

See separate instructions on how to access the meeting

TOWN OF BASALT MEETINGS
Planning and Zoning Commission Meeting
Tuesday, September 5, 2023

Basalt Town Hall

101 Midland Avenue

- 5:45 PM** **Commissioner Light Dinner at Town Hall**
- 6:00** **1** **Call to Order**
- 6:03** **2A** **Approve Minutes**
2B June 6, 2023
- 6:05** **3A** **Public Hearing on Jadwin/Black Mountain PUD Sketch Plan Application and Associated Land Use Requests:** for the purpose of considering an application submitted by Jadwin Park, LLC for PUD Sketch Plan, Environmentally Sensitive Area (ESA) Reach II Floodplain Review, Annexation, and associated development review actions necessary to develop sixty-eight (68) residential dwelling units, twelve (12) short-term rental cabins, seven (7) seasonal glamping sites, and associated infrastructure on the property located at 431 Emma Road.
- 3B** *Recommended Action: Staff Presentation; Applicant Presentation; Public Comment; P&Z Discussion; Motion to Continue to September 19, 2023*
- 7:05** **4A** **2024 Work Program Discussion**
- 7:15** **Commissioner Comments and Staff Updates**
- 7:25** **Adjourn**

Items on the agenda are approximate and intended as a guide for the Commission. Times are subject to change, as is the order of the agenda. For deadlines and information required to schedule an item on the agenda, please contact Basalt Town Hall at 927-4701.

TOWN OF BASALT, COLORADO
P&Z MEETING - TUESDAY, SEPTEMBER 5, 2023
PUBLIC COMMENT ACCESS INSTRUCTIONS

The Basalt Planning & Zoning Commission will meet in person. The P&Z will conduct a hybrid meeting where the public may attend the meeting to make their comments in person or may join the meeting and make their comments via Zoom.

Directions for viewing and accessing the meeting to provide comment during public the public comment portion of the agenda, or during public hearings is provided below.

You can watch a live stream of the meeting here:

on YouTube: <https://www.youtube.com/channel/UCaBozGBsT0GuBNRf4rUI0cA>, or on Grassroots TV at: <https://townofbasalt.ompnetwork.org/>

Zoom webinar: Tuesday, September 5, 2023 06:00 PM Mountain Time (US and Canada)
Topic: P&Z - 09/05/2023

Please click the link to join the webinar: <https://us06web.zoom.us/j/89655476207>

Or One tap mobile: +17193594580,,89655476207# US +16694449171,,89655476207# US

Or Telephone: Dial(for higher quality, dial a number based on your current location):

+1 719 359 4580 US	+1 669 444 9171 US	+1 253 205 0468 US
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Webinar ID: 896 5547 6207

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(If you are unable to access the meeting using the link or call-in numbers above, e-mail your name, and phone number and item you wish to comment on to planning@basalt.net. We will contact you at the appropriate time in the meeting and make other arrangements for you to make your comments.)





PLANNING AND ZONING ACTION MINUTES

BOARD MEMBERS PRESENT: Bill Maron, Kyle Oberkoetter, Eric Vozick, and Cindy Hirschfeld.

BOARD MEMBERS ABSENT: Rob Leavitt and Katie Hostetler.

STAFF PRESENT: Michelle Thibeault and James Lindt.

OTHERS PRESENT: None.

DATE: 6/6/2023

MEETING CALLED TO ORDER AT 6:30PM

AGENDA ITEMS

1. Site Visit of the Jadwin Property at 431 Emma Road was held at 5:30 PM
2. Call to Order.
3. Approve Minutes. *May 16, 2023.*
4. Presentation and Courtesy Referral on Adoption of 2021 International Energy Conservation Code (IECC).
5. Commissioner Comments and Staff Updates.
6. Adjourn.

APPROVE MINUTES FROM MAY 16, 2023.

M/S BILL MARON AND KYLE OBERKOETTER TO APPROVE MINUTES FROM MAY 16, 2023. MOTION PASSED 4-0.

PRESENTATION AND COURTESY REFERRAL ON ADOPTION OF 2021 INTERNATIONAL ENERGY CONSERVATION CODE (IECC).

Michelle Thibeault, Town Planner explained that every three years the Town makes amendments to adopt the IECC to match what is the industry standard. She added that the Town's Sustainable Building Requirements (SBRs) address issues in the building code and IECC that are not up to standard in Basalt. She explained that the amendments make changes in areas such as foundation requirements, frost protection requirements, fire sprinkler systems for Townhomes and more. Thibeault added that due to Basalt's home rule status, they can adjust the code through the SBRs to reflect what works in our particular community. She explained that the State codes followed by other municipalities do not always apply to our unique situation in Basalt.

Cindy Hirschfeld asked if these were the same amendments discussed earlier in the year. Thibeault responded that these are similar amendments but more encompassing of the entire building code and IECC. She added that SBRs were what was discussed previously.

Bill Maron stated that he did not want these code amendments to affect or hinder the creation of affordable housing via blower door testing, and asked if there could be a lower allowed rating for affordable housing projects adopted through this process.

Kyle Oberkoetter suggested sub-metered water in apartment buildings to encourage residents to be more conscious about their water and energy use.

COMMISSIONER COMMENTS AND STAFF UPDATES.

Thibeault updated the group on projects around town, such as two new EV chargers at the High School, the E-Bike rebate event at the High School, the Downtown Mural Competition, the completion of the Bandshell on July 12th, the progress on the Bus Stop/Restroom at the Basalt River Park, and the first concert of the Basalt Summer Concert Series on June 21st at Triangle Park in Willits.

James Lindt, Assistant Planning Director, added that there are a few development applications up for Special Review that P&Z will likely see soon. He added that Town Staff is busy with the construction project on Midland Avenue and stated that the Town is on schedule for Phase 1 of the project and that Staff is working on bids for Phase 2 and 3.

M/S CINDY HIRSCHFELD AND BILL MARON TO ADJOURN THE MEETING AT 6:49PM. MOTION PASSED 4-0

TOWN OF BASALT

PLANNING AND ZONING COMMISSION

By _____

Eric Vozick, Chair

Attest _____

Michelle Bonfils Thibeault, Planning Director

MEMORANDUM

To: Chair Vozick and the Basalt Planning and Zoning Commission

Thru: Michelle Bonfils Thibeault, AICP Planning Director

From: James Lindt, AICP Assistant Planning Director

Date: September 5, 2023

RE: Jadwin/Black Mountain Development Application (431 Emma Road) PUD Sketch Plan, ESA Review and Annexation Review- Initial Public Hearing

I. Purpose

Jadwin Park, LLC (“Applicant”), the property owner of the Jadwin Property is requesting approval of PUD sketch plan, floodplain and environmental ESA reviews, and other associated reviews to develop a mix of multi-family residential units, short-term rental cabins, and glamping pads at 431 Emma Road. Annexation of the property is being concurrently considered. The subject property contains approximately 9 acres on Emma Road between the Post Office and the Wastewater Treatment Plant (Figure 1.).

Figure 1.





Staff suggests that this meeting be an introduction to the discussion items as follow-up to the joint P&Z/Council presentation of the Application August 22, 2023. Staff recommends the P&Z hear a presentation from Staff and the Applicant, ask questions, take public comment, and provide initial discussion. Ultimately, Staff recommends that the P&Z continue the public hearing to a future P&Z meeting, at which time Staff will have draft conditions for the P&Z to consider.

I. Background

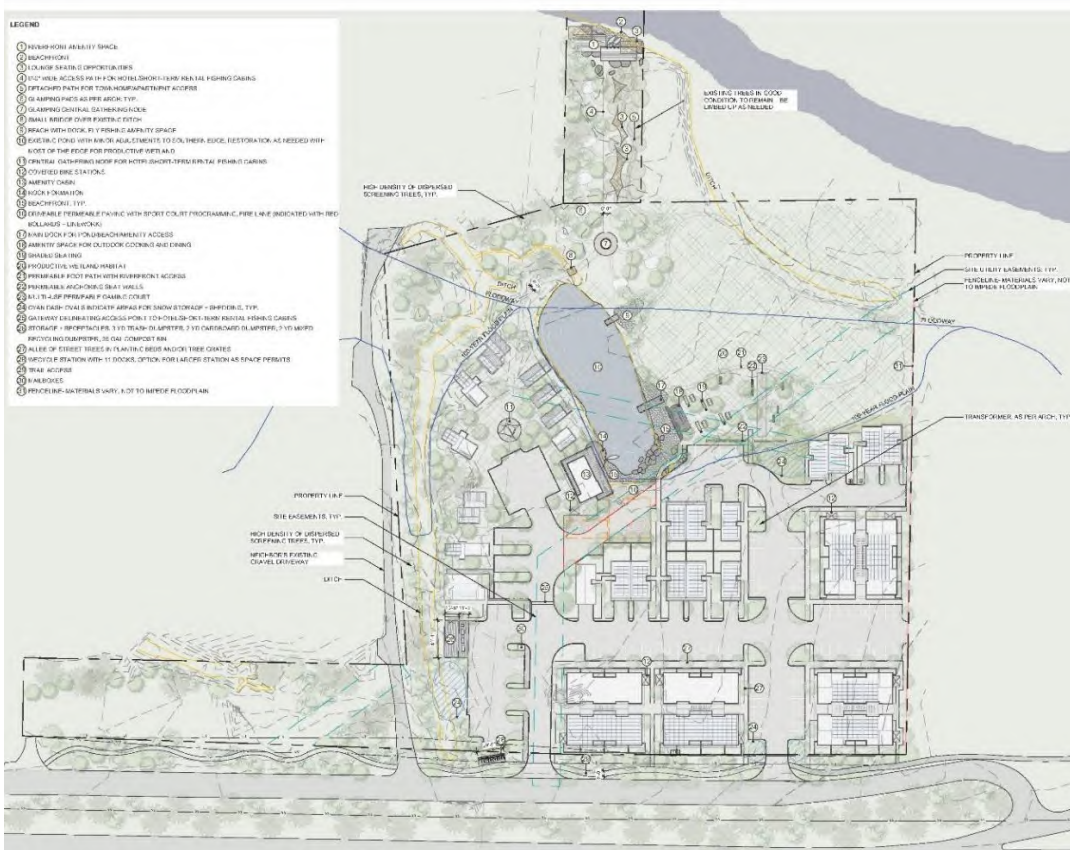
The property subject to the application currently contains a single-family residence, a mobile home, and several outbuildings. The northern portion of the property subject to the application is in Eagle County and the southern portion of the property is in Pitkin County. The main portion of the property that is proposed for development by the Applicant is completely located within the Town's Urban Growth Boundary (UGB). The portion of the property making up the "dog leg" (*approximately 0.84 acres*) along Emma Road that is under the same ownership but outside the UGB is proposed to be dedicated to the Town for a community use, but the Applicant is not proposing to develop on the "dog leg" as part of their application.

The Application proposes the following:

- Sixty-eight (68) residential units
- Twelve (12) short-term rental cabins
- Seven (7) glamping pads
- Associated Internal Access Roads
- Public Trail Connection between the subject property and the existing trail south of the Basalt Post Office
- Public Trail to Roaring Fork River
- Riverside Deck Amenities

See site plan (full size version of Figure 2 is also attached on page 47 of **Exhibit A**) below for location of proposed improvements.

Figure 2.



III. Procedure

The P&Z shall ultimately make a recommendation to Town Council on the PUD Sketch Plan review pursuant to Town Code Section 16-66. The purpose of the PUD Sketch Plan review process is to familiarize Staff, the P&Z, and Town Council with the proposed development and identify potential conflicts between the proposal, the Town Code, and adopted plans. The Applicant has concurrently applied for ESA reviews, and annexation. The P&Z is the recommending body to Town Council on the ESA and annexation reviews. Upon annexation, the property is required to be zoned in compliance with the Town of Basalt zoning code. Annexation is anticipated to occur immediately prior to granting final development plan approval.

IV. Site Characteristics/History/Proposal

1. The property subject to the development application consists of land totaling approximately 9 acres.
2. The subject property currently contains a single-family residence, a mobile home, and several outbuildings.



3. The subject property contains 1.34 acres of jurisdictional wetlands on the northern portion of the property.
4. Approval of an ESA review, and a Reach II ESA review to develop the proposed project is also required in addition to PUD approval.

V. Criteria

The applicable criteria for PUD sketch plan review are set forth in Town Code Section 16-72, *Approval standards and criteria*. The ESA criteria for development in the floodplain are set forth in Article XXI of the Town Code. Special criteria related to annexations are also provided in Town Code Chapter 15 and are applicable to this particular application.

VI. Financial Implications

An analysis of the financial implications of the development on the Town will be conducted during the Preliminary Plan review process.

VII. Discussion Issues

1. Consistency of Land Use with Master Plan

The portion of the site proposed to be annexed and developed by the Applicant is completely within the UGB. The use proposed for the site includes multi-family residential on the eastern extent of the property, short-term rental cabins on the western extent of the property, and glamping pads on the northern extent of the property in the area closest to the river. The 2020 Basalt Master Plan includes the future land uses of residential, hotel/short-term rental, community facility, and open space/recreation designated for the subject property. See below (Figure 3 is also attached on page 37 of **Exhibit A**) for a comparison of the proposed development to the land use designations established in the Master Plan:

Figure 3.



The community facility designation shown on the future land use map is identified on the western extent of the main property within the UGB. As part of the Application, the Applicant has proposed to dedicate the “dog leg” property adjacent to Emma Road to the Town for a community facility use to be determined by the Town. Chapter 6 of the Master Plan identifies that site-specific adjustments may be allowed from the future land use map without formally amending the future land use map. The language from Chapter 6 is as follows:

Chapter 6- “The use designations on the Future Land Use Map are strongly recommended, however, site specific adjustments may be acceptable where there is evidence of consistency with the intent of the Future Land Use Map, the goals and objectives and other master plan policies.”

2. *Consistency of Density and Required Associated Improvements with Master Plan:* As the Jadwin Property and the Stott Property to the east were designated as a “Primary Parcel” in the Master Plan, there were specific density guidelines and improvements identified as being necessary to develop such density on the property. Between the two properties, the minimum density set forth in the Master Plan is eighty (80) residential units and the required associated improvements are outlined as follows:



- Transportation system improvements including improvements to existing vehicle “slip” lane on Highway 82 and turn lane on Midland Avenue from westbound Emma Road to accommodate development impacts.
- Trail enhancements to better accommodate bike/pedestrian connections from the Emma Trail and Two Rivers Road to Old Town.
- Childcare facility.
- Protect wetlands.
- Dedicate park acreage at 2x parkland requirement and preserve remaining Open Space per the FLUM in conservation easement dedicated to Town.
- Minimum 25% affordable housing per Basalt’s current housing guidelines.
- Other annexation fees and assessments typically charged for annexations such as “green initiatives fee”, childcare development fee (like Willits), and a voluntary real estate transfer assessment

In comparing the required improvements in the Master Plan to the Application, Staff finds that the proposal is generally consistent with many of the required improvements, but that the Applicant is still working on the transportation system improvements as is outlined in Section 5 of this memorandum. The project proposes to provide a trail connection from the property to the existing trail by the Basalt Post Office along Emma Road to satisfy the necessary trail connectivity requirement. Additionally, the Applicant proposes to provide recreational open space that is accessible by the public in an area equal to twice the parkland requirement in the Town Code (Staff provides discussion about the method of assuring this open space is accessible to the public in Section 10 of this memorandum).

Other Master Plan elements that the Applicant satisfies includes providing more than 25% of the units and square footage in the project as deed-restricted housing (see Section 6 for further details) and maintaining and upgrading the designated wetlands. Additionally, Staff anticipates proposing draft conditions for consideration at a future meeting related to requiring the fees and real estate transfer assessments that are typically required by the Town of annexation proposals.

Related to the childcare facility requirement, the Applicant has proposed to dedicate the 0.84-acre “dog leg” property adjacent to Emma Road for community benefit uses in-lieu of providing a childcare facility. The Applicant’s reason for proposing to dedicate land to the Town in lieu of constructing a childcare facility is that the Applicant believes the “dog leg” land will have less constraints than the area of community facility designation on the Master Plan’s future land use map



and will allow the Town to own it as open space until the needs of a public facility on the site are better understood. Staff analyzes this public benefit proposal in Section 7 of this memorandum.

3. *Consistency Design Principles with Master Plan*

The Master Plan also establishes a series of design principles for the Jadwin/Stott Primary Parcel as are outlined below:

- The Residential Development will be consistent with the Neighborhood Mixed-Density Typology.
- Large and Medium Lot Single family lot residential development is highly discouraged on this site.
- Small residential lots could be considered at western edge.
- Smaller building sizes at western edge preferred.
- Dwelling Units in the Live/Work/Employment Opportunity area must be on the second floor and buildings must generally satisfy the Work Mixed Use Typology.
- The buildings in the Hotel/Short-Term Rental area must be of very small scale and low impact.

In evaluating the Application's consistency with the design principles listed above, Staff finds that the proposal is generally consistent with the Neighborhood Mixed Density typology in that it contains both townhomes and multi-family flat unit types with minimal setbacks and on-street parking. Staff feels that the architectural detailing and apparent massing adjustments may be necessary as the project progresses in the development review process. The other applicable design principles to the Jadwin portion of the Jadwin/Stott Primary Parcel include that smaller building sizes should be on the western extent of the property and that the short-term rental area must be small and low impact. Staff feels that the proposal is consistent with the size of buildings stepping down to the west to create a better transition with the more rural area to the west. Additionally, the short-term rental cabins are small units of less than 800 sf. Staff provides more analysis about the impact of the short-term rental and glamping in Section 16 of this memorandum.

4. *Density*

The Master Plan prescribes a density range for the Jadwin/Stott Primary Parcel of between 80 and 180 dwelling units on the two properties total. The Stott Parcel is approximately 8.6 acres and not subject to this land use application. This application is only for development of the 9 acres of the Jadwin parcel. As such there may be additional dwelling units developed on the Stott property in the future within the density range established in the Basalt Master Plan.



As noted earlier in this memorandum the Applicant has proposed sixty-eight (68) dwelling units, twelve (12) short-term rental cabins, and seven (7) seasonal glamping pads. During the introductory presentation of the proposal to the Town Council and P&Z, the Applicant expressed that the number of units that is proposed in the Application was selected by how much they felt was reasonable for the site when considering the property constraints, including the sewer easement, wetlands, and floodplain/floodway constraints, and parking capacity.

5. Transportation System Improvements/Traffic

The Applicant provided a traffic study as part of their application (**Exhibit A**). Town Staff has contracted with Charlier and Associates to conduct a third-party review of the traffic study on behalf of the Town. Charlier has reviewed the traffic study prepared by the Applicant's traffic engineer and recommended some technical adjustments to the analysis included in the study and the Applicant's engineer is working on the adjustments and will resubmit. However, Charlier indicated that it is not likely that the technical adjustments requested by Charlier will impact the conclusions of the traffic study. The traffic study identified that the intersections of Midland Avenue/Emma Road and the Highway 82 Slip Lane/Emma Road will continue to operate an acceptable level of service with the buildout of the proposed development and that no intersection improvements are warranted to these intersections.

However, during the review of prior development applications on the site, earlier traffic studies called for the addition of a dedicated right-turn lane for down-valley traveling motorists on Emma Road at the Midland Avenue/Emma Road intersection. Charlier and Town Staff believe that such an improvement may be beneficial in reducing queuing issues with the additional traffic that would potentially travel straight through the intersection toward the proposed development. The Applicant's engineer, Sopris Engineering, is in the process of conducting a cost estimate and analysis of feasibility on such an improvement and will have it prior to the next P&Z meeting for consideration.

At the intersection of the Highway 82 slip lane/Emma Road located directly to the west of the Basalt Post Office, Charlier, and the Roaring Fork Fire Rescue Authority (RFFRA) believe intersection improvements are necessary to accommodate the additional traffic to be generated by the proposed development and to allow more reliable access for emergency services to the proposed development. The RFFRA conducted a field performance test of this intersection with their aerial fire truck and determined that the intersection needs to be reconfigured to effectively serve the development with emergency services. As such the Applicant's engineers are also working on a conceptual design to reconfigure the intersection and will have it for consideration prior to the next P&Z meeting.



Charlier has also recommended that it would be desirable for the Applicant to provide a Transportation Demand Management (TDM) Plan to help alleviate traffic and to help ensure some of the assumptions made in the traffic study with regards to multi-modal credits that are assumed in the traffic generation. TDM plans have

been required for other significant developments such as Willits Town Center and Staff anticipates providing a draft condition for consideration requiring a TDM plan be provided as part of the Preliminary Plan application.

Also, related to emergency access, Charlier noted in his analysis that Emma Road provides only one way in and one way out of the area of the development without the potential for a secondary access to the site until the neighboring Stott Property is developed in the future with a secondary connection to Gisella Way as shown in the Master Plan. Charlier expressed that the future secondary access to Gisella Way is important, and that the Town should consider requiring the Applicant to put up financial security for a portion of the Gisella Way connection cost to help ensure that the road connection is made in the future when and if the Stott Property is proposed for redevelopment. Staff anticipates including a draft condition of this nature for consideration.

6. Affordable Housing

The Applicant has proposed twenty-four (24) of the sixty-eight (68) residential units as deed-restricted Category 2 rental units. This equates to 35% of the total units. Additionally, as part of the twenty-four (24) deed-restricted units, 27% of the net residential square footage is proposed to be deed-restricted. The Town Code requires 20% of the units and 25% of the residential floor area be deed-restricted in projects that are within the town boundaries. There is also a commercial component to the development in that the cabins are proposed to be short-term lodging. The Town Code establishes that in a mixed-use situation, the greater of the residential and commercial housing mitigation requirements shall be applied and the lesser of the requirements is forgiven. In this case the commercial mitigation would be well lower than the affordable housing required of the residential component of the development so the residential requirements of 20% of the units and 25% of the floor area being deed-restricted would apply.

As mentioned above, the Master Plan encourages consideration in annexations of a higher standard related affordable housing. The Basalt Affordable Community Housing (BACH) Commission has begun but has not completed their review of the Application. Staff would recommend reserving Commissioner comments about the affordable housing component until BACH has concluded their review and provided feedback to P&Z. BACH will have further review prior to the next P&Z meeting.

7. Public Land Dedication/Daycare

It is discussed earlier in this memorandum that the Master Plan provides direction that a childcare facility should be developed on the Jadwin Stott "Primary Parcel"



to be able to achieve the minimum density of eighty (80) residential units prescribed in the Master Plan. The Applicant has proposed to dedicate the “dog leg” property (0.84 acres) to the Town for the Town to use it as a community benefitting use in lieu of constructing a daycare on the property. The Application

notes that the site constraint of the main sewer line serving Basalt traverses the portion of the property designated as community facility on the future land use map makes it infeasible to locate a daycare in that location.

Additionally, the Applicant has proposed that the vehicular access for a daycare facility should be separated from the residential and short-term rental accesses in order to minimize conflicts between the various traffic generators and as such the Applicant has proposed to dedicate the “dog leg” property along Emma Road to the Town for the Town to either use it as 1) a daycare or 2) other beneficial community uses that the Town deems appropriate.

Staff understands the Applicant’s reasons for not locating the daycare in the community facility portion of the site where the main sewer line is located and agrees with the Applicant about potential conflicts of the daycare traffic/use with that of the residential and short-term rental uses. That said, as the “dog leg” parcel is outside the UGB, the Town could not really use it for either a daycare or affordable housing unless a Master Plan amendment were approved to either incorporate it in the UGB or adjust the policy of not annexing property for development that is outside the UGB. Staff suggests that if the Town is willing to accept the dedication of the “dog leg” parcel in lieu of the construction of a childcare facility in the development, direction should be provided to the Applicant to apply for a Master Plan amendment in conjunction with submittal of a Preliminary Plan application so that future development for a community benefitting use is possible.

In considering accepting the dedication of the “dog leg” parcel in-lieu of the Applicant constructing a childcare facility as is prescribed in the Master Plan, Staff feels the level of community benefit needs to be weighed between these alternatives since this is an annexation request and the Town has flexibility in requiring maximized community benefit from an annexation proposal. As such Staff would recommend consideration of whether a monetary contribution toward the development of a childcare facility should be sought in addition to the dedication of the “dog leg” parcel. The value of construction of the Stott’s Mill daycare core and shell was reported at just over \$2 Million. Staff recommends that P&Z provide direction for the Applicant to order an appraisal of the “dog leg” property prior to Preliminary Plan Application review so that a comparison of community benefit could be made between the Master Plan’s requirement for the construction of a childcare facility and the Applicant’s proposal to dedicate the “dog leg” property.



8. Pedestrian Bridge

In 2020 when the Master Plan was approved it was desired that there would be a pedestrian bridge connection over the Roaring Fork River developed west of the Midland Avenue bridge to encourage a more direct pedestrian connection between the Basalt River Park campus and the Emma Trail that is East Basalt's most direct pedestrian connection to West Basalt since there is not an easy pedestrian connection along Two Rivers Road. As such, the Master Plan includes a requirement for development of a pedestrian bridge if the number of units on the Jadwin Stott Primary Parcel exceeds eighty (80) dwelling units.

Subsequent to the 2020 Basalt Master Plan adoption, Sopris Engineering has conducted more engineering analysis regarding the potential for a pedestrian bridge over the Roaring Fork River at the Jadwin property and they have concluded that the span of such a bridge would be so significant that it would require the bridge infrastructure to begin close to Highway 82 to make it possible. Therefore, the Applicant has not proposed to provide the bridge and has not proposed more than the eighty (80) units of density that triggers the bridge. Staff recommends that the Town have a third-party engineer evaluate Sopris Engineering's conclusion about the bridge span prior to Preliminary Plan review.

9. Parking

The Applicant has proposed to satisfy the parking requirements of the Town Code by installing surface parking as the water table for the site does not easily accommodate underground development. The multi-family parking is proposed with at-grade, head-in parking adjacent to the multi-family buildings. Parking for the townhome units is proposed in surface garages and the parking for the short-term rental cabins/glamping pads is proposed in a common parking lot to the west of the affordable housing near western vehicular access.

The Police Department has expressed that the short-term rental cabins and glamping pads may generate more parking demand than is being provided. In response to this concern the Applicant has suggested that an on-site manager and rental agreements will limit the number of vehicles that occupants may bring. As such, Staff and the Police Department have asked the Applicant to provide a site management plan for the short-term rental uses to address this issue prior to the second P&Z meeting.

10. Open Space, Trails, and Wetlands

The Application proposes the preservation of an open space/recreation area on approximately the north 1/3 of the property as is called for in the Master Plan. Soft surface trails internal to the site are proposed through the open space/recreation area from both the residential and short-term rental portions of the development. Public parking for the open space/recreation area is proposed the eastern side of the pond for the public to use the trail, access the river, and fish in the pond. There are also publicly accessible amenities such as outdoor grills and picnic tables proposed east of the pond. Pedestrian access to the river from the short-term

rental cabins is from the west side of the pond. Amenities such as seating decks and some shade sails are proposed near the river access point as shown on the site plan attached as part of **Exhibit A**.

Eagle County has recommended that development in the riparian area/100-year floodplain be minimized and mitigated to the greatest extent practical and Pitkin County has recommended that wildlife habitat and corridors not be disturbed, and trail connections be coordinated with Pitkin County. Town Staff also walked the site with Rick Lofaro, Executive Director of the Roaring Fork Conservancy to obtain his comments. Lofaro expressed that the site has some unique natural aspects that other riparian development sites do not. It was identified by Lofaro that the area to the northeast of the pond where the pond is fed by a waterway should remain undisturbed and not be accessible to maintain the integrity of the wetlands. The photo below (Figure 4) shows this area.

Figure 4.



Lofaro also recommended that the area around the ditch on the northeastern edge of the open space/recreation area be undisturbed and that any trail be field fit to the areas that are already disturbed. There were three areas along the river frontage of the Jadwin property where Lofaro indicated would be acceptable locations for river access as they are already disturbed with concrete riprap and that river access should be limited to these locations. Rather than the deck structures proposed on the plan adjacent to the river, Lofaro also commented that some rock steps to the river like what exists at the Basalt River Park at these



already disturbed river access points may be a more ecologically friendly solution and provide potential for a sitting area that is desired.

A 40–50-foot buffer from the river where there be no disturbance/glamping pads other than the soft surface trails was also recommended by Lofaro. Finally, Lofaro noted that they found a federally protected orchid known as the Ute Lady’s Tress in the pasture area north of the lake. Even though the orchid is not protected in Colorado, Lofaro recommended that the glamping pads/trails be field fit so as not to disturb the orchids.

External to the site, the Applicant has proposed to construct a trail connection adjacent to Emma Road to connect the property to the existing trail south of the Post Office. Associated with providing the trail adjacent to Emma Road it has been suggested that the Applicant study the potential to provide a landscaping buffer between the residential component and Emma Road to help limit the impacts of the traffic noise on the on-site uses and to reduce the visual impacts of the development on the Highway 82 corridor.

The Parks, Open Space and Trails (POST) Committee will review the Application and provide more detailed recommendations before the next P&Z meeting.

11. Floodplain/Floodway

The Town’s consulting hydrologist, Robert Krehbiel of Matrix Design, has provided an email attached in **Exhibit B**. Krehbiel’s email expresses that the Colorado Water Conservation Board (CWCB) is in the process of amending the floodplain mapping in the Basalt area, including adjusting the floodplain to be consistent with the floodplain/floodway shown on the Applicant’s mapping. Krehbiel notes that he wrote a letter to CWCB recommending such a change to the floodplain. Staff anticipates providing a draft condition for consideration requiring the Applicant to obtain the final approval on the adjustment to the floodplain/floodway shown on their mapping prior to submitting a Preliminary Plan application.

12. Green Building and Wildfire Mitigation

The Application proposes the development be completely heated and cooled with electricity. Additionally, the Applicant has proposed to meet the Town’s sustainable building regulations and energy code requirements in place at the time of building permit issuance. It is further proposed that buildings within the development will meet the Town’s wildfire mitigation requirements in place at the time of building permit issuance. The Applicant will be required to provide more details on the building materials as part of the Preliminary Plan application.

13. Fees and Transfer Assessments

The Application proposes to pay all the Town’s applicable development impact fees and building permit fees at the time of permit issuance. It is also proposed that the Town’s standard 1% real estate transfer assessment be established on the property. In past annexations it has been the Town’s practice to require a



second real estate transfer assessment of an additional 1% on sale transactions of greater than \$1 Million. Staff does not anticipate considerable proceeds from the transfer assessments as the residential component is proposed to be entirely rental. A 4% lodging tax will be applied to the short-term rental of the cabins and glamping pads.

14. Water Rights

The Town will require the Applicant to dedicate water rights to the Town and the Town will lease the rights back to the development consistent with its annexation policies.

15. Well Easement

A plan was established for where the Town should drill new water wells to add future capacity to the Town's water system in 2007. The plan recommends that a new water well be established around the Jadwin Property. Prior to submittal of a Preliminary Plan application the Applicant will be required to work with the Town Staff to determine the appropriate location on the property to establish a new well and propose the necessary easements for the well.

16. Referral Comments

Police Department- The Town Police Department provided comments that are attached as part of **Exhibit B**. Comments from the Police Department express concerns with the close proximity of the short-term rental cabin activities and the long-term residential use and the conflicts that may arise out of such proximity. Along the same lines, the Police Department's comments also express concerns about the parking management for the short-term rental cabins and the need for direct emergency vehicular access to the river access area.

A Technical Review Committee (TRC) meeting was held at which the Applicant discussed the Police Department's concerns with the Police Chief and Town Staff. It was decided that the Applicant will put together a draft management plan for the short-term rental/glamping area that addresses quiet hours, use of the pond, and parking management. This plan will be ready before the second P&Z meeting. Regarding the emergency vehicular access to the river, the Applicant agreed that they could make the crusher fine pedestrian access path on the east side of the pond wider and stabilized to accommodate emergency vehicles much like the trail in the Basalt River Park.

Eagle County- Eagle County provided comments that are attached as part of **Exhibit B**. The comments suggest that the proposed development satisfies many goals and objectives of both the Town's Master Plan and the Mid Valley Area Community Plan that was adopted by Eagle County. Comments are also included no development in the floodplain/floodway, providing noise mitigation to address the Highway 82 noise, encouraging water conservation, adhering to the Town's river setback requirements, and limiting wildlife impacts. The topics are addressed throughout this memorandum.



Pitkin County- Pitkin County provided comments that are attached as part of **Exhibit B**. The comments support the location of the density within the Town's UGB but express concerns about traffic. Pitkin County's comments also address the need for significant affordable housing mitigation, the impact that three stories of development will have adjacent to Highway 82, limiting impacts on wildlife habitat, and coordinating with Pitkin County Open Space and Trails with regards to the trails and recreation aspects of the proposed development.

As discussed earlier in this memorandum, the Town had Charlier and Associates review the traffic aspects of the development and the Applicant is working on concepts to potentially improve the Midland Avenue/Emma Road and Highway 82 Slip Lane/Emma Road intersections. Additionally, the Town Staff is coordinating with the Roaring Fork Conservancy on the wildlife habitat and with the Town POST Committee regarding the trails and recreation aspect of the development and then will reach back out to Pitkin County Parks, Open, Space and Trails after the Town POST Committee has reviewed the Application.

RFFRA- The RFFRA provided comments that are attached as part of **Exhibit B**. The comments include ensuring that their reviews are paid for by the Applicant and that the Fire impact fees are required. Staff anticipates providing draft conditions requiring payment of the RFFRA fees. RFFRA's comments also discuss the need for the emergency services connection between the short-term rental area and the residential area of the development to be unobstructed and signed.

The Applicant has adjusted their application to remove the bollard concept so that there are no longer obstructions planned for this connection. RFFRA also commented about the need for the Highway 82 slip lane/Emma Road intersection to be improved to better accommodate access for RFFRA's aerial fire truck. As noted earlier in this memorandum, the Applicant's engineers are working on a reconfigured design for the intersection that will be presented at the next P&Z meeting. The remainder of the RFFRA's comments are technical in nature and relate to the water infrastructure and fire sprinkler design and will be addressed at later stages in the development review and permitting process.

Basalt Sanitation District- The Basalt Sanitation District (BSD) provided comments that are attached as part of **Exhibit B**. BSD's comments include that that BSD currently has capacity for the project, that the Applicant must petition for inclusion into the BSD, and that the Applicant must comply with all of BSD's rules and pay all applicable fees. Staff anticipates reinforcing these comments in the draft conditions.

Holy Cross- Holy Cross provided a comment that is attached as part of **Exhibit B**. The comment from Holy Cross relates to the realignment of the overhead electric lines running along the western boundary of the property. The Applicant explored



the potential to underground the electrical lines, but it was determined that it was not possible as they are the main electrical lines feeding the upper Roaring Fork Valley and they will not be permitted to be buried. Holy Cross has required that easements be obtained for the relocation of the electrical lines. Staff anticipates providing a draft condition to reinforce this requirement.

VIII. Recommendation

Staff recommends that the P&Z hear presentations from Staff and the Applicant, consider public comment, and provide initial discussion and then continue the review to the next meeting, at which meeting Staff will present draft conditions of approval for the P&Z's consideration and have updates on the various aspects of the Application that the Applicant is currently working to improve.

Attachments:

Exhibit A- Application and Responses to Referral Comments

Exhibit B- Referral Comments

Exhibit C- 2020 Master Plan Future Land Use Map and Excerpts



Exhibit A- Excerpts from Application



Owner/Applicant/Consultant List

OWNER/Applicant:

JADWIN PARK LLC
PO BOX 8616
ASPEN, CO 81612-8616
BRIDGER SMITH
970.379.9400
SMITH.BRIDGER@GMAIL.COM

ARCHITECT/DESIGN:

BLDG SEED ARCHIECTS
1101 VILLAGE ROAD, SUITE # UL6D
CARBONDALE, CO 8623
970.340.8211
RAMSEY@BLDGSEED.COM

PLANNER/COORDINATION:

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

SURVEYOR/CIVIL ENGINEER:

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

WATER ATTORNEY

JODY EDWARDS
CORONA WATER LAW
1018 LAUREN LN.
BASALT, CI 81621
970.948.6523
CC@CRAIGCORONALAW.COM

LANDSCAPING/ENHANCEMENT

CONNECT ONE
350 MARKET ST., #307
BASALT, CO 81621
970.355.5457
HH@CONNECTONEDESIGN.COM

WATER RIGHTS/WATER USE ANALYSIS

COLORADO RIVER ENGINEERING

136 E. 3RD ST.

RIFLE, CO 81650

970.625.4933

MICHAEL@COLORADORIVERENG.COM

KLEIN COTÉ EDWARDS CITRON LLC

JODY EDWARDS

101 SOUTH MILL STREET, STE. 200, ASPEN, CO 81611

TELE: (970) 925-8700, X108 | FAX: (970) 925-3977

JEE@KCECLAW.COM

FELSBURG HOLT & ULLVIG

RICH FOLLMER

PLAZA TOWER ONE, 6400 S. FIDDLERS GREEN CIRCLE, SUITE 1500, GREENWOOD VILLAGE, CO 80111

OFFICE: 303.721.1440

RICH.FOLLMER@FHUENG.COM

BLACK MOUNTAIN PROPERTY ANNEXATION

1. Background and Intent of Application

Jadwin Park LLC (owner and applicant) proposes to annex, zone and develop an approximately 9.3-acre Property, to be known as Black Mountain (the “Project”), that is located between the Roaring Fork River and SH 82. The Property is historically known as the Jadwin Property and is also located a short distance west of the Basalt Public Library and the US Post-Office. Access to the Property would be from Emma Road. The program is to annex and zone the Property PUD with uses including Multifamily Housing and Townhomes, a Hotel/Short-Term Rental component, Open Space Conservation/Public Recreational Uses/Trail Enhancements, and a gift to the Town of Basalt of an approximately 0.84-acre parcel which could be used for a Community Facility or Childcare Facility or any other public use that the Town feels is needed in the future. The applicant hopes to build out the project within five calendar years. The development concept consists of the following:

- 35% of All Residential Housing is Designated as Deed Restricted Affordable Housing
- 4 Multifamily Buildings with a Total of 56 Units
- 12 Townhome Units
- 12 Hotel/Short-Term Rental Fishing Cabins
- 7 Seasonal Glamping Pads
- 4-Acres of Open Space Conservation & Public Recreational Uses
 - Over 4-acres of the Property consists of riparian areas and floodplain and this area would be accessible to the public but managed and maintained by the Ownership Group.

The Project complies with the Basalt Master Plan 2020 both in terms of being consistent with the Master Plan’s Planning Framework and its stated goals and objectives. More specifically, the Project complies, on a step-by-step basis, with pages 79-86 of the Primary Key Parcel Component of the Master Plan which lays out the desired future land-use program for the Jadwin-Stott Property. All internal streets are proposed to be private and maintained by the Ownership Group. Nonetheless, all have been designed with 24’ widths and in consideration of Basalt development standards and the cooperation and feedback from Roaring Fork Fire Rescue. The neighborhood typology, as proposed, was inspired by the Master Plan and its vision for the Key Parcels. The Project to be known as Black Mountain implements an approach and strategy with a keen eye towards a Resilient & Sustainable Environment by planning Green Initiatives in support of the Basalt Sustainable Building Regulations including overall site planning and individual building design strategies. Site responsive strategies include Efficient Parcel Layout; Residential Unit and Parking Design; Transit Oriented & Multi-Mode Commuting with a proposed WeCycle partnership; EV Charging Stations and Bike and Pedestrian Oriented Solutions as well. Building designs are planned for localized electric-based heating and cooling systems, solar rooftop arrays and energy efficiency-oriented envelopes.

Entitlement History

The Property is located in both Pitkin and Eagle Counties. There was a previous application for this particular site in conjunction with the adjacent Stott Property (to these) a number of years ago for an RV Park. The application was not approved, and the Property was not annexed.

2. Project Site

The site is relatively flat and has wetlands on the northern and western edge of the Property. There is an existing single-family home, one mobile home and a pond on the Property. According to county records the main residence was built in approximately 1989. There is One Mobile Home at the southwest corner, but we have been unable to determine when that structure was placed on the property. Utilities are available to the Property. An overhead electric line runs north to south on the western portion of the site. An 18-inch wastewater main transects the Property from northeast to southwest. An Improvement Survey Plat has been completed for the site and is included in Exhibit D. Recorded easements are associated with the wastewater main. The Property is not included within the Basalt Sanitation District. An Inclusion Agreement with the Sanitation District will be made assuming approval of the Annexation and initial zoning. The Sanitation District is aware of the application.



3. Development program summary information

The Development Program will include an initial zoning to PUD. The underlying zone district for the residential portion of the Property will be the R-4 MD Zone District; and the C-1 Neighborhood Commercial Zone District will be the underlying zone district for the Hotel/STR/Fishing Cabin Area. An application for a PUD Sketch Plan is in the next section of this land-use application. The development components are:

Multifamily Housing Component

The multifamily housing component will consist of 4 buildings with a total of 56 units. Two of the buildings will have 12 units each and be deed restricted affordable housing and the two on the eastern portion of the project will have 16 units each and be free market housing. There will be a mix of efficiency, one-bedroom and three-bedroom units. Unit sizes run from 461 square feet for efficiencies to 1,222 square feet for the three-bedroom units. Total net building area is 48,784 square feet.

Townhome Component

2 types of three-bedroom townhome units are proposed. These structures incorporate main level garages with efficiently planned living spaces above for a 3-story solution at each Townhome. The square footage for these units ranges from 1,829 sf to 2,034 sf.

Hotel/Short-Term Rental Fishing Cabins

A total of 12 Hotel/Short-Term Rental Fishing Cabins are proposed with all units being either one or two-bedroom units and one 3- bedroom cabin. The goal of this land use category is to provide some very small scale and low impact hotel/short-term rental fishing cabins which will bring visitors in close proximity to downtown/Midland Avenue. The goal would be to supply accommodations to both tourists within walkable distance to downtown, without taking long-term housing supply away from the community (as discussed in the Master Plan). The Hotel/Short-Term Rental Cabin area will also include an Amenity Cabin to support the guest experience, a maintenance and housekeeping facility and a manager's house for on-location support at all hours.

Glamping Pads (Seasonal Only)

The site includes a finger of land that extends to the north and touches a quiet side channel of the Roaring Fork River. This finger includes naturally higher land and sits overlooking the river. It is also currently heavily vegetated with a mixed understory, conifers, and cottonwoods. To provide more accommodations and do this with a lighter touch on the land, 7 designated seasonal Camping /Glamping Pads have been added. Many of these will be utilized by fishermen because of the proximity to the river and other outdoor enthusiasts who visit Basalt in the summer. The pads will be designated as level pads, with a firm gravel or crusher fines surface, sized to accommodate a canvas tent or similar glamping style seasonal structure. The structures are seasonal in nature and will be removed during the colder portions of the year with the pads remaining, which will not impede high river flow or floodplain restrictions. These glamping sites will be a unique accommodation style not seen elsewhere in Basalt. It accomplishes the vision of the 2020 Master Plan but with a softer environmental footprint on the site.

Open Space Conservation / Recreation and Landscaping

The existing conditions of this property lend themselves to thinking about the Open Space and Recreation Plan in a bifurcated way. The upper two thirds of the site have seen human interactions for decades with cultivated fields, access roads, a man-made pond, and homesite. The lower third of the site is not pristine with planted trees and wetlands that were previously mechanically graded. However, the lower third does lend itself to a more natural feel with higher water, great vegetation, and access to the river. The Open Space and Recreation Plan contemplates the site in this way. As you enter the property from Emma Road the plan gives off an organized feel. Tree-lined streets with parking and sidewalks welcome residents and visitors. The trees are evenly spaced giving a 'town center' like feel. This organized landscape design is punctuated with small courtyards that will be shared, or private in the case of the townhomes, giving residents access to their own spaces.

The Hotel/STR cabins space is delineated by a tasteful gateway that will include signage and limited lighting so visitors to the rentals enter their own 'space'. The landscape here begins to transition back to a softer and more natural feel. Trees and understory planting is less organized and more natural. The asphalt and concrete of parking areas and sidewalks gives way to crusher fines paths and planting pockets. An amenity space is provided that serves as a focal point and transition space between the residential area and the trails and open space. Located on the edge of the improved pond it will serve as a gathering place for the residents, visitors to the STRs, and the public utilizing the trail system. This space has some more active uses like bocce, horseshoes, and a connection to other sport courts. Landscaping and wayfinding signage will be used to help define the different areas of the site between open public use on trails, residential spaces, and the STRs.

The Open Space and Recreation Plan will build on the strengths of the existing site in the lower third. A soft path trail will circumnavigate the wetlands and connect down to the river edge on a path separated from the glamping and cabins. This trail will be open to the public and is designed to connect to the adjacent property, should it ever redevelop, and eventually Midland Park. Uses here are primarily passive with trails and seating. The landscaping will focus on the existing by mitigating weeds, adding wildlife supporting vegetation, and minimal selective clearing of understory and tree cover.

Community Facility / Childcare Facility / Public Use

The Applicant proposes to gift to the Town of Basalt an approximately 0.84-acre parcel which could be used for a Community Facility or Childcare Facility or any other Public Use that the Town feels is needed in the future (the "Dogleg Parcel"). The Master Plan Future Land Use Map (at page 83) called out a very small portion of the Jadwin Site for "Community Facility" that has several constraints such as security, privacy, size, and parking limitations, whereas the Dogleg Parcel is much larger and more suitable for a meaningful Community Facility or Childcare Facility. The Dogleg Parcel gift will allow the Town of Basalt to own a Public Open Space parcel until the use and needs are better understood for a public facility at a future date.

4. Annexation

Annexation Map

An annexation map drafted by Sopris Engineering is attached and included in Exhibit D of this Application. Please note this Exhibit D also includes the Improvement Survey Plat which shows existing conditions on the Property as well as the Engineering Report; all completed by Sopris Engineering. You will note that the Property, while contiguous to the Basalt Municipal Boundaries does not have enough sufficient contiguous perimeter to immediately meet state statute requirements which requires 1/6th of the annexing property boundary to be contiguous with the municipal boundaries. There are provisions in state statute and the drafted annexation map to come into compliance by preparing successive legal descriptions where each individual proposed annexation description can be phased in. In this particular instance it will take six portions of the legal descriptions to bring the entire Property into compliance. One map is allowed to serve this purpose, but six individual legal descriptions need to be provided and each must be properly noticed and published. The Property can be brought into the municipal boundaries via one ordinance.

An Annexation Petition is included in Exhibit E.

Supportive Information Required as part of the Annexation Application

Soils Description and Limitation

A soils report performed by Kumar Inc. is included in Exhibit F.

Utility Plan

A utility plan by Sopris Engineering is included in the Technical Documents in Exhibit D

Mailing addresses

A list of all Property owners within 300 feet of the subject site is included in Exhibit H (miscellaneous documents)

Water Use and Water Rights

A Water Rights Dedication Report and Analysis and a Water Budget dated August 13, 2023 completed by Grand River Engineering Inc. is included in Exhibit G. These documents will be transmitted to the Town Attorney as noted in the Annexation Application checklist. Water rights were decreed to the Property from Williams No.1 Ditch. Preliminary estimates show that the water rights and historical use more than meet the demands of the projected water use after development.

TOWN OF BASALT ANNEXATION MAP OF:
JADWIN ANNEXATION MAP

NOTE: DRAWINGS REDUCED FOR PRINT FROM 24X36 TO 11X17. NOTATED SCALES ARE NOT APPLICABLE.

PARCELS OF LAND SITUATED IN SECTION 7 IN TOWNSHIP 8 SOUTH, RANGE 86 WEST OF THE 6th P.M.
 EAGLE & PITKIN COUNTIES, STATE OF COLORADO
 SHEET 1 OF 3

TITLE PROPERTY DESCRIPTION

PARCEL A

A PARCEL OF LAND SITUATED IN TRACT 46, SECTION 7, TOWNSHIP 8 SOUTH, RANGE 86 WEST OF THE SIXTH PRINCIPAL MERIDIAN, EAGLE AND PITKIN COUNTIES, COLORADO ACCORDING TO THE INDEPENDENT RESURVEY OF SAID TOWNSHIP AND RANGE, AS APPROVED ON SEPTEMBER 30, 1929; SAID PARCEL BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:
 BEGINNING AT A POINT ON THE NORTHERLY RIGHT-OF-WAY BOUNDARY OF COLORADO STATE HIGHWAY NO. 82 FROM WHICH THE SOUTH QUARTER CORNER OF SAID SECTION 7 BEARS SOUTH 75° 16' 34" E. 1390.70 FEET;
 THENCE DEPARTING FROM SAID RIGHT-OF-WAY ALONG THE BOUNDARIES OF SEVERAL PRIVATE PARCELS THE FOLLOWING FOUR (4) COURSES:
 1) N. 00° 01' 07" W. 86.03 FEET
 2) N. 89° 58' 53" E. 423.23 FEET
 3) N. 04° 15' 03" W. 453.80 FEET
 4) N. 73° 18' 53" E. 206.25 FEET
 THENCE LEAVING SAID PRIVATE PARCEL BOUNDARIES NORTH 88° 13' 03" E. 389.95 FEET;
 THENCE S. 00° 01' 18" E. 612.64 FEET TO A POINT ON THE NORTHERLY RIGHT-OF-WAY OF SAID COLORADO STATE HIGHWAY NO. 82;
 THENCE S. 88° 52' 53" W. ALONG SAID NORTHERLY RIGHT-OF-WAY 354.92 FEET;
 THENCE CONTINUING ALONG SAID NORTHERLY RIGHT-OF-WAY N. 89° 07' 29" W. 622.34 FEET TO THE TRUE POINT OF BEGINNING.

COUNTIES OF EAGLE AND PITKIN,
 STATE OF COLORADO.

PARCEL B

A PARCEL OF LAND SITUATED IN SECTION 7, TOWNSHIP 8 SOUTH, RANGE 86 WEST OF THE SIXTH PRINCIPAL MERIDIAN, EAGLE COUNTY, COLORADO, ACCORDING TO THE INDEPENDENT RESURVEY OF SAID TOWNSHIP AND RANGE AS APPROVED ON SEPTEMBER 30, 1929, MORE PARTICULARLY DESCRIBED AS FOLLOWS:
 BEGINNING AT A POINT ON THE NORTHERLY RIGHT-OF-WAY BOUNDARY OF COLORADO STATE HIGHWAY 82 FROM WHICH THE SOUTH QUARTER CORNER OF SAID SECTION 7 BEARS S. 75° 16' 34" E. 1390.70 FEET;
 THENCE DEPARTING FROM SAID RIGHT-OF-WAY ALONG THE BOUNDARIES OF SEVERAL PRIVATE PARCELS THE FOLLOWING FOUR COURSES:
 1) N. 00° 01' 07" W. 86.03 FEET;
 2) N. 89° 58' 53" E. 423.23 FEET;
 3) N. 04° 15' 03" W. 453.80 FEET;
 4) N. 73° 18' 53" E. 206.25 FEET
 TO THE TRUE POINT OF BEGINNING;
 THENCE N. 00° 01' 07" W. 274.21 FEET MORE OR LESS TO A POINT ON THE CENTERLINE OF THE ROARING FORK RIVER AS IT NOW EXISTS;
 THENCE ALONG SAID CENTERLINE OF THE ROARING FORK RIVER S. 71° 32' 20" E. 90.00 FEET;
 THENCE LEAVING SAID CENTERLINE S. 00° 01' 07" E. 243 FEET, MORE OR LESS, TO A POINT ON THE NORTHERLY BOUNDARY LINE OF THAT PARCEL DESCRIBED IN DEED RECORDED AS RECEPTION NO. 560552 IN BOOK 664 AT PAGE 527 IN THE OFFICE OF THE EAGLE COUNTY CLERK AND RECORDER;
 THENCE ALONG SAID NORTHERLY BOUNDARY LINE S. 88° 13' 03" W. 85 FEET, MORE OR LESS, TO THE TRUE POINT OF BEGINNING.

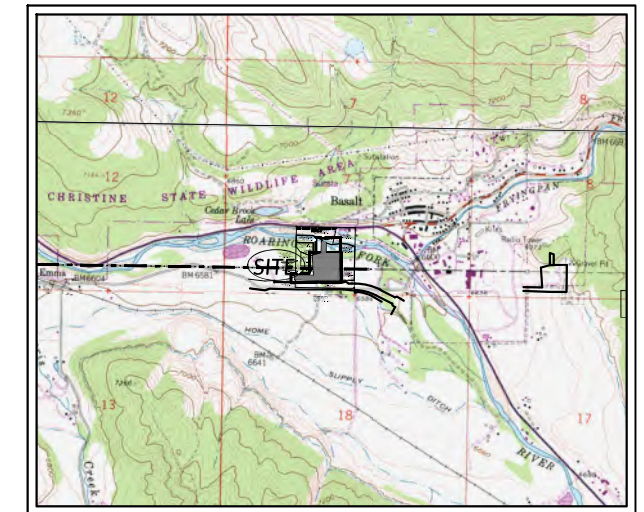
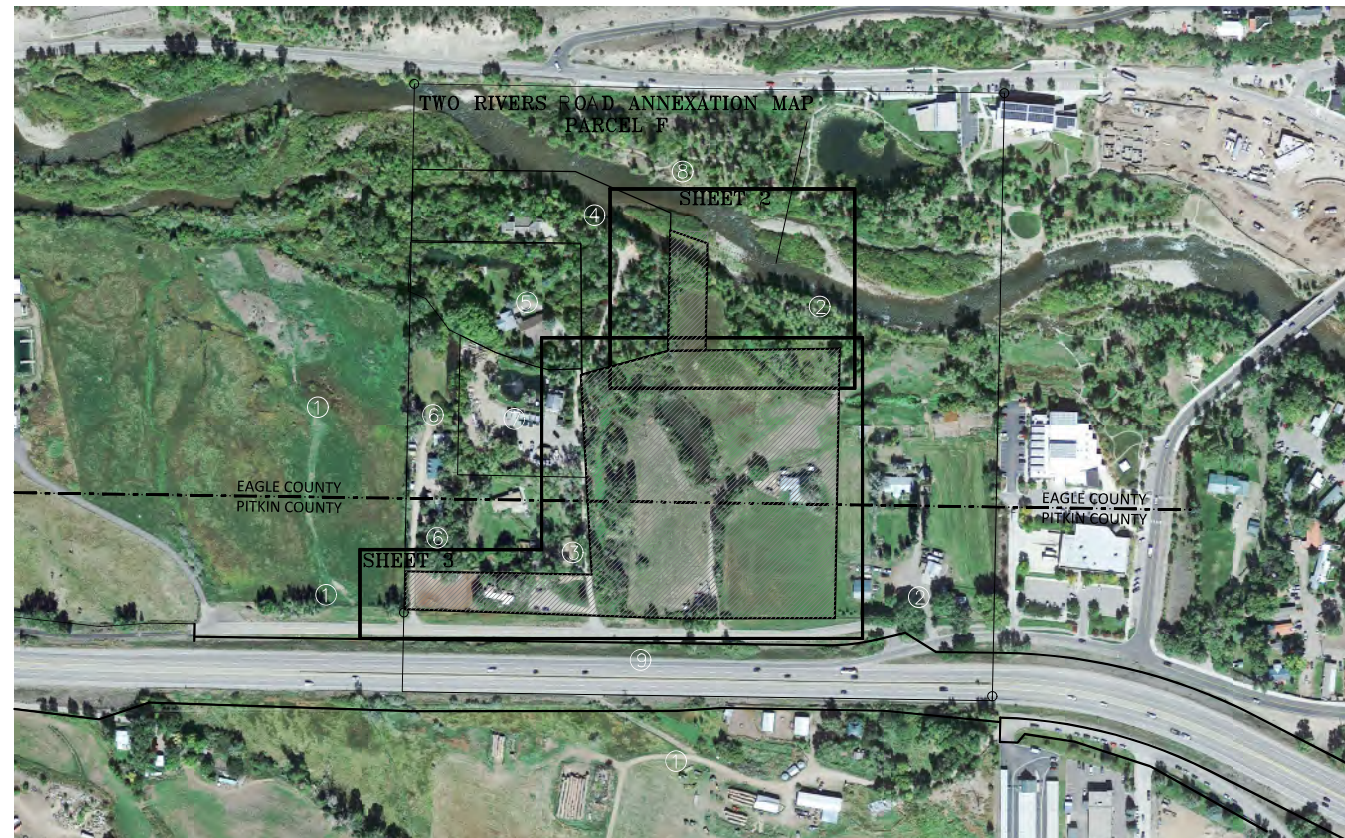
COUNTY OF EAGLE,
 STATE OF COLORADO

ADJOINERS INFORMATION

- ① OWNER: GRANGE FAMILY RANCHES LLC
 ADDRESS: 408 W CODY LAND
 BASALT, CO 81621
 EAGLE COUNTY PARCEL NUMBER:
 2467-073-00-024
- ② OWNER: STOTT, LONNIE & ALICE
 ADDRESS: 251 EMMA RD
 BASALT, CO 81621-8300
 EAGLE COUNTY
 PARCEL NUMBER: 2467-073-00-020
- ③ OWNER: HIGBIE, DONALD M. & DANA G.
 ADDRESS: 521 EMMA RD
 BASALT, CO 81621-8309
 PITKIN COUNTY
 PARCEL NUMBER:
 2467-073-00-009
- ④ OWNER: WILLIAMS, AKIKO
 ADDRESS: 5884 S PRESCOTT ST.
 LITTLETON, CO 80120-2029
 EAGLE COUNTY
 PARCEL NUMBER: 2467-073-00-015
- ⑤ OWNER: WELCOME HOMES LLC
 ADDRESS: 1331 BEAR RIDGE RD
 BASALT, CO 81621-8405
 PARCEL NUMBER: 2467-073-05-001
- ⑥ OWNER: SCHWALLER LEE I
 ADDRESS: P.O. BOX 290
 BASALT, CO 81621
 PITKIN COUNTY
 PARCEL NUMBER:
 2467-073-00-010
- ⑦ OWNER: KEMP, RICHARD ETHAN
 ADDRESS: 523 EMMA RD
 BASALT, CO 81623-8309
 EAGLE COUNTY
 PARCEL NUMBER:
 2467-073-03-001
- ⑧ OWNER: TOWN OF BASALT
 ADDRESS: 101 MIDLAND AVENUE
 BASALT, CO 81621-8305
 PARCEL NUMBER: 2467-073-06-004
- ⑨ OWNER: COLORADO DEPARTMENT OF
 TRANSPORTATION
 ADDRESS: 606 SOUTH 9TH STREET
 P.O. BOX 2107
 GRAND JUNCTION, CO 81501

NOTES

- 1) Date of Survey: May 2000, January 7-10, 2020. Updated: March 2023.
- 2) Date of Preparation: June 2000, January 2020. Updated: March 2023.
- 3) Basis of Bearing: A bearing of 5 88°52'53" W from the southeast boundary corner of the subject property monumented by a found #5 rebar and 1.25" yellow plastic cap stamped "PROP CORNER" "PLS 28643" and the angle point in the common southerly boundary of subject property and State Highway No. 82 monumented by a found 3.25" aluminum cap stamped "COLO DEPT OF HIGHWAYS" "ROW PROJ" "ROW MONUMENT" "POINT No. 744" "PLS 9649", as shown.
- 4) Basis of Survey: General Land Office supplemental plat of entries situated in Sections 4-9, 16-18, independent resurvey Township 8 South, Range 86 West of the 6th P.M., State Department of Highways, Division of Highways-State of Colorado, right-of-way plan of proposed, Federal Aid Project No. FC 082-1(6) Sec. 3
- 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 and the title commitment prepared by Land Title Guarantee Company, Order No. BAR64002161-10 with an effective date of October 31, 2019.
- 6) 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.
- 7) The limit of title of portions of the property boundary identified as the centerline of the roaring fork river is riparian in nature and is subject to reliction and accretion by the ebb and flow of said river the conflicting boundary description based on the record deeds adjoining subject property for said river centerline is due to the river channel movement.
- 8) The county line, as shown, is a graphic representation only-based on the found county line rebar & cap i.s. #14060 on the easterly property line of midland addition and the found brass cap stamped P/E found on easterly side of Hooks Lane south of Hooks Spur Bridge.
- 9) The Town of Basalt contiguous boundary for this annexation map is based on the record annexation map of the two rivers road annexation map, Parcel F.



VICINITY MAP
 SCALE: 1" = 2000'

SURVEYOR'S STATEMENT

I, MARK S. BECKLER, DO HEREBY STATE THAT THIS ANNEXATION MAP WAS PREPARED BY SOPRIS ENGINEERING, LLC FOR JADWIN PARK LLC, A COLORADO LIMITED LIABILITY COMPANY AND THAT IT IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE.

BY: _____
 MARK S. BECKLER, L.S. #28643

TOWN COUNCIL CERTIFICATE

THIS ANNEXATION MAP WAS APPROVED BY THE TOWN COUNCIL OF BASALT, COLORADO, THIS _____ DAY OF _____, 2023 AS EVIDENCED BY ORDINANCE NO. _____, SERIES OF 2006 RECORDED WITH THE CLERK AND RECORDER OF EAGLE COUNTY AS RECEPTION No. _____ AND RECORDED WITH THE CLERK AND RECORDER OF PITKIN COUNTY AS RECEPTION No. _____

MAYOR _____

WITNESS MY HAND AND THE SEAL OF THE TOWN OF BASALT

ATTEST: _____
 TOWN CLERK

CLERK AND RECORDER'S CERTIFICATE

THIS MAP IS FILED FOR RECORD IN THE OFFICE OF THE CLERK AND RECORDER OF PITKIN COUNTY, COLORADO, AT _____ O'CLOCK _____ M., ON THE _____ DAY OF _____, 2023, AS RECEPTION NO. _____.

CLERK AND RECORDER _____

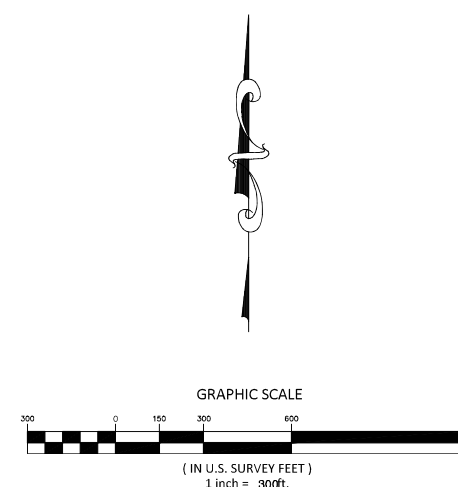
BY: _____
 DEPUTY

CLERK AND RECORDER'S CERTIFICATE

THIS MAP IS FILED FOR RECORD IN THE OFFICE OF THE CLERK AND RECORDER OF EAGLE COUNTY, COLORADO, AT _____ O'CLOCK _____ M., ON THE _____ DAY OF _____, 2023, AS RECEPTION NO. _____.

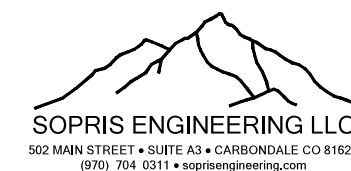
CLERK AND RECORDER _____

BY: _____
 DEPUTY



JADWIN PARK LLC,
 A COLORADO LIMITED LIABILITY COMPANY
 AUTHORIZED APPLICANT
 901 MARINERS ISLAND BLVD, STE.125
 SAN MATEO, CA 94404
 650-358-5288

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



NOTES: 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.

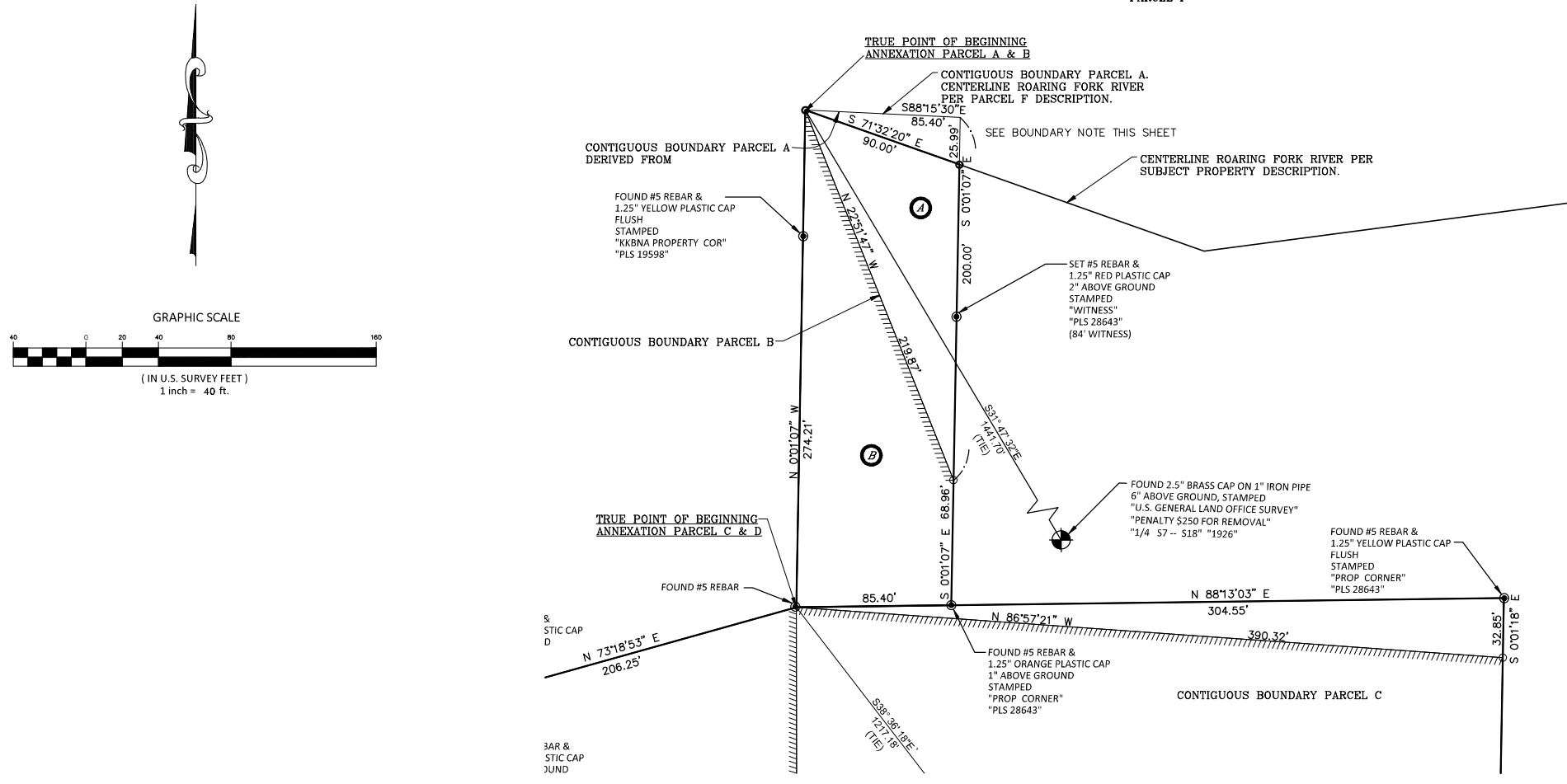
TOWN OF BASALT ANNEXATION MAP OF:
JADWIN ANNEXATION MAP

PARCELS OF LAND SITUATED IN SECTION 7 IN TOWNSHIP 8 SOUTH, RANGE 86 WEST OF THE 6th P.M.
 EAGLE & PITKIN COUNTIES, STATE OF COLORADO

SHEET 2 OF 3

NOTE: DRAWINGS REDUCED FOR PRINT FROM 24X36 TO 11X17. NOTATED SCALES ARE NOT APPLICABLE.

TOWN OF BASALT
 TWO RIVERS POND ANNEXATION MAP
 PARCEL F



ANNEXATION PARCEL A PROPERTY DESCRIPTION:

A PARCEL OF LAND SITUATED IN SECTION 7, TOWNSHIP 8 SOUTH, RANGE 86 WEST OF THE SIXTH PRINCIPAL MERIDIAN, ACCORDING TO THE INDEPENDENT RE-SURVEY OF SAID TOWNSHIP AND RANGE, AS APPROVED ON SEPTEMBER 30, 1929 SAID PARCEL BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT IN THE CENTERLINE OF THE ROARING FORK RIVER AS DESCRIBED IN THE DESCRIPTION OF PARCEL F, TWO RIVERS ROAD ANNEXATION MAP RECORDED AS RECEIPTION NO. _____ OF THE EAGLE COUNTY RECORDS, FROM WHICH POINT THE SOUTH 1/4 CORNER OF SAID SECTION 7 BEARS S 31°47'32" E 1441.70 FEET; THENCE S 88°15'30" E ALONG SAID PARCEL F DESCRIBED RIVER CENTERLINE 85.40 FEET; THENCE LEAVING SAID CENTERLINE S 00°01'07" W 200.00 FEET; THENCE N 22°51'47" W 219.87 FEET TO THE POINT OF BEGINNING; SAID PARCEL OF LAND CONTAINING 8,536 SQUARE FEET OR 0.196 ACRES, MORE OR LESS.

ANNEXATION PARCEL B PROPERTY DESCRIPTION:

A PARCEL OF LAND SITUATED IN SECTION 7, TOWNSHIP 8 SOUTH, RANGE 86 WEST OF THE SIXTH PRINCIPAL MERIDIAN, ACCORDING TO THE INDEPENDENT RE-SURVEY OF SAID TOWNSHIP AND RANGE, AS APPROVED ON SEPTEMBER 30, 1929 SAID PARCEL BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

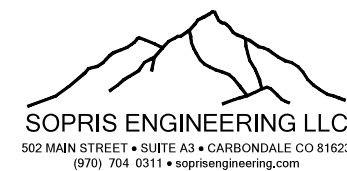
BEGINNING AT A POINT IN THE CENTERLINE OF THE ROARING FORK RIVER AS DESCRIBED IN THE DESCRIPTION OF PARCEL F, TWO RIVERS ROAD ANNEXATION MAP RECORDED AS RECEIPTION NO. _____ OF THE EAGLE COUNTY RECORDS, FROM WHICH POINT THE SOUTH 1/4 CORNER OF SAID SECTION 7 BEARS S 31°47'32" E 1441.70 FEET; THENCE LEAVING SAID PARCEL F DESCRIBED RIVER CENTERLINE S 22°51'47" E 219.87 FEET; THENCE S 00°01'07" E 68.96 FEET TO A POINT ON THE BOUNDARY LINE OF THAT PARCEL DESCRIBED IN DEED RECORDED AS RECEIPTION NO 560552 OF THE EAGLE COUNTY RECORDS; THENCE ALONG SAID BOUNDARY LINE N 88°13'03" E 304.55 FEET; THENCE CONTINUING ALONG SAID BOUNDARY S 00°01'18" W 32.85 FEET; THENCE LEAVING SAID BOUNDARY LINE N 86°57'21" W 390.32 FEET; THENCE N 00°01'07" W 274.21 FEET TO THE POINT OF BEGINNING; SAID PARCEL OF LAND CONTAINING 21,050 SQUARE FEET OR 0.483 ACRES, MORE OR LESS.

BOUNDARY NOTE

1) THE TITLE DESCRIPTION OF THE SUBJECT ANNEXATION PROPERTY AND THE DESCRIPTION OF PARCEL F, TWO RIVERS ROAD ANNEXATION MAP BOTH USE THE PHYSICAL MONUMENT CALL OF "ALONG THE CENTERLINE OF THE ROARING FORK RIVER." THEREFORE THE PARCELS SHARE A CONSISTANT COMMON BOUNDARY ALONG THE DYNAMIC CENTERLINE OF THE ROARING FORK RIVER (SEE SURVEY NOTE 7). THE RIVER CENTERLINE METES AND BOUNDS CALLS FOR SAID PARCEL F OF THE TWO RIVERS ROAD ANNEXATION WERE UTILIZED FOR THIS ANNEXATION MAP. THE RECORD DESCRIPTION ON SHEET 1 HAS BEEN UPDATED TO REFLECT THIS CONSISTANT RIVER CENTERLINE METES AND BOUNDS CALL.

ANNEXATION TABLE

PARCEL A	
TOTAL ANNEXATION PARCEL BOUNDARY	505.27 FEET
ONE SIXTH (1/6) PARCEL BOUNDARY	84.21 FEET
CONTIGUOUS TOWN BOUNDARY	85.40 FEET
PARCEL B	
TOTAL ANNEXATION PARCEL BOUNDARY	1290.76 FEET
ONE SIXTH (1/6) PARCEL BOUNDARY	215.13 FEET
CONTIGUOUS TOWN BOUNDARY	219.87 FEET



NOTES: 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 BE BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF CERTIFICATION SHOWN HEREON.

TOWN OF BASALT ANNEXATION MAP OF:
JADWIN ANNEXATION MAP

NOTE: DRAWINGS REDUCED FOR PRINT FROM 24X36 TO 11X17. NOTATED SCALES ARE NOT APPLICABLE.

PARCELS OF LAND SITUATED IN SECTION 7 IN TOWNSHIP 8 SOUTH, RANGE 86 WEST OF THE 6th P.M.
 EAGLE & PITKIN COUNTIES, STATE OF COLORADO
 SHEET 3 OF 3

ANNEXATION PARCEL C PROPERTY DESCRIPTION:

A PARCEL OF LAND SITUATED IN SECTION 7, TOWNSHIP 8 SOUTH, RANGE 86 WEST OF THE SIXTH PRINCIPAL MERIDIAN; ACCORDING TO THE INDEPENDENT RE-SURVEY OF SAID TOWNSHIP AND RANGE, AS APPROVED ON SEPTEMBER 30, 1929 SAID PARCEL BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE BOUNDARY OF THAT PROPERTY DESCRIBED IN RECEPTION NO 560552 OF THE EAGLE COUNTY RECORDS FROM WHICH THE SOUTH QUARTER CORNER OF SAID SECTION 7 BEARS S 38°36'18" E 1217.16 FEET; THENCE LEAVING SAID BOUNDARY LINE S 86°57'21" E 390.32 FEET TO A POINT ON SAID BOUNDARY; THENCE ALONG SAID BOUNDARY THE FOLLOWING THREE (3) COURSES:

1. S 00°01'18" E 579.79 FEET
2. S 88°52'53" W 354.92 FEET
3. N 89°07'29" W 23.29 FEET

THENCE LEAVING SAID BOUNDARY N 01°07'07" W 607.20 FEET TO THE POINT OF BEGINNING; SAID PARCEL OF LAND CONTAINING 227,952 SQUARE FEET OR 5.233 ACRES, MORE OR LESS.

ANNEXATION PARCEL D PROPERTY DESCRIPTION:

A PARCEL OF LAND SITUATED IN SECTION 7, TOWNSHIP 8 SOUTH, RANGE 86 WEST OF THE SIXTH PRINCIPAL MERIDIAN; ACCORDING TO THE INDEPENDENT RE-SURVEY OF SAID TOWNSHIP AND RANGE, AS APPROVED ON SEPTEMBER 30, 1929 SAID PARCEL BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE BOUNDARY OF THAT PROPERTY DESCRIBED IN RECEPTION NO 560552 OF THE EAGLE COUNTY RECORDS FROM WHICH THE SOUTH QUARTER CORNER OF SAID SECTION 7 BEARS S 38°36'18" E 1217.16 FEET; THENCE LEAVING SAID BOUNDARY LINE S 01°07'07" E 607.20 FEET TO A POINT ON SAID BOUNDARY; THENCE ALONG SAID BOUNDARY THE FOLLOWING FOUR (4) COURSES:

1. N 89°07'29" W 168.91 FEET
2. N 04°15'03" W 92.99 FEET
3. N 04°15'03" W 453.80 FEET
4. N 73°18'53" E 206.25 FEET

TO THE POINT OF BEGINNING; SAID PARCEL OF LAND CONTAINING 106,316 SQUARE FEET OR 2.441 ACRES, MORE OR LESS.

ANNEXATION PARCEL E PROPERTY DESCRIPTION:

A PARCEL OF LAND SITUATED IN SECTION 7, TOWNSHIP 8 SOUTH, RANGE 86 WEST OF THE SIXTH PRINCIPAL MERIDIAN; ACCORDING TO THE INDEPENDENT RE-SURVEY OF SAID TOWNSHIP AND RANGE, AS APPROVED ON SEPTEMBER 30, 1929, SAID PARCEL BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE BOUNDARY OF THAT PROPERTY DESCRIBED IN RECEPTION NO. 560552 OF THE EAGLE COUNTY RECORDS FROM WHICH THE SOUTH QUARTER CORNER OF SAID SECTION 7 BEARS S 69°16'48" E 979.87 FEET; THENCE LEAVING SAID BOUNDARY N 65°52'16" W 226.70 FEET TO A POINT ON SAID BOUNDARY; THENCE N 89°58'53" E ALONG SAID BOUNDARY 200.00 FEET; THENCE LEAVING SAID BOUNDARY S 04°15'03" E 92.99 FEET TO THE POINT OF BEGINNING;

SAID PARCEL OF LAND CONTAINING 9,274 SQUARE FEET OR 0.213 ACRES, MORE OR LESS.

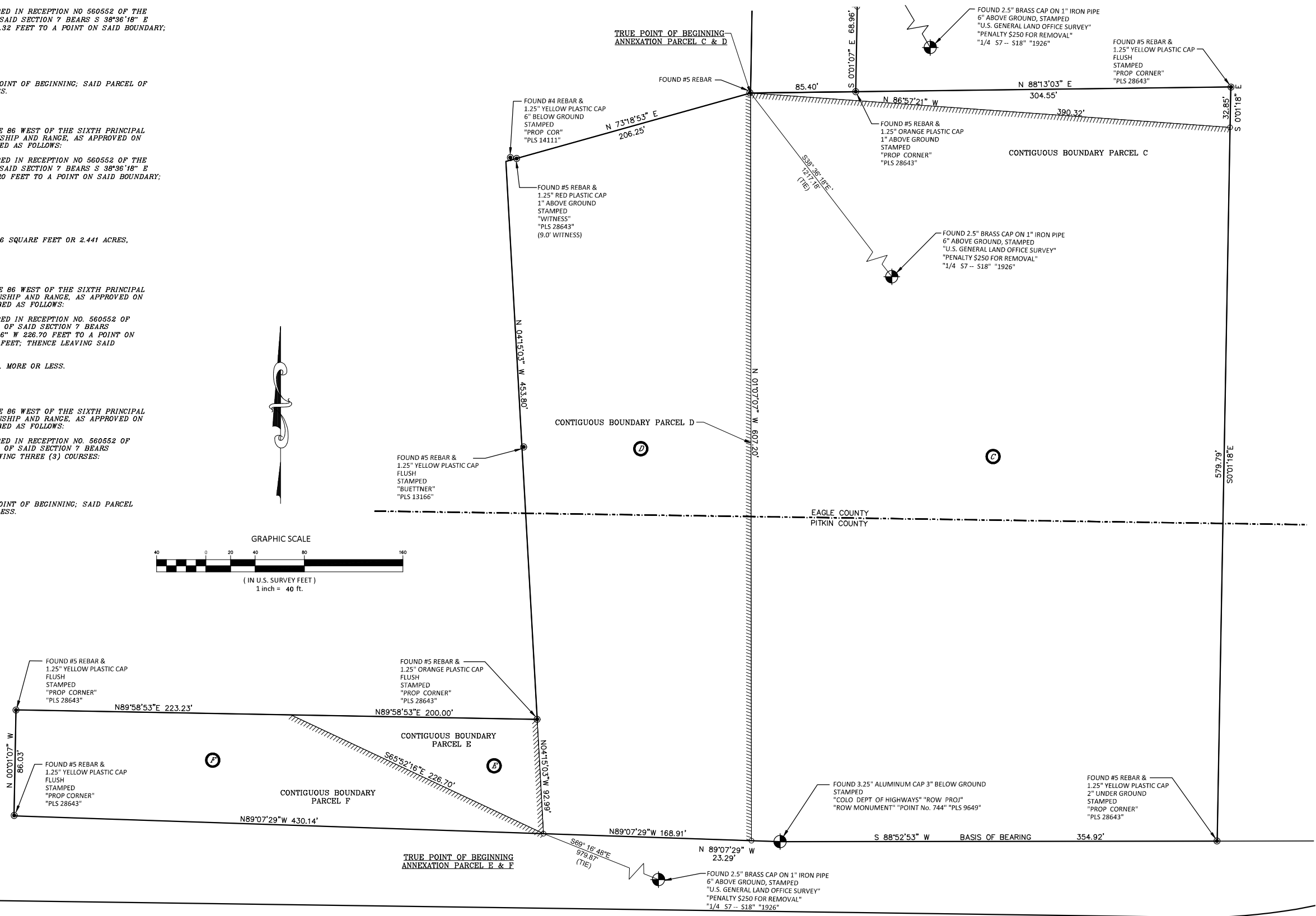
ANNEXATION PARCEL F PROPERTY DESCRIPTION:

A PARCEL OF LAND SITUATED IN SECTION 7, TOWNSHIP 8 SOUTH, RANGE 86 WEST OF THE SIXTH PRINCIPAL MERIDIAN; ACCORDING TO THE INDEPENDENT RE-SURVEY OF SAID TOWNSHIP AND RANGE, AS APPROVED ON SEPTEMBER 30, 1929, SAID PARCEL BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE BOUNDARY OF THAT PROPERTY DESCRIBED IN RECEPTION NO. 560552 OF THE EAGLE COUNTY RECORDS FROM WHICH THE SOUTH QUARTER CORNER OF SAID SECTION 7 BEARS S 69°16'48" E 979.87 FEET; THENCE ALONG SAID BOUNDARY THE FOLLOWING THREE (3) COURSES:

1. N 89°07'29" W 430.15 FEET
2. N 00°01'07" W 86.03 FEET
3. N 89°58'53" E 223.23 FEET

THENCE LEAVING SAID BOUNDARY S 65°52'16" E 226.70 FEET TO THE POINT OF BEGINNING; SAID PARCEL OF LAND CONTAINING 28,852 SQUARE FEET OR 0.662 ACRES, MORE OR LESS.



ANNEXATION TABLE

PARCEL C	
TOTAL ANNEXATION PARCEL BOUNDARY	1955.51 FEET
ONE SIXTH (1/6) PARCEL BOUNDARY	325.92 FEET
CONTIGUOUS TOWN BOUNDARY	390.32 FEET
PARCEL D	
TOTAL ANNEXATION PARCEL BOUNDARY	1529.16 FEET
ONE SIXTH (1/6) PARCEL BOUNDARY	254.86 FEET
CONTIGUOUS TOWN BOUNDARY	607.20 FEET
PARCEL E	
TOTAL ANNEXATION PARCEL BOUNDARY	519.69 FEET
ONE SIXTH (1/6) PARCEL BOUNDARY	86.62 FEET
CONTIGUOUS TOWN BOUNDARY	92.99 FEET
PARCEL F	
TOTAL ANNEXATION PARCEL BOUNDARY	966.11 FEET
ONE SIXTH (1/6) PARCEL BOUNDARY	161.02 FEET
CONTIGUOUS TOWN BOUNDARY	226.70 FEET

SOPRIS ENGINEERING LLC
 502 MAIN STREET • SUITE A3 • CARBONDALE CO 81623
 (970) 704 0311 • soprisengineering.com

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.

Statement of Community Need for Proposed Annexation and Zoning. The Jadwin Property, with the exception of the west “Dogleg” portion proposed for a Community Facility or other public use for the Town, is located within Basalt’s Urban Growth Boundary and is in general compliance with the Basalt Master Plan 2020. It represents a logical extension of the Town’s boundaries. The analysis showing compliance with the Master Plan is located in the PUD Sketch Plan portion of the land-use application. A quick summary of the benefits of the Development Plan is provided below.

- Affordable housing count provided exceeds code requirements, providing 24 housing-units towards the Town’s affordable housing goals, filling the gap in studio, 1-bed, and 3-bed “family orientated” units not always provided in other developments.
- Donation of Dogleg Property for a childcare or Community Facility or any other public use proposed by the Town
 - Applicant is proposing to include Dogleg Property in land use application for annexation and provide a desired zoning for the Town.
- Open Space Conservation, Recreation and provision of riparian and floodplain area and other open space areas available to the public with no maintenance cost to Town. Developer, by written agreement, will maintain such spaces in perpetuity. Public easements will be provided.
- Development with minimal points of access off Emma Road.
- Increased tourism through boutique lodging supporting local businesses and the vibrancy of our outdoor economy, located on a parcel supported by the Master Plan.

In summary, we feel that the project will provide quality affordable housing and the type of housing that is needed and missing in the Mid-Roaring Fork Valley while permanently protecting riparian open space and creating new means and opportunities for recreation to the public. The efficient layout and modest size of the multi-family workforce housing can provide an attainable product which is less commonly seen in new developments. The Project is located within walkable distance to downtown Basalt and ideal for multi-mode and alternative transportation. Finally, the Project will spur economic activity by connecting, via a new trail system, new boutique lodging to a newly improved, and popular, Midland Ave / Downtown Basalt commercial area.

School District comment on effect of annexation application. Applicant has contacted the COO of the RE - 1 School District. We have provided to the school district the number of students generated by the development and the amount of land required to be dedicated per section 17-16 of the Basalt Municipal Code (BMC). We have also provided the School District the background information and fees which the Town has charged for other residential generated annexations in the recent past.

Description how Application complies with Basalt Code Section 15-7 - Annexation Agreement and policies for the below items.

Annexation Agreement. Consistent with recent annexations, we have asked staff to waive the submittal of a draft annexation agreement at this time. It is much easier to finalize an Annexation Agreement once all conditions of approval and the site plan and zoning plan are ready to be approved by the Town.

Fees pursuant to other sections of the Town Code. A chart showing potential applicable fees is included below. Applicant will pay all fees as required.

Potential Black Mountain Fee Schedule – 2023

ITEM	REQ./PROVISION	CODE SEC.	AMOUNT/COMMENT
Ped & Transp. Impact Fee	\$1,000 per DU (2009). To be established each year by resolution of Council	15-7	Southside specific recent fees were: \$0.70 for free market attached. \$0.35 for AH attached
Special Improvement Fee	\$1 per SF	15-7	
Affordable Housing	20% # of units 25% of total new SF	15-7 & 16-411 to 16-420	Commercial Linkage will not be required.
School Land Dedication	Fee based on 1776 SF of land/student (0.54 SF/SF and 0.38 SF/MF). Land fee was \$8/SF (2009). Has been modified	15-7 & 17-16	New standard is: MF Free Market/du- \$4,236 MF AH/du - \$1,603
Park Dedication/Open Space	Variable dedication requirements.	17-15, 16-73 & Master Plan/(1 ac. Per 125/person	Proposal is to provide same open space as per 2009 approval.
Surcharge A	\$500 per tap	13-28	No longer in code.
Surcharge B	\$500 per tap	13-28	No longer in code.
Surcharge C	\$700 per EQR	13-28	Southside specific. NA for Black Mountain
Surcharge D – Water Tank	\$1880 Per EQR with 5% annual inc.	13-28	With yearly 5% adjustment – estimated to be \$2,400/EQR in 2023
Water Tap Fees	\$5217 per EQR	13-26	Rate study underway
RFTA	Annexation Request	NA	Plan may be referred to RFTA
Sewer Tap Fees	\$7,000 per EQR.		Have contacted BSD. Needs to be included in District. Petition will be filed
Fire District Fees	\$900 per DU	NA	

Childcare Fee. The applicant has become aware that after the approval of the Stotts Mill project that a childcare fee policy has been established and has been applied to some recent land-use approvals. The applicant is proposing that the dedication of the “dogleg parcel” can be utilized to fulfill this obligation. Not only does it provide land to the Town for a public use but gives the town flexibility of the particular public use that would be proposed to be located here. This may be more useful to the Town especially as business plans for childcare keep continually evolving and changing.

Affordable Housing. Applicant proposes to provide 35% of residential units of the development as deed restricted housing (24 units). This represents 27% of net square footage devoted to residential uses. This exceeds Town code as an additional community benefit offered. Affordable Housing Program included at end of PUD Sketch Plan application.

Master Plan. A detailed PUD Sketch Application as provided in the next section of this land-use application.

1 % RETA. Applicant agrees to comply with the annexation policy which requires a 1% RETA on the sale of any real estate within the project. Applicant also confirms they will comply with providing a 2% RETA for all real estate with a sales value of over \$1 million. This agreement will be confirmed as part of the Annexation Agreement and/or any development agreement that occurs with the subject Property and the land-use entitlements.

Community Benefits. Community benefits are described above in this section entitled “Statement of Community Need for Proposed Annexation and Zoning”.

Energy Efficiency. The Development Team understands the environmental and energy efficiency policies that have been adopted by the Town as well as the goals set forth in the 2020 Master Plan. Applicant agrees to fully comply with the Basalt Sustainable Building Regulations as well as applicable state mandated energy codes. Applicant also agrees to further the Green Initiatives as stated in the Master Plan through responsible and progressive site and building design strategies. Site responsive strategies include efficient parcel, unit and parking design, Transit Oriented & Multi-mode commuting with a proposed WeCycle partnership, EV stations and bike and pedestrian oriented solutions. Building designs are planned for localized electric-based heating and cooling systems, solar rooftop arrays and efficiency-oriented envelopes.

Annexation Impact Report

For: Jadwin Park LLC/Black Mountain Annexation

Map: A map or maps of the Town and adjacent territory showing the following information:

- a. The present and proposed boundaries of the Town in the vicinity of the proposed annexation.
- b. The present streets, major trunk water lines, sewer interceptors and outfalls, other utility lines and ditches and the proposed extension of such streets and utility lines in the vicinity of the proposed annexation.
- c. The existing and proposed land use pattern in the areas to be annexed.

See maps attached hereto (to be updated as appropriate).

Copy of pre-annexation agreement: there is no pre-annexation or predevelopment agreement.

A statement of the Town's plans for extending or providing for municipal services within the area to be annexed: The majority of the to be annexed area is located within the adopted Urban Growth Boundary of the Town of Basalt. The 2020 Basalt Master Plan for the area to be annexed contemplates the provision of municipal services. The Town of Basalt intends to provide municipal services to the area to be annexed. The property is approximately 9.3 acres in size.

There is a rectangular extension from the subject property approximately 36,410 square feet in size that is not within the Urban Growth Boundary. The Applicants would like to consider this area to be included within the Urban Growth Boundary and be part of the Development Plan. This represents 9% of the subject Property.

A statement of the Town's plans for the financing of municipal services to be extended into the area to be annexed: As of March 24, 2023, the Town has not undergone economic modeling or hired a financial consultant to analyze the fiscal benefits and costs of the Project and proposed development plan. This may change as the Project runs through the land-use entitlement process.

The Town will negotiate impact fees related to school and transportation, street improvements, as well as fees or improvements to parks or recreation facilities.

The developer will also be paying a surcharge fee to the Town for the Town's water tank that was constructed in the mid- 2000's. Through the development review process, the Town will be identifying additional improvements that will offset the costs of growth.

Existing districts within the area to be annexed:

- Basalt Regional Library District
- Roaring Fork School District RE-1
- Basalt and Rural Fire Protection District
- Basalt Water Conservancy District
- Colorado Mountain College District
- Aspen Valley Hospital District
- Colorado River Water Conservation District
- Crown Mountain Parks and Recreation District
- Roaring Fork Transportation Authority (RFTA)

Effect of annexation upon the local public school district system: The proposed development will generate 26 children (Town Code section 17 – 16 anticipates 0.38 children per multifamily unit) according to the Town's guidelines for school impacts. The Town will negotiate either fees, school oriented affordable housing improvements, or other mitigating measures during the annexation/development review process to help offset the proposed development's actual impact on the school district. The applicant has initiated discussions with the school district in order to help support the school district's needs. Childcare Facilities in the past have been identified as a discussion item for consideration during similar annexation projects. Finally, a fee per type of dwelling unit (single-family or multifamily units in conjunction with a subset of whether free-market or Designated Affordable Community Housing unit) has been used in the past. The formula used in the recent past for annexation projects included \$4,236 per multifamily free-market unit and \$1,603 per multifamily deed restricted unit.

PUD SKETCH PLAN APPLICATION

5. PUD Introductory Information

The PUD Development Plan will create 4 distinct land use areas. The underlying zone districts are the R-4 MD and C-1 Neighborhood Commercial Zone Districts. All structures will be based on the standards in the relevant, underlying zone district and adjusted to better serve the unique aspects of this PUD area. The 4 areas being created are:

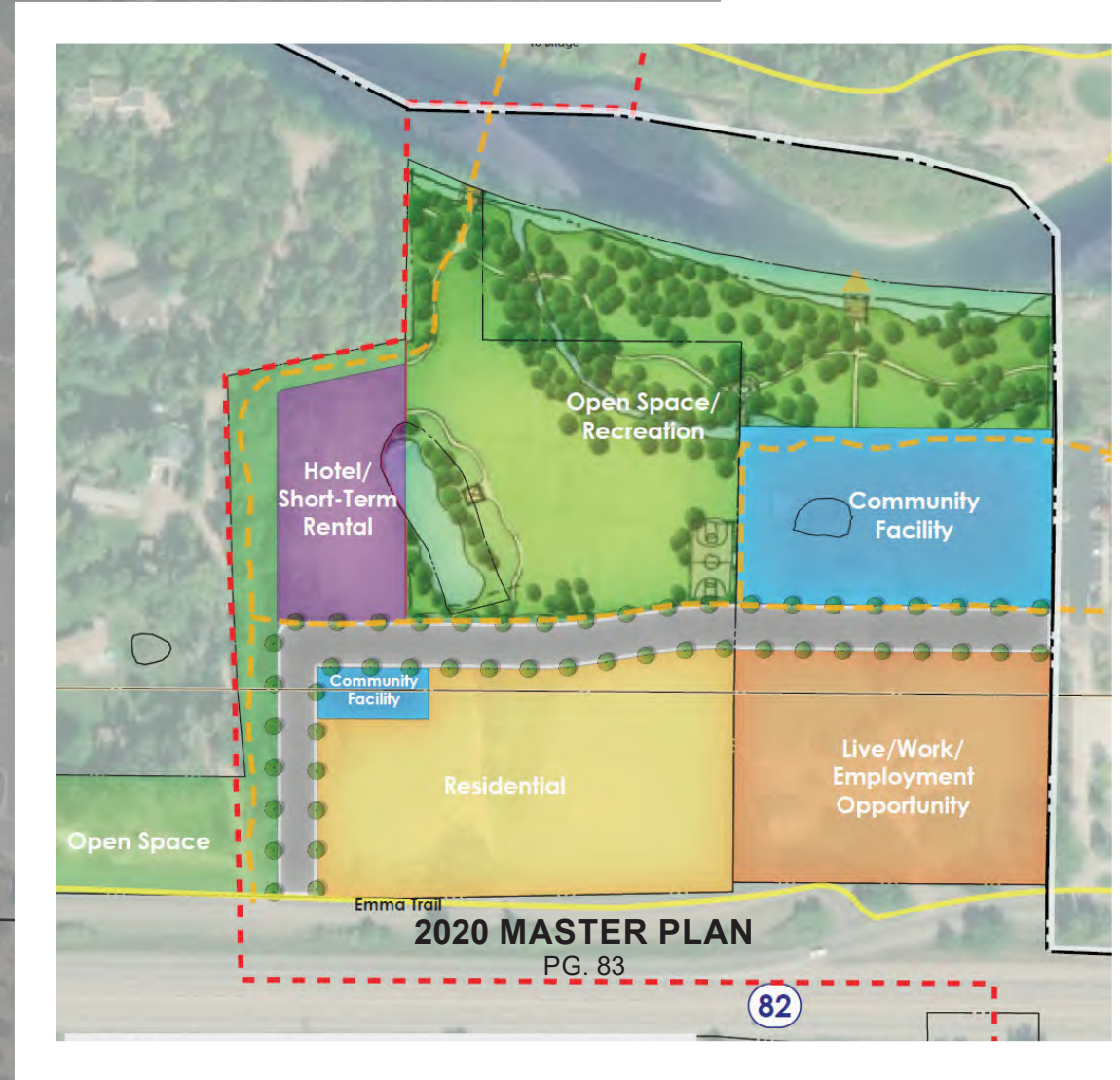
- PUD - Multifamily Area
- PUD -Townhome Area
- PUD - Hotel/STR Area
- PUD - Public (for the Dogleg)

A fifth area/zone district for Open Space/River/Floodplain/Riparian area etc. will be decided with the Preliminary Plan application and whether this will be a special PUD Area or will be the Town’s Open Space/River District for that area.

BLACK MOUNTAIN PUD USE SCHEDULE

Allowed Uses - Black Mountain PUD				Commercial Area	Public Area
P= Pedmitted Bank Cell = prohibited use		S= Special Use			
Use Category	Use Type	Residential Area <i>Multifamily</i>	Residential Area <i>Townhome</i>	STR-Hotel	<i>Dogleg</i>
Residential Uses					
Household Living	Dwelling, Multifamily Dwelling, single-Family Attached Dwelling, Single-Family Detached ADU	P	P		
Commercial					
Lodging Facilities	Short-term Rentals Long Term Rentals			P S	
Public and Civic Uses					
	Large or small Daycare Pre-school Civic Building Other				P P P S

Note: Up to 7 Temporary Camping/Glamping Pads are allowed per PUD Agreement



5.1 Objectives, comparison with underlying Zone Standards/Other Sections, Enhancements not Required by Code.

PUD Objectives. The PUD Objectives for the development are:

1. To build a project which complies as much as possible with the Master Plan recommendations for this portion of the Jadwin – Stott parcel including specific locations for: Open Space/Recreation and Floodplain Conservation and Preservation; Residential Uses; Hotel/Short-Term Rental/Commercial component and a future Community/Childcare/Public Use Facility.
2. To provide the “Minimum Density” number of residential units for the Property as proposed in the Master Plan.
3. To construct deed restricted affordable housing above and beyond that required by the Town of Basalt Municipal Code and Affordable Housing Guidelines.
4. To provide a diverse range of housing product types and levels of affordability in support of a neighborhood typology that responds to a diverse community.
5. To provide permanent public access to the Roaring Fork River and to the River area including floodplain and riparian areas to the general public in perpetuity. The public does not have access to these areas at the present time.
6. To manage this Open Space/River Floodplain area and preserve it at no cost to the Town.
7. To enable the Town to meet their daycare/childcare needs or other needed public facility or to keep as open space until some future use is needed as the Town deems appropriate on the gifted Dogleg Property.
8. To have a hotel/short-term rental component which can provide economic benefits to local downtown businesses without taking away long-term housing.
9. To provide this development without having a negative impact on the Town’s Transportation Infrastructure.
10. To meet Basalt Sustainable Building Regulations and Master Plan initiatives while providing innovative site, transportation and building design solutions.

Spreadsheets Comparing underlying zone district dimensional standards with proposed PUD Plan

CONFORMANCE/VARIANCE REQUESTS: PROPOSED R-4 MD

MULTIFAMILY AREA

Item	R-4 MD Standard - MF	Proposed Standard	Explanation/comment
Min. Lot Area (SF)	7,500	Conforms	
Max Bldg. Height (ft.). Top of flat roof, mid-span of peaked roof	33	M1 and M2 conform. M3 and M4 Requested to be 37.	M3 and M4- 9' ceilings + 20" STC/rated floors + variation in height to break down larger bldg. mass / screening of equip and solar array = requested allowance of 37'.
Highest point – pitched roof (feet)	35	Same as above	Same as above
Max # Stories	3	3	Conform
Min Lot Width (feet)	70 ft.	NA	Non-traditional Subdivision. Lots proposed to go to middle of street/circulation area
Front Yard Setback - local Street/Major collector	10 ft.	Conforms	Meets std. from lot line. Can set Bldg. Envelope.
Rear Yard	10 ft.	Conforms	
Side Yard	5 ft.	Conforms	
FAR	0.5:1 0.8:1 allowed if approved by Council at Hearing	Conforms	Assuming "development" area is one- half of project total (other half open space/flood plain,) etc.
Max Lot Coverage	None		
Min Landscape	10%	Conforms	46%+ of project is open space/landscaping
Parking	Per Section 16-91		Parking count exceeds code
Max Unit Size (SF)			
3 br	1,385	1212	Conforms
2 br	1,135	NA	
1 br	965	765	Conforms
Efficiency	800	461	Conforms
Min Unit Size (SF)			
3 br	1,000	1212	Conforms
2 br	750	NA	
1 br	580	765	Conforms
Efficiency	415	461	Conforms
Max Garage (SF)	NA	None provided	
Separation Between Bldgs. (ft)	15	Conforms	

Notes: No two bedroom units

CONFORMANCE/VARIANCE REQUESTS: PROPOSED R-4 MD

TOWNHOME AREA

Item	R-4 MD Standard – Attached Dup/TH	Provided	Explanation/comment
Min. Lot Area (SF)	Approved at Subdiv. – not < 1,250	NA	Non - traditional subdivision. Lots, if created will go to middle of circulation area
Max Bldg. Height (ft.). Top of flat roof, mid-span of peaked roof	24	Requested 3 rd story 33' ht. limit	Compact footprint, tuck under parking design. Green Initiative – living over parking (decrease surface parking/heat island, preserve green/open space, efficient site design. Arch design consideration to break down scale/perceived height.
Highest point – pitched roof (feet)	28	Same as above	Same as above
Max # Stories	2	3	Design exception requested
Min Lot Width (feet)	28	NA	Non - traditional Subdivision
Front Yard Setback - local Street/Major collector	10	Conforms	Meets standard from lot line. Can also set building envelope
Rear Yard	10	conforms	
Side Yard	5ft (zero allowed via subdiv)	conforms	
FAR	0.5:1 0.8:1 allowed if approved by Council at Hearing	conforms	Assuming “development” area is One half of project total
Max Lot Coverage	None		
Min Landscape	10%	conforms	46%+ of project is open space/landscaping
Parking		conforms	Parking count exceeds code
Max Unit Size (SF)	Max Unit Size (SF)		
3 br	1,600	1,829 or 2,034	Minor design exception requested (increase quality/site specific design)
2 br	1,600	NA	
1 br	1,000	NA	
Efficiency	800	NA	
Min Unit Size (SF)	Min Unit Size (SF)		
3 br	1,000	1,829 or 2,034	Conforms
2 br	750	NA	
1 br	580	NA	
Efficiency	415	NA	
Max Garage (SF)	350	440	Mechanical and storage area included in usable space
Separation Between Bldgs. (ft)	15	Conforms	

Notes:

CONFORMANCE/VARIANCE REQUESTS: PROPOSED C-1 NEIGHBORHOOD COMMERCIAL

HOTEL/STR AREA

Item	C-1 Standard -	Proposed Standard	Explanation/comment
Min. Lot Area (SF)	6,000		Conforms
Max Bldg. Height (ft.). Top of flat roof, mid-span of peaked roof	24	Conforms	
Highest point – pitched roof (feet)	28	Conforms	
Max # Stories	2	1 and 2 Story models	Conforms
Front Yard Setback - local Street/Major collector	25 ft.	conforms	Meets standard from defined property line. Can also set building envelope
Rear Yard	25 ft.	Variable	Propose to set building envelopes near pond/constraint area
Side Yard	15 ft.	conforms	
FAR	0.5:1	Conforms	Total net for this use area is <11,000 SF
Max Lot Coverage	None		
Min Landscape	30%	conforms	
Parking	Per Section 16-91	Conforms	

Notes:

Comparisons with Town PUD Design Standards per section 16.73 and 17 -1 through 17-60

Subdivision standards – (17-1 through 17-60)

- The application complies with the subdivision standards including road design, lane width, parking dimensions etc. with the exception that the driving areas will be private and not dedicated rights-of-way. Similar to what one sees with a large condominium complex.
- Some lots will go to the midpoint of circulation areas as opposed to along boundary of rights-of-way. See Sketch Site Plan in Engineering Documents. Exhibit “D “

PUD Standards Section 16.73

- Recreation Open Space (16.73.C (2)). Standard is that 75% of the open space provided in a PUD shall be recreation; mostly devoted to organizing sports areas, courts, swimming pools etc. The open space provided by this project is more passive in nature and for the enjoyment of river and riparian areas. The proposal also includes such items as a flyfishing practice dock, River access for fishing, pickled all, bocce ball and sport court and related uses.
- Private Open space (per 16.73.C (3)) of a minimum 150 ft.² on lower levels and 50 ft.² on upper levels is provided or exceeded at each of the 68 residential units proposed.

Enhancements offered by Project development which are not required by Town Code

We summarized this information in the earlier Annexation Section of the application. We are repeating it here as it is specifically asked to be included in the PUD Sketch Plan Submittal.

1. Affordable housing count provided exceeds code requirements. 35% of units provided as Community Housing; 20% is required.
2. Donation of Dogleg Property for Childcare Facility, Community Facility or any other future public use proposed by the Town. I think we need to mention it could be open space until a future use is deemed necessary. This is very important.
3. Applicant is willing to include Dogleg Property in land use application for annexation and provide a desired zoning for the Town.
4. Provision of riparian and floodplain area and other open space areas available to the public with no maintenance cost to Town. Developer, by written agreement, will maintain such spaces in perpetuity. Public easements will be provided.
5. Development with minimal points of access off of Emma Road.

5.2 Development Program – description of proposed uses, number of dwelling units/SF; commercial uses and amount of square footage; open space calculations.

A quick overview of the development program is included in Section 3 of the annexation portion of this Application. This portion of the application will go into a little bit more depth and provide a list of number of units etc.

The Development Program consists of 4 elements. There will be a residential component which will feature some multifamily buildings and some townhomes; a hotel/short-term rental fishing cabin aspect which will include 12 small rental cabins and up to 7 temporary seasonal Glamping pads and an open space conservation/recreation and landscaping component. The developers will construct the residential and the Hotel/STR component in the first couple of years. Nearly half the Property is river frontage/riparian area/floodplain and will be cleaned up and improved by the developer. The pond will be cleaned up and arrangements made so that it is also used as part of the raw water irrigation system. The fourth component of the program is a public element. As noted previously, the developers intend to gift the Dogleg portion of the Property to the Town, so that the Town can provide a Or Community Facility, preschool or some other chosen public use to be determined by the Town when they find an appropriate time for the allocation and/or construction of that parcel.

Residential Component

The residential section of the development will include 4 multifamily buildings and a total of 12 townhomes. The multifamily buildings are noted as structures M1 through M4 on the Site Plan. Buildings M1 and M2 will be two stories each. These are the buildings dedicated for Deed Restricted Affordable Housing. Buildings M3 and M4 are on the east/southeast portion of the site and will be 3 stories each and free market housing. Relevant information is on the attached table.

BLACK MOUNTAIN DEVELOPMENT MATRIX

Residential	Building Name	# units	Studio/Effic	1 bed	2 bed	3 bed	Total	
Multifamily	M1	12	4	4		4	12	
	M2	12	4	4		4	12	
	M3	16	4	4		8	16	
	M4	16	4	4		8	16	
Totals		56	16	16		24	56	
	Unit size		461 SF	755 SF		1,222 SF	48,784	
Townhomes	T1	6				6	6	
	T2	6				6	6	
Totals		12				12	12	
	Unit Size	T1 = 1,829 SF/unit T2 = 2,034 SF /unit					Total TH SF = 23,1748	
Commercial	Building Name	# units	Studio/Effic	1 bed	2 bed	3 bed	Total	
STR Fishing Cabins	C1 (rainbow)	3		3			3	
“Cutthroat”	C2	5			5		5	
“Brookie”	C3	3		3			3	
“Brown”	C5-A	1				1	1	
Totals				6	5	1	12	
Miscellaneous	Amenity cabin	Services for guests – approx. 964 SF						
	Manager House	2 or 3 bedroom unit – 1,147 SF in size						
	STR Support	581 SF						

Note:

1. 7 Glamping pads. Seasonal in Nature
2. Each residential unit will have a minimum private outdoor space of 150 SF at grade, or 50 SF raised deck.
3. Total STR Beds = 19 (does not include Glamping)

2 types of three-bedroom townhome units are proposed. These structures incorporate main level garages with efficiently planned living spaces above for a 3-story solution at each Townhome. The square footage for these units ranges from 1,829 sf to 2,034. Development data is also included in the table.

Hotel/Short-Term Rental Fishing Cabins

The short-term rental area will include 4 styles of small short-term rental cabins and there will be a total of 12 cabin units. A total of 19 guest beds are being provided. Also included in the Hotel/Short-Term Rental Fishing Cabin component will be a guest Amenity Cabin and a Manager's House. There will also be a maintenance facility of slightly less than 600 sf in size constructed in that district.

Finally, the Development also proposes to provide 7 seasonal Glamping pads which are seasonal in nature and will provide additional recreational opportunities to the public. The pads will be designated as level pads, with a firm gravel or crusher fines surface, sized to accommodate a canvas tent or similar glamping style seasonal structure. The structures are seasonal in nature and will be removed during the colder portions of the year with the pads remaining, which will not impede high river flow or floodplain restrictions.

Open Space/Floodplain

The riparian/floodplain area comprises approximately 4.3 acres and is slightly less than half of the project site. Uses in the area are the 7 Glamping seasonal pads noted in the above paragraph, an existing pond (which will be improved) and some passive recreation improvements that will meet all floodplain and ESA requirements. For clarification purposes, we are of the opinion that it may not be necessary or appropriate to have the Glamping pads meet the Base Flood Elevation criteria. These are seasonal in nature and will not be set up until all risks of flood events are over for any particular year. These Glamping pads will be inspected after each year use and the Town could also be involved in determining when it is acceptable to begin their use/installation for a particular year.

Points of clarification regarding open space and floodplain

- a. Dedication of open space area adjacent to the river. The applicant is not proposing to dedicate your open space area adjacent to the river to the Town. The applicant proposes to enter into a "use license agreement" for the trails into the open space and area adjacent to the river. They are available for public use and will be maintained by the applicant.
- b. Beachfront amenity space. This area will also be open to the public. Once again, the applicant is proposing to own that area and maintain with an easement for public use.

AREA CALCULATIONS

Project Summary Data

Site Area:	9.3 Acres
Max number of Residential Units	68
Number of multifamily units	56
Number of Townhome Units	12
Number of STR Units	12
FA are for PUD - including support structures	82,881 SF
Total number of bedrooms	140

5.3 Conformance with Master Plan, Three-Mile Plan, and Master Plans for Adjoining Counties

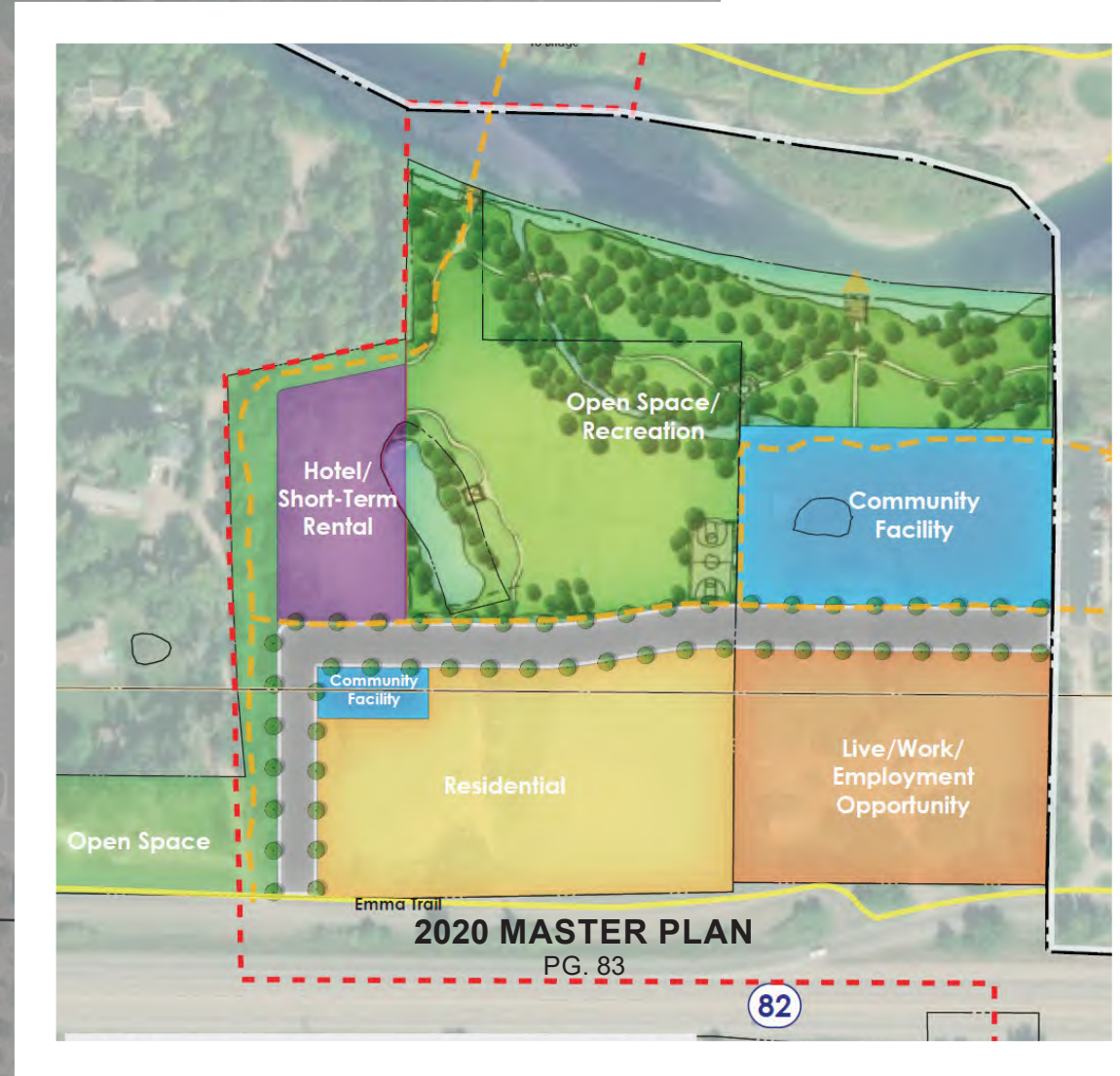
Conformance with Master Plan. The PUD Development Program for Black Mountain addresses the Master Plan in many ways and will be addressed in this section. The Project conforms with the Jadwin – Stott Primary Parcel Recommendations contained in the Master Plan at page 83. The Jadwin – Stott property was one of the parcels noted as being important and will be developed in the near future. The Master Plan public process asked the citizens at public meetings to define the desired development concept for the future for these parcels. This information is contained in Pages 79-86 of the Basalt Master Plan 2020. The Project further conforms with the Master Plan 2020 Goals and Objectives. In addition, the Project includes one or more Quality of Life Bonuses as outlined in the Master Plan, including, but not limited to, Exceeding Affordable Housing Mitigation Requirements, designating land for a future Community Facility, Childcare Facility or other Public Facility, Proximity to Transit and Trail Enhancements, Open Space Conservation, Recreational Facilities, and Infill Development. Page 86 of the Master Plan states, “The recommended land uses for the Jadwin-Stott parcel include providing both open space and density.” The Development Team’s vision for the Project has been guided by this statement.

Jadwin Property Primary Parcel recommendations. We believe we have demonstrated that the development program complies directly with all the major recommendations contained in this portion of the Master Plan. These include:

- providing a space for a childcare or other community facility
- preserving wetlands and open space
- development consistent with a mixed- density typology
- smaller buildings sizes at the western portion of the Property
- complying with the location of the residential component and the minimum housing density outlined in the Master Plan
- buildings in the hotel/short-term rental area having a small scale
- Minimum 25% affordable housing and a mix of housing types
- Studio & 1-bedroom units and family-orientated 3 bedroom units
- matching the open space contained in the FLUM (Future Land Use Map)

The Development Team Site Designers have put together a spreadsheet which compares each item identified in this portion of the Basalt Master Plan with what the Project is providing. This shows Conformance with nearly every item.

We are disclosing that the pedestrian bridge that is mentioned in the Master Plan 2020 for this area is not part of the proposal. We believe that the density for this part of the Jadwin Stott property is under the density trigger for the bridge. The proposed Development Program is for the minimum suggested density for this site and the scale of the project, and the designated improvement are not in “concert” with each other. Please note that nothing in the Development Program precludes the bridge in the future and it can be designed when needed and constructed. This is an incredibly large investment for a modest development. And for planning and design purposes perhaps it could be undertaken and shared when the Stott Property proposes their development and it also can be determined at that time if additional demand has also been created from other projects in the vicinity.



BASALT MASTER PLAN RECOMMENDATIONS / GOALS / ISSUES	DEVELOPMENT RESPONSE
New Mixed-Use Development Adjacent to Downtown Basalt	The development is a mixed-use development including deed-restricted affordable housing, free market housing, hotel/short-term rental cabins, open space conservation and recreation, new trails and land donated to the Town of Basalt for a Childcare Facility, Community Facility or other public use.
Open Space Conservation	Approx. Four (4) Acres of Open Space will be preserved indefinitely
Supply Mix of Housing Types	Studios, one bedrooms, three bedrooms and townhomes
Public Recreation / Civic-Oriented Use Adjacent to Public Uses (post office/parks/library)	Community "flex space" near the Roaring Fork River for weddings, birthday parties, etc. as well as a Community Garden, four (4) acres of Open Space, bike and walking trails connected to FLUM
Affordable Housing (25% Required by Code)	35% of the housing units will be permanently affordable (deed restricted)
Maintain Sensitivity to River Shoreline	Met or exceeded standard restrictions
Floodplain/Floodway	Met or exceeded standard restrictions
Wetlands/High Water Levels	Met or exceeded standard restrictions.
Wildlife Habitats	Impact mitigation to be developed
Migration Corridors	Impact mitigation to be developed
Vehicle "Slip" Lane on Midland Avenue	TBD using existing and new Traffic Study once total unit count is determined
Connectivity for Bike/Pedestrian from Emma Trail and Two Rivers Road to Old Town	New bike/walking paths connected to all buildings. The paths will run between all buildings with a focus on the greenway plan and future connectivity to the adjacent properties.
Preference for Lower Density Residential Anchor	Meet Master Plan Residential Concept
Small Residential Units at Western Edge	Met or exceeded standards
Trail Enhancements to Accommodate Bike/Pedestrian Connections from Emma Trail & Two Rivers Road to Old Town	The design is intended to put a heavy focus on bike and pedestrian paths around all structures. Safe pathways to connect upriver and downriver per the Greenway plan and safe sidewalks to connect to vehicle "slip" lane on Emma Trail.
Protect Wetlands	All structures will be constructed outside of the wetlands.
Dedicate Park Acreage at 2x Parkland Requirement & Preserve Remaining Open Space per FLUM in Conservation Easement Dedicated to Town	Exceeded - See plan view map. Over 4 Acres to be preserved per FLUM
Phasing of Development	We currently are not in discussion with the Stott Parcel owners about doing any joint development. We anticipate building the Jadwin Parcel separately.
Jadwin Parcel to be Annexed into the Town & Zoning Designation Applied	Process will commence when appropriate.
Sustainability & Environmentally Conscious Development	- Electric-based heating and cooling systems, solar rooftop arrays and energy efficiency-oriented envelopes, electric vehicle charging station and WeCycle.

Conformance with Master Plan Goals and Objectives. This is a normal exercise in Annexation and PUD development applications for the Town. While we think this takes somewhat of a backseat compared to the previous section it is still important. We reviewed all the goals and objectives contained in the Master Plan and we believe there is general compliance with Master Plan’s goals and objectives. We think it would be tedious to address all of these conforming goals and objectives here. Therefore, we have chosen a few of these items in the Master Plan and are commenting on how the Project complies with those particular objectives. We can provide more at your request.

G.1 | PEOPLE & COMMUNITY CHARACTER

GOAL 1.3: Balance the natural and recreational attractions of the area with accommodation for a diverse spectrum of residents, workers, and visitors.

1.L. Promote quality community growth that meets or exceeds this plan’s policies and design concepts, does not create a financial burden, and provides amenities for the community.

***Response:** The Project provides for permanent conservation of Open Space through easements where the public can access the Roaring Fork River and also enjoy floodplain and riparian areas. Applicant by agreement will maintain circulation system and maintenance of 4 acres of open space/floodplain/riparian areas. The Hotel/Short Term Rental Fishing Cabins will provide accommodations for visitors as well.*

G. 2 | AFFORDABLE & INCLUSIVE LIVING

GOAL 2.1: Provide housing that serves residents across a range of demographics, incomes, and collective needs.

2.B. Promote affordability of living and diversity of housing types including market rate housing.

***Response:** Affordable Housing with relatively small units will provide opportunities for the “missing middle”. Affordable units and free market units are being provided. No large residences are included in the Project.*

2.E. Identify lands with potential for supplying community housing as part of any requirement for annexation and include within any request for rezoning of the annexing property.

***Response:** The number of Community Housing Units (Deed Restricted Affordable Units) being proposed are greater than the Town Code as part of an annexation and initial zoning of property.*

GOAL 2.2: Create a toolkit to preserve existing housing that supports the community and mitigate involuntary displacement of people.

2.J. Encourage developers to build smaller homes on smaller lots.

Response: Largest Units (only 6 of the 68 multifamily/townhome units are larger than 2000 SF FAR.)

GOAL 2.4: Promote the delivery of community services that meet the needs of families and individuals at an attainable price.

2.T. Continue to support childcare and development needs for employers and families through the Basalt Early Childhood Coalition.

Response: Applicant is proposing to gift the “Dogleg” property for childcare or other public needs identified by the Town or Public.

G.3 | CONNECTED & SAFE MOVEMENT & ACCESS

GOAL 3.3: Encourage an inclusive transportation network that connects those with high mobility needs and underserved populations to key places including dense and low-income housing, schools, and community facilities.

3.J. Promote housing development to have bicycle and pedestrian orientation by encouraging housing development at high connectivity areas (e.g. near the regional trail system or RFTA stops that have safe pedestrian and bicycle crossings), and by locating bicycle and pedestrian amenities—such as bike washing stations, bike racks, bike share stations, e-bike facilities, and appropriately-sized pathways—within developments.

Response: The Project is located within 1500 SF of RFTA Park-and-ride and the Project is providing EV Charging Stations and areas for cooperation with a WeCycle facility.

G.5 | RESILIENT & SUSTAINABLE ENVIRONMENT

GOAL 5.1: Future growth should occur in tandem with conservation of sensitive areas and at an appropriate rate and is consistent with the concept of economic and community sustainability.

5.D. Ensure that development does not encroach on or compromise sensitive natural habitat areas and obtains appropriate fishing access points.

Response: The Project preserves floodplain/riparian areas and River frontage and does not negatively impact Wetlands. The Hotel/Short-Term Rental Fishing Cabin concept, including the Glamping Sites, facilitates fishing guests and access in an organized and appropriate manner.

G.6 | MAINTAINABLE CIVIC & COMMUNITY SERVICES

GOAL 6.2: Ensure infrastructure improvements and expansion serve the Town’s growth, land use, and environmental goals, not vice versa.

6.H. Lands needed for public purposes (schools, fire stations, trails, parks, libraries, etc.) shall be identified as part of any request for annexation and shall be dedicated to the Town or other appropriate public entity.

***Response:** Annexation proposal includes area for childcare or other public use/building as determined by a significant community need by Town and Citizens.*

G.7 | WORKPLACES, WORKERS & ECONOMY

GOAL 7.1: Create a balanced economy of sustainable economic growth that provides a broad range of job opportunities and goods and services for local residents and visitors.

7.C. Based on the future land use plan, identify potential locations for businesses or industries considered desirable to the community.

***Response:** Annexation and Development Plan have responded to STR/Hotel Designation on FLUM and have proposed a use to bring in tourists and short-term guests within walking distance of Downtown Center without taking away long-term housing for locals.*

GOAL 7.2: Utilize, instead of compromise, the natural environment to bolster a sustainability-oriented economy.

7.I. Balance the preservation and expansion of natural riparian habitat with any new development.

***Response:** The Project is attempting to embrace the Roaring Fork River and floodplain/riparian areas while preserving them and making them available to guests and to the public. All floodplain, environmental and ESA standards will be followed.*

Conformance with Pitkin County Down Valley Plan. We found that the Down Valley Plan did not really address this parcel/area because of its small size (approximately 4.5 acres in Pitkin County). Please note that the parcel is zoned AR-10 and this parcel is a nonconforming parcel. One dwelling unit would be allowed on the subject site.

Eagle County Plan. The northern portion of the Jadwin Property is located in Eagle County. A relevant Long Range Planning Document for this property is the Mid Valley Area Community Plan. The Future Land Uses according to the Highway 82 Future Land Use Map (FLUM) is Moderate Density Residential. This land use designation states that it is applied to lands where moderately higher density residential neighborhoods exist or would be appropriate in the future. Allowed density would be up to 7 dwelling units per acre.

According to Eagle County Documents, the current zone district for this property is PUD . It is called the Myers Estate PUD but is for a larger legal description. It allows 2 single-family homes with customary accessory dwellings, three mobile home pads and agricultural uses.

Conclusion. The Jadwin Property can be called the “redheaded stepchild” for planning purposes in both Eagle and Pitkin Counties. Not much attention has been given to it because of its modest size and location. The proposed Development Program complies on a nearly point by point basis with the Basalt Master Plan 2020 and its best future use would be to be annexed into the Town and developed per the proposed PUD Plan. Jody?

5.4 How utilities will be provided. Utilities are available on the subject site. The Town of Basalt wastewater main lies within the edge of the adjacent right-of-way south of the Property. The main Basalt Sanitation District outfall line from the Downtown/Midland Avenue area transects the Property from northeast to the southwest. Services available through the Property will be subject to an inclusion Agreement with the District. Natural gas is available to the site (though its primary use will be for fire pits, bbqs and other passive recreation amenities – the Developer is committed to going all electric to help the Town achieve its carbon reduction goals). Electricity is available on the western end of the Property via the overhead power line.

5.5. Names of the Property owners and development team. Provided at the beginning of the land-use application with the Table of Contents.

5.6. Names and addresses of property owners within 300 feet of the Property. This information is contained in the Miscellaneous Documents section as Exhibit H – (Miscellaneous Documents).

5.7. Economic Analysis. Initially waived by the Town. The Town may hire a consultant for additional analysis if deemed necessary during the application process.

5.8. Statement describing how the PUD satisfies each of the findings required in Section 16-63 (d).

1. PUD conforms with Master Plan, PUD regs and other design standards of Town
 - Yes, Master Plan discussed in other sections. Basic conformity with subdivision and other Town
3. PUD exceed certain design standards or contains certain exceptional and desirable features that enhance the plan
 - Yes, meets basic standards and the few exceptions allow suggested densities and allow areas to be maintained at no Town expense.
4. Satisfies one or more of the purposes in CRS 24-67-102(1)

Yes, PUD allows for recreation and open space and commercial (STR) to be located conveniently near housing as well as the center of the residential areas of Town.

-allows for conservation of the open space of River area near this residential and commercial use – in an innovative layout.
5. No adverse impacts, increase traffic hazards/congestion or overload utilities
 - meets standards.
 - Preservation of floodplain/riparian/River area
 - no significant traffic mitigation required
 - utilities have capacity
6. Complements and integrates with existing development.

design standards – exceptions noted in application
2. Variations for PUD plan accomplish purposes in section 16-61.
 - Yes, flexibility allows River, floodplain, and riparian areas to be preserved while meeting Master Plan

Yes, the proposed development designed for low impact for properties to the north and west.

Access with adjoining property of the East maintained as per Master Plan FLUM.

5.9 A general statement describing the geological characteristics of the land, soils pipes, slope stability and floodplain information. A preliminary geotechnical report was prepared by KUMAR & Associates in 2021. Attached as Exhibit F. See Sopris Engineering Civil plans Exhibit D

5.10 Describe the desired construction timeline and any phasing proposed.

- Infrastructure to be installed ASAP (Year 1)
- Phase 2 – Multifamily Area and Town Homes
- Phase 3 – Hotel/Short-Term Rental Fishing Cabins and Glamping Sites

Developer intends to construct all the improvements within 3- 5 years.

5.11 Describe Community Housing Requirements. Statement/report in following section of land use application (Employee Impact and Housing Mitigation Report).

5.12. Traffic Report. A Traffic Report is included as Exhibit I.

Additional Comment on Traffic Report .

The Town asked the applicants to elaborate on why they believe no improvements are needed to the Midland Avenue/Emma Road Intersection. Specifically, the question was:

“Discuss the conclusion and justification why the Applicants believe there are no improvements to the Midland Avenue/Emma Road intersection and the slip lane/Emma Road intersection warranted. The traffic report suggests that there would be some operational benefits to adding a westbound dedicated right-turn lane at this intersection (as has been required of prior development proposals on this site at the recommendation of traffic engineers) but the proposed development doesn’t benefit from it. Even if the proposed development doesn’t benefit from the improvement, if it is causing additional operational challenges for others these operational challenges should be addressed by the development”.

Response

We coordinated with our traffic engineer, FHU to draft our response to your intersection related questions below:

Midland Avenue/Emma Road Intersection

- A westbound right turn movement will not be used directly by residents of Black Mountain on a daily basis– it is not a direct route to the Black Mountain property for return-to-home trips for residents that use SH 82.
- Installation of an exclusive westbound right turn lane will have benefits to existing traffic volume more so than Black Mountain residents since Black Mountain will only add 17 and 32 vehicles during the AM and PM peak hours.
- Good levels of service will still occur for all westbound vehicle movements without the exclusive right turn lane during Build-Out and the Long-Range conditions (LOS D or better). LOS D is an acceptable LOS for weekday peak hours.
- Westbound movements would operate better if the Town installed a stop sign on southbound Midland Avenue.
- If Town residents of Basalt have expressed their desire to have a westbound right turn lane at this intersection then it’s needed without the development of Black Mountain.

Emma Road/Slip Ramp Intersection

- Intersection operations are considered very acceptable for peak hour conditions. Being a T intersection with movements in only one direction of travel to the west onto SH 82, allows movements from Emma Road (west of the slip ramp) onto Emma Road (east of the slip ramp) or onto the slip ramp to operate very well.

EMPLOYEE IMPACT & HOUSING MITIGATION REPORT

6.0 Employee Impact

Number of Full time Employees Generated

Black Mountain will generate the need for full-time employees to serve the project upon completion. The primary long-term employee generation will be the Hotel/Short-Term Rental Fish Cabin segment of the Project. As noted previously, there will be a total of 12 STR Cabins and during summer and fall there will be up to 7 Glamping pads. We believe that the employment generation will be approximately 1.3 FTE.

The Hotel/Short-Term Rental Fishing Cabin area will not have a permanent office, nor will it have a lobby or other such associated items. This is meant to be a totally up-to-date complex that will feature online reservations and keyless access. One will get a code and will have access to their particular unit at prearranged times for the particular stay of that client.

The units are generally modest in scale. Coffee will be available but there will be no formal dining facilities, or pools, etc. It is hoped that these customers visit and frequent the Town's commercial establishments for such services.

There will be an amenity structure which can be utilized by the customers for certain activities, or they can have get-togethers as necessary if parts of a larger group rent out the cabins.

There will be an on-site manager and that manager will have full-time, dedicated housing. The Townhome unit at the southeast corner of the small townhome complex will be reserved for the on-site manager.

Cleaning of the units will be done by contractors who will come in at specific times as needed. The on-site manager will oversee the maintenance of the complex and the entire Property. Other contractors may be called on to do discrete items such as specific repairs, specialized maintenance projects etc.

Therefore, housing will be provided for the permanent, on-site manager. This will be guaranteed per the land-use entitlement for the Project or by agreement with the Town as necessary.

Related to construction, the applicants, with their longtime connections and local experience, intend to utilize existing construction companies and contractors for infrastructure installation as well as the construction of the multifamily and townhome units. Existing contractors are also proposed to install initial landscaping and similar related infrastructure.

In summary, full-time employee generation is expected to the 1.3 FTE with one full-time FTE being the on-site manager. Housing is provided for the manager.

Existing housing on site.

According to County records and familiarity with the Property background one residential unit was located on the site as of January 1999. As noted previously, the mobile home (installed date unknown)

sits on the Dogleg portion of the property and will be removed. **Compliance with Master Plan.** Discussed in other sections of the application.

6.1 Affordable Housing Program

The Application is in compliance and exceeds the standards outlined in Article XIX Housing Mitigation of the Basalt Municipal Code. Residential Inclusionary requirements in Section 16 – 416 require community housing to equal at least 25% of total net square footage of the residential development and 20% of the total number of residential units. The project is providing:

- 24 units (represents 35% of total number of units)
- 19,504 FAR (represents 27.1% of total FAR for the build out).

The Affordable Units will be provided in multifamily buildings M1 and M2. Please see the chart below for the particular number of each type of unit.

COMMUNITY HOUSING PROPOSED BY BLACK MOUNTAIN

Building #	Studio	1 BR	2 BR	3 BR	TOTAL
M1	4	4	0	4	12
M2	4	4	0	4	12
TOTAL	8	8	0	8	24

The size of the unit types was provided in the PUD Sketch plan Portion of the Application but are repeated below. The units are designed to meet all the specifications of this Article of the Municipal Code. Schematic floor plans are shown in Exhibit B with other Bldg Seed Architect’s information and design schematics.

<u>Unit Type</u>	<u>Size (SF)</u>
Studio	461
1 BR	755
3 BR	1,222

Type of Units to be designated as AH

All units to be designated as Category 2 Community Housing Units are expected to be Rental Units that meet Basalt Affordable Housing Deadlines. However, Black Mountain would prefer to have approval to condominiumize those units and convert them into for-sale Units if there is demand for such in the future.

Restrictions on Community Housing Units

Community Housing Units targeted for designation will be subject to a Community Housing Agreement with the Town of Basalt. Applicant will work with Town on any required deed restrictions, including, if necessary, requirements/statements in the PUD Control Guide, Annexation Agreement or Associated Development Agreement to ensure that these units remained in the Town's Community Housing Program.

Commercial Linkage Requirements - Section 16-417

The applicant investigated Commercial Affordable Housing linkage requirements as contained in the above municipal code section. Section 16 – 417 (b) states that for mixed-use projects, only the higher of the inclusionary housing requirements established in section 16 – 416 (a), Residential inclusionary requirements, or commercial linkage requirements per section 16 – 417 (a) shall apply. Town requirements for commercial linkage are that mitigation is required by providing deed restricted housing for 15% of the new employees generated. It is our opinion that the Hotel/Short-Term Rental segment will generate about 1.3 FTE. Therefore, the project can meet its community housing requirement in this case by following the residential inclusionary standards.

SUBDIVISION SKETCH PLAN

All relevant information and submittal materials from the name of applicant and owner, to engineering information, to written statements have been included in other sections of the report including PUD Sketch Plan and the Engineering Documents contained in Exhibit D. Please see the engineering submittal sheet for the Sketch Site Plan to show proposed lotting possibilities.

REZONING – ZONING MAP CHANGE

The application checklists that were provided to the applicant also include a checklist for “rezoning – Zoning Map Change”. Our analysis is that this information for rezoning applications included in Section 16 -267 (Amendment Procedure) is included as part of the PUD sketch plan. We will make a few comments below to demonstrate our finding.

1. Description of land area to be rezoned and requested new classifications – along with the sketch plan.

Comment: provided with PUD sketch plan

2. Written statement of justification for rezoning which includes one of three following conditions (changing area conditions, error and original zoning, peculiar suitability of the site to a certain use).

Comment: This is all taken care of by the fact that the application and initial zoning of any property is required for any Annexation by the Town of Basalt. The present Property is under Eagle County and Pitkin County zoning. The area will change because it will be annexed to the Town and the Town has a newly adopted Master Plan. Finally, much of the site design and layout has been to preserve the environmental conditions of the site – riparian area and floodplain.

3. A description and sketches of buildings and uses.

Comment: included in Sketch Plan.

Finally, timeframe for contemplated construction, justification for updated zoning and the effect on adjacent uses is all covered in the application.

ESA

All materials related to floodplain and the ESA Submittal is included in the Engineering Report and other materials in Exhibit D of the Sopris Engineering Submittal. The submittal complies with all checklists for ESA application at the Sketch Plan Stage

COMMUNITY PRIORITIES SCORING SYSTEM

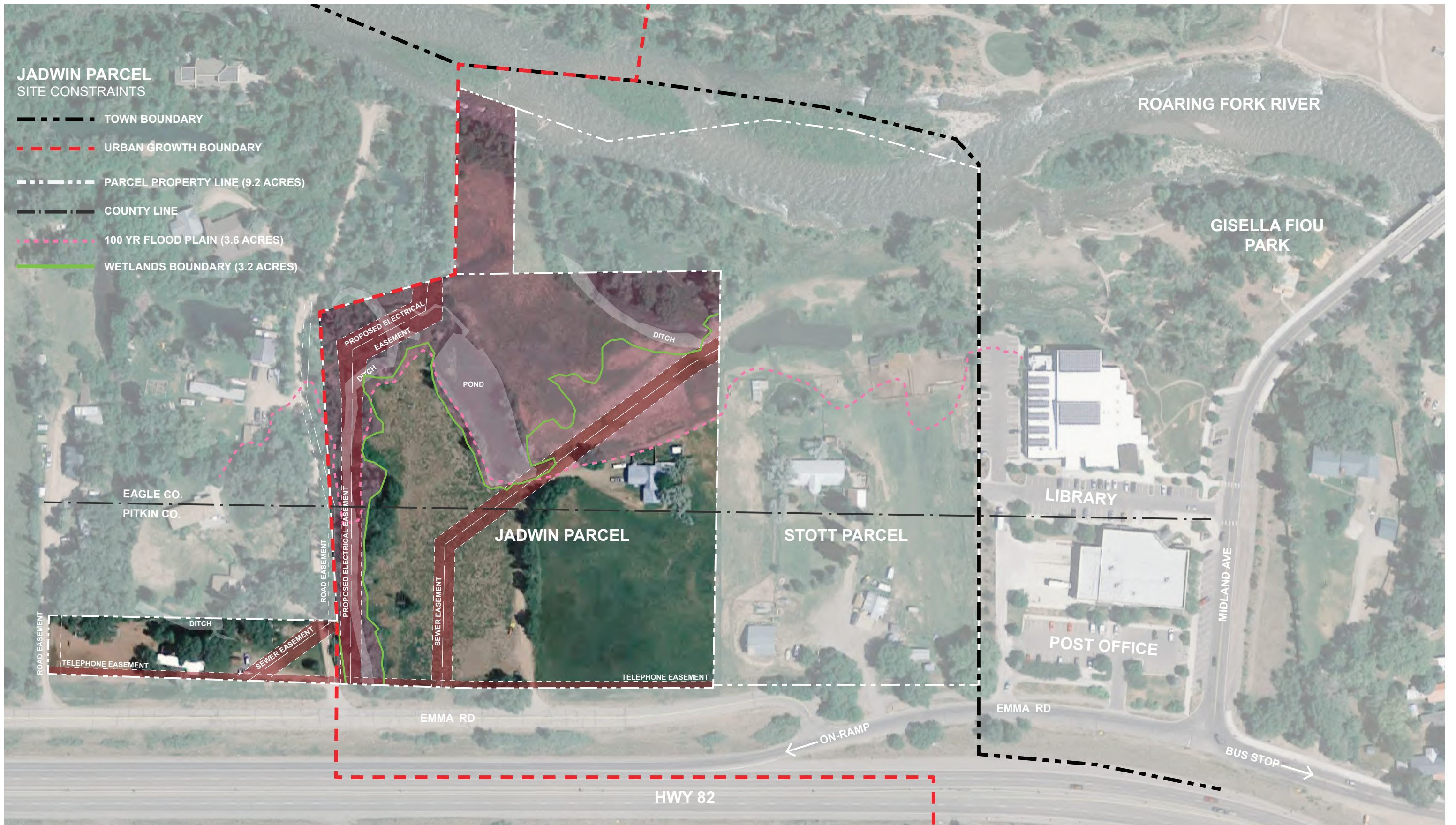
The Housing Mitigation Report requests that the applicant addresses the Community Priorities Scoring System. This is provided below. The checklists indicate that this project will be analyzed via CPSS for compliance with the Master Plan and not for project competition purposes. Please note that it is the applicant’s understanding that CPSS is presently under a stay and that this scoring is being provided per the stay ordinance. The ordinance requests providing the “scoring information” to review for compliance with the Master Plan but not for project competition purposes.

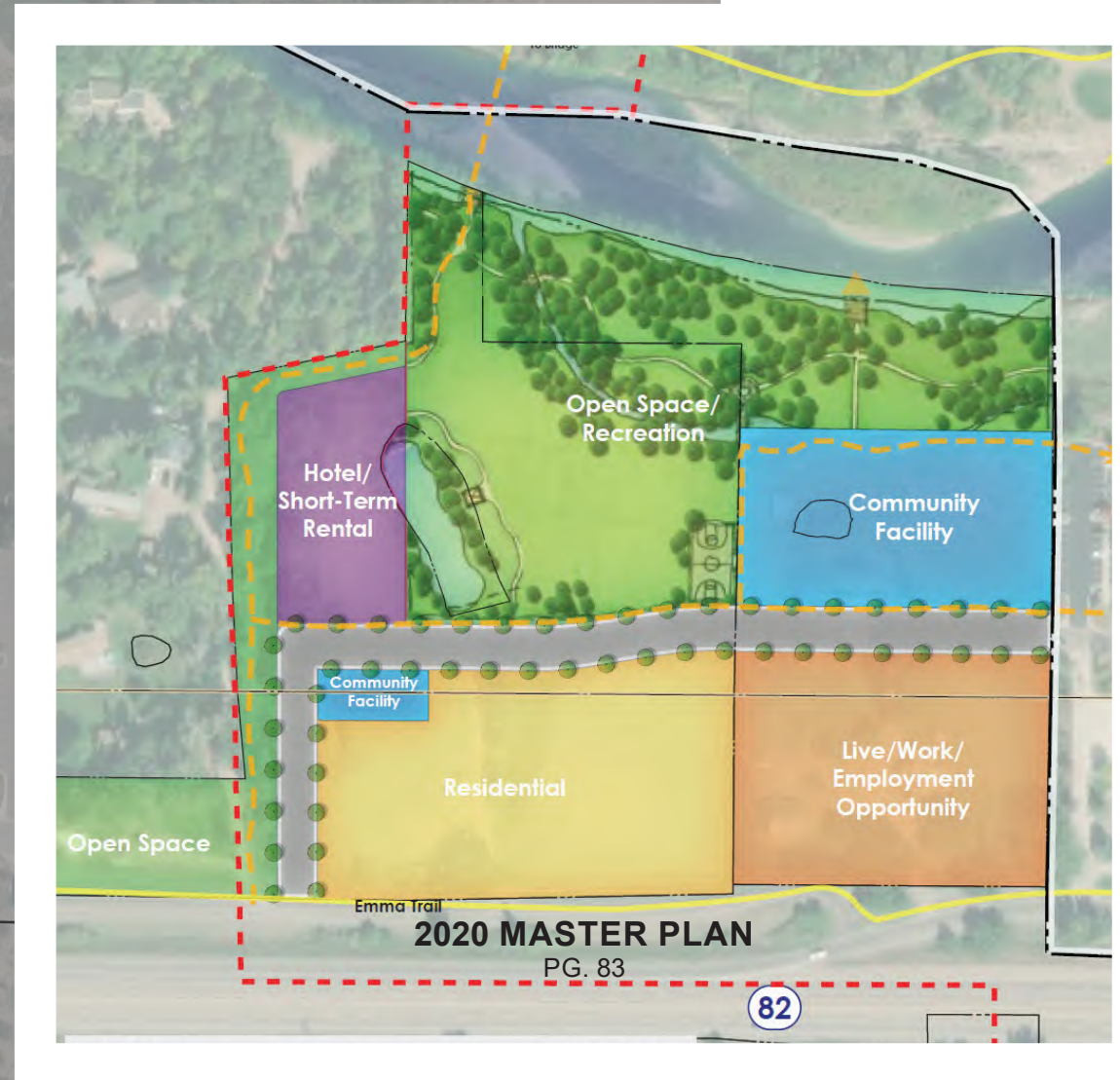
BLACK MOUNTAIN CPSS MATRIX COMPARISON

SCORING CATEGORIES	Point Available	Black Mtn Points	Comment
Community Housing			
1. Exceed Housing Requirements	10 points	2	Project= 27% of total Net residential SF as Comm Housing
2. Smaller house size/maximum density	9 points	7	12 Townhomes all less than 2500 SF
3. Voluntary Resident Occupancy	3 points	0	
Community Facilities Scoring Categories			
1. Open Space/parks/trails/recreation facilities	5 points	4	50% of project space - River/floodplain preserved. 2 X PUD standard > 2X per 17.15
2. Arts and cultural facilities and public gathering places	5 points	0	
3. Transportation System Enhancements	5 points	3	Location, EV Charging and WeCycle
4. Day Care and other public facilities	3 points	2	Providing site for Day Care or Public Facility
Environmental quality Scoring Categories			
1. LEED Certification	8 points	0	Further analysis is needed.
2. River Master Plan Implementation	5 points	3	preserve habitat, riverside public gathering space and long term access
Land Use Scoring Categories			
1. Proximity to Transit	1 point	1	within 1500 ft of RFTA Par 'N Ride
2. Substantial net fiscal benefit	Reserved		
Total # of points available	54	22	Residential dominate development (eligible threshold of 20 points)

**JADWIN PARCEL
SITE CONSTRAINTS**

- TOWN BOUNDARY
- URBAN GROWTH BOUNDARY
- PARCEL PROPERTY LINE (9.2 ACRES)
- COUNTY LINE
- 100 YR FLOOD PLAIN (3.6 ACRES)
- WETLANDS BOUNDARY (3.2 ACRES)



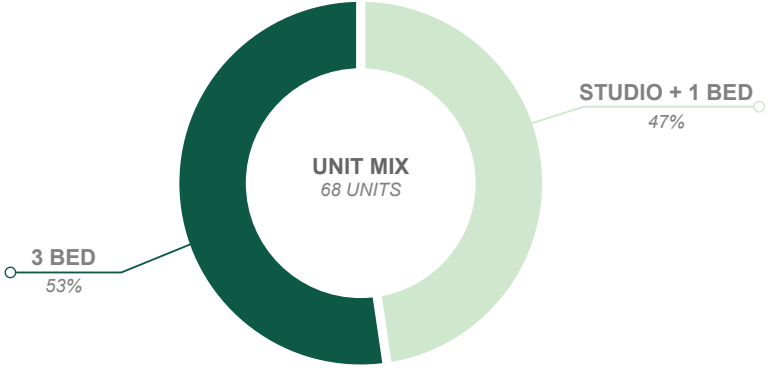






68 Residential Units

- 16 Studio Units (24%)
- 16 One Bedroom Units (24%)
- 36 Family Oriented Three-bedroom Units (52%)
- 129 Parking Spaces - exceeds Basalt Municipal Code



Low Impact Fishing Cabins

- 12 Cabins
- 22 Parking spaces

- ✓ *Bike & Pedestrian Trail Enhancements*
- ✓ *Outdoor Community Amenities*
- ✓ *Protected Wetlands*
6.4 Acres of Green Space (69% of Property)
4.2 Acres of Dedicated Open Space (46% of Property)
- ✓ *35% of All Residential Housing is Designated as Deed Restricted Affordable Housing*
27% of NSF
24 Affordable Units
- ✓ *Bikeshare Program / Electric Bike Charging/ Electric Vehicle Charging*
- ✓ *Design Proposed to meet Basalt Sustainable Building Regulations and Master Plan's Green Initiatives*
- ✓ *Dedicate Land for Future Childcare Facility, Community Facility, or Open Space*



SECTION A-A



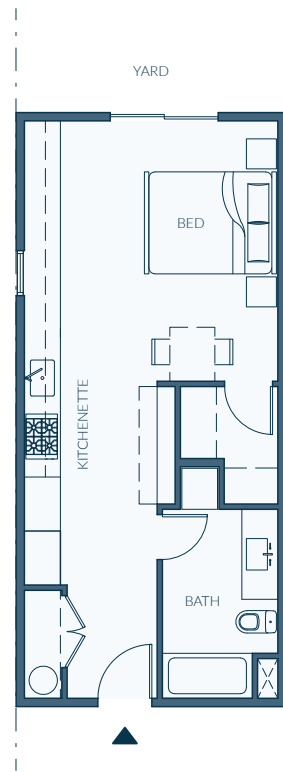
SECTION B-B



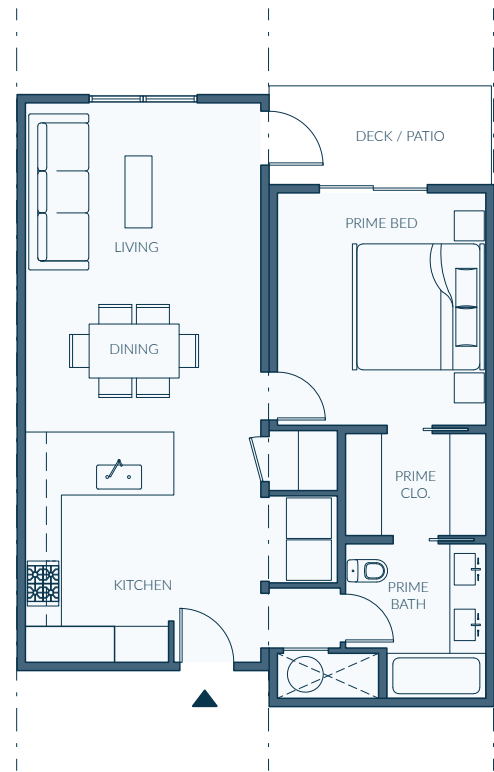
SECTION C-C



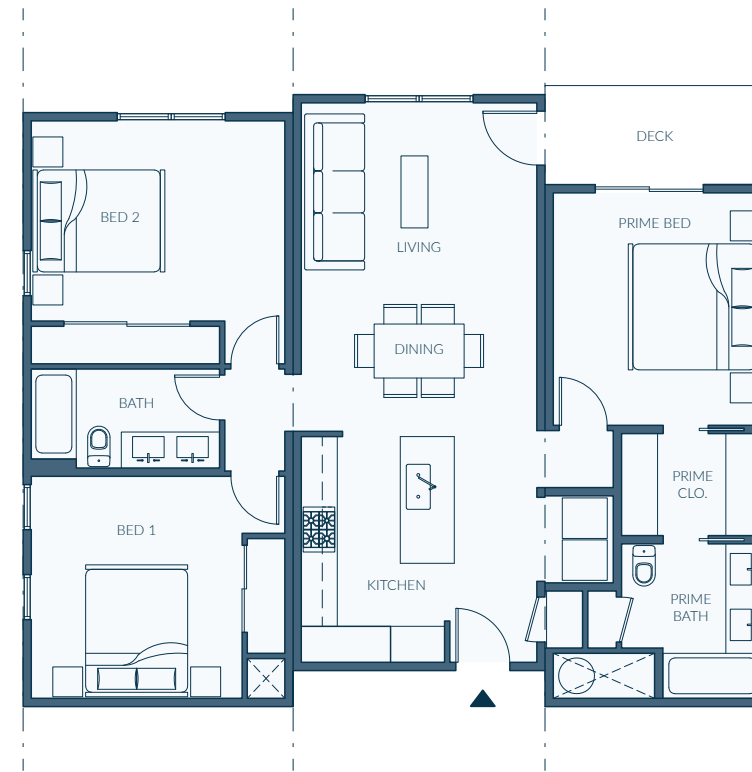
SECTION D-D



STUDIO
509 GSF / 461 NSF



1 BEDROOM
810 GSF / 755 NSF

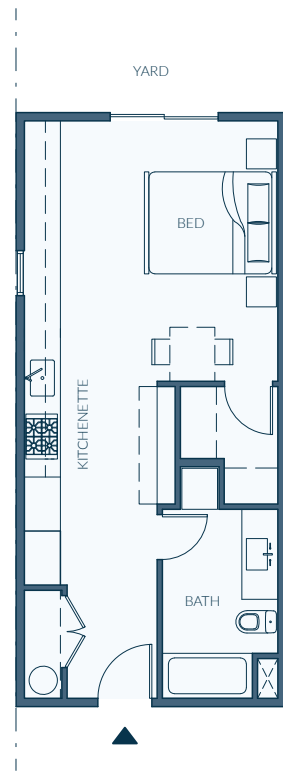


3 BEDROOM
1,320 GSF / 1,222 NSF

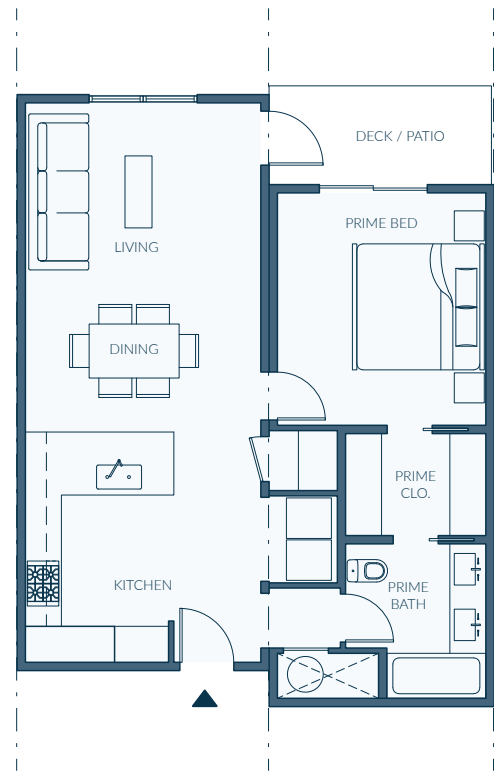


'M1' - 'M2' TYPICAL UNIT PLANS

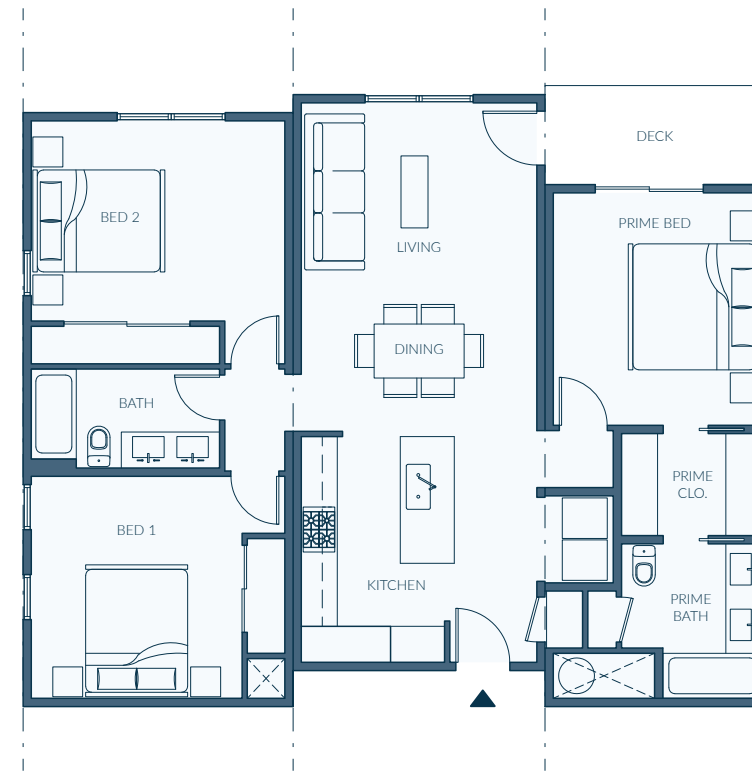
BLACK MOUNTAIN CONCEPT 2023.05.19



STUDIO
509 GSF / 461 NSF

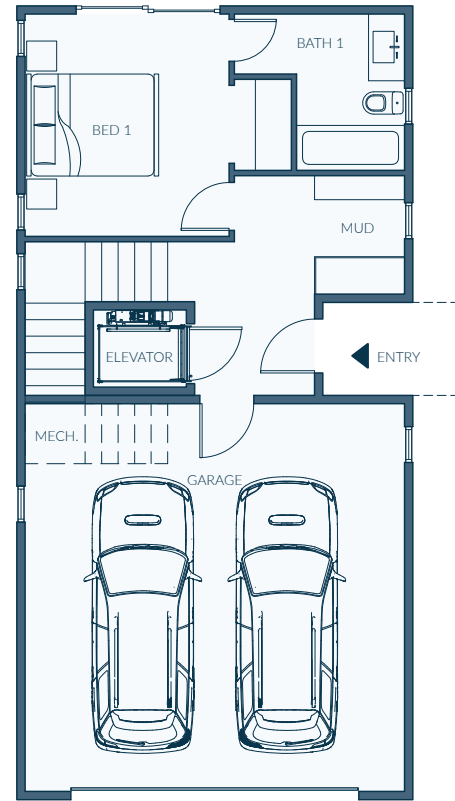


1 BEDROOM
810 GSF / 755 NSF

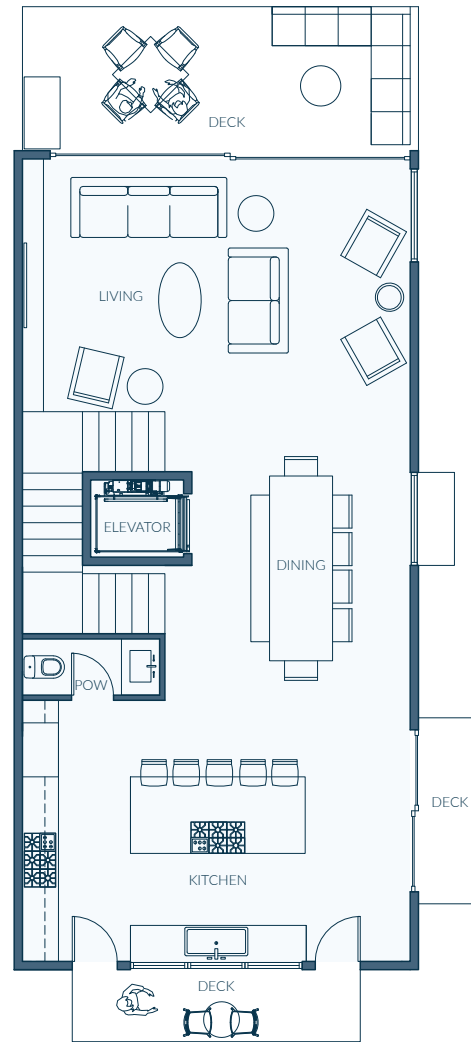


3 BEDROOM
1,320 GSF / 1,222 NSF

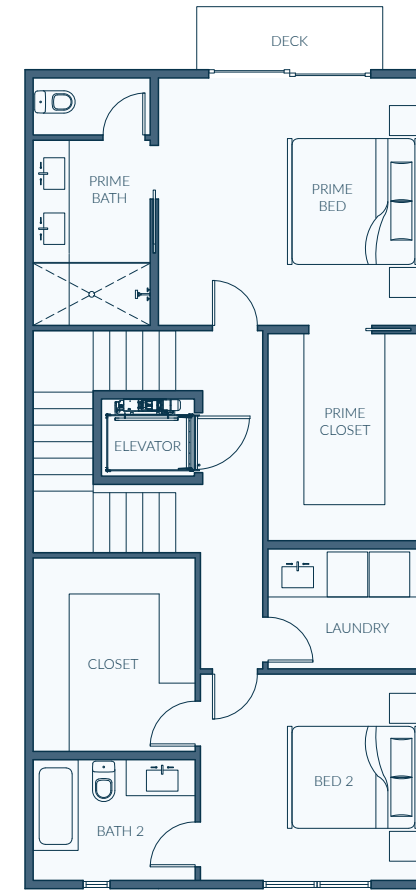




GROUND LEVEL
935 GSF / 344 NSF



SECOND LEVEL
1,021 GSF / 854 NSF

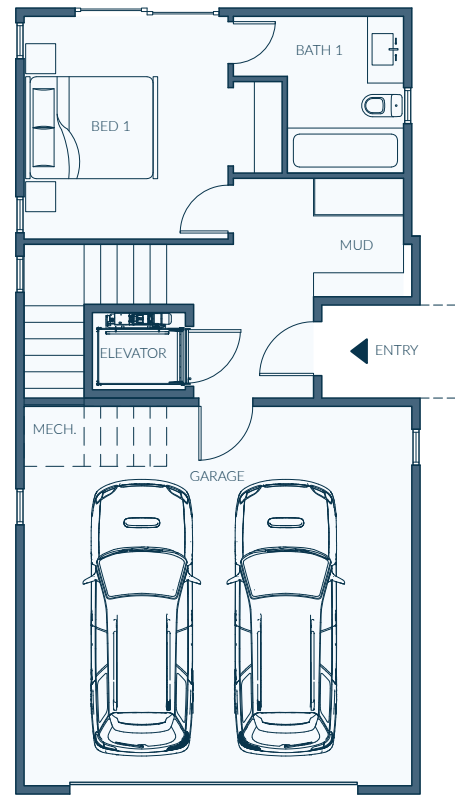


THIRD LEVEL
1,021 GSF / 854 NSF

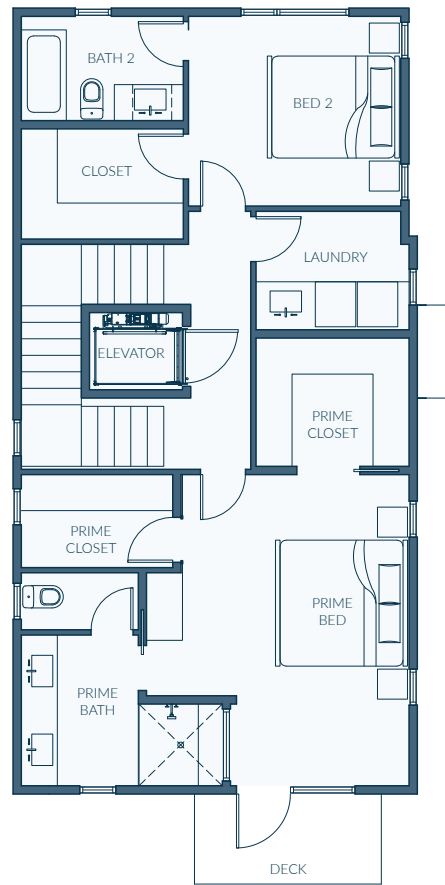


T1 ELEVATION
*2 UNITS SHOWN

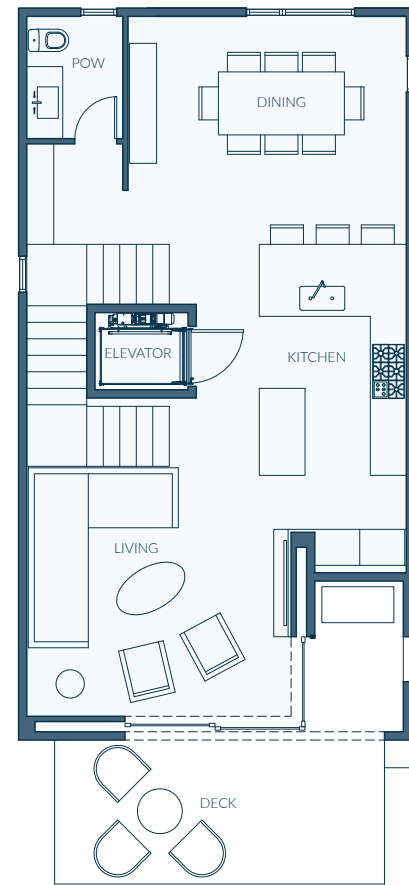
TOTAL AREAS
2,977 GSF / 2,052 NSF



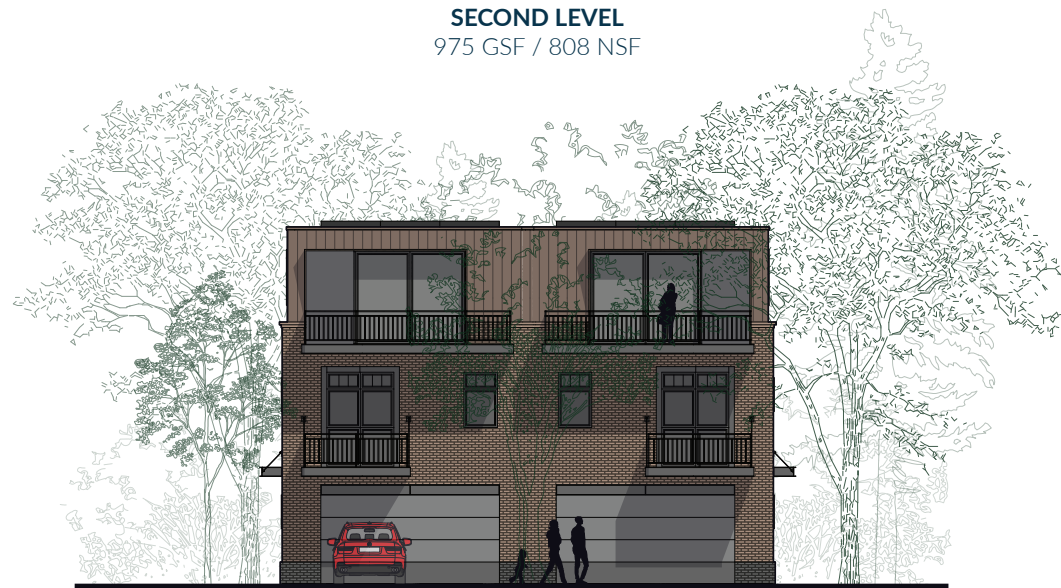
GROUND LEVEL
946 GSF / 344 NSF



SECOND LEVEL
975 GSF / 808 NSF

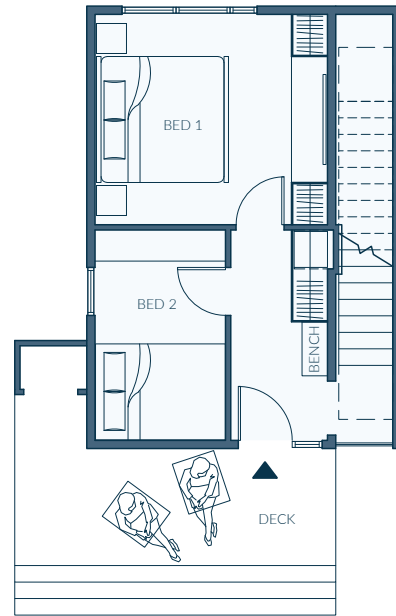


THIRD LEVEL
843 GSF / 661 NSF

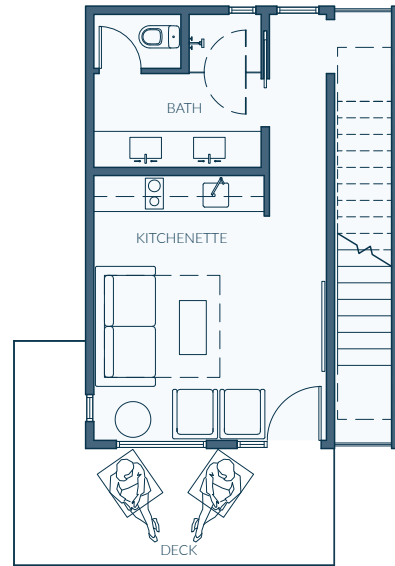


T2 ELEVATION
*2 UNITS SHOWN

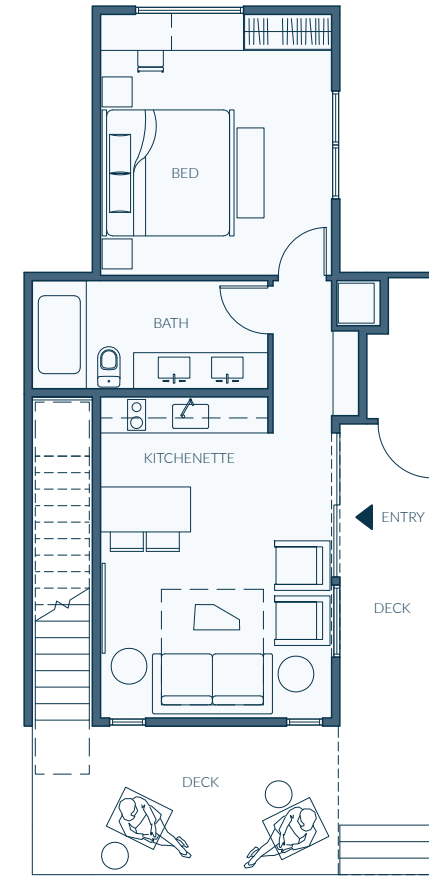
TOTAL AREAS
2,764 GSF / 1,813 NSF



CUTTHROAT MAIN
429 GSF / 315 NSF



CUTTHROAT SECOND
429 GSF / 315 NSF



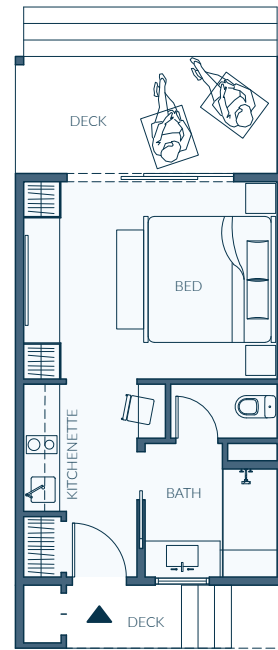
RAINBOW
593 GSF / 538 NSF



CUTTHROAT ELEVATION
*2 UNITS SHOWN



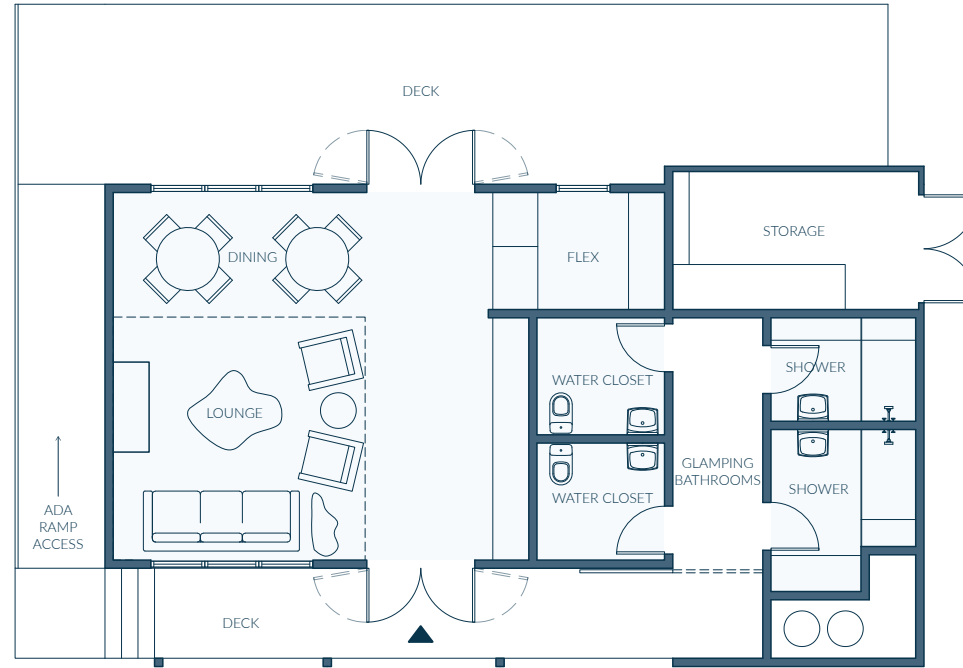
RAINBOW ELEVATION



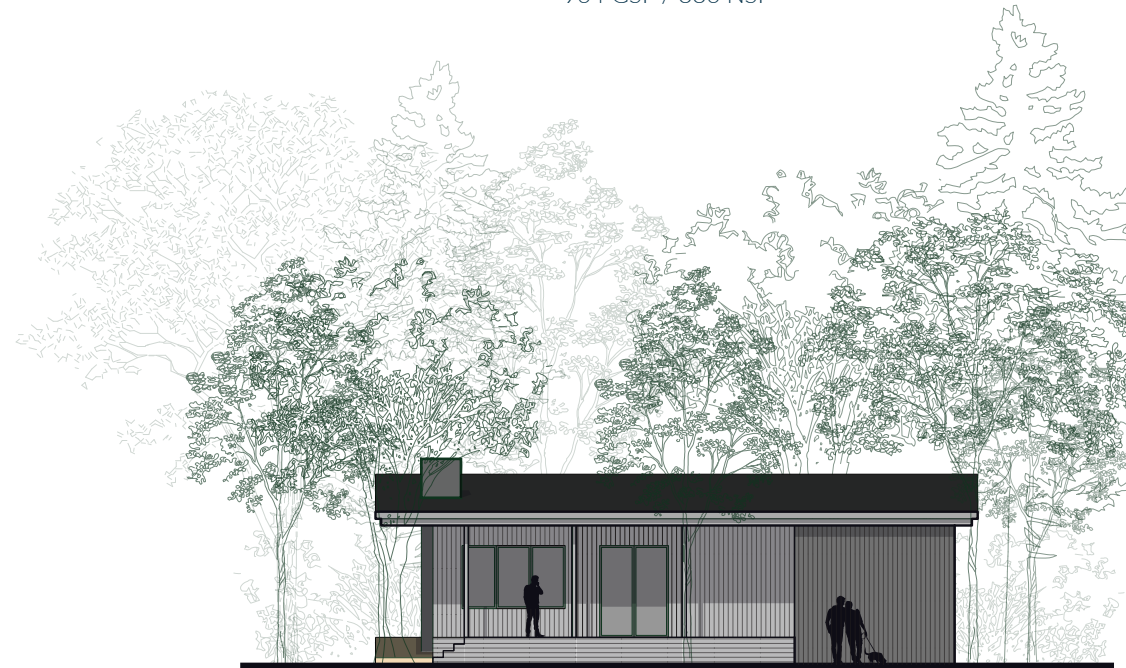
BROOKIE
343 GSF / 309 NSF



BROOKIE ELEVATION



AMENITY CABIN
964 GSF / 886 NSF



AMENITY ELEVATION

LEGEND

- ① RIVERFRONT AMENITY SPACE
- ② BEACHFRONT
- ③ LOUNGE SEATING OPPORTUNITIES
- ④ 6'-0" WIDE ACCESS PATH FOR HOTEL/SHORT-TERM RENTAL FISHING CABINS
- ⑤ DETACHED PATH FOR TOWNHOME/APARTMENT ACCESS
- ⑥ GLAMPING PADS AS PER ARCH; TYP.
- ⑦ GLAMPING CENTRAL GATHERING NODE
- ⑧ SMALL BRIDGE OVER EXISTING DITCH
- ⑨ BEACH WITH DOCK, FLY FISHING AMENITY SPACE
- ⑩ EXISTING POND WITH MINOR ADJUSTMENTS TO SOUTHERN EDGE; RESTORATION AS NEEDED WITH MOST OF THE EDGE FOR PRODUCTIVE WETLAND
- ⑪ CENTRAL GATHERING NODE FOR HOTEL/SHORT-TERM RENTAL FISHING CABINS
- ⑫ COVERED BIKE STATIONS
- ⑬ AMENITY CABIN
- ⑭ ROCK FORMATION
- ⑮ BEACHFRONT; TYP.
- ⑯ DRIVEABLE PERMEABLE PAVING WITH SPORT COURT PROGRAMMING; FIRE LANE (INDICATED WITH RED BOLLARDS + LINEWORK)
- ⑰ MAIN DOCK FOR POND/BEACH/AMENITY ACCESS
- ⑱ AMENITY SPACE FOR OUTDOOR COOKING AND DINING
- ⑲ SHADED SEATING
- ⑳ PRODUCTIVE WETLAND HABITAT
- ㉑ PERMEABLE FOOT PATH WITH RIVERFRONT ACCESS
- ㉒ PERMEABLE ANCHORING SEAT WALLS
- ㉓ MULTI-USE PERMEABLE GAMING COURT
- ㉔ CYAN DASH OVALS INDICATE AREAS FOR SNOW STORAGE + SHEDDING, TYP.
- ㉕ GATEWAY DELINEATING ACCESS POINT TO HOTEL/SHORT-TERM RENTAL FISHING CABINS
- ㉖ STORAGE + RECEPTACLES: 3 YD TRASH DUMPSTER, 2 YD CARDBOARD DUMPSTER, 2 YD MIXED RECYCLING DUMPSTER, 96 GAL COMPOST BIN
- ㉗ ALLEE OF STREET TREES IN PLANTING BEDS AND/OR TREE GRATES
- ㉘ WECYCLE STATION WITH 11 DOCKS, OPTION FOR LARGER STATION AS SPACE PERMITS
- ㉙ TRAIL ACCESS
- ㉚ MAILBOXES
- ㉛ FENCELINE- MATERIALS VARY, NOT TO IMPEDE FLOODPLAIN



Black Mountain
Basalt, CO

Drawn By: TL Checked By: HH

ISSUE & REVISION DATES
LANDSCAPE SKETCH PLAN 2023-04-14

Plot Date: Project # 504

OPEN SPACE AND RECREATION PLAN

L.0.03

SCALE: 1" = 40'-0"

ENGINEERING NARRATIVE
FOR
Black Mountain PUD
Basalt, Colorado

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

SE Project Number: 32190
April 17, 2023



Yancy Nichol, PE
Principal

A handwritten signature in blue ink that reads "Stephanie Helfenbein".

Stephanie Helfenbein
Project Engineer



1.0 INTRODUCTION AND PURPOSE

1.1 PROJECT DESCRIPTION

The site is located to the south of the Roaring Fork River, and is in both Eagle and Pitkin County. The site has wetlands and residential development to the west. On the east side of the property is a single family residence. To the South of the parcel is the Frontage Road, (Emma Road) and further south is Highway 82.

It is planned to be developed into a mixed use residential development consisting of:

- (4)- Multi Family buildings with at total of 56 units
- (12)-Townhomes
- (12)-Short term cabin rentals with a managers unit, amenities building and;
- (7)-Glamping pads

1.2 EXISTING SITE DESCRIPTION (Refer to C1.0: Existing Conditions Plan)

The existing site consists of hayfields, one single family residential home, and an existing pond and wetlands on the north end of the site. There is an existing 18" sewer main which traverses the site inside of a 30-foot easement which will need to be maintained.

The existing conditions are based upon a site topographic survey prepared by Sopris Engineering. The utility information shown on the existing conditions map is supplemented with field information obtained through engineer's site investigation. The existing conditions map shows the location of the existing sewer and water mains and known services. The utility locations shown on the drawings should be verified for construction purposes.

2.0 ACCESS/SITE IMPROVEMENTS

Two access connections to the residential portion of the site are proposed off of Emma Road. All internal streets are proposed to be 24-feet wide, with the exception of the fire access only located along the northwest side of the site, just south of the lake. That access will be restricted to emergency access only and is proposed to be 20-foot wide. All of the proposed street sections and the private parking areas will be maintained and designed to meet the Basalt Fire Department standards. The curb radii at the street intersections will allow for fire truck and large delivery truck access to all lots onsite.

The streets which are adjacent to the multi-family buildings will have 9'x19' perpendicular parking with an attached 5'-wide sidewalk. Parking adjacent to the townhomes varies by location and each town home has a two car garage. All internal streets will be privately owned and maintained.

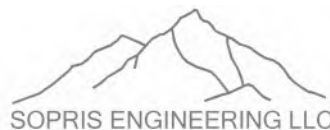
PARKING

Residential Area Guest/Public Parking

There are two proposed parking lots within the residential portion of the development:

-*Guest Parking*: The proposed guest parking area is located at the southwest end of the site and includes (18)-parking spaces, (3)- of which are proposed to be compact spaces (8X16).

-*Public River Access/Townhome Guest Parking*-This proposed parking is located in the central northern part of the site and includes (6)-parking spaces.



Short Term Cabin Parking

The parking for the short term cabins is accommodated with either one of the (6)-tandem spaces which would serve as either (12)-parking spaces or two would be utilized to accommodate larger vehicle/trailer parking. Additionally there is a parking lot in the center portion of the short term rentals which includes (12)-9'x19' parking spaces.

TRASH/RECYCLING

There is a common recycle/trash area for all multifamily units as well as the short term cabins located at the northwest corner of the visitor parking area at the southwest end of the site. Curbside trash pickup will be provided for all townhomes.

3.0 TRAFFIC & CDOT ACCESS

We have been working with CDOT and Felsburg, Holt & Ullevig (FHU) to outline agreed to methodologies and trip generation/distribution in helping FHU prepare the Traffic Impact Study. Please refer to the Traffic Impact Study prepared by FHU, the findings of which state that build out of the proposed Black Mountain PUD does not create an undue burden on the surrounding roadway network or adjacent intersections. Additional acceptable levels of service are maintained during the AM and PM peak hours with the exception of a few movements at the SH 82/Basalt Avenue traffic signal, however this condition exists with or without the Black Mountain development. The traffic study also states that no offsite road improvements are required due to the build out of the site with the exception of stop signs on the southbound approaches at three of the four proposed site access points.

We in the process of preparing and submitting access permit applications to CDOT for each of the proposed accesses.

4.0 UTILITIES

The existing and proposed sewer, water, electric, telephone, cable, and gas locations described below are shown on *C4.0-Sketch Utility Plan*. Will serve requests have been sent to all of the utility companies. Copies of the will serve letters received from utility providers are included in the Appendix of this report.

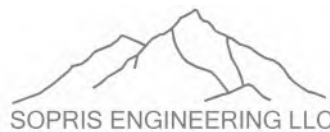
Based upon our field investigations and previous engineering work on this site we know the existing utilities are adequate to serve the proposed site design.

The existing municipal sewer system that exists through the site will be maintained, and all proposed structures have been placed outside of the existing sewer easements. The existing water system is within the Emma road right of way, at the southwest corner of the US Post Office. Extension of the existing water main to the site can be constructed within public right of way.

4.1 Sanitary Sewer

Existing Sanitary Sewer:

The site will be serviced by the Basalt Sanitation District. An existing 18" sewer main is located in a sewer easement that crosses the site. The current main line has (5) - existing 6" services that we will utilize as much as possible to serve the site.



Proposed Sanitary Sewer:

Basalt Sanitation District’s (BSD) existing sanitary sewer infrastructure will be extended to serve the proposed development. The proposed sanitary sewer system will be designed in accordance with the BSD Rules and Regulations. Two primary 8” sewer lines are proposed to serve the site:

-Sanitary sewer main ‘A’ which will connect to the existing 18” sewer main just north of MF-1 and MF-2 and will route around to serve the remainder of the residential portion of the development. Each of the multifamily buildings will be served with (1)-6” SDR 26 service and each townhome will be provided with a single 4” SDR 26 sewer service. Please note sizes are to be confirmed prior to building permit.

-Sanitary sewer main ‘B’ will connect to BSD’s existing manhole ‘N-3’ and be extended northwest to serve the short term cabins. Each single cabin, managers unit and amenities building will be provided a single 4” sewer service while “duplex cabins” will share (1)-4” SDR 26 sewer service. Please note sizes are to be confirmed prior to building permit.

According to appendix A of the BSD Rules and Regulations, the total site sewer usage is equal to 68.6 EQRs. Please note that based upon email correspondence with the Basalt Sanitation District, the site currently has 3 EQRs, therefore they will need an additional 65.6 EQRs for buildout of the site. Sewer usage is summarized below. We have assumed that the waste generated per 1 EQR is 300 gallons per day (gpd). The total waste generated onsite is 20,580 gpd, which represents the maximum number of proposed units.

	# UNITS	EQR/UNIT	# EQRs	GPD
MF STUDIOS	16	0.6	9.60	2880
MF 1-BDR	16	0.8	12.80	3840
MF 3-BDR	24	1	24.00	7200
SF 3-BDR	12	1	12.00	3600
STR CABIN 1-BDR w/KITCHEN (4.c)	6	0.4	2.40	720
STR CABIN 2-BDR W/KITCHEN (4.c)	5	0.4	2.00	600
STR CABIN 3-BDR W/KITCHEN (4.c)	1	0.4	0.40	120
AMENITY CABIN				
# TOILETS/URINALS	2	0.5	1.00	300
# SHOWERS	2	0.3	0.60	180
# SINKS	4	0.2	0.80	240
KITCHENETTE	1	0.4	0.40	120
MANAGERS UNIT 2-BDR	1	1	1.00	300
STR LAUNDRY	1-45# WASHER	1.6	1.60	480
		TOTAL EQRs	68.60	20,580
<i>EXISTING EQRs PROVIDED BY BSD EMAIL 2/2/23</i>			<i>3.00</i>	<i>900</i>
TOTAL NEW EQRs /GPD			65.60	19,680.0

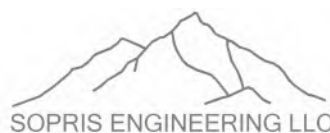
4.2 Potable Water System

Existing Potable Water:

The Town of Basalt’s existing 8” water main line is in the Emma Road right of way near the southwest corner of the Basalt US Post Office.

Proposed Water System

The proposed development will be served by the Town of Basalt’s water system. The system will be designed to provide a reliable water supply adequate to meet fire flow requirements and in-house needs of the proposed development. The anticipated water uses are primarily potable water and fire protection. No potable water will be used for irrigation.

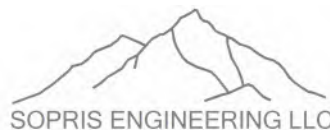


A new 8" water main will be constructed from the existing stub at the southwest corner of the Post Office to the west end of the site in the frontage road right of way. The proposed water system onsite includes a looped system through the site. Water service lines will be provided to each building and/or cabin site. As is the same for sanitary sewer, each single cabin, managers unit and amenities building will be provided a single water service while "duplex cabins" will share a single water service. Please note sizes are to be confirmed prior to building permit. A water line stub for future development or looping to the east along the north side of MF-4.

Refer to Colorado River Engineering's, April 13, 2023 memorandum for anticipated water usage analysis.

4.3 Shallow Utilities

- **Electric:**
SERVICE PROVIDER AND CONTACT: Holy Cross Energy-Keith Hernandez (970)-947-5439
Holy Cross has existing facilities on and near the site which will be utilized to meet the needs of the proposed development. The existing overhead power line which runs north/south across the western portion of the site is proposed to be relocated to the western property line. As building plans are further developed, it will be necessary to coordinate with Holy Cross with the needs of the development to determine what if any upgrades need to be made to their existing infrastructure to serve the subject site. A will serve letter is included with this application.
- **Telephone:**
SERVICE PROVIDER AND CONTACT: CenturyLink/Lumen-Jason Sharpe (970)-384-0238
CenturyLink has existing facilities on and near the site which will be utilized to meet the needs of the proposed development. As building plans are further developed, it will be necessary to coordinate with CenturyLink with the needs of the development to determine what if any upgrades need to be made to their existing infrastructure to serve the subject site. A will serve letter is included with this application.
- **Cable:**
SERVICE PROVIDER AND CONTACT: Comcast-Brett Westphall (720)-979-1921
Comcast Cable has existing facilities on and near the site which will be utilized to meet the needs of the proposed development. As building plans are further developed, it will be necessary to coordinate with Comcast with the needs of the development to determine what if any upgrades need to be made to their existing infrastructure to serve the subject site. A will serve letter has been requested and will be provided upon receipt.
- **Gas:**
SERVICE PROVIDER AND CONTACT: Black Hills Energy-Alisa Riggs 719-208-3577
Black Hills Energy has existing facilities on and near the site which will be utilized to meet the needs of the proposed development. As building plans are further developed, it will be necessary to coordinate with Black Hills Energy with the needs of the development to determine what if any upgrades need to be made to their existing infrastructure to serve the subject site. A will serve letter is included with this application.



The existing and proposed shallow utilities are shown on *C3.0 Utility Plan*

5.0 DRAINAGE

Proposed site storm water runoff generally drains from south to north with outflow to the existing ditches and proposed ponds and wetlands onsite. Developed storm water runoff from the proposed development will sheet flow across the proposed streets. The grading of the site will generally mimic the existing grades with no rise across the site. Due to the site's proximity to the Roaring Fork River, no storm water detention is necessary onsite. The drainage plan however will provide site detention and infiltration in the onsite ponds and wetlands adjacent to the river. A drainage analysis and narrative will be prepared and submitted with the Preliminary/Final application.

6.0 FLOOD ZONES, NATURAL HAZARDS AND WETLAND DELINEATION

Flood Zones

The current site has the Floodway, 100-YR Floodplain, and wetlands to the north and west of the site. Sopris Engineering has worked closely with the design team and our client to best fit the site for development without affecting the floodplain and wetland areas. The only development that occurs in the floodway is the buildout of 7 glamping pads and some pedestrian trails.

The grades will not be adjusted in this area either thus to comply with the Reach II ESA. A detailed flood plain analysis will be included with the preliminary/final plan application.

The finish floor elevation of each of the buildings including the cabins was set to be greater than one foot above the BFE in the 100-YR Floodplain zone to the North end of the site.

Natural Hazards

HP Geotechnical has indicated that from their experience in the area, the expected soil conditions onsite are a thin layer of topsoil, overlying relatively dense, silty sandy gravel with cobbles and boulders. No other natural hazards are expected onsite, including subsidence, unstable soils, rock fall hazards, historic debris flow, and alluvial fan areas.

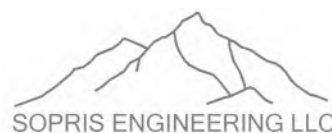
Wetland Delineation

SME (Environmental Consultants) have mapped the wetlands across the site; refer to the 2017 wetland mapping included with this submittal. Their mapping displays the types of wetlands areas. With the site plan proposed for the Black Mountain PUD, the disturbance to the mapped wetlands is very minimal, less than a tenth of an acre. SME is in the process of updating their wetlands mapping and we expect to receive and submit the updated mapping within the next few weeks. Upon receipt of the updated wetlands mapping SME will be preparing a request for the Nationwide Permit 39 to authorize the impacts to the Waters of the U.S (including wetlands) related to glamping pads and associated trails. Once the submittal is completed, approval I expected within 45 days.

7.0 CONCLUSIONS

Through this preliminary design process the following has been determined:

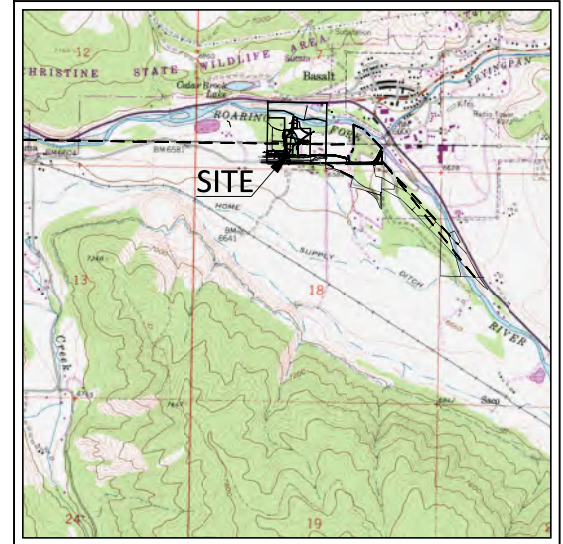
- The development can be served by all required utilities.
- Water service required for domestic service and fire suppression capabilities will be provided to all proposed structures on the property.



JADWIN PROPERTY

IMPROVEMENT SURVEY PLAT OF:
A PARCEL OF LAND SITUATED IN A PORTION OF TRACT 46,
BEING WITHIN SECTION 7
TOWNSHIP 8 SOUTH, RANGE 86 WEST OF THE 6th P.M.
COUNTIES OF EAGLE AND PITKIN, STATE OF COLORADO
SHEET 1 OF 1

NOTE: DRAWINGS REDUCED FOR PRINT FROM 24X36 TO 11X17. NOTATED SCALES ARE NOT APPLICABLE.



VICINITY MAP
SCALE: 1" = 2000'

TITLE PROPERTY DESCRIPTION

PARCEL A

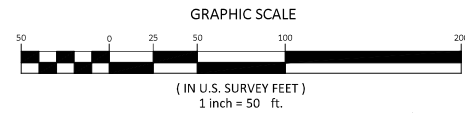
A PARCEL OF LAND SITUATED IN TRACT 46, SECTION 7, TOWNSHIP 8 SOUTH, RANGE 86 WEST OF THE SIXTH PRINCIPAL MERIDIAN; EAGLE AND PITKIN COUNTIES, COLORADO ACCORDING TO THE INDEPENDENT RESURVEY OF SAID TOWNSHIP AND RANGE, AS APPROVED ON SEPTEMBER 30, 1929; SAID PARCEL BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:
BEGINNING AT A POINT ON THE NORTHERLY RIGHT-OF-WAY BOUNDARY OF COLORADO STATE HIGHWAY NO. 82 FROM WHICH THE SOUTH QUARTER CORNER OF SAID SECTION 7 BEARS SOUTH 75° 16' 34" E. 1390.70 FEET;
THENCE DEPARTING FROM SAID RIGHT-OF-WAY ALONG THE BOUNDARIES OF SEVERAL PRIVATE PARCELS THE FOLLOWING FOUR (4) COURSES:
1) N. 00° 01' 07" W. 86.03 FEET
2) N. 89° 58' 53" E. 423.23 FEET
3) N. 04° 15' 03" W. 453.80 FEET
4) N. 73° 18' 53" E. 206.25 FEET
THENCE LEAVING SAID PRIVATE PARCEL BOUNDARIES NORTH 88° 13' 03" E. 389.95 FEET;
THENCE S. 00° 01' 18" E. 612.64 FEET TO A POINT ON THE NORTHERLY RIGHT-OF-WAY OF SAID COLORADO STATE HIGHWAY NO. 82;
THENCE S. 88° 52' 53" W. ALONG SAID NORTHERLY RIGHT-OF-WAY 354.92 FEET;
THENCE CONTINUING ALONG SAID NORTHERLY RIGHT-OF-WAY N. 89° 07' 29" W. 622.34 FEET TO THE TRUE POINT OF BEGINNING.

COUNTIES OF EAGLE AND PITKIN,
STATE OF COLORADO.

PARCEL B

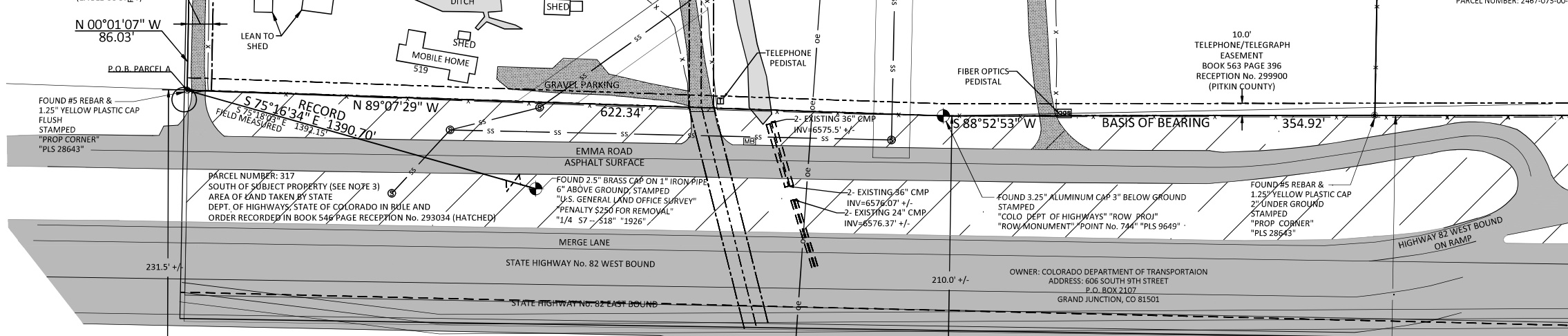
A PARCEL OF LAND SITUATED IN SECTION 7, TOWNSHIP 8 SOUTH, RANGE 86 WEST OF THE SIXTH PRINCIPAL MERIDIAN, EAGLE COUNTY, COLORADO, ACCORDING TO THE INDEPENDENT RESURVEY OF SAID TOWNSHIP AND RANGE AS APPROVED ON SEPTEMBER 30, 1929, MORE PARTICULARLY DESCRIBED AS FOLLOWS:
BEGINNING AT A POINT ON THE NORTHERLY RIGHT-OF-WAY BOUNDARY OF COLORADO STATE HIGHWAY 82 FROM WHICH THE SOUTH QUARTER CORNER OF SAID SECTION 7 BEARS S. 75° 16' 34" E. 1390.70 FEET;
THENCE DEPARTING FROM SAID RIGHT-OF-WAY ALONG THE BOUNDARIES OF SEVERAL PRIVATE PARCELS THE FOLLOWING FOUR COURSES:
1) N. 00° 01' 07" W. 86.03 FEET;
2) N. 89° 58' 53" E. 423.23 FEET;
3) N. 04° 15' 03" W. 453.80 FEET;
4) N. 73° 18' 53" E. 206.25 FEET
TO THE TRUE POINT OF BEGINNING;
THENCE N. 00° 01' 07" W. 274.21 FEET MORE OR LESS TO A POINT ON THE CENTERLINE OF THE ROARING FORK RIVER AS IT NOW EXISTS;
THENCE ALONG SAID CENTERLINE OF THE ROARING FORK RIVER S. 71° 32' 20" E. 90.00 FEET;
THENCE LEAVING SAID CENTERLINE S. 00° 01' 07" E. 243 FEET, MORE OR LESS, TO A POINT ON THE NORTHERLY BOUNDARY LINE OF THAT PARCEL DESCRIBED IN DEED RECORDED AS RECEPTION NO. 560552 IN BOOK 664 AT PAGE 527 IN THE OFFICE OF THE EAGLE COUNTY CLERK AND RECORDER;
THENCE ALONG SAID NORTHERLY BOUNDARY LINE S. 88° 13' 03" W. 85 FEET, MORE OR LESS, TO THE TRUE POINT OF BEGINNING.

COUNTY OF EAGLE,
STATE OF COLORADO



EXISTING CONDITIONS LEGEND

- TELEPHONE PEDESTAL
- SEWER CLEANOUT
- WELL
- GUY WIRE
- POWER POLE
- LIGHT POLE
- MAIL BOX
- FIBER OPTIC RISER
- OVERHEAD ELECTRIC
- SEWER LINE
- WIRE FENCE



NOTES

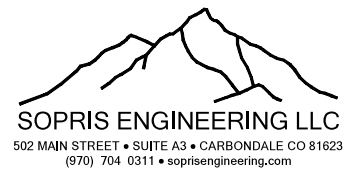
- Date of Survey: May 2000, January 7-10, 2020. Updated: March 2023
- Date of Preparation: June 2000, January 2020. Updated: March 2023
- Basis of Bearing: A bearing of S 88°52'53" W from the southeast boundary corner of the subject property monumented by a found #5 rebar and 1.25" yellow plastic cap stamped "PROP CORNER" "PLS 28643" and the angle point in the common southerly boundary of subject property and State Highway No. 82 monumented by a found 3.25" aluminum cap stamped "COLO DEPT OF HIGHWAYS" "ROW PROJ" "ROW MONUMENT" "POINT No. 744" "PLS 9649", as shown.
- Basis of Survey: State Department of Highways, Division of Highways-State of Colorado, right-of-way plan of proposed, Federal Aid Project No. FC 082-I(6) Sec. 3
- 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 and the title commitment prepared by Land Title Guarantee Company, Order No. BAR64002161-10 with an effective date of October 31, 2019.
- 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.

SURVEYOR'S CERTIFICATE

I hereby state that this Improvement Survey Plat was prepared by Sopris Engineering, LLC (SE) for
JADWIN PARK LLC, A COLORADO LIMITED LIABILITY COMPANY &
LAND TITLE GUARANTEE COMPANY

I furthermore state that the improvements on the above described parcel on this date, March 6, 2023, 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.

Mark S. Beckler, L.S. #28643



SOPRIS ENGINEERING LLC
502 MAIN STREET • SUITE A3 • CARBONDALE CO 81623
(970) 704 0311 • soprisengineering.com

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 SHALL ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF CERTIFICATION SHOWN HEREON.

TOWN OF BASALT ANNEXATION MAP OF:
JADWIN ANNEXATION MAP

NOTE: DRAWINGS REDUCED FOR PRINT FROM 24X36 TO 11X17. NOTATED SCALES ARE NOT APPLICABLE.

PARCELS OF LAND SITUATED IN SECTION 7 IN TOWNSHIP 8 SOUTH, RANGE 86 WEST OF THE 6th P.M.
EAGLE & PITKIN COUNTIES, STATE OF COLORADO
SHEET 1 OF 3

TITLE PROPERTY DESCRIPTION

PARCEL A

A PARCEL OF LAND SITUATED IN TRACT 46, SECTION 7, TOWNSHIP 8 SOUTH, RANGE 86 WEST OF THE SIXTH PRINCIPAL MERIDIAN, EAGLE AND PITKIN COUNTIES, COLORADO ACCORDING TO THE INDEPENDENT RESURVEY OF SAID TOWNSHIP AND RANGE, AS APPROVED ON SEPTEMBER 30, 1929; SAID PARCEL BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:
BEGINNING AT A POINT ON THE NORTHERLY RIGHT-OF-WAY BOUNDARY OF COLORADO STATE HIGHWAY NO. 82 FROM WHICH THE SOUTH QUARTER CORNER OF SAID SECTION 7 BEARS SOUTH 75° 16' 34" E. 1390.70 FEET;
THENCE DEPARTING FROM SAID RIGHT-OF-WAY ALONG THE BOUNDARIES OF SEVERAL PRIVATE PARCELS THE FOLLOWING FOUR (4) COURSES:
1) N. 00° 01' 07" W. 86.03 FEET
2) N. 89° 58' 53" E. 423.23 FEET
3) N. 04° 15' 03" W. 453.80 FEET
4) N. 73° 18' 53" E. 206.25 FEET
THENCE LEAVING SAID PRIVATE PARCEL BOUNDARIES NORTH 88° 13' 03" E. 389.95 FEET;
THENCE S. 00° 01' 18" E. 612.64 FEET TO A POINT ON THE NORTHERLY RIGHT-OF-WAY OF SAID COLORADO STATE HIGHWAY NO. 82;
THENCE S. 88° 52' 53" W. ALONG SAID NORTHERLY RIGHT-OF-WAY 354.92 FEET;
THENCE CONTINUING ALONG SAID NORTHERLY RIGHT-OF-WAY N. 89° 07' 29" W. 622.34 FEET TO THE TRUE POINT OF BEGINNING.

COUNTIES OF EAGLE AND PITKIN,
STATE OF COLORADO.

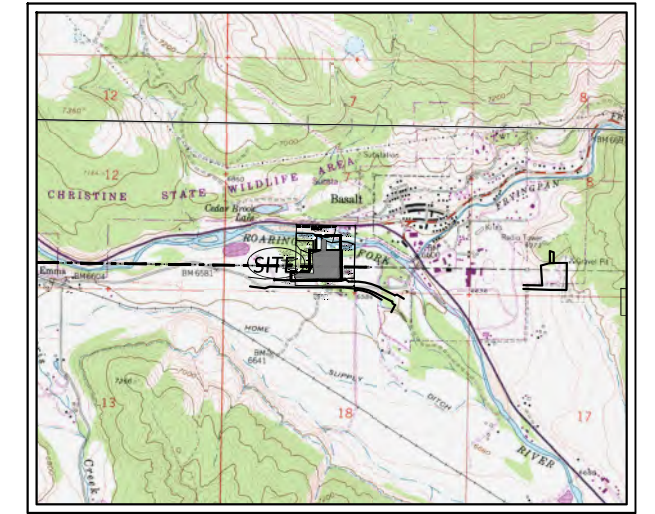
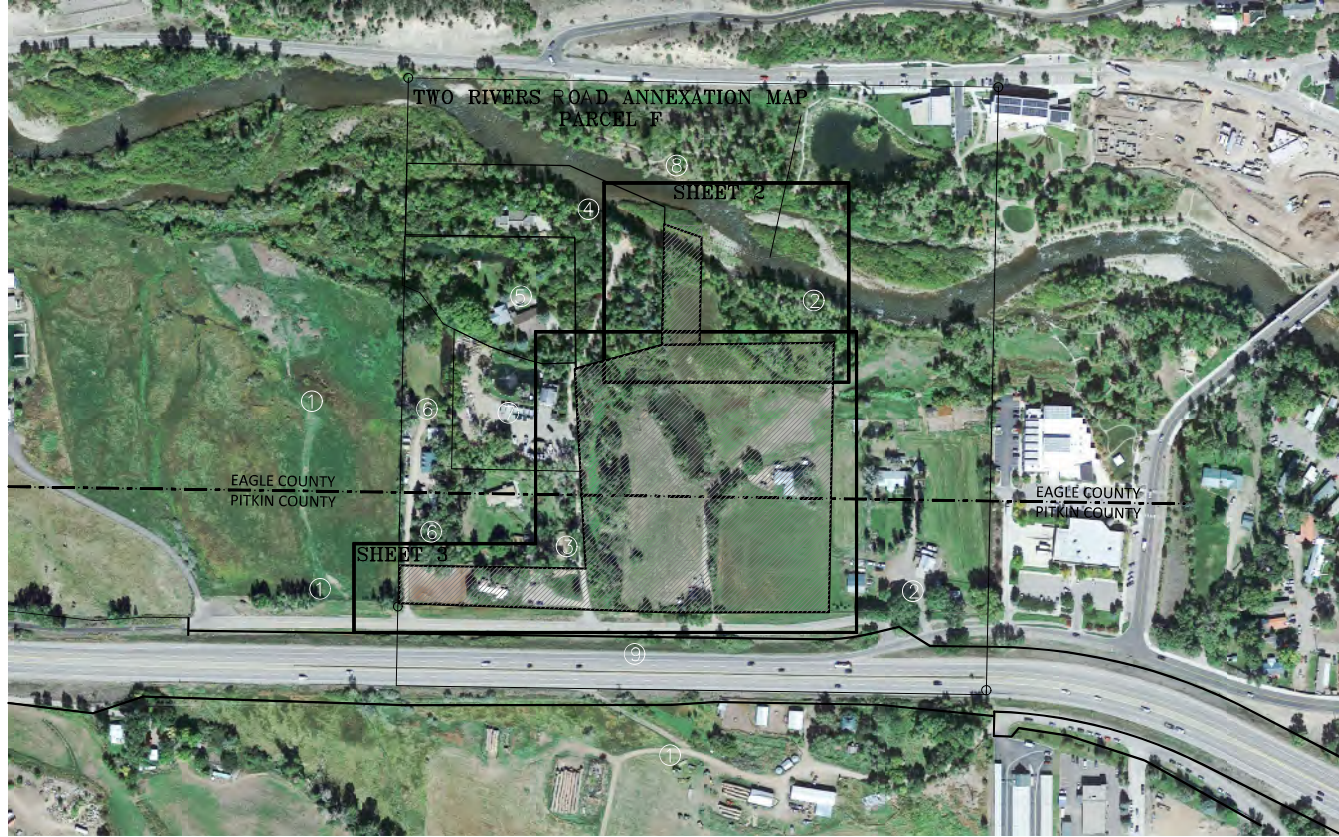
PARCEL B

A PARCEL OF LAND SITUATED IN SECTION 7, TOWNSHIP 8 SOUTH, RANGE 86 WEST OF THE SIXTH PRINCIPAL MERIDIAN, EAGLE COUNTY, COLORADO, ACCORDING TO THE INDEPENDENT RESURVEY OF SAID TOWNSHIP AND RANGE AS APPROVED ON SEPTEMBER 30, 1929, MORE PARTICULARLY DESCRIBED AS FOLLOWS:
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3) N. 04° 15' 03" W. 453.80 FEET;
4) N. 73° 18' 53" E. 206.25 FEET
TO THE TRUE POINT OF BEGINNING:
THENCE N. 00° 01' 07" W. 274.21 FEET MORE OR LESS TO A POINT ON THE CENTERLINE OF THE ROARING FORK RIVER AS IT NOW EXISTS;
THENCE ALONG SAID CENTERLINE OF THE ROARING FORK RIVER S. 71° 32' 20" E. 90.00 FEET;
THENCE LEAVING SAID CENTERLINE S. 00° 01' 07" E. 243 FEET, MORE OR LESS, TO A POINT ON THE NORTHERLY BOUNDARY LINE OF THAT PARCEL DESCRIBED IN DEED RECORDED AS RECEPTION NO. 560552 IN BOOK 664 AT PAGE 527 IN THE OFFICE OF THE EAGLE COUNTY CLERK AND RECORDER;
THENCE ALONG SAID NORTHERLY BOUNDARY LINE S. 88° 13' 03" W. 85 FEET, MORE OR LESS, TO THE TRUE POINT OF BEGINNING.

COUNTY OF EAGLE,
STATE OF COLORADO

ADJOINERS INFORMATION

- ① OWNER: GRANGE FAMILY RANCHES LLC
ADDRESS: 408 W CODY LAND
BASALT, CO 81621
EAGLE COUNTY PARCEL NUMBER:
2467-073-00-024
- ② OWNER: STOTT, LONNIE & ALICE
ADDRESS: 251 EMMA RD
BASALT, CO 81621-8300
EAGLE COUNTY
PARCEL NUMBER: 2467-073-00-020
- ③ OWNER: HIGBIE, DONALD M. & DANA G.
ADDRESS: 521 EMMA RD
BASALT, CO 81621-8309
PITKIN COUNTY
PARCEL NUMBER:
2467-073-00-009
- ④ OWNER: WILLIAMS, AKIKO
ADDRESS: 5884 S PRESCOTT ST.
LITTLETON, CO 80120-2029
EAGLE COUNTY
PARCEL NUMBER: 2467-073-00-015
- ⑤ OWNER: WELCOME HOMES LLC
ADDRESS: 1331 BEAR RIDGE RD
BASALT, CO 81621-8405
PARCEL NUMBER: 2467-073-05-001
- ⑥ OWNER: SCHWALLER LEE I
ADDRESS: P.O. BOX 290
BASALT, CO 81621
PITKIN COUNTY
PARCEL NUMBER:
2467-073-00-010
- ⑦ OWNER: KEMP, RICHARD ETHAN
ADDRESS: 523 EMMA RD
BASALT, CO 81623-8309
EAGLE COUNTY
PARCEL NUMBER:
2467-073-03-001
- ⑧ OWNER: TOWN OF BASALT
ADDRESS: 101 MIDLAND AVENUE
BASALT, CO 81621-8305
PARCEL NUMBER: 2467-073-06-004
- ⑨ OWNER: COLORADO DEPARTMENT OF
TRANSPORTATION
ADDRESS: 606 SOUTH 9TH STREET
P.O. BOX 2107
GRAND JUNCTION, CO 81501



VICINITY MAP
SCALE: 1" = 2000'

SURVEYOR'S STATEMENT

I, MARK S. BECKLER, DO HEREBY STATE THAT THIS ANNEXATION MAP WAS PREPARED BY SOPRIS ENGINEERING, LLC FOR JADWIN PARK LLC, A COLORADO LIMITED LIABILITY COMPANY AND THAT IT IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE.

BY: _____
MARK S. BECKLER, L.S. #28643

TOWN COUNCIL CERTIFICATE

THIS ANNEXATION MAP WAS APPROVED BY THE TOWN COUNCIL OF BASALT, COLORADO, THIS _____ DAY OF _____, 2023 AS EVIDENCED BY ORDINANCE NO. _____, SERIES OF 2006 RECORDED WITH THE CLERK AND RECORDER OF EAGLE COUNTY AS RECEPTION NO. _____ AND RECORDED WITH THE CLERK AND RECORDER OF PITKIN COUNTY AS RECEPTION NO. _____

MAYOR

WITNESS MY HAND AND THE SEAL OF THE TOWN OF BASALT

ATTEST: _____
TOWN CLERK

CLERK AND RECORDER'S CERTIFICATE

THIS MAP IS FILED FOR RECORD IN THE OFFICE OF THE CLERK AND RECORDER OF PITKIN COUNTY, COLORADO, AT _____ O'CLOCK _____ M., ON THE _____ DAY OF _____, 2023, AS RECEPTION NO. _____.

CLERK AND RECORDER

BY: _____
DEPUTY

CLERK AND RECORDER'S CERTIFICATE

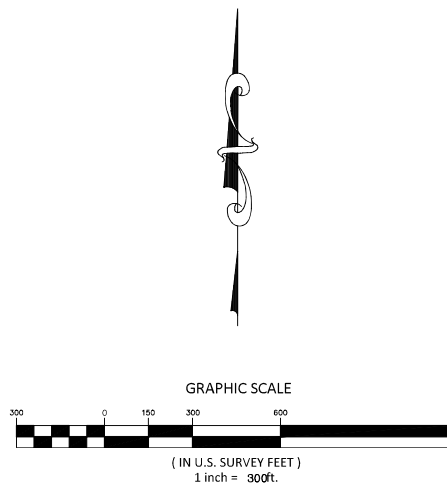
THIS MAP IS FILED FOR RECORD IN THE OFFICE OF THE CLERK AND RECORDER OF EAGLE COUNTY, COLORADO, AT _____ O'CLOCK _____ M., ON THE _____ DAY OF _____, 2023, AS RECEPTION NO. _____.

CLERK AND RECORDER

BY: _____
DEPUTY

NOTES

- 1) Date of Survey: May 2000, January 7-10, 2020. Updated: March 2023.
- 2) Date of Preparation: June 2000, January 2020. Updated: March 2023.
- 3) Basis of Bearing: A bearing of 5 88°52'53" W from the southeast boundary corner of the subject property monumented by a found #5 rebar and 1.25" yellow plastic cap stamped "PROP CORNER" "PLS 28643" and the angle point in the common southerly boundary of subject property and State Highway No. 82 monumented by a found 3.25" aluminum cap stamped "COLO DEPT OF HIGHWAYS" "ROW PROJ" "ROW MONUMENT" "POINT No. 744" "PLS 9649", as shown.
- 4) Basis of Survey: General Land Office supplemental plat of entries situated in Sections 4-9, 16-18, independent resurvey Township 8 South, Range 86 West of the 6th P.M., State Department of Highways, Division of Highways-State of Colorado, right-of-way plan of proposed, Federal Aid Project No. FC 082-I(6) Sec. 3
- 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 and the title commitment prepared by Land Title Guarantee Company, Order No. BAR64002161-10 with an effective date of October 31, 2019.
- 6) 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.
- 7) The limit of title of portions of the property boundary identified as the centerline of the roaring fork river is riparian in nature and is subject to reliction and accretion by the ebb and flow of said river the conflicting boundary description based on the record deeds adjoining subject property for said river centerline is due to the river channel movement.
- 8) The county line, as shown, is a graphic representation only-based on the found county line rebar & cap l.s. #14060 on the easterly property line of midland addition and the found brass cap stamped P/E found on easterly side of Hooks Lane south of Hooks Spur Bridge.
- 9) The Town of Basalt contiguous boundary for this annexation map is based on the record annexation map of the two rivers road annexation map, Parcel F.

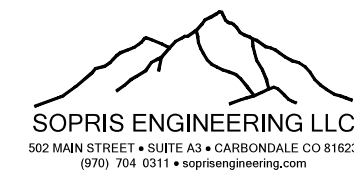


JADWIN PARK LLC,
A COLORADO LIMITED LIABILITY COMPANY

AUTHORIZED APPLICANT
901 MARINERS ISLAND BLVD, STE.125
SAN MATEO, CA 94404
650-358-5288

SOPRIS ENGINEERING - LLC

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



NOTES: 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.

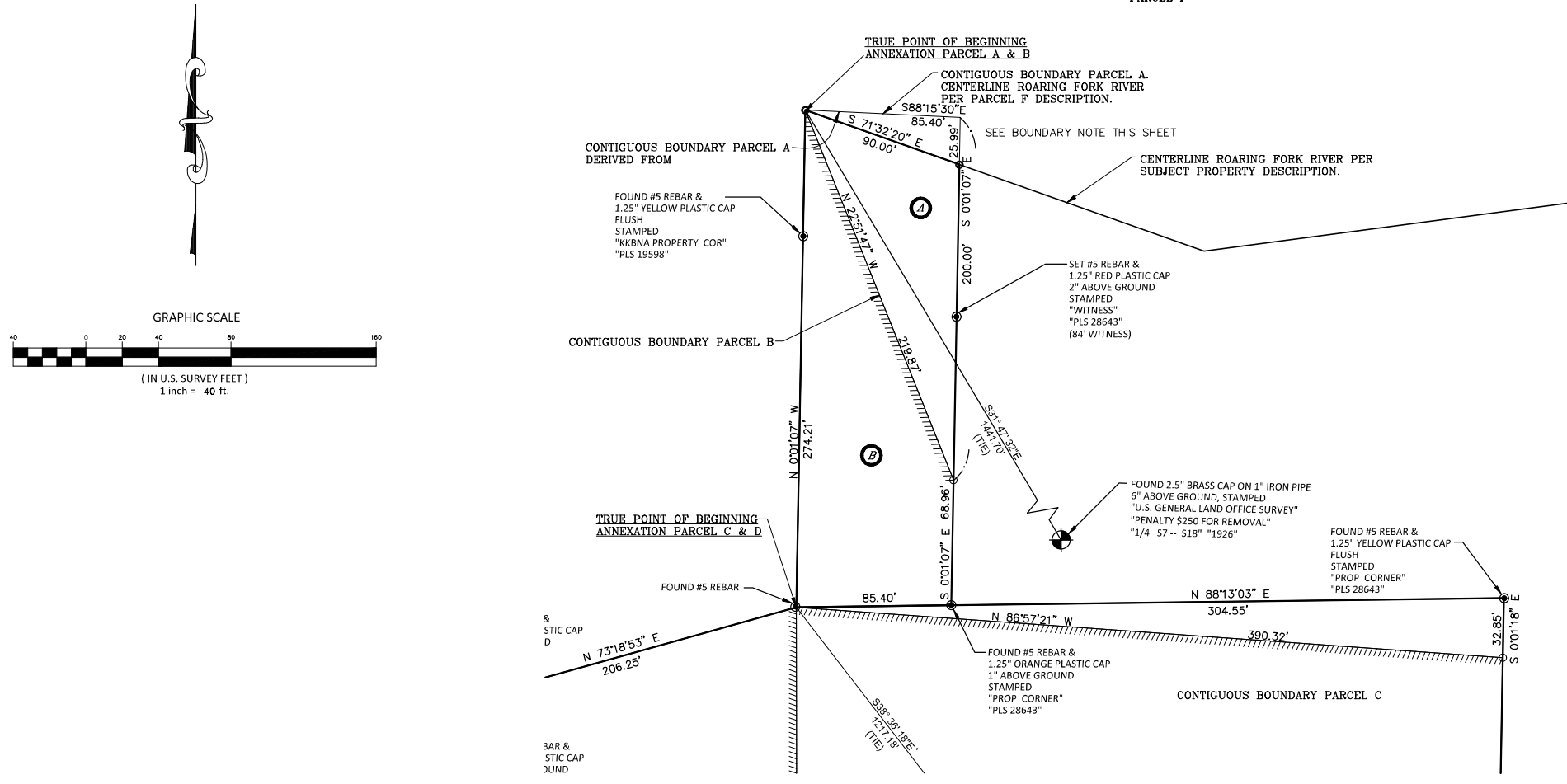
TOWN OF BASALT ANNEXATION MAP OF:
JADWIN ANNEXATION MAP

PARCELS OF LAND SITUATED IN SECTION 7 IN TOWNSHIP 8 SOUTH, RANGE 86 WEST OF THE 6th P.M.
 EAGLE & PITKIN COUNTIES, STATE OF COLORADO

SHEET 2 OF 3

NOTE: DRAWINGS REDUCED FOR PRINT FROM 24X36 TO 11X17. NOTATED SCALES ARE NOT APPLICABLE.

TOWN OF BASALT
 TWO RIVERS POND ANNEXATION MAP
 PARCEL F



ANNEXATION PARCEL A PROPERTY DESCRIPTION:

A PARCEL OF LAND SITUATED IN SECTION 7, TOWNSHIP 8 SOUTH, RANGE 86 WEST OF THE SIXTH PRINCIPAL MERIDIAN, ACCORDING TO THE INDEPENDENT RE-SURVEY OF SAID TOWNSHIP AND RANGE, AS APPROVED ON SEPTEMBER 30, 1929 SAID PARCEL BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:
 BEGINNING AT A POINT IN THE CENTERLINE OF THE ROARING FORK RIVER AS DESCRIBED IN THE DESCRIPTION OF PARCEL F, TWO RIVERS ROAD ANNEXATION MAP RECORDED AS RECEIPTION NO. _____ OF THE EAGLE COUNTY RECORDS, FROM WHICH POINT THE SOUTH 1/4 CORNER OF SAID SECTION 7 BEARS S 31°47'32" E 1441.70 FEET; THENCE S 88°15'30" E ALONG SAID PARCEL F DESCRIBED RIVER CENTERLINE 85.40 FEET; THENCE LEAVING SAID CENTERLINE S 0°01'07" W 200.00 FEET; THENCE N 22°51'47" W 219.87 FEET TO THE POINT OF BEGINNING; SAID PARCEL OF LAND CONTAINING 8,536 SQUARE FEET OR 0.196 ACRES, MORE OR LESS.

ANNEXATION PARCEL B PROPERTY DESCRIPTION:

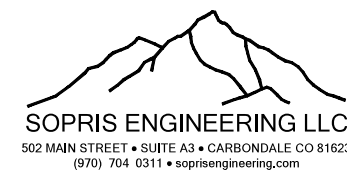
A PARCEL OF LAND SITUATED IN SECTION 7, TOWNSHIP 8 SOUTH, RANGE 86 WEST OF THE SIXTH PRINCIPAL MERIDIAN, ACCORDING TO THE INDEPENDENT RE-SURVEY OF SAID TOWNSHIP AND RANGE, AS APPROVED ON SEPTEMBER 30, 1929 SAID PARCEL BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:
 BEGINNING AT A POINT IN THE CENTERLINE OF THE ROARING FORK RIVER AS DESCRIBED IN THE DESCRIPTION OF PARCEL F, TWO RIVERS ROAD ANNEXATION MAP RECORDED AS RECEIPTION NO. _____ OF THE EAGLE COUNTY RECORDS, FROM WHICH POINT THE SOUTH 1/4 CORNER OF SAID SECTION 7 BEARS S 31°47'32" E 1441.70 FEET; THENCE LEAVING SAID PARCEL F DESCRIBED RIVER CENTERLINE S 22°51'47" E 219.87 FEET; THENCE S 0°01'07" W 68.96 FEET TO A POINT ON THE BOUNDARY LINE OF THAT PARCEL DESCRIBED IN DEED RECORDED AS RECEIPTION NO 560552 OF THE EAGLE COUNTY RECORDS; THENCE ALONG SAID BOUNDARY LINE N 88°13'03" E 304.55 FEET; THENCE CONTINUING ALONG SAID BOUNDARY S 0°01'18" W 32.85 FEET; THENCE LEAVING SAID BOUNDARY LINE N 86°57'21" W 390.32 FEET; THENCE N 0°01'07" W 274.21 FEET TO THE POINT OF BEGINNING; SAID PARCEL OF LAND CONTAINING 21,050 SQUARE FEET OR 0.483 ACRES, MORE OR LESS.

BOUNDARY NOTE

1) THE TITLE DESCRIPTION OF THE SUBJECT ANNEXATION PROPERTY AND THE DESCRIPTION OF PARCEL F, TWO RIVERS ROAD ANNEXATION ALONG THEIR COMMON BOUNDARIES BOTH USE THE PHYSICAL MONUMENT CALL OF "ALONG THE CENTERLINE OF THE ROARING FORK RIVER." THEREFORE THE PARCELS SHARE A CONSISTANT COMMON BOUNDARY ALONG THE DYNAMIC CENTERLINE OF THE ROARING FORK RIVER (SEE SURVEY NOTE 7). THE RIVER CENTERLINE METES AND BOUNDS CALLS FOR SAID PARCEL F OF THE TWO RIVERS ROAD ANNEXATION WERE UTILIZED FOR THIS ANNEXATION MAP. THE RECORD DESCRIPTION ON SHEET 1 HAS BEEN UPDATED TO REFLECT THIS CONSISTENT RIVER CENTERLINE METES AND BOUNDS CALL.

ANNEXATION TABLE

PARCEL A	
TOTAL ANNEXATION PARCEL BOUNDARY	505.27 FEET
ONE SIXTH (1/6) PARCEL BOUNDARY	84.21 FEET
CONTIGUOUS TOWN BOUNDARY	85.40 FEET
PARCEL B	
TOTAL ANNEXATION PARCEL BOUNDARY	1290.76 FEET
ONE SIXTH (1/6) PARCEL BOUNDARY	215.13 FEET
CONTIGUOUS TOWN BOUNDARY	219.87 FEET



NOTES: 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 BE BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF CERTIFICATION SHOWN HEREON.

TOWN OF BASALT ANNEXATION MAP OF:
JADWIN ANNEXATION MAP

PARCELS OF LAND SITUATED IN SECTION 7 IN TOWNSHIP 8 SOUTH, RANGE 86 WEST OF THE 6th P.M.
 EAGLE & PITKIN COUNTIES, STATE OF COLORADO
 SHEET 3 OF 3

NOTE: DRAWINGS REDUCED FOR PRINT FROM 24X36 TO 11X17. NOTATED SCALES ARE NOT APPLICABLE.

ANNEXATION PARCEL C PROPERTY DESCRIPTION:

A PARCEL OF LAND SITUATED IN SECTION 7, TOWNSHIP 8 SOUTH, RANGE 86 WEST OF THE SIXTH PRINCIPAL MERIDIAN; ACCORDING TO THE INDEPENDENT RE-SURVEY OF SAID TOWNSHIP AND RANGE, AS APPROVED ON SEPTEMBER 30, 1929 SAID PARCEL BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE BOUNDARY OF THAT PROPERTY DESCRIBED IN RECEPTION NO 560552 OF THE EAGLE COUNTY RECORDS FROM WHICH THE SOUTH QUARTER CORNER OF SAID SECTION 7 BEARS S 38°36'18" E 1217.16 FEET; THENCE LEAVING SAID BOUNDARY LINE S 86°57'21" E 390.32 FEET TO A POINT ON SAID BOUNDARY; THENCE ALONG SAID BOUNDARY THE FOLLOWING THREE (3) COURSES:

1. S 00°01'18" E 579.79 FEET
2. S 88°52'53" W 354.92 FEET
3. N 89°07'29" W 23.29 FEET

THENCE LEAVING SAID BOUNDARY N 01°07'07" W 607.20 FEET TO THE POINT OF BEGINNING; SAID PARCEL OF LAND CONTAINING 227,952 SQUARE FEET OR 5.233 ACRES, MORE OR LESS.

ANNEXATION PARCEL D PROPERTY DESCRIPTION:

A PARCEL OF LAND SITUATED IN SECTION 7, TOWNSHIP 8 SOUTH, RANGE 86 WEST OF THE SIXTH PRINCIPAL MERIDIAN; ACCORDING TO THE INDEPENDENT RE-SURVEY OF SAID TOWNSHIP AND RANGE, AS APPROVED ON SEPTEMBER 30, 1929 SAID PARCEL BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE BOUNDARY OF THAT PROPERTY DESCRIBED IN RECEPTION NO 560552 OF THE EAGLE COUNTY RECORDS FROM WHICH THE SOUTH QUARTER CORNER OF SAID SECTION 7 BEARS S 38°36'18" E 1217.16 FEET; THENCE LEAVING SAID BOUNDARY LINE S 01°07'07" E 607.20 FEET TO A POINT ON SAID BOUNDARY; THENCE ALONG SAID BOUNDARY THE FOLLOWING FOUR (4) COURSES:

1. N 89°07'29" W 168.91 FEET
2. N 04°15'03" W 92.99 FEET
3. N 04°15'03" W 453.80 FEET
4. N 73°18'53" E 206.25 FEET

TO THE POINT OF BEGINNING; SAID PARCEL OF LAND CONTAINING 106,316 SQUARE FEET OR 2.441 ACRES, MORE OR LESS.

ANNEXATION PARCEL E PROPERTY DESCRIPTION:

A PARCEL OF LAND SITUATED IN SECTION 7, TOWNSHIP 8 SOUTH, RANGE 86 WEST OF THE SIXTH PRINCIPAL MERIDIAN; ACCORDING TO THE INDEPENDENT RE-SURVEY OF SAID TOWNSHIP AND RANGE, AS APPROVED ON SEPTEMBER 30, 1929, SAID PARCEL BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE BOUNDARY OF THAT PROPERTY DESCRIBED IN RECEPTION NO. 560552 OF THE EAGLE COUNTY RECORDS FROM WHICH THE SOUTH QUARTER CORNER OF SAID SECTION 7 BEARS S 69°16'48" E 979.87 FEET; THENCE LEAVING SAID BOUNDARY N 65°52'16" W 226.70 FEET TO A POINT ON SAID BOUNDARY; THENCE N 89°58'53" E ALONG SAID BOUNDARY 200.00 FEET; THENCE LEAVING SAID BOUNDARY S 04°15'03" E 92.99 FEET TO THE POINT OF BEGINNING;

SAID PARCEL OF LAND CONTAINING 9,274 SQUARE FEET OR 0.213 ACRES, MORE OR LESS.

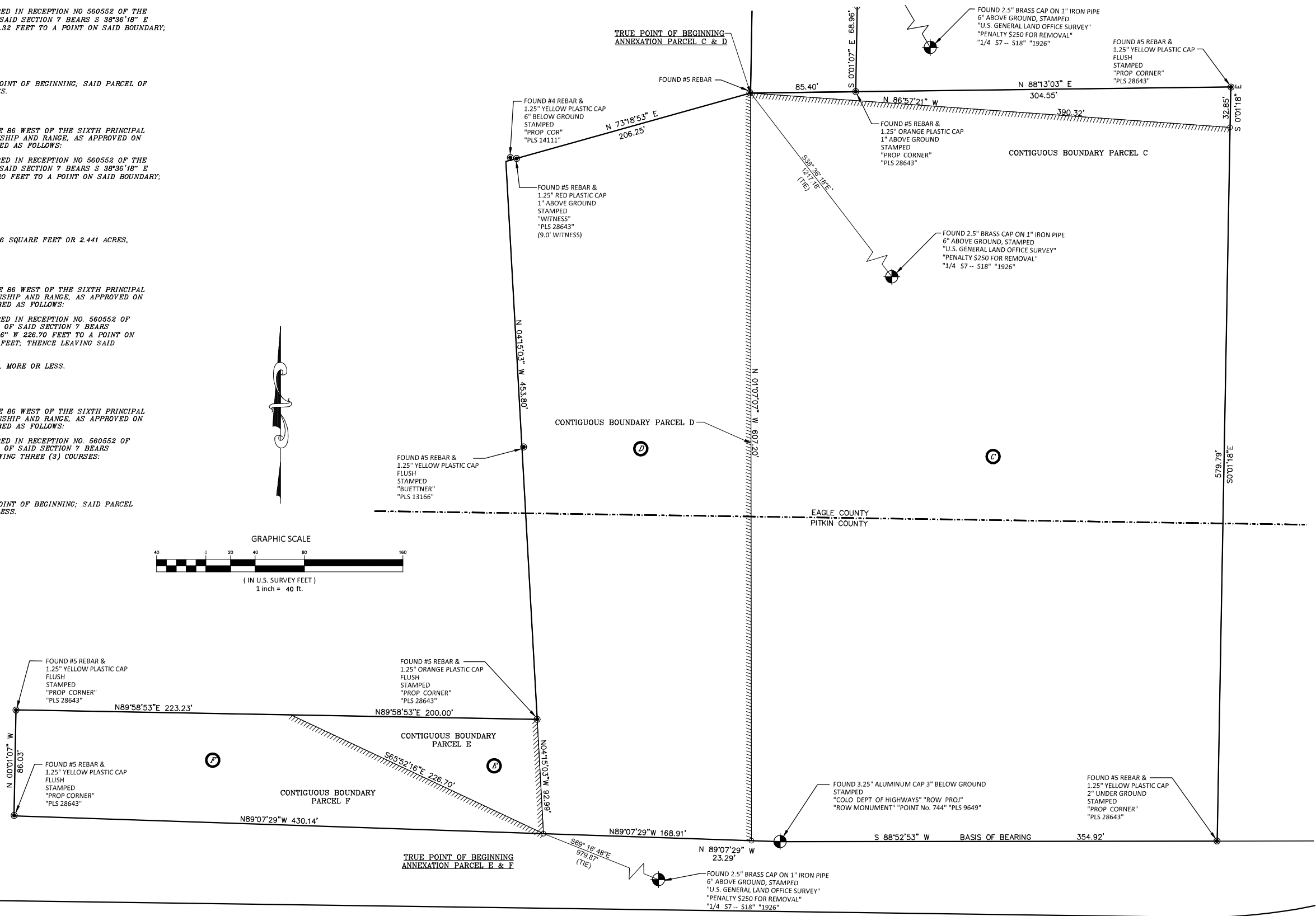
ANNEXATION PARCEL F PROPERTY DESCRIPTION:

A PARCEL OF LAND SITUATED IN SECTION 7, TOWNSHIP 8 SOUTH, RANGE 86 WEST OF THE SIXTH PRINCIPAL MERIDIAN; ACCORDING TO THE INDEPENDENT RE-SURVEY OF SAID TOWNSHIP AND RANGE, AS APPROVED ON SEPTEMBER 30, 1929, SAID PARCEL BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE BOUNDARY OF THAT PROPERTY DESCRIBED IN RECEPTION NO. 560552 OF THE EAGLE COUNTY RECORDS FROM WHICH THE SOUTH QUARTER CORNER OF SAID SECTION 7 BEARS S 69°16'48" E 979.87 FEET; THENCE ALONG SAID BOUNDARY THE FOLLOWING THREE (3) COURSES:

1. N 89°07'29" W 430.15 FEET
2. N 00°01'07" W 86.03 FEET
3. N 89°58'53" E 223.23 FEET

THENCE LEAVING SAID BOUNDARY S 65°52'16" E 226.70 FEET TO THE POINT OF BEGINNING; SAID PARCEL OF LAND CONTAINING 28,852 SQUARE FEET OR 0.662 ACRES, MORE OR LESS.

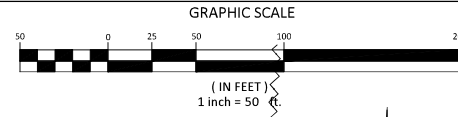


ANNEXATION TABLE

PARCEL C	
TOTAL ANNEXATION PARCEL BOUNDARY	1955.51 FEET
ONE SIXTH (1/6) PARCEL BOUNDARY	325.92 FEET
CONTIGUOUS TOWN BOUNDARY	390.32 FEET
PARCEL D	
TOTAL ANNEXATION PARCEL BOUNDARY	1529.16 FEET
ONE SIXTH (1/6) PARCEL BOUNDARY	254.86 FEET
CONTIGUOUS TOWN BOUNDARY	607.20 FEET
PARCEL E	
TOTAL ANNEXATION PARCEL BOUNDARY	519.69 FEET
ONE SIXTH (1/6) PARCEL BOUNDARY	86.62 FEET
CONTIGUOUS TOWN BOUNDARY	92.99 FEET
PARCEL F	
TOTAL ANNEXATION PARCEL BOUNDARY	966.11 FEET
ONE SIXTH (1/6) PARCEL BOUNDARY	161.02 FEET
CONTIGUOUS TOWN BOUNDARY	226.70 FEET

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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.



EXISTING LEGEND

- 7900--- EXISTING CONTOUR
- XWL--- EXISTING 8" WATER MAIN
- XSA--- EXISTING 8" SANITARY SEWER MAIN
- XETC--- EXISTING ELEC, TELE, CABLE, GAS
- XGAS--- EXISTING GAS
- XUT--- EXISTING UNDERGROUND UTILITY
- XEL--- EXISTING UNDERGROUND ELECTRIC
- XOEL--- EXISTING OVERHEAD ELECTRIC
- XTV--- EXISTING TELEVISION
- XFO--- EXISTING FIBER OPTIC
- XIRR--- EXISTING IRRIGATION PIPE
- XSD--- EXISTING SWALE OR DITCH
- XSD--- EXISTING STORM SEWER

- STBK--- EXISTING SETBACK (DOK)
- ZDI--- EXISTING ZONE OF INFLUENCE
- TOS--- EXISTING TOP OF SLOPE
- X--- EXISTING WIRE FENCE
- X--- EXISTING ROCK WALL

- MH N-1--- EXISTING ELECTRIC MANHOLE
- MH N-2--- EXISTING DRAINAGE DRY-WELL
- MH N-3--- EXISTING SEWER MANHOLE
- MH N-4--- EXISTING TELEPHONE MANHOLE
- MH N-5--- EXISTING UTILITY MANHOLE
- MH N-6--- EXISTING GUY WIRE
- MH N-7--- EXISTING POWER POLE
- MH N-8--- EXISTING FIRE HYDRANT

- MH N-9--- EXISTING WATER VALVE
- MH N-10--- EXISTING CURB STOP
- MH N-11--- EXISTING GAS METER
- MH N-12--- EXISTING ELECTRIC TRANSFORMER
- MH N-13--- EXISTING ELECTRIC METER
- MH N-14--- EXISTING TELEPHONE PEDESTAL
- MH N-15--- EXISTING CATV PEDESTAL
- MH N-16--- EXISTING SEWER CLEANOUT
- MH N-17--- EXISTING LIGHT POLE
- MH N-18--- EXISTING SIGN
- MH N-19--- EXISTING STORM INLET
- MH N-20--- EXISTING FLOW ARROW
- MH N-21--- EXISTING DRAINAGE BASIN

NOTE: DRAWINGS REDUCED FOR PRINT FROM 24X36 TO 11X17. NOTATED SCALES ARE NOT APPLICABLE.



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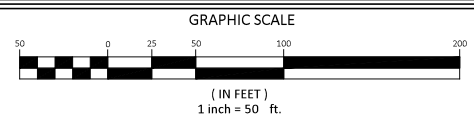
DATE:	4/10/23
JOB NO.	32190
DESIGNED BY	SOH 4/10/23
DRAWN BY	SOH 4/10/23
CHECKED BY	YTN 4/10/23

BLACK MOUNTAIN PUD
BASALT, COLORADO
ANNEXATION/SKETCH PLAN APPLICATION

DATE	REVISION

TITLE
EXISTING CONDITIONS PLAN

DRAWING NO.
C1.0
 85 of 182



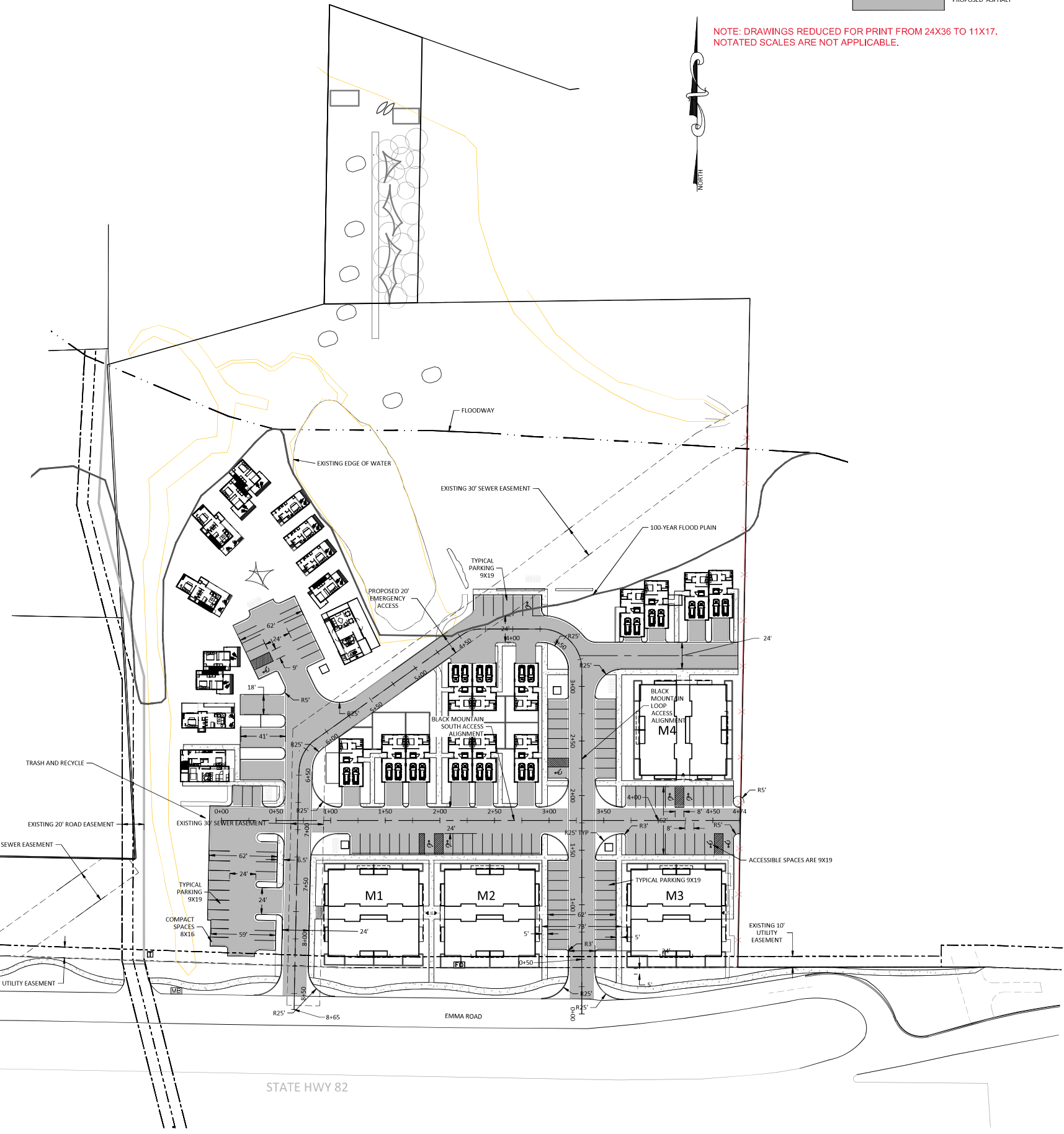
PROPOSED HATCH LEGEND

	PROPOSED CONCRETE
	PROPOSED ASPHALT

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CONCEPTUAL LOT LAYOUT
SCALE: 1"=100'



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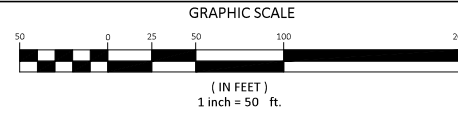
DATE:	5/15/23
JOB NO.	32190
DESIGNED BY	SOH 5/15/23
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CHECKED BY	YTN 5/15/23

BLACK MOUNTAIN PUD
BASALT, COLORADO
ANNEXATION/SKETCH PLAN APPLICATION

DATE	REVISION

TITLE
SKETCH SITE PLAN

DRAWING NO.
C2.0
86 of 182



- PROPOSED HATCH LEGEND**
- PROPOSED CONCRETE
 - PROPOSED ASPHALT
- PROPOSED LEGEND**
- 7900— PROPOSED CONTOUR
 - 8" WL— PROPOSED 8" WATER MAIN
 - 12" WL— PROPOSED 12" WATER MAIN
 - 8" SA— PROPOSED 8" SANITARY SEWER MAIN
 - 12" SA— PROPOSED 12" SANITARY SEWER MAIN
 - ETCO— PROPOSED ELEC, TELE, CABLE, GAS
 - ETC— PROPOSED ELEC, TELE, CABLE
 - GAS— PROPOSED GAS
 - TEL— PROPOSED TELEPHONE
 - UE— PROPOSED UNDERGROUND ELECTRIC
 - OEL— PROPOSED OVERHEAD ELECTRIC
 - TV— PROPOSED CABLE
 - FO— PROPOSED FIBER OPTIC
 - IRR— PROPOSED IRRIGATION PIPE

- SCL— PROPOSED SEDIMENT CONTROL LOG
- SF— PROPOSED SILT FENCE
- — 10 YEAR HGL LINE (PROFILE)
- — 10 YEAR EGL LINE (PROFILE)
- — 100 YEAR HGL LINE (PROFILE)
- — 100 YEAR EGL LINE (PROFILE)
- — EXISTING SURFACE (PROFILE)
- — FINISHED GRADE (PROFILE)
- PROPOSED INLET PROTECTION
- PROPOSED STABILIZED PARKING AREA
- PROPOSED ELECTRIC MANHOLE
- PROPOSED DRAINAGE DRY WELL
- PROPOSED SEWER MANHOLE
- PROPOSED TELEPHONE MANHOLE
- PROPOSED UTILITY MANHOLE
- PROPOSED GUY WIRE
- PROPOSED POWER POLE
- PROPOSED FIRE HYDRANT
- PROPOSED WATER VALVE
- PROPOSED CURB STOP
- PROPOSED GAS METER/VALVE
- PROPOSED ELECTRIC TRANSFORMER
- PROPOSED ELECTRIC METER
- PROPOSED TELEPHONE PEDESTAL
- PROPOSED CATV PEDESTAL
- PROPOSED SEWER CLEANOUT
- PROPOSED FLOW ARROW

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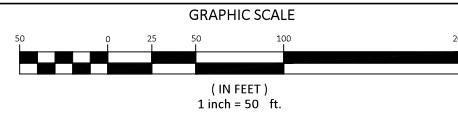
**BLACK MOUNTAIN PUD
 BASALT, COLORADO**

ANNEXATION/SKETCH PLAN APPLICATION

DATE	REVISION

TITLE
 SKETCH GRADING PLAN

DRAWING NO.
 C3.0
 88 of 182



PROPOSED HATCH LEGEND

- PROPOSED CONCRETE
- PROPOSED ASPHALT

PROPOSED LEGEND

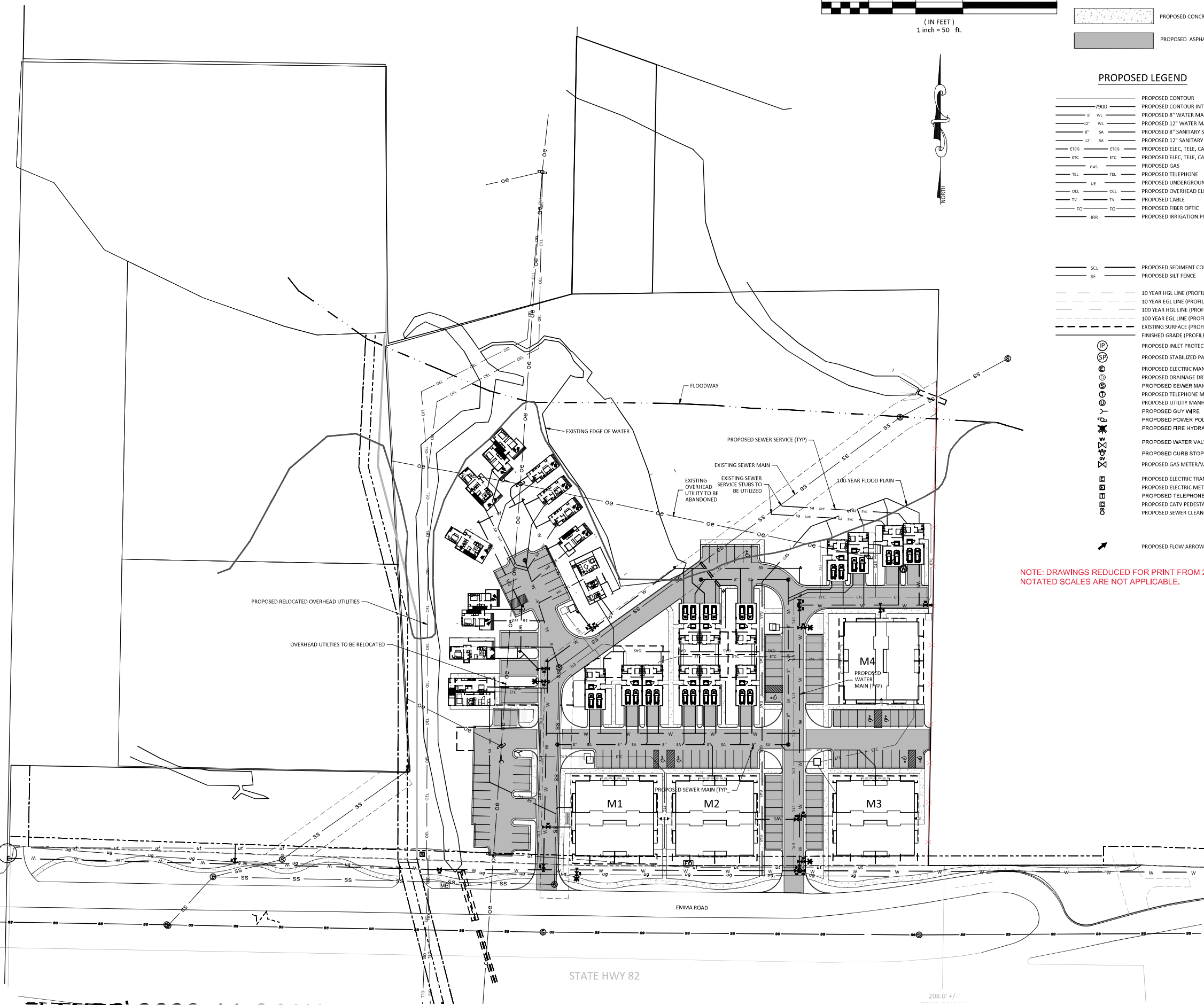
- PROPOSED CONTOUR
- PROPOSED 8" WATER MAIN
- PROPOSED 12" WATER MAIN
- PROPOSED 8" SANITARY SEWER MAIN
- PROPOSED 12" SANITARY SEWER MAIN
- PROPOSED ELEC, TELE, CABLE, GAS
- PROPOSED ELEC, TELE, CABLE
- PROPOSED GAS
- PROPOSED TELEPHONE
- PROPOSED UNDERGROUND ELECTRIC
- PROPOSED OVERHEAD ELECTRIC
- PROPOSED CABLE
- PROPOSED FIBER OPTIC
- PROPOSED IRRIGATION PIPE

- PROPOSED SEDIMENT CONTROL LOG
- PROPOSED SILT FENCE
- 10 YEAR HGL LINE (PROFILE)
- 10 YEAR EGL LINE (PROFILE)
- 100 YEAR HGL LINE (PROFILE)
- 100 YEAR EGL LINE (PROFILE)
- EXISTING SURFACE (PROFILE)
- FINISHED GRADE (PROFILE)

- PROPOSED INLET PROTECTION
- PROPOSED STABILIZED PARKING AREA
- PROPOSED ELECTRIC MANHOLE
- PROPOSED DRAINAGE DRY WELL
- PROPOSED SEWER MANHOLE
- PROPOSED TELEPHONE MANHOLE
- PROPOSED UTILITY MANHOLE
- PROPOSED GUY WIRE
- PROPOSED POWER POLE
- PROPOSED FIRE HYDRANT
- PROPOSED WATER VALVE
- PROPOSED CURB STOP
- PROPOSED GAS METER/VALVE
- PROPOSED ELECTRIC TRANSFORMER
- PROPOSED ELECTRIC METER
- PROPOSED TELEPHONE PEDESTAL
- PROPOSED CATV PEDESTAL
- PROPOSED SEWER CLEANOUT

PROPOSED FLOW ARROW

NOTE: DRAWINGS REDUCED FOR PRINT FROM 24X36 TO 11X17. NOTATED SCALES ARE NOT APPLICABLE.



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JOB NO.	32190
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DRAWN BY	SOH 5/15/23
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**BLACK MOUNTAIN PUD
 BASALT, COLORADO
 ANNEXATION/SKETCH PLAN APPLICATION**

DATE	REVISION

TITLE
 SKETCH UTILITY PLAN

DRAWING NO.
C4.0
 89 of 182



Paul Ficklin
Utility Construction Planner
Colorado Gas
Paul.ficklin@blackhillscorp.com

Black Hills Energy
580 Hwy 92
Delta, Co
81416

March 2, 2023

Re: Black Mountain PUD

To Whom It May Concern:

This letter will confirm that Black Hills Energy will provide Natural Gas Distribution service to the development commonly known as Black Mountain PUD. The developer will be responsible to install a main extension to the new project. Black Hills Energy will install a distribution system capable of serving the demand of the development that lies within the BHE certificated service territory.

This service will be subject to Black Hills Energy tariffs filed with the Colorado Public Utilities Commission and the Black Hills Energy Gas Network Main Extension Policy.

If you have any questions please feel free to contact me.

Sincerely,
Paul Ficklin
Utility Construction Planner
Colorado Gas
Paul.ficklin@blackhillscorp.com
Cell: 970-596-1122



02/28/2023

Stephanie Helfenbein
Sopris Engineering
502 Main Street, Suite A-3
Carbondale, CO 81623
Email: stephanie@sopriseng.com
Cell: (970) 379-9258
Office: (970) 704-0593

RE: Black Mountain PUD

To whom it may concern:

Your request for facilities to Black Mountain PUD is within CenturyLink/Lumen's serving area and will be provided in accordance with all the rates and tariffs set forth by the Colorado Public Utilities Commission.

Connections to CenturyLink/Lumen facilities are contingent upon the customer meeting all the requirements of the Utilities tariffs that are in effect for each requested utility service at the time the application for service is made by the customer and formally accepted by CenturyLink/Lumen. Connection requirements may include provisions for necessary line extensions and/or other system improvements, and payment of all applicable system development charges, recovery agreement charges and other fees or charges applicable to the requested service.

Although CenturyLink/Lumen diligently seeks to expand its facilities as necessary to meet anticipated growth, CenturyLink/Lumen services are provided to eligible customers at the time of connection to the facilities on a "first come, first served" basis after acceptance of the customer's application as described above. In certain instances, our facilities and capacities may be limited. Accordingly, no specific allocations or amounts of CenturyLink/Lumen facilities or supplies are reserved for service to the subject property, and no commitments are made as to the availability of CenturyLink/Lumen service at future times.

Sincerely,

Jason Sharpe
Senior Field Engineer
970-328-8290



April 20th 2023

Stephanie Helfenbein
Project Manager/Principal
Sopris Engineering, LLC

Phone: 970.704.0593
Cell/Text: 970.379.9258

RE: 431 and 519 Emma Rd, Basalt, CO, 81621,

Dear Stephanie Helfenbein

Please accept this letter as confirmation of Comcast Cable Corporation ability to provide cable service to the captioned location. The provision of service is contingent upon successful negotiations of an agreement between the developer and Comcast Cable Corporation.

If you have any questions at all, please contact me with the information below.

Sincerely,

Brett Westphall
Construction Specialist
720-979-1921
Brett_Westphall@comcast.com

This letter is not intended to give rise to binding obligations for either party. Any contractual relationship between the parties will be the result of formal negotiations and will only become effective upon execution of the contract by representatives of the parties authorized to enter into such agreements. During any negotiations, each party will bear its own costs and will not be responsible for any costs or expenses of the other party, unless separately agreed to in writing.



3799 HIGHWAY 82 · P.O. BOX 2150
GLENWOOD SPRINGS, COLORADO 81602
(970) 945-5491 · FAX (970) 945-4081

2/28/23

Jadwin Park LLC
Attn: Bridger Smith
PO Box 8616
Aspen, CO. 81612

RE: Black Mountain PUD

Dear Mr Smith,

The above mentioned development is within the certified service area of Holy Cross Energy.

Holy Cross Energy has adequate power supply to provide electric power to the development, subject to tariffs, rules and regulations on file. Any power line enlargements, relocations, and new extensions necessary to deliver adequate power to and within the development will be undertaken by Holy Cross Energy upon completion of appropriate contractual agreements and subject to necessary governmental approvals.

Additionally, due to current economic conditions, Holy Cross Energy is not stocking the quantity of construction materials as in past years. If your project is slated for construction this year, please advise us as soon as possible. You will need to enter into agreements with Holy Cross Energy, and pay for the project, sufficiently in advance of construction to avoid possible delays while materials are procured. The currently estimated lead time for procurement of materials is around 12 weeks.

Please advise when you wish to proceed with the development of the electric system for this project.

Keith Hernandez

Keith Hernandez
Senior Utility Tech



HOLY CROSS ENERGY

3799 HWY 82 · P.O. Box 3350, Glenwood Springs, CO 81602
Phone: 970-947-5439 · Fax: 970-947-5480

Monday – Thursday 7:00 a.m. to 5:30 p.m. MST

Holy Cross Energy provides safe, reliable, affordable and sustainable energy and services that improve the quality of life for our members and their communities.

Holy Cross Energy is an equal opportunity provider and employer.

BASALT BLACK MOUNTAIN – 71-53 - W/O 24853

BLACK MOUNTAIN

Traffic Impact Study

Prepared for:

Mr. Bridger Smith
Smithbuilt
PO Box 8616
Aspen, CO 80612

Prepared by:

Felsburg Holt & Ullevig
6400 S. Fiddlers Green Circle, Suite 1500
Greenwood Village, CO 80111
303.721.1440

Project Manager: Richard R. Follmer, PE, PTOE



FHU Reference No. 122629-01

April 2023

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- Appendix E. Analysis Worksheets – Long-Range Background Conditions
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I. INTRODUCTION

A new residential project is being proposed along the north side of Emma Road in the Town of Basalt, Colorado, with a mix of multifamily dwelling units, short-term rental cabins, and camping sites for fly fishing. A daycare center is also being proposed for the site. The project is specifically located along Emma Road to the west of Midland Avenue. Emma Road parallels State Highway (SH) 82 and provides direct access to a few residential properties, while also accommodating access for the Basalt Sanitation District Waste Water Treatment Plant.

Emma Road has some unique characteristics. It is used for a portion of the Emma Trail, which continues to the east and west of the project site. Adjacent to the site, Emma Road includes a one-way entrance ramp onto westbound SH 82 that provides convenient access for Emma Road users and for surrounding neighborhoods and businesses that want to proceed toward the west on SH 82.

The project, called Black Mountain, is proposed to include 70 multifamily homes, 11 short-term rental cabins, 7 seasonal tent pads, along with a 3,500 square foot (sf) daycare center. The Black Mountain development site is an integral part of the *2020 Basalt Master Plan*.

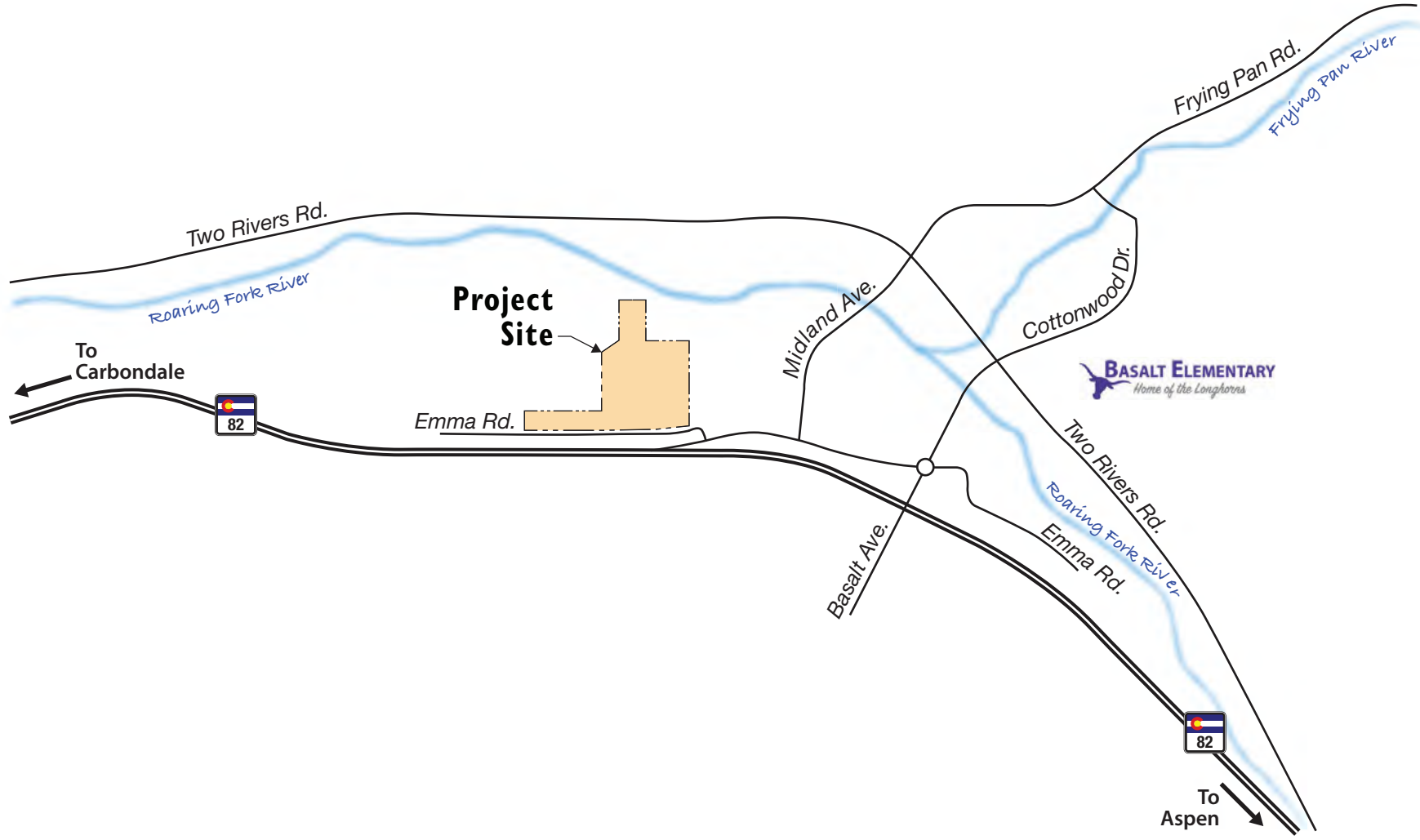
Vehicular access for the project is being proposed along Emma Road at two access points associated with the residential land uses, along with a one-way pair of access proposed for the daycare facility. **Figure I** shows the location of the project site in relation to the surrounding roadway network.

The purpose of this Traffic Impact Study (TIS) is to determine the anticipated traffic volumes associated with the proposed development and the impact it will have to the adjacent roadway network. Per discussions with the Town of Basalt and the Colorado Department of Transportation (CDOT), operational analyses are concentrated at four intersections surrounding the project site: 1) SH 82 at Basalt Avenue, 2) Emma Road at Basalt Avenue, 3) Emma Road at Midland Avenue, and 4) the Emma Road intersection adjacent to the westbound SH 82 entrance ramp.

The following specific elements are included in this TIS:

- Daily traffic volume data
- AM and PM peak hour vehicle turning movements at the four project intersections
- Evaluation of existing operational conditions
- Estimates of Background traffic volumes for Build-Out of the site (2026) and a Long-Range analysis, which is 20 years beyond the Build-Out timeframe (2046)
- Evaluation of projected Background operational conditions for the Build-Out and Long-Range timeframes
- Trip generation estimates for the proposed land uses
- Analysis of project impacts and access evaluation for the Build-Out and Long-Range periods
- Evaluation of potential auxiliary lane or geometric requirements
- Recommendations for improvements

The following sections of this report provide specific information on each of these issues.



II. EXISTING CONDITIONS

II.A. Land Use

Black Mountain is proposing to construct the residential land uses and daycare center along the north side of Emma Road approximately 900' to the west of Midland Avenue in the Town of Basalt, Colorado. Surrounding this parcel are a variety of existing land uses.

West – A few residential homes exist directly adjacent to the Black Mountain property, with some vacant land and the Basalt Sanitation District Waste Water Treatment Plant to the west of these homes.

East – A private residence is located on what is called the Stott property. Directly to the east of the Stott property and along the west side of Midland Avenue is a US Post Office and the Basalt Regional Library. On the east side of Midland Avenue is a mobile home residential community with a few commercial businesses along Emma Road to the east of the roundabout.

Northeast – To the northeast of the project site are many Basalt residential dwelling units and commercial businesses along Midland Avenue and Two Rivers Road. The Basalt Elementary and Middle Schools are located directly to the east of the project site adjacent to the Basalt Avenue/Cottonwood Drive/Two Rivers Road intersection.

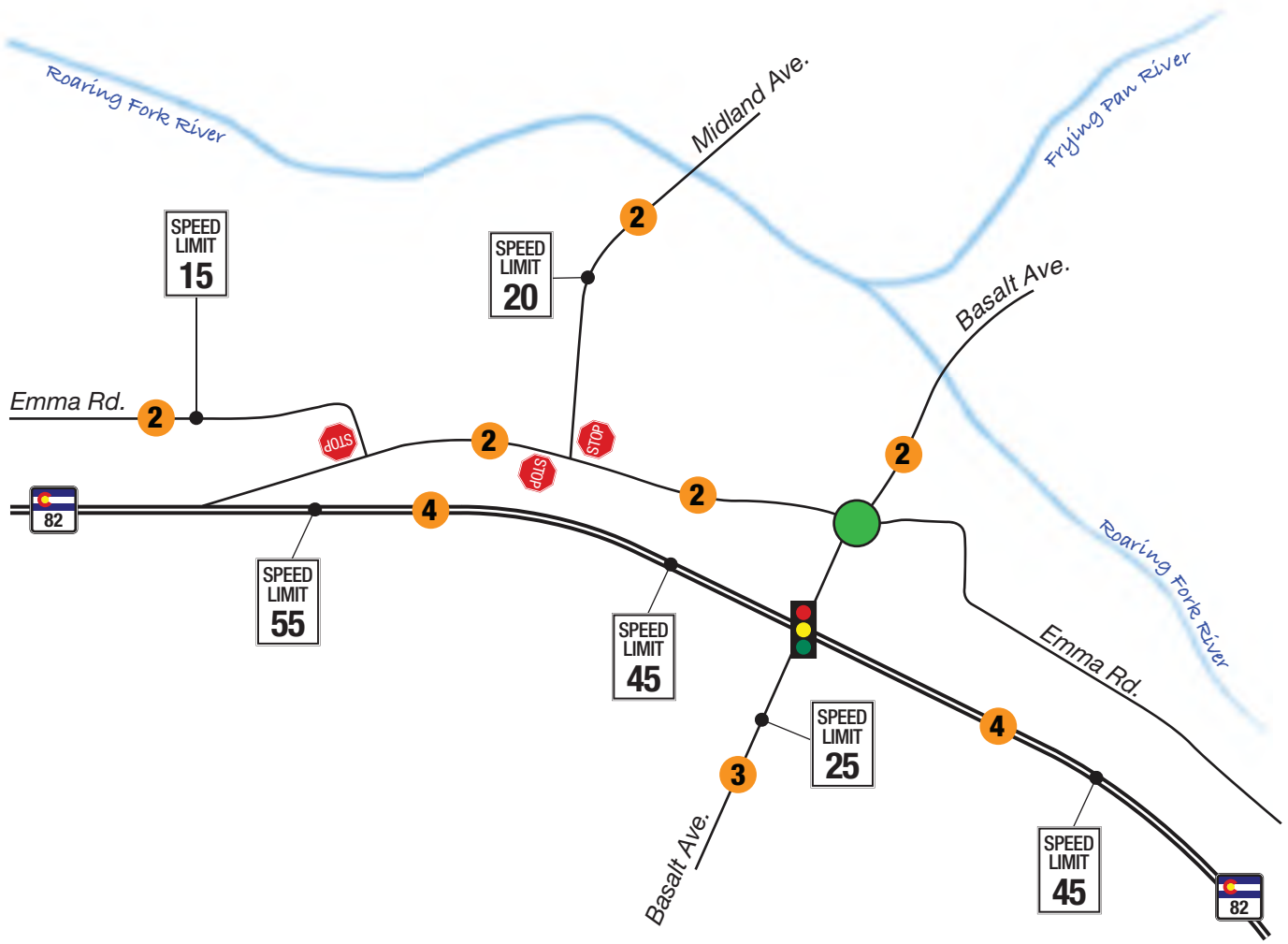
South/Southeast – Residential and commercial parcels also exist along either side of Basalt Avenue to the south of SH 82. Undeveloped land exists directly to the south of the Black Mountain boundary across SH 82. Access to Basalt High School is obtained along Basalt Avenue and Southside Drive.

Surrounding Basalt – Most of the land surrounding the Town of Basalt consists of mountainous terrain, with several communities lining the SH 82 corridor between Carbondale and Aspen.

II.B. Roadway System

The existing roadway system in the study area includes the following primary facilities (see **Figure 2**):

- **SH 82**, a four-lane regional highway, provides travel continuity between Glenwood Springs and Aspen, with further connectivity over Independence Pass toward US 24 near Leadville. SH 82 is a CDOT owned and maintained roadway with classification as an Expressway. Left turn and right turn auxiliary lanes exist at its intersection with Basalt Avenue, which is controlled by a traffic signal. The posted speed limit is 55 miles per hour (mph) near the project site with a reduction to 45 mph at the Basalt Avenue intersection. To the west of Basalt Avenue is a one-way entrance ramp for vehicles on Emma Road to proceed onto westbound SH 82.
- **Basalt Avenue** is a two-lane street with connections to the north and south of SH 82 into varying Town of Basalt areas where many residential and commercial destinations exist. Directly to the north of SH 82 is a single lane roundabout that connects Basalt Avenue to Emma Road. The posted speed limit to the south of SH 82 is 25 mph; none was evident to the north of SH 82.
- To the west of Basalt Avenue is **Midland Avenue**, a two-lane Town street with immediate access to the US Post Office and Basalt Regional Library adjacent to Emma Road. Midland Avenue proceeds north across the Roaring Fork River with connection to Two Rivers Road and varying residential and commercial businesses. The posted speed limit on Midland Avenue is 20 mph.
- **Emma Road** is a 2-lane street with an east/west orientation. It extends from west of the project site (a dead-end) to east of the Basalt Avenue roundabout. A posted speed limit was not evident near Midland Avenue, but it is posted for 15 mph adjacent to Black Mountain. Emma Road has stop signs on its east/west approaches at Midland Avenue.



LEGEND

- = Number of Through Lanes
- = Posted Speed Limit
- = Stop Sign
- = Traffic Signal
- = Roundabout

II.C. Traffic Volumes

Peak hour traffic volumes on a typical weekday were recorded at the four project intersections noted in **Section I**. 24-hour (daily) traffic data was recorded at the Emma Road entrance ramp onto westbound SH 82, while daily traffic volume data for SH 82 was obtained from CDOT's Online Transportation Information System (OTIS), which includes pre-Covid 19 vehicle levels from July 2018 and 2019. Vehicle movements along SH 82 were over 26,500 vehicles per day (vpd) on either side of Basalt Avenue. Intersection movements have the following characteristics:

- East/west through movements on SH 82 varied significantly with high directionality. Recorded eastbound movements during the AM peak hour exceeded 1,400 vehicles per hour (vph), while the westbound through movement was only about 300 vph. The opposite was true during the PM peak hour when eastbound movements were approximately 350 vph, with westbound movements being over 1,600 vph. East/west peak hour movements at the Basalt Avenue intersection have been adjusted to reflect month-to-month fluctuations (an increase of 12.1 percent).
- Auxiliary lane movements to/from SH 82 at the Basalt Avenue intersection were typically less than 200 vph with several being less than 100 vph. The highest level was during the AM peak hour with 313 vph recorded completing an eastbound right turn movement, possibly toward Basalt High School.
- Vehicle movements through the Basalt Avenue/Emma Road roundabout exceeded 100 vph in only a few cases, with several movements being less than 25 vph. The highest levels were from northbound Basalt Avenue to westbound Emma Road, which reflects movements toward Midland Avenue and/or towards Two Rivers Road. This movement ranged from about 130 vph to 145 vph.
- The Emma Road/Midland Avenue intersection had vehicle movements of about 200 vph or less with the highest level being the southbound right turn onto westbound Emma Road during the PM peak hour (westbound toward SH 82 via the entrance ramp).
- The Emma Road intersection directly to the east of the westbound entrance ramp onto SH 82 had significantly less volume than other intersections, being six (6) vph or less for any of the turning movements.

Traffic volumes are shown on **Figure 3**, and the recorded traffic data are provided in **Appendix A**.

II.D. Traffic Operations

Traffic operational analyses were conducted for the study area intersections using procedures documented in the *Highway Capacity Manual*, 2016. From these analyses, a key measure or "level of service" rating of the traffic operational conditions is obtained. Level of service (LOS) is a qualitative assessment of traffic operational conditions within a traffic stream in terms of the average stopped delay per vehicle at a controlled intersection.

Levels of service are described by a letter designation ranging from LOS A to F, with LOS A representing essentially uninterrupted flow, while LOS F represents a breakdown in traffic flow with noticeable congestion and delay. Unsignalized, or stop sign-controlled, intersection capacity analyses produce LOS results for each movement that must yield to conflicting traffic at the intersection, while intersections with traffic signals can identify LOS for individual movements and for an entire intersection. **Appendix B** summarizes LOS criteria for both unsignalized (stop sign-controlled) and signalized intersections.

The Synchro traffic analysis software program was used to analyze traffic operations at the study intersections. **Figure 4** shows the lane geometry, traffic control, and LOS results for existing traffic conditions.

LEGEND

- XXX(XXX) = AM(PM) Peak Hour Traffic Volumes
- XXXX = Daily Traffic Volumes
- = Roundabout

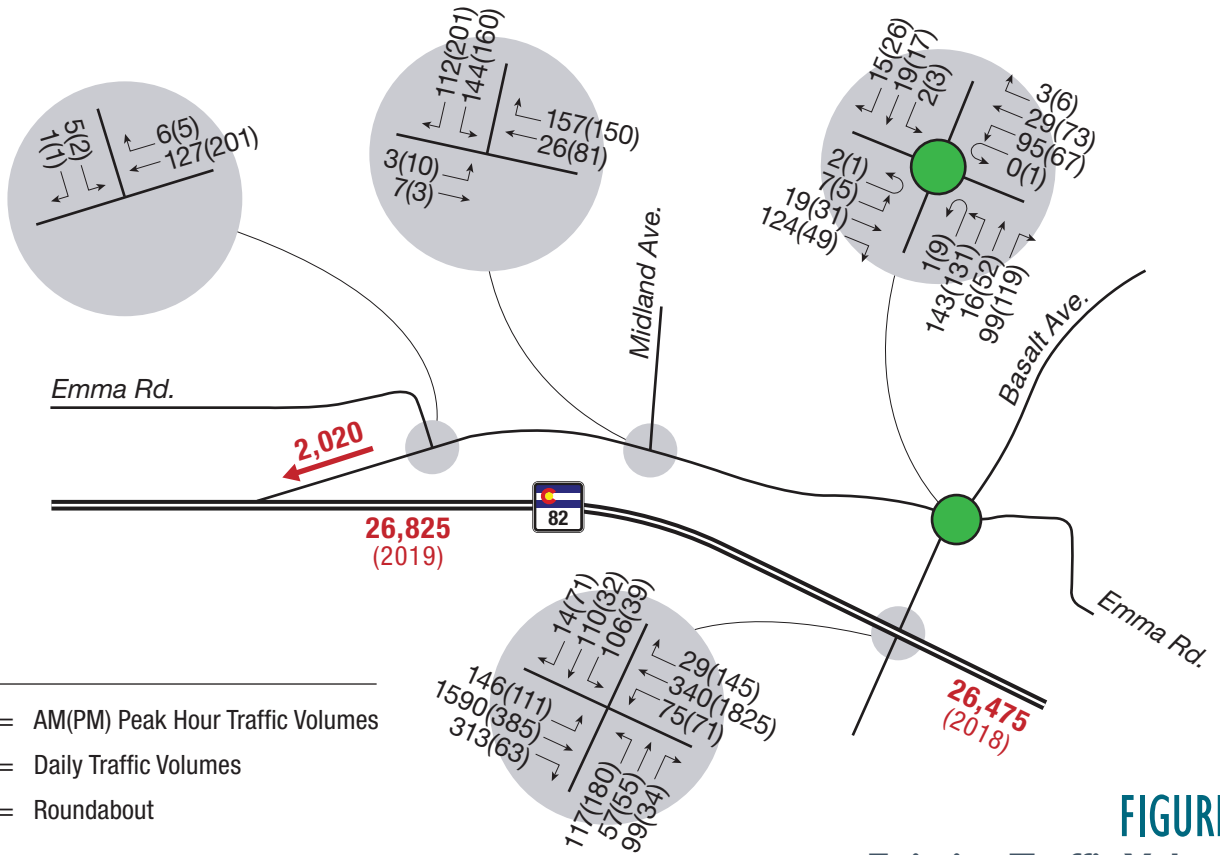


FIGURE 3
Existing Traffic Volumes

LEGEND

- x/x = AM/PM Peak Hour Critical Movement Level of Service
- X/X = AM/PM Peak Hour Signalized Intersection Level of Service
- ↔ = Lane Assignment
- STOP = Stop Sign
- 🚦 = Traffic Signal
- = Roundabout

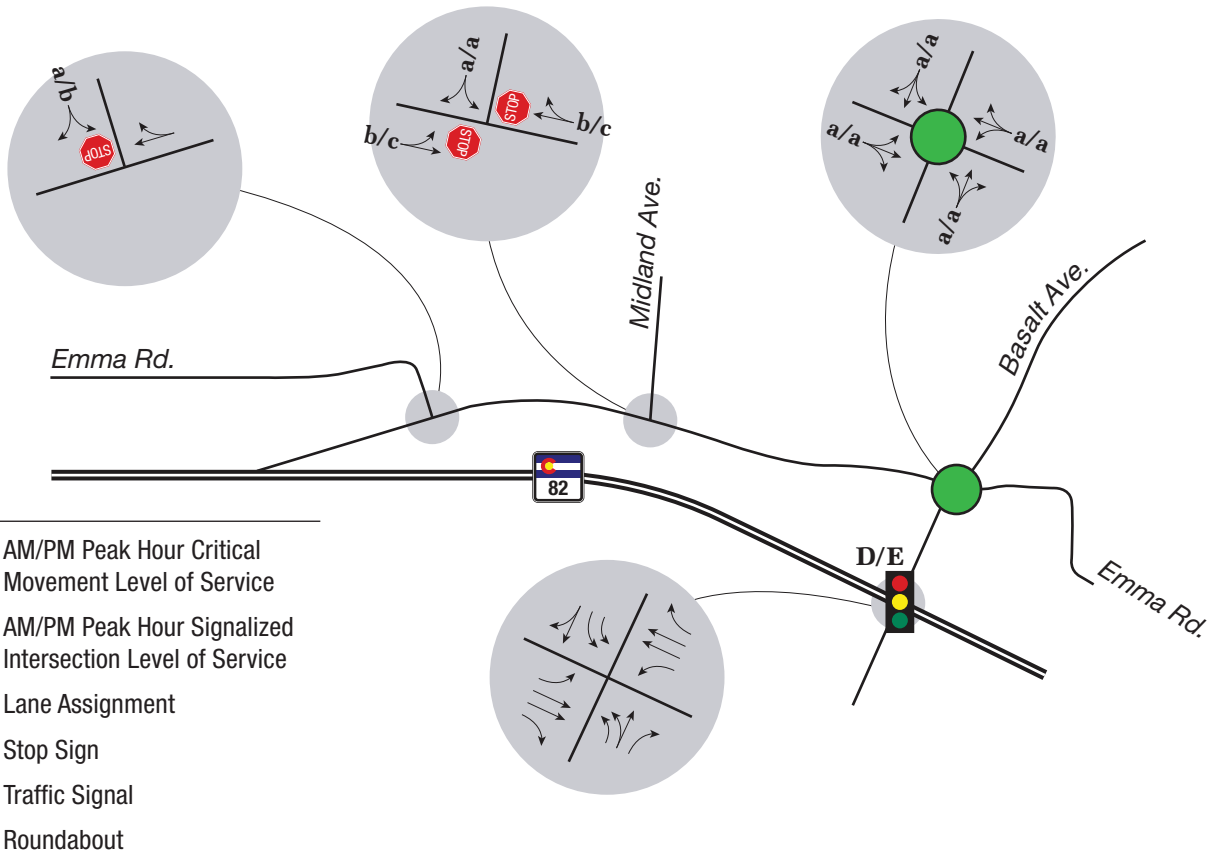


FIGURE 4
Existing Operational Conditions

Analysis results find that each intersection movement controlled by stop signs operates at LOS C or better during both peak hours, with the Emma Road/Basalt Avenue roundabout operating at LOS A during both analysis periods. LOS C means that each motorist will experience an average of >15 seconds to 25 seconds of delay each time they come to a stop sign. LOS A represents 10 seconds or less of delay.

The SH 82/Basalt Avenue traffic signal operates at LOS D during the AM peak hour and at LOS E during the PM peak hour, representing an average vehicle delay of >35 seconds to 55 seconds and >55 seconds to 80 seconds, respectively. Analysis of operations at this traffic signal is based on signal timing information provided by CDOT Region 3 staff.

Each delay parameter is considered acceptable for weekday peak hour conditions. However, it must be noted that some of the northbound and southbound movements onto or across SH 82 do not operate as well. Certain movements are currently operating at LOS E or F (LOS E = >55 seconds to 80 seconds and LOS F = >80 seconds of delay) as follows:

AM Peak Hour

- Northbound Through and Left Turn Movements = LOS F
- Southbound Through and Left Turn Movements = LOS E

PM Peak Hour

- Northbound Through and Left Turn Movements = LOS F
- Southbound Left Movement = LOS E

Capacity analysis worksheets for existing traffic conditions are included in **Appendix C**.

II.E. Crash Data

CDOT provided crash data at the SH 82/Basalt Avenue intersection and along the Emma Road entrance ramp onto westbound SH 82. The crash information is for a five-year period from January 1, 2016, through December 31, 2020, the latest available 5-year period. A summary follows.

SH 82/Basalt Avenue Intersection

- Total of 24 reported crashes – 17 Property Damage Only (PDO) and 7 Injury crashes for an average of approximately one every 2.5 months.
- Of the 24 crashes, the majority were Rear-End crashes (14), followed by Broadside (4), Sideswipe (same direction – 3; opposite direction – 1), Guardrail (1), and Other Object (1).
- 16 were at the intersection and 8 were intersection related (e.g., possibly due to long vehicle queues).
- Only four were related to snowy (2) or icy (2) conditions.
- The crash rate was 10.33 per every million vehicle miles traveled.

Emma Road Entrance Ramp Onto Westbound SH 82

- A total of three reported crashes in the *westbound* direction – 1 PDO and 2 Injury crashes for an average of approximately one every 20 months.
- Of the three crashes, two were Rear-End (the Injury crashes) and the PDO crash was with vehicle cargo/debris.
- Two crashes (one PDO and one Injury) occurred at Mile Marker (MM) 22.6, which is about 250' from the end of the entrance ramp. The other crash occurred at MM 22.7, which is about midpoint of the entrance ramp.
- The PDO crash involved three vehicles, while the Injury crashes each involved two vehicles.
- One of the two Injury crashes identified the cause as being asleep at the wheel; the other one did not have a specific cause identified.

III. BACKGROUND CONDITIONS

III.A. Projected Development Timeframes

This section includes projected traffic volumes and operational conditions for two Background scenarios, i.e., conditions *without* construction of Black Mountain: 1) the projected Build-Out timeframe for the project (anticipated in 2026), and 2) the Long-Range planning horizon after project Build-Out (2046).

III.B. Roadway Network

Given the current level of vehicle activity along SH 82 and nearby streets, the capacity of these streets and intersections is deemed sufficient to meet the vehicle demands by Build-Out of Black Mountain. Analysis of the Long-Range planning horizon that follows determines the potential improvements for these streets and intersections.

III.C. Background Traffic Volumes

Methodology – To properly predict growth in traffic volumes over time, certain historical data are necessary to understand. To that end, the OTIS database was researched and it was found that the predicted 20-year growth factor on SH 82 is 21 percent to the west of Basalt Avenue and 14 percent to the east of Basalt Avenue, which equates to compounded annual growth rates of 0.96 percent and 0.66 percent. These compounded rates were used to estimate the total amount of predicted growth in Background traffic for the two analysis timeframes.

Build-Out (2026) – For a completed construction timeframe of four years, the total amount of projected growth would be 3.9 percent to the west of Basalt Avenue and 2.7 percent to the east of Basalt Avenue. These growth levels were applied to the existing traffic volumes of **Figure 3** and the projected vehicle movements along and to/from SH 82 as shown on **Figure 5**.

Long-Range Planning Horizon (2046) – Similarly, Background traffic volume projections can be extrapolated to 2046 to estimate their levels for the Long-Range planning horizon (25.7 percent to the west of Basalt Avenue and 17.0 percent to the east). **Figure 6** shows estimates of Long-Range traffic volumes for Background conditions.

Discussion – While these growth levels are reasonable to apply to vehicle movements along SH 82, traffic growth through Town of Basalt intersections may not see the same level of growth given the more built-out nature of the Town. As such, and based only on engineering judgment, vehicle movements at the three other study intersections were increased one-half of the average increases on SH 82.

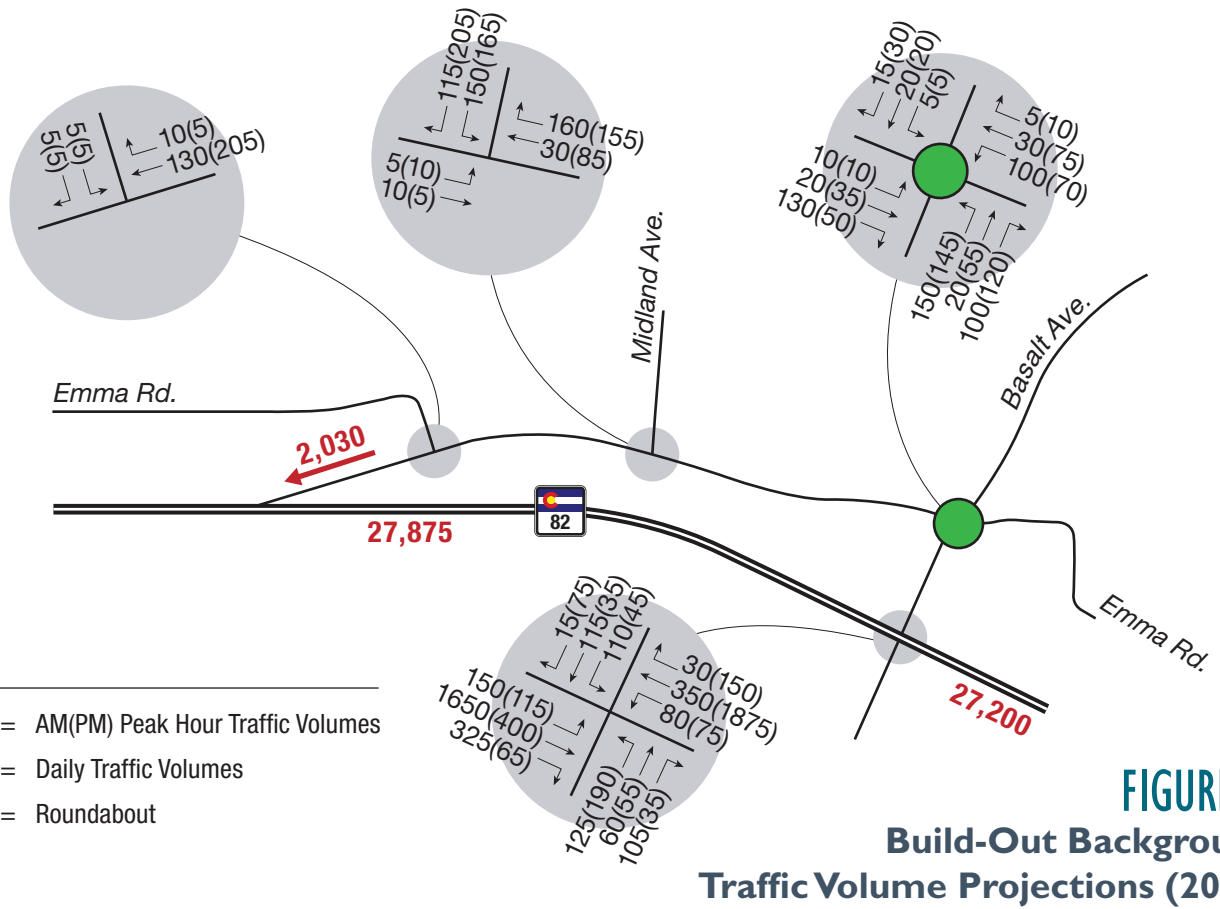


FIGURE 5

Build-Out Background Traffic Volume Projections (2026)

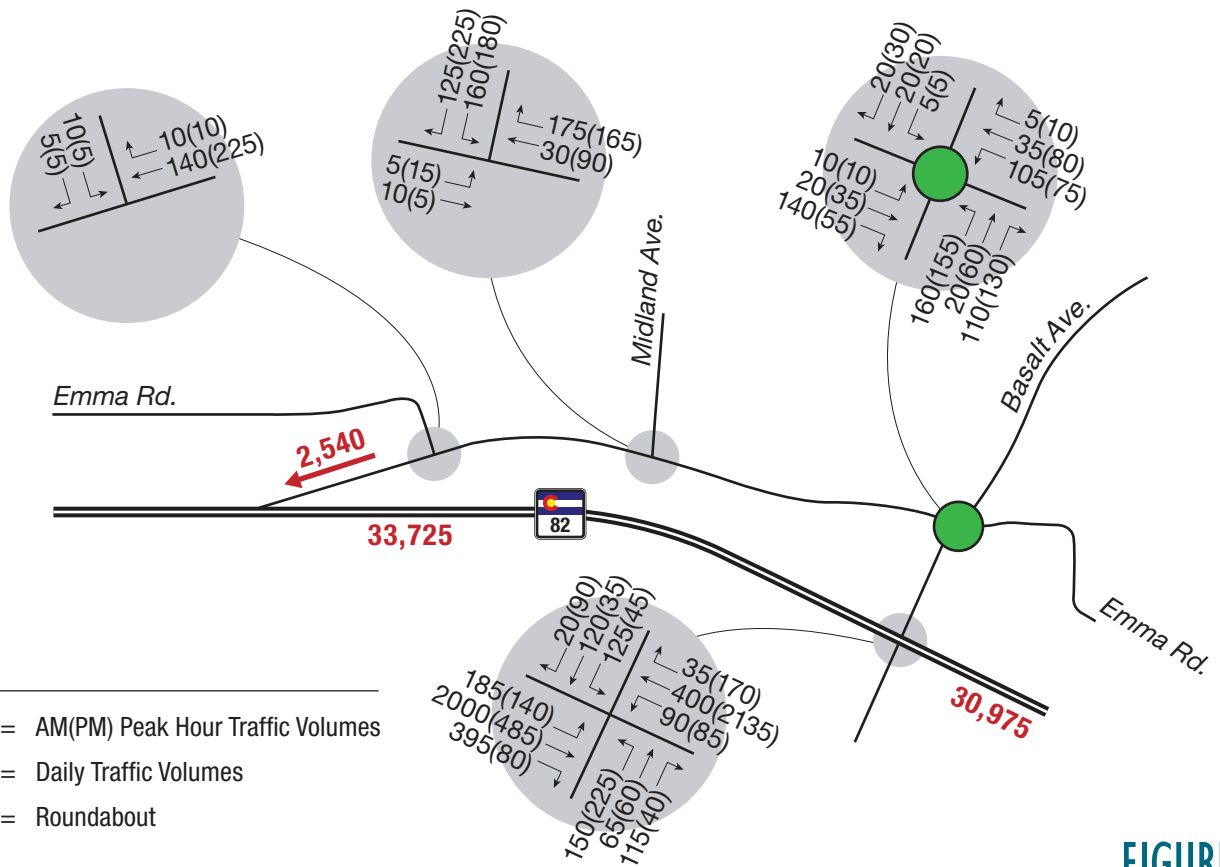


FIGURE 6

Long-Range Background Traffic Volume Projections (2046)

III.D. Traffic Control and Intersection Operations

Background traffic operational conditions are based on HCM methodologies as outlined in **Section II.D**. No changes to intersection geometry or traffic control are assumed for this analysis.

Analysis Results

Vehicle turning movements are projected to continue to operate well in Year 2026 during the AM and PM peak hours. Only two LOS changes occur, being the eastbound movement at Midland Avenue during the AM and PM peak hours (LOS B to LOS C and LOS C to LOS D, respectively). For the Long-Range condition (2046), a few stop-sign controlled movements will see reductions in LOS. It is projected that an additional through lane will be needed on SH 82 in both directions. With this addition and some modifications to traffic signal green time allocations, LOS D can occur during both peak hours. **Figure 7** and **Figure 8** show LOS results, and **Appendix D** and **Appendix E** include the analysis worksheets.

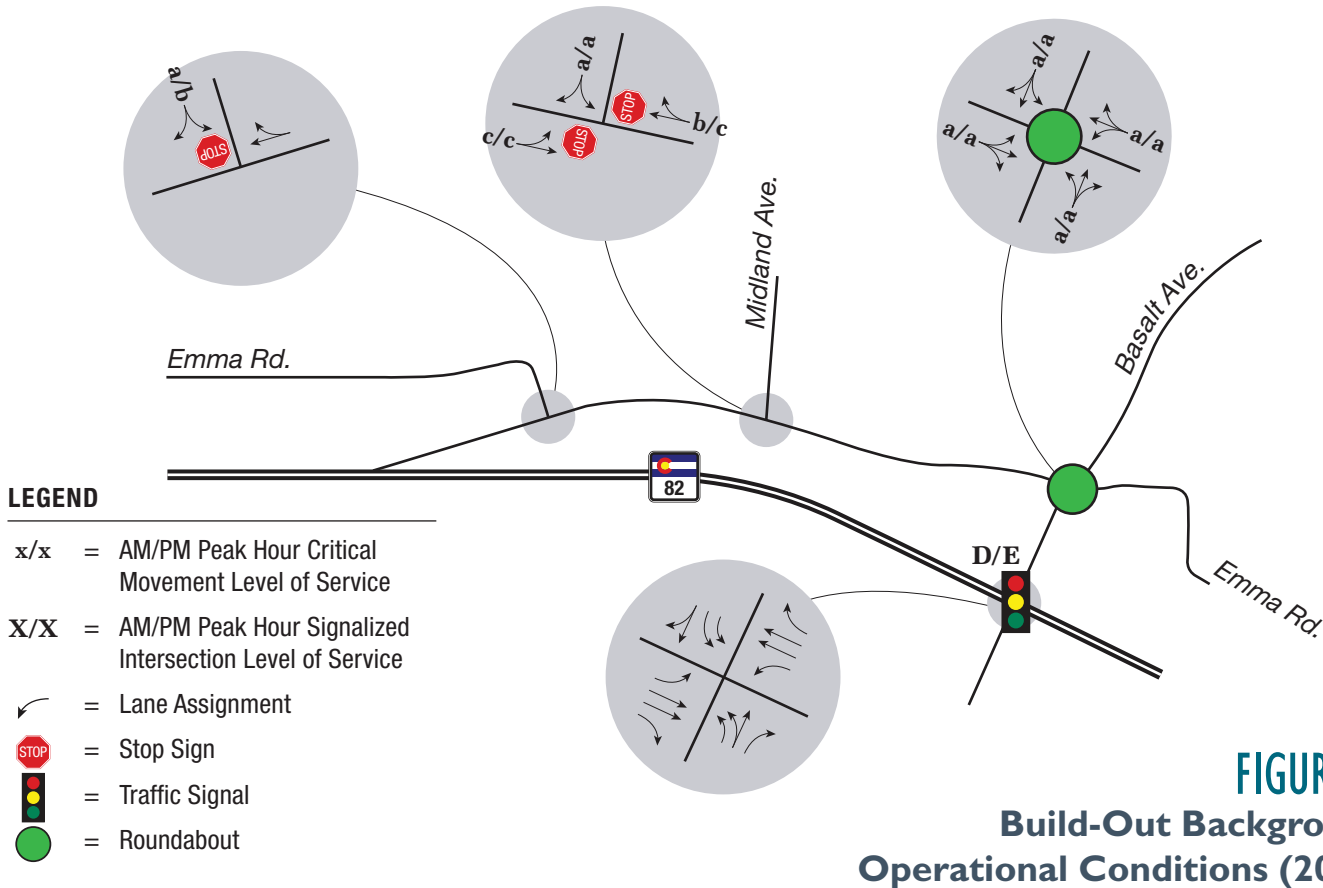


FIGURE 7
Build-Out Background
Operational Conditions (2026)

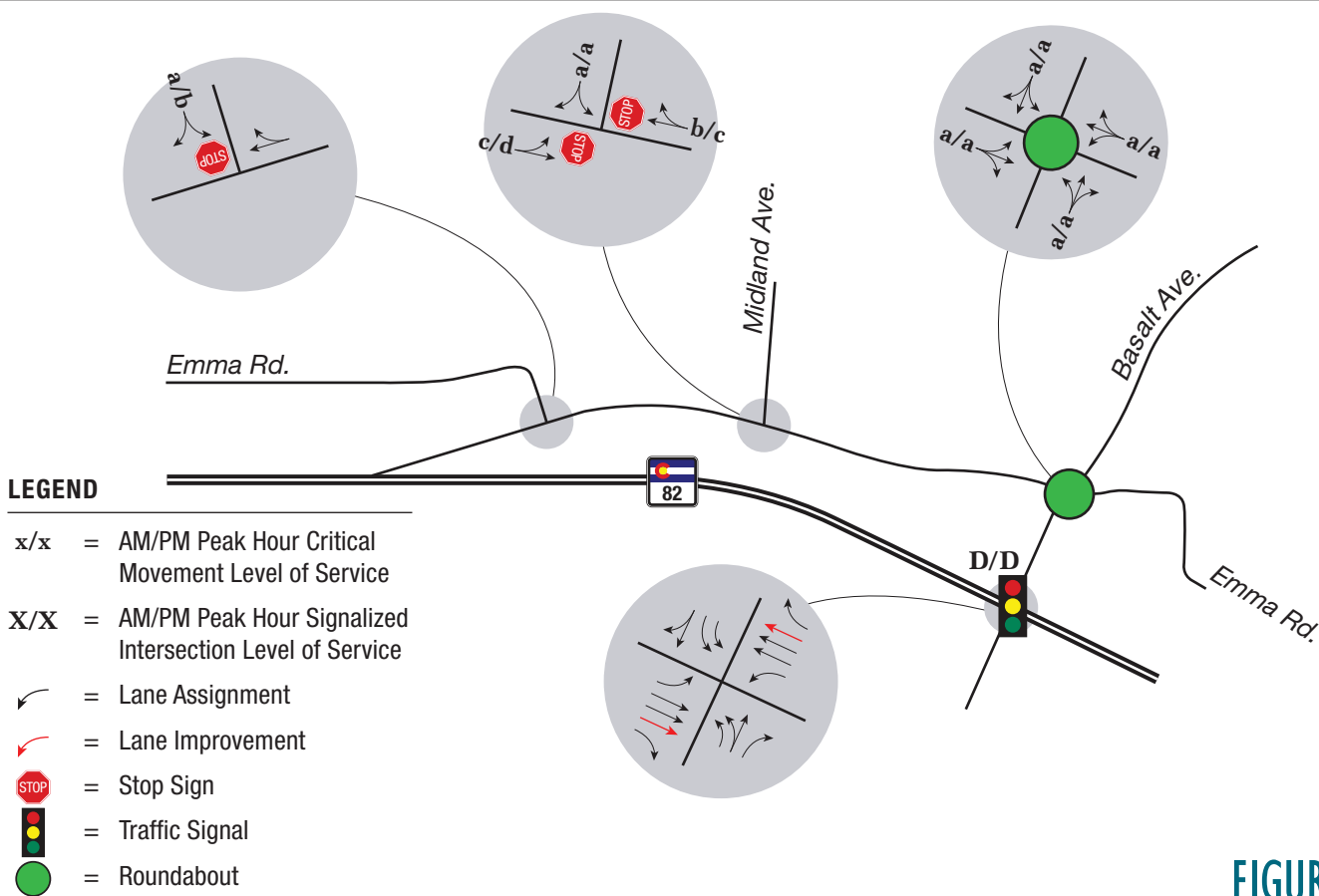


FIGURE 8
Long-Range Background
Operational Conditions (2046)

IV. PROPOSED CONDITIONS

This section summarizes the proposed land uses, daily and peak hour traffic volume projections for the Build-Out and Long-Range scenarios, operational analyses for both time periods, and recommended infrastructure improvements for Build-Out and Long-Range time periods.

IV.A. Land Use

Black Mountain is planning to construct 70 multifamily homes, 11 short-term rental cabins, 7 seasonal tent pads, along with a 3,500 square foot (sf) daycare center on their property located along Emma Road to the west of Midland Avenue in Basalt, Colorado. **Figure 9** represents the proposed site plan.

IV.B. Project Access

Access for Black Mountain is being proposed at four locations, each along Emma Road. The easternmost access will be used primarily for access to the proposed townhomes, while a mid-point access can also serve the townhomes, but will be the travel route for trips to the short-term rental cabins and for the tent sites.

A one-way pair of driveways is proposed for the daycare facility in the westernmost portion of the project site. Each access point will have a “T” configuration.



IV.C. Trip Generation Estimates and Trip Assignment

Trip Generation – Table I includes the trip generation estimates for the construction of Black Mountain. These estimates are based on information contained in *Trip Generation*, 11th Edition, by the Institute of Transportation Engineers (ITE), 2021.

Table I. Black Mountain Trip Generation Estimates

Land Use	Unit	Size	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Townhomes ¹	DU	70	524	11	34	45	32	19	51
Short-Term Rental Cabins ²	DU	11	37	4	7	11	7	7	14
Tent Pad ²	Sites	7	23	4	6	10	7	6	13
Daycare Center ³	SF	3,500	60	6	5	11	2	2	4
Subtotals			644	25	52	77	48	34	82
Internal Capture (5%)			-32	-1	-3	-4	-2	-2	-4
Multimodal (15%)			-97	-4	-8	-12	-7	-5	-12
TOTALS			515	20	41	61	39	27	66
¹ Land Use Code 220 (Multifamily Housing [Low-Rise]) ² Land Use Code 320 (Motel) ³ Land Use Code 565 (Day Care Center)									

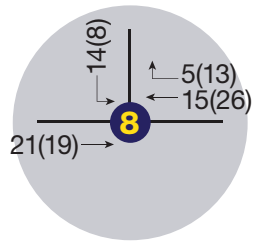
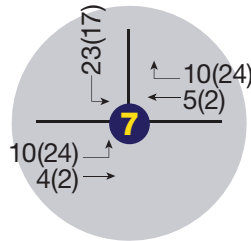
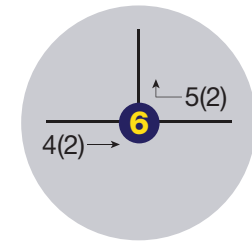
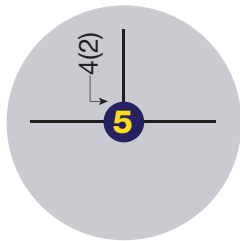
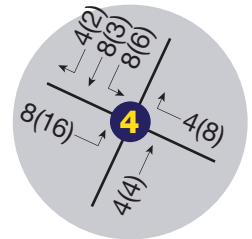
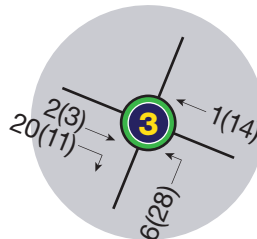
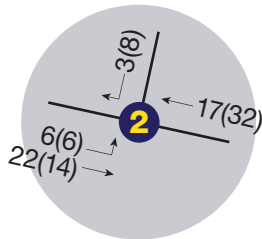
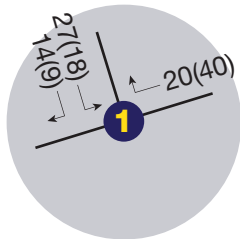
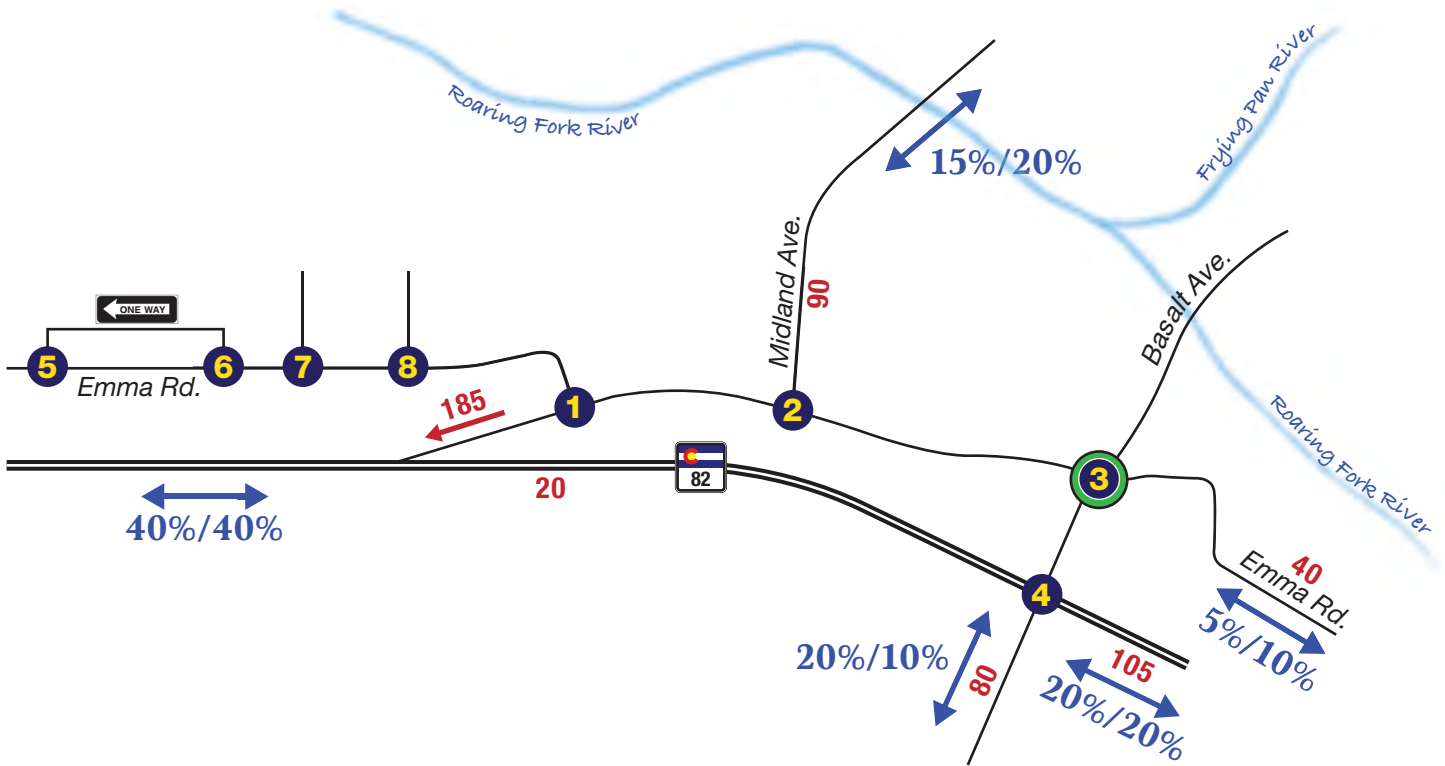
Short-Term Rental Cabins and Tent Pads – Trip Generation Discussion

– Given the unique nature of these two land uses, it is projected that their trip-making potential can be compared to a motel land use since the occupancy for the cabins and tent pads are for relatively short timeframes. As such, ITE’s Motel land use category was used to estimate the daily and peak hour vehicle trips for the short-term rental cabins and tent sites. When considering the estimates shown in **Table I**, these vehicle trip levels seem reasonable.

Trip Assignment – As a general assessment, all vehicle movements to/from Black Mountain will travel to/from the east along Emma Road toward its intersection with the SH 82 westbound entrance ramp. At this intersection, Black Mountain residents, cabin/tent users, and daycare center patrons can continue traveling east along Emma Road with ultimate destinations in Basalt or to the east along SH 82. Or they can use the existing westbound entrance ramp for trips toward the west and Carbondale.

The assignment of vehicle-trips through the Black Mountain access points is based on the existing travel patterns recorded at the intersections analyzed for this project. Most of the site traffic is projected to use SH 82 for daily work, shopping, or recreation trips. Given the residential nature of Black Mountain, there will be trips to/from the commercial land uses in Basalt, as well as to/from nearby schools.

Figure 10 displays the assessment of vehicle trip distribution, along with the assignment of the site generated traffic volumes. Of note, some slight differences in trip distribution percentages are used between the AM and PM peak hour, but only on the Town street network, not along SH 82.



LEGEND

- XXX(XXX) = AM(PM) Peak Hour Traffic Volumes
- XXXX** = Daily Traffic Volume
- XX%/XX% = AM/PM Peak Hour Distribution Percentages
- = Roundabout

IV.D. Build-Out (2026) and Long-Range Traffic Volumes

Figure 11 and Figure 12 represent the compilation of the site generated traffic volumes (Figure 10) and the Build-Out Background (Figure 5) and Long-Range (Figure 6) traffic volumes.

IV.E. Auxiliary Lane Requirements

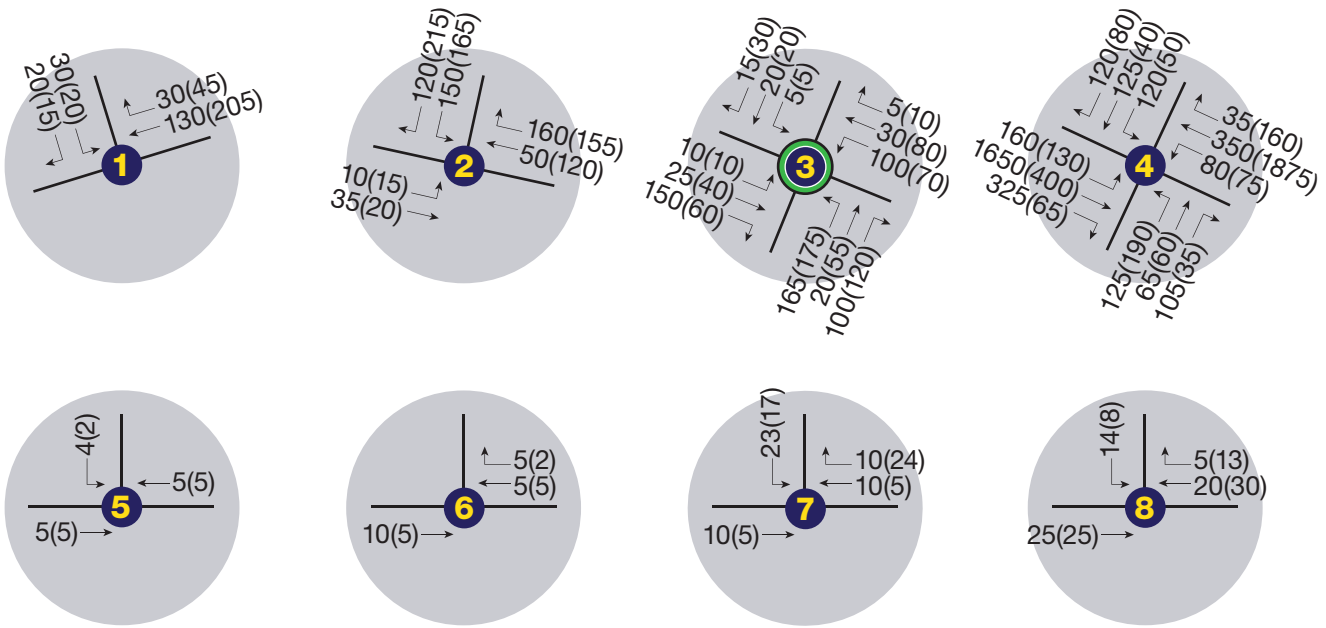
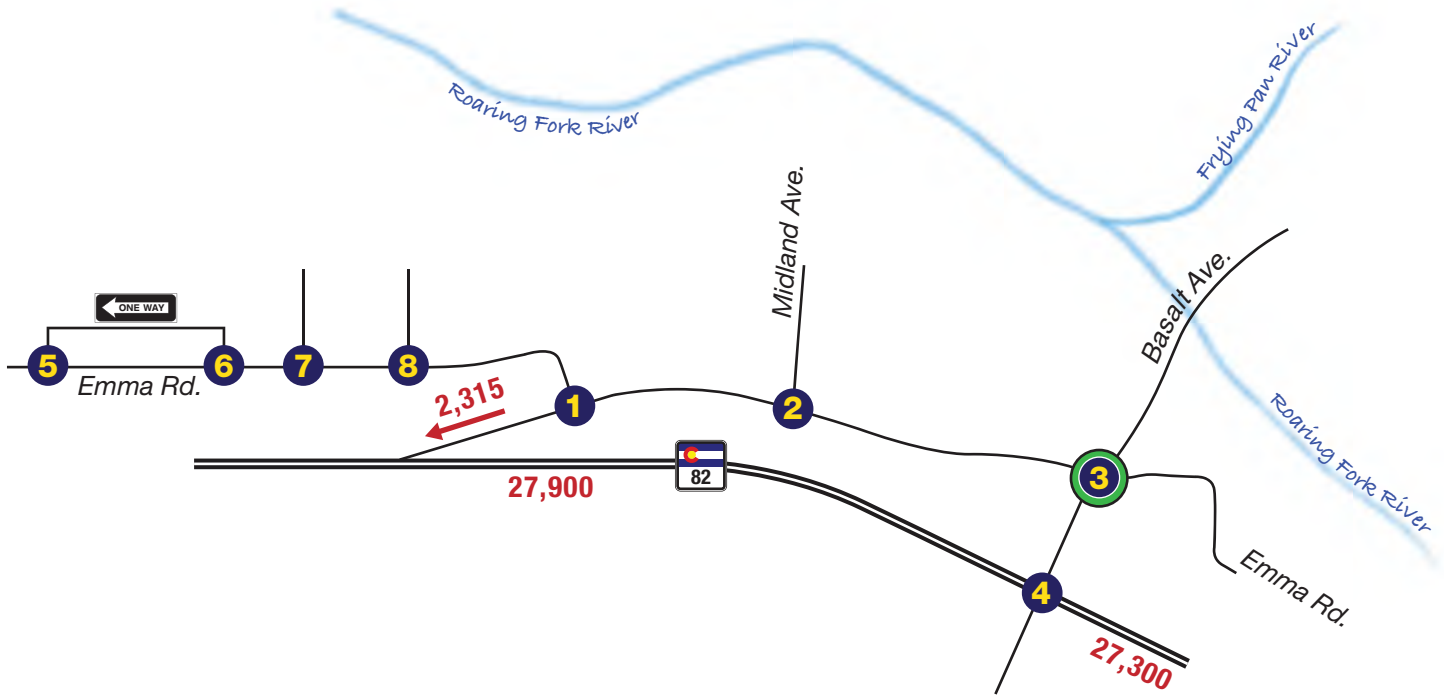
Information contained in the *State Highway Access Code (Code)* identifies the criteria for installation of auxiliary lanes along a frontage road, the understood classification of Emma Road. Review of this criteria finds that auxiliary lanes are not required at any of the proposed access points for Black Mountain. Given that Emma Road is essentially a long dead-end street, this assessment is valid.

Emma Road/Midland Avenue Intersection – Coordination with Town of Basalt staff during initial discussions on this project indicated that the potential for installation of an exclusive westbound right turn lane should be evaluated. As background, east/west movements at this “T” intersection are controlled by stop signs, while the southbound movements are uncontrolled. A sign exists below the westbound stop sign that states “Right Turn Permitted Without Stopping.”

An evaluation was conducted for the Build-Out timeframe to determine if an exclusive right turn lane would reduce westbound movement delay. The results of this analysis find that:

- The westbound right turn movements onto Midland Avenue will operate without any noticeable delay since their movement would be free-flow.
- The westbound through movement will show an increase in average vehicle delay of about four (4) seconds. This is related to the through movement being analyzed separately from the combined through/right movement since the combined one-lane analysis includes the somewhat existing free-flow nature of right-turning vehicles.
- Eastbound through/left movements will see slight reductions in average vehicle delay.

As such, this analysis implies that there would be some operational benefits to having an exclusive westbound right turn lane. However, Black Mountain residents would not normally experience those benefits since it is a movement that is not associated with their typical movements to/from their site.

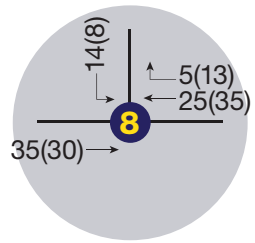
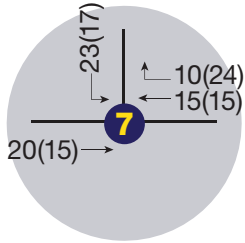
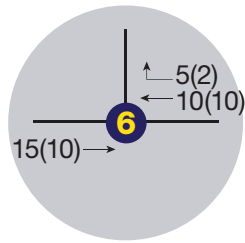
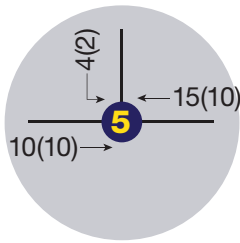
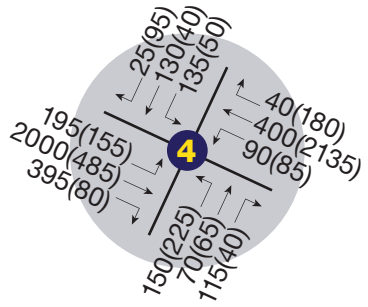
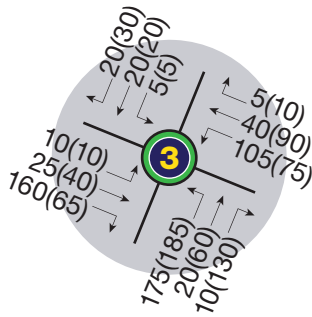
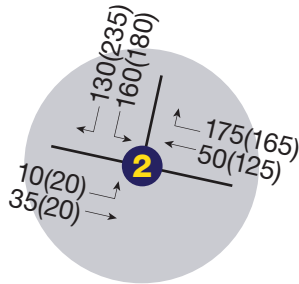
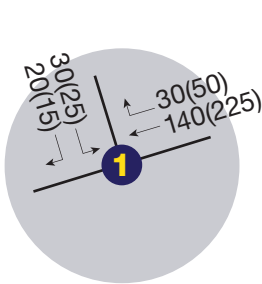
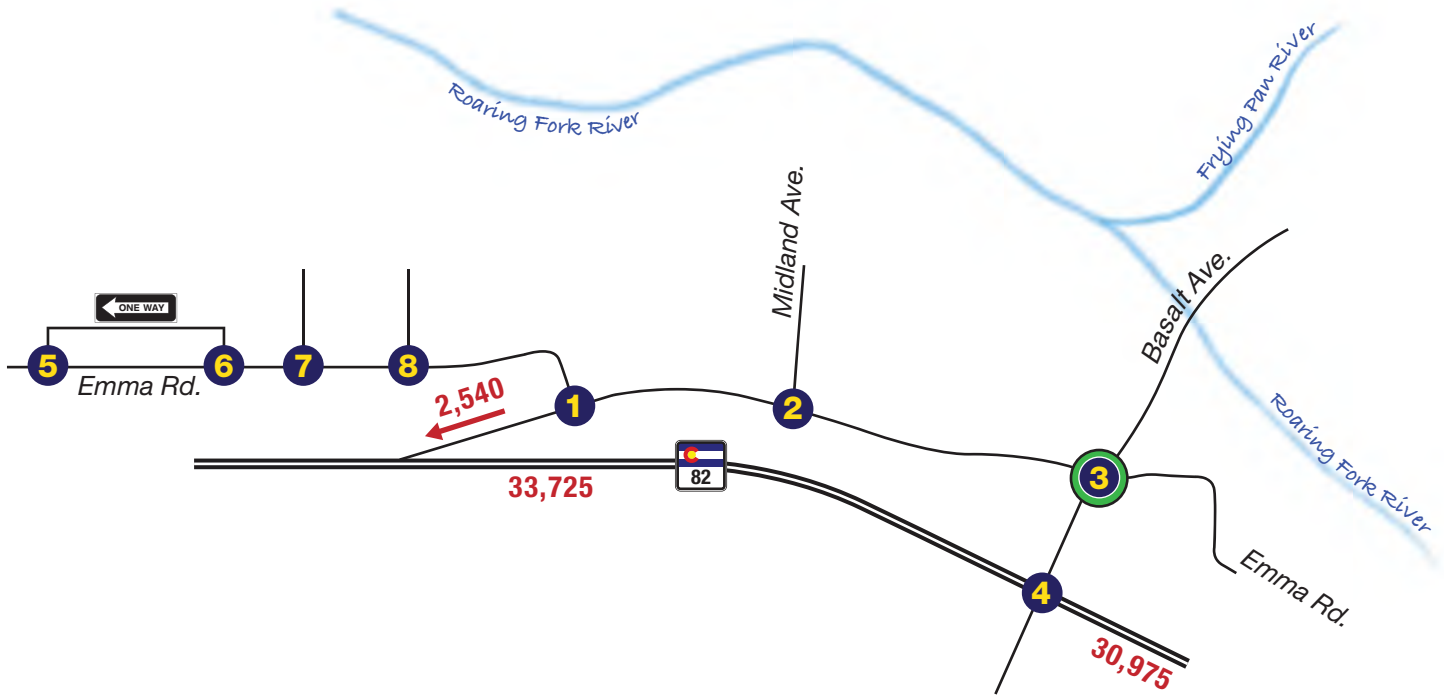


LEGEND

XXX(XXX) = AM(PM) Peak Hour Traffic Volumes

XXXX = Daily Traffic Volumes

● = Roundabout



LEGEND

XXX(XXX) = AM(PM) Peak Hour Traffic Volumes

XXXX = Daily Traffic Volumes

● = Roundabout

IV.F. Traffic Control and Intersection Operations

Build-Out and Long-Range traffic volume projections find that each of the three proposed new access points along Emma Road that have outbound movements onto Emma Road can operate with stop signs on the southbound approach at each intersection. As a reminder, because the two access points for the daycare center operate as a one-way pair, the inbound access does not require traffic control.

Build-Out (2026) Operational Analyses

Operational analyses for the development of Black Mountain were conducted following the HCM methodologies noted previously in this report. As shown on **Figure 11**, a significant number of new vehicle trips are not projected at any of the new access points. New trips for any individual movement at any of the studied intersections are 40 vph or less, equating to about one inbound or outbound vehicle trip every 90 seconds, a relatively low level.

As a result, LOS analyses reveal that each new access point on Emma Road will operate at LOS A during the AM and PM peak hours. Other stop sign controlled intersections will continue to have good operations during the peak hours; only the eastbound through/left lane at the Emma Road/Midland Avenue intersection during the PM peak hour is projected to be less than LOS D.

The Emma Road/Basalt Avenue roundabout will continue to experience LOS A during both peak hours. At the SH 82/Basalt Avenue traffic signal, intersection operations will be LOS D and E during the two peaks hours, which matches Existing conditions and the estimates for Background conditions. As noted in **Section II.D**, some individual movements will continue to operate at LOS E or F during the AM and PM peak hours. Black Mountain will add very few additional trips to this intersection, however. Operational analysis results for the Build-Out condition are represented on **Figure 13** and the analysis worksheets are located in **Appendix E**.

In regard to the discussion in **Section IV.E** related to an exclusive westbound right turn lane at the Midland Avenue intersection along Emma Road, westbound movements with or without an exclusive right turn lane will encounter LOS D or better during peak hour conditions.

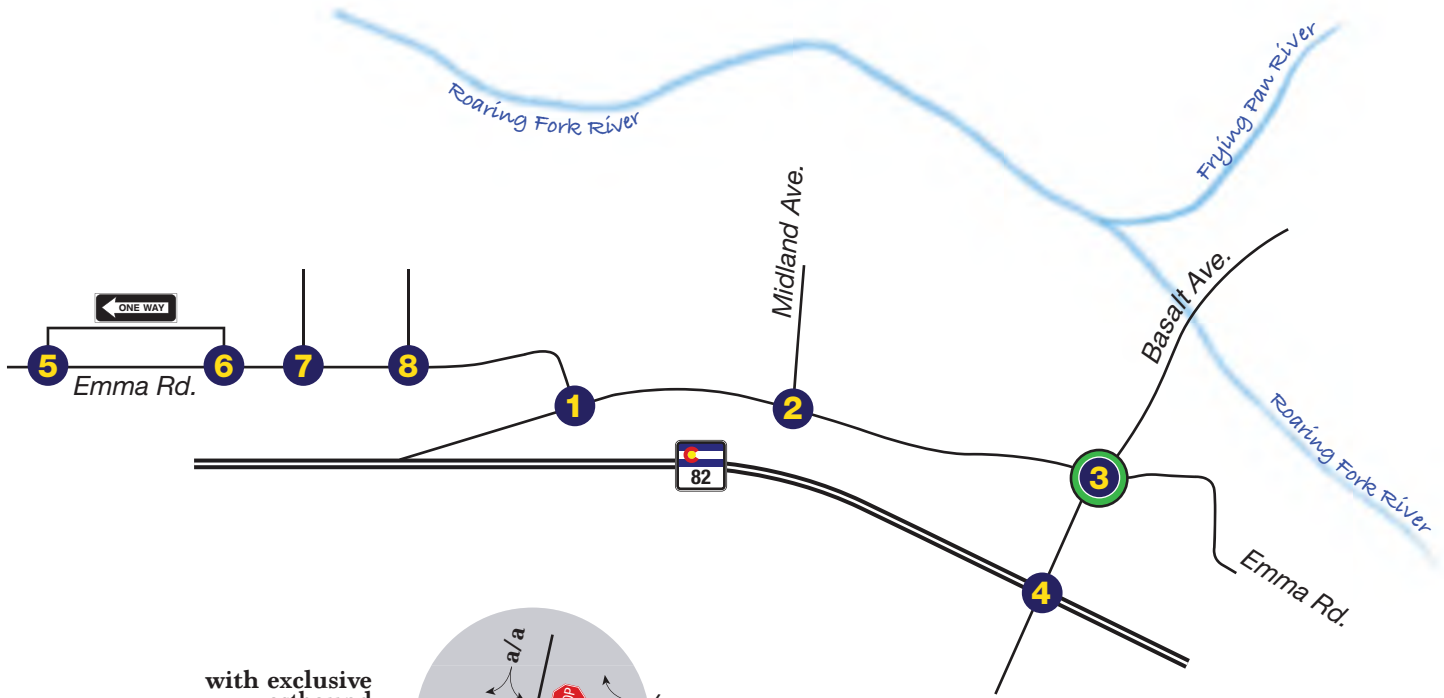
Long-Range (2046) Operational Analyses

Operational analyses for long-range conditions will include increases in average vehicle delay simply due to the increase in overall traffic volume levels. However, good vehicle operations (LOS A) will still result for the new Black Mountain intersections along Emma Road, as shown on **Figure 14**.

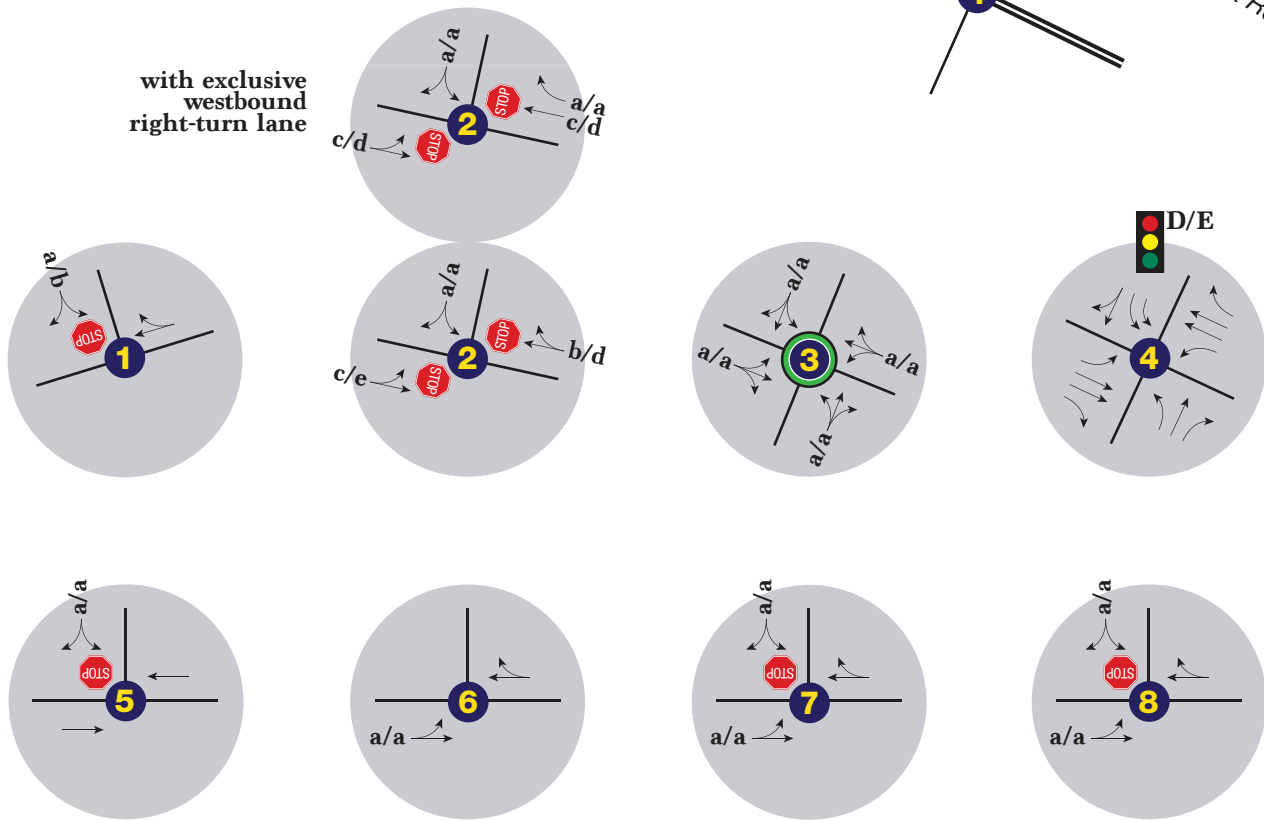
Vehicle movements through the Emma Road/Basalt Avenue roundabout are projected to continue to operate at LOS A during the AM and PM peak hours. As noted in **Section III.D**, an additional eastbound and westbound through lane are likely needed by the Long-Range analysis period to provide good intersection operations as evidenced by the projected eastbound and westbound through movements. Movements on Basalt Avenue across SH 82 are projected to continue to operate poorly during peak hour conditions without geometric or operational changes. **Appendix E** includes the analysis worksheets.

IV.G. Improvement Recommendations

When considering the level of increase in traffic volumes projected for the development of Black Mountain, and the increases related to the growth in Background traffic, coupled with the projected LOS results, Black Mountain will have a relatively minor impact to the surrounding street network. The only improvement recommended for the development of Black Mountain is to install stop signs on the southbound approaches at three of the four proposed site access points. Improvements at other intersections are not considered a requirement of Black Mountain.

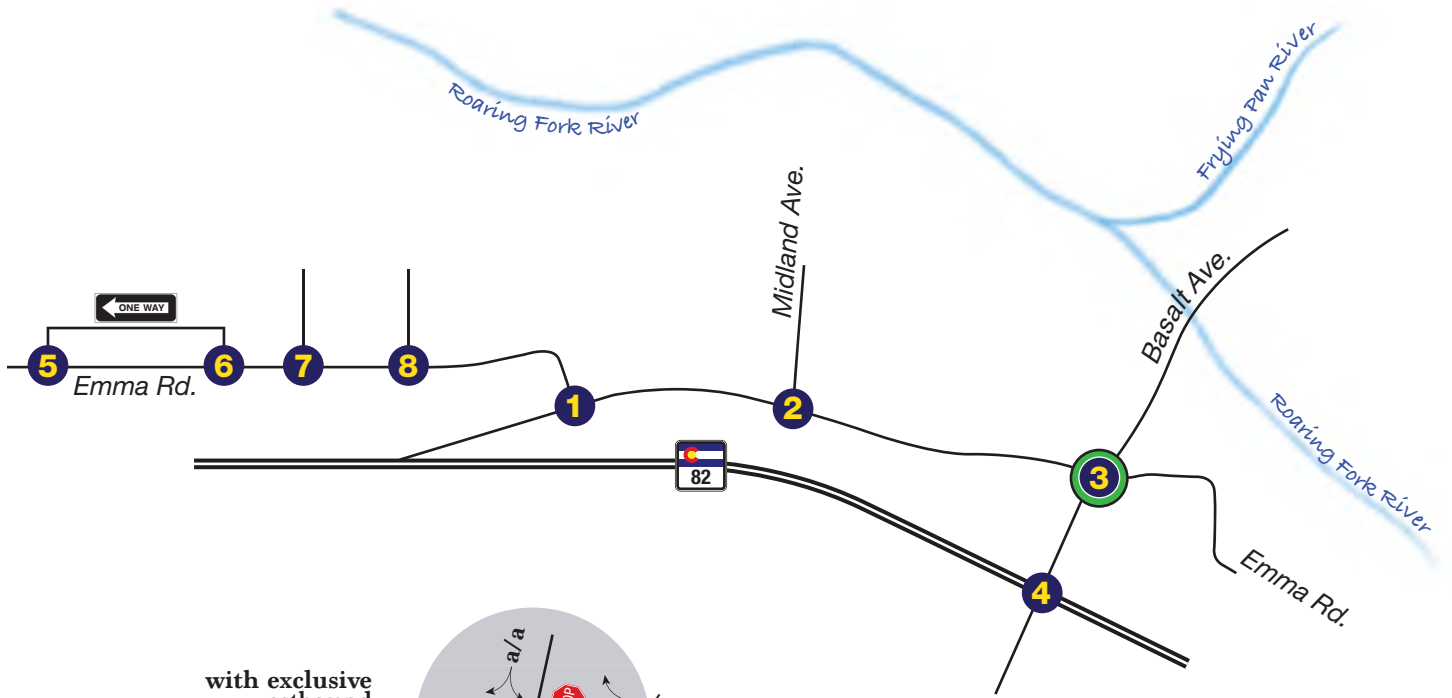


with exclusive westbound right-turn lane

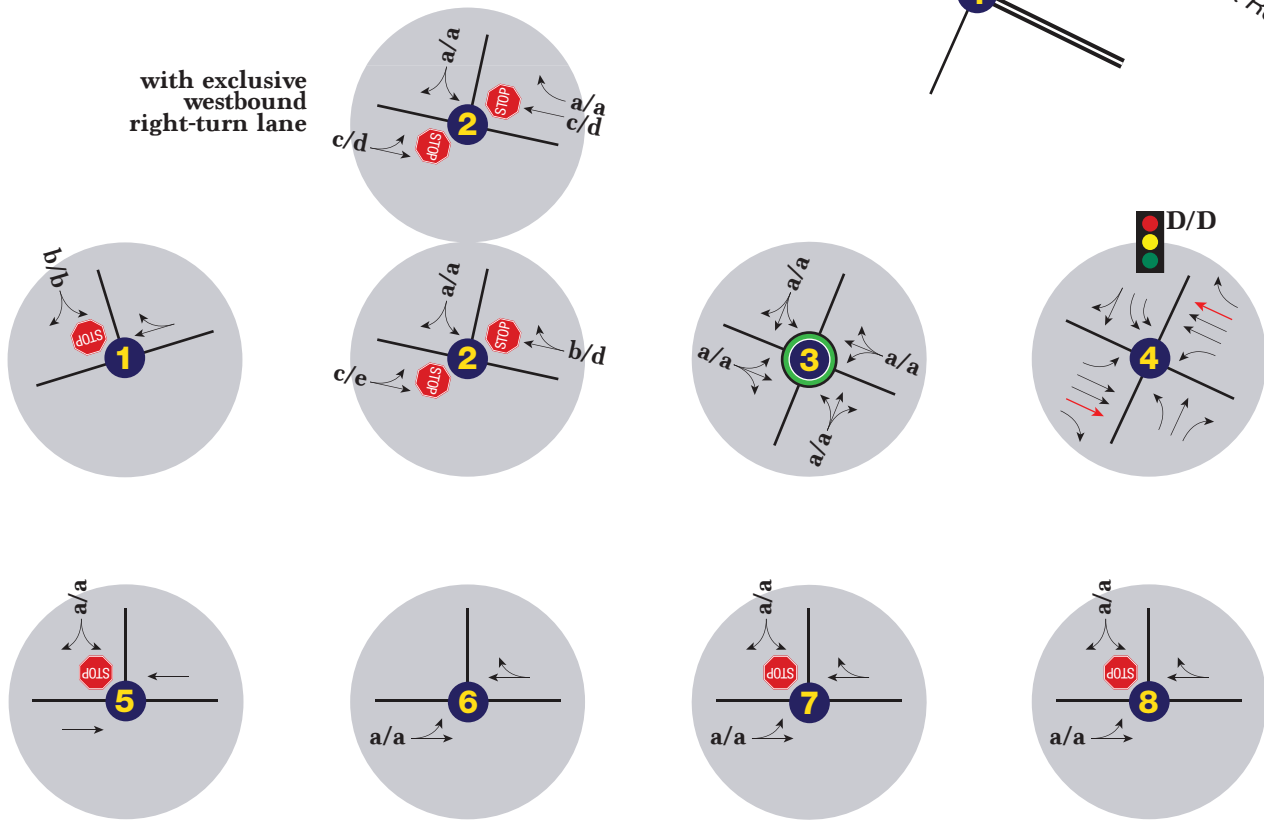


LEGEND

- x/x = AM/PM Peak Hour Critical Movement Level of Service
- X/X = AM/PM Peak Hour Signalized Intersection Level of Service
- ↖ = Lane Assignment
- STOP = Stop Sign
- 🚦 = Traffic Signal
- 🟢 = Roundabout



with exclusive westbound right-turn lane



LEGEND

- x/x = AM/PM Peak Hour Critical Movement Level of Service
- X/X = AM/PM Peak Hour Signalized Intersection Level of Service
- ↖ = Lane Assignment
- ↗ = Lane Improvement
- STOP = Stop Sign
- 🚦 = Traffic Signal
- 🟢 = Roundabout

V. SUMMARY AND RECOMMENDATIONS

A new residential project is being proposed along the north side of Emma Road in the Town of Basalt, Colorado, with a mix of multifamily dwelling units, short-term rental cabins, and camping sites for fly fishing. A daycare center is also being proposed for the site. The project is specifically located along Emma Road to the west of Midland Avenue. Emma Road parallels State Highway (SH) 82 and provides direct access to a few residential properties, while also accommodating access for the Basalt Sanitation District Waste Water Treatment Plant.

Emma Road has some unique characteristics. It is used for a portion of the Emma Trail, which continues to the east and west of the project site. Adjacent to the site, Emma Road includes a one-way entrance ramp onto westbound SH 82 that provides convenient access for Emma Road users and for surrounding neighborhoods and businesses that want to proceed toward the west on SH 82.

The project, called Black Mountain, is proposed to include 70 multifamily homes, 11 short-term rental cabins, 7 seasonal tent pads, along with a 3,500 square foot (sf) daycare center. The Black Mountain development site is an integral part of the *2020 Basalt Master Plan*. Vehicular access for the project is being proposed along Emma Road at two access points associated with the residential land uses and a one-way pair of access proposed for the daycare facility.

Trip generation for Black Mountain is projected to be about 515 vehicle-trips on a daily basis, with approximately 60 trips during the AM peak hour and about 65 trips in the PM peak hour. The following table includes a summary of the trip estimates.

Black Mountain Trip Generation

Land Use	Unit	Size	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Townhomes ¹	DU	70	524	11	34	45	32	19	51
Short-Term Rental Cabins ²	DU	11	37	4	7	11	7	7	14
Tent Pad ²	Sites	7	23	4	6	10	7	6	13
Daycare Center ³	SF	3,500	60	6	5	11	2	2	4
Subtotals			644	25	52	77	48	34	82
Internal Capture (5%)			-32	-1	-3	-4	-2	-2	-4
Multimodal (15%)			-97	-4	-8	-12	-7	-5	-12
TOTALS			515	20	41	61	39	27	66

Black Mountain will not create an undue burden on the surrounding roadway network or adjacent intersections. Acceptable levels of service (LOS) during the AM and PM peak hours occur except for a few movements at the SH 82/Basalt Avenue traffic signal. Current and future Background conditions (i.e., without Black Mountain) identify LOS E and LOS F for movements on Basalt Avenue that are trying to proceed onto or across SH 82.

When considering the level of increase in traffic volumes projected for the development of Black Mountain, and the increases related to the growth in Background traffic, coupled with the projected LOS results, Black Mountain will have a relatively minor impact to the surrounding street network. The only improvement recommended for the development of Black Mountain is to install stop signs on the southbound approaches at three of the four proposed site access points. Improvements at other intersections are not considered a requirement of Black Mountain.



1 STORY
DEDICATED PUB OPEN SPACE FOR FUTURE
COMMUNITY FACILITY

2 STORY
DEED RESTRICTED AFFORDABLE HOUSING

3 STORY
MULTI-FAMILY

THANK YOU

MEMORANDUM

TO: James Lindt, Assistant Planning Director.

FROM: Black Mountain Development Team

DATE: August 8th, 2023

RE: Comments on Review Agency Response - Black Mountain Annexation and PUD/Subdivision Sketch Plan

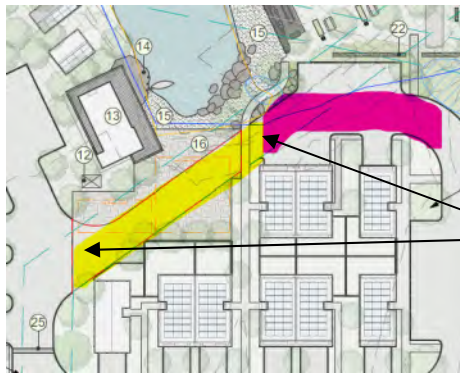
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SE Job #: 32190

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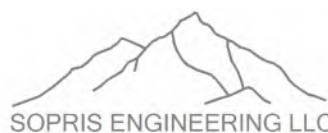
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Construction issues:

16. High groundwater: The groundwater appears to be a couple feet deep and will cause major issues with construction, mold in crawl spaces, etc. how will this be dealt with? The deep utilities will need to be dewatered along with variances with the bedding materials. The fishing cabins are near the existing unlined pond onsite. The location will make construction of the foundations difficult if they have traditional concrete foundations.

-Understood. As final plans are developed groundwater issues will be addressed. As it relates to construction, we will utilize standard construction practices to dewater the site as necessary in compliance with CDPHE requirements.



Hazards:

17. Tail Water Ditches: Overflowing – Tail water ditches typically have very drastic minimum and maximum flows depending on the irrigation practices that are used, and the water rights associated. How will the high and low flows be dealt with? Who controls these ditches?

-To be addressed by others.

If you have any additional questions, please feel free to give me a call.

Regards,



Stephanie Helfenbein
Principal/Project Engineer

Cc: Bridger Smith, Mark Chain



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-Understood.

15. Wetlands mapping needs to be updated and provided with the next submittal.

-Understood.

Construction issues:

16. High groundwater: The groundwater appears to be a couple feet deep and will cause major issues with construction, mold in crawl spaces, etc. how will this be dealt with? The deep utilities will need to be dewatered along with variances with the bedding materials. The fishing cabins are near the existing unlined pond onsite. The location will make construction of the foundations difficult if they have traditional concrete foundations.

-Understood. As final plans are developed groundwater issues will be addressed. As it relates to construction, we will utilize standard construction practices to dewater the site as necessary in compliance with CDPHE requirements.



Hazards:

17. Tail Water Ditches: Overflowing – Tail water ditches typically have very drastic minimum and maximum flows depending on the irrigation practices that are used, and the water rights associated. How will the high and low flows be dealt with? Who controls these ditches?

-To be addressed by others.

If you have any additional questions, please feel free to give me a call.

Regards,



Stephanie Helfenbein
Principal/Project Engineer

Cc: Bridger Smith, Mark Chain





July 3, 2023

James Lindt, Town of Basalt Assistant Planning Director
101 Midland Ave
Basalt, CO 81621

Re: 431 Emma Road
Annexation, PUD/Subdivision Sketch Plan Jadwin Property

James,

I appreciate the opportunity to review the submitted plans for the new PUD subdivision sketch plan for the Jadwin Property located at 431 Emma Road. I have reviewed the application and offer the following comments regarding access, traffic study, fire suppression, fire alarm, and other pertinent fire and life safety topics.

The application for the new PUD consists of 68 dwelling units, 12 short-term cabins, and 7 seasonal camping pads. Roaring Fork Fire Rescue has met with the applicant for a pre-application meeting back in 2021. We emphasized the importance of adequate access for firefighting and the conceptual plan of elevated walkway was not included in this sketch plan. I offer the follow comments for the applicants:

Permit Plan & Impact Invoice Fees:

The applicable fire department permit and plan review fees are for:

- 1) Fire Suppression Permit-Plan Review Invoice - Payable at time of sprinkler plan submittal. Plans will be reviewed by third party reviewer and may take minimum two-three weeks for turnaround time.

- 2) Fire Alarm Permit-Plan Review Invoice-Payable at time of fire alarm plans submittal. Plans will be reviewed by third party reviewer and may take minimum two-three weeks for turnaround time.

- 3) Plan review fee for mixed use is \$.15/square foot for commercial and \$.10/square foot for residential, payable at the time of review. Plans may also have third party reviewer and may take a minimum of two-three weeks for turnaround time. Third party review fee is responsible of the applicant.
- 4) Impact Fee- At the time of building permit, the applicant will pay for the Impact Fees. These may be paid through our website at www.roaringforkfire.org under the Fire Marshal's Office tab.

Access/ Parking:

1. The civil portion of the application states the fire access only on the northwest side of the site is 20' wide. This street needs to be kept unobstructed at all times for our fire access. Show areas that will it be signed and/or painted to indicate no parking and will it be enforced?
2. The application states the open space and trails is open to the public. Is there enough parking for public parking by the cabins? Will it be signed for public parking?
3. Where will the EV stations be located? Will there be EV stations in every parking lot or one parking area only?

Glamping Pads (seasonal):

1. Please provide more information on seasonal glamping pads. How large, what is canvas made of, flame resistant, etc.
2. Who determines the seasonal dates to occupy?

Traffic Study:

Vehicles traveling westbound on the slip ramp onto Highway 82 travel at a high rate of speed. The posted speed limit is 20 mph, which is not is town limits of Basalt and is rarely enforced by Pitkin County. The traffic coming from Black Mountain will encounter these vehicles travelling at high rates of speed.

Black Mountain residents do have option to make left hand turn from Emma Road, if they were to proceed towards the Post Office. This could be a dangerous intersection with the increased vehicular traffic from Black Mountain and westbound vehicles. The speeding traffic has been a concern for years from the neighbors at 377 Emma Road. I believe the applicant has not addressed the potential safety concern of the traffic intersection of Emma Road and Slip Ramp intersection.

Elevators:

Elevators installed should accommodate our gurney size of 28x81". Our gurneys have a battery power load system and weight up to 120 pounds without a patient. It's important that the design area for elevators accommodate our gurney.

Water Supply for Firefighting:

- 1) The applicant will comply with the water supply provisions of the adopted fire code and provide detail to the Fire District on fire flow requirements and results per Sections 507- Fire Protection Water Supplies, Appendix B Fire Flow Requirements for Buildings and Appendix C-Fire Hydrant Locations and Distribution. The proposed fire hydrants on C4.0 do not provide enough fire hydrants for firefighters. We request additional fire hydrants by the townhomes across from M1 and M2 multifamily buildings and an end one on the northeast side of M4. We can work with Sopris Engineering on the hydrant placement.
- 2) All new fire hydrants, including water line and valves, shall be online and functioning prior to any building occupancy.
- 3) An additional fire hydrant will be needed for the daycare. The fire hydrant can be installed prior to daycare application
- 4) The design of the system shall be completed by a qualified engineer meeting a requisite minimum fire flow of 1500 GPM plus domestic consumption at 20 psi residual. (Appendix B105.1)
- 5) Will there be water supply for the glamping pads? According to civil site plan C4.0 the water line does not extend past the short-term cabins.

Sprinkler System Design:

- 1) All fire sprinkler systems shall be installed to NFPA standards and annual test and inspection requirements should fall to the Master HOA for scheduling and maintaining. This is to head off the blatant disregard for repairs and corrections on systems that we see from individual homeowners. All discrepancies shall be corrected within 30 days of notification. The Fire District will work with the Developer and/or Master HOA on fire and life safety issues.
 - a. A certified company registered through the State of Colorado Fire Suppression Program shall complete the design and installation of the sprinkler system. A minimum of three sets of plans or electronic version is required to be submitted to the Roaring Fork Fire Prevention Bureau. The system design and submittal shall meet the requirements of the State

of Colorado Fire Suppression Program, (8 CCR 1507-11), and NFPA 13R and NFPA 13.

b. Design Criteria:

- The fire suppression shop drawings and calculations shall include combined domestic and fire flows because of the combined services.
- A certificate of Above Ground Piping shall be provided to the Fire Marshal at the time of final inspection.
- The water system has been observed to have pressure surges. In order to protect the fire suppression systems from potential damage the system shall incorporate design to mitigate surge problems. An approved method toward mitigating the effects of these spikes is the installation of a relief valve. The valve shall be a Cal-Val 55F or equivalent style valve. All valves and appurtenances used for surge protection shall also meet approval of the Town of Basalt Water District.
- The riser room and adjacent areas shall be designed with adequate drainage to handle sprinkler system demand in the event of flooding.
- The sprinkler system inspection discharge outlet shall be placed outside the building.
- The backflow preventer and its installation shall comply with the bylaws of the Town of Basalt Water District.
- **All exterior balconies will be protected with sprinklers.**
- **Crawl space shall be protected with sprinklers.**
- The Fire Department Connection (FDC) indicated on the plans are placed in areas that are not suitable for firefighting tactics given the access layout and fire hydrant locations. RFFR would like to meet with the developer and the fire suppression contractor designer to discuss FDC and standpipe locations as soon as possible. M1-M4 and townhomes will have one FDC per building.
- The sprinkler system designer will need to refer to the blueprints beam schedule to insure sprinklers and their locations are appropriate for the indicated beam depths, if applicable.

Underground Piping and Fire Hydrants:

- 1) The underground piping supplying a fire suppression system shall be installed in accordance with NFPA 24 - Installation of Private Fire Service Mains and Their Appurtenances. The NFPA standards as well as the State of Colorado Fire Suppression Program administered under the Division of Fire Safety require this provision. (8 CCR 1507-11). Flow tests of the underground piping will be witnessed by Roaring Fork Fire.
- 2) The piping shall be inspected per NFPA 24-section 10.8 and installed by a State Certified Underground Fire Suppression Contractor and when completed and tested the Installer shall provide a Certificate of Underground Piping, (NFPA 24 – section

10.10.1 2019 Edition, and 8 CCR 1507-11 Section 5.7.2), to the owner, the Roaring Fork Fire, and the fire sprinkler contractor prior to connection to the sprinkler riser. If the excavator is not certified he/she could contact the State Division of Fire Safety for a registration application. I will be glad to assist the excavator through the process. The Division of Fire Safety at (720) 852-6735 for additional information and the registration application if needed.

- 3) Prior to issuance of the building permit, please note that water lines and fire hydrants must be operational and in service prior to any construction material going up. Fires are most susceptible when projects are under construction.

Fire Alarm System:

- 1) A digital set of plans is required to be submitted to the Fire Authority so they may be forwarded to third party reviewer. The system design and submittal shall meet the requirements of NFPA 72-National Fire Alarm Code the IBC/IFC and other regulations as noted on the permit plan set and required by NFPA standards.
- 2) The system shall be designed and installed by those qualified. The system designer shall be minimum NICET III, (National Institute for the Certification of Engineering Technicians), or a Professional Engineer having expertise in Fire Alarm Systems. A Minimum NICET II shall supervise installation of the system and be available for all required inspections by the Fire Marshal or his representative. Verification of these certifications shall be provided to the Fire Authority prior to any review and approval of fire alarm plans.
- 3) The Alarm design and installation shall comply with the applicable portions of IBC and IFC section 907 - Fire Alarm and Detection Systems and NFPA 72 - National Fire Alarm Code.
- 4) No work shall start until the plan review has been completed and approved.
- 5) The Alarm and Sprinkler systems shall be monitored through a Central Receiving Station for early Fire Department Notification as required IBC and IFC section 903.4 and 903.4.1.

- 6) The essential makeup for the alarm system would be inclusive but not limited to the following:
 - a. Water Flow - General alarm off the sprinkler system.
 - b. Tamper - Supervisory off the sprinkler system
 - c. Manual pulls stations.
 - d. A spot type smoke detector above the alarm panel location and any other control unit used in the system.
 - e. Notification devices - both audible and visual meeting compliance to NFPA 72.
 - f. Single station smoke detectors within the dwellings as required per the building code. These detectors can be wired to the fire panel for annunciation purpose only.
 - g. Carbon Monoxide Alarms in accordance with IFC 915.2.1.
 - h. Duct detection as applicable with remote notification.
 - i. The Alarm and Sprinkler systems shall be monitored through a Central Receiving Station for early Fire Department Notification as required by IBC and IFC section 907.14 and 903.15

- 7) A Record of Completion is required at time of the final inspection and is to be submitted to the Fire Authority and the Owners Representative. The Record of Completion shall comply with NFPA 72.

Landscaping:

All evergreen and deciduous trees shall be planted minimum ten-fifteen feet away from structures. It's important Shrubs and perennials should be planted minimum of three to five away from structures to provide more defensible space around structures.

Portable Fire Extinguishers:

The following is for general knowledge and adjustment as needed.

- 1) Portable fire extinguishers shall be onsite during the duration of construction.

Premise identification for Building:

The address numbers shall contrast with their background and shall be Arabic numerals. Numbers shall be a minimum of four inches high with a minimum stroke width of 0.5 inches. All tenant spaces and rooms shall identifiable.

Fire Department Access to Equipment Rooms, Signage, and Knox Box:

Fire Protection equipment rooms shall be identified with approved signs. Rooms or access ways contain controls for air conditioning systems, sprinkler risers and valves,

fire alarm annunciation panels, suppression or building control elements shall be identified for the use of the Fire Authority. Any changes to Signage are subject to the approval of the Fire Marshal. Signage must be constructed of durable materials, permanently installed, readily visible.

Keys for all such rooms listed above shall be provided to the Fire Authority to accommodate firefighter access. It may be necessary to have multiple Knox Boxes for the building. Possible locations include on the north or east side. The General Contractor should get with the Fire Marshal on possible locations prior to installation.

If I can be of further assistance with this process please contact me at your convenience.

Sincerely,

Brooke Stott, Deputy Fire Marshal

Cc: John Mele, Fire Marshal

Basalt Sanitation District

P.O. Box 527 ~ Basalt, Co. 81621 ~ Office: 970-927-3698 ~ Fax: 970-927-8307 ~ admin@basaltsanitation.org

June 26, 2023

Town of Basalt
James Lindt
101 Midland Avenue
Basalt, CO, 81621

Re: Development Review Application – Black Mountain

James,

The District has reviewed the Annexation and sketch plan package for the Black Mountain project and submits the following comments.

The Developer must 1) Petition for Inclusion into the District if the property is annexed into Town boundaries; 2) execute a Cost Reimbursement Agreement and pay the District for all costs associated with the Inclusion and review of the project; and; 3) comply with all District Rules & Regulations.

The District currently has the capacity to serve this Development. This could change in the future as more projects are approved and pay their Tap Fees. A final determination will be made as this project moves forward. Service is not guaranteed until the taps have been purchased.

Do not hesitate to contact me with any questions.

Sincerely,



Ian E. Quillan
District Manager

From: Ellen Sassano <ellen.sassano@pitkincounty.com>
Sent: Wednesday, July 5, 2023 6:08 PM
To: James Lindt; Suzanne Wolff
Subject: Preliminary Jadwin Comments from Pitkin County Staff

Caution: Sender from outside domain.

Hi James,

I understand that Pitkin County will be receiving a formal annexation request for the Jadwin parcel from the Town in the relatively near future and will have another opportunity to comment on the proposed development and annexation.

The following preliminary comments are County Staff-generated for review by Basalt Staff. Upon receipt of the formal annexation request, comments from the Pitkin County BOCC will be obtained and forwarded. Please consider the following preliminary comments in your review of the Jadwin Parcel development and annexation proposal:

Traffic Analysis: While Pitkin County generally supports the location of residential density and commercial development within established Urban Growth Boundaries and in close proximity to transit, the addition of 83,000 square feet of mixed use development will no doubt add significant traffic to Highway 82 in the mid-valley area, which is already choked with traffic at and beyond peak hours. Consequently it is recommended that traffic impacts be reduced and/or mitigated to the greatest extent possible.

Once the total residential unit count and commercial traffic trips are determined, a new traffic study should consider not only the need for new "slip" lane on Midland Avenue, but the following comment received from the Colorado Dept. of Transportation (CDOT) as communicated to Andrew Knapp, Pitkin County Engineer:

"We both (CDOT and Mr.Knapp) agree that with the new development in CDOT's words:

- The pseudo free right turn at the Midland Ave/Emma Rd intersection should be removed. This would involve removing the additional signage below the Stop signs at this intersection, which will affect LOS at this intersection, so an update letter analyzing this condition may be beneficial."

Housing Mitigation: Under the existing Pitkin County AR-10 zoning, the 9+ acre Jadwin parcel is non-conforming in size and is allowed one dwelling. The applicant is proposing to provide more than the Basalt requirement for affordable housing mitigation for residential development. Nonetheless, the mix of residential and commercial hotel/short term rental and "glamping" uses and significant change in floor area from that allowed under current zoning to a total of 83,000 square feet, may result in impacts that warrant additional affordable housing mitigation in exchange for the requested annexation.

Visual Impact: It would be helpful to determine whether the requested PUD variation in roof height from twenty eight feet to thirty three feet for the three story proposed townhomes will have any negative visual impact from the Highway 82 corridor.

Wildlife Habitat: It is recommended that wildlife habitat and/or migration corridors are avoided at best, or mitigated to the greatest extent possible as may be recommended by Colorado Parks and Wildlife.

Open Space & Trails: To ensure coordination regarding proposed trails and the recreational aspect of the proposed development along the riverfront, comments from the Pitkin County Open Space and Trails Dept. and Healthy Rivers and Streams Board will be obtained and forwarded at a later date.

Let me know if you have any questions! As always, thank you for the opportunity to provide preliminary comments for consideration as you review this proposal for development and annexation.

Ellen

--
Ellen Sassano
Long Range Planning Administrator
Pitkin County Community Development Department
530 E. Main St, Suite 205
Aspen, Colorado, 81611
970-920-5098
cell:970-930-7093
ellen.sassano@pitkincounty.com

Thank you for your message. I am working both remotely and in the office over the course of a week, but check and respond to emails and phone messages daily.

*Under Colorado's Open Records Act (CORA), all emails sent by or to this e-mail account may be subject to public disclosure. *

James Lindt

From: Russ Winder <rwinder@holycross.com>
Sent: Saturday, June 3, 2023 9:07 AM
To: James Lindt
Cc: HCE Engineering Glenwood
Subject: RE: [EXTERNAL] Town of Basalt Development Review Referral- 431 Emma Road (Commonly Known as Jadwin Property)

Caution: Sender from outside domain.

James,

At a glance, I don't have any comments regarding the development itself. I do want to draw attention to our overhead powerlines running through the property – this is a double circuit main feeder(s) coming out of our Basalt Substation. Allan (now retired) did generate some solutions but none of them were cheap. Just something for everyone to be cognizant of.

Thank you,

Russ Winder

Manager – Construction Engineering



HOLY CROSS ENERGY

3799 HWY 82 • P.O. Box 3350, Glenwood Springs, CO 81602

Phone: 970-947-5443

Monday – Thursday 6:30 a.m. to 4:00 p.m. MT

Holy Cross Energy provides safe, reliable, affordable and sustainable energy and services that improve the quality of life for our members and their communities.

Holy Cross Energy is an equal opportunity provider and employer.

From: James Lindt <james.lindt@basalt.net>
Sent: Wednesday, May 31, 2023 3:59 PM
To: Boyd Bierbaum <boyd.bierbaum@basalt.net>; 'jason.sharpe@centurylink.com'; Brooke Stott <bstott@basaltfire.org>; James Lindt <james.lindt@basalt.net>; Ryan.Echer@sourcegas.com; greg.knott@basaltpolice.com; djohnson@rfta.com; Russ Winder <rwinder@holycross.com>; Jeff Gatlin <jgatlin@rfschools.com>; Sara Nadolny <sara.nadolny@basalt.net>; Catherine Christoff <catherine.christoff@basalt.net>; Mitch Miller <mitch.miller@basalt.net>; Carlos Peugnet <carlos.peugnet@basalt.net>; Michelle Thibeault <michelle.thibeault@basalt.net>; Ian Quillan <i.quillan@basaltsanitation.org>; Suzanne Wolff <suzanne.wolff@pitkincounty.com>; Rick Lofaro <rick@roaringfork.org>; Ben Bohmfalk <bbohmfolk@rfschools.com>; Bill Gibson <bill.gibson@eaglecounty.us>; Chris Lehrman <chris@sgm-inc.com>; Matt Wagner <Matt.Wagner@basalt.net>; Chris Beiser <chris.beiser@basalt.net>; Killian - CDOT, Brian <brian.killian@state.co.us>
Subject: [EXTERNAL] Town of Basalt Development Review Referral- 431 Emma Road (Commonly Known as Jadwin Property)

Hello Basalt Referral agencies:



Community Development

David McWilliams, AICP

970-328-8753

david.mcwilliams@eaglecounty.us

www.eaglecounty.us

James Lindt, Assistant Planning Director
Town of Basalt
101 Midland | Basalt, CO 81621

July 5, 2023

[Via Email - james.lindt@basalt.net]

Re: IAR-009361-2023 431 EMMA RD BASALT AREA, CO

Dear James:

Thank you for the opportunity to participate in the planning process of 431 Emma Road. Please consider the following comments from Eagle County Departments:

Planning Comments:

Eagle County's 2005 Comprehensive Plan (the "Comprehensive Plan") states that "decisions relative to planning, development, management, and growth should refer to the guiding policies contained within the Comprehensive Plan and applicable Community Area Plans." For the Property, Eagle County (the "County") provides the following comments in response to the policies of the Comprehensive Plan and the goals, policies, and strategies contained within the Mid Valley Area Community Plan.

The following comments also reflect the Future Land Use Map (the "FLUM") designations on the Property according to the above referenced plans.

1. Comprehensive Plan:

- a. The Comprehensive Plan encourages appropriate annexations where development is proposed in Town planning areas (*Goal 3.2.6 - General Development, Policy e*). The proposed annexation of the Property into the Town of Basalt is appropriate as the Property is within the Urban Growth Boundary of the Town of Basalt.
- b. The Comprehensive Plan stresses the importance of focusing development on improved quality of life and management of future growth to create a balance between economic success, quality of life and the environment (*Goal 3.2.6 - General Development, Policies a and c*). Specifically, it identifies outstanding recreation facilities and clean air and water as elements of quality of life. The proposal provides for a unique recreational facility and housing.
- c. The County encourages the Town to review the proximity of the proposal to surrounding residential neighborhoods and properties and closely evaluate the operation so it achieves another element of quality of life, quiet neighborhoods (*Goal 3.2.6 - General Development, Policy a*). The uses can be harmonious, provided that sensitivities to existing and future residential

- areas be considered including enforcement of quiet hours and landscape buffering.
- d. The Comprehensive Plan states that local communities should establish unique venues, attractions and design standards directed toward enhancing individual community character and developing a sense of place and that this can be achieved by diversifying the economic base of the community (*Goal 3.2.6 General Development and 3.2.5 Community and Character*).
 - e. The Comprehensive Plan outlines that diversification of the economic base should reflect a healthy attractive business environment appropriate to the area's character. Specifically, it outlines a recommended focus on HERFT industries (health, education, recreation, finance, and technology (*Goal 3.3.9 - Economic Resources, Policy b*). Tourism is identified as a major economic driver for Eagle County and the proposal supports this policy.
 - f. The Comprehensive Plan stresses the importance of adequate infrastructure and connectivity between neighborhoods and services that are multimodal (*Goal 3.2.6 - General Development Policy J and Goal 3.5.6 Infrastructure and Services, Policies a, c, and d*). The County encourages the Town of Basalt to use creativity when connecting the property to the rest of the valley.
 - g. The Comprehensive Plan describes the economic value from the river-oriented recreation in the County, as well as the need to protect riparian and wetlands habitats (*Goal 3.6.7 - Water Resources Policy a, e, g, h, and i*). The property contains wetlands and the application proposes building up to the 100 year floodplain.
 - h. FLUM Designation - The Comprehensive Plan FLUM designates the property as a "Plan Area" which means that the guiding principles of future land use are outlined in the associated Area Community Plan. As mentioned above, the Property is within the boundaries of the Mid Valley Area Community Plan and therefore future use is guided by that document. Therefore, future land use is discussed below in item 2.

In summary, the proposal appears to meet many of the stated goals and policies outlined in the Comprehensive Plan specifically related to the support of a diversified economic base, enhancement of recreational facilities, and support for housing. The County believes that the proposal can meet the stated goals and policies related to infrastructure and connectivity. The County strongly encourages the Town to connect the project to existing pedestrian infrastructure.

2. Mid Valley Area Community Plan:

- a. The Mid Valley Area Community Plan provides detailed, location specific goals and policies for the Highway 82 Corridor Character Area. The subject property is within the Highway 82 Corridor Character Area in the Mid Valley Area Community Plan and is therefore reviewed by those goals, policies and strategies:
- b. The land uses proposed appear to meet several of the Highway 82 Corridor Character Area goals and policies (*Goal 1.1, Policies 1.1.1, 1.1.2, 1.1.4, and 1.1.5*).

- c. The Character Area goals support preservation of water quality and wildlife habitat (*Goal 4.2 and Policies 4.2.1, 4.2.3, and 4.2.4*), which must be weighed against the proximity to wetlands and the floodplain for this proposal.
- d. Mid Valley Area Community Plan notes the subject properties as "*Rural Agricultural*" and "*Moderate Density Residential*" (7 dwelling units per acre) uses under the Future Land Use Map. It is adjacent to a property designated, "*Mixed Use*". While perhaps the mixed use designation would be more appropriate to the application's contents, the proximity to intense uses within the Town of Basalt seem congruent for its purpose.

In summary, the proposal appears to meet many of the stated goals and policies outlined in the Mid Valley Area Community Plan.

Engineering Comments:

- 1. The application proposes development in both the floodway and floodplain of the Roaring Fork River. Development in the floodway should be discouraged to minimize damage to property and risk to life safety.

Environmental Health Comments:

- e. Dust control strategies for development, excavation, and land disturbance must be prepared and a Land Development Air Permit must be obtained from CDPHE Air Pollution Control Department prior to commencement of construction.
- f. The plan does not address noise from Highway 82 to the users, Environmental Health requests that the plan provides strategies to mitigate noise pollution from the adjacent highway to protect residents and users.
- g. Eagle County Environmental Health requests that water conservation strategies be implemented in the development plan and housing to support consistency and intention of water conservation efforts of the Eagle County Comp Plan and Mid Valley Community plan.

Open Space/Natural Resources Comments:

Eagle County Comprehensive Plan:

- h. Water Quality
 - i. 3.6.3.f - Water quality in Eagle County should meet the highest applicable standards.
 - ii. 3.6.3.g - Surface and groundwater supplies should be protected from agricultural, industrial and development related impacts.
- i. River and Riparian Habitat
 - i. 3.6.4.h - Aquatic and riparian habitats should be protected from agricultural, industrial and development related impacts.
- j. Lands with Natural Hazards
 - i. 3.8.2.a - Development should avoid areas of significant natural hazard.

Mid Valley Area Community Plan:

- k. *Policy 1.2.1* Encourage land uses and businesses that effectively utilize the area's natural, fiscal and human resources while assuring the availability and quality of those same resources for future generations.
- l. *Policy 4.2.3* Identify opportunities to preserve and/or enhance water quantities and water quality.
- m. *Policy 4.2.5* Review development in natural hazard areas or areas that support rare, endangered or unique vegetative communities to align with established State plans, or other local plans/guidelines for best practices in such conditions.

Stream setback: The Town of Basalt's Municipal Code Section 16-464. - River and Stream Setbacks states that removal of riparian or wetland vegetation and development are prohibited within the stream setback, which is 50' measured horizontally, from the identifiable high water line on each side of the Roaring Fork River. Additionally, the Town of Basalt's Municipal Code states a greater setback may be required if the one-hundred-year floodplain exceeds the minimum setback requirement. The application proposes development, such as access paths, riverfront amenity space, beachfront, and opportunities for lounge seating that would occur within the 50' stream setback. The access paths and glamping pad development occur within the floodway and one-hundred-year floodplain. Additionally, the proposed river access paths, lounge seating areas, and glamping pads are located within the boundaries of a delineated palustrine emergent (PEM) wetland indicated in Exhibit J - 2017 Wetlands Report included in the application. Eagle County Open Space and Natural Resources staff strongly discourage development from occurring in the 50' stream setback and the one-hundred-year floodplain to protect these areas, and their important environmental functions, from disturbance. Riparian areas and wetlands are environmentally important because they can provide bank stabilization, river shading, flood water storage, wildlife habitat, and water quality protection by capturing and filtering sediment and pollutants. If the Town of Basalt determines development in these areas is allowable, Eagle County Open Space and Natural Resources staff recommend impacts from development be minimized or mitigated to the greatest extent practical.

Water quality: Eagle County Open Space and Natural Resources staff recommend the Applicant disclose the design plan and proposed materials to be used for the riverfront amenity space and beachfront area in the Preliminary Plan. Staff recommends the Applicant use materials for the proposed riverfront amenity space and beachfront area along the Roaring Fork River that will not add, increase, or encourage the deposition of fine sediment into the river. The use of sand is not recommended. Fine sediment accumulation creates habitat for tubifex worms, a known host for the parasite that causes whirling disease in fish. Additionally, staff recommends that the Applicant implement appropriate water quality best

management practices (BMP) during all phases of development, for example, but not limited to, construction and recreation management.

Eagle County Comprehensive Plan:

- n. River Recreation
 - i. 3.6.5.i - Water-related recreation should be encouraged where appropriate at a level that will not damage related resources, ecosystems and environments.
- o. Land Use near Streams and Rivers
 - i. 3.6.6.j - A comprehensive approach to watershed planning and decision-making should be utilized.

Mid Valley Area Community Plan:

- p. *Policy 1.1.5* Accommodate appropriate recreational opportunities and facilities

Recreation: The application proposes developing public river access. Eagle County Open Space and Natural Resources staff recommend the Applicant maintain a portion of the riverfront in a natural vegetative state for the benefit of aquatic habitat and river water quality, and the river access point be designed in a way that prevents erosion and bank destabilization. As protection of the Roaring Fork River is an overriding priority, and the Applicant has indicated that they will be responsible for maintenance and management of the proposed open space at no additional cost to the Town of Basalt in perpetuity, staff recommend the Applicant provide a River Access and Recreation Management Plan, a recommended strategy provided in the Mid Valley Area Community Plan, and include metrics to monitor the amount of use and degree of user impacts to guide management and determine appropriate recreation capacity of the river and adjacent riparian areas. In addition, a River Access and Recreation Management Plan should include, but is not limited to, best management practices, user education and guidelines (including posted signage), monitoring protocols, and enforcement methods to prevent additional disturbance or degradation of riparian, wetland, and aquatic habitats.

Eagle County Comprehensive Plan:

- q. Wildlife Concerns
 - i. 3.7.2.b - The well-being of wildlife species of economic importance should be actively monitored and protected.
 - ii. 3.7.2.c - The well-being of wildlife species of less economic importance and those on the rare and endangered species list should be actively monitored and protected.
 - iii. 3.7.3.e - Where disturbances to wildlife habitat cannot be avoided, development should be required to fully mitigate potential negative impacts.
 - iv. 3.7.5.g - Wildlife friendly measures should be incorporated into the design of individual home sites and neighborhoods.
 - v. 3.7.5.h - Measures designed to protect wildlife from contact with human activities and disturbances should be implemented and enforced.

Mid Valley Area Community Plan:

- r. *Policy 4.1.1* Foster agency and stakeholder collaboration in efforts to preserve and manage natural resources and environmental quality.
- s. *Policy 4.2.4* Strive to protect and preserve the quality of wildlife habitat.
- t. *Policy 4.2.6* Promote an understanding of natural systems and encourage stewardship of natural resources.

Wildlife: To mitigate impacts on aquatic and terrestrial wildlife species and their habitat, Eagle County Open Space and Natural Resources staff recommend the Applicant work with Colorado Parks and Wildlife and other stakeholders on any wildlife and habitat related mitigation measures. Best management practices and other mitigation strategies identified through this collaboration should become conditions for approval of the project and be integrated into the PUD Guide and any additional plans, as applicable. To reduce human-wildlife conflicts, staff recommend the Applicant incorporate design features and signage into the development that follow the regulations outlined in ARTICLE VIII - Wildlife Protection of the Town of Basalt's Municipal Code. Staff also recommend that appropriate informational signage outlining rules of use pertaining to the protection of aquatic, riparian, and wetland habitats and wildlife that rely on those habitats be clearly posted for residential, commercial, and general public users in locations appropriate to the recreation use. Rules of use should be included in the PUD Guide and can include, but are not limited to, controlling pets, adequate cleaning of outdoor grills, securing trash, and avoidance of outdoor fruit bearing plants. Enforcement methods of these rules are recommended and should be included in the PUD Guide.

Wildfire Mitigation Comments:

The overall wildfire hazard rating for this property is LOW. This rating is based on fuel types present, topography, slope, access, water supply, and existing and proposed improvements. Subsequently, no limitations will be recommended for construction materials permitted for use on the PUD.

Sincerely,

Cc: Bill Gibson, Community Development Director
Trent Hyatt, Community Development Deputy Director
Ben Gerdes, PE, County Engineer

James Lindt

From: Killian - CDOT, Brian <brian.killian@state.co.us>
Sent: Tuesday, June 6, 2023 6:40 AM
To: James Lindt
Cc: Kandis Aggen - CDOT
Subject: Re: Town of Basalt Development Review Referral- 431 Emma Road (Commonly Known as Jadwin Property)

Caution: Sender from outside domain.
James,

This development will need to submit a traffic study to CDOT.

CDOT doesn't do a full TIS review for referrals since we get so many (I work with around 55 Cities and Counties). When the developer formally submits the TIS to CDOT is when we do our full review and comment.

Please let me know if you have any questions.

Thanks,

Brian Killian
Region 3 Access Program Manager
Traffic & Safety



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

On Wed, May 31, 2023 at 4:05 PM James Lindt <james.lindt@basalt.net> wrote:

Hello Basalt Referral agencies:

Please provide the Basalt Planning Staff with referral comments on the development review application that included at the link below:

<https://www.dropbox.com/scl/fo/5qca534v99u08uv9vxqsm/h?dl=0&rkey=fvnb8xih2f9o19fcbflawwipw>



Town of Basalt Police Department

100 Elk Run Drive, Suite 115

Basalt, CO 81621

(970) 927-4316

Date: June 7, 2023

To: James Lindt, Assistant Planning Director

From: Greg Knott, Chief of Police

Ref: Development Review - 431 Emma Road

James,

I have reviewed the Annexation, PUD/Subdivision Sketch Plan, and associated land use actions for 68 dwelling units, 12 short-term rental cabins, and 7 seasonal camping pads on the property at 431 Emma Road, known as the Jadwin Property. I have the following comments and concerns regarding this proposed annexation and development:

The mix of 12 short-term rental cabins and 7 seasonal camping spots will bring many visitors into close proximity of the 68 residential dwelling units. Visitors, to the cabins and pads, will come here to relax and unwind. The residents who reside in the dwelling units will have different priorities and the need for quiet in the evening and nighttime hours. This mix has the potential to create noise and disturbances from vacationers that will impact the residents who reside in the long-term dwelling units. As you know, the Town does not have a noise ordinance and I am concerned about the overall and continued peace in the proposed neighborhood. Will the developer have 24 hour a day, 7 day a week, on-site management to deal with the potential partying and noise issues from visitors? If not, how does the developer plan to address potential conflicts?

A second concern I have pertains to management of parking. The interior of this development will be private property. I expect that visitors, using the 12 short-term rental cabins and 7 camping pads, will create a parking deficiency. Visitors will come from various locations to meet at single cabins and camping spots. To provide an example of this potential impact, our daughter recently graduated from college. We rented an Air Bnb in Colorado Springs. Family members came from different states and stayed in the rental together. In total, family members brought six different vehicles to the rental. I observed the parking impacts we created in the neighborhood for three days. I am concerned that each cabin and camping pad, in this development, will create similar impacts due to multiple visitors bringing multiple vehicles.

This increase in vehicle parking at the 19 vacation rentals will create two issues. The first being lack of parking, due to overflow, for the residents who live in the 68 dwelling units and potential conflicts and altercations over limited parking spaces. The second issue will arise when people begin parking on Emma Road due to lack of parking in the development. Emma Road is not within the Town Limits of Basalt. Overflow parking issues on Emma Road will need to be addressed by the Pitkin County Sheriff's Office. Has the Sheriff's Office been consulted regarding potential impacts on their jurisdiction?

A third concern is direct access to the camping pads and the river access point. According to the provided plans, access to the camping pads and river will be via foot on narrow paths. In emergency situations, vehicles from the police department and Roaring Fork Fire Rescue will need to have direct vehicular access to all areas in the development. It is unreasonable and unsafe to not have direct vehicular access to camping pads and river access areas within the development. In emergency situations, minutes delayed in response time do often matter.

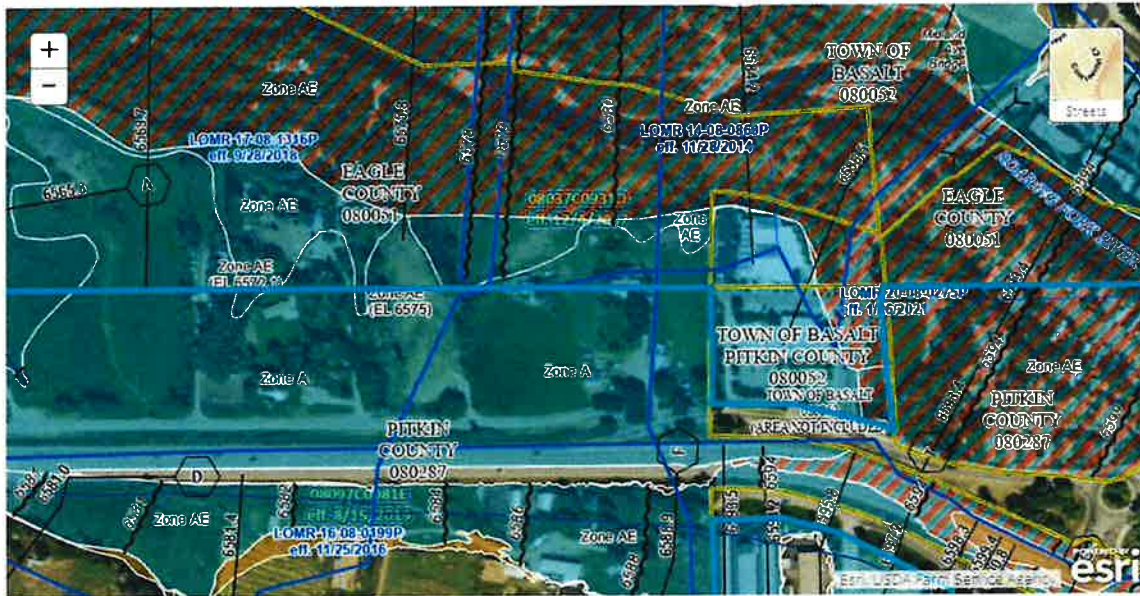
If you have questions regarding my comments and concerns, please reach out.

James Lindt

From: Robert Krehbiel <Robert_Krehbiel@matrixdesigngroup.com>
Sent: Friday, July 21, 2023 3:39 PM
To: James Lindt
Subject: Jadwin Parcel

Caution: Sender from outside domain.

Please have the applicants address that the entire property is currently within a floodplain – both Zone A and Zone AE. The application only addresses the Zone AE floodplain and does not address the Zone A floodplain. Until such time that FEMA updates the floodplain maps, the Zone A floodplain remains in effect.



In March 2023, Matrix wrote a memo to the CWCB recommending that the Zone A floodplain be removed. However, we do not have any confirmation that the Zone A floodplain will be deleted, or know the timing for the effective floodplain maps to be updated.

Regarding Glamping Pads within the floodplain, the pads must be secured so they do not float downstream in a flood. We assume there will be some foundation support that will secure these pads, but the application will need to address this matter.

Robert Krehbiel, PE
Vice President
Matrix Design Group, Inc.
O 303.572.0200 | C 720.320.4867
robertk@matrixdesigngroup.com

707 17th Street | Suite 3150 | Denver, CO, 80202
matrixdesigngroup.com

KEY AND PRIMARY PARCELS BUILD-OUT TABLE

Key Parcel	Acres	Units (Low)	Units (High)
Elk Run Enclave	2.2	2	3
Forest Service Property	1.7	10	10
Kittle River Property	0.4	3	3
Lot J, Basalt Commercial Park	0.3	3	12
Roaring Fork MHP	10.4	-	-**
Key Parcels Sub-Total	15.0	18	27

Primary Parcel		Units (Low)	Units (High)
Southside	-	35	90
Jadwin-Stott	-	80	180
Meyer's Property	-	-	-**
Clark's-BCC	-	52	134
Primary Parcels Sub-Total	-	166	404
Key + Primary Parcels Total		186	431

* Reflects total number of units including any existing units on property.

**The number of dwelling units would be established through a subsequent planning effort.

JADWIN·STOTT PRIMARY PARCEL BACKGROUND & HISTORY



BACKGROUND

JADWIN-STOTT represents a development opportunity with physical constraints (floodplain, wetlands, and easements).

WHY JADWIN-STOTT?

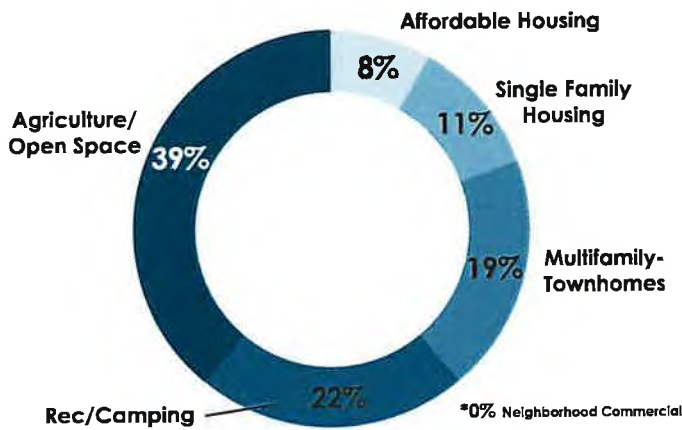
The history of land development and conservation surrounding the parcels of interest has created pressure on the land to be developed, and the remaining undeveloped parcels offer opportunities to meet many of the Town's goals,

including job creation, envisioning a new mixed use development adjacent to Downtown Basalt accompanied by open space conservation, and supplying a mix of housing types.

WHAT WAS HEARD: COMMUNITY INPUT

Particularly for this Primary Parcel, the concept of ***"Density Instead of Sprawl"*** was routinely tested during online and in-person input, with the public strongly influencing the reality of that statement on this site.

Ideal or appropriate land uses were surveyed by the public at Open House 3 with the following results:



Additional comments on the Jadwin-Stott parcel included:

- Overall strong preference in maintaining agriculture/open space and recreational uses
- Capability for infrastructure to accommodate new residential development on this site
- Maintain a large portion of this site for agricultural/working landscape, open space or public recreation amenities
- Realistically incorporate opportunities for a civic-oriented use to be adjacent to the existing public uses (Post Office parks and library)
- Maintain sensitivity to river shoreline, floodplain/floodway and critical wildlife habitat and migration corridors

CONCEPT OPTIONS

Two concept options for the Jadwin-Stott properties were presented to the public, with consistent elements being desired regardless of the outcome. Additional outreach to parties with real estate interests in developing the properties were incorporated and vetted in public comment. Between both concepts, these common features included:

- Transportation system improvements (e.g. a vehicle “slip” lane on Midland Avenue) are needed to accommodate development impacts
- Connectivity enhancements to better accommodate bike/pedestrian connections from the Emma Trail and Two Rivers Road to Old Town
- Supplying a mix of housing types to be considered in both concepts

Public voting results from Open House 4 were as follows:

Option A: Residential Anchor

Option	*Percent of Public Vote
A: Residential Anchor (Less Dense)	60%
B: Civic Anchor (More Dense)	40%

**Combination of in-person and online votes*

The Residential Anchor alternative represents a medium density residential development that leaves a significant portion of the approximately 14 acres undeveloped for open space, river shoreline, and trails. The residential character is mixed between single-family attached units (e.g. duplexes) and recreational rental cabins.

Option A was the preferred option based on public input. Open-ended public comments noted a need to blend some elements of all alternatives including:

- Recreational, public or civic-oriented use: ***“I love the idea of a civic facility right next to the library”*** - from Open House 4.
- Pedestrian connectivity enhancements from existing trails on either side of the river: completing a new bridge across the Roaring Fork **(E on both plan options)**: by the library received a significant amount of public votes

Option B: Civic Anchor

Option B illustrates a denser alternative with a mix of uses that create a walkable neighborhood adjacent to Old Town. Density is increased in this option while considerable open space is conserved. A civic-oriented use is pictured to complement the existing public uses

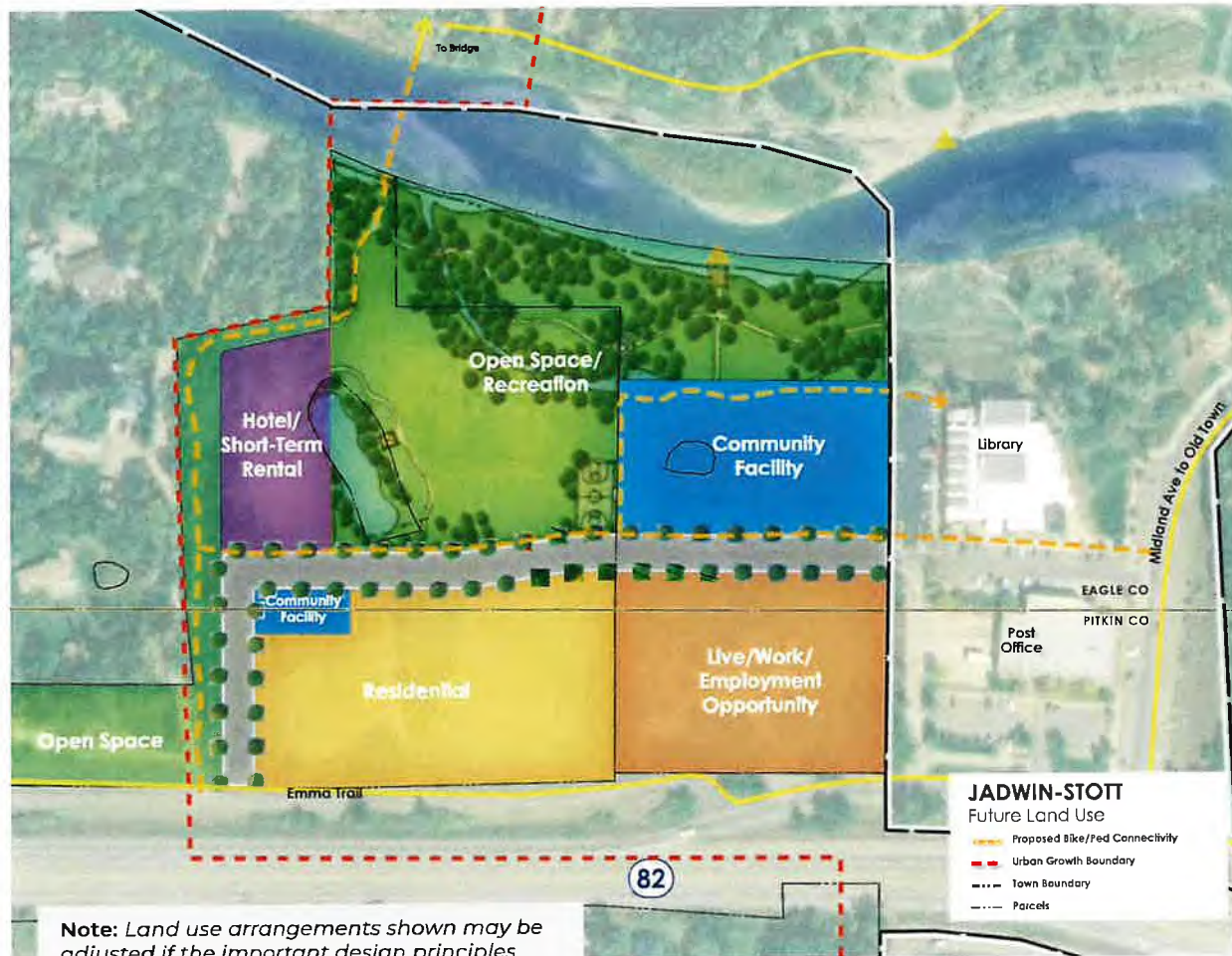
(library and post office) for community-oriented services.

Mixed use – ground floor commercial with residences above – was envisioned to promote walkability between residential areas and potential services or businesses.

Option B Design Elements And Public Comment

- Civic or community-oriented facility (F on plan): ***“Need vitality in Old Town”*** could be accomplished by proposing a facility that serves local recreational or civic services by offering indoor/outdoor space for amenities or activities. Examples of such a facility are a recreation center, community center, public health/human services or municipal offices and could be publicly or privately owned and managed.
- Mixed use development (C on plan): This concept illustrates about 26,000 SF of mixed use space that is envisioned to house personal services such as spas, minor healthcare offices (dental offices, sports therapy)
- ***“Need vitality in Old Town”*** could be accomplished by provided space for small businesses which in turn would provide walkable services for locals and new residents.

JADWIN-STOTT PRIMARY PARCEL RECOMMENDATIONS



BACKGROUND ON RECOMMENDATIONS

Public input supported both options but with a modest preference for a lower density residential anchor option. Additional comments as well as worksessions with Town Planning and Zoning led to a combined alternative as included in the referral draft that highlighted land uses of both options that were embraced by the public.

The Planning and Zoning Commission enlarged the open space shown on this parcel by downsizing the footprint of the Community Facility. The Commission kept the number of units allowed under the denser option because of the Parcel's ability to support many of its planning objectives. As explained earlier under "Process", the Council ultimately directed that the Plan include a density range for the Jadwin-Stott Parcel. The Plan now identifies a minimum expected density (80

units) and the maximum number of units that could be placed on the Jadwin-Stott Parcel (180 units) along with the requirements that would have to be satisfied for any development and additional conditions to be met if more units were to be approved above the minimum.

FUTURE LAND USE MAP

The Future Land Use map shows the area to be reserved as Open Space in Green and the remaining area as a grey color.

The inset shows the recommended land use pattern for the Jadwin-Stott Primary Parcel.

Important Design Principles Regardless of Density

- The Residential Development will be consistent with the Neighborhood Mixed-Density Typology.
- Large and Medium Lot Single family lot residential development is highly discouraged on this site.
- Small residential lots could be considered at western edge.
- Smaller building sizes at western edge preferred.
- Dwelling Units in the Live/Work/Employment Opportunity area must be on the second floor and buildings must generally satisfy the Work Mixed Use Typology.
- The buildings in the Hotel/Short-Term Rental area must be of very small scale and low impact.

Minimum Density

80 Residential Units.

Required Improvements at Minimum Density

- Transportation system improvements including improvements to existing vehicle “slip” lane on Highway 82 and turn lane on Midland Avenue) from westbound Emma Road to accommodate development impacts.
- Trail enhancements to better accommodate bike/pedestrian connections from the Emma Trail and Two Rivers Road to Old Town.

- Childcare facility.
- Protect wetlands.
- Dedicate park acreage at 2x parkland requirement and preserve remaining Open Space per the FLUM in conservation easement dedicated to Town.
- Minimum 25% affordable housing per Basalt's current housing guidelines.
- Other annexation fees and assessments typically charged for annexations such as "green initiatives fee", childcare development fee (similar to Willits), and a voluntary real estate transfer assessment.

Increased Density

Up to 180 Total units on Property (80-180 units a potential increase of 100 units).

Got To's and Incentives to Achieve Increased Density

All required improvements listed above for the minimum density, Got To's, plus one or more of the incentives listed below must be utilized to achieve higher residential densities:

Got To's:

- Build all additional required transportation improvements required to address increased density.
- Pay for and construct bike/pedestrian bridge over river.
- Dedicate all open space shown on FLUM to Town.

Plus, Incentives to Receive Additional Density: per Town and Developer Negotiation. One or more of the following would need to be provided by the Developer.

- Dedicate more Open Space or a viable open space view plane as seen from Highway 82
- Carshare highly desired.
- One of more of the Quality of Life Density Bonuses listed in this master plan.

What Must Occur for Development to Happen

Phasing: The split ownership of the property (see Option C plan) creates potential for phasing of development. Option C presents a case where the Jadwin (western) or the Stott (eastern) properties could be developed separately or in tandem, however the location of the north-south collector road would need to be adjusted to accommodate a looped road network (unless the neighboring property provided an easement).

Annexation and Zoning: The Jadwin-Stott parcels would have to be annexed into the Town and a zoning designation applied.

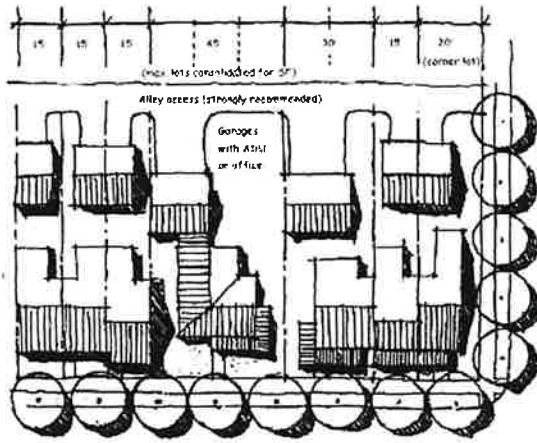
Infrastructure and Physical Challenges: Projects that enhance or improve the transportation network would be required to manage new vehicle and pedestrian traffic within and across the parcel. Extending public utilities would be required to service new development. Physical challenges, including impacts from existing floodplain, high water levels, and wetlands must be mitigated to develop the site. Further studies are recommended to fully assess constraints, particularly on the riverside portion of the site where known challenges exist.

Trade-Offs

Density in-town versus low density and sprawl out of town: In general public comment regarding Jadwin-Stott pushed promoting density in places like Willits and Old Town to preserve land currently used as open space at the edge of town. The recommended land uses for the Jadwin-Stott parcel include providing both open space and density.

With RFTA stops and a pedestrian underpass within 1,500 feet of the property, promoting medium density residential on the Jadwin-Stott property realizes a goal of focusing a mix of dense uses near transit.

TYOLOGY 1C | NEIGHBORHOOD MIXED-DENSITY



Keep setbacks to a minimum, and incorporate porches into front facade.

Allow on-street parking and keep street widths to a minimum.



Use proven local vernacular materials such as metal roofs, shingles, wood siding, and rough timber.

Change of materials and colors help break down building volumes.

Garage and ADU in the rear of the house are accessed through an alley which enhances the residence's street presence.

The figure to the left shows a composite of lot options and illustrates the flexibility of subdividing land into 15 ft. wide increments. Use of this tool should include limits on the consolidation of lots to a maximum of three for a total lot width of 45 ft. Limits on the percentage of each type of lot should be used to help assure the desired diversity.



Simple porch and roof elements develop character and a small-town feeling appropriate for less expensive housing.



Duplex units in either single-family or more dense neighborhoods can add to the diversity of these areas.



Provide rental housing in the form of ADUs. Pictured here are ADUs constructed as part of a detached garage.



G.2 | AFFORDABLE & INCLUSIVE LIVING

GOAL 2.1: Provide housing that serves residents across a range of demographics, incomes and collective needs.

OBJECTIVES:

- 2.A.** Explore a wide range of strategies to increase affordable housing with the goal of producing 500 units of affordable/attainable housing over the next 10 years after Plan adoption, including smaller, attainable for-sale housing and attainable family housing (either for sale or rent).
- 2.B.** Promote affordability of living and diversity of housing types including market rate housing.
- 2.C.** Direct BACH to develop a program to implement the housing goals and objectives which could include but is not limited to; developing funding strategies, changing community housing guidelines and zoning to maximize the supply of affordable/attainable housing development that is feasible by a private developer and to minimize jurisdiction shopping.
- 2.D.** Support regional efforts, including consideration of a regional housing coalition to promote creation of affordable and attainable housing

and supporting a regional plan to address affordable housing.

- 2.E.** Identify lands with potential for supplying community housing as part of any requirement for annexation and include within any request for rezoning of the annexing property.
- 2.F.** Coordinate to manage and develop affordable housing including options for intergovernmental agreements and contracts with existing agencies, affordable housing corporations, and housing authorities.
- 2.G.** Discourage affordable housing projects and residential developments that are not connected to the transit system or which do not have a well-lighted, safe, protected pedestrian access to and from transit stops.

GOAL 2.2: Create a toolkit to preserve existing housing that supports the community and mitigate involuntary displacement of people.

OBJECTIVES:

- 2.H.** Incentivize the reuse of existing, local resident housing and avoid the detrimental effects of the second home phenomenon.
- 2.I.** Consider public-nonprofit and public-private partnerships to attract and encourage developers to produce local resident housing.

GOAL 3.2: Deliver multimodal transportation routes that prioritize and increase use by non-vehicle modes by emphasizing safe and comfortable movement.

OBJECTIVES:

- 3.F.** Encourage incorporation of design concepts like complete streets and smart streets into new development and infrastructure projects.
- 3.G.** Consider adopting parking demand management strategies for key project areas.
- 3.H.** Where possible, trails and sidewalks should be separated from streets.

GOAL 3.3: Encourage an inclusive transportation network that connects those with high mobility needs and underserved populations to key places including dense and low-income housing, schools and community facilities.

OBJECTIVES:

- 3.I.** Review the Parks, Open Space and Trails Master Plan to ensure that it meets community desires and utilize it as a conduit to continually identify and prioritize projects.
- 3.J.** Promote housing development to have bicycle- and pedestrian-orientation by encouraging housing development at high connectivity areas (e.g. near the

regional trail system or RFTA stops that have safe pedestrian and bicycle crossings), and by locating bicycle and pedestrian amenities—such as bike washing stations, bike racks, bike share stations, e-bike facilities, and appropriately-sized pathways—within developments.

- 3.K.** Make crosstown mobility safer and more efficient with connectivity projects that complete the pedestrian and bike path network where it may dead-end, has gaps or transitions into an undeveloped path or non-designated trail.
- 3.L.** Embrace smart growth land use policies to cluster urban-level development within the Town's Urban Growth Boundary. Identify locations in-Town with potential for greater densities (including taller structures) in close proximity to transit facilities.
- 3.M.** Incorporate recreational elements like trailheads and bike racks.

GOAL 3.4: Create a transportation system that will minimize operation and maintenance costs and support and complement the goals related to land use and growth and the natural environment.

OBJECTIVES:

- 3.N.** Ensure that the impacts on the transportation and pedestrian systems are properly evaluated during the development review process.

- 3.O.** Seek ways to improve the main roadway intersections with Highway 82 (within the Town) to create a greater sense of entry and support tying the various areas of town together.
- 3.P.** Before approving any development on the Primary Parcels, conduct a transportation study (Transportation Study) that identifies the short-term and long-term improvements needed in the Basalt area which reflects an integrated approach for all modes of transportation including vehicles, RFTA, bicycles, shared-bike facilities and pedestrians and which includes recommendations for satisfying the goals of this master plan. The Plan may address the timing of development and the recommended improvements.
- 3.Q.** Identify the party responsible for paying or building the transportation improvements identified in the Transportation Study and Incorporate the results of the Study into the Town's capital improvement plan.
- 3.R.** Work with Eagle County and CDOT to update the State Highway 82 Access Control Plan with the goals of providing for the needs of each of the entities while not contributing to growth that is not supported by this master plan.
- 3.S.** Encourage public/private partnerships in the development of public parking facilities.
- 3.T.** Dedicate all rights-of-way for major and minor streets in accordance with this master plan.
- 3.U.** The Town and adjoining counties and public trail entities should continue planning efforts to assure a cohesive and interconnected regional trail system for both recreational and commuter users.
- 3.V.** Strive to implement the trail improvements included in the Basalt Parks, Open Space and Trails Plan, Mid-Valley Trails Plan, and RFTA Recreational Trails Plan.
- 3.W.** Trails planning should take full advantage of existing features that may expand the development of new trails, including underutilized rights-of-way or easements, historically utilized paths, the Two Rivers Road right-of-way, the South Side Drive right-of-way, rivers and trails on public land.
- 3.X.** Balance the desire for access to the river with the ecological and water quality values riparian areas serve, by continuing to use the Roaring Fork Conservancy in the Town's review process, planning wisely for new access points, eliminating bandit trails, making changes to reduce the impacts of boating

access, and ensuring that areas remain more native as the distance from population centers increase.

- 3.Y.** Pursue easements and rights-of-way for trails and sidewalks to connect gaps in connectivity and provide access to public lands in negotiating land use approvals or by purchase.

GOAL 3.5: Adopt and embrace innovative measures that accommodate future transportation means, facilities and technologies.

OBJECTIVES:

- 3.Z.** Collaborate with CDOT, RFTA and other state or federal government agencies as they plan and construct infrastructure that supports future transportation modes such as transit priority and autonomous vehicles.
- 3.AA.** Maintain mass transit as an integral part of regional mobility.
- 3.AB.** Ensure land use regulations provide for flexible use of parking areas if parking demand changes over time.
- 3.AC.** Encourage infrastructure projects that include smart streets and other intelligent mobility technologies.
- 3.AD.** Work with transportation networking companies to provide extended service, particularly in areas with underserved populations.
- 3.AE.** Work with the Parks, Open Space and Trails Committee and the local bike share operator to ensure that plans for the use of the Town's rights-of-way can safely incorporate all needs for mobility on such rights-of-way.
- 3.AF.** Prohibit new development that impedes safe, convenient and attractive bicycle and pedestrian crossings at Highway 82 intersections between East and West Basalt.

G.5 | RESILIENT & SUSTAINABLE ENVIRONMENT

GOAL 5.1: Future growth should occur in tandem with conservation of sensitive areas and at an appropriate rate and is consistent with the concept of economic and community sustainability.

OBJECTIVES:

- 5.A.** Establish measures to manage growth.
- 5.B.** Prohibit retail and service commercial growth that does not forward the community's economic development goals, as defined in this master plan.
- 5.C.** Maintain the rural buffer around the community through enforcement of the Town's strict Urban Growth Boundary, which directs urban and suburban growth.
- 5.D.** Ensure that development does not encroach on or compromise sensitive natural habitat areas and obtains appropriate fishing access points.

GOAL 5.2: Strongly enhance Basalt's Environmental Identity that considers its place in the valley and the world.

OBJECTIVES:

- 5.E.** New public buildings and facilities should be built to the highest possible standards of energy efficiency and performance.
- 5.F.** Require new developments to apply energy saving devices, technology, construction materials and techniques.
- 5.G.** Develop methods, such as energy monitoring, dashboards linked to the Town and other environmental agencies, and ongoing commissioning, to ensure that buildings built to high levels of performance continue to operate at that performance level.
- 5.H.** Protect and enhance the ecological value of the Roaring Fork and Fryingpan River corridors and other significant wetlands or riparian areas in-Town and support efforts of those entities that manage the Fryingpan river to meet the optimum flow requirements for safety, ecological health and angler satisfaction.
- 5.I.** Promote the use of native plantings, xeriscaping, raw water irrigation and other water conservation techniques in the community.

5.J. Work with the Roaring Fork Conservancy to implement the water efficiency priorities identified for Basalt in the Roaring Fork Watershed Regional Water Efficiency Plan.

5.K. Review the Town's sustainable building regulations, Zoning Code and Chapter 13, Municipal Utilities to determine what changes should be made to implement the water efficiency priorities identified in the Regional Water Efficiency Plan and NWCCOG's upcoming Water Saving Guidance and model Standards for the Colorado Headwaters.

5.L. Continue to review and update the Town's Building Code and its Sustainable Building Regulations.

5.M. Provide climate leadership through strategic investment while being a model for other small towns.

5.N. Collaborate with other environmental non-profits to best meet the Town's climate action goals including but not limited to the Community Office for Energy Efficiency (CORE), CC-4CA, the Eagle County Climate Action Collaborative, and other climate action groups.

5.O. Link capital projects to the Town's current greenhouse gas inventory to ensure that emissions are reduced and funds spent are

maximized and transparent while also looking through a lens of climate equity.

GOAL 5.3: Promote a built environment of the highest quality and comfort.

OBJECTIVES:

5.P. Evaluate and update the Town's exterior lighting ordinance and continue to evaluate light pollution as part of the development review process for future projects.

5.Q. Examine approaches for controlling noise nuisance in the community.

5.R. Continue to evaluate ways to reduce waste and re-use materials generated by the residents, visitors and businesses in-Town.

5.S. Continue to support efforts of the Green Team and others in implementing Basalt's adopted Climate Action Plan.

5.T. On a yearly basis, the Town Council should review progress made on its resolution to declare a Climate Emergency.

5.U. Use an equity approach in reviewing land use projects by ensuring that all developments recommended for approval incorporate walkability and access to important services and parks.

GOAL 5.4: Build fire and water resiliency into community planning projects.

OBJECTIVES:

- 5.V.** Enforce the UGB and future land use map to ensure new growth does not encroach into areas deemed high risk for wildfire, including the wildland urban interface (WUI).
- 5.W.** Design of new developments should employ water conservation techniques to demonstrate there are no adverse impacts to water quality or supply.
- 5.X.** Consider requiring new development to utilize fire-hardened materials and fire-resilient site planning techniques.
- 5.Y.** Encourage homeowners to use their own best practices to reduce the spread of fires by creating defensible space and reducing structural ignitability.
- 5.Z.** Pursue preservation of agricultural lands consistent with the Future Land Use Plan using a palette of methods including conservation easements, transferable development rights, an open space fund, etc.

G.6 | MAINTAINABLE CIVIC & COMMUNITY SERVICES

GOAL 6.1: Invest in public infrastructure in a cost-effective way based on the community's desire to provide all reasonably necessary facilities and services at pace with its growth.

OBJECTIVES:

- 6.A.** Consider infrastructure and public service provision to promote compact and efficient development patterns and effective phasing.
- 6.B.** Direct public infrastructure investment by adopting mechanisms (regulations, agreements, etc.) to guide and encourage growth where it meets the community's vision in the Future Land Use Plan.

GOAL 6.2: Ensure infrastructure improvements and expansion serve the Town's growth, land use, and environmental goals, not vice versa.

OBJECTIVES:

- 6.C.** Continue to refine mechanisms to ensure that future development projects pay their own way.
- 6.D.** Maintain a capital improvements plan to guide the installation and funding for future infrastructure improvements.

6.E. Require new developments to connect to existing water and sewer systems. Prohibit the proliferation of small private water and sewer systems.

6.F. Ensure that future growth is fiscally supportable and can be served with the necessary and appropriate services and facilities without creating any undue financial burden on the Town.

6.G. Ensure that proposed changes to the urban growth boundary or annexation will not diminish the Town's capacity to maintain the current service levels.

6.H. Lands needed for public purposes (schools, fire stations, trails, parks, libraries, etc.) shall be identified as part of any request for annexation and shall be dedicated to the Town or other appropriate public entity.

6.I. Seek to underground all existing and new overhead transmission lines except where undergrounding would have a negative impact on the environment.

6.J. Work with Crown Mountain Taxing District to ensure the District is fulfilling the Town of Basalt's goals.

G.8 | REGIONAL GROWTH & ANNEXATION

GOAL 8.1: Implement the Town's UGB and land use policies included in this master plan.

OBJECTIVES:

- 8.A.** The Town will use this master plan as the Three Mile Planning Area plan required by the State for annexation.
- 8.B.** Update and renew intergovernmental agreements with Pitkin and Eagle Counties to encourage development consistent with the Town's Future Land Use Plan and to promote a high level of cooperation and coordination between the counties and the Town in the planning and review of future development proposals and land use regulations.
- 8.C.** The Town will only consider annexation of properties outside the UGB when it is determined that the annexation will further the goals of the Master Plan.
- 8.D.** Investigate the growth capacity for Basalt.
- 8.E.** Petitions for annexation shall be accompanied by a sketch plan showing all applicable design features, as well as a request for

rezoning consistent with Town Zoning Code and Master Plan. Property shall not be annexed until a final development plan for such property has been approved.

GOAL 8.2: Ensure that future growth in the Three Mile Planning Area (including El Jebel) is done in a high-quality manner and is consistent with community values and traditional Town planning principles.

OBJECTIVES:

- 8.F.** For any proposed development resulting in review under C.R.S. § 31-23-209, the applicant for such development must provide the Town with an access control plan and other documents as reasonably requested by the Town to determine the impacts of such development and its conformance with this Master Plan.
- 8.G.** This plan encourages annexation of properties within the Town's UGB at the appropriate time when consistent with the Town code annexation chapter and State Law. Properties prescribed for a higher intensity by the future land use designations on this plan are expected to be annexed into Town as part of the Town's development approval process. This master plan does not support up-zoning properties in the Town's UGB without annexation and properties should remain at current approved

levels of density unless annexed into Town, this is particularly true in East Basalt. Except for unusual circumstances, the Town does not support providing its public water service to properties or support inclusion in the Basalt Sanitation District for properties that are in the Town's UGB in East Basalt without annexation to the Town.

- 8.H.** Work with Pitkin and Eagle Counties on Sub-Area planning studies within Basalt's Three Mile Planning Area.
- 8.I.** The Town will use the UGB and future land uses for the El Jebel Area to urge that suburban and sprawl development, or development that competes with the Town's two commercial centers, not be approved by the neighboring County jurisdiction.
- 8.J.** Ensure that future annexations address park dedications necessary to implement the Basalt River Master Plan.

UGB, but recognizes that the Town may wish to impose one in the future and may deny a development application that does not honor the general intent of this master plan.

FUTURE LAND USE DESIGNATIONS

Future land use categories listed below are used in both the future and existing land use mapping.

Land Use Designation	Description
Public Open Space (OS)	Any and all public park, recreation and open space lands. Riverfront open space is included in this category, as are certain trail segments. Includes floodplain protection, riverbank stabilization, riparian habitat preservation, open space preservation, active and passive parks, and trails.
Private Open Space (POS)	Areas which should remain open as buffer zones for private development but remain in private ownership.
Community Facility (CF)	Public and private institutions including government facilities, schools, universities, medical facilities, transportation facilities, libraries, post offices, fire stations, religious facilities, community centers, and performing arts facilities. Deed-restricted affordable housing that satisfies the Town's affordable housing requirements may be permitted. Other affordable housing may also be permitted if proposed in conjunction with another community facility use.
Utilities (UTIL)	Public and private utility uses such as water treatment facilities, sewage treatment plants and facilities, transformer stations, telecommunication towers, natural and propane gas storage facilities, and other similar uses.
Mixed Use Commercial (MUC)	Retail and/or service commercial uses on the street level and residential uses and office uses on upper floors. Structures in this category are intended to allow for live/work situations and, as such, can also include very light industrial uses such as light assembly/repair shops.
Service Commercial (SERV)	Service and repair uses, typically small shops with relatively low inventory needs. Examples in this category include hair salons, copy shops, optical shops, laundromats, dry cleaners, bakeries, day care centers, and repair shops. Land designated in this category can also be used for recreation-oriented commercial uses like recreational guide services, golf equipment rental and maintenance facilities, outdoor equipment rental services, etc. This category could include some small office/personal services.
Retail Commercial (RET)	Provides goods for sale, and involves high customer turnover, high inventory, and delivery needs. Typical uses include convenience stores, restaurants, gas stations, grocery stores, shops for the retail sale of goods such as clothing, shoes, books, hardware, sporting goods, etc.

Land Use Designation	Description
Medium Density Residential (MDR)	Residential use with densities between 6 DU/Acre and 11.9 DU/Acre. This category would commonly include projects with duplex and/or townhome units and zero lot line projects. Other appropriate uses in this category include small-scale community facilities and parks that serve the surrounding residential area. Small-scale commercial uses also would be allowed. Projects in this land use category should be designed utilizing cluster concepts and should incorporate common open space and buffers.
High Density Residential (HDR)	Residential use with densities between 12 DU/Acre and 20 DU/Acre. This category would commonly include projects with denser townhome type units and structures with multiple units including apartment type units. Other appropriate uses in this category include small-scale community facilities and parks that serve the surrounding residential area. Small-scale commercial uses also would be allowed. Projects should provide open space and buffer areas.
Mixed Use Residential (MUR)	For residential with permitted commercial uses that provide vitality. This designation would also allow the opportunity for existing businesses to remain on property designated MUR if redevelopment occurs. Amount of commercial use permitted on these parcels would be higher than that envisioned for HDR parcels without the mixed-use designation.
Agriculture (AG)	Intended when long-term use is proposed to be agriculture. Typical uses include animal husbandry, crop production, equestrian operations, nursery production, grazing, and other related uses. Also contemplates residential use associated with agricultural operations including rental and bunkhouse type units. There may be other limited commercial uses that could be included in the agricultural areas that are compatible with this use.

AFFORDABLE HOUSING DESIGNATION

Several sites on the Future Land Use Map have an Affordable Housing (AH) Overlay Designation. Areas with an AH designation are considered good locations for partnerships to provide affordable housing and the Town may look for ways to increase the percentage of affordable housing in granting land use concessions. The Town desires that affordable housing be placed specifically on or in the vicinity of sites designated with the AH Overlay Designation. The Town also desires that affordable

housing be dispersed throughout the community, and this master plan intends that projects include their fair share of affordable housing consistent with the Town Code requirements.

WEST BASALT FUTURE LAND USE

The Town encourages residents of the Town and unincorporated Eagle County within the Three-Mile Planning area, to consider this as a plan to direct growth for this area and is committed to working with Eagle County to establish an IGA that forwards the goals and objectives and future land use strategy contained in this master plan.