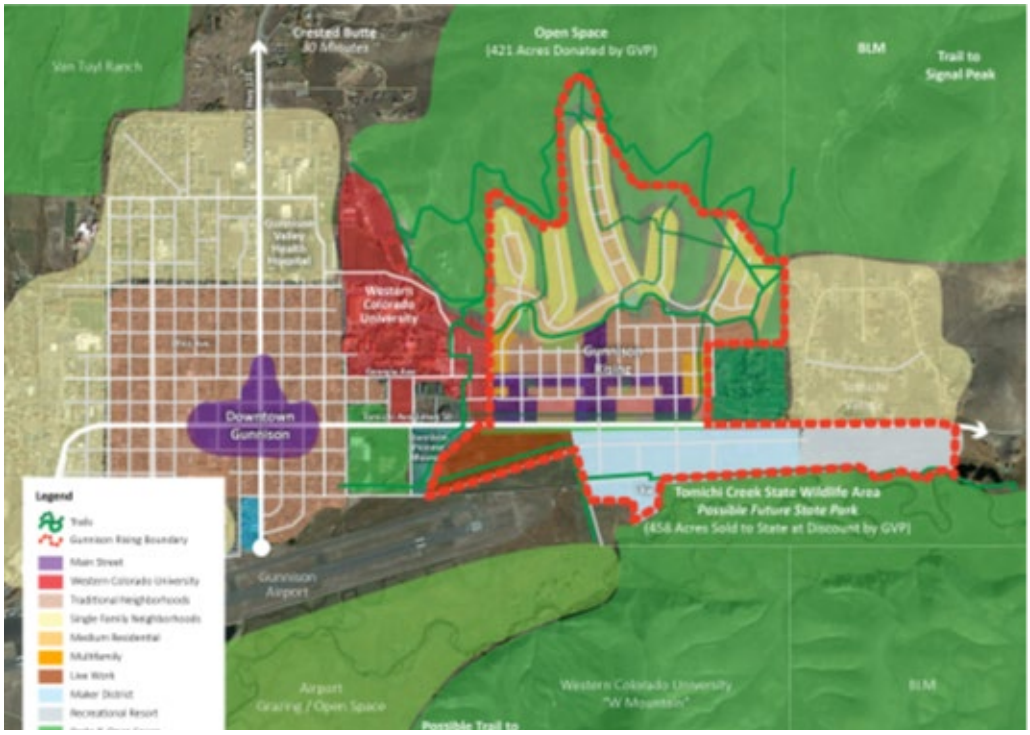
SEPTEMBER 30, 2021



GUNNISON RISING PHASE 2

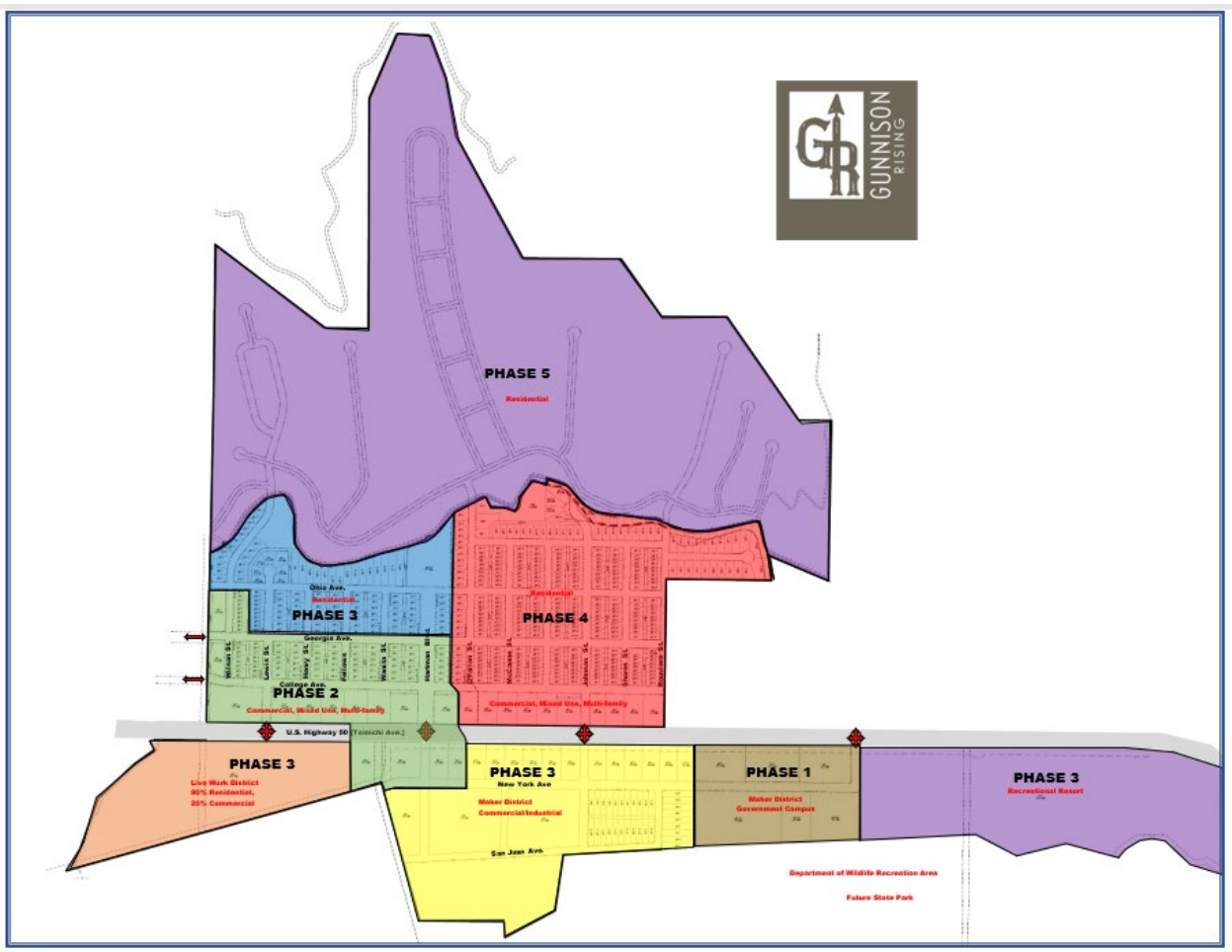
DEVELOPMENT REPORT

Prepared by: Crabtree Group, Inc & Cascadia Partners

Contents

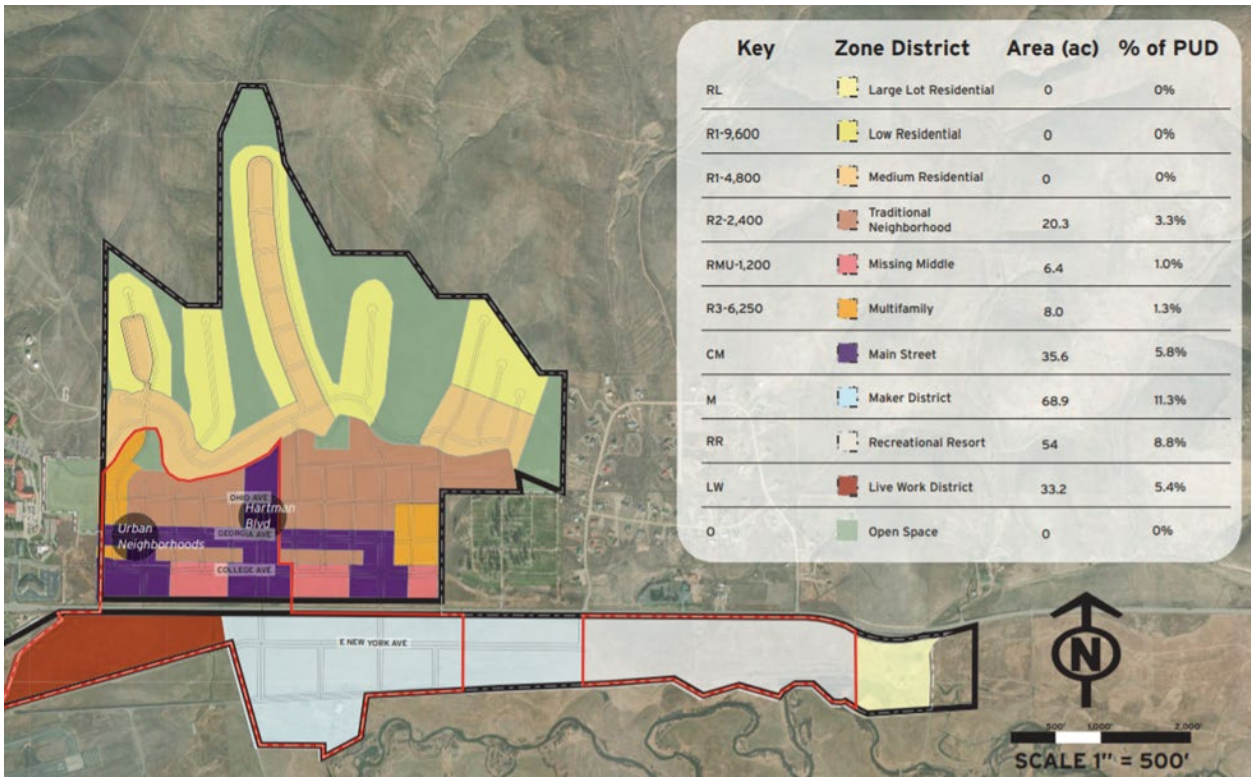
1 PUD PHASING PLAN

The Gunnison Rising Phasing Plan is shown on the following page. The phasing plan shows five distinct phases. Phase 1 was the Government Campus Subdivision, which has been approved and is currently under construction. The Government Campus Subdivision required major infrastructure design and improvements across Phases 2 and 3 on the south side of Tomichi Avenue. These improvements are under construction and will be completed in 2021.



2 SKETCH PLAN A

Sketch Plan A was submitted and approved in 2021. Sketch Plan A includes Phases 2 and 3 on both the north and south side of Tomichi Avenue. Sketch Plan A is outlined in red outline in the figure below. Phase 2 is the first subdivision in this Sketch Plan area.

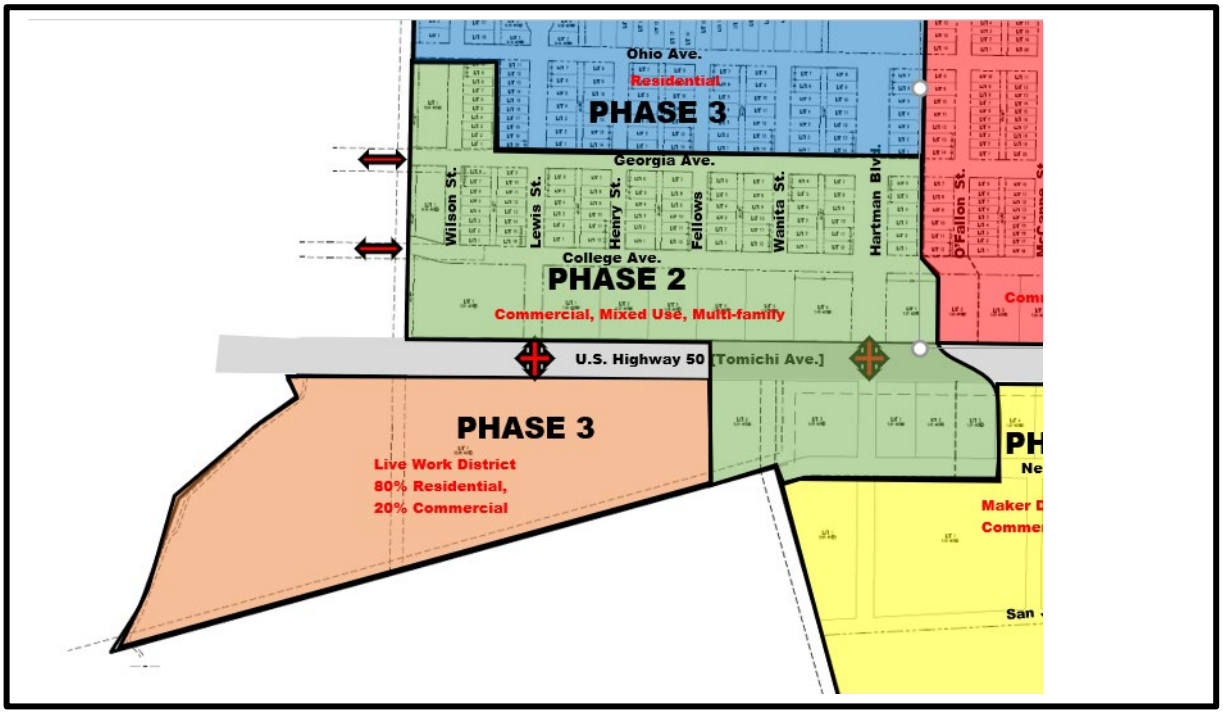


3 PHASE 2 SUBDIVISION SITE CHARACTERISTICS

A. SUBDIVISION SIZE

The development site is 44.69 gross acres with a 372.17-acre remainder lot on the north side of U.S. Highway 50 and a 32.88 acre and 58.64-acre remainder lots on the south side of US Highway 50 (see Appendix B Preliminary Plat). The remainder parcels will require future subdivision and site-specific infrastructure plans and are not part of this subdivision application.

The Figure below shows an expanded view of Phase 2 on the phasing map with street names and highway access points and City access points.



B. LOCATION, BLOCKS AND LOT SIZE

The logic for the location and scope of Phase 2 is based on the following:

- Start development on the western boundary of the PUD to provide early connectivity and housing adjacent to the University.
- Start development on the south boundary adjoining Tomichi Avenue and work north to provide adjacency to the Tomichi Avenue highway access.
- Include a number of zones in the phase to provide maximum opportunity for housing diversity and neighborhood services. This phase includes R2- 2400 Traditional Neighborhood; RMU -1200 Missing Middle; R3-1250 Multi-Family, CM Main Street; and a small area of Maker District. The broad diversity of zoning in this phase will maximize opportunities for a wide range of housing sizes, types, and prices to address the recognized housing shortage.
- Include a connection to the City grid on College Avenue. This street was chosen as the phase 1 subdivision of the Government Campus required a water connection on College Avenue and there is no impact to the University or University Foundation infrastructure, where Georgia Avenue requires demolition of a parking lot, design and construction of a new parking lot and street intersection design that requires a longer planning timeframe that is more suited for Phase 3.
- Extend the development east to Hartman Blvd. to provide access to U.S. Highway 50 and connectivity to the PUD development area on the south side of Tomichi Avenue to complete the Hartman Blvd intersection. CDOT will only let the development install CDOT accesses that are warranted by the necessary traffic demand, so it is logical to install the main intersection first that provides access to both the north and south side of the highway that is approved for full access movements. In the future when sufficient traffic meets the warrants, CDOT will allow the project to install an access at Access A “Lewis Street”.

Blocks:

- Blocks have their primary streets running north-south consistent with the PUD conceptual plan. Traditional Neighborhood lots with alley garage accesses and narrow lots typically have their roof lines run perpendicular to the street and alley, which will make the roof lines run east-west maximizing the solar access area for solar panels.
- The block depths are 259 feet which includes a 25-foot alley and 117-foot-deep lots.
- The block widths vary due to the required alignment to the existing College and Georgia street easements to the east of the property. The blocks between

College and Georgia are 308.4 feet and the blocks between Georgia and Ohio are 350 feet.

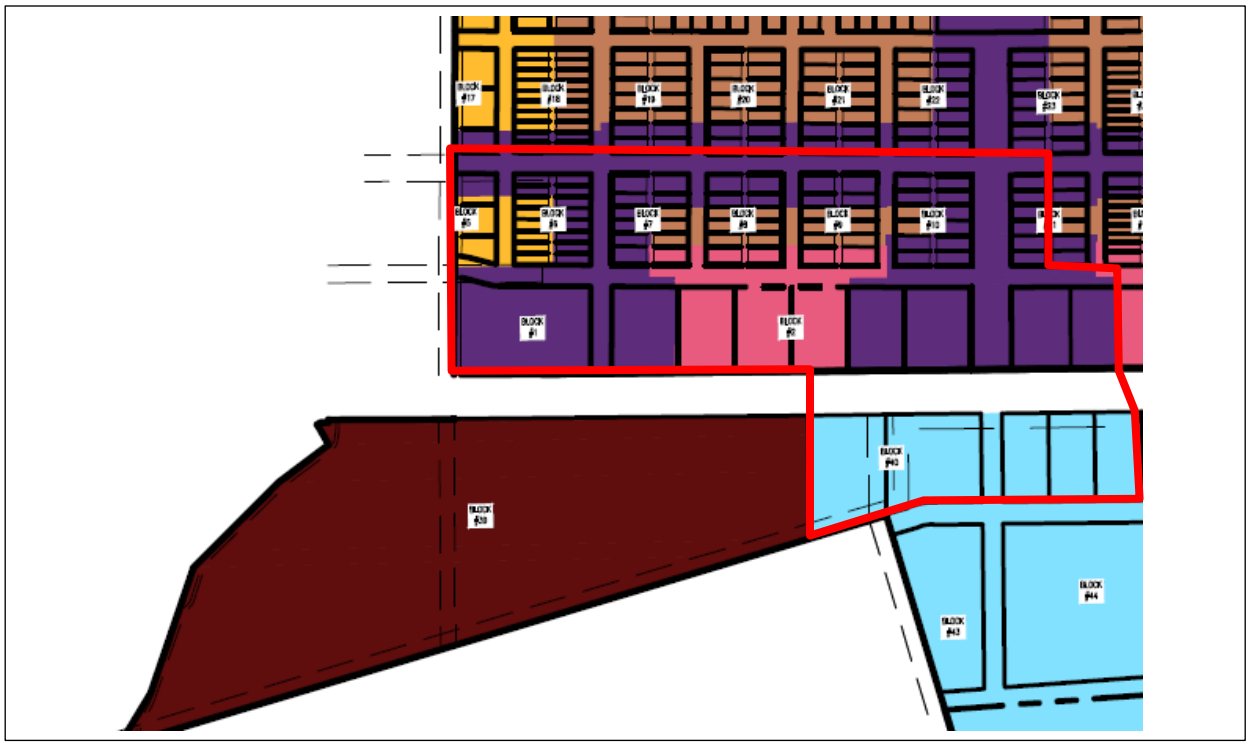
- Garages are required to have alley access to reduce street driveway cuts which improves walk and bike safety.

Lot Sizes:

- Market analysis and research with local and out of town vertical developers identified two general preferred lot sizes 35-foot width and 50-foot width. This phase provides block faces with both of these lot sizes. When additional footage is available, larger lots are provided on the corners to facilitate houses that wrap around both sides of the block face "addressing the corner" and to facilitate commercial uses which need larger lots.
- Lots on the south side of College Avenue have been sized to accommodate efficient multi-family layouts and typical national commercial chain retail sites.

C. SUBDIVISION ZONING

The approved PUD Zoning Map is provided in Attachment B. The figure below provides an expanded view of the zoning map showing the Gunnison Rising Phase 2 Subdivision.



The PUD Zoning Districts Section 3.0 provides the approved zoning for the subdivision. use tables and dimensional standards for these zones. Table 3-1 below shows the zones included in this Phase with descriptions of the zones below the table (Phase 2 zones highlighted).

Table·3-1.·Zone·Districts¶

Symbol¤	Zone·District·Names¤
Residential·Zone·Districts¤	
RL¤	Large·Lot·Residential¤
R1-9600¤	Low·Residential¤
R1-4800¤	Medium·Residential¤
R2-2400¤	Traditional·Neighborhood¤
RMU-1200¤	Residential·Mixed·Use·¤
R3-1500¤	Multi-Family·Residential¤
Nonresidential·Zone·Districts¤	
CM¤	Main·Street·District¤
M¤	Maker·District¤
LW¤	Live-Work·District¤
RR¤	Recreational·Resort·District¤
O¤	Open·Space¤

A. **Traditional Neighborhood District (R2-2400).** The purpose of the Traditional Neighborhood district is to provide for residential neighborhoods modeled after the traditional neighborhoods of Gunnison, which are characterized by a mix of by single-family and duplex styles of housing. This district is located in areas that are relatively unconstrained by steep slopes and natural resources and are in close proximity to existing and planned services and amenities. The Cottage cluster type housing and ADUs are allowed by right in this zone.

B. **Residential Mixed-Use District (RMU-1200).** The purpose of Residential Mixed-Use district is to provide for a mixed-use residential area with a wide range of housing types and local-serving commercial uses. Housing types include small lot houses, attached townhomes, 4-unit houses, small-scale apartments, cluster housing and ADUs, which remain compatible with adjacent neighborhoods of detached, single-family dwellings. Additionally, this district will include small scale shops and services intended to foster a walkable environment for local residents.

C. **Multi-Family Residential District (R3-1500).** The purpose of Multi-Family Residential district is to provide for residential areas with the widest range of higher density housing types, including townhomes, row homes, duplexes, triplexes, quadplexes, and apartment buildings. This district is located in order to make efficient use of the land that is nearest to existing amenities and services in the City. **Main Street District (CM).** The purpose of the Main Street

district is to provide for mixed use development consistent with historical patterns of commercial main streets in small towns. The district allows for small-scale retail buildings, mixed-use buildings, townhomes, and a range of multi-unit buildings. The district is distributed across major street corridors in order to support both efficient access for vehicles and walkable access from neighborhoods.

D. **Maker District (M).** The purpose of the Maker District is to provide for an area that allows for a flexible and wide range of building forms to support a variety of creative employment, including the ability to include secondary residential uses to allow for live-work buildings. The district is located south of Highway 50 to provide a natural buffer from residential neighborhoods while maximizing the value of direct access from Highway 50.

Table 3-3. Residential Dimensional Standards

STANDARD	R1-9600	R1-4800	R2-2400	RMU-1200	R3-1500
DENSITY					
Maximum density (units/acre)	7	14	28	65	80
LOT					
Minimum lot size (sq. ft.)	9,600	4,800	2,400	None	1,500
Minimum lot frontage (ft.)	25	25	15	15	15
Maximum lot coverage structures / parking and access (%)	55%	55%	60%	85%	90%
Minimum lot coverage landscape area (%)	30%	30%	30%	15%	0%
BUILDING					
Maximum building height (ft.)	35	35	35	35	48
Maximum height for detached accessory structure (ft.)	30	30	30	30	30
Maximum building width (ft.)	55	55	85	85	None
BUILDING SETBACKS					
Minimum setback front (ft.)	20	10	10	10	10
Minimum garage setback from front face of building (ft)	10	10	10	10	10
Maximum front setback/build-to-line (ft)	None	20	20	20	20
Minimum setback side (ft.)	5 [1]	5 [1]	5 [1]	5 [1]	5 [1]
Minimum setback rear: principal building (ft.)	10	10	10	5	5
Minimum setback rear: accessory building (ft.)	5	5	5	5	5
Minimum setback rear: garage with alley access (ft.)	5	5	5	5	5
OTHER STANDARDS					
Minimum snow storage (% of parking and access coverage)	15%	15%	15%	15%	15%

Table 3-4. Nonresidential Dimensional Standards

STANDARD	CM	M	LW	O
LOT				
Minimum lot frontage (ft.)	15	15	15	None
Maximum lot coverage structures / parking and access (%)	95%	95%	70%	10%
Minimum lot coverage landscape area (%)	0%	0%	20%	None
BUILDING				
Maximum building height (ft.)	50 (1)	50 (1)	50	35
BUILDING SETBACKS				
Minimum setback front (ft.)	0	0	10	10
Minimum garage setback from front face of building (ft)	10	10	10	10
Maximum front setback/build-to-line (ft)	5	5	10	None
Minimum setback side (ft.)	0	0	0	10
Minimum setback rear (ft.)	0	0	0	10
OTHER STANDARDS				
Minimum snow storage (% of parking and access coverage)	15%	15%	15%	15%

NOTES
(1) Building height may be further limited in some areas to comply with provisions of the Avigation Easement with Gunnison County Airport. See Appendix N.

Phase 2 Subdivision Lot Size and Frontage Compliance Table

PUD COMPLIANCE TABLE				
PUD ZONING	PUD MINIMUM LOT SIZE	PHASE 2 LOT SIZES (s.f.)	PUD MINIMUM LOT WIDTH	PHASE 2 LOT WIDTHS
CM	NONE	4,510 - 131,116	15'	35'- 295.05
R2	2,400	4,510 - 5,265	15'	38'-45'
R3	1,500	4,510-15,882	15'	35'-135'
RMU	NONE	7,513-55,321'	15'	64'-191'
MAKER	NONE	46,609-99,316	15'	156'-322'

D. SUBDIVISION LAND USE TABLE

PHASE 2 LAND USE TABLE								
BLOCK	LOT	AREA (s.f.)	BLOCK	LOT	AREA (s.f.)	BLOCK	LOT	AREA (s.f.)
17	3	15,882	7	1	7,513	10	1	6,414
17	2	15,882	7	2	5,665	10	2	6,414
17	1	9,305	7	3	5,665	10	3	6,414
18	1	4,095	7	4	5,665	10	4	6,414
18	2	4,095	7	5	5,665	10	5	6,414
18	3	4,095	7	6	7,513	10	6	6,414
18	4	4,095	7	7	7,513	10	7	6,414
18	5	4,095	7	8	5,665	10	8	6,414
18	6	4,095	7	9	5,665	10	9	6,414
18	7	4,095	7	10	5,665	10	10	6,414
18	8	4,095	7	11	5,665	10	11	6,414
18	9	4,095	7	12	7,513	10	12	6,414
18	10	4,095	8	1	7,513	11	1	6,414
5	1	9,481	8	2	5,665	11	2	6,414
5	2	12,386	8	3	5,665	11	3	6,414
5	3	12,386	8	4	5,665	11	4	6,414
6	1	4,510	8	5	5,665	11	5	6,414
6	2	4,510	8	6	7,513	11	6	6,414
6	3	4,510	8	7	7,513	3	1	55,321
6	4	4,510	8	8	5,665	3	2	44,867
6	5	4,510	8	9	5,665	40	1	98,881
6	6	4,510	8	10	5,665	40	2	99,317
6	7	4,510	8	11	5,665	41	1	46,609
6	8	4,510	8	12	7,513	41	2	46,609
6	9	4,510	9	1	7,513	1	1	131,116
6	10	4,510	9	2	5,265	2	1	66,211
6	11	4,510	9	3	5,265	2	2	55,321
6	12	4,510	9	4	5,265	2	3	54,886
6	13	4,510	9	5	5,265	2	4	54,450
6	14	4,510	9	6	7,513	2	5	54,014
6	15	4,510	3	1	55,321	2	6	63,162
6	16	4,510	3	2	44,867	41	1	46,609
			40	2	98,881	41	2	46,609
			40	3	99,317	41	3	46,609
TOTAL AREA PRIVATE LOTS (Acres)					36.72		*81.7%*	
TOTAL AREA PUBLIC PARKS (Acres)					0.82		*1.8%*	Pocket Park & Hartman Linear Park
TOTAL AREA PUBLIC RIGHT OF WAYS (Acres)					5.15		*11.5%*	
TOTAL AREA METRO STORM FACILTIES (Acres)					2.27		*5.0%*	Metro Distric Storm Facility
TOTAL AREA SUBDIVISION (Acres)					44.96		*100.0%*	

E. SUBDIVISION COMPLIANCE WITH PREVIOUS ENTITLEMENTS

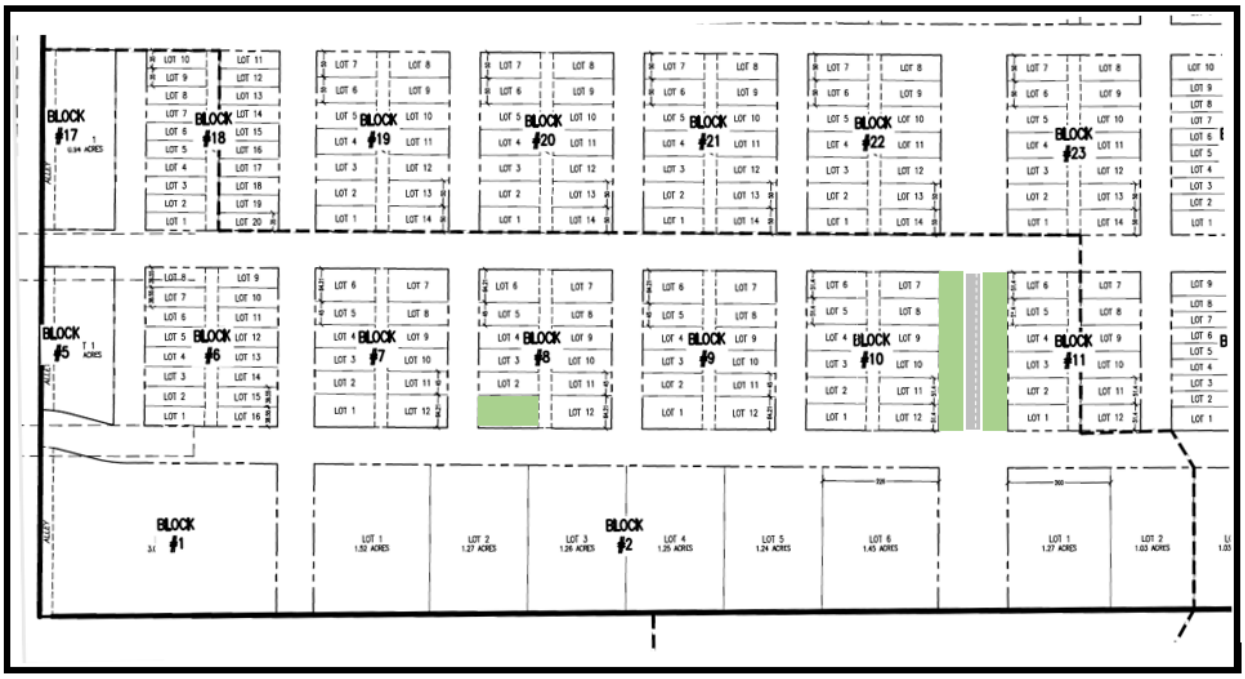
This Subdivision Application is compliant with the previously approved Annexation Agreement and PUD. The design of the subdivision and its infrastructure plans are based on numerous

previous studies completed during Annexation and the PUD. The design is also based on previously approved infrastructure connections approved in the Phase 1 Government Campus Subdivision which provides a backbone for some infrastructure elements such as the sewer lift station and sewer trunk mains south of Tomichi Avenue.

The fact that this subdivision is based on such a substantial base of previous studies and approvals simplifies the review and approval process for this subdivision application. The PUD provides more detailed and specific requirements than the City Land Use Code. No subdivision in the history of the City has been based on the work shown in the table below.

Gunnison Rising Tasks Summary	Annexation	PUD	Phase 1 Subdivision	Phase 2 Subdivision	Other
Annexation Agreement & Revisions	X				
PUD Survey		X			
Government Campus Plat			X		
BLM Site Plan					X
SDC48 Conditional Use & Site Plan					X
Phase 2 Plat				X	
PUD Topography		X			
Illustrated Concept Plan (Block Structure)		X			
Detailed Master Block Structure				X	
Zone Districts		X			
Street Network Plan		X			
Government Campus Street Design & Construction			X		
Phase 2 Street Design				X	
College Avenue Connection to City Grid Design & Construction				X	
Parks Open Space, Trails Plan		X			
Phase 2 Trails & Parks Design & Construction				X	
PUD Public Facilities Plan		X			
Specific Water, Sewer, Electric, Gas Design & Construction			X	X	
PUD Stormwater Management Plan		X			
Phase Specific Stormwater Drainage Design			X	X	
Wastewater Capacity Study		X			
Central PUD Lift Station Design & Construction			X		
Electric Service Expansion Study		X			
South Hwy 50 Electric Distribution System			X		
North Substation Expansion Design & Const.					X
North Substation to GVP Distribution Mains					X
PUD Traffic Impact Analysis		X			
Ute Lane CDOT Traffic Study & Access Permit			X		
Hartman Avenue CDOT Traffic Study & Access Permit				X	
Preliminary Geotechical Investigation		X			
Final Geotechnical Study (Cesare) Phases 1-4			X	X	
Wetlands Map		X			
Avigation Easement		X			

F. PHASE 2 PARKS AND TRAILS



PHASE 2 PARK AREAS

Pocket Park-

A. **Proximity**. All residential lots must be located within 800 feet from a pocket park.

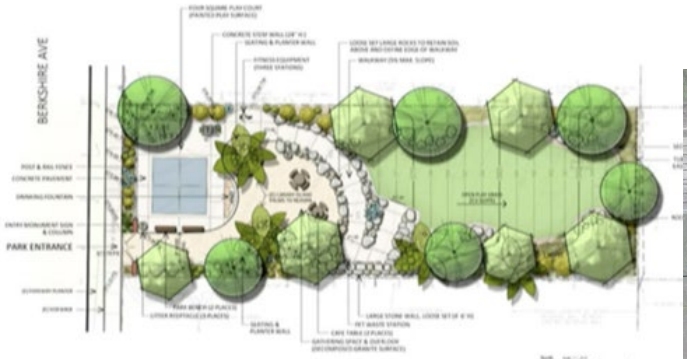
B. **Size**. A pocket park must be of a minimum size of 2,500 square feet and a maximum size of 1 acre.

C. **Minimum Standards.** A pocket park must include a facility for active recreation or interactive play, benches, and trash receptacles. Trees must be planted to shade at least 15 percent of the park.

D. **Ownership and Maintenance.** Pocket parks may be dedicated to the City of Gunnison for public ownership and maintenance or owned and maintained by a private Homeowners Association. In all cases, pocket parks must be open to public access.

Compliance: A 7,513 square foot pocket park is provided in a central location lot 1 Block 8 within the subdivision on College Avenue. College Avenue was chosen as it is a major east-west trail path. A corner lot was chosen to maximize on street parking available for the park and to provide ready access to the College Avenue Trail system. The location also provides good security visibility from two streets. A detailed landscape design will be provided by final plat once the park location is approved at preliminary plat. The concept is to have a great tree canopy,

locations for play, sitting, picnic and exercise. Examples of pocket park designs below.



1.1.2 *COMMUNITY PARKS.*

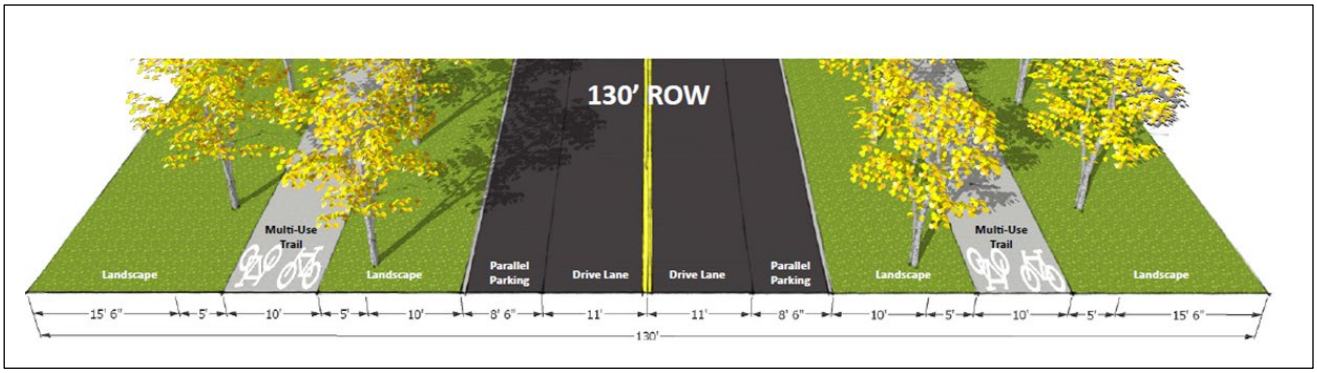
A. **Proximity**. All residential lots must be located within 1/2 mile radius from a community park.

B. **Size**. A community park must be of a minimum size of 1 acre. Community parks may be lineal and follow natural corridors or trails.

C. **Minimum Standards.** A community park must include facilities for active recreation, picnic facilities, benches, trash receptacles, and restrooms. Trees must be planted to shade at least 15 percent of the park.

D. **Ownership and Maintenance.** Community parks may be dedicated to the City of Gunnison for public ownership and maintenance or owned and maintained by a private Homeowners Association. In all cases, community parks must be open to public access.

Compliance: A 28,064 square foot linear community park is provided on Hartman Avenue. This linear park will expand when Phase 3 is completed an additional 36,400 square feet for a total of 64,464 square feet (1.48 acres). This linear park provides two 12-foot multi-use north-south trail corridor with a double tree canopy. This park provides a central entry feature to the development. A landscape design will be provided for final plat. The design will include distributed seating, exercise and play activities & trash receptacles.



1.1.3 *TRAILS.*

A. **Trail Network.** The PUD area must be developed with a system of trails that generally travel both north-south and east-west. The Open Space and Trails Plan (Attachment H) illustrates one possible trail network, but other trail alignments will be accepted should they meet the standards of this section.

1. North-south trails must connect from the southern boundary of the PUD to the Contour Trail.

2. East-west trails must connect from the east boundary of the PUD to the west boundary the PUD.

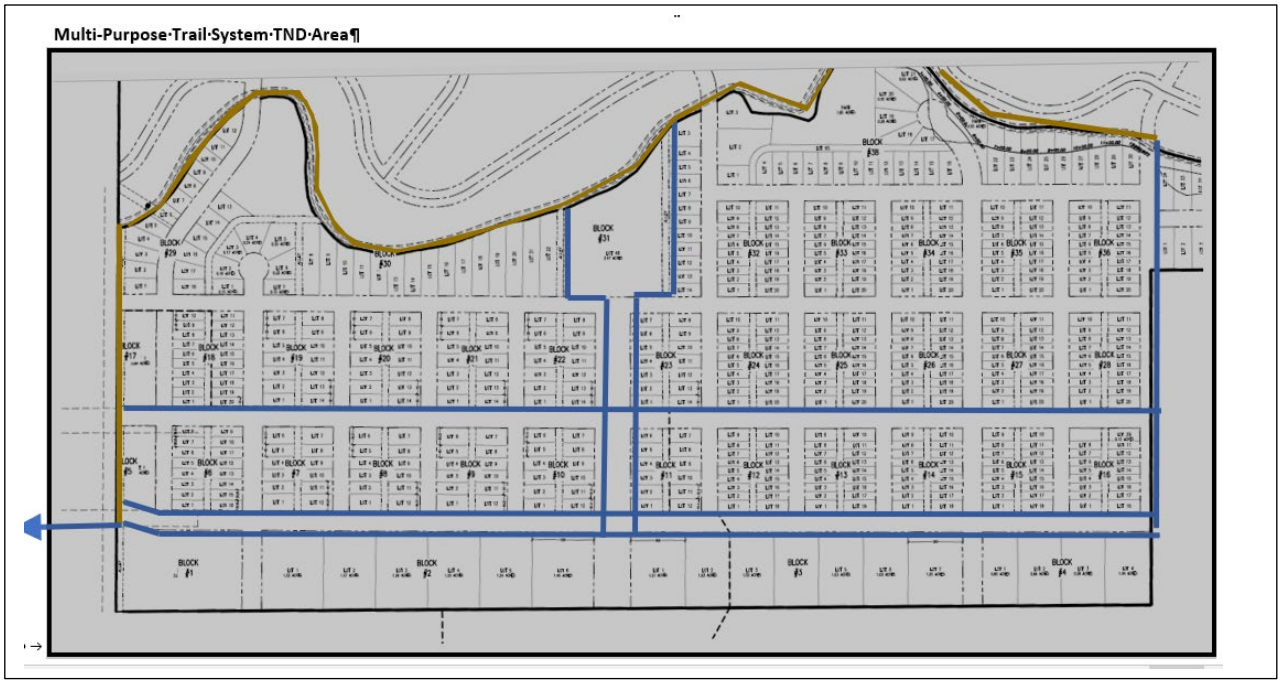
B. **Spacing.** Trails must be spaced no further than 1,500 feet apart. Exceptions to this spacing standard are allowed for short sections of trail alignments which are modified to link to a destination or respond to topography.

C. **Design.** Trails may be designed as an off-street connection or integrated into the design of the street.

1. Off-street trails must meet the standards of LDC Section 4.

2. If a trail connection is proposed to be integrated with a Gateway street, or Georgia Avenue, the street must include either a 10- foot wide multi-use path or a 10-foot wide sidewalk and dedicated bike facility as illustrated in Appendix E. Street Network Plan and Cross-Sections.

Compliance: Phase 2 provides a relocated north south gravel trail on the west side of the development on Foundation property that replaces the existing north south trail to the east, and two north south trails on Hartman Avenue. East-west trails, two are provided on College Avenue and one on Georgia Avenue. See the street sections in Attachment E showing the trail sections. Below is a schematic trail concept showing some of the trail system for the PUD overall and how the Phase 2 trails will connect to the overall trail system.



- **Georgia Avenue (1) 12- foot trail concrete**
- **College Avenue (2) 10-foot trails concrete, across foundation property (1) 12-foot Trail concrete**
- **Hartman Blvd. (2) 10-foot trails concrete**
- **Cemetery Ditch Trail 12-foot gravel, East Boundary**
- **University Trail to Hwy 50 underpass gravel**

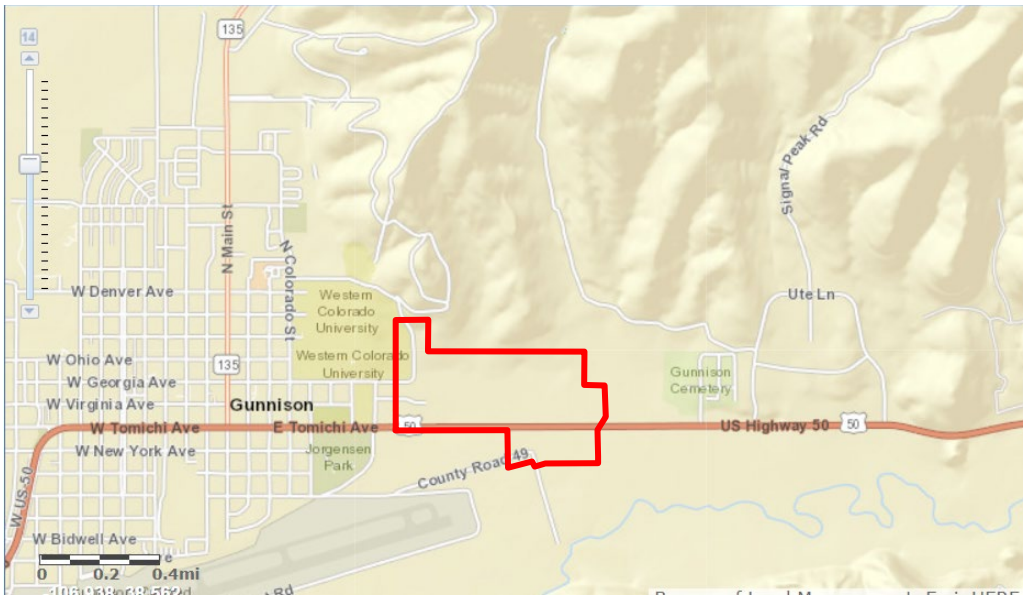
G. GENERAL SITE INFORMATION

Historical Use of the Site

The development site is historic hay meadow that has been historically irrigated by flood irrigation. The only ditches within the Phase 2 development area are ditch laterals.

Streams

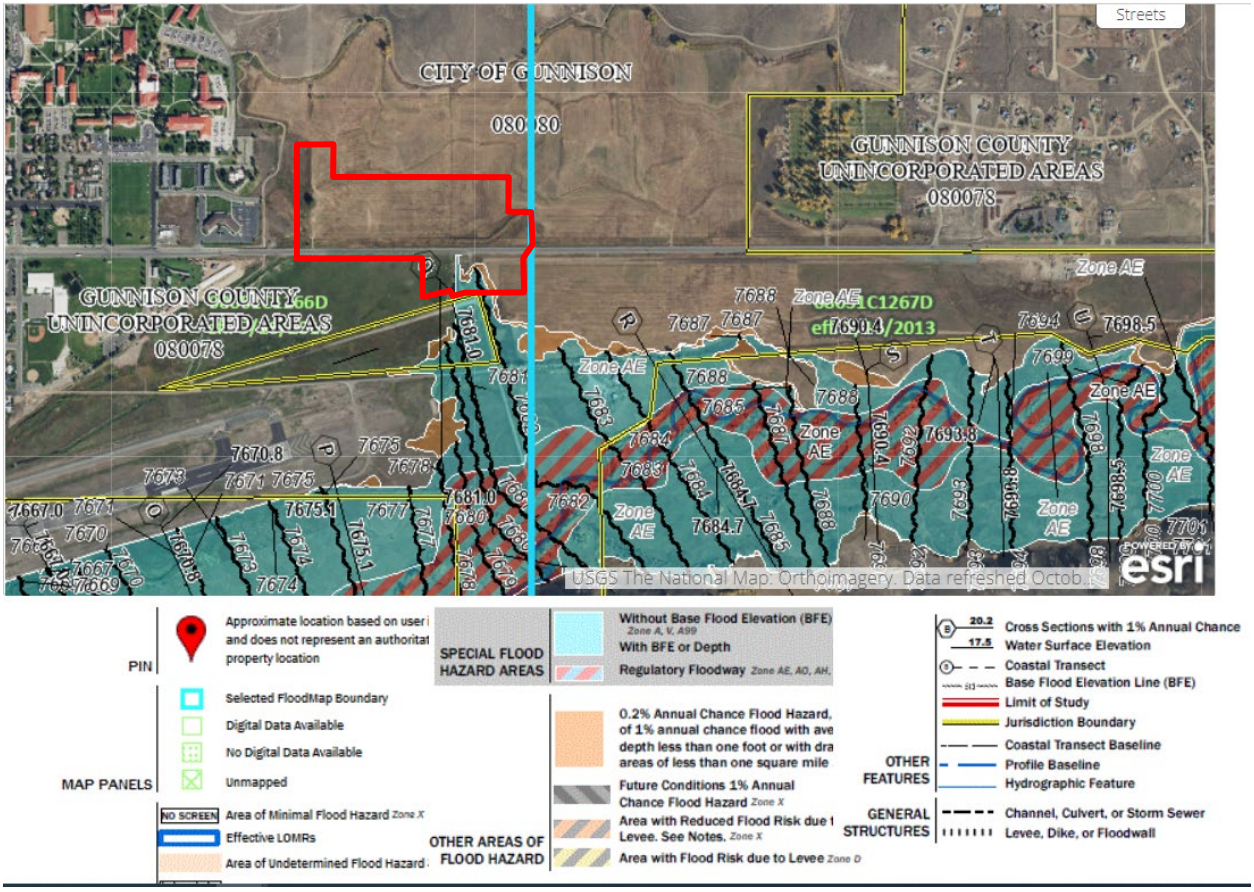
There are no streams within the Phase 2 development area. The map below is the development area National Water Information System Mapper with surface water active and inactive site layers and springs active and inactive layers turned on. No streams or springs are identified within the Phase 2 development area.



National Water Information System Map

Flood Areas

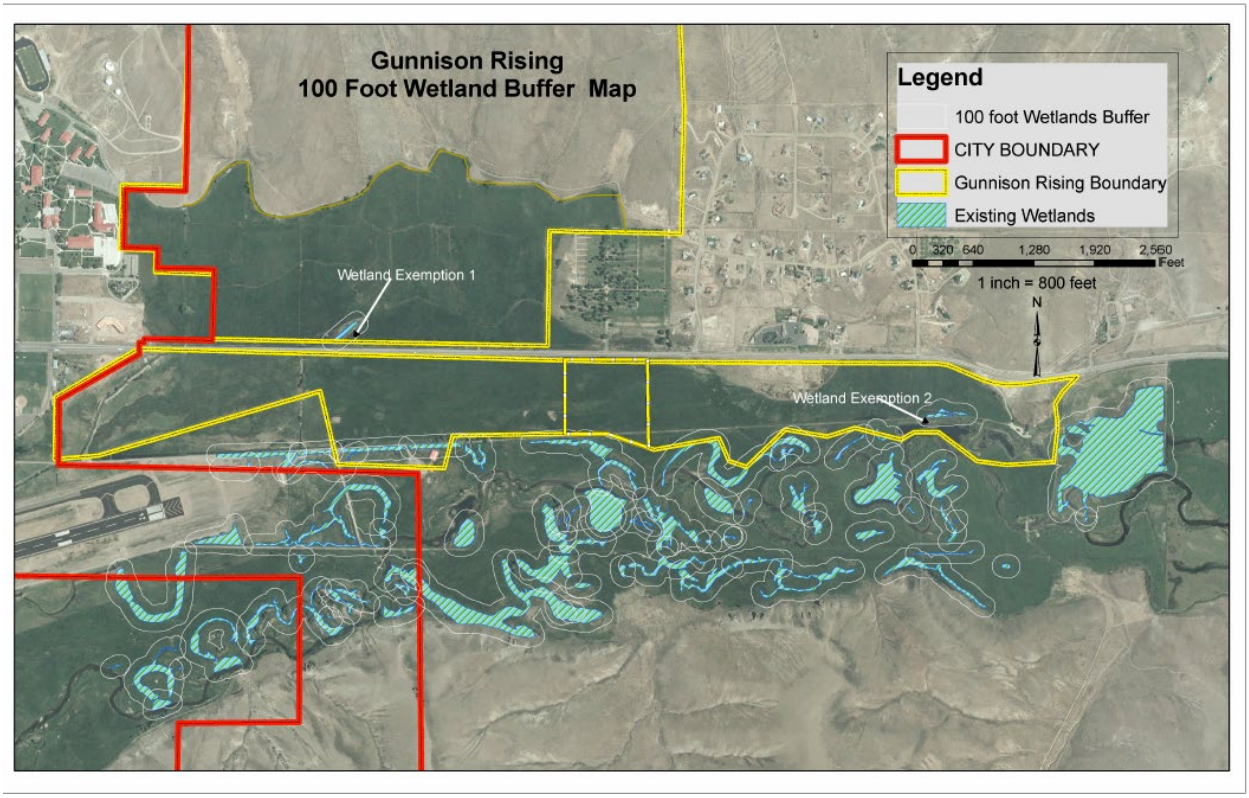
The FEMA map shows that the Phase 2 development site is outside of Regulatory Floodway, there is a small area that is in an unstudied flood zone without a Base Flood Elevation. This area is a natural drainage area that is discussed in following report sections. The identified flood area is within Lot 2 of Block #40 that is designated as a Metro District owned lot that will be utilized as a Stormwater detention and treatment facility. There will be no occupied structures or buildings in this area. This is one of the two historic drainage crossings of Tomichi Avenue that is discussed further in a following section.



FEMA Map

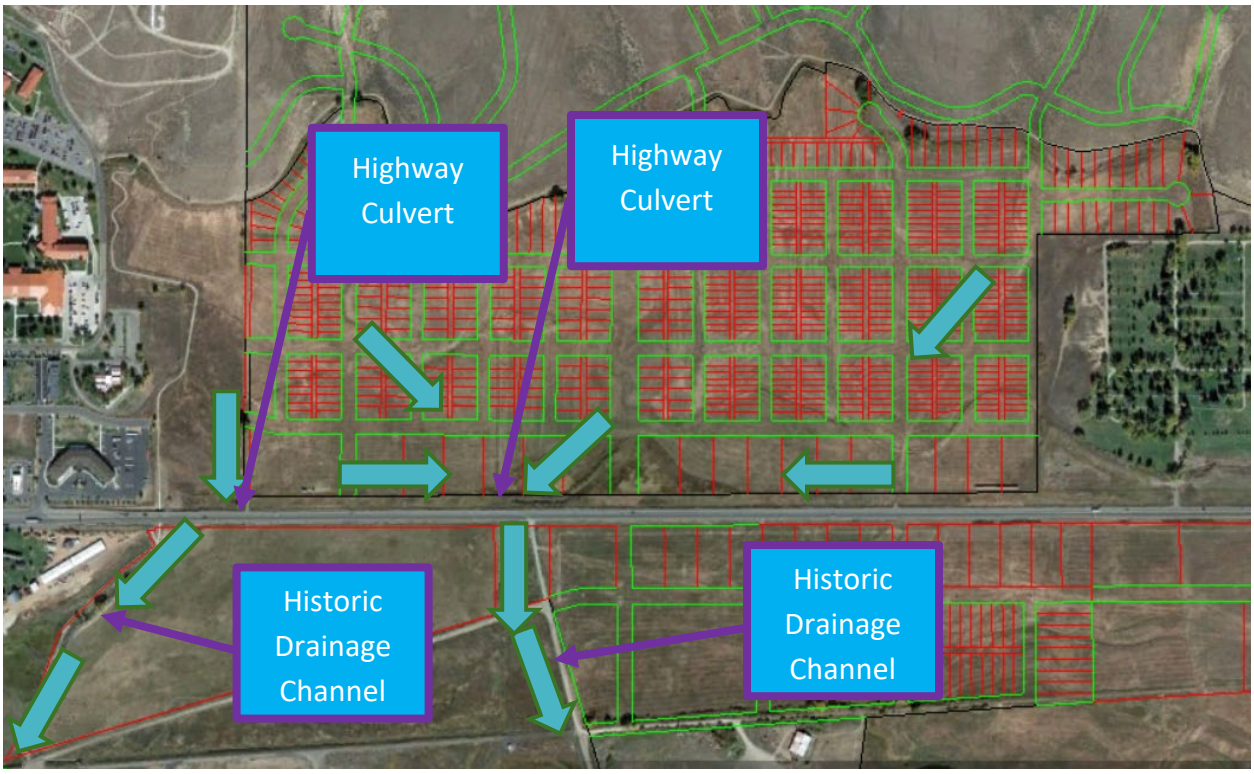
Wetlands

Wetlands were studied and determined during the PUD process.



Historic Drainage Patterns and Sources

There are two historic drainage and irrigation seep water channels within the development area that are fed from surface irrigation water, irrigation seep water and stormwater. The low point of the topography on the north side of Tomichi Avenue is the location of the historic drainage channel with a highway culvert crossing just west of the IBar road shown in the figure below which shows the general flow pattern of irrigation surface irrigation, seep water and stormwater. The dry up of the irrigated meadow will reduce the flow in the central historic drainage channel by 90%. The estimated flow in this channel is on the order of 22 c.f.s. during the irrigation season. A piped ditch bypass system will convey excess ditch water to eliminate irrigation return flows in this centralized channel, leaving its full capacity for stormwater conveyance and treatment. The slope of the land toward this central channel is evident in the topography shown in Attachment D.



Historic Drainage Channels and Patterns

Other Important natural or physical features within or adjacent to the track being subdivided

The only other physical feature in the development area is the Tomichi Avenue (U.S. Highway 50 corridor which bisects the development area. The highway is raised above the natural topography on both sides of the corridor 4-8 feet.

H. SOILS

Geotechnical Report

A Geotechnical Report was prepared by Cesare Inc. for the development areas of Phase 1 - 4 and is provided in Appendix G. Borings were completed north of Tomichi Avenue and Test pits south of Tomichi Avenue.

General Summary of Soil and Groundwater Conditions

The soils on the north side of Tomichi Avenue are generally 6" – 12" of topsoil with underlying coarse gravel material 4-inch minus with a low level of fines. This material has good infiltration characteristics and is well suited for structural material after topsoil is removed. There are intermittent lenses of historic drainage channels that are filled with fine sands that require removal and replacement with structural material for streets. The Cemetery ditch is the main source for historic groundwater. The dry up of the irrigation and the proposed bypass system

combined with a piped system for water delivery to the Cemetery will eliminate most of the near surface groundwater.

The soils on the south side of Tomichi Avenue have a 1–3-foot layer of topsoil and clay that has poor infiltration characteristics. This material requires removal and replacement with structural material for streets. The underlying layers are coarse gravel material 4-inch minus that has good structural characteristics and infiltration characteristics. Groundwater in this area has been influenced by irrigation return flow from north of Tomichi Avenue and the general groundwater from the Tomichi Creek drainage. Groundwater in this area ranges from 1-6 feet depending on the seasonal snow runoff. Dry up will reduce the near surface groundwater, but groundwater will continue to be in the range of 3-6 feet due to the Tomichi drainage influence.

USDA Soil Information

The soil information contained in this section is from the USDA web soil survey.

Soils Map

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
2GB4	Duffson-Beenom, exposed complex, 5 to 40 percent slopes	0.7	0.5%
BsB	Bosler sandy loam, 1 to 8 percent slopes	30.0	20.0%
DeB	Dewville loam, 1 to 5 percent slopes	59.8	39.9%
DeC	Dewville loam, 5 to 15 percent slopes	36.5	24.4%
IrB	Irim loam, 1 to 5 percent slopes	22.8	15.2%
Totals for Area of Interest		**149.8**	**100.0%**

Tables — Corrosion of Concrete — Summary By Map Unit

Summary by Map Unit — Gunnison Area, Colorado, Parts of Gunnison, Hinsdale, and Saguache Counties (CO662)

Summary by Map Unit — Gunnison Area, Colorado, Parts of Gunnison, Hinsdale, and Saguache Counties (CO662)

Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
2GB4	Duffson-Beenom, exposed complex, 5 to 40 percent slopes	Low	0.7	0.5%
BsB	Bosler sandy loam, 1 to 8 percent slopes	Low	30.0	20.0%
DeB	Dewville loam, 1 to 5 percent slopes	Moderate	59.8	39.9%
DeC	Dewville loam, 5 to 15 percent slopes	Moderate	36.5	24.4%
IrB	Irim loam, 1 to 5 percent slopes	Moderate	22.8	15.2%
Totals for Area of Interest			**149.8**	**100.0%**

Tables — Corrosion of Steel — Summary By Map Unit

Summary by Map Unit — Gunnison Area, Colorado, Parts of Gunnison, Hinsdale, and Saguache Counties (CO662)

Summary by Map Unit — Gunnison Area, Colorado, Parts of Gunnison, Hinsdale, and Saguache Counties (CO662)

Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
2GB4	Duffson-Beenom, exposed complex, 5 to 40 percent slopes	Moderate	0.7	0.5%
BsB	Bosler sandy loam, 1 to 8 percent slopes	High	30.0	20.0%
DeB	Dewville loam, 1 to 5 percent slopes	Low	59.8	39.9%
DeC	Dewville loam, 5 to 15 percent slopes	Low	36.5	24.4%
IrB	Irim loam, 1 to 5 percent slopes	High	22.8	15.2%
Totals for Area of Interest			**149.8**	**100.0%**

Tables — Local Roads and Streets — Summary By Map Unit

Summary by Map Unit — Gunnison Area, Colorado, Parts of Gunnison, Hinsdale, and Saguache Counties (CO662)

Summary by Map Unit — Gunnison Area, Colorado, Parts of Gunnison, Hinsdale, and Saguache Counties (CO662)

Map unit symbol	Map unit name	Rating	Component name (percent)	Rating reasons (numeric values)	Acres in AOI	Percent of AOI
2GB4	Duffson-Beenom, exposed complex, 5 to 40 percent slopes	Very limited	Duffson (40%)	Slope (1.00)	0.7	0.5%
				Depth to hard bedrock (0.64)		
				Frost action (0.50)		
			Beenom, exposed (30%)	Depth to hard bedrock (1.00)		
				Slope (1.00)		
				Frost action (0.50)		
			Lucky (10%)	Slope (1.00)		
				Depth to hard bedrock (0.64)		
				Frost action (0.50)		
			Woodhall, extremely stony (10%)	Depth to hard bedrock (1.00)		
				Slope (1.00)		
				Frost action (0.50)		
BsB	Bosler sandy loam, 1 to 8 percent slopes	Somewhat limited	Bosler (85%)	Frost action (0.50)	30.0	20.0%
DeB	Dewville loam, 1 to 5 percent slopes	Somewhat limited	Dewville (90%)	Frost action (0.50)	59.8	39.9%
DeC	Dewville loam, 5 to 15 percent slopes	Somewhat limited	Dewville (85%)	Frost action (0.50)	36.5	24.4%
				Slope (0.16)		
IrB	Irim loam, 1 to 5 percent slopes	Somewhat limited	Irim (90%)	Depth to saturated zone (1.00)	22.8	15.2%
				Flooding (0.40)		
Totals for Area of Interest					**149.8**	**100.0%**

Table — Local Roads and Streets — Summary by Rating Value

Summary by Rating Value

Summary by Rating Value

Rating	Acres in AOI	Percent of AOI
Somewhat limited	149.1	99.5%
Very limited	0.7	0.5%
Totals for Area of Interest	**149.8**	**100.0%**

Description — Local Roads and Streets

Local roads and streets have an all-weather surface and carry automobile and light truck traffic all year. They have a subgrade of cut or fill soil material; a base of gravel, crushed rock, or soil material stabilized by lime or cement; and a surface of flexible material (asphalt), rigid material (concrete), or gravel with a binder. The ratings are based on the soil properties that affect the ease of excavation and grading and the traffic-supporting capacity. The properties that affect the ease of excavation and grading are depth to bedrock or a cemented pan, hardness of bedrock or a cemented pan, depth to a water table, ponding, flooding, the amount of large stones, and slope. The properties that affect the traffic-supporting capacity are soil strength (as inferred from the AASHTO group index number), subsidence, linear extensibility (shrink-swell potential), the potential for frost action, depth to a water table, and ponding.

The ratings are both verbal and numerical. Rating class terms indicate the extent to which the soils are limited by all of the soil features that affect the specified use. "Not limited" indicates that the soil has features that are very favorable for the specified use. Good performance and very low maintenance can be expected. "Somewhat limited" indicates that the soil has features that are moderately favorable for the specified use. The limitations can be overcome or minimized by special planning, design, or installation. Fair performance and moderate maintenance can be expected. "Very limited" indicates that the soil has one or more features that are unfavorable for the specified use. The limitations generally cannot be overcome without major soil reclamation, special design, or expensive installation procedures. Poor performance and high maintenance can be expected.

Numerical ratings indicate the severity of individual limitations. The ratings are shown as decimal fractions ranging from 0.01 to 1.00. They indicate gradations between the point at which a soil feature has the greatest negative impact on the use (1.00) and the point at which the soil feature is not a limitation (0.00).

The map unit components listed for each map unit in the accompanying Summary by Map Unit table in Web Soil Survey or the Aggregation Report in Soil Data Viewer are determined by the aggregation method chosen. An aggregated rating class is shown for each map unit. The components listed for each map unit are only those that have the same rating class as listed for the map unit. The percent composition of each component in a particular map unit is presented to help the user better understand the percentage of each map unit that has the rating presented.

Other components with different ratings may be present in each map unit. The ratings for all components, regardless of the map unit aggregated rating, can be viewed by generating the equivalent report from the Soil Reports tab in Web Soil Survey or from the Soil Data Mart site. Onsite investigation may be needed to validate these interpretations and to confirm the identity of the soil on a given site.

Summary by Map Unit — Gunnison Area, Colorado, Parts of Gunnison, Hinsdale, and Saguache Counties (CO662)

Map unit symbol	Map unit name	Rating	Component name (percent)	Rating reasons (numeric values)	Acres in AOI	Percent of AOI
2GB4	Duffson-Beenom, exposed complex, 5 to 40 percent slopes	Very limited	Duffson (40%)	Slope (1.00)	0.7	0.5%
				Depth to hard bedrock (0.64)		
				Frost action (0.50)		
			Beenom, exposed (30%)	Depth to hard bedrock (1.00)		
				Slope (1.00)		
				Frost action (0.50)		
			Lucky (10%)	Slope (1.00)		
				Depth to hard bedrock (0.64)		
				Frost action (0.50)		
			Woodhall, extremely stony (10%)	Depth to hard bedrock (1.00)		
				Slope (1.00)		
				Frost action (0.50)		
BsB	Bosler sandy loam, 1 to 8 percent slopes	Somewhat limited	Bosler (85%)	Frost action (0.50)	30.0	20.0%
DeB	Dewville loam, 1 to 5 percent slopes	Somewhat limited	Dewville (90%)	Frost action (0.50)	59.8	39.9%
DeC	Dewville loam, 5 to 15 percent slopes	Somewhat limited	Dewville (85%)	Frost action (0.50)	36.5	24.4%
				Slope (0.16)		
IrB	Irim loam, 1 to 5 percent slopes	Somewhat limited	Irim (90%)	Depth to saturated zone (1.00)	22.8	15.2%
				Flooding (0.40)		
Totals for Area of Interest					**149.8**	**100.0%**

Table — Local Roads and Streets — Summary by Rating Value

Summary by Rating Value

Summary by Rating Value

Rating	Acres in AOI	Percent of AOI
Somewhat limited	149.1	99.5%
Very limited	0.7	0.5%
Totals for Area of Interest	**149.8**	**100.0%**

Description — Dwellings Without Basements

Dwellings are single-family houses of three stories or less. For dwellings without basements, the foundation is assumed to consist of spread footings of reinforced concrete built on undisturbed soil at a depth of 2 feet or at the depth of maximum frost penetration, whichever is deeper.

The ratings for dwellings are based on the soil properties that affect the capacity of the soil to support a load without movement and on the properties that affect excavation and construction costs. The properties that affect the load-supporting capacity include depth to a water table, ponding, flooding, subsidence, linear extensibility (shrink-swell potential), and compressibility. Compressibility is inferred from the Unified classification of the soil. The properties that affect the ease and amount of excavation include depth to a water table, ponding, flooding, slope, depth to bedrock or a cemented pan, hardness of bedrock or a cemented pan, and the amount and size of rock fragments.

The ratings are both verbal and numerical. Rating class terms indicate the extent to which the soils are limited by all of the soil features that affect the specified use. "Not limited" indicates that the soil has features that are very favorable for the specified use. Good performance and very low maintenance can be expected. "Somewhat limited" indicates that the soil has features that are moderately favorable for the specified use. The limitations can be overcome or minimized by special planning, design, or installation. Fair performance and moderate maintenance can be expected. "Very limited" indicates that the soil has one or more features that are unfavorable for the specified use. The limitations generally cannot be overcome without major soil reclamation, special design, or expensive installation procedures. Poor performance and high maintenance can be expected.

Numerical ratings indicate the severity of individual limitations. The ratings are shown as decimal fractions ranging from 0.01 to 1.00. They indicate gradations between the point at which a soil feature has the greatest negative impact on the use (1.00) and the point at which the soil feature is not a limitation (0.00).

The map unit components listed for each map unit in the accompanying Summary by Map Unit table in Web Soil Survey or the Aggregation Report in Soil Data Viewer are determined by the aggregation method chosen. An aggregated rating class is shown for each map unit. The components listed for each map unit are only those that have the same rating class as listed for the map unit. The percent composition of each component in a particular map unit is presented to help the user better understand the percentage of each map unit that has the rating presented.

Other components with different ratings may be present in each map unit. The ratings for all components, regardless of the map unit aggregated rating, can be viewed by generating the equivalent report from the Soil Reports tab in Web Soil Survey or from the Soil Data Mart site. Onsite investigation may be needed to validate these interpretations and to confirm the identity of the soil on a given site.

The development site does not contain any hazard areas such as:

- Steep slopes
- Subsidence
- Rockfall
- Debris flow
- Landslides
- Collapsible Soils
- Avalanche

J. WATER SUPPLY AND SEWAGE DISPOSAL

A full description of the water supply, sewage disposal, and general utility provisions can be found in Attachment F. Utilities Plan.

Water rights were identified and determined during the Annexation and PUD process.

Water for Phase 2 will be served by connections to an 8-inch water main on College and a 12-inch water trunk main offsite to a connection to one of the City 10-inch trunk mains from the City water tank.

Sewer is served by onsite 8-inch mains connecting to a 10-inch trunk main on College Avenue that connects to a 15-inch Trunk main on Hartman Avenue which crosses Tomichi Avenue in a highway bore to the 15-inch Trunk main installed in Phase 1 to the Lift Station installed in Phase 1.

K. IRRIGATION WATER SYSTEM

Non-potable water for irrigation will utilize Cemetery Ditch water rights and will be piped in alleys to the lots from a diversion box on the Cemetery Ditch. This system will be maintained and managed by the metro district.

L. SOLAR ENERGY

Primary Streets are oriented north to south and lots are designed to be narrow and deep which orients roof lines east-west providing maximum roof area and optimum orientation for solar panels.

Streetlights will be non-grid connected solar powered with battery storage. This reduces the electric load on the City electric utility which is primarily fossil fuel generated and it reduces the carbon footprint of electric conduit and wire to serve streetlights.

M. TRAFFIC ANALYSIS

A Traffic Study has been prepared by a licensed Traffic Engineer LSC Consultants and submitted to CDOT for Phase 2 and the Hartman Avenue CDOT access (see Appendix K. Traffic Impact Analysis). This traffic study also includes traffic projections for College Avenue.

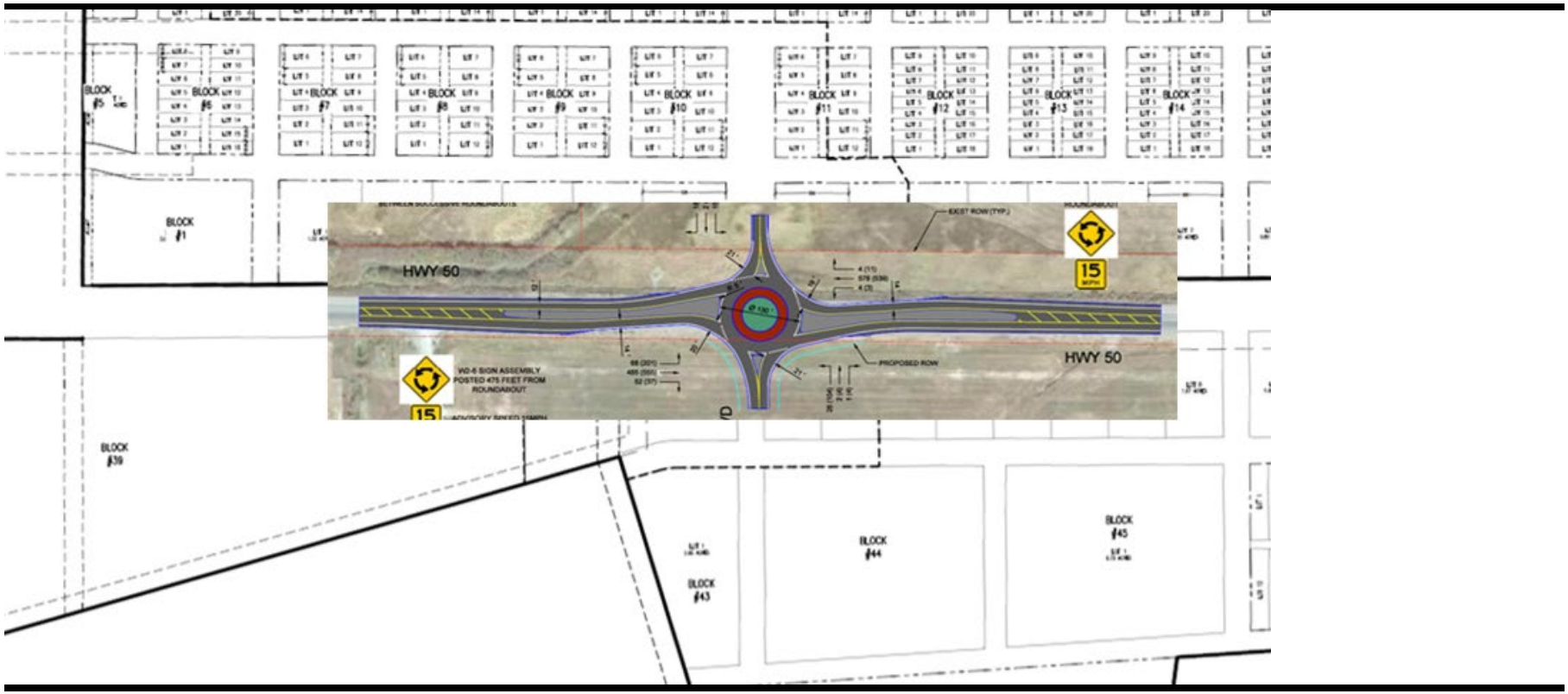
Phase 2 will initially have two accesses, Hartman Blvd. to Tomichi Avenue via an approved CDOT access and College Avenue. The College Avenue Access will be completed Summer of 2022.

Phase 3 will add an additional connection to Georgia Avenue.

The Traffic Analysis for Phase 2 does not warrant a traffic light for Hartman Blvd. It does warrant accel, decel and left turn lanes. If this design approach is followed for an Access Permit, it could be 5-10 years before a traffic light is installed.

CDOT is considering a preferred option of a Roundabout, which provides better traffic flow, lower accident rates, traffic calming and the ability to handle the full PUD build-out traffic. A roundabout is more expensive than turn lanes and a traffic light and requires a higher front-loaded cost. A concept is shown on the following page. Gunnison Rising and LSC are working with CDOT on the conceptual design and analysis to determine the final requirements of the CDOT access Permit. The access would likely be constructed in 2023.

When CDOT determines sufficient traffic warrants an additional access, they will approve Access A which is Lewis Street to Tomichi Avenue.



HIGHWAY ROUNDABOUT LAYOUT

N. LANDSCAPING

There are three categories of landscaping for Phase 2 subdivision infrastructure.

The first is the landscaping in the public right of way, which is defined by the street cross sections shown in Attachment E. Street parkways will be crushed stone to preserve water resources with tree plantings as shown on approximately 30-foot centers, with drip irrigation. Landscape design will be provided for final plat.

The second is the linear park on Hartman Blvd. The street cross section in Attachment E shows the general intent of the landscaping with a double row of trees on each side of the street enclosing the multi-use trails in a tree canopy with a grass ground cover. Landscape design will be provided for final plat.

The Third is Highway Entryway landscaping. This landscaping cannot be designed until the CDOT Access Permit is issued and the access design is completed as it will define the area available for landscaping limits and traffic site distances.

O. PARKING

On-street parking is defined by the approved PUD street sections shown in Attachment E. All streets within Gunnison Rising Phase 2 provide on-street parking.

There are no off-street parking requirements for subdivision approval. Off street parking requirements are defined in the PUD in section 4.4 and apply to lot or site-specific uses. Table 4.3 defines the parking requirements.

*Table **Error! No text of specified style in document.**-1. Off-Street Parking Requirements*

Use Categories	Specific Uses	Minimum Spaces Required
Residential Use Categories		
Household Living	Accessory dwelling unit	None
	Duplex dwellings	1.0 per dwelling unit
	Manufactured homes	1.0 per dwelling unit
	Multi-family dwellings	0.75 per dwelling unit
	Single-family dwellings	1.0 per dwelling unit
	Townhouses	1.0 per dwelling unit
	Cottage cluster	1.0 per dwelling unit
	Compact neighborhood	0.75 per dwelling unit
	Upper story residential	0.75 per dwelling unit (exempt in CM and M zones)
	Zero lot line dwellings	1.0 per dwelling unit
Congregate Living	Assisted Living homes	1.0 per bed
	Nursing home	1.0 per employee, plus 1 visitor space per 2 beds
	Rooming and boarding houses, dormitories, fraternities or sororities	1.0 per employee, plus 1 visitor space per 4 beds
Public, Civic and Institutional Use Categories		
Educational Facilities	Elementary and Middle Schools	1.0 per classroom + 1.0 per 300 sq.ft. of office area + 1.0 per 5 seats in any auditorium assembly
	All Other Schools	1.0 per classroom + 1.0 per 300 sq.ft. of office area + 1.0 per 5 seats in any auditorium assembly
Day Care	Daycare homes, schools, and centers	1.0 per non-resident employee
Medical	Hospitals	1.0 per 2 beds + 1.0 per employee per day shift
Accommodation, Retail, Service - Commercial Use Categories		
Accommodations	Hotels and Motels	1.0 per guest room +1 space per 3 employees and 75% of parking required for other associated or accessory uses (restaurants, offices, meeting spaces)
	Hostels	1.0 per 2 beds
	Bed and Breakfasts	1.0 space per guest room
Commercial	Assembly Areas (Exhibit Rooms, Gyms, Community Centers, Theaters, Church, Assembly Hall) Professional Offices, Government Offices, Personal Services, Small / Specialty Retail, Church, Bicycle	1.0 space per 1000 sq. ft.

4 STREET & UTILITY REPORT (SEE ATTACHMENT F FOR UTILITY PLANS)

A. ELECTRIC – (SEE ATTACHMENT F)

Offsite Electric Infrastructure

- North Substation Upgrade $1,240,000.00 includes new $500,000.00 transformer with capacity for all phases of the PUD.
- Four main electric 1000 MCM underground feeders through the University to the Gunnison Rising PUD west boundary $744,000.00.

Onsite Electric Capacity

- South Highway 50 Phase 1 Electrical Feeds $1,215,000.00.
- Phase 2 Electrical Distribution System (estimated cost $600,000.00) Electric design has not yet been provided by City Consultant Engineer.
- Phase 2 Schematic Attachment F.

B. SEWER (SEE ATTACHMENT F)

Offsite Sewer Infrastructure

- Phase 1 install of Lift Station & Force Main
- Phase 1 install of 15-inch sewer trunk main lift station to Tomichi Ave
- Phase 1 install sewer highway bore Hartman Blvd.

Onsite Phase 2 Sewer Infrastructure (in street under pavement)

- 15-inch trunk main Highway bore to College Avenue
- 10-inch trunk main College Avenue/Hartman Blvd. to College Ave. Wilson Street.
- 8-inch sewer main College Avenue to Georgia Avenue for Wilson, Lewis, Henry, Fellows, Wanita, Hartman.

C. WATER (SEE ATTACHMENT F)

Onsite Water (in street under pavement)

- Phase 1 8-inch water main College at west boundary of University Foundation Property to Hartman Avenue.
- Phase 1 12-inch water trunk line Hartman & College to highway bore.
- Phase 1 Highway bore

- Phase 1 12-inch water trunk line highway bore south to New York Avenue
- Phase 2 8-inch main Wilson Avenue, College Avenue to Ohio Street
- Phase 2 8-inch water mains College Avenue to Georgia Avenue for Wilson, Lewis, Henry, Fellows, Wanita, Hartman.

D. NATURAL GAS (SEE ATTACHMENT F)

Offsite Gas Mains (easements and in streets under pavement)

- Phase 1 tie into Teller Street Xcel Energy high pressure main terminal
- Phase 1 install 6-inch gas main from Teller street to Ute Lane

Onsite Gas Mains (in streets under pavement and in alleys for primary streets)

- Phase 2 install gas main from New York Avenue to south highway bore Tomichi Ave.
- Phase 2 install 6-inch gas main highway bore
- Phase 2 install 6-inch gas main north highway bore to College
- Phase 2 install 6-inch gas main Hartman to Wilson on College
- Phase 2 install 4-inch gas mains in alleys Wilson, Lewis, Henry, Fellows, Wanita, Hartman & O'Fallon

E. STORMWATER (SEE ATTACHMENT F)

Onsite Stormwater

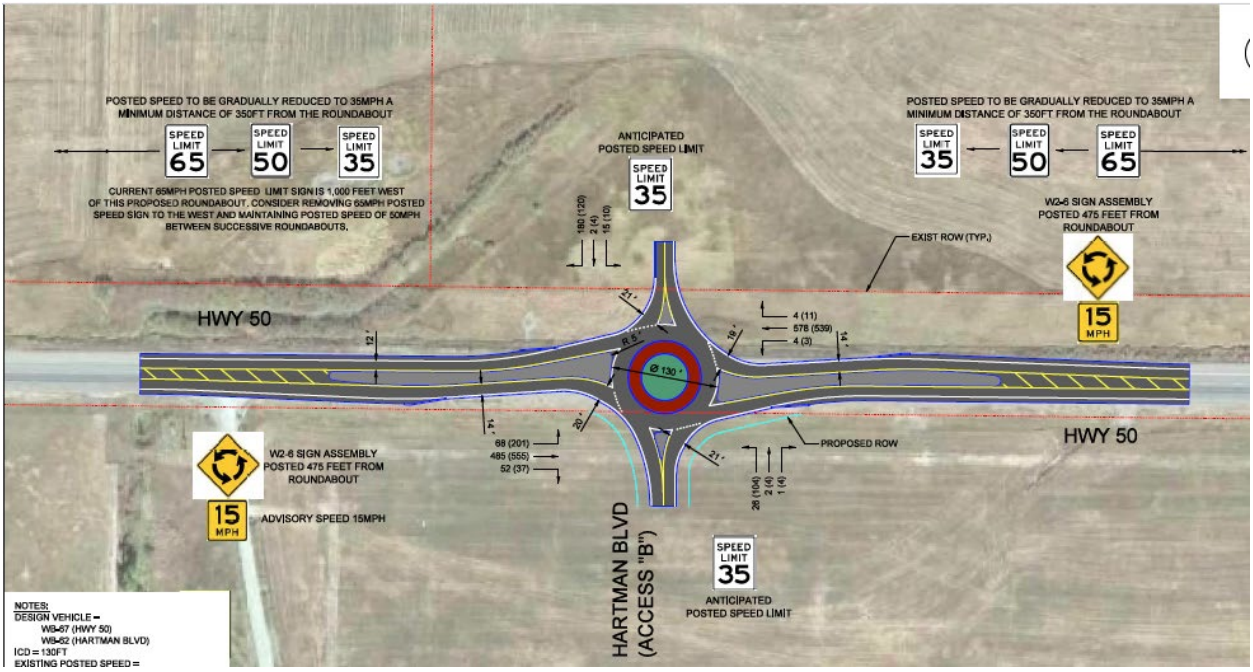
- North-south streets will convey stormwater in street gutters and pans.
- Georgia Avenue flows will flow north-south streets.
- College Avenue will collect flows in gutters, pans and stormwater inlets to piped storm drain which will connect to a storm drain in a drainage easement between lots 3 & 4 Block 2 to the existing Highway culvert where historic flows to include ditch seep water have crossed the highway to the Detention and treatment pond in Lot 1 Block 40. The outlet from the detention treatment pond will outflow to the historic ditch channel that runs on the east side of the Ibar road. The culvert historically handled 22 c.f.s. of ditch seep water plus stormwater flows. The 22 c.f.s. of ditch seep water will no longer flow in this channel and will be separately bypassed in a piped channel to a different historic drain channel on the west boundary.

F. TRAFFIC ANALYSIS

A revised highway access plan has been approved by CDOT, the City and Gunnison County. This revised highway access plan moved Access A (Lewis Street) and Access B (Hartman Blvd.)to match the block structure and improve the access locations.

The PUD approved the highway access locations and street connectivity into the City grid at College Avenue and Georgia Avenue. This phase connects Gunnison Rising to College Avenue along with a water main connection at College. Phase 3 will connect Georgia Avenue as this connection requires changes to the parking lot for the College Foundation Building.

A permit application is in progress with CDOT for Hartman Blvd. CDOT has suggested a Roundabout instead of a traditional intersection. With a traditional intersection, accel, decel and left turn lanes would be installed for Phases 2 and 3. CDOT would not allow a traffic signal to be installed until the traffic volume meets a warrant for a signal. Likely the traffic would meet a signal warrant when Phase 4 starts to be significantly built out. Traffic lights stop traffic but do not calm traffic speeds. A roundabout, calms traffic, has lower traffic accident rates and is built to handle the full PUD traffic volume from the start. CDOT currently has their traffic consultant Kimber Horn completing a preliminary design for the roundabout. A concept design has been completed along with a report provided in Attachment F.



Kimber Horn is currently integrating the concept with the topographical and boundary survey provided by Gunnison Rising to complete a preliminary design.

Gunnison Rising has designed a series of utility bores for this location for water, sewer, electric, gas and fiber. Gunnison Rising has obtained a utility permit to complete the bores winter of 2021-22.

In summary, the predicted traffic volumes, street connections, street designs and highway access points are consistent with the approved PUD, master traffic studies previously conducted and current updated studies for Filing 2.

Cesare Inc. the Gunnison Rising Geotechnical firm has provided design criteria for the streets based on the geotechnical borings and investigations and the projected traffic loading.

Once CDOT and Gunnison Rising determine the choice of a roundabout or standard intersection a CDOT permit will be issued. A permit will be issued in the January-February timeframe.

PHASE 2 – DEVELOPMENT REPORT APPENDICES

LIST OF ATTACHMENTS

Attachment A – PUD PHASING PLAN

Attachment B – PLANNED DEVELOPMENT ZONE DISTRICTS

Attachment C – SITE VICINITY MAP

Attachment D – SITE TOPOGRAPHY MAP

Attachment E - STREET NETWORK AND CROSS SECTIONS

Attachment F – UTILITY PLANS

Attachment G – Traffic Study

Attachment H – Schematic PUD Plans

Attachment A

PUD Phasing Plan

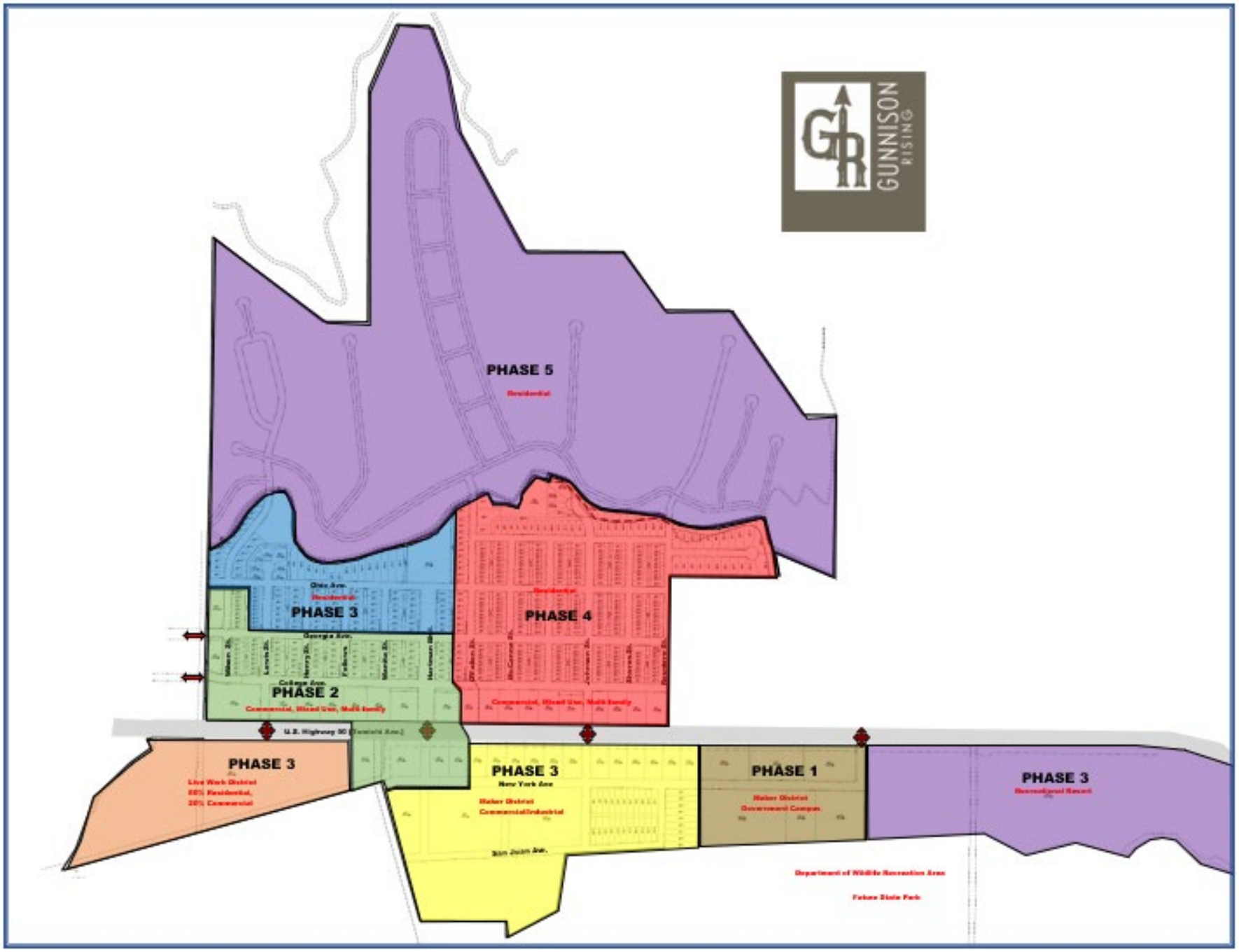
Phase 2

- Adjacent to University for Seamless Connectivity using College Avenue
- Logical Phasing of Infrastructure
- Central Highway Access on Hartman Avenue
- Connectivity to South Side of Highway Hartman Avenue

September 2021

Prepared for the City of Gunnison

By Gunnison Valley Properties, Cascadia Partners, LLC & Crabtree Group, Inc.


GUNNISON RISING
PHASE 5
Residential
PHASE 3
PHASE 4
PHASE 2
Commercial, Mixed Use, Multi Family
U.S. Highway 50
PHASE 3
Live Work District
60% Residential,
30% Commercial
PHASE 3
New York Ave
Water District
Commercial/Industrial
PHASE 1
Water District
Government Campus
PHASE 3
Recreational Resort
Department of Wildlife Recreation Area
Future State Park

Attachment B

Planned Development Zoning Districts

September 2021

Prepared for the City of Gunnison

By Gunnison Valley Properties, Cascadia Partners, LLC & Crabtree Group, Inc.

ZONING MAP LEGEND

COLOR	SYMBOL	DESCRIPTION	AREA (AC)	%
	RL	LARGE LOT RESIDENTIAL	25.6	4.1%
	R1–9,600	LARGE LOT RESIDENTIAL	91.4	14.7%
	R1–4,800	MEDIUM RESIDENTIAL	65.2	10.5%
	R2–2,400	TRADITIONAL NEIGHBORHOOD	74.0	11.9%
	RMU–1,200	MISSING MIDDLE	15.7	2.5%
	R3–1,250	MULTIFAMILY	15.8	2.5%
	CM	MAIN STREET	49.8	8.0%
	M	MAKER DISTRICT	94.3	15.2%
	RR	RECREATIONAL RESORT	54.6	8.8%
	LW	LIVE –WORK	34.9	5.6%
	O	OPEN SPACE	99.2	16.0%

ZONING MAP FOR GUNNISON RISING PLANNED DEVELOPMENT 2021

PREPARED BY:
CRABTREE GROUP INC.
ENGINEERING SMART GROWTH

DESIGNED BY TLV
DRAWN BY CA
CHECKED BY JHDL
SCALE 1"=1'
DATE AUG. 2021

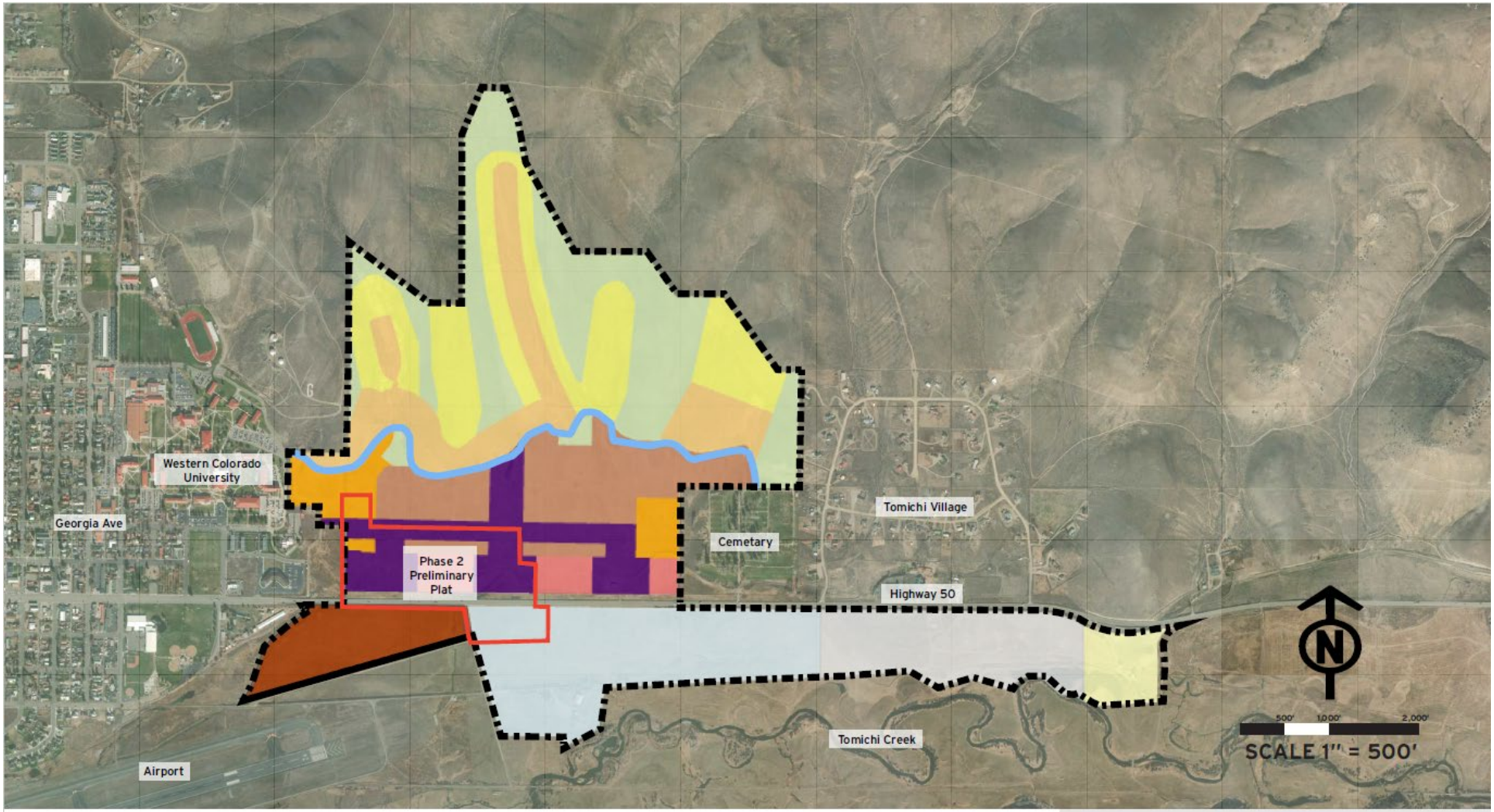
Attachment C

Site Vicinity Maps

September 2021

Prepared for the City of Gunnison

By Gunnison Valley Properties, Cascadia Partners, LLC & Crabtree Group, Inc.



GUNNISON RISING

Site Vicinity Map

October 2021


GR PHASE 2 SUBDIVISION
GR PHASE 2 REMAINDER LOT

Attachment D

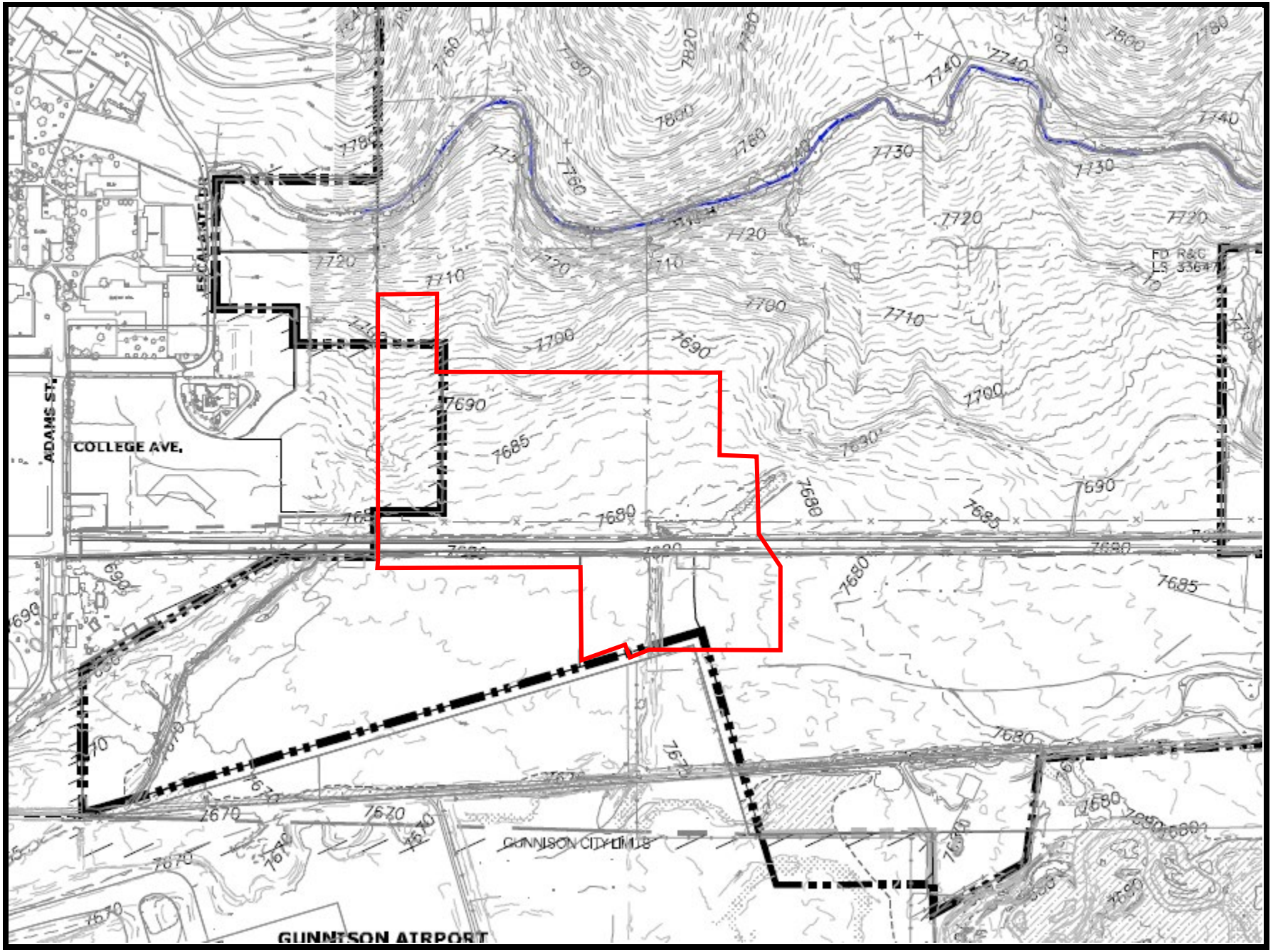
Site Survey Topography Map

- The Development Site Topography ranges from 0% to 6%.
- There are no areas of Topography greater than 10%.

September 2021

Prepared for the City of Gunnison

By Gunnison Valley Properties, Cascadia Partners, LLC & Crabtree Group, Inc.


ADAMS ST.
COLLEGE AVE.
ESCALANTE DR
FD R&C
LS 33647
GUNNISON CITY LIMITS
GUNNISON AIRPORT

Attachment E

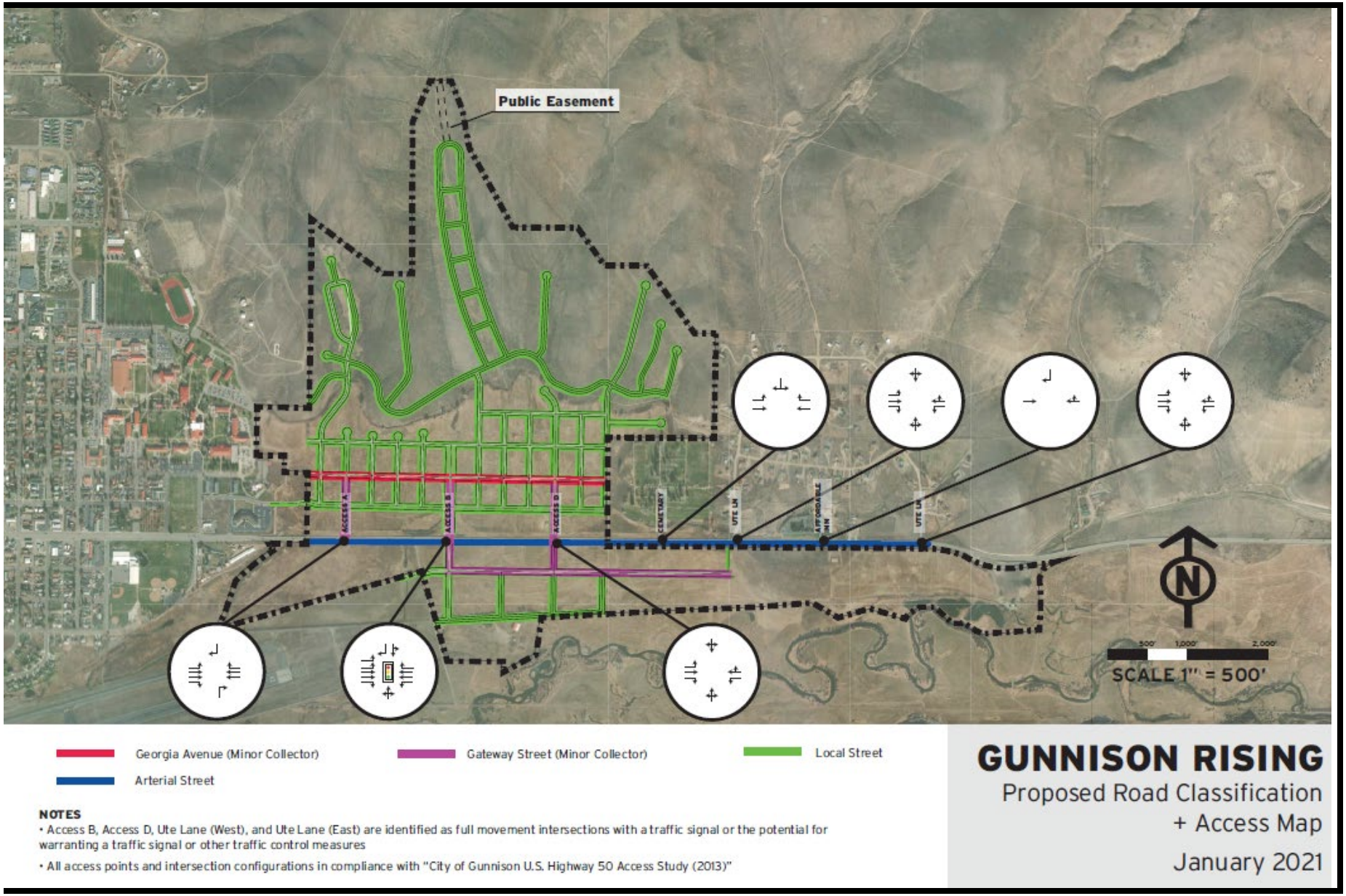
Street Network and Cross Sections Plan

Phase 2 Complies with the approved PUD Street Network & Cross Sections

September 2021

Prepared for the City of Gunnison

By Gunnison Valley Properties, Cascadia Partners, LLC & Crabtree Group, Inc.


Public Easement
ACCESS A
ACCESS B
ACCESS D
CEMETERY
UTE LN
AFFORDABLE HSG
UTE LN
N
500'
1,000'
2,000'
SCALE 1" = 500'
Georgia Avenue (Minor Collector)
Gateway Street (Minor Collector)
Local Street
Arterial Street
NOTES
• Access B, Access D, Ute Lane (West), and Ute Lane (East) are identified as full movement intersections with a traffic signal or the potential for warranting a traffic signal or other traffic control measures
• All access points and intersection configurations in compliance with "City of Gunnison U.S. Highway 50 Access Study (2013)"
GUNNISON RISING
Proposed Road Classification + Access Map
January 2021

Street Cross-Section Standards

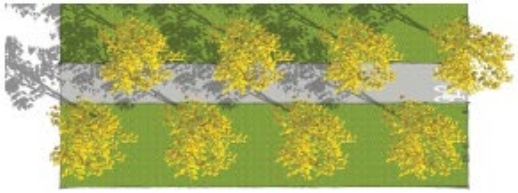
2. Gateway Street (Hartman Blvd)

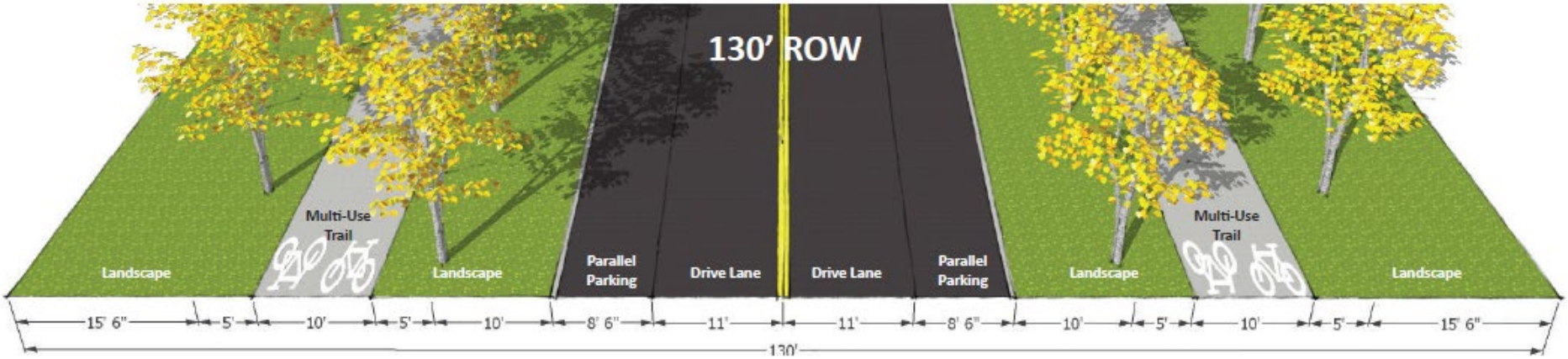
CS 130-39

Fixed Standards

- Drive lane widths
- At least 6’ of snow storage on side of roads
- Pedestrian and bicycle facilities
- Where feasible, irrigation water supply for the lots will be provided in the parkways

On pathways where trees line both sides, a staggering pattern is used to distribute the trees





Street Cross-Section Standards

LEWIS STREET

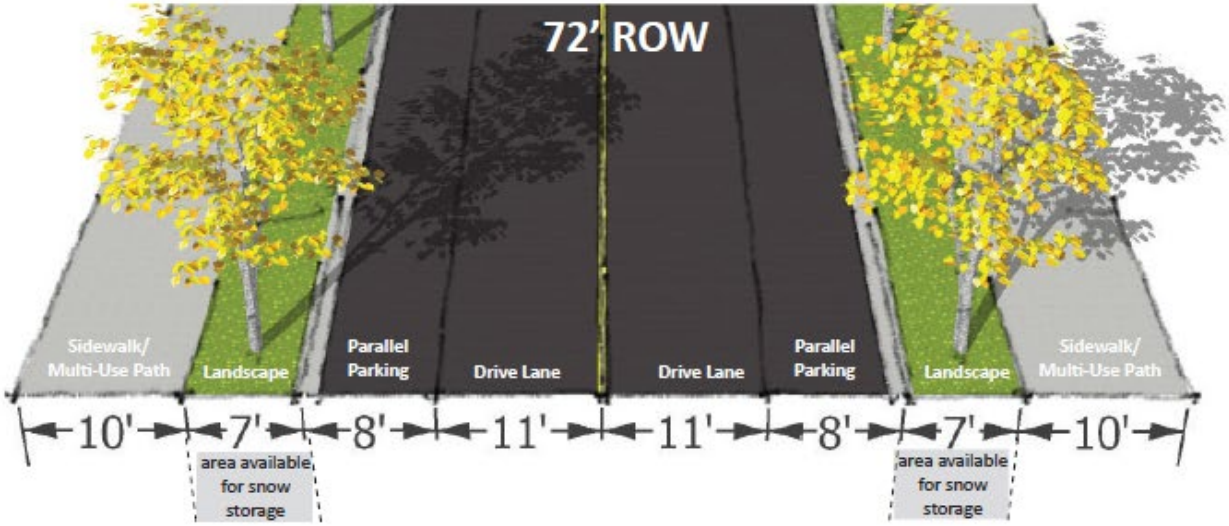
2. Gateway Street

Fixed Standards

- Drive lane widths
- At least 6' of snow storage on side of roads
- Pedestrian and bicycle facilities
- Where feasible, irrigation water supply for the lots will be provided in the parkways

Flexible design outside of travel lanes with approval of Public Works Director to allow for context sensitivity to surrounding land uses and the particular phase of development.

ST 72-38



Street Cross-Section Standards

Wilson, Henry, Fellows, Wanita Streets

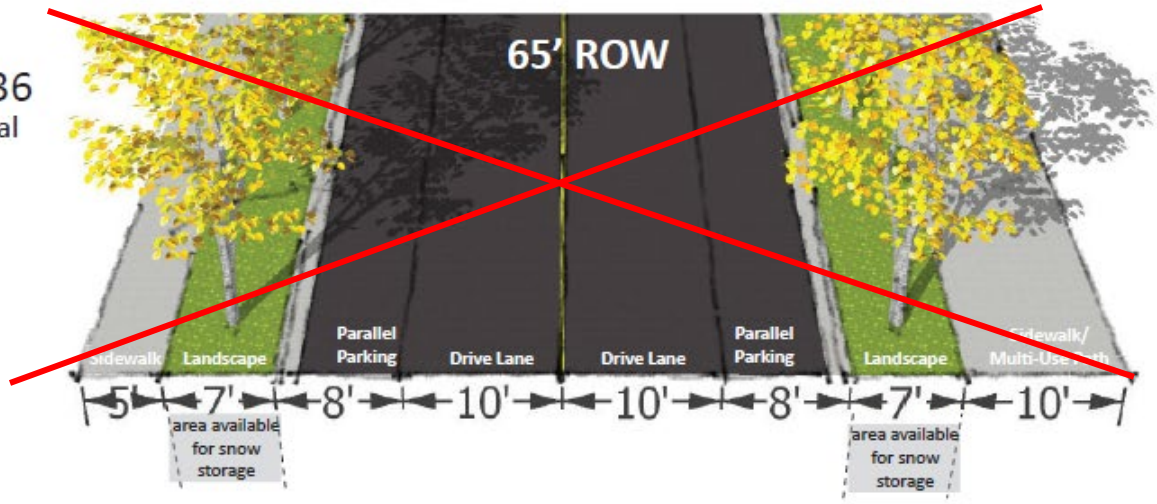
3. Local Streets

Fixed Standards

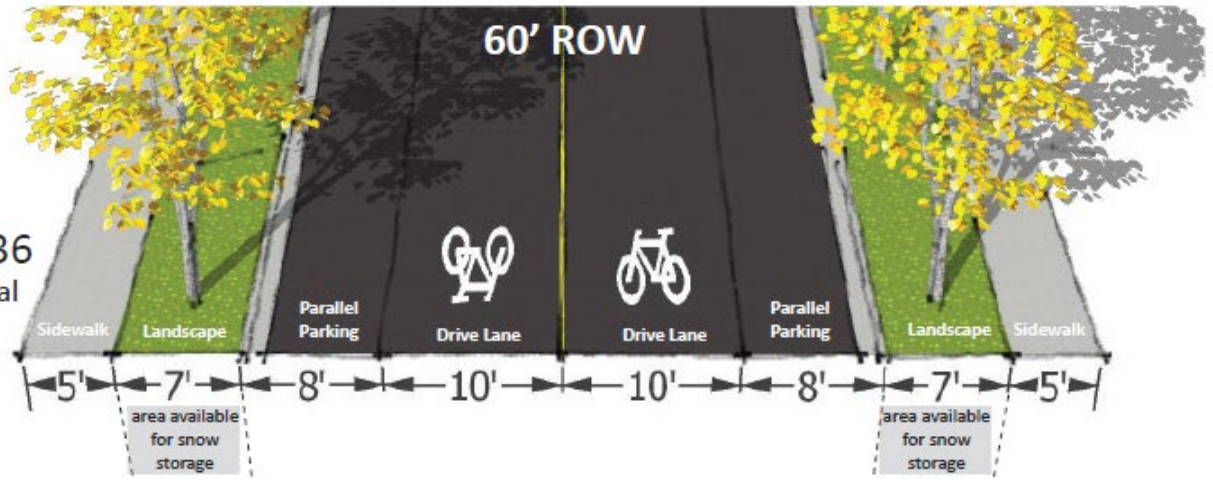
- Drive lane widths
- At least 6' of snow storage on side of roads
- Pedestrian and bicycle facilities
- Where feasible, irrigation water supply for the lots will be provided in the parkways

Flexible design outside of travel lanes with approval of Public Works Director to allow for context sensitivity to surrounding land uses and the particular phase of development.

ST 65-36
Residential or Park Context



ST 60-36
Residential or Park Context



Street Cross-Section Standards

College Avenue

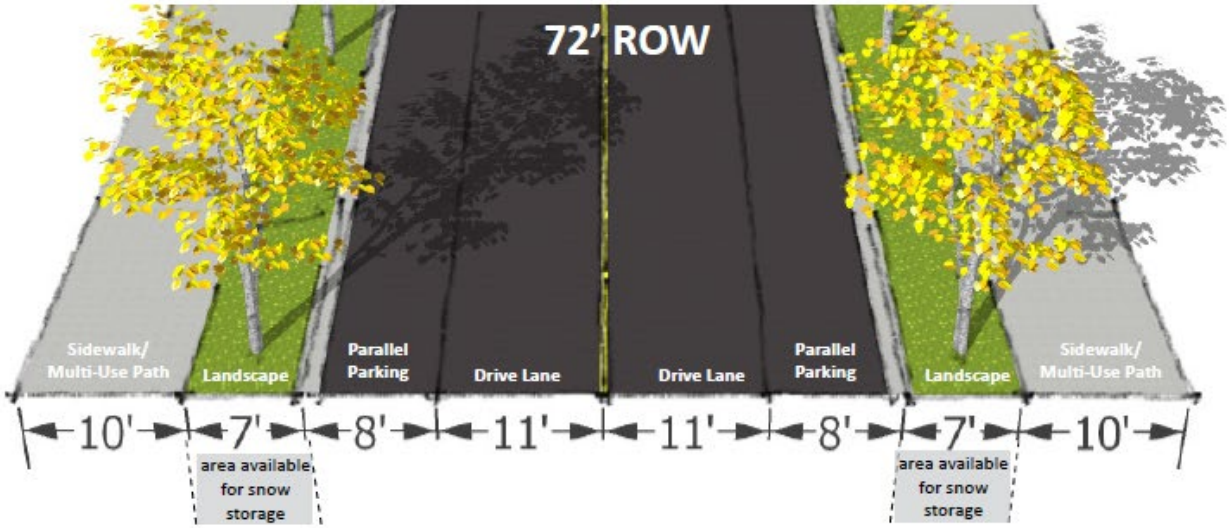
2. Gateway Street

Fixed Standards

- Drive lane widths
- At least 6' of snow storage on side of roads
- Pedestrian and bicycle facilities
- Where feasible, irrigation water supply for the lots will be provided in the parkways

Flexible design outside of travel lanes with approval of Public Works Director to allow for context sensitivity to surrounding land uses and the particular phase of development.

ST 72-38



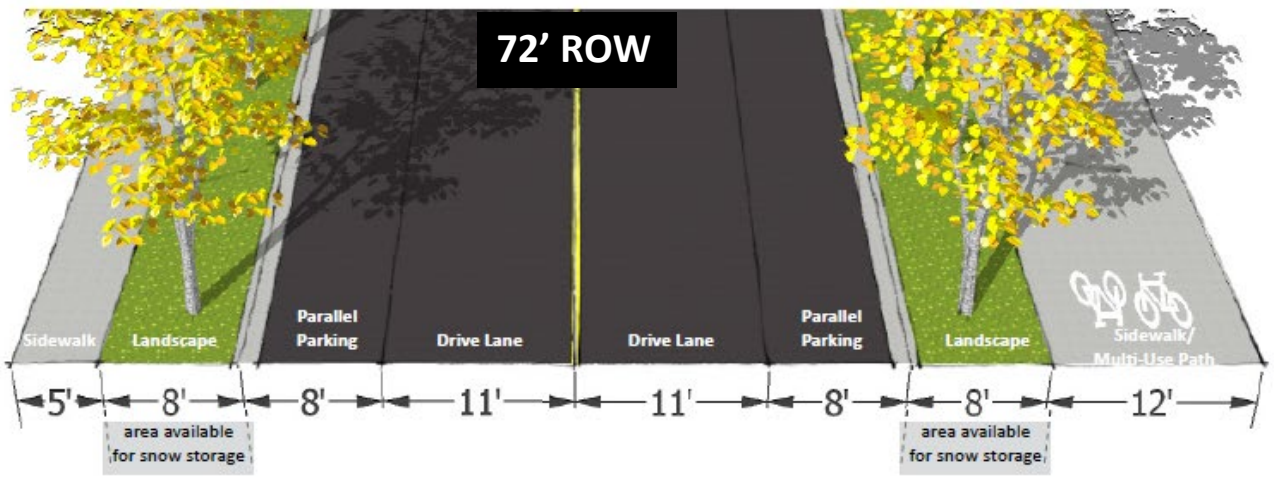
1. Georgia Ave

Fixed Standards

- Drive lane widths
- At least 6’ of snow storage on side of roads
- Pedestrian and bicycle facilities
- Where feasible, irrigation water supply for the lots will be provided in the parkways

Flexible design outside of travel lanes with approval of Public Works Director to allow for context sensitivity to surrounding land uses and the particular phase of development.

ST 72-38



Attachment F

Utilities Plans

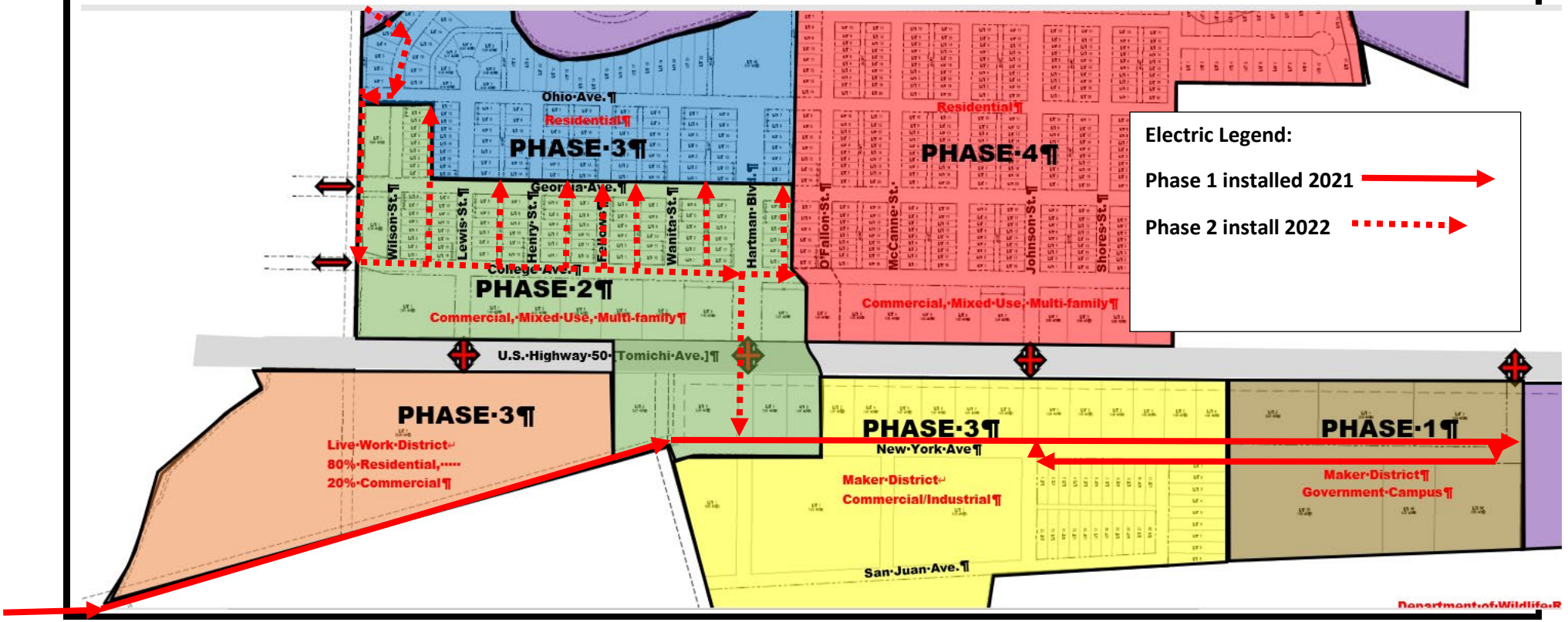
- Electric
- Sewer
- Water
- Gas
- Stormwater

September 2021

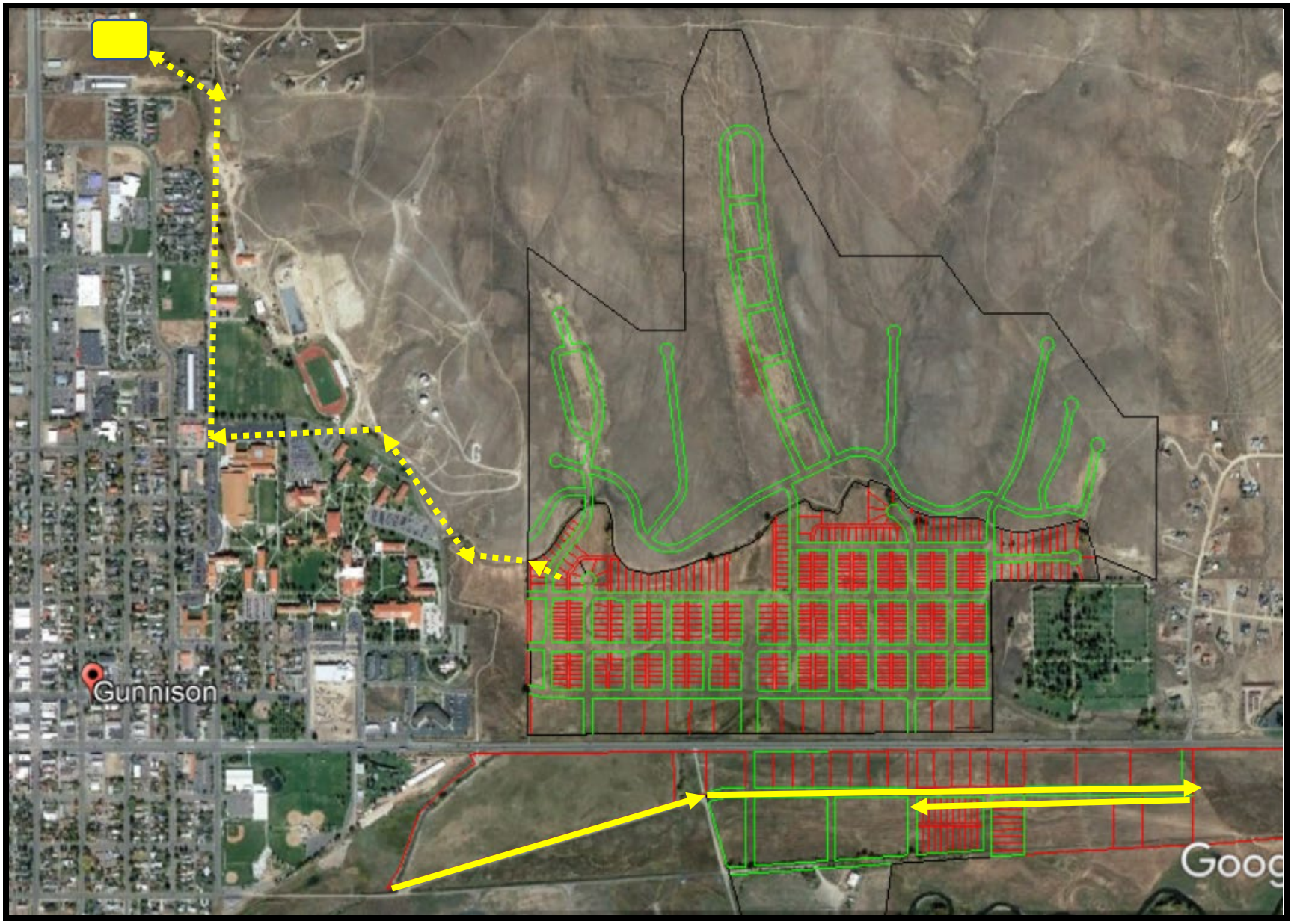
Prepared for the City of Gunnison

By Gunnison Valley Properties, Cascadia Partners, LLC & Crabtree Group, Inc.

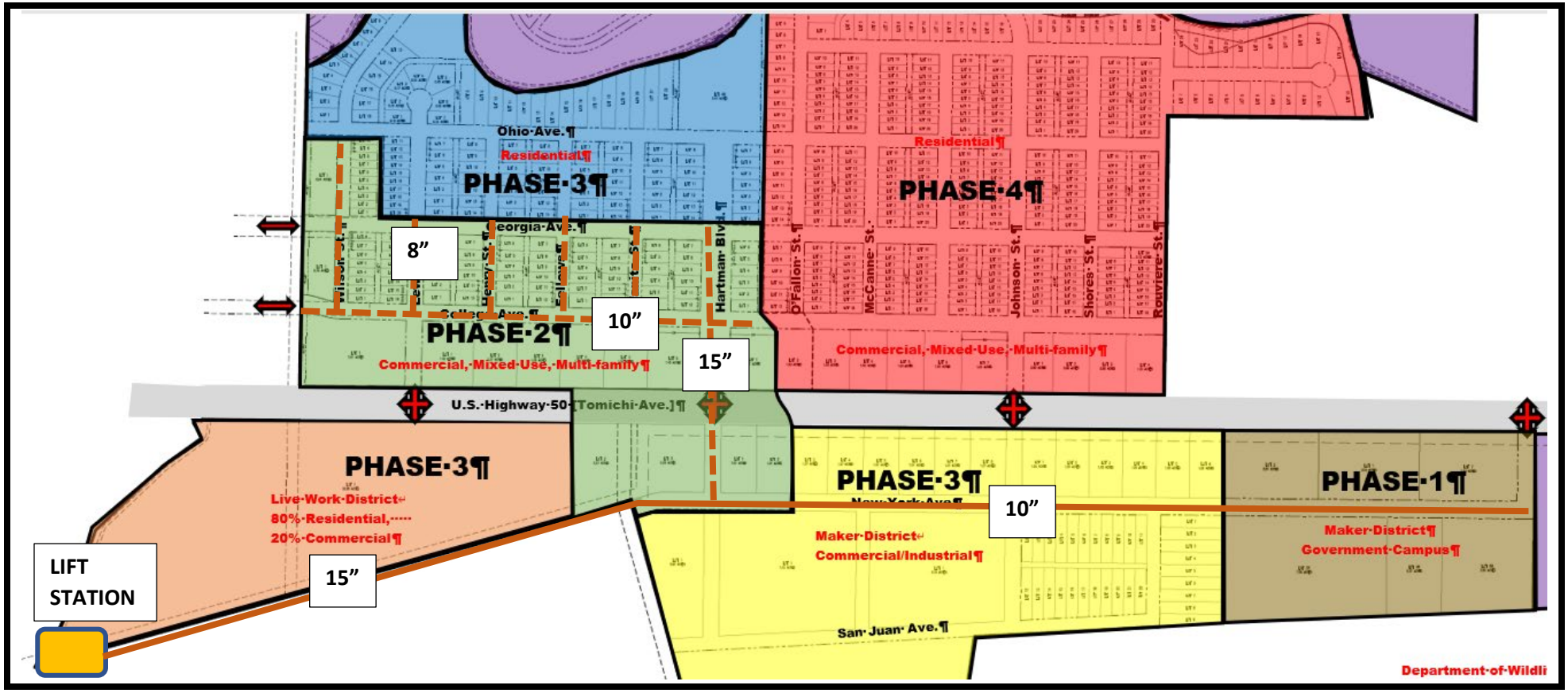
Electric Utility Map Phase 1 & 2



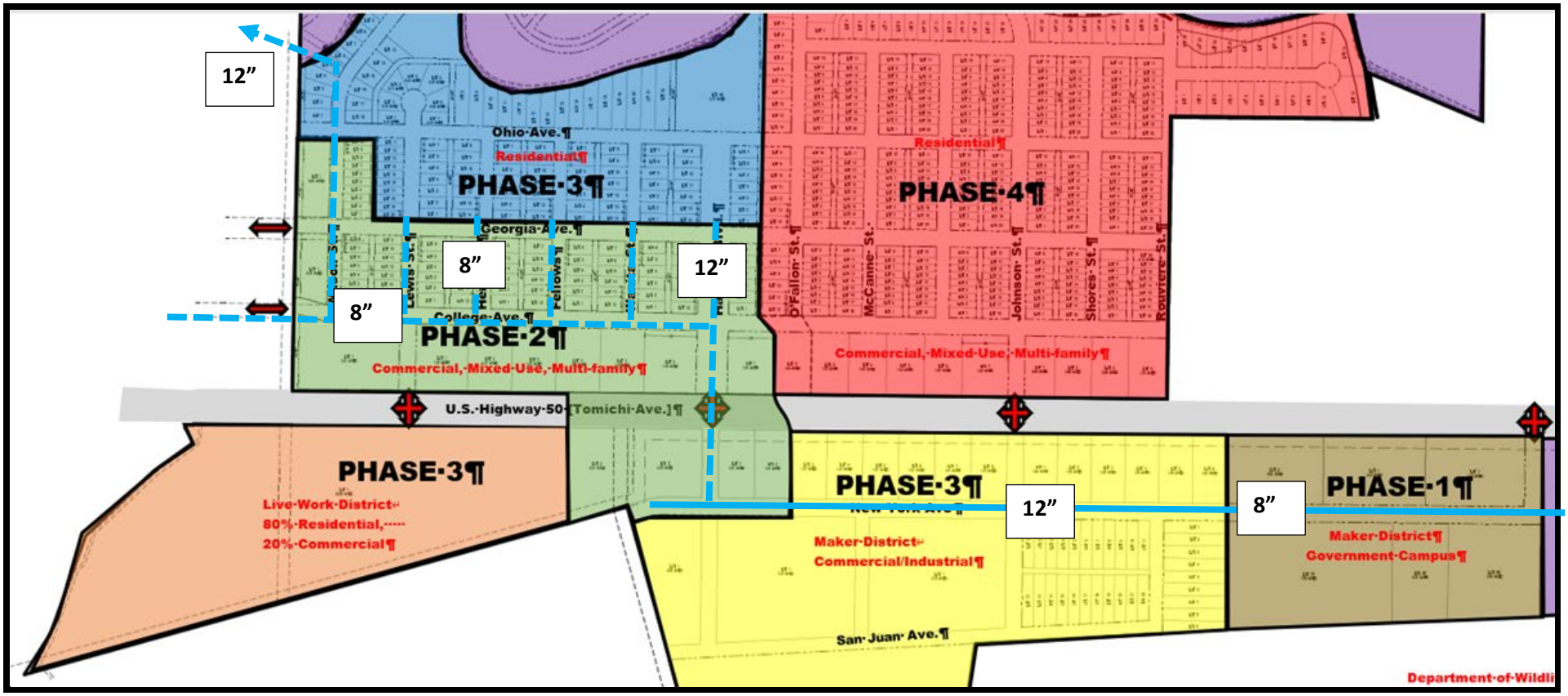
OFF SITE ELECTRIC PHASE 1 & 2



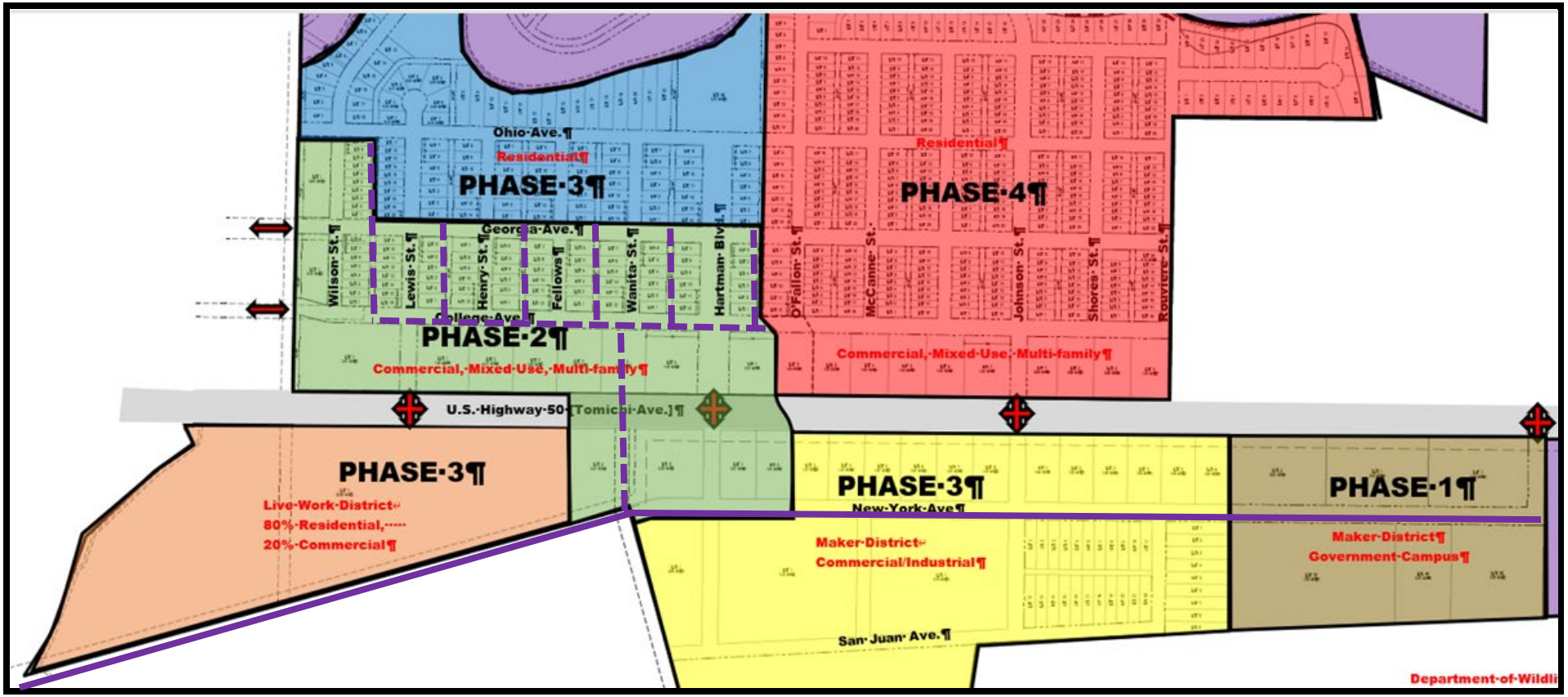
Sewer Phase 1 & 2



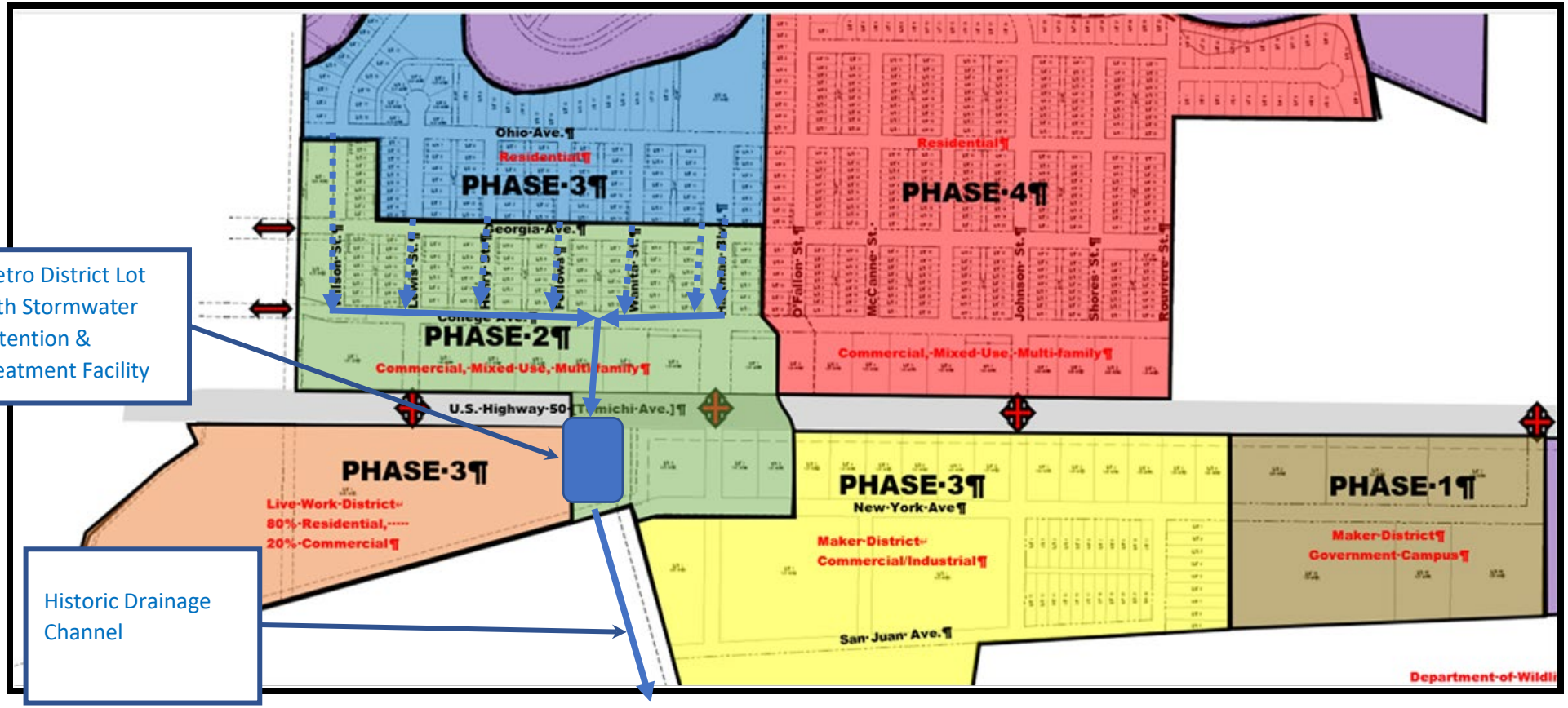
Water Phase 1 & 2



Natural Gas Phase 1 & 2



Stormwater


Metro District Lot with Stormwater Retention & Treatment Facility
Historic Drainage Channel
Ohio Ave.
Residential
PHASE 3
Georgia Ave.
PHASE 2
Commercial, Mixed Use, Multi-family
PHASE 4
Residential
Commercial, Mixed Use, Multi-family
U.S. Highway 50 [Tomichi Ave.]
PHASE 3
Live Work District
80% Residential,
20% Commercial
PHASE 3
New York Ave
Maker District
Commercial/Industrial
San Juan Ave.
PHASE 1
Maker District
Government Campus

Attachment G – Traffic Analysis Access A & B

Table 2b
ESTIMATED TRAFFIC GENERATION THROUGH 2030
Gunnison Rising - Access A & B TIA
Gunnison, CO
LSC #210040; February, 2021

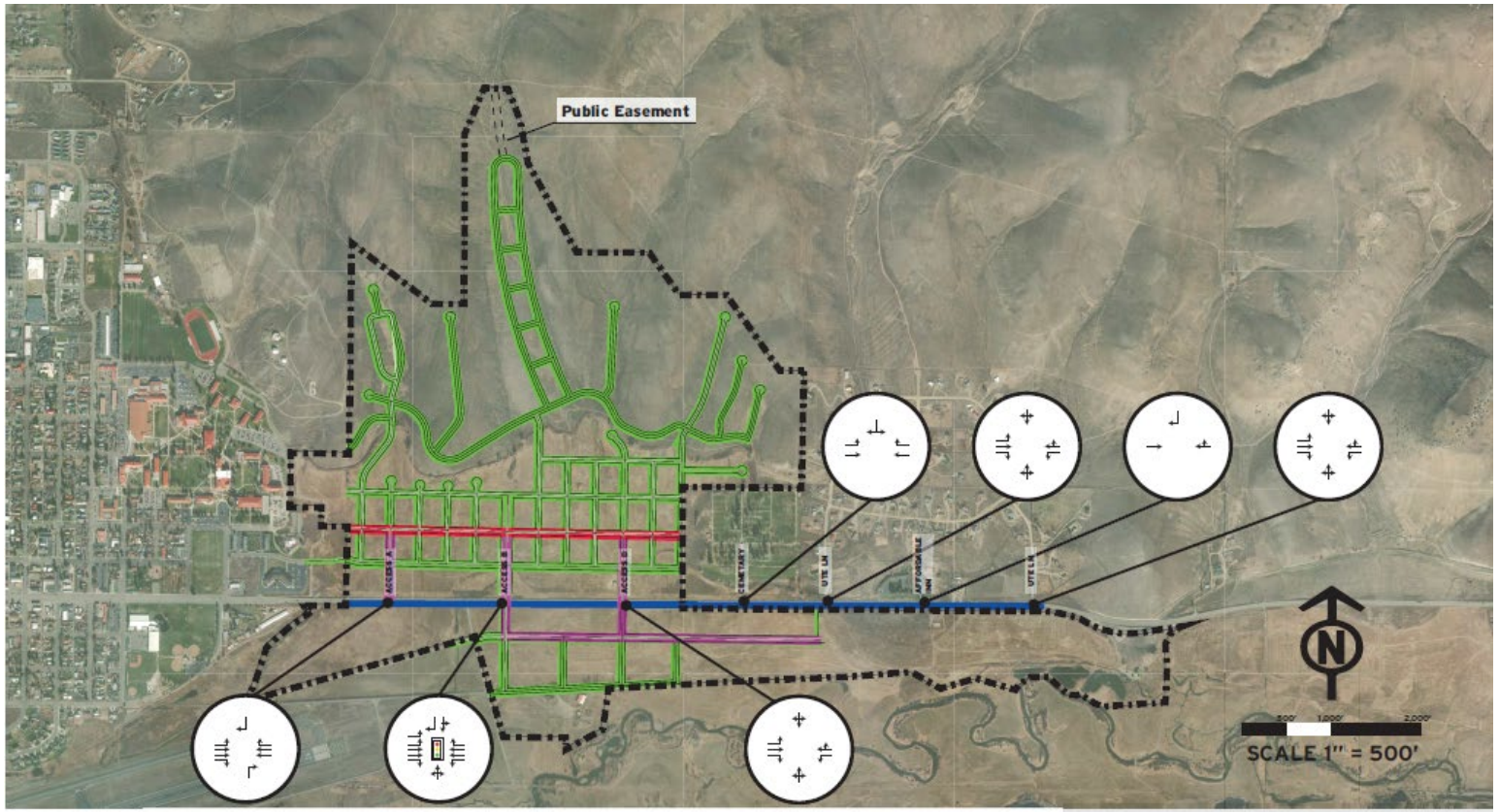
			Trip Generation Rates (1)					Vehicle-Trips Generated				
				AM Peak-Hour		PM Peak-Hour			AM Peak-Hour		PM Peak-Hour	
			Average	of Adjacent Street Traffic				Average	of Adjacent Street Traffic			
Phase	Trip Generating Category	Quantity	Weekday	In	Out	In	Out	Weekday	In	Out	In	Out
TND NORTH OF US HIGHWAY 50												
2021-2025 ACCESS A, B, COLLEGE												
2	Single-Family Detached [2]	84 DU [3]	9.44	0.185	0.555	0.624	0.366	793	16	47	52	31
2	Townhomes [4]	36 DU	7.32	0.106	0.354	0.353	0.207	264	4	13	13	7
2	Apartments [4]	64 DU	7.32	0.106	0.354	0.353	0.207	468	7	23	23	13
2	Drinking Place [5]	1.5 KSF [6]	56.80	0.000	0.000	7.498	3.862	85	0	0	11	6
2	Coffee/Donut Shop [7]	0.2 KSF	505.70	51.581	49.559	18.155	18.155	101	10	10	4	4
2	Retail [8]	3.5 KSF	37.75	0.583	0.357	1.829	1.981	132	2	1	6	7
2	Restaurant [9]	2.5 KSF	83.84	0.489	0.241	5.226	2.574	210	1	1	13	6
							Sub-Total Phase 2 =	2,053	40	95	122	74
2026-2030 ACCESS A, B, COLLEGE, GEORGIA												
3	Single-Family Detached	84 DU	9.44	0.185	0.555	0.624	0.366	793	16	47	52	31
3	Townhomes	36 DU	7.32	0.106	0.354	0.353	0.207	264	4	13	13	7
3	Apartments	112 DU	7.32	0.106	0.354	0.353	0.207	820	12	40	40	23
3	Day Care Center [10]	2 KSF	47.62	5.830	5.170	5.226	5.894	95	12	10	10	12
3	Restaurant	1.5 KSF	83.84	0.489	0.241	5.226	2.574	126	1	0	8	4
3	Retail	1 KSF	37.75	0.583	0.357	1.829	1.981	38	1	0	2	2
							Sub-Total Phase 3 =	2,136	46	110	125	79
PHASES 6-10 2041 AND BEYOND												
		Total Trips TND North of US Highway 50 Through 2030 =						4,189	86	205	247	153
MAKER DISTRICT SOUTH OF US HIGHWAY 50												
2021-2025 ACCESS E												
1	Government Office Building [13]	36 KSF	22.59	2.505	0.835	0.428	1.283	813	90	30	15	46
1	General Light Industrial [14]	16 KSF	4.96	0.616	0.084	0.082	0.548	79	10	1	1	9
3	RV Park [15]	150 Units	1.35	0.076	0.134	0.176	0.095	203	11	20	26	14
							Sub-Total Phase 1 =	1,095	111	51	42	69
2021-2025 B, CR 49												
2	Retail	5 KSF	37.75	0.583	0.357	1.829	1.981	189	3	2	9	10
2	Single-Tenant Office [16]	1 KSF	11.25	1.584	0.196	0.257	1.454	11	2	0	0	1
							Sub-Total Phase 2 =	200	5	2	9	11
2026-2030 ACCESS E												
1	Government Office Building	8 KSF	22.59	2.505	0.835	0.428	1.283	181	20	7	3	10
1	General Light Industrial	20 KSF	4.96	0.616	0.084	0.082	0.548	99	12	2	2	11
3	RV Park	150 Units	1.35	0.076	0.134	0.176	0.095	203	11	20	26	14
							Sub-Total Phase 3 =	483	43	29	31	35
2026-2030 ACCESS A, B, CR 49												
4	Single-Tenant Office	2 KSF	11.25	1.584	0.196	0.257	1.454	23	3	0	1	3
4	Research & Development [17]	3 KSF	11.26	0.315	0.105	0.074	0.417	34	1	0	0	1
4	Building Materials [18]	20 KSF	18.05	0.989	0.581	0.968	1.092	361	20	12	19	22
4	Single-Tenant Office	4 KSF	11.25	1.584	0.196	0.257	1.454	45	6	1	1	6
4	Nursery Garden Center [19]	1.5 KSF	68.1	1.215	1.215	3.470	3.470	102	2	2	5	5
4	Quick Lube Shop [20]	1.5 KSF	69.57	4.350	1.450	3.654	5.046	104	7	2	5	8
4	General Light Industrial	3 KSF	4.96	0.616	0.084	0.082	0.548	15	2	0	0	2
4	Mini-Warehouse [21]	5 KSF	1.51	0.060	0.040	0.080	0.090	8	0	0	0	0
							Sub-Total Phase 4 =	692	41	17	31	47
		Total Trips Maker District South of US Highway 50 Through 2030 =						2,470	200	99	113	162
							Total Trips Through 2041 =	6,659	286	304	360	315
							Internal Trips (25) =	333	6	6	29	25
							Net External Trips =	6,326	280	298	331	290

Notes:
(1) Source: Trip Generation, Institute of Transportation Engineers, 10th Edition, 2017.
(2) ITE Land Use No. 210 - Single-Family Detached Housing
(3) DU = Dwelling Unit
(4) ITE Land Use No. 220 - Multifamily Housing (Low-Rise)
(5) ITE Land Use No. 925 - Drinking Place - daily rates assumed to be 5x PM peak hour rate - closed in the morning
(6) KSF = 1,000 square feet
(7) ITE Land Use No. 936 - Coffee/Donut Shop without drive-through - Daily rate assumed to be 5x AM peak hour rate
(8) ITE Land Use No. 820 - Shopping Center
(9) ITE Land Use No. 931 - Quality Restaurant - PM peak distribution used for AM peak as well
(10) ITE Land Use No. 565 - Day Care Center
(11) Intentionally left blank
(12) Intentionally left blank
(13) ITE Land Use No. 730 - Government Office Building
(14) ITE Land Use No. 110 - General Light Industrial
(15) ITE Land Use No. 416 - Campground/Recreational Vehicle Park: no weekday rate so 5x PM Peak Rate was used
(16) ITE Land Use No. 715 - Single Tenant Office Building
(17) ITE Land Use No. 760 - Research & Development Center
(18) ITE Land Use No. 812 - Building Materials & Lumber Store
(19) ITE Land Use No. 817 - Nursery (Garden Center) - no AM or PM peak-hour distribution available so 50% in/out was used
(20) ITE Land Use No. 941 - Quick Lubrication Vehicle Shop
(21) ITE Land Use No. 151 - Mini-Warehouse
(22) Intentionally left blank
(23) Intentionally left blank
(24) Intentionally left blank
(25) Internal trips were assumed to be two percent in the AM peak-hour, five percent for daily, and eight percent in the PM peak-hour

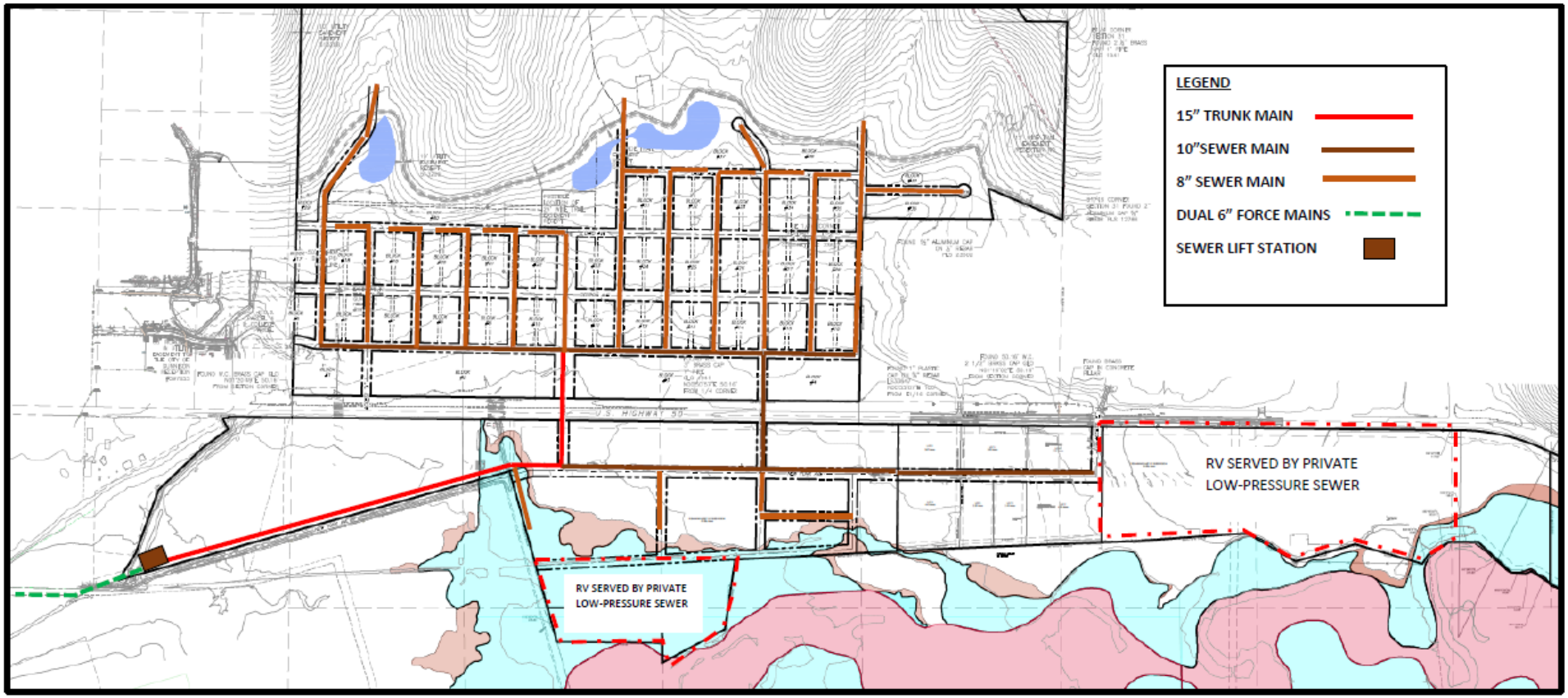
Attachment H

PUD Schematic Plans

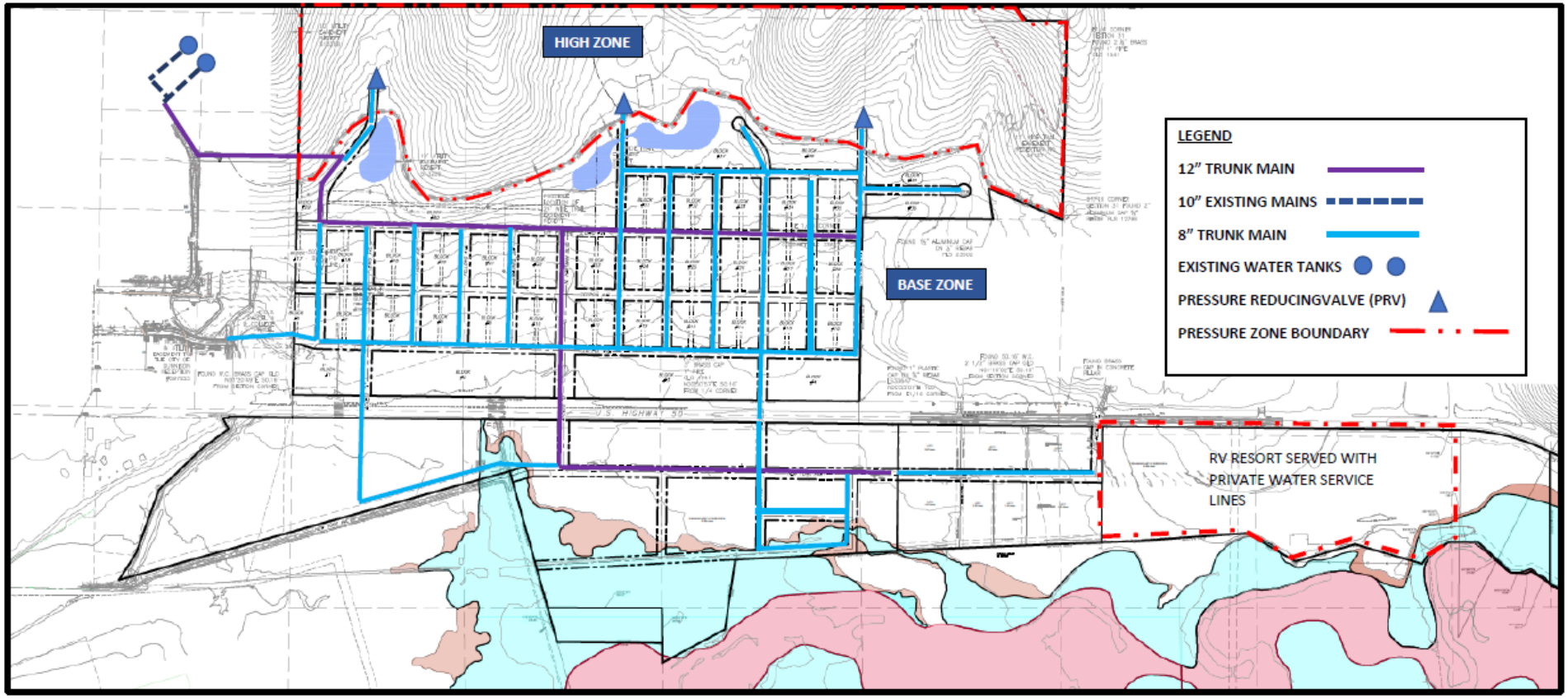
Streets



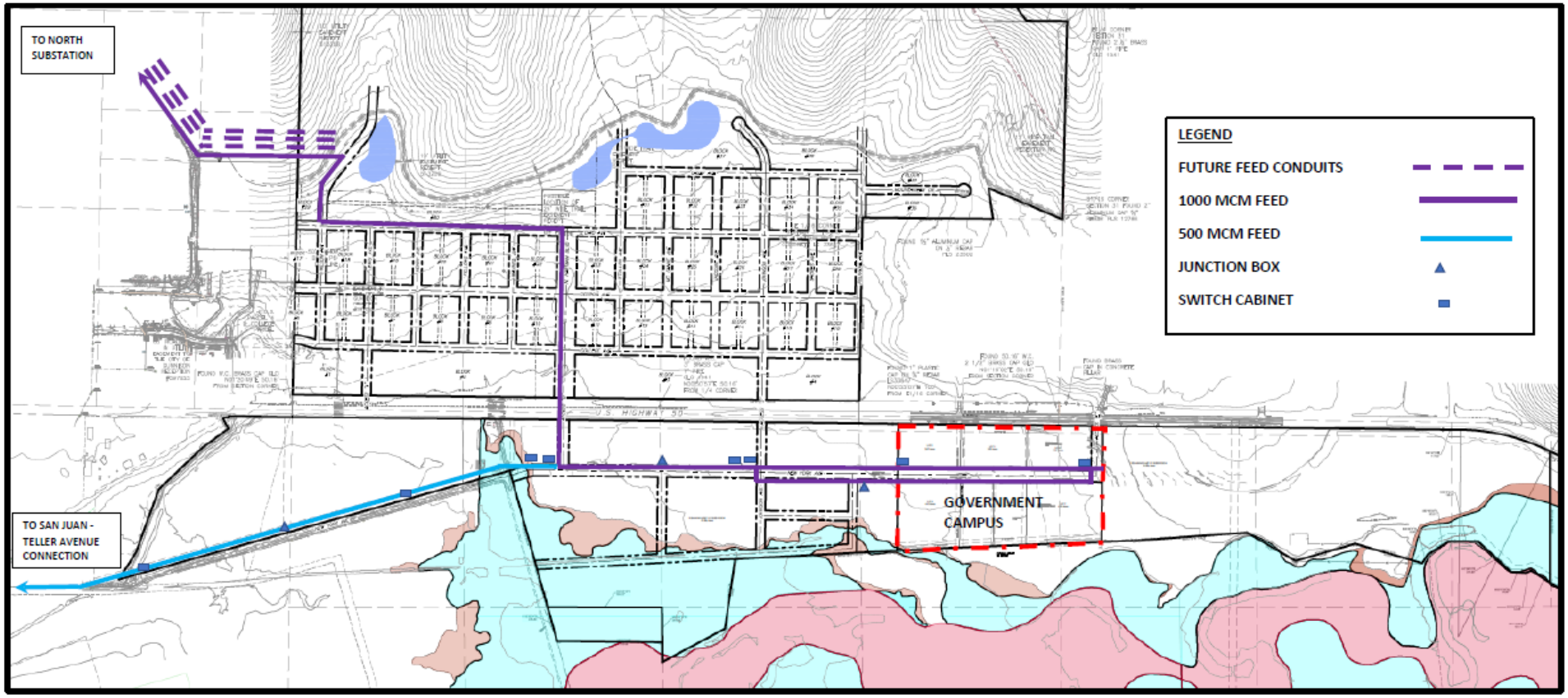
Sewer


LEGEND
15" TRUNK MAIN
10"SEWER MAIN
8" SEWER MAIN
DUAL 6" FORCE MAINS
SEWER LIFT STATION
RV SERVED BY PRIVATE
LOW-PRESSURE SEWER
RV SERVED BY PRIVATE
LOW-PRESSURE SEWER

Water


HIGH ZONE
BASE ZONE
LEGEND
12" TRUNK MAIN
10" EXISTING MAINS
8" TRUNK MAIN
EXISTING WATER TANKS
PRESSURE REDUCINGVALVE (PRV)
PRESSURE ZONE BOUNDARY
RV RESORT SERVED WITH PRIVATE WATER SERVICE LINES

Electric


TO NORTH SUBSTATION
LEGEND
FUTURE FEED CONDUITS
1000 MCM FEED
500 MCM FEED
JUNCTION BOX
SWITCH CABINET
GOVERNMENT CAMPUS
TO SAN JUAN - TELLER AVENUE CONNECTION

Parks, Open Space & Trails