminates and the Company's liability and obligation end.

IN WITNESS WHEREOF, **WESTCOR LAND TITLE INSURANCE COMPANY** has caused its corporate name and seal to be hereunto affixed and by these presents to be signed in facsimile under authority of its by-laws, effective as of the date of Commitment shown in Schedule A.

Issued By:

TITLE COMPANY of the rockies

The Title Company of the Rockies
711 East Valley Road, Unit 201B
Basalt, CO 81621
Phone:

WESTCOR LAND TITLE INSURANCE COMPANY

WESTCOR LAND TITLE INSURANCE COMPANY CORPORATE SEAL 1993 SOUTH CAROLINA

By: Mary O'Donnell
President

Attest:
Secretary

CONDITIONS

1. The term mortgage, when used herein, shall include deed of trust, trust deed, or other security instrument.

2. If the proposed Insured has or acquired actual knowledge of any defect, lien, encumbrance, adverse claim or other matter affecting the estate or interest or mortgage thereon covered by this Commitment other than those shown in Schedule B hereof, and shall fail to disclose such knowledge to the Company in writing, the Company shall be relieved from liability for any loss or damage resulting from any act of reliance hereon to the extent the Company is prejudiced by failure to so disclose such knowledge. If the proposed Insured shall disclose such knowledge to the Company, or if the Company otherwise acquires actual knowledge of any such defect, lien, encumbrance, adverse claim or other matter, the Company at its option may amend Schedule B of this Commitment accordingly, but such amendment shall not relieve the Company from liability previously incurred pursuant to paragraph 3 of these Conditions and Stipulations.

3. Liability of the Company under this Commitment shall be only to the named proposed Insured and such parties included under the definition of Insured in the form of policy or policies committed for and only for actual loss incurred in reliance hereon in undertaking in good faith (a) to comply with the requirements hereof, or (b) to eliminate exceptions shown in Schedule B, or (c) to acquire or create the estate or interest or mortgage thereon covered by this Commitment. In no event shall such liability exceed the amount stated in Schedule A for the policy or policies committed for and such liability is subject to the insuring provisions and Conditions and Stipulations and the Exclusions from Coverage of the form of policy or policies committed for in favor of the proposed Insured which are hereby incorporated by reference and are made a part of this Commitment except as expressly modified herein.

4. This Commitment is a contract to issue one or more title insurance policies and is not an abstract of title or a report of the condition of title. Any action or actions or rights of action that the proposed Insured may have or may bring against the Company arising out of the status of the title to the estate or interest or the status of the mortgage thereon covered by this Commitment must be based on and are subject to the provisions of this Commitment.

5. *The policy to be issued contains an arbitration clause. All arbitrable matters when the Amount of Insurance is $2,000,000 or less shall be arbitrated at the option of either the Company or the Insured as the exclusive remedy of the parties. You may review a copy of the arbitration rules at*< *http://www.alta.org/*>.

Joint Notice of Privacy Policy

of

Westcor Land Title Insurance Company

and

The Title Company of the Rockies

Westcor Land Title Insurance Company ("WLTIC") and **The Title Company of the Rockies** value their customers and are committed to protecting the privacy of personal information. In keeping with that philosophy, we each have developed a Privacy Policy, set out below, that will endure the continued protection of your nonpublic personal information and inform you about the measures WLTIC and **The Title Company of the Rockies** take to safeguard that information. This notice is issued jointly as a means of paperwork reduction and is not intended to create a joint privacy policy. Each company's privacy policy is separately instituted, executed, and maintained.

Who is Covered

We provide our Privacy Policy to each customer when they purchase a WLTIC title insurance policy. Generally, this means that the Privacy Policy is provided to the customer at the closing of the real estate transaction.

Information Collected

In the normal course of business and to provide the necessary services to our customers, we may obtain nonpublic personal information directly from the customer, from customer-related transactions, or from third parties such as our title insurance agent, lenders, appraisers, surveyors and other similar entities.

Access to Information

Access to all nonpublic personal information is limited to those employees who have a need to know in order to perform their jobs. These employees include, but are not limited to, those in departments such as closing, legal, underwriting, claims and administration and accounting.

Information Sharing

Generally, neither WLTIC nor **The Title Company of the Rockies** shares nonpublic personal information that it collects with anyone other than those individuals necessary needed to complete the real estate settlement services and issue its title insurance policy as requested by the consumer. WLTIC or **The Title Company of the Rockies** may share nonpublic personal information as permitted by law with entities with whom WLTIC or **The Title Company of the Rockies** has a joint marketing agreement. Entities with whom WLTIC or **The Title Company of the Rockies** have a joint marketing agreement have agreed to protect the privacy of our customer's nonpublic personal information by utilizing similar precautions and security measures as WLTIC and **The Title Company of the Rockies** use to protect this information and to use the information for lawful purposes. WLTIC or **The Title Company of the Rockies**, however, may share information as required by law in response to a subpoena, to a government regulatory agency or to prevent fraud.

Information Security

WLTIC and **The Title Company of the Rockies**, at all times, strive to maintain the confidentiality and integrity of the personal information in its possession and has instituted measures to guard against its unauthorized access. We maintain physical, electronic and procedural safeguards in compliance with federal standards to protect that information.

The WLTIC Privacy Policy can be found on WLTIC's website at www.wltic.com

COMMITMENT FOR TITLE INSURANCE

Issued by

TITLE COMPANY of the rockies

as agent for

Westcor Land Title Insurance Company

SCHEDULE A

Reference: **Commitment Number:** 7000282-C1

1. Effective Date: **January 16, 2020, 7:00 am** Issue Date: **February 06, 2020**

2. Policy (or Policies) to be issued:

   a) ALTA Owner's Policy (6-17-06) Policy Amount: **$2,797,050.00**
   Premium: **$2,665.00**
   Proposed Insured: **1201 CO AVE HOLDINGS, LLC, a Colorado limited liability company**

   b) ALTA Loan Policy (6-17-06) Policy Amount:
   Premium: **$0.00**
   Proposed Insured:

3. The estate or interest in the land described or referred to in this Commitment is **Fee Simple**.

4. The Title is, at the Commitment Date, vested in:

   Stein Properties, L.P., a California limited partnership

5. The land referred to in this Commitment is described as follows:

FOR LEGAL DESCRIPTION SEE SCHEDULE A CONTINUED ON NEXT PAGE

Countersigned
The Title Company of the Rockies

By: 

Emily DeVille

This page is only a part of a 2016 ALTA® Commitment for Title Insurance issued by Westcor Land Title Insurance Company. This Commitment is not valid without the Notice; the Commitment to Issue Policy; the Commitment Conditions; Schedule A; Schedule B, Part I-Requirements; and Schedule B, Part II-Exceptions.

SCHEDULE A (continued)

LEGAL DESCRIPTION

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

PARCEL A:

PARCEL OF LAND IN THE TOWN OF CARBONDALE, COUNTY OF GARFIELD, STATE OF COLORADO, SITUATED IN LOT 9 OF SECTION 33, AND IN LOT 12 OF SECTION 34, ALL IN TOWNSHIP 7 SOUTH, RANGE 88 WEST OF THE SIXTH PRINCIPAL MERIDIAN, SAID PARCEL OF LAND IS DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT WHENCE THE SURVEY MONUMENT LOCATED AT THE INTERSECTION OF EIGHTH STREET AND MAIN STREET IN THE TOWN OF CARBONDALE, COLORADO BEARS: SOUTH 00 DEGREES 03’00" WEST 598.17 FEET AND SOUTH 89 DEGREES 57'00" EAST 858.35 FEET; THENCE NORTH 80 DEGREES 09°00" WEST 119.67 FEET ALONG A FENCE AS CONSTRUCTED AND IN PLACE;

THENCE NORTH 06 DEGREES 15’00" EAST 88.16 FEET;

THENCE SOUTH 89 DEGREES 15’35" WEST 171.98 FEET;

THENCE NORTH 02 DEGREES 52'30" EAST 145.93 FEET;

THENCE SOUTH 87 DEGREES 13’11" EAST 261.58 FEET;

THENCE SOUTH 02 DEGREES 48’00" EAST 239.23 FEET TO THE POINT OF BEGINNING.

PARCEL B:

PARCEL OF LAND IN THE TOWN OF CARBONDALE, COUNTY OF GARFIELD, STATE OF COLORADO, SITUATED IN LOT 9 OF SECTION 33, AND IN LOT 12 OF SECTION 34, ALL IN TOWNSHIP 7 SOUTH, RANGE 88 WEST OF THE SIXTH PRINCIPAL MERIDIAN, LYING EASTERLY OF THE EASTERLY RIGHT OF WAY LINE THE COLORADO STATE HIGHWAY NO. 133 AND NORTHERLY OF THE STREET KNOWN AS COLORADO AVENUE (EXTENDED) IN THE TOWN OF CARBONDALE, SAID PARCEL OF LAND IS DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE EASTERLY RIGHT OF WAY LINE OF SAID HIGHWAY WHENCE THE SURVEY MONUMENT LOCATED AT THE INTERSECTION OF EIGHTH STREET AND MAIN STREET IN THE TOWN OF CARBONDALE, COLORADO BEARS: SOUTH 00 DEGREES 03'00" WEST 466.27 FEET AND SOUTH 89 DEGREES 57’00" EAST 1231.69 FEET; THENCE NORTH 21 DEGREES 10’20" WEST 119.68 FEET ALONG THE EASTERLY RIGHT OF WAY LINE OF SAID HIGHWAY; THENCE NORTH 19 DEGREES 35'00" WEST 138.70 FEET ALONG THE EASTERLY RIGHT OF WAY LINE

OF SAID HIGHWAY; THENCE NORTH 17 DEGREES 21’30" WEST 186.63 FEET ALONG THE EASTERLY RIGHT OF WAY LINE OF SAID HIGHWAY; THENCE SOUTH 86 DEGREES 24’00" BAST 507.29 FEET; THENCE SOUTH 02 DEGREES 48'00" EAST 18.06 FEET; THENCE NORTH 87 DEGREES 13’11" WEST 261.58 FEET; THENCE SOUTH 02 DEGREES 52’30" WEST 145.93 FEET; THENCE NORTH 89 DEGREES 15’35" EAST 171.98 FEET; THENCE SOUTH 06 DEGREES 15’00" WEST 88.16 FEET; THENCE SOUTH 80 DEGREES 09’00" EAST 119.67 FEET; THENCE SOUTH 02 DEGREES 48’00" EAST 34.87 FEET; THENCE SOUTH 02 DEGREES 02'00" WEST 110.00 FEET TO A POINT ON THE NORTHERLY LINE OF COLORADO AVENUE (EXTENDED); THENCE NORTH 87 DEGREES 58’00" WEST 371.49 FEET ALONG THE NORTHERLY RIGHT OF WAY LINE OF COLORADO AVENUE (EXTENDED) TO THE POINT OF BEGINNING.

COMMITMENT FOR TITLE INSURANCE

Issued by

Westcor Land Title Insurance Company

SCHEDULE B, PART I
Requirements

The following are the requirements to be complied with prior to the issuance of said policy or policies. Any other instrument recorded subsequent to the effective date hereof may appear as an exception under Schedule B of the policy to be issued. Unless otherwise noted, all documents must be recorded in the office of the clerk and recorded of the county in which said property is located.

All of the following Requirements must be met:

1. The Proposed Insured must notify the Company in writing of the name of any party not referred to in this Commitment who will obtain an interest in the Land or who will make a loan on the Land. The Company may then make additional Requirements or Exceptions.

2. Pay the agreed amount for the estate or interest to be insured.

3. Pay the premiums, fees, and charges for the Policy to the Company.

4. Documents satisfactory to the Company that convey the Title or create the Mortgage to be insured, or both, must be properly authorized, executed, delivered, and recorded in the Public Records.

   NOTE: Please be advised that our search did not disclose any open Deeds of Trust of record. If you should have knowledge of any outstanding obligation, please contact the Title Department immediately for further review prior to closing.

5. Evidence satisfactory to the Company or its duly authorized agent that all dues and/or assessments levied by the Homeowners Association have been paid through the date of closing.

6. Improvement Survey Plat properly certified by registered surveyor or engineer.

   NOTE: EXCEPTION WILL BE TAKEN TO ADVERSE MATTERS DISCLOSED THEREBY.

7. Verification from the County that the subject parcel has been split.

8. Articles of Organization for 1201 CO AVE Holdings,a Colorado limited liability company, disclosing the names of all Managers of said limited liability company and otherwise complying

with C.R.S. 7-80-101, et seq., as amended, and evidencing the existence of said limited liability company prior to the time it conveys title to subject property, must be filed in the office of the Secretary of State for the State of Colorado, but need not be recorded.

9. Statement of Authority by 1201 CO AVE Holdings, a Colorado limited liability company, authorizing the transaction, executed by the managers or members set forth in the Operating Agreement.

NOTE: Review Operating Agreement for authority of party(ies) to act on behalf of said limited liability company and complete the transaction contemplated herein.

10. Furnish this Company with a copy of the complete Partnership Agreement for Stein Properties, L.P., a California limited partnership, setting forth the names of all the partners thereof and any limitation or conditions on the exercise of their authority.

11. Statement of Authority for Stein Properties, L.P., a California limited partnership, evidencing the existence of said trust and the authority of one or more trustees to act on behalf of said limited partnership, prior to the time that it conveys title to subject property, and otherwise complying with C.R.S. 38-30.108.5, et seq.

NOTE: Statement of authority for Stein Properties, L.P., a California limited partnership, recorded December 3, 2019 at Reception No. 928954, discloses that the names and addresses of the trustee(s) authorized to act on behalf of the trust are as follows: Blyco Realty, General Partner.

12. Furnish this Company with a copy of the complete Partnership Agreement for Blyco Realty setting forth the names of all the partners thereof and any limitation or conditions on the exercise of their authority.

13. Statement of Authority for Blyco Realty, evidencing the existence of said trust and the authority of one or more trustees to act on behalf of said entity, prior to the time that it conveys title to subject property, and otherwise complying with C.R.S. 38-30.108.5, et seq.

14. Deed from Stein Properties, L.P., a California limited partnership to 1201 CO AVE HOLDINGS, LLC, a Colorado limited liability company.

NOTE: Duly executed real property transfer declaration, executed by either the Grantor or Grantee, to accompany the Deed mentioned above, pursuant to Article 14 of House Bill No. 1288-CRA 39-14-102.

The Owner's Policy, when issued, will not contain Exceptions No. 1, 2, 3 and 4 provided that:

(A) The enclosed form, of indemnity agreement or final affidavit and agreement is

properly executed and acknowledged by the party(ies) indicated and returned to the Company or its duly authorized agent, and

(B) The applicable scheduled charges in the amount of $75.00, are paid to the Company or its duly authorized agent.

EXCEPTION NO. 5 UNDER SCHEDULE B, SECTION 2 OF THIS COMMITMENT WILL NOT APPEAR IN THE POLICY OR POLICIES TO BE ISSUED PURSUANT HERETO, PROVIDED THAT (A) THE DOCUMENTS CONTEMPLATED BY THE REQUIREMENTS SET FORTH IN SCHEDULE B, SECTION 1 OF THIS COMMITMENT ARE SUBMITTED TO AND APPROVED AND RECORDED BY THE COMPANY OR ITS DULY AUTHORIZED AGENT, AND (B) AN EXAMINATION OF THE RECORDS IN THE OFFICE OF THE CLERK AND RECORDER FOR GARFIELD COUNTY, COLORADO BY THE COMPANY OR ITS DULY AUTHORIZED AGENT DISCLOSES THAT NO DEFECTS, LIENS, ENCUMBRANCES, ADVERSE CLAIMS OR OTHER MATTERS HAVE BEEN RECORDED IN SUCH RECORDS SUBSEQUENT TO THE EFFECTIVE DATE HEREOF.

SCHEDULE B, PART II
Exceptions

THIS COMMITMENT DOES NOT REPUBLISH ANY COVENANT, CONDITION, RESTRICTION, OR LIMITATION CONTAINED IN ANY DOCUMENT REFERRED TO IN THIS COMMITMENT TO THE EXTENT THAT THE SPECIFIC COVENANT, CONDITION, RESTRICTION, OR LIMITATION VIOLATES STATE OR FEDERAL LAW BASED ON RACE, COLOR, RELIGION, SEX, SEXUAL ORIENTATION, GENDER IDENTITY, HANDICAP, FAMILIAL STATUS, OR NATIONAL ORIGIN.

Schedule B of the policy or policies to be issued will contain exceptions to the following matters unless the same are disposed of to the satisfaction of the Company.

Any loss or damage, including attorney fees, by reason of the matters shown below:

1. Any facts, right, interests, or claims which are not shown by the Public Records but which could be ascertained by an inspection of said Land or by making inquiry of persons in possession thereof.

2. Easements or claims of easements, not shown by the Public Records.

3. Any encroachment, encumbrance, violation, variation, or adverse circumstance affecting the Title that would be disclosed by an accurate and complete land survey of the Land.

4. Any lien, or right to a lien for services, labor or material heretofore or hereafter furnished, imposed by law and not shown by the Public Records.

5. Defects, liens, encumbrances, adverse claims or other matters, if any created, first appearing in the Public Records or attaching subsequent to the effective date hereof, but prior to the date of the proposed insured acquires of record for value the estate or interest or mortgage thereon covered by this Commitment.

6. (a) Taxes or assessments that are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the Public Records; (b) proceedings by a public agency that may result in taxes or assessments, or notices of such proceedings, whether or not shown by the records of such agency or by the Public Records.

7. The right of the proprietor of a vein or lode to extract or remove his ore, should the same be found to penetrate or intersect the premises thereby granted and rights of way for ditches and canals as reserved in the United States Patent recorded in Book 12 at Page 160 (14016), and any and all assignments thereof or interests therein.

8. All oil, gas, minerals and other mineral rights as shown in Deed recorded at Reception No. 180109, Book 265 at Page 256, and any and all assignments thereof or interest therein.

9. All oil, gas, minerals and other mineral rights as reserved in Deed recorded at Reception No. 193606 in Book 292 at Page 236, and any and all assignments thereof or interest therein.

10. Terms, conditions, provisions, agreements and obligations contained in recorded Agreement recorded May 22, 1906 in Book 51 at Page 520.

11. Terms, conditions, provisions, agreements and obligations contained in Easement recorded October 19, 1961 in Book 337 at Page 249, Reception No. 215452.

12. Terms, conditions, provisions, agreements and obligations contained in Easement recorded March 30, 1966 in Book 375 at Page 110, Reception No. 234078.

13. Terms, conditions, provisions, agreements and obligations contained in Easement Deed recorded December 30, 1977 in Book 504 at Page 410.

14. Terms, conditions, provisions, agreements and obligations contained in Easement Right of Way recorded in Book 460 at Page 259, Reception No. 263349 and June 11, 1974 in Book 460 at Page 412 at Reception No. 263433.

15. Terms, conditions, provisions, agreements and obligations contained in Easement Deed recorded June 14, 1982 in Book 601 at Page 155.

16. PUD Zone District Map recorded September 13, 1989 at Reception No. 405568.

17. Terms, conditions, provisions, agreements and obligations contained in Resolution recorded August 1, 2001 at Reception No. 585436 and at Reception No. 585437.

18. Terms, conditions, provisions, agreements and obligations contained in Resolution recorded July 31, 2009 at Reception No. 772476.

19. Any and all leases, and or tenancies.

DISCLOSURE STATEMENTS

Note 1: Colorado Division of Insurance Regulations 3-5-1, Paragraph C of Article VII, requires that "Every Title entity shall be responsible for all matters which appear of record prior to the time of recording whenever the Title entity conducts the closing and is responsible for recording or filing of legal documents resulting from the transaction which was closed." (Gap Protection)

Note 2: Exception No. 4 of Schedule B, Section 2 of this Commitment may be deleted from the Owner's Policy to be issued hereunder upon compliance with the following conditions:

1. The Land described in Schedule A of this commitment must be a single-family residence, which includes a condominium or townhouse unit.
2. No labor or materials may have been furnished by mechanics or materialmen for purpose of construction on the Land described in Schedule A of this Commitment within the past 13 months.
3. The Company must receive an appropriate affidavit indemnifying the Company against unfiled mechanic's and materialmen's liens.
4. Any deviation from conditions A though C above is subject to such additional requirements or Information as the Company may deem necessary, or, at its option, the Company may refuse to delete the exception.
5. Payment of the premium for said coverage.

Note 3: The following disclosures are hereby made pursuant to §10-11-122, C.R.S.:

(i) The subject real property may be located in a special taxing district;
(ii) A certificate of taxes due listing each taxing jurisdiction shall be obtained from the County Treasurer or the County Treasurer's authorized agent; and
(iii) Information regarding special districts and the boundaries of such districts may be obtained from the County Commissioners, the County Clerk and Recorder, or the County Assessor.

Note 4: If the sales price of the subject property exceeds $100,000.00, the seller shall be required to comply with the disclosure or withholding provisions of C.R.S. §39-22-604.5 (Non-resident withholding).

Note 5: Pursuant to C.R.S. §10-11-123 Notice is hereby given:

(a) If there is recorded evidence that a mineral estate has been severed, leased or otherwise conveyed from the surface estate then there is a substantial likelihood that a third party holds some or all interest in oil, gas, other minerals, or geothermal energy in the property, and

(b) That such mineral estate may include the right to enter and use the property without the surface owner's permission.

Note 6: Effective September 1, 1997, C.R.S. §30-10-406 requires that all documents received for recording or filing in the clerk and recorder's office shall contain a top margin of at least one inch and a left, right and bottom margin of at least one-half inch the clerk and recorder may refuse to record or file any document that does not conform.

Note 7: Our Privacy Policy:
We will not reveal nonpublic personal customer information to any external non-affiliated organization unless we have been authorized by the customer, or are required by law.

Note 8: Records:
Regulation 3-5-1 Section 7 (N) provides that each title entity shall maintain adequate documentation and records sufficient to show compliance with this regulation and Title 10 of the Colorado Revised Statutes for a period of not less than seven (7) years, except as otherwise permitted by law.

Note 9: Pursuant Regulation 3-5-1 Section 9 (F) notice is hereby given that "A title entity shall not earn interest on fiduciary funds unless disclosure is made to all necessary parties to a transaction that interest is or has been earned. Said disclosure must offer the opportunity to receive payment of any interest earned on such funds beyond any administrative fees as may be on file with the division. Said disclosure must be clear and conspicuous, and may be made at any time up to and including closing."
Be advised that the closing agent will or could charge an Administrative Fee for processing such an additional services request and any resulting payee will also be subjected to a W-9 or other required tax documentation for such

purpose(s).
Be further advised that, for many transactions, the imposed Administrative Fee associated with such an additional service may exceed any such interest earned.
Therefore, you may have the right to some of the interest earned over and above the Administrative Fee, if applicable (e.g., any money over any administrative fees involved in figuring the amounts earned).

Note 10: Pursuant to Regulation 3-5-1 Section 9 (G) notice is hereby given that "Until a title entity receives written instructions pertaining to the holding of fiduciary funds, in a form agreeable to the title entity, it shall comply with the following:

1. The title entity shall deposit funds into an escrow, trust, or other fiduciary account and hold them in a fiduciary capacity.
2. The title entity shall use any funds designated as "earnest money" for the consummation of the transaction as evidenced by the contract to buy and sell real estate applicable to said transaction, except as otherwise provided in this section. If the transaction does not close, the title entity shall:
   (a) Release the earnest money funds as directed by written instructions signed by both the buyer and seller; or
   (b) If acceptable written instructions are not received, uncontested funds shall be held by the title entity for 180 days from the scheduled date of closing, after which the title entity shall return said funds to the payor.
3. In the event of any controversy regarding the funds held by the title entity (notwithstanding any termination of the contract), the title entity shall not be required to take any action unless and until such controversy is resolved. At its option and discretion, the title entity may:
   (a) Await any proceeding; or
   (b) Interplead all parties and deposit such funds into a court of competent jurisdiction, and recover court costs and reasonable attorney and legal fees; or
   (c) Deliver written notice to the buyer and seller that unless the title entity receives a copy of a summons and complaint or claim (between buyer and seller), containing the case number of the lawsuit or lawsuits, within 120 days of the title entity's written notice delivered to the parties, title entity shall return the funds to the depositing party."

Title Company of the Rockies

Disclosures

All documents received for recording or filing in the Clerk and Recorder's office shall contain a top margin of at least one inch and a left, right and bottom margin of at least one half of an inch. The Clerk and Recorder will refuse to record or file any document that does not conform to the requirements of this section. Pursuant to C.R.S. 30-10-406(3)(a).

The company will not issue its policy or policies of title insurance contemplated by this commitment until it has been provided a Certificate of Taxes due or other equivalent documentation from the County Treasurer or the County Treasurer's authorized agent: or until the Proposed Insured has notified or instructed the company in writing to the contrary. Pursuant to C.R.S. 10-11-122.

No person or entity that provides closing and settlement services for a real estate transaction shall disburse funds as a part of such services until those funds have been received and are available for immediate withdrawals as a matter of right. Pursuant to C.R.S. 38-35-125(2).

The Company hereby notifies the proposed buyer in the current transaction that there may be recorded evidence that the mineral estate, or portion thereof, has been severed, leased, or otherwise conveyed from the surface estate. If so, there is a substantial likelihood that a third party holds some or all interest in the oil, gas, other minerals, or geothermal energy in the subject property. Such mineral estate may include the right to enter and use the property without the surface owner's permission. Pursuant to C.R.S. 10-11-123.

If this transaction includes a sale of property and the sales price exceeds $100,000.00, the seller must comply with the disclosure/withholding requirements of said section. (Nonresident withholding) Pursuant to C.R.S. 39-22-604.5.

Notice is hereby given that: The subject property may be located in a special taxing district. A Certificate of Taxes due listing each taxing jurisdiction shall be obtained from the County Treasurer or the County Treasurer's authorized agent. Information regarding special districts and the boundaries of such districts may be obtained from the Board of County Commissioners, the County Clerk and Recorder, or the County Assessor. Pursuant to C.R.S. 10-11-122.

Notice is hereby given that: Pursuant to Colorado Division of Insurance Regulation 8-1-2;

"Gap Protection" -When this Company conducts the closing and is responsible for recording or filing the legal documents resulting from the transaction, the Company shall be responsible for all matters which appear on the record prior to such time or recording or filing; and

"Mechanic's Lien Protection" - If you are the buyer of a single family residence, you may request mechanic's lien coverage to be issued on your policy of Insurance. If the property being purchased has not been the subject of construction, improvements or repairs in the last six months prior to the date of this commitment, the requirements will be payment of the appropriate premium and the completion of an Affidavit and Indemnity by the seller. If the property being purchased was constructed, improved or repaired within six months prior to the date of this commitment the requirements may involve disclosure of certain financial information, payment of premiums, and indemnity, among others. The general requirements stated above are subject to revision and approval by the Company. Pursuant to C.R.S. 10-11-122.

Notice is hereby given that an ALTA Closing Protection Letter is available, upon request, to certain parties to the transaction as noted in the title commitment. Pursuant to Colorado Division of Insurance Regulation 8-1.

Nothing herein contained will be deemed to obligate the Company to provide any of the coverages referred to herein unless the above conditions are fully satisfied.

EXHIBIT R: GEOTECHNICAL REPORT

CTL | THOMPSON INCORPORATED

PRELIMINARY GEOTECHNICAL INVESTIGATION
CARBONDALE CENTER PLACE
985 HIGHWAY 133
CARBONDALE, COLORADO

Prepared For:

CARBONDALE CENTER PLACE, LLC
414 AABC, Unit A
Aspen, CO 81611

Attention: Riley Soderquist

Project No. GS06488.000-115

October 23, 2020

234 Center Drive | Glenwood Springs, Colorado 81601
Telephone: 970-945-2809 Fax: 970-945-7411

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SCOPE

This report presents the results of our preliminary geotechnical investigation for the Carbondale Center Place proposed on an approximately 3.94-acre parcel that is addressed as 958 Highway 133 in Carbondale, Colorado. Our preliminary geotechnical investigation involved subsurface investigation and engineering analysis to provide an overview of geotechnical considerations associated with the anticipated construction at the site. The scope of our services by CTL | Thompson, Inc (CTL) was set forth in our Proposal No. GS 20-0218.

The criteria presented in this report are intended for planning purposes and not for design of specific structures. A design-level geotechnical engineering investigation should be performed to develop recommendations for the buildings after building construction plans are further developed. We expect that CTL can utilize subsurface information obtained for this report for a design-level geotechnical engineering investigation. A summary of our conclusions is below.

SUMMARY OF CONCLUSIONS

1. Subsurface conditions encountered in our exploratory borings drilled across the site generally consisted of up to 6 inches of asphalt pavement and nil to 3 feet of existing fill underlain by natural silty gravel, cobbles and boulders to the maximum explored depth of 15 feet. Free groundwater was not encountered in our exploratory borings at the time of drilling.

2. The natural gravel and cobble soil at the site possesses good support properties for footings foundations. Existing fill, pavement, utilities, and building components will need to be removed from below proposed buildings.

3. The natural gravel and cobble soil at the site possesses good support properties for slab-on-grade construction. Removal and replacement will be required below slabs where existing fill and deleterious materials are present.

4. Our preliminary information indicates a full-depth asphalt pavement section thickness of about 4 inches will be needed for parking areas. Portland cement concrete pavement with a 6-inch thickness should be considered at entrances and dumpster pads.

SITE DESCRIPTION

The Carbondale Center Place project is proposed on an approximately 3.94-acre parcel that is addressed as 958 State Highway 133 in Carbondale, Colorado. A vicinity map with the location of the site is shown on Figure 1. The property is bounded by State Highway 133 to the west and Colorado Avenue to the south. Commercial buildings are north of the site. Residential and commercial properties are to the east. An aerial photograph of the site is included as Figure 2.

Existing commercial buildings with active businesses are in the west part of the property. A self-storage facility is in the east. Asphalt -paved access drives and parking areas are adjacent to the buildings. Ground surface across the site appears to generally slope down to the northwest at grades less than 5 percent. An embankment drops down to the parking area from the shoulder of State Highway 133. Total elevation change across the site is less than 10 feet. A photograph of the site at the time of drilling is below.

Looking northeast at TH-1 location

PROPOSED DEVELOPMENT

Construction plans for the Carbondale Center Place project were conceptual at the time of our preliminary geotechnical investigation. Redevelopment will include deconstruction of the two commercial buildings at the site. The existing self-storage buildings will remain. The proposed development is shown on Figure 3. Two, multi-family residential buildings are proposed. These buildings are expected to be two or three-stories with crawl spaces below. A commercial building is proposed in the central part of the property adjacent to the self-storage buildings. We expect a one or two story structure. Minimal site grading with cut depths and fill thickness of less than 5 feet is expected. New paved parking areas will be adjacent to the buildings. A design-level, geotechnical engineering investigation will be required for the buildings after construction plans are further developed.

SUBSURFACE CONDITIONS

For our preliminary geotechnical engineering investigation, subsurface conditions across the site were investigated by drilling six exploratory borings (TH-1 through TH-6) at the approximate locations shown on Figures 2 and 3. CTL chose these locations to develop a reasonably comprehensive understanding of the surface conditions below the site. Our engineer directed drilling operations, logged the soils encountered in the borings, and obtained samples of the soils. Graphic logs of the soils encountered in our exploratory borings are presented on Figure 4.

Subsurface conditions encountered in our exploratory borings consisted of up to 6 inches of asphalt pavement and nil to 3 feet of existing fill underlain by natural silty gravel, cobbles and boulders to the maximum explored depth of 15 feet. Free groundwater was not encountered in our exploratory borings at the time of drilling. A photograph taken at the time of our subsurface investigation is shown below.

Drilling TH-6 looking north

Samples obtained from our borings were returned to our laboratory where typical samples were selected for testing. We performed gradation analyses on six samples of the gravel and cobble soils obtained from our borings. Results indicated 14 to 64 percent gravel, 23 to 79 percent sand, and 6 to 32 percent silt and clay (passing the No. 200 sieve). Representative samples of the natural gravel and cobble soils could not be obtained from the standard California barrel sampler, which is limited to a maximum rock size of less than 2 inches. Our experience at nearby sites indicate that at least 50 percent of the soil at this site is comprised of large size gravel, cobbles and boulders. Gradation test results are shown on Figures 5 through 7. Laboratory testing is summarized on Table 1.

SITE EARTHWORK

Grading plans for the project were not developed at the time of our preliminary geotechnical engineering investigation. We anticipate grading will involve cut depths and fill thickness of less than 5 feet. Areas that will receive fill should be stripped of existing fill, pavements, and building components.

The on-site soils are suitable for reuse as grading fill, provided rocks larger than 6 inches in diameter, organics, and debris are removed. Grading fill should be placed in maximum 10-inch thick lifts, moisture-conditioned to within 2 percent of optimum moisture content, and compacted to at least 95 percent of standard Proctor (ASTM D 698) maximum dry density. Placement and compaction of fill should be observed and tested during construction.

Excavations

We expect excavations in the soils at this site can be made with conventional,

heavy-duty, excavation equipment. Most excavations to the anticipated depth (less than 10 feet) can likely be laid back to stable configurations without significant excavation retention systems. Excavation within close proximity of property boundaries may require bracing or retainage. Potential excavation bracing/retention systems can be evaluated when construction plans are further developed.

We expect construction of the buildings will involve maximum excavation depths of less than 10 feet. Sides of foundation excavations and utility trenches should be sloped or shored to meet local, State and Federal safety regulations. The natural gravel and cobble soils at this site will classify as Type C soils based on OSHA standards. From a "trench safety" standpoint, excavation faces in Type C soils should be no steeper than 1.5 to 1 (horizontal to vertical) based on OSHA requirements. Contractors are responsible for identifying specific soils encountered in excavations and referring to OSHA standards to determine appropriate slopes.

Groundwater was not found in our exploratory borings at the time of drilling. We do not expect excavations to the anticipated depths (10 feet or less) at the site will penetrate a free groundwater table. Water from precipitation can be removed by sloping excavations to gravity discharges or temporary sumps where water can be removed by pumping.

Utility Trench Backfill

We expect underground utilities will be constructed below pavement areas. Compaction of utility trench backfill will have a significant effect on the life and serviceability of overlying pavements. Improper compaction of trench backfill can cause excessive consolidation settlement of backfill soils, leading to potentially severe pavement deformity. The on-site soils free of rocks larger than 6 inches in diameter, organics, and debris can be used as utility trench backfill.

Trench backfill 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 95 percent of standard Proctor (ASTM D698) maximum dry density. Special care is needed for backfill adjacent to manholes and vertical riser pipes. The placement and compaction of backfill should be observed and tested by our firm during construction.

ANTICIPATED FOUNDATIONS

We judge footing foundations will be appropriate for the buildings. The natural gravel and cobble soil at the site possesses good support properties for footings. Depth to gravel and cobbles is generally expected to be less than 5 feet across the site. Existing fill, pavement, utilities, and building components will need to be removed from below buildings.

Recommendations for footings will need to be developed for the buildings after grading and architectural plans are developed. We expect that CTL can utilize subsurface information obtained for this report for a design-level geotechnical engineering investigation.

SLAB-ON-GRADE CONSTRUCTION

Slab-on-grade floors are a possibility for ground level floors in the buildings. Exterior concrete flatwork, such as patios and sidewalks, are likely to be constructed adjacent to the buildings. The natural gravel and cobble soil at the site possesses good support properties for slab construction. Depth to cobble and gravel is expected to be less than 5 feet at most locations. Some removal of existing fill, pavement, utilities, and building components will be required prior to constructing slabs.

In general, we expect slab-on-grade construction will perform well at this site, provided proper design and construction methods are utilized. Recommendations for slab-on-grade construction will need to be developed for each building after site grading and building construction plans are developed. We expect that CTL can utilize subsurface information for this report for a level geotechnical engineering investigation.

SUBSURFACE DRAINAGE

Below-grade crawl spaces are being considered below the ground level floors of the buildings. Water from rain, snow melt and surface irrigation frequently flows through relatively permeable backfill soils placed adjacent to building foundations and collects on the surface of less permeable soils occurring at the bottom of the foundation excavation. This can cause wetting of foundation soils, hydrostatic pressures on below-grade walls, and wet or moist conditions in below-grade areas, such as basements and crawl spaces, after construction.

To mitigate problems associated with infiltration of water in backfill soils adjacent to the buildings, foundation drain systems will be required adjacent to below-grade areas in the buildings. We expect the drain systems at this site can be limited to exterior foundation drain around basement and crawl space areas. The drains should lead to positive gravity outlets, or to sump pits where water can be removed by pumping. We expect dry wells can be used successively at this site to disperse water collected by the drain systems. Additional details for the drain systems will need to be developed during the design-level geotechnical engineering investigation for the buildings.

PAVEMENTS

The specific pavement subgrade soils will depend upon site grading plans. The upper soils will likely be a combination of fill and natural gravel and cobble soils. Classification of the subgrade soils could range from A-1 to A-4 based on the AASHTO classification system. We should be provided with site grading plans and traffic estimates, when available, so we can perform our pavement design calculations and develop recommendations.

Based on preliminary information, we expect a full-depth asphalt section thickness of about 4 inches will be needed in parking areas. Our experience indicates problems with asphalt pavements can occur in areas where heavy trucks drive and turn at low speeds. In areas of concentrated loading and turning movements by heavy trucks, such as entrances and dumpster pads, we recommend considering a rigid pavement system consisting of Portland cement concrete pavement 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. We have included construction recommendations for flexible and rigid pavements in Appendix A.

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 aggregate base course and subgrade soils 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 should be considered in areas where water will be flowing across pavement surfaces.

SURFACE DRAINAGE

Surface drainage is critical to the performance of building foundations and floor slabs, as well as concrete flatwork. Infiltration of surface water into the soils adjacent to buildings can increase the potential for movement of these structures. The ground surface adjacent to buildings should be designed and constructed to rapidly convey surface water away from the buildings in all directions. We recommend that the buildings be provided with roof drains or gutters and downspouts. Roof downspouts and drains should discharge well beyond the limits of all foundation backfill soils. Landscaping should be carefully designed and maintained to minimize irrigation near foundation walls.

CONCRETE

Concrete in contact with soil can be subject to sulfate attack. We measured soluble sulfate concentrations of 0.01 percent in two samples of soil obtained from our exploratory borings (see Table 1). 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 buildings, if requested.

LIMITATIONS

Our exploratory borings provide a reasonably accurate picture of subsurface conditions at the site. Variations in the subsurface conditions not indicated by our borings will occur. The recommendations and criteria presented in this report are intended for design and construction of site grading, underground utilities, and roads. A design-level geotechnical engineering investigation should be performed to develop recommendations for the buildings after architectural plans are further developed.

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 you have questions or need additional information regarding this report, please call.

CTL | THOMPSON, INC.

Ryan R. Barbone, E.I.T.
Staff Engineer

Reviewed by:

James D. Kellogg, P.E.
Division Manager

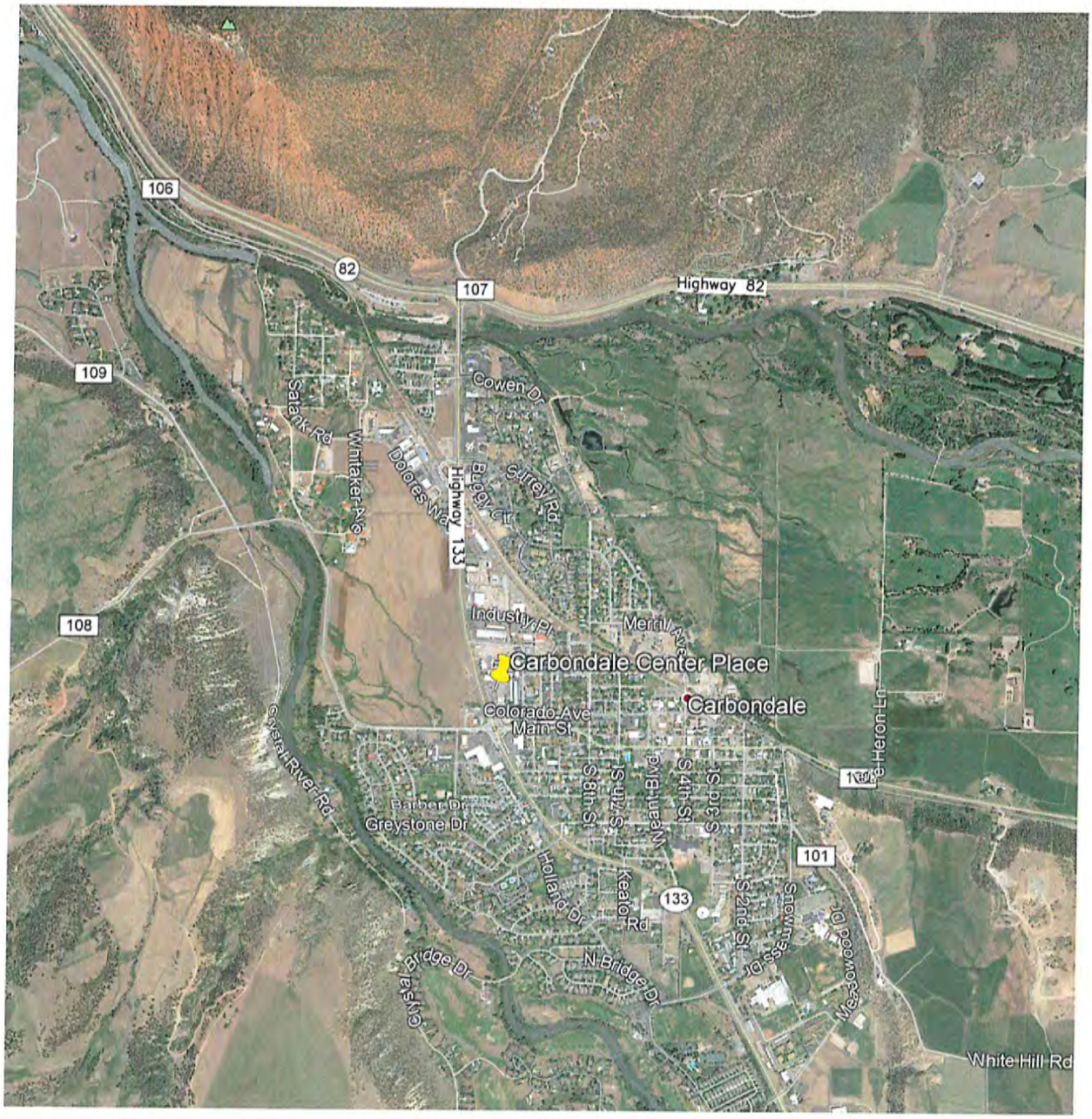
10/23/2020

RRB:JDK:ar

0 1000 2000

SCALE: 1" = 2000'

NOTE: SATELLITE IMAGE FROM GOOGLE EARTH (DATED 6/23/2017)



Carbondale Center Place, LLC
Carbondale Center Place
Project No. GS06488.000-115

Vicinity Map

Fig. 1

LEGEND:

TH–1 APPROXIMATE LOCATION OF EXPLORATORY BORING

APPROXIMATE LOCATION OF PROPERTY BOUNDARY

0 50 100

SCALE: 1" = 100'

NOTE: SATELLITE IMAGE FROM GOOGLE EARTH (DATED 6/23/2017)

Carbondale Center Place, LLC
Carbondale Center Place
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Aerial Photograph

Fig. 2

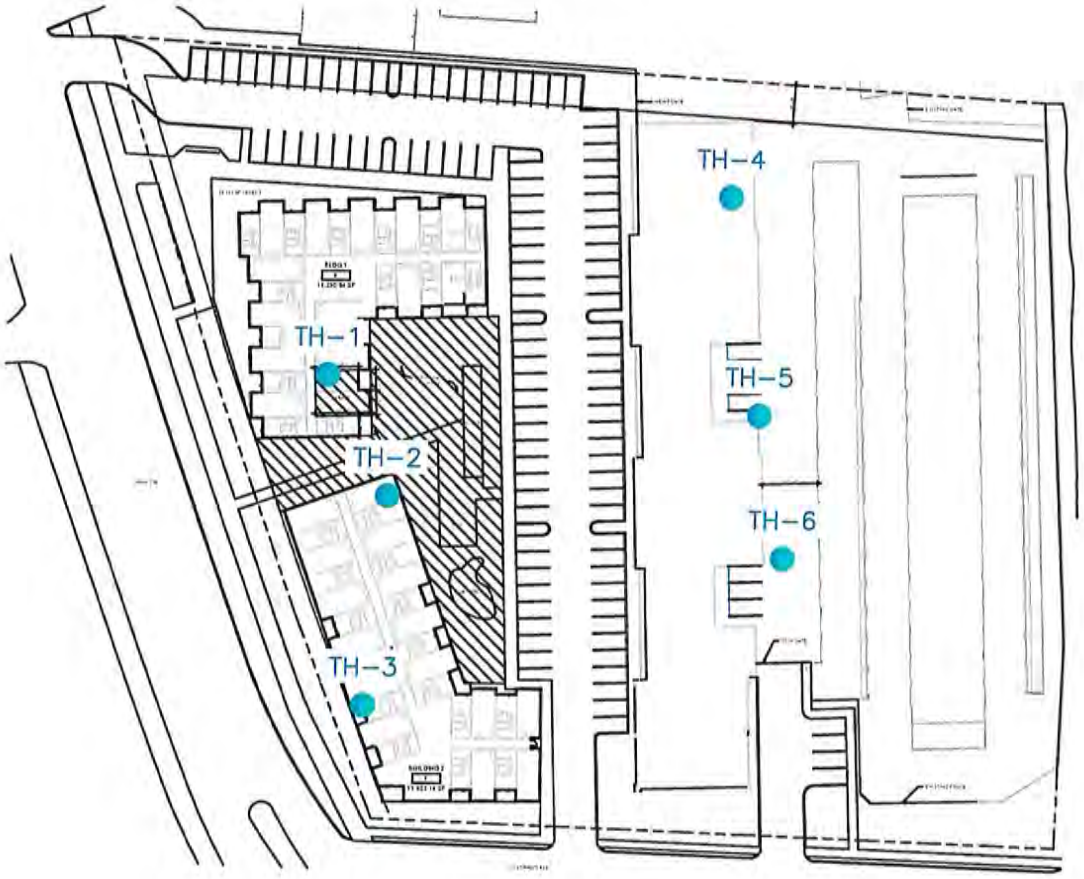
LEGEND:

TH–1 APPROXIMATE LOCATION OF EXPLORATORY BORING

0 50 100

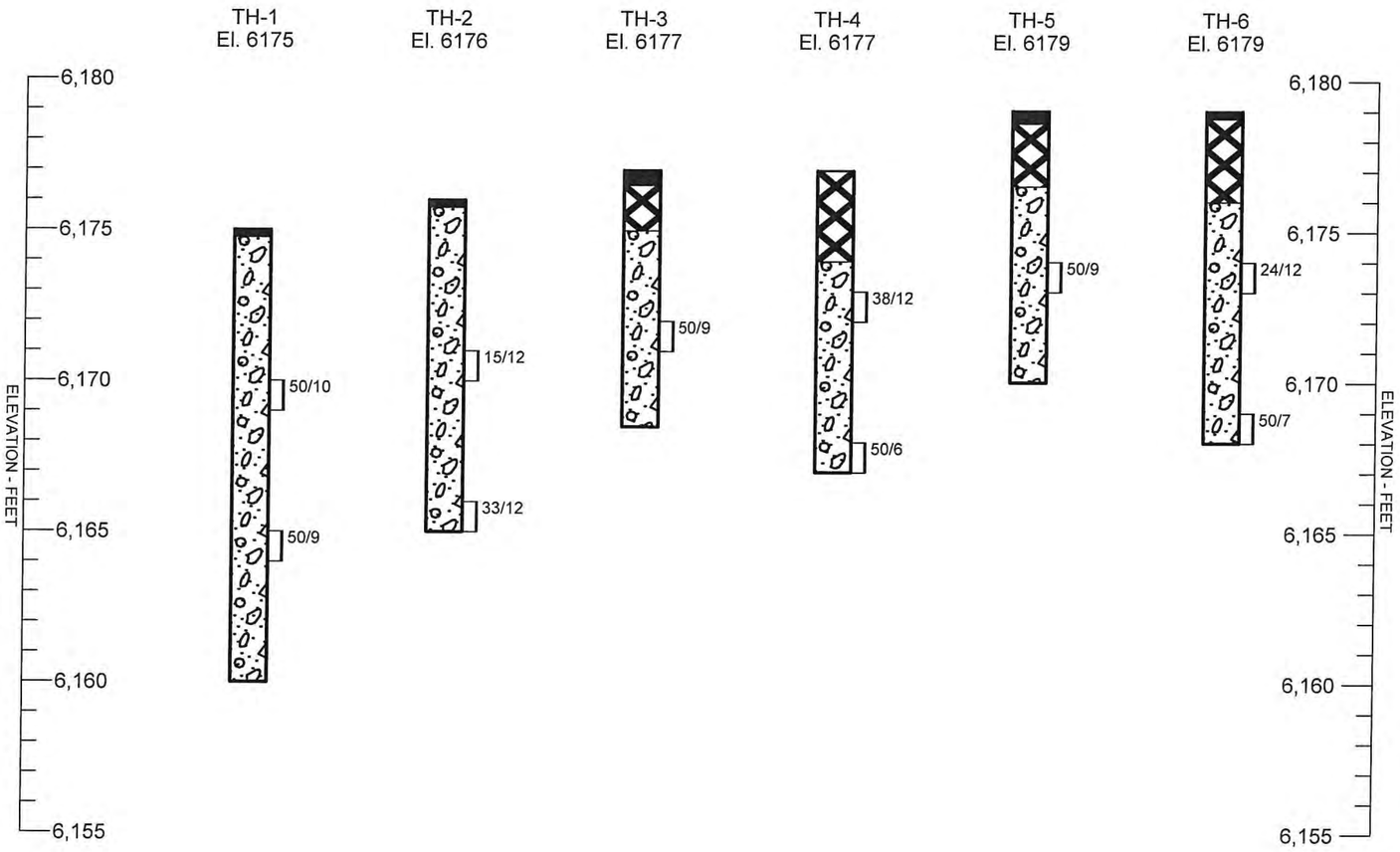
SCALE: 1" = 100'

NOTE: BASE DRAWING BY NEO STUDIO (DATED 8/18/2020)



Carbondale Center Place, LLC
Carbondale Center Place
Project No. GS06488.000-115

Proposed Development Fig. 3



LEGEND:

ASPHALT PAVEMENT

FILL, CLAY, SAND, GRAVEL, MOIST, STIFF, BROWN.

GRAVEL, SAND, COBBLES, BOULDERS, SLIGHTLY SILTY TO SILTY, MOIST, DENSE, BROWN, GREY, RUST. (GP, GP-GM)

DRIVE SAMPLE. THE SYMBOL 50/10 INDICATES 50 BLOWS OF A 140-POUND HAMMER FALLING 30 INCHES WERE REQUIRED TO DRIVE A 2.5-INCH O.D. SAMPLER 10 INCHES.

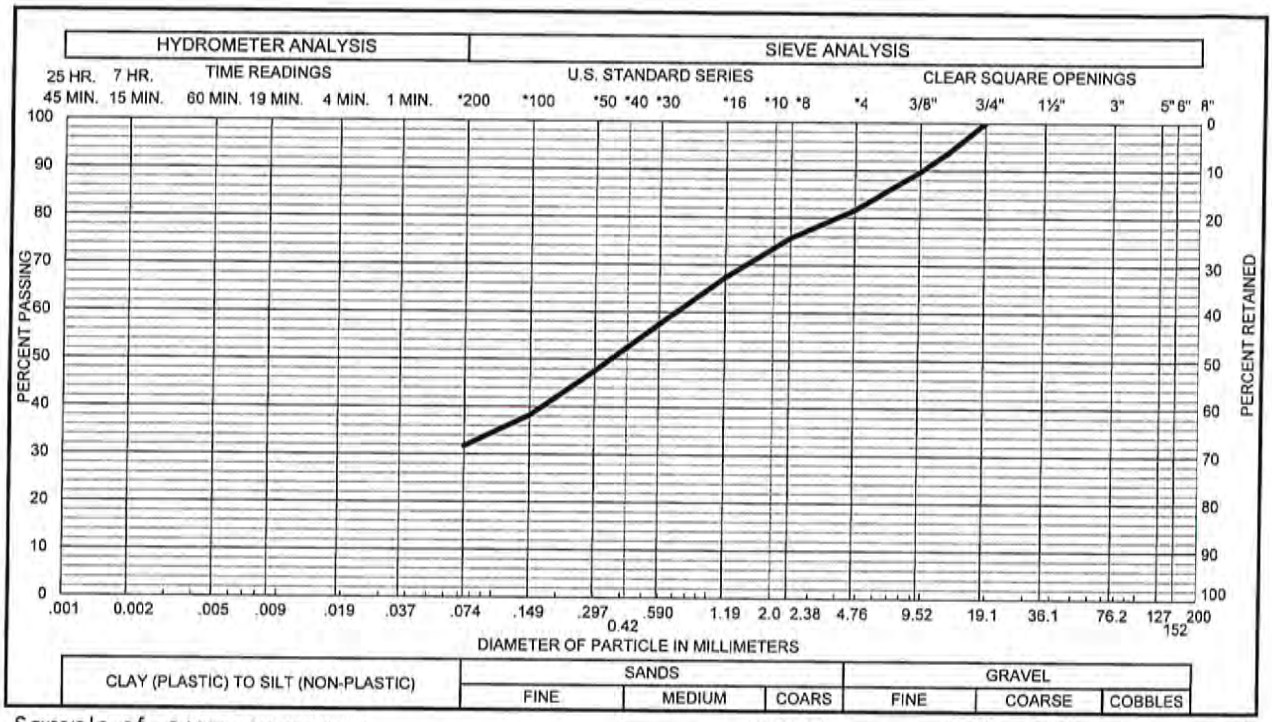
NOTES:

1. EXPLORATORY BORINGS WERE DRILLED ON JANUARY 23, 2020 WITH 4-INCH DIAMETER, SOLID-STEM AUGER AND A TRACK-MOUNTED DRILL RIG.
2. GROUNDWATER WAS NOT FOUND IN OUR EXPLORATORY BORINGS AT THE TIME OF DRILLING. BORINGS WERE BACKFILLED IMMEDIATELY AFTER DRILLING OPERATIONS WERE COMPLETED.
3. LOCATIONS OF EXPLORATORY BORINGS ARE APPROXIMATE. BORING ELEVATIONS WERE ESTIMATED FROM GOOGLE EARTH.
4. THESE LOGS ARE SUBJECT TO THE EXPLANATIONS, LIMITATIONS, AND CONCLUSIONS CONTAINED IN THIS REPORT.

CARBONDALE CENTER PLACE, LLC
CARBONDALE CENTER PLACE
CTL|T PROJECT NO. GS06488.000-115

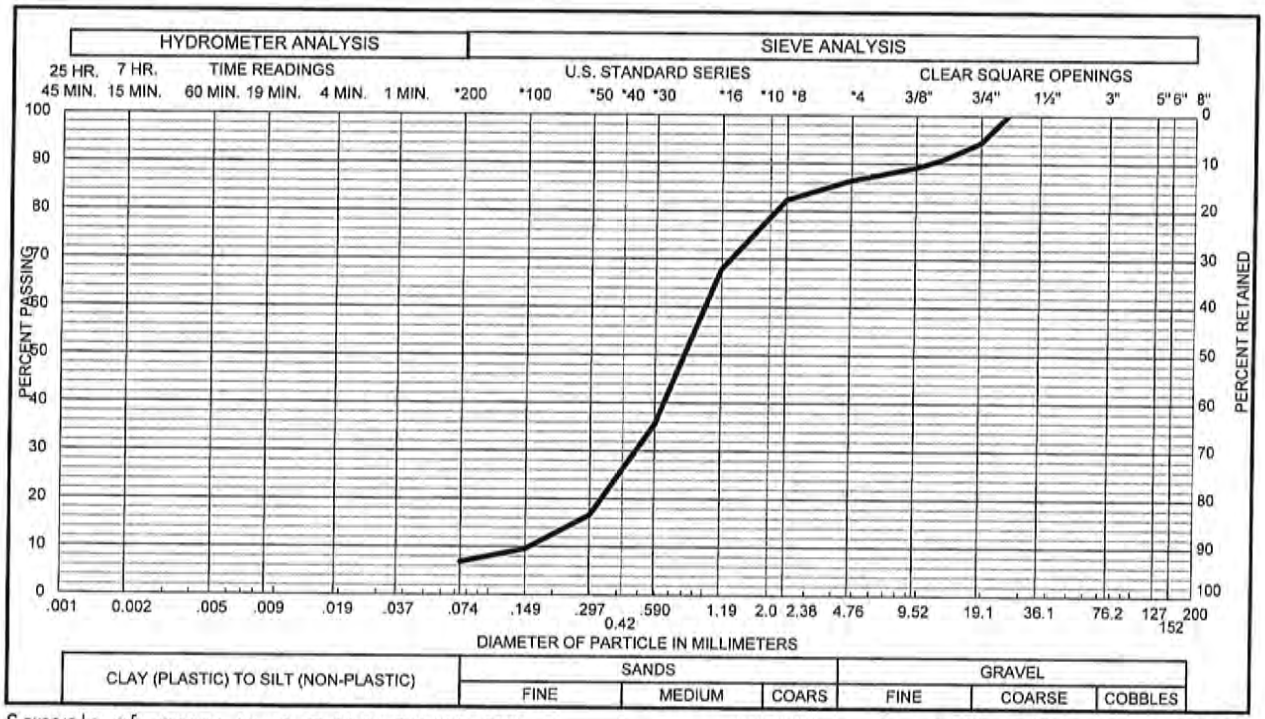
SUMMARY LOGS OF EXPLORATORY BORINGS

FIG. 4



Sample of SAND, SILTY (SM)
From TH - 1 AT 5 FEET

GRAVEL	18 %	SAND	50 %
SILT & CLAY	32 %	LIQUID LIMIT	%
PLASTICITY INDEX			%



Sample of SAND, SLIGHTLY SILTY (SP-SM)
From TH - 2 AT 10 FEET

GRAVEL	14 %	SAND	79 %
SILT & CLAY	7 %	LIQUID LIMIT	%
PLASTICITY INDEX			%

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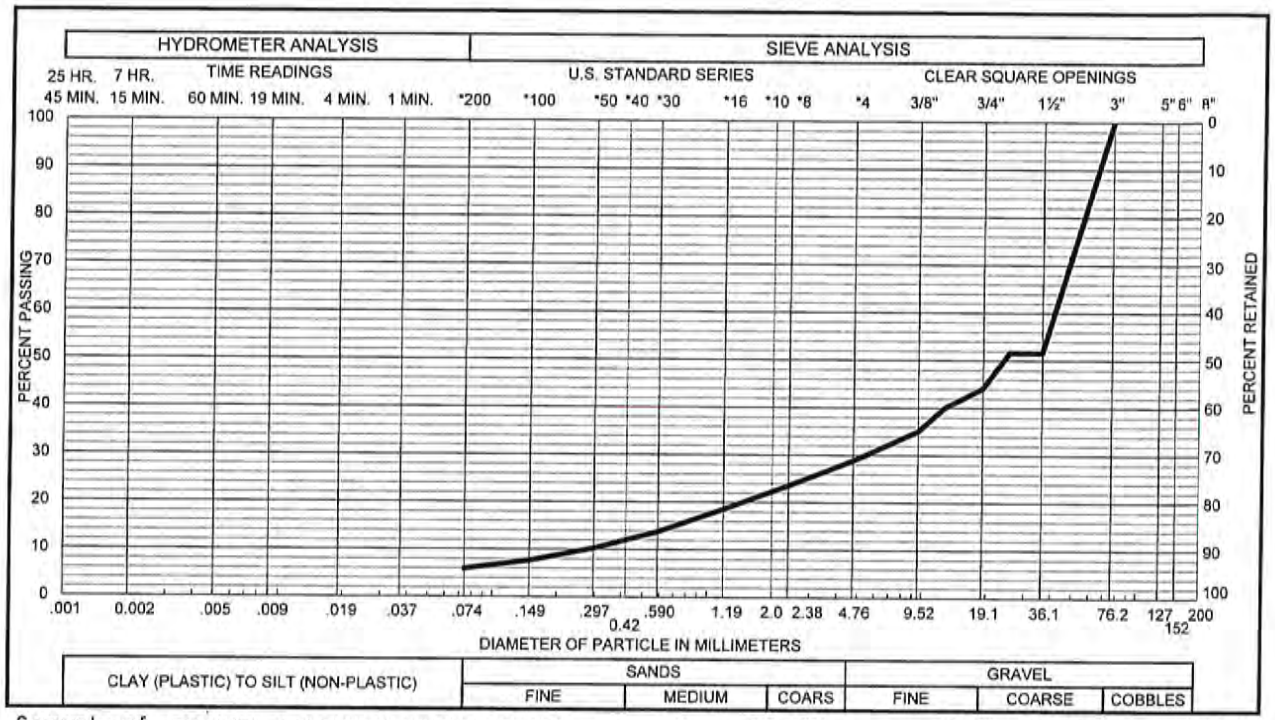
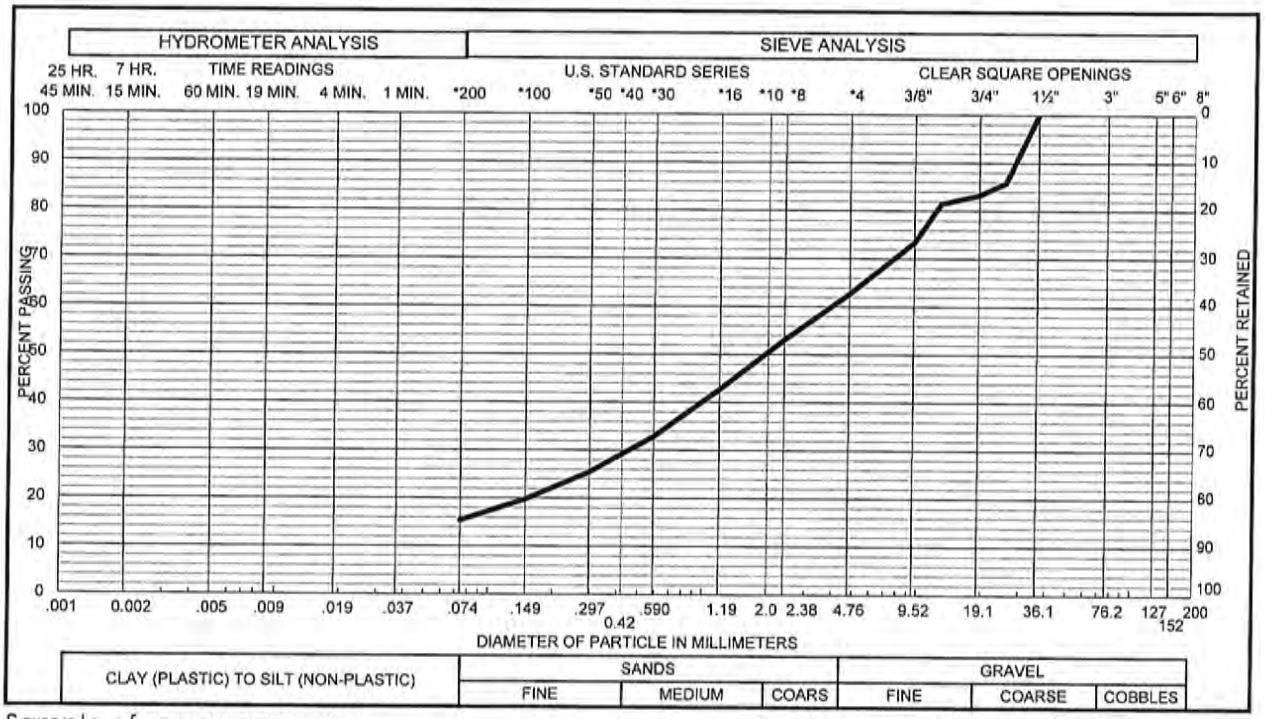
Gradation Test Results

FIG. 5



Sample of GRAVEL, SLIGHTLY SILTY (GP-GM)
From TH - 3 AT 5 FEET

GRAVEL	71 %	SAND	23 %
SILT & CLAY	6 %	LIQUID LIMIT	%
PLASTICITY INDEX			%



Sample of SAND, SILTY (SM)
From TH - 4 AT 9 FEET

GRAVEL	37 %	SAND	48 %
SILT & CLAY	15 %	LIQUID LIMIT	%
PLASTICITY INDEX			%

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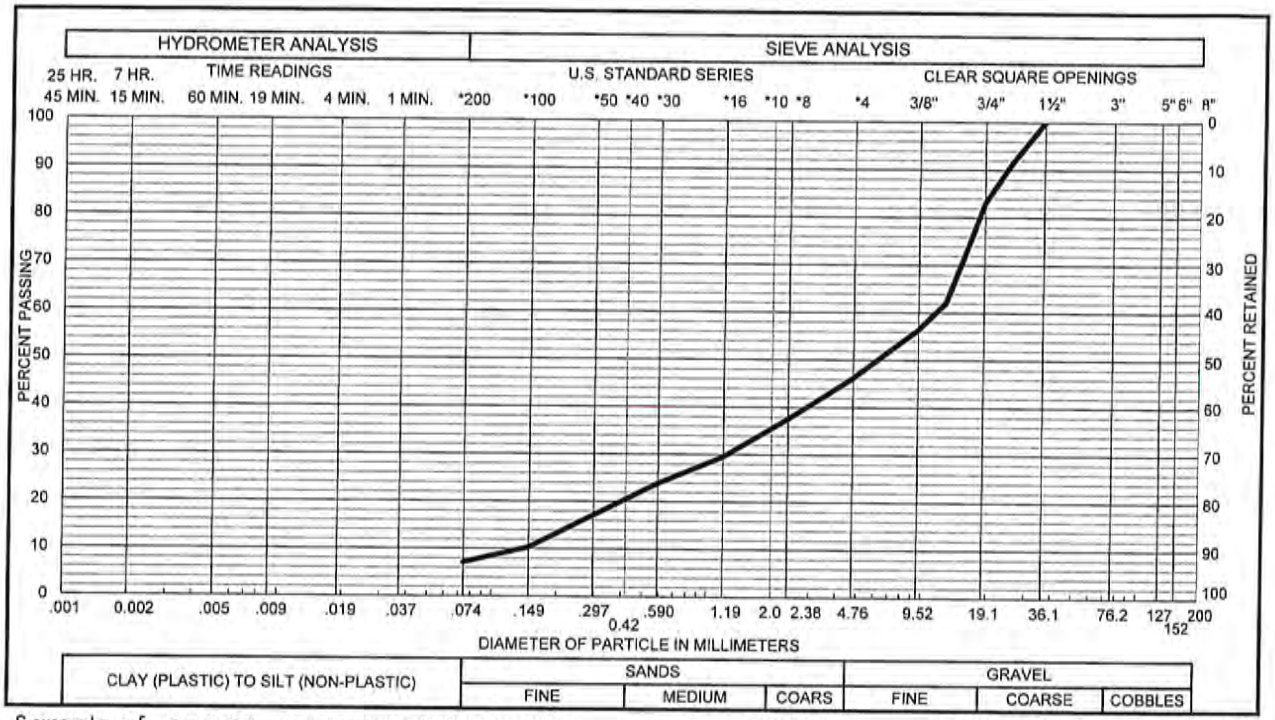
PROJECT NO. GS06488.000-115

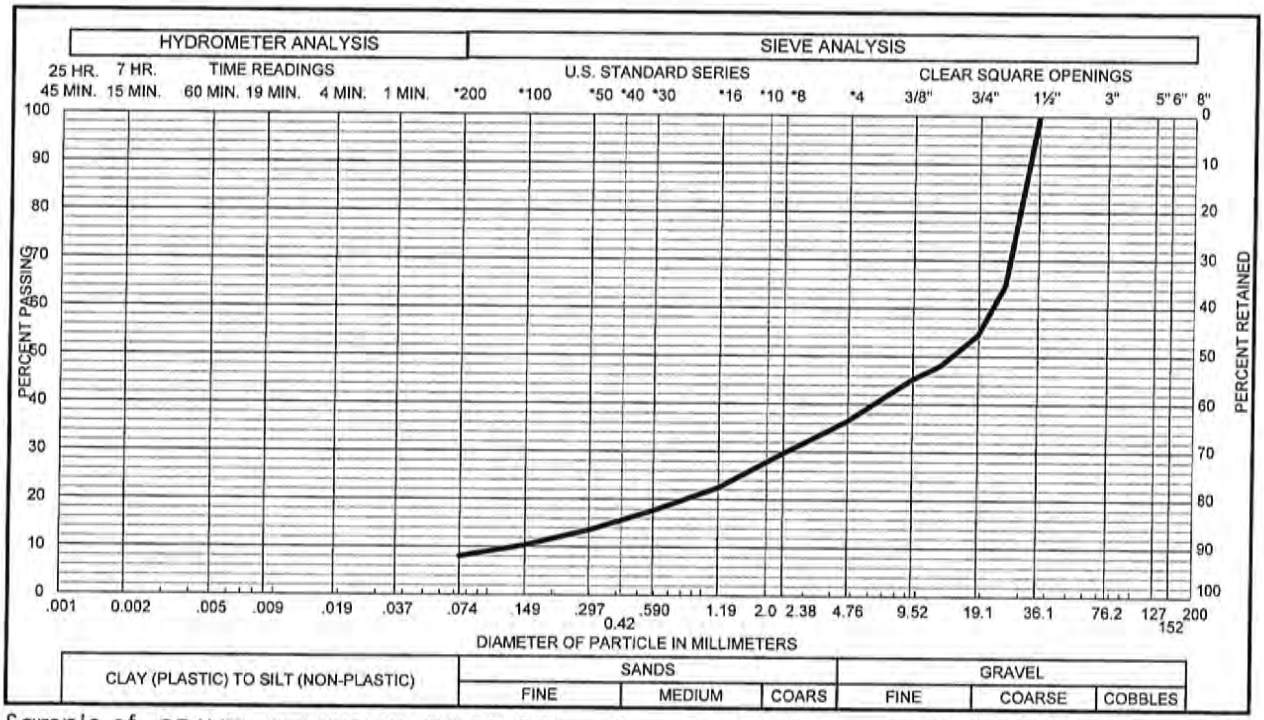
Gradation Test Results

FIG. 6



Sample of GRAVEL, SLIGHTLY SILTY (GP-GM)
From TH - 5 AT 5 FEET

GRAVEL	54 %	SAND	39 %
SILT & CLAY	7 %	LIQUID LIMIT	%
PLASTICITY INDEX			%



Sample of GRAVEL, SLIGHTLY SILTY (GP-GM)
From TH - 6 AT 6 FEET

GRAVEL	64 %	SAND	28 %
SILT & CLAY	8 %	LIQUID LIMIT	%
PLASTICITY INDEX			%

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CARBONDALE CENTER PLACE
PROJECT NO. GS06488.000-115

Gradation Test Results

FIG. 7

TABLE I

SUMMARY OF LABORATORY TESTING
PROJECT NO. GS06488.000-115

EXPLORATORY BORING	DEPTH (FEET)	MOISTURE CONTENT (%)	DRY DENSITY (PCF)	ATTERBERG LIMITS		SOLUBLE SULFATES (%)	PERCENT GRAVEL (%)	PERCENT SAND (%)	PASSING NO. 200 SIEVE (%)	DESCRIPTION
				LIQUID LIMIT (%)	PLASTICITY INDEX (%)					
TH-1	5	5.6					18	50	32	SAND, SILTY (SM)
TH-2	5					0.01				SAND, SLIGHTLY SILTY (SP-SM)
TH-2	10	4.2					14	79	7	SAND, SLIGHTLY SILTY (SP-SM)
TH-3	5	2.2					71	23	6	GRAVEL, SLIGHTLY SILTY (GP-GM)
TH-4	4					0.01				
TH-4	9	3.3					37	48	15	GRAVEL, SILTY (GM)
TH-5	5	2.8					54	39	7	GRAVEL, SLIGHTLY SILTY (GP-GM)
TH-6	6	5.1					64	28	8	GRAVEL, SLIGHTLY SILTY (GP-GM)

APPENDIX A

PAVEMENT CONSTRUCTION RECOMMENDATIONS

FLEXIBLE PAVEMENT CONSTRUCTION RECOMMENDATIONS

Experience has shown that construction methods can have a significant effect on the life and serviceability of a pavement system. We recommend the proposed pavement be constructed in the following manner:

1. Subgrade soils should be stripped of organic matter, scarified, moisture treated, and compacted. We recommend scarification, moisture-treatment and recompaction of the subgrade soils to a depth of at least 6-inches below pavements. Subgrade soils should be moisture-treated to within 2 percent of optimum moisture content and compacted to at least 95 percent of maximum standard Proctor dry density (ASTM D 698, AASHTO T 99). Moisture treatment and compaction recommendations also apply where additional fill is necessary.

2. Utility trenches and all subsequently placed fill should be properly compacted and tested prior to paving. As a minimum, fill should be compacted to 95 percent of maximum standard Proctor dry density (ASTM D 698, AASHTO T 99).

3. The resulting subgrade should be checked for uniformity and all soft or yielding areas should be replaced prior to paving. Pavement should not be placed on soft, spongy, frozen, or otherwise unsuitable subgrade.

4. Asphaltic concrete should be hot plant-mixed material compacted to at least 95 percent of maximum Marshall density. The temperature at laydown time should be near 275 degrees F. The maximum compacted lift should be 3.0 inches and joints should be staggered.

5. Placement and compaction of all pavement material should be observed and tested. Compaction criteria should be met prior to the placement of the next paving lift.

RIGID PAVEMENT CONSTRUCTION RECOMMENDATIONS

Due to the strength of the concrete, wheel loads from traffic are distributed over a large area and the resulting subgrade stresses are relatively low. The critical factors affecting the performance of a rigid pavement are the strength and quality of the concrete, and the uniformity of the subgrade. We recommend subgrade preparation and construction of the rigid pavement section be completed in accordance with the following recommendations:

1. Subgrade soils should be stripped of organic matter, scarified, moisture treated, and compacted. We recommend scarification, moisture-treatment and recompaction of the subgrade soils to a depth of at least 6-inches below pavements. Subgrade soils should be moisture-treated to within 2 percent of optimum moisture content compacted to at least 95 percent of maximum standard Proctor dry density (ASTM D 698, AASHTO T 99). Moisture treatment and compaction recommendations also apply where additional fill is necessary.

2. The resulting subgrade should be checked for uniformity and all soft or yielding materials should be replaced prior to paving. Concrete should not be placed on soft, spongy, frozen, or otherwise unsuitable subgrade.

3. Curing procedures should protect the concrete against moisture loss, rapid temperature change, freezing, and mechanical injury for at least 3 days after placement. Traffic should not be allowed on the pavement for at least one week.

4. A white, liquid membrane curing compound, applied at the rate of at least 1 gallon per 150 square feet, should be used within 24 hours of placement.

5. Construction joints, including longitudinal joints and transverse joints, should be formed during construction or should be sawed shortly after the concrete has begun to set, but prior to uncontrolled cracking. All joints should be sealed.

6. Construction control and inspection should be carried out during the subgrade preparation and paving procedures. Concrete should be carefully monitored for quality control.

7. The design section is based upon a 20-year Period. To avoid problems associated with scaling and to continue the strength gain, we recommend deicing salts not be used for the first year after placement.

EXHIBIT S: PROOF OF OWNERSHIP (DEED)

Filed for record the_____day of_____,
Reception No._____

513865 09/19/1997 02:55P B1034 P855 319
1 of 2 R 11.00 D 0.00 N 0.00 GARFIELD CLERK

ECORDER.
Y.

QUIT CLAIM DEED

RECORDER'S STAMP

THIS DEED, Made this day of August 1997,

between
ADELE G. STEIN, TRUSTEE FOR THE ADELE G. STEIN TRUST

of the County of and State of
California
~~Colorado~~, of the first part, and
STEIN PROPERTIES, L.P., A CALIFORNIA LIMITED PARTNERSHIP

whose legal address is C/O RONALD B. STEIN, M.D., 1624 W. OLIVE AVE., BURBANK, CA 91506-24
of the County of and State of ~~Colorado~~, of the second part: 95

WITNESSETH, That the said party of the first part, for and in consideration of the sum of $10.00

TEN DOLLARS

to the said part(ies) of the first part in hand paid by the said part(ies) of the second part, the receipt whereof is hereby confessed and acknowledged, has remised, released, sold conveyed and QUIT CLAIMED, and by these presents do(es) remise, release, sell, convey and QUIT CLAIM unto the said part(ies) of the second part, (their) heirs, successors and assigns, forever, all the right, title, interest, claim and demand which is said part(ies) of the first part ha(s) in and to the following described lot or parcel of land situate, lying and being in the County of GARFIELD and State of Colorado, to wit:
SEE EXHIBIT "A" ATTACHED HERETO AND MADE A PART HEREOF:

also known as street and number GARFIELD COUNTY

TO HAVE AND TO HOLD the same, together with all and singular the appurtenances and privileges thereunto belonging or in anywise thereunto appertaining, and all the estate, right, title, interest and claim whatsoever, of the said part(ies) of the first part, either in law or equity, to the only proper use, benefit and behoof of the said part(ies) of the second part, (their) heirs and assigns forever.

IN WITNESS WHEREOF, The said part(ies) of the first part ha(s) hereunto set their hand and seal the day and year first above written.

Signed, Sealed and Delivered in the Presence of

Ronald B Stein (SEAL)
~~ADELE G. STEIN~~, TRUSTEE FOR THE ADELE G. STEIN TRUST RONALD B. STEIN

_____ (SEAL)

_____ (SEAL)

STATE OF ~~COLORADO~~ California
County of Los Angeles } ss

The foregoing instrument was acknowledged before me this day of 31st ~~August~~ July 1997,
by ~~ADELE G. STEIN~~, TRUSTEE FOR THE ADELE G. STEIN TRUST
RONALD B. STEIN

My commission expires June 9, 2000 ,19 .Witness my hand and official seal.

Victoria M. Lewis
Notary Public

LAND TITLE GUARANTEE COMPANY
3033 EAST FIRST AVE. #600
DENVER, COLORADO 80206

222454

LAND TITLE
Escrow # COMPUTER QUIT CLA GIF222454

Return To: Ronald B. Stein
1624 W. Olive Avenue
Burbank, CA 91506-2495

VICTORIA M LEWIS
Commission #1100066
Notary Public — California
Los Angeles County
My Comm. Expires Jun 9, 2000

513865 09/19/1997 02:55P B1034 P856 319
2 of 2 R 11.00 D 0.00 N 0.00 GARFIELD CLERK

EXHIBIT A

PARCEL A:

PARCEL OF LAND IN THE TOWN OF CARBONDALE, COUNTY OF GARFIELD, STATE OF COLORADO, SITUATED IN LOT 9 OF SECTION 33, AND IN LOT 12 OF SECTION 34, ALL IN TOWNSHIP 7 SOUTH, RANGE 88 WEST OF THE SIXTH PRINCIPAL MERIDIAN, SAID PARCEL OF LAND IS DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT WHENCE THE SURVEY MONUMENT LOCATED AT THE INTERSECTION OF EIGHTH STREET AND MAIN STREET IN THE TOWN OF CARBONDALE, COLORADO BEARS: SOUTH 00 DEGREES 03'00" WEST 598.17 FEET AND SOUTH 89 DEGREES 57'00" EAST 858.35 FEET;
THENCE NORTH 80 DEGREES 09'00" WEST 119.67 FEET ALONG A FENCE AS CONSTRUCTED AND IN PLACE;
THENCE NORTH 06 DEGREES 15'00" EAST 88.16 FEET;
THENCE SOUTH 89 DEGREES 15'35" WEST 171.98 FEET;
THENCE NORTH 02 DEGREES 52'30" EAST 145.93 FEET;
THENCE SOUTH 87 DEGREES 13'11" EAST 261.58 FEET;
THENCE SOUTH 02 DEGREES 48'00" EAST 239.23 FEET TO THE POINT OF BEGINNING.

PARCEL B:

PARCEL OF LAND IN THE TOWN OF CARBONDALE, COUNTY OF GARFIELD, STATE OF COLORADO, SITUATED IN LOT 9 OF SECTION 33, AND IN LOT 12 OF SECTION 34, ALL IN TOWNSHIP 7 SOUTH, RANGE 88 WEST OF THE SIXTH PRINCIPAL MERIDIAN, LYING EASTERLY OF THE EASTERLY RIGHT OF WAY LINE THE COLORADO STATE HIGHWAY NO. 133 AND NORTHERLY OF THE STREET KNOWN AS COLORADO AVENUE (EXTENDED) IN THE TOWN OF CARBONDALE, SAID PARCEL OF LAND IS DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE EASTERLY RIGHT OF WAY LINE OF SAID HIGHWAY WHENCE THE SURVEY MONUMENT LOCATED AT THE INTERSECTION OF EIGHTH STREET AND MAIN STREET IN THE TOWN OF CARBONDALE, COLORADO BEARS: SOUTH 00 DEGREES 03'00" WEST 466.27 FEET AND SOUTH 89 DEGREES 57'00" EAST 1231.69 FEET;
THENCE NORTH 21 DEGREES 10'20" WEST 119.68 FEET ALONG THE EASTERLY RIGHT OF WAY LINE OF SAID HIGHWAY;
THENCE NORTH 19 DEGREES 35'00" WEST 138.70 FEET ALONG THE EASTERLY RIGHT OF WAY LINE OF SAID HIGHWAY;
THENCE NORTH 17 DEGREES 21'30" WEST 186.63 FEET ALONG THE EASTERLY RIGHT OF WAY LINE OF SAID HIGHWAY;
THENCE SOUTH 86 DEGREES 24'00" EAST 507.29 FEET;
THENCE SOUTH 02 DEGREES 48'00" EAST 18.06 FEET;
THENCE NORTH 87 DEGREES 13'11" WEST 261.58 FEET;
THENCE SOUTH 02 DEGREES 52'30" WEST 145.93 FEET;
THENCE NORTH 89 DEGREES 15'35" EAST 171.98 FEET;
THENCE SOUTH 06 DEGREES 15'00" WEST 88.16 FEET;
THENCE SOUTH 80 DEGREES 09'00" EAST 119.67 FEET;
THENCE SOUTH 02 DEGREES 48'00" EAST 34.87 FEET;
THENCE SOUTH 02 DEGREES 02'00" WEST 110.00 FEET TO A POINT ON THE NORTHERLY LINE OF COLORADO AVENUE (EXTENDED);
THENCE NORTH 87 DEGREES 58'00" WEST 371.49 FEET ALONG THE NORTHERLY RIGHT OF WAY LINE OF COLORADO AVENUE (EXTENDED) TO THE POINT OF BEGINNING.

COUNTY OF GARFIELD
STATE OF COLORADO ===