

Rifle **Airpark**

Application For Planned Unit Development

City of Rifle, Colorado
January 10, 2008

Airport Land Partners
312 ABC • Suite A
Aspen, CO 81611

robert_howard@mac.com

January 10, 2008

Matt Sturgeon
Planning Director
City of Rifle

This Planned Unit Development submittal is a culmination of years of analysis, preparation and cooperation with the City of Rifle and Garfield County. The existing zoning for the property dates from a 1982 County approved PUD undertaken by our predecessors, who donated approximately 200 acres for the development of the Garfield County Regional Airport, and were instrumental in getting the State of Colorado to build the Mamm Creek I-70 Interchange to support both the Airport and 1982 PUD development.

Airport Land Partners has continued that spirit of cooperation, donating land to the County for municipal facilities as well as an interagency fire station, which resulted in the construction of a sewer interceptor and one million gallon water storage tank on our property in 2000. A subsequent agreement to convey additional land to facilitate expansion of the airport resulted in reconstruction of Airport Road through our property. And most recently, Colorado Mountain College opened a new 34,000 square foot state of the art building on land donated by Airport Land Partners.

The PUD described herein was developed consistent with the Master Plan for Rifle Airport Planning Area approved by the City of Rifle in March 2007. The goals and objectives of the Rifle Airpark PUD conform with the approved Master Plan and seek to:

- Develop a comprehensive, consistent and high quality land use plan and development standards guiding future construction of the PUD in order to accomplish the economic development goals of the City of Rifle and western Garfield County.
- Organize the development and operation of sustainable businesses for the benefit of land owners, business owners and the community.
- Establish a model process to ensure high quality development that protects and enhances both the natural environment and the built environment.

OVERVIEW OF PLAN

The Rifle Airpark PUD introduces four land uses guided by a tightly controlled set of development standards that will offer a platform for economic development that could support over 6 million square feet of commercial, industrial and airport related building. The long-term commitment by property owners to a master planned business community will be accomplished through a Property Owners Association to maintain the development, building construction and maintenance of the business community.

The highlights of the Rifle Airpark master land use plan are:

- A mix of industrial, commercial, airport related and governmental land uses that are consistent with the forecast market demand of the regional economy, and the land base itself.
- Developable land will be offered in four proposed new land use districts and one existing Rifle zone district:
- Airport Light Industrial (A-LI) comprises almost 36 percent of the potential building area and supports assembly, warehousing, distribution, and wholesale and retail sales businesses.
- Airport Commercial (A-C), making up approximately 13 percent of potential building area, will

support retail, office, entertainment, accommodations, food and other service businesses catering to the business and residential demand.

- Airport Industrial (A-I) comprises almost 9 percent of the potential building area within the Master Plan and will support manufacturing, service and repair, storage and distribution businesses.
- Airport Support (A-S) businesses provide direct logistical, aircraft service and distribution services including those requiring close proximity and access to the Garfield County Regional Airport, and will comprise approximately 23 percent of the potential building area within the Master Plan Area.
- Open Space (O/S) comprises 20 percent of the land area contained within the PUD area: over 13 percent falling within contiguous and large parcels that will be managed by a Property Owners Association; 6.5 percent occurring in large parcels of land privately owned and protected from development by way of restrictive land covenants; and the balance of open space occurring in on-parcel landscape buffers along front set-backs, side set-backs and in parking cells.

The development standards controlling the “look and feel” of Rifle Airpark will include restrictions and guidelines that extend the existing development requirements of the City of Rifle enforced through City staff review and Design Guidelines established and administered by the Rifle Airpark POA. Examples of regulations specific to the Rifle Airpark PUD are:

- Restrictions on outdoor storage that require appropriate screening through fencing or barrier walls;
- Road standards that refine right-of-ways standards and restrict parking from roadways;
- Pedestrian oriented pathways linking businesses with open space areas to afford an amenity to workers in their off work time;
- Floor-area and coverage ratios as well as height limitations that promote architecture and building construction techniques supportive of new businesses;
- Parking and loading standards offering more flexibility to large warehouse and industrial users.

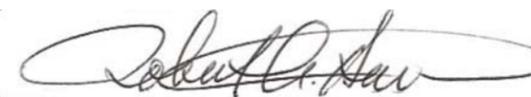
IMPACT OF RIFLE PLANNED UNIT DEVELOPMENT

The Rifle Airpark PUD will facilitate significant economic growth to Rifle and surrounding western Garfield County. The PUD will provide the land base for business development over an extended time frame. Up to 20 years of growth will be accommodated yielding the following projected benefits:

- Employment and business space employing upwards of 6,600 persons by the year 2022.
- Labor income generation of \$322 million by the year 2022
- Accumulated tax and fee revenues of more than \$46 million to the City of Rifle by the year 2022.

In submitting this application for PUD approval for Rifle Airpark, I want to assure the City of Rifle that Airport Land Partners and its associates will pursue development of Rifle Airpark at the highest level of quality. Further, we will diligently support the overall goals of the community to provide productive and sustainable employment that will foster Rifle’s development as an economic centerpiece within the Western Slope region of Colorado.

Respectfully submitted,
Airport Land Partners Limited



Robert A. Howard
Managing Partner

Land Use Application Form

Application Type (check all that apply):

- | | | |
|---|--|--|
| <input type="checkbox"/> Amended Plat | <input type="checkbox"/> Lot line rearrangement | <input type="checkbox"/> Sketch-Preliminary Subdivision Plan |
| <input type="checkbox"/> Annexation | <input type="checkbox"/> Minor Subdivision Sketch Plan | <input type="checkbox"/> Text Amendment |
| <input type="checkbox"/> Conditional Use | <input type="checkbox"/> Outside City Water/Sewer | <input type="checkbox"/> Vacation – Easement/Right-of-way |
| <input type="checkbox"/> Final Plat | <input type="checkbox"/> Preliminary Subdivision Plan | <input type="checkbox"/> Zoning Variance |
| <input type="checkbox"/> Floodplain Development | <input checked="" type="checkbox"/> Site Plan | <input type="checkbox"/> Zoning Map Amendment |
| <input type="checkbox"/> Lot line dissolution | <input type="checkbox"/> Sketch Subdivision Plan | <input checked="" type="checkbox"/> Other Planned Unit Development |

Brief Description of Application(s)

Seek PUD approval consistant with Rifle Airpark Planning Area Master Plan previously adopted by the City of Rifle.

Property Information

Address: See attached legal description

Parcel ID number:

Legal Description (attach additional sheet if necessary): See attached legal description

Access to Property: County Road 352 east of central Rifle exit on I-70

Instructions for Submittal

- Original completed applications with original signatures must be provided. Copies are not acceptable.
- In addition to this application, all information on the supplemental checklist must be submitted.
- Incomplete applications will not be accepted and will delay processing.
- Initially, one copy of each document may be submitted to the Planning Department for review. When the documents are deemed adequate, additional copies as required by the Planning Department shall be submitted. However, the entire application packet, including copies, must be received by the application deadline.
- All documents, plans, plats, etc. shall be no larger than 8 1/2" x 14" in size or folded to that or a smaller size

STAFF USE ONLY

Pre-app conference: (date) Application received: (date)

Application complete: (date) Case Number:

Fees: Fee total:

Deposits: Deposit total:

Paid: (date) Referrals sent (date)

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Project Team Information (fill in all that apply) (add additional sheets if needed):

Property Owner(s): Name: Airport Land Partners Limited and Grand River Plaza Development, Inc. Phone: 970-544-5150
 Company: _____ Fax: 970-544-5151
 Address: _____

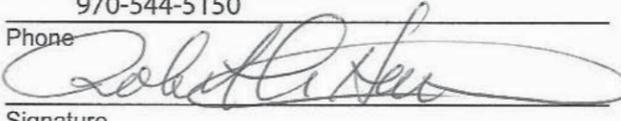
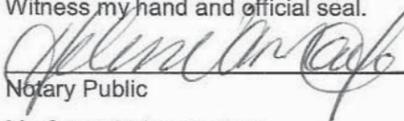
Authorized Rep.: Name: Robert A. Howard Phone: 970-544-5150
 Company: Airport Land Partners Limited Fax: 970-544-5151
 Address: 312 ABC, Suite A, Aspen, CO 81611

Engineer/Designer(s): Name: _____ Phone: _____
 Company: _____ Fax: _____
 Address: _____

Billable party: Owner Representative Engineer

Billable Party

The Billable Party, by signing below, hereby agrees to reimburse the City the actual costs to the City for engineering, surveying, and legal services rendered in connection with the review of the Application. The Billable Party shall also reimburse the City for the cost of making any corrections or additions to the master copy of the official City map and for any fees for recording any plats and accompanying documents with the County Clerk and Recorder of Garfield County. The Billable Party agrees that interest shall be imposed at rate of 1.5% per month on all balances not paid within thirty (30) days of the date of the statement. In addition to any and all remedies available to the City and in the event the City is forced to pursue collection of any amounts due and unpaid, the City shall be entitled to collect attorney's fees and costs incurred in said collection efforts in addition to the amount due and unpaid.

Robert A. Howard
 Name (printed)
312 ABC, Suite A, Aspen, CO 81611
 Address
970-544-5150 970-544-5151
 Phone Fax

 Signature
US PASSPORT 07112152
 Type of Identification
 County of Garfield)
 State of Colorado) SS
 Sworn to and subscribed before me this 28th day of December, 2007
 (fill in month) (fill in year)
 By Helen Vannatta
 (name printed)
 Witness my hand and official seal.

 Notary Public
 My Commission expires 8/24/09



Disclosure of Property Ownership

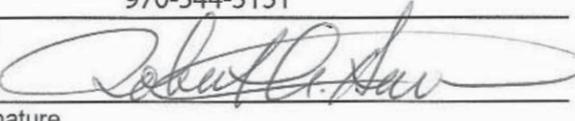
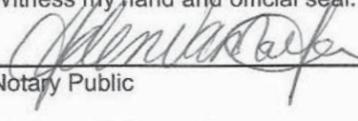
If owner is an individual, indicate name exactly as it appears on the deed.
 If owner is a corporation, partnership, limited partnership, or other business entity, name principals on a separate page. Please include the articles of organization, partnership agreement, etc., as applicable.
 If owner is a land trust, name beneficiaries on a separate page.
 If applicant is a lessee, indicate the owner(s) on a separate page.
 If applicant is a contract purchaser, attach a copy of the contract, and indicate the owner(s) on a separate page.

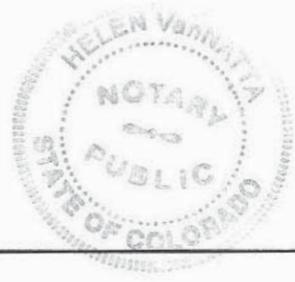
Please provide the name(s), mailing address(es), street address(es), and phone number(s) for all owners.

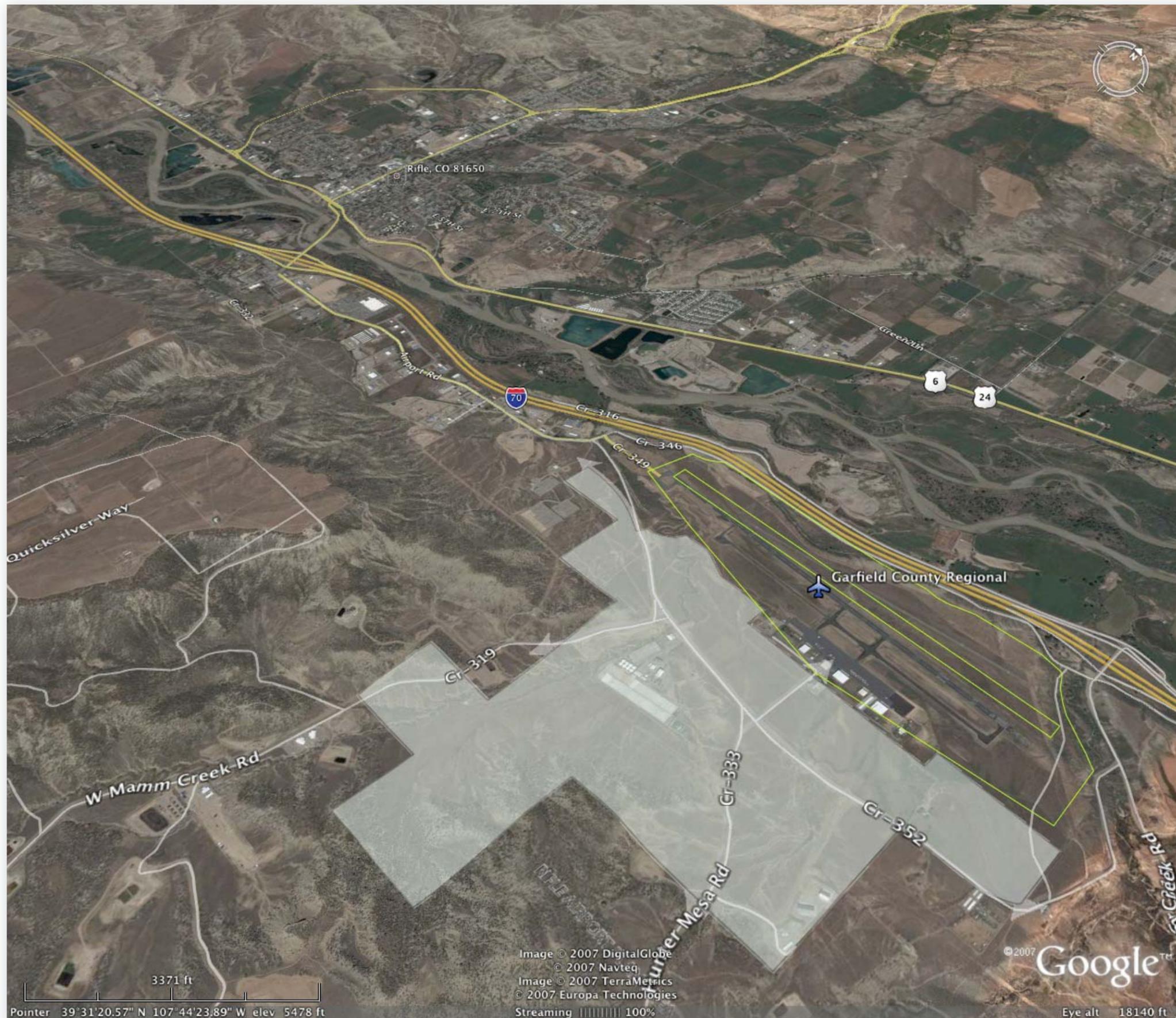
Property Owner Affidavit

I/We, Airport Land Partners Limited, being first duly sworn, depose and state under penalties of perjury that I am (we are) the owner(s) of the property described herein and which is the subject of the application and proposed hearings; that all answers provided to the questions in this application, and all sketches, data, and all other supplementary matter attached hereto and made part of this application, are honest and true to the best of my (our) knowledge and belief. I (we) understand that this application must be complete and accurate prior to a hearing being scheduled. I (we) authorize County staff to visit the site as necessary for proper review of this application.

(If there are any special conditions such as guard dogs, locked gates, restricted hours, etc., please give the name and phone number of the person(s) who can provide access to the site.)

<u>Robert A. Howard</u> Name (printed)	
<u>Managing Partner</u>	
<u>312 ABC, Suite A, Aspen, CO 81611</u> Address	
<u>970-544-5150</u> Phone	
<u>970-544-5151</u> Fax	
 Signature	
<u>US PASSPORT</u> Type of Identification	
County of <u>Garfield</u>)	
State of <u>Colorado</u>)	SS
Sworn to and subscribed before me this <u>28th</u> day of <u>December</u> , <u>2007</u> (fill in month) (fill in year)	
By <u>Helen Vannatta</u> (name printed)	
Witness my hand and official seal.	
 Notary Public	
My Commission expires: <u>8/24/09</u>	





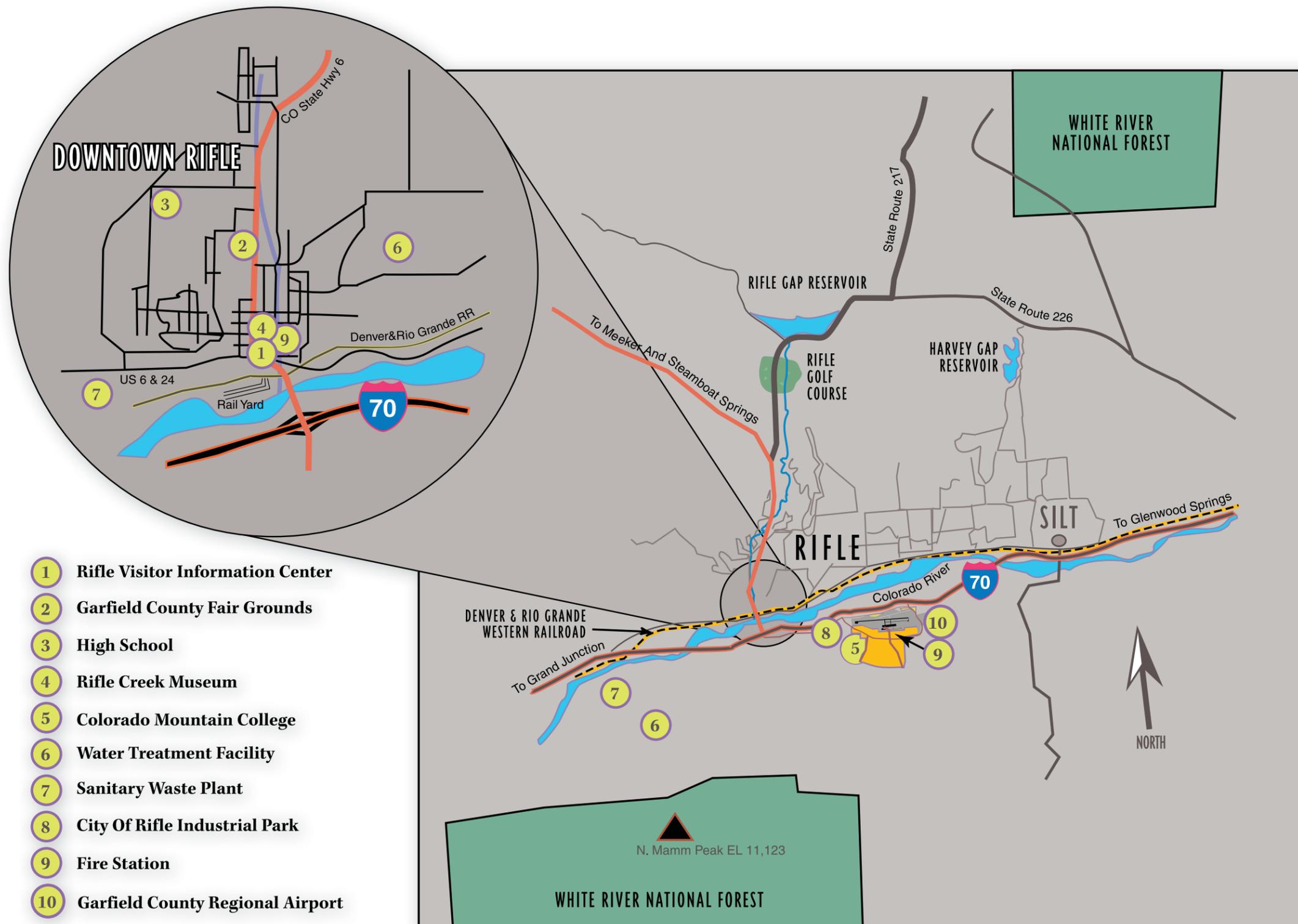
Rifle Airpark Master Plan Area

Planning Objectives & Relationship to General Plan

The land planning objectives within this PUD submittal were established in the course of preparing the Rifle Airpark Master Plan. These objectives were developed through a workshop process with the applicants and the City of Rifle, as well as discussions held with neighboring land owners. These objectives are listed below and found on pages 20 and 21 of the approved Rifle Airpark Master Plan:

- Provide a range of job opportunities within the regional economy.
- Enhance the City's tax base and revenue collection.
- Establish an orderly development approach.
- Identify the range of entitlements to be considered pursuant to an Annexation and Zoning Agreement.
- Establish sustainable business uses.
- Develop a framework for streamlined permitting and approval process.
- Establish strong, high quality design standards for development within the Master Plan area.
- Establish development standards that preserve critical environmental features within Rifle Airpark.
- Develop a sustainable infrastructure development and phasing plan.
- Protect the quality of the surface environment.

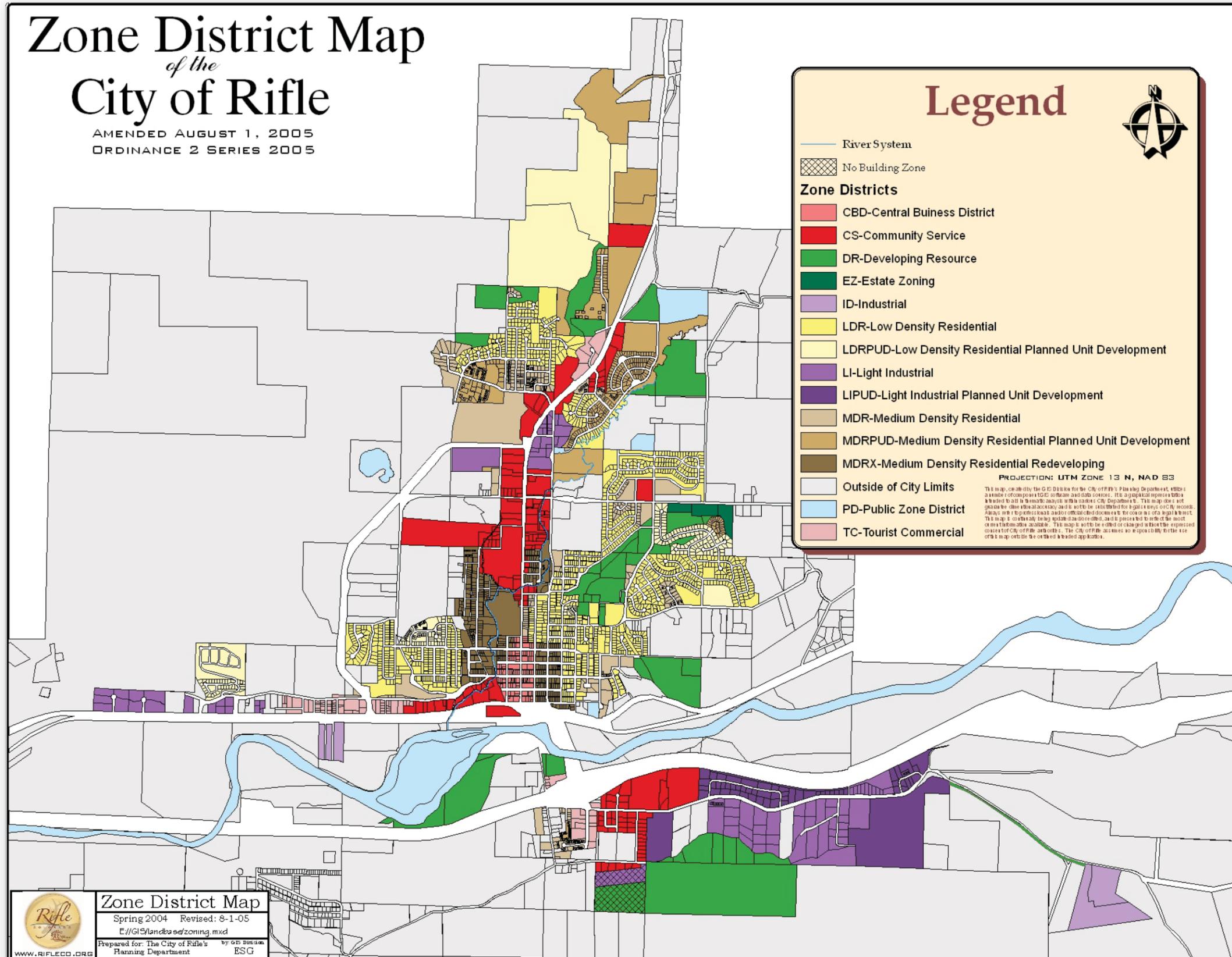
Exhibit 1-2 Vicinity Map



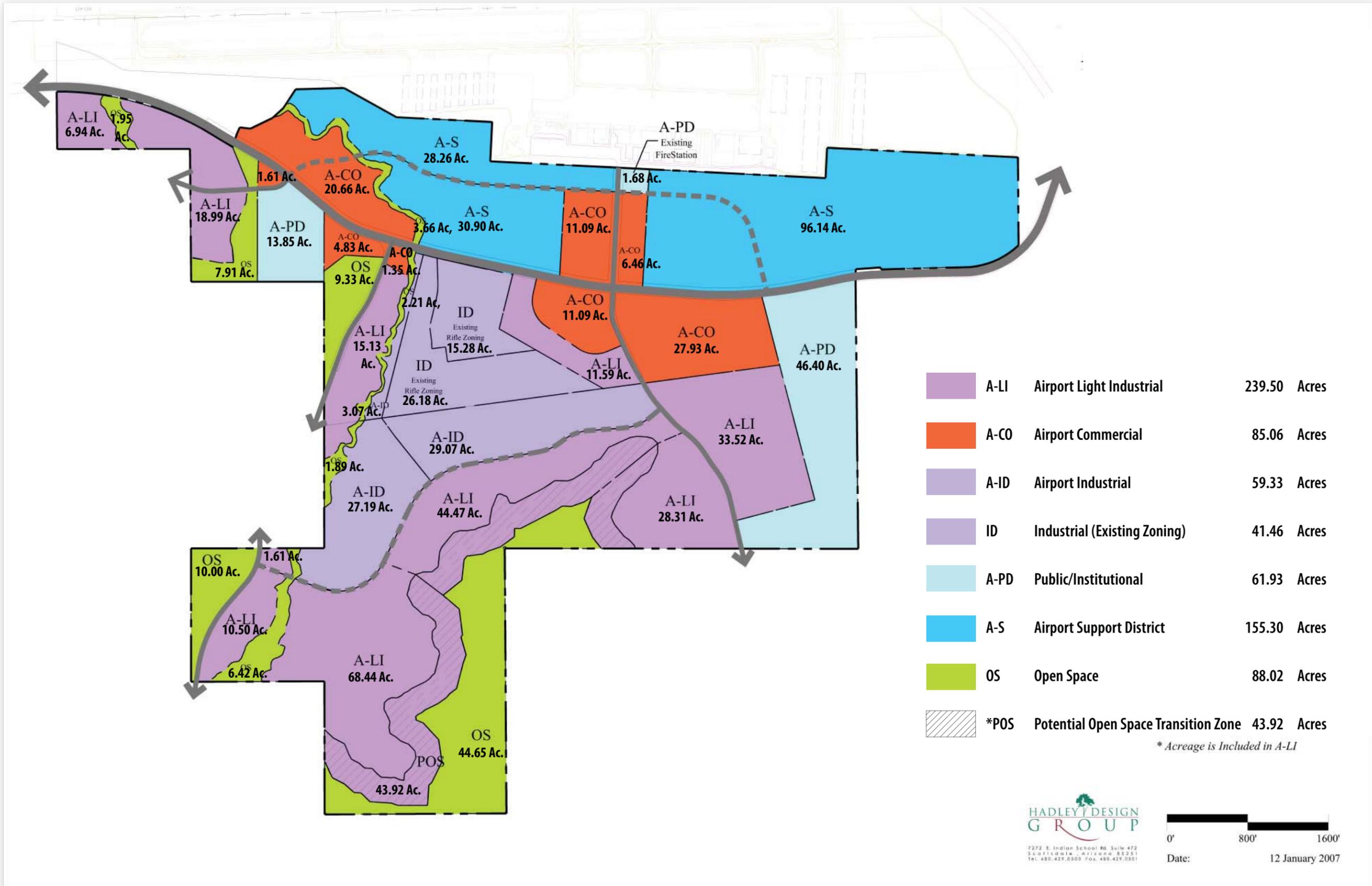
The proposed Planned Unit Development (PUD) for Rifle Airpark is located in unincorporated Garfield County adjacent to the City of Rifle. The PUD area comprises a significant portion of the 732-acre Rifle Airport Planning Area (RAPA). Three parcels within the RAPA were the subject of prior annexations and are zoned either industrial or public.

The PUD area is accessible to I-70 via two interchanges -- the main Rifle interchange (Exit 87) and Mamm Creek interchange (Exit 89). Airport Road links the PUD area with Exit 87, paralleling I-70 to the south through a commercial and industrial area that is within the City of Rifle. Exit 89 serves the eastern side of Rifle Airpark via Mamm Creek Road to Airport Road. Currently there is no development on Mamm Creek Road and limited development on Airport Road east of the entry road to the Garfield Regional Airport.

The Garfield Regional Airport is the center of aviation activity within western Garfield County offering fully automated weather information, 24-hour service, a 7,000' by 100' runway with ILS and GPS approaches. The airport provides pilots with two FBOs, car and limousine rental services along with airplane hanger space and a paint shop.



Existing zoning within the vicinity of the proposed PUD consists primarily of industrial and commercial uses. Exhibit 3-1 on this page shows the specific location of zoned uses and also identifies, in the lower right hand corner of the exhibit, the industrial areas within the Rifle Airpark Master Plan area that have already been annexed and zoned.



Master Plan Area: Land Use Zone Districts

In March of 2007, in anticipation of this PUD application and the companion annexation request, the Rifle City Council formally adopted the Rifle Airpark Planning Area Master plan for approximately 792 acres of property. The Master Plan, shown in *Exhibit 1-4*, established five new zone districts and included two existing zone districts with which to use in organizing land uses within the Planning Area.

The City of Rifle Planning Director has determined that the land use districts established within the approved Rifle Airpark Master Plan shall serve as the designated land use areas when the City’s Comprehensive Plan is approved later this year. Accordingly, since the land use zones submitted in this PUD application are identical to those established in the Rifle Airpark Master Plan, the land use zones within this submittal will be in conformance with the Comprehensive Plan when it is adopted.

The zone districts used within the Master Plan are described below.

Airport Light Industrial (A-LI)

These districts are intended to provide for flexible business space permitting light industrial uses that include administrative offices as well as fabrication, manufacturing, assembly, distribution, processing or storage of materials that, for the most part, are already in processed form and which do not in their maintenance, assembly, manufacture, or plant operation create smoke, gas, odor, dust, sound, or other objectionable influences which might be obnoxious to persons conducting business in this or any other zone. These uses would involve activities occurring primarily indoors or in storage yards that are shielded from public view by fencing and other barriers.

Airport Commercial (A-C)

This district is intended to serve as the focus of business activity in Rifle Airpark by providing for small office uses and diverse commercial uses for visitors and employees. It is envisioned as a pedestrian oriented, campus-like environment with direct connections to the surrounding districts, open space system and a future transit system. This district also provides for medium-sized to large corporate and professional offices and related use within a park-like, nuisance-free environment.

Airport Industrial (A-ID)

The A-ID district is intended to provide for the development of industrial businesses with a greater range of site impacts. Industrial development provides employment opportunities for the community and adds to the economic vitality of the City. The location of Airport Industrial boundaries is limited to those areas where the full range of industrial activities allowed in the zone district will not adversely affect any other area of the Plan Area or City in general. Uses in this zone district include manufacturing, fabrication, assembly, processing of natural resources, storage yards and other uses that may require intense application of industrial processes both inside and outside of buildings.

Public/Institutional (A-PD)

The intent of the public zone district is to provide a classification for lands owned, leased, or used by the City, or by other public or nonprofit entities, for public recreation, cultural, educational, civic, and other public purposes within the City. Development in the public zone district is characterized by governmental and quasi-governmental facilities that provide public functions or services, and related uses that are customarily incidental or accessory to public functions and services.

Airport Support (A-S)

This district shares common zoning uses with light industrial uses as well as incorporating additional uses that are directly related to or supporting airport functions. This includes both those uses which do and do not require physical adjacency to the airport. A distinguishing characteristic of the Airport Support zone district derives from the possibility of Airport permitted “through the fence access”, in which case the zone district will provide flexibility in permitted uses, street standards, building configuration and signage in order to support mixed aircraft and vehicular traffic.

Open Space (OS)

This district is intended to meet on-site drainage requirements while providing for aesthetic, recreation and land use buffering purposes. These requirements are intended to encourage high quality landscaped open spaces and recreation areas harmoniously and creatively integrated with building development.

Some Open Space areas within individually owned parcels within the Plan Area are intended primarily to meet on-site drainage requirements and preserving property too steep to build while providing for aesthetic, recreation and land use buffering purposes. It shall be the responsibility of the owners to maintain these areas according to the standards set forth for maintenance of property within the Plan Area.

Master Plan Land Uses		
Use	Description	Acres
A-LI	Airport Light Industrial	239.50
A-CO	Airport Commercial	85.06
A-ID	Airport Industrial	56.26
ID	Industrial (City of Rifle)	44.53
A-PD	Airport Public/Institutional	61.93
A-S	Airport Support	156.49
OS	Open Space	88.02

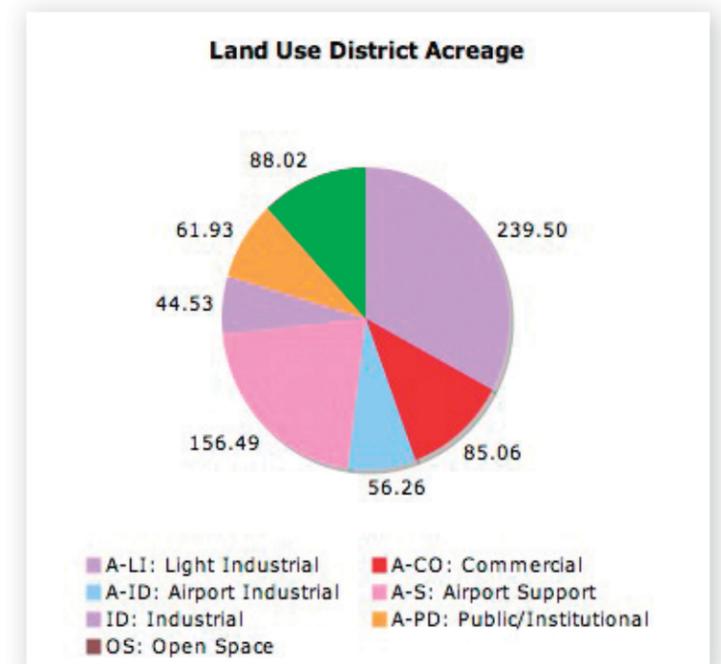
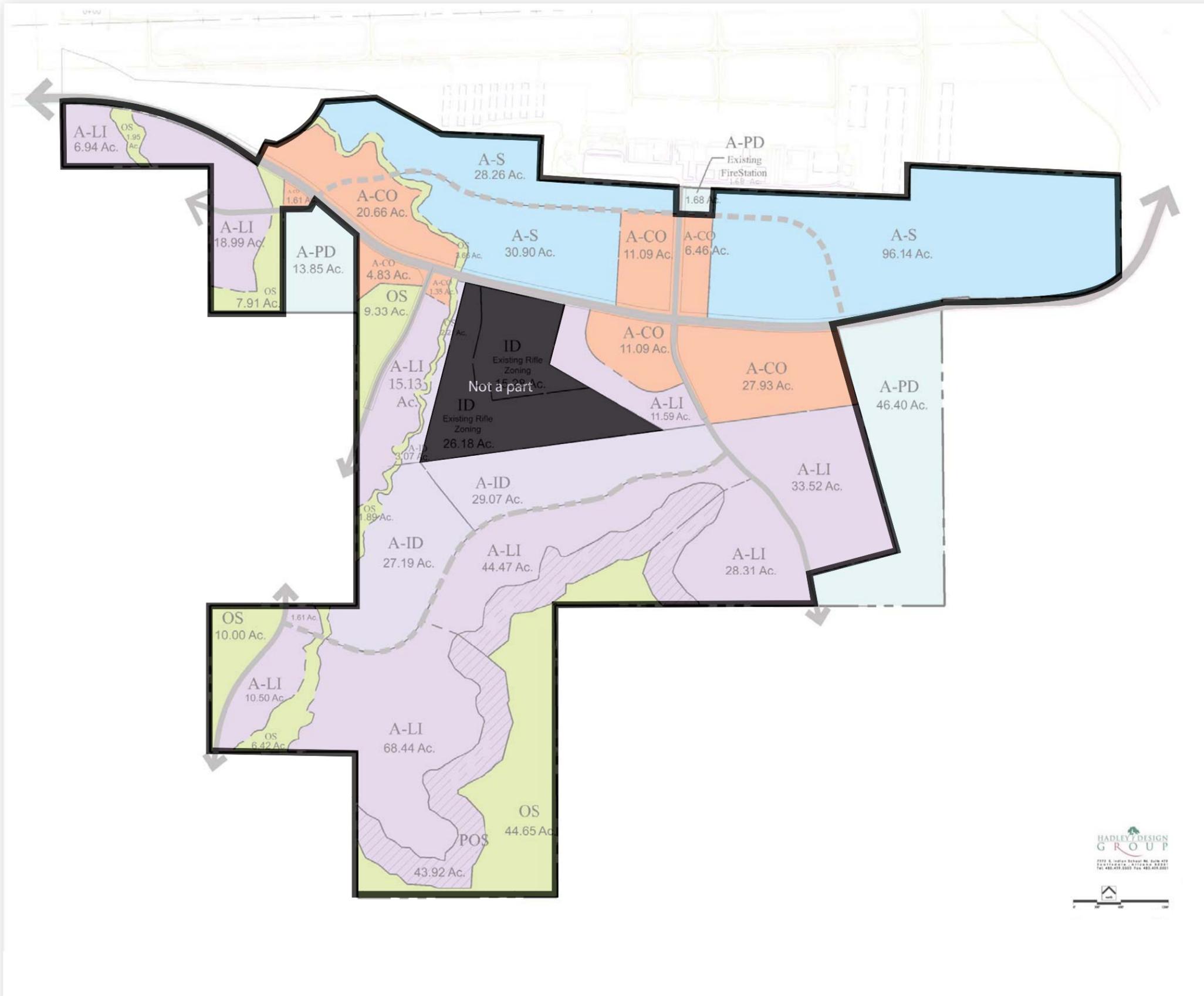


Exhibit 2-1 Rifle Airpark PUD Area



Site Plan

The PUD site plan is based upon the Master Plan and Land Use Graphic approved by the Rifle City Council on March 2007. While the land area included in the PUD plan submittal is a smaller area than the Master Plan area, the site plan designations are the same for the PUD area.

Exhibit 2-1 to the left presents a graphical depiction of the PUD plan area. Of the seven land use classifications identified within the Master Plan and Land Use Graphic presented in the preceding section, two zones—A-PD (Public/Institutional) and ID (Industrial) are not found in the PUD area. The A-PD lands identified in the Master Plan were once a part of the lands owned by the PUD applicant, Airport Land Partners, but were subsequently gifted to their respective owners prior to this PUD Submittal.

Airport Land Partners proposes that the City of Rifle, in conjunction with a proposal to annex Rifle Airpark, rezone the approximately 628 acres of property as a Planned Unit Development. This proposal seeks the following modifications to the existing City of Rifle Zoning Ordinance for the Rifle Airpark PUD:

- (1) Establish four new zone districts for use in conjunction for the lands surrounding Rifle Airpark and apply those districts to lands within the PUD area as shown. These zone districts are :
 - Light Industrial (A-LI)
 - Commercial (A-CO)
 - Industrial (A-I)
 - Airport Support (A-S)
- (2) Amend development standards for roads, paths, sidewalks, building standards, wall standards, lighting and signage.
- (3) Delegate to a Property Owners Association the responsibility to establish and enforce design guidelines for buildings and other improvements.
- (4) Establish the boundaries of infrastructure finance districts to be used for public and private fee assessments.
- (5) Establish amended site design standards including building set-backs, coverage ratios, building height limits, open space and landscape requirements.

These standards have been established through a Master Plan for the Rifle Airport Planning Airport adopted in March 2007 by the City of Rifle. These standards are restated and articulated in this PUD plan proposal.

Existing Zoning

Rifle Airpark lands are currently located within the unincorporated area of Garfield County. The most recent zoning action associated with the land was the approval of a preliminary plat in 1982 by the County Commissioners of Garfield County in connection with a previously approved PUD comprising more than 1,000 acres. That PUD approval is the basis for the calculation of Existing versus Proposed Zoning displayed in *Exhibit 2-2* on this page. As this preliminary plat was never vested, the balance of the property’s zoning is considered to be lapsed by the property’s owner.

The Grand River Plaza parcel was approved for LI zoning under the original PUD approval under the action brought forward by Rifle Land Associates and described above. After subsequent ownership changes the legal status of the zoned parcel is guided by Garfield Country and is not vested.

Zone District Development Summaries

The proposed Rifle Airpark PUD consists of 628.4 acres of land. The exhibit on this page demonstrates the acreage of each of the zone districts making up the PUD. This proposal requests zoning approval with the condition that the total number of acres within any specific zone district designation may be increased by 10% of the totals shown in *Exhibit 2-2* provided that the total open space requirement of 20% of gross area is fulfilled and the total area zoned does not exceed 628.4 acres.

Developable Land Area

Within the total acreage, approximately 496 acres are developable. Developable acreage excludes the 88.02 acres of area designated as Open Space and 43.92 acres of property located within areas with excessive slope and designated as Potential OS (POS). This latter property will likely be included in parcels sold to private land owners and excluded from future development through deed restrictions. The total developable land area, therefore, comprises approximately 80 percent of the total PUD land area.

Exhibit 2-2: Existing Versus Proposed Zoning

Description	Use	Existing Garfield Co. Acres	Use	Proposed City of Rifle Acres ¹
Light Industrial	LI	628.40	A-LI	239.50
Commercial	CO	---	A-CO	85.06
Industrial	ID	---	A-ID	59.33
Airport Support	---	---	A-S	156.49
Dedicated Open Space	OS	---	OS	88.02
Other	---	---	---	---
TOTAL AREA		628.40		628.40
¹ + 10% subject to conditions				

Statement of Non-SFR Land Uses

The Rifle Airpark PUD is comprised entirely of non-residential land uses and the Rifle Airpark PUD does not include any free-standing residential units on residential lots. All parcels and subsequent lots will conform to the zoning in one of the five categories of zone districts identified above. The associated developed uses will be limited by zoning to commercial and industrial land uses.

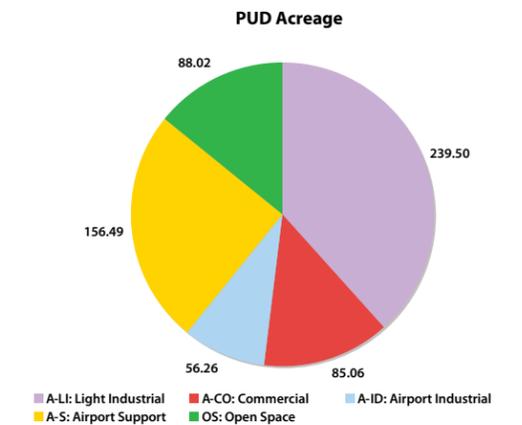
Provision for worker units associated with certain zone districts have been made within the acceptable uses identified in Exhibit 2-8 below. These instances of ancillary dwelling units will be limited to specific land uses and specific areas of the Rifle PUD.

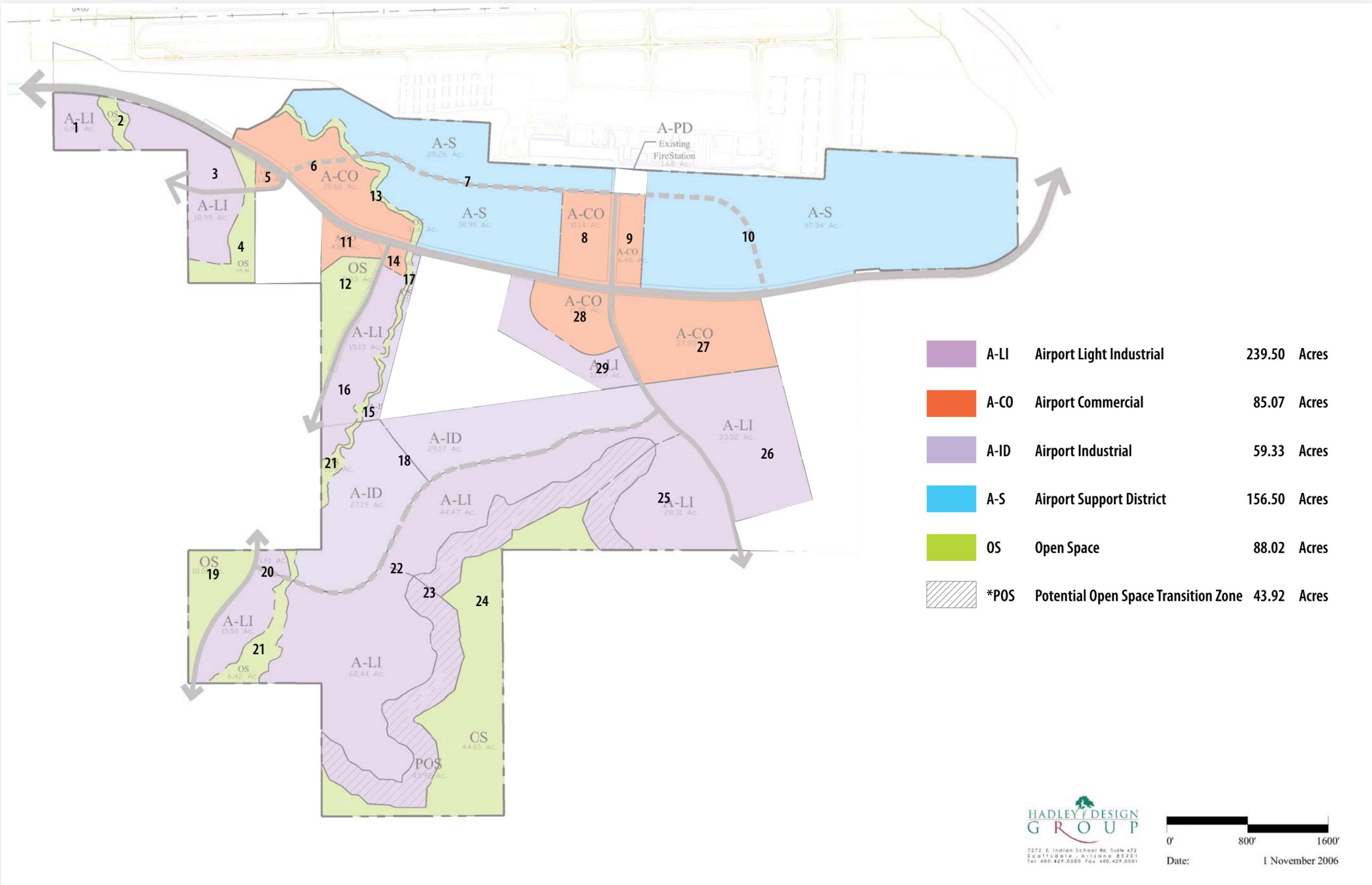
PUD Plan Summary

Exhibit 2-3: Land Use By Zone District

Use	Description	Acres	% of Total
A-LI	Airport Light Industrial	239.50	38.1
A-CO	Airport Commercial	85.07	13.5
A-ID	Airport Industrial	59.33	9.4
A-S	Airport Support	156.49	24.9
OS	Open Space	88.02	14.0
POS ¹	Potential OS (Hillside A-LI)	43.92	6.5
	Total	628.40	100.0
¹ Included in A-LI above			

Exhibit 2-4: Proposed PUD Acreage By Land Use Zone





Land Ownership and Parcelization

The Rifle Airpark PUD consists of two legal properties and 29 logical parcels. The legal parcels are those owned by Airport Land Partners and Grand River Plaza Development and have been identified by legal description in Section 1. The logical parcels are identified in *Exhibits 2-5 and 2-6*.

Airport Land Partners' ownership includes parcels 1-13, and 18-30. These parcels comprise a total of 606.64 acres.

Grand River Plaza Development, Inc., a local corporation headed by Mark Gould, owns parcels 14 - 17 within the PUD area. These parcels total 21.76 acres.

Exhibit 2-6: PUD Logical Parcels

Parcel	Use	Acres
1	A-LI	6.94
2	OS	1.95
3	A-LI	18.99
4	OS	7.91
5	A-CO	1.61
6	A-CO	20.66
7	A-S	59.16
8	A-CO	11.14
9	A-CO	6.46
10	A-S	97.34
11	A-CO	4.83
12	OS	9.33
13	OS	3.66
14	A-CO	1.35
15	A-ID	3.07
16	A-LI	15.13
17	OS	2.21
18	A-ID	56.26
19	OS	10.00
20	A-LI	12.11
21	OS	8.31
22	A-LI	112.91
23	POS	43.92
24	OS	44.65
25	A-LI	28.31
26	A-LI	33.52
27	A-CO	27.93
28	A-CO	11.09
29	A-LI	11.59

Exhibit 2-7: Construction Buildout Rifle Airpark PUD

BUILDING CAPACITY	(000) SF	% TOTAL
A-LI AIRPORT LIGHT INDUSTRIAL	3,442.76	49.5%
A-CO AIRPORT COMMERCIAL	1,037.46	14.9%
A-ID AIRPORT INDUSTRIAL	980.27	14.1%
A-S AIRPORT SUPPORT	1,499.67	21.5%
TOTAL ESTIMATED BUILD OUT	6,960.17	100.0%

SOURCE: DEVELOPMENT ECONOMICS, 2007.

Nonresidential Floor Area

Estimates of build-out floor area have been developed based upon the land area and the coverage and FAR standards identified below. These estimates are presented in *Exhibit 2-7* presented on this page and total 6.9 million square feet of space upon full build out.

The estimates reflect assumptions made by the developer concerning the types and locations of future users. While every effort has been made to provide realistic projections of floor area at build out, the dynamics of the real estate market are subject to change over the time period in which the PUD will be developed. Accordingly, these estimates in the aggregate may vary over time.

As previously disclosed, there will be no free-standing residential units within the Rifle Airpark PUD. Any ancillary dwelling units will be contained within the commercial and industrial floor areas identified in the preceding exhibits.

Exhibit 2-8: Plan Area Business Uses

		Land Use Zones - Rifle Airpark				Land Use Zones - Rifle Airpark				
		A-CO	A-ID	A-LI	A-S	A-CO	A-ID	A-LI	A-S	
Industrial										
Construction	Residential and Commercial Building Contractors	Xa	X	X	Xa					
	Utility/Oil/Gas Contractors	Xa	X	X	Xa					
	Heavy Equipment Contractors	X	X	X	X					
	Masonry Contractors	Xa	X	X	Xa					
	Roofing, Siding, Glass and Door Contractors	Xa	X	X	Xa					
	Building Equipment Contractors	X	X	X	X					
	Building Finishing Contractors	X	X	X	X					
	Blueprint/Copying/Reprographics	X	X	X	X					
	Energy Resources	Equipment Yards and Storage	X	X	X					
		Pump and Pumping Equipment Manufacturing		X						
Metal Valve Manufacturing			X							
Mining and Oil and Gas Field Machinery Manufacturing			X							
Recycling - Metal, Wood, Chemical			X	X	X					
Photovoltaic Cell Fabrication, Enclosures		X	X	X						
Wind Turbine: Component, Fabrication			X	X	X					
Battery Cell enclosures, fabrication			X	X	X					
Rig/Drill Maintenance			X							
Bio-Fuel Production				X						
Wholesale Trade	Construction Equipment and Supplies		X	X						
	Oil and Gas Mining Equipment and Supplies		X	X						
	Manufacturing Equipment and Supplies	Xa	X	X	Xa					
Warehousing and Storage	General Warehousing and Storage		X	X	X					
	Refrigerated Warehousing and Storage		X	X	X					
	Public Storage	X	X	X						
	RV Storage	X	X	X						
	Aircraft Storage				X					
	Manufacturing	X	Xc	Xc						
	Framing Contractors/Truss Manufacturers	Xa	X	X	Xa					
	Millwork/Door	X	X	Xa						
	Wood Container and Pallets		X	X	Xa					
	Metal Working	X	X	Xa						
Accommodation	Traveler Accommodation					X		X	X	
	Student Accommodation									
	Full Service Restaurant					X				
	Limited-Service Eating Places					X		X	X	
	Caterers					X		X	X	
	Airport Support	General Office					X		X	X
		Aircraft parts and supplies fabrication							X	X
		After-market parts and equipment					X		X	X
		Fast Freight Forwarding					X		X	X
		Paint Shop						X	X	
Car rental						X			X	
Interior Design Showrooms	Tour Operators					X		X	X	
	Tile					X		X	X	
	Flooring					X		X	X	
	Lighting					X		X	X	
	Door					X		X	X	
	Window					X		X	X	
	Paint					X		X	X	
	Roofing					X		X	X	
	FIRE/TRADE	General Office					X		X	X
		Real Estate Brokerage					X		X	X
Design Center/Showroom						X			X	
Bank						X		X	X	
Financial and Mortgage Brokerage						X		X	X	
Insurance						X		X	X	
Retail Trade						X		X	X	
Automobile Dealers						X			X	
RV Dealers						X			X	
Furniture and Home Furnishings - Discount						X		X	X	
Information	Building Materials and Supplies Dealers					X		X	X	
	Nursery/Garden Center					X		X	X	
	Convenience Store					X		X	X	
	Gasoline Stations					X			C	
	Office Supplies					X		X	X	
	Used Merchandise Stores					X		X	X	
	Publishing/Printers					X	X	X	X	
	Data Processing Center					X	X	X	X	
	ISP Center					X	X	X	X	
	Administrative, Professional	Waste Collection						X	X	X
Security Systems Services						X		X	X	
Building Services						X		X	X	
Call Center						X		X	X	
Business Services						X		X	X	
Residential	Auxiliary Living Unit					C	C	C	C	
Commercial										
	Education	Community College								
		Private College/Trade School								
		Educational Support Services								
		Daycare	X		C	C				

NOTES

All A-LI uses will be subject to limitations on yard storage. All yard areas shall be screened to 6' and no materials shall be visible over the screen/fence.

- X Permitted
- Xa Permitted but limited to office uses only.
- Xb Permitted but limited to serving on-site patrons.
- Xc Permitted but limited to indoor activities that do not adversely impact neighbors.
- C Conditional use permit required.

Parking Spaces Provided

Parking Standards for the Rifle Airpark PUD have been adopted and adapted from the Rifle Zoning Ordinance. The revised parking standards are presented in the sections below. Based upon those standards, the parking to be provided for employee and customer parking within the PUD area have been calculated and are displayed in the adjacent *Exhibit 2-8*.

In addition to parking standards, truck loading standards have been developed to ensure that sufficient off-street parking and loading areas are provided. This is particularly important within the Rifle Airpark PUD because standards proposed herein will be imposed through CC&R's enforced through deed restrictions to prohibit parked, loading or standing vehicles of any kind on any of the roadways within the PUD area.

Exhibit 2-8: Off Street Parking Provided			
Parking Spaces		Parking Spaces	% Total
A-LI	Airport Light Industrial		
	Office Area	1,305	17.7%
	Non-Office Space	2,349	29.1%
A-CO	Airport Commercial	3,855	29.1%
A-ID	Airport Industrial		
	Office Area	375	2.8%
	Non-Office Space	676	5.1%
A-S	Airport Support	4,694	35.4%
	TOTAL ESTIMATED SPACES	13,254	100.0%
	<small>Source: Development Economics, 2007</small>		

Exhibit 3-2: Proposed Street Classification

Road Segment	Current	Ultimate	Comments
Airport Road/CR-352	Arterial	Improve	Geometry/slope
CR-319	Local	Collector	Paved
CR-333	Local	Collector	Currently unpaved
Runway Drive	Local	Collector	Paved
Collector 1	Undeveloped	Collector	
Collector 1b	Undeveloped	Collector	Will serve CMC
Collector 2	Undeveloped	Collector	
Collector 3	Undeveloped	Collector	

Road, Streets and Path Standards

Proposed Circulation Plan

Airport Road is the main arterial bisecting Rifle Airpark from west to east. This arterial provides a link to industrial and major retail land uses developed to the west of Rifle Airpark. As previously indicated, Airport Road connects via Route CR-320 with Railroad Avenue into downtown Rifle. Airport Road is currently developed to a three-lane condition within Rifle Airpark.

Collector Street

Three paved collectors are developed presently within Rifle Airpark as described below.

- CR 319 - This road services a remote residential subdivision and a number of gas wells, pumping stations and industrial buildings. The road is currently paved and serving as a local road. The traffic on this road is less than 1,000 vpd presently. With greater residential and oil and gas development within the region served, this road segment could advance to a status of a collector road.
- CR 333 - This road services an extensive gas production complex to the south of Rifle Airpark. CR 333 will be developed and improved as a collector road.
- Runway Dr - This paved road currently serves as the primary entry way to the Garfield County Airport. With development at and around the airport, this road segment could advance to the status of a collector road.

Exhibit 3-1 at left presents a summary and graphical depiction of the current and proposed future circulation conditions expected within Rifle Airpark. Exhibit 3-2 presents a depiction of the character of the roadway segments displayed within Exhibit 3-1.

Road And Street Design Standards

The access and circulation system of Rifle Airpark is based upon a hierarchy of three levels of streets within the plan area: arterial, collector and local streets. The following sections describe the modifications to the existing City of Rifle standards proposed by the PUD.

5.1.2.1 Arterial Streets

Arterial streets are designed to maintain the free flow of traffic at a relatively high rate of speed. For industrial parks, this suggests that consideration must be given to a higher percentage of vehicular traffic in the form of trucks and vans, requiring a number of performance standards unique to this type of land use. The following exhibit presents the proposed performance standards for Rifle Airpark arterial streets.

Exhibit 3-4 depicts a design standard for the arterial street corridors that matches the performance standards displayed in Exhibit 3-3, adjacent, which reflects the proposed standards for the Master Plan area and PUD zoning.

5.1.2.2 Collector Streets

Collector streets are designed to provide a safe and convenient transition from local streets to arterials. These internal road ways are subject to lower traffic volumes and therefore can handle more complicated turning movements from driveway to road to driveway. The performance standards for these streets are presented in Exhibit 3-5, at right.

Exhibit 3-6 depicts a design standard for the collector street corridors that matches the performance standards at right.

Exhibit 3-3: Arterial Street Performance Standards

Category	Performance Standard	
Typical Volume	5,000 - 18,000	
Nominal Design Speed	45 MPH	
Maximum Grade	8%	
Center Line Radius	350	
Right Of Way	100 feet	
Lanes - min	2 with third turning	
Pavement Width	38	
Lane Width	12-14-12	
Ped/Bike Lanes	10 - 14 ft.	
On street parking width	No	
Curb Detail	Rolled, 2 1/2 ft.	
Sidewalk	- Profile	Multi-use w/ bike lane
	- surface	Asphalt/Concrete
	or	Compacted base course
Sight Distance	- Stopping	375 feet
	- Intersection	450 feet

Exhibit 3-5: Collector Street Performance Standards

Category	Performance Standard	
Typical Volume	2,750 - 7,000	
Nominal Design Speed	35 MPH	
Maximum Grade	8%	
Center Line Radius	200'	
Right Of Way	60 feet	
Lanes - min	2	
Pavement Width	24	
Lane Width	12-12	
Ped/Bike Lanes	8 ft.	
On street parking width	No	
Curb Detail	Rolled, 2 1/2 ft.	
Sidewalk	- Profile	Multi-use w/ bike lane
	- surface	Asphalt/Concrete
	or	Compacted Base
Sight Distance	- Stopping	250 feet
	-- Intersection	350 feet

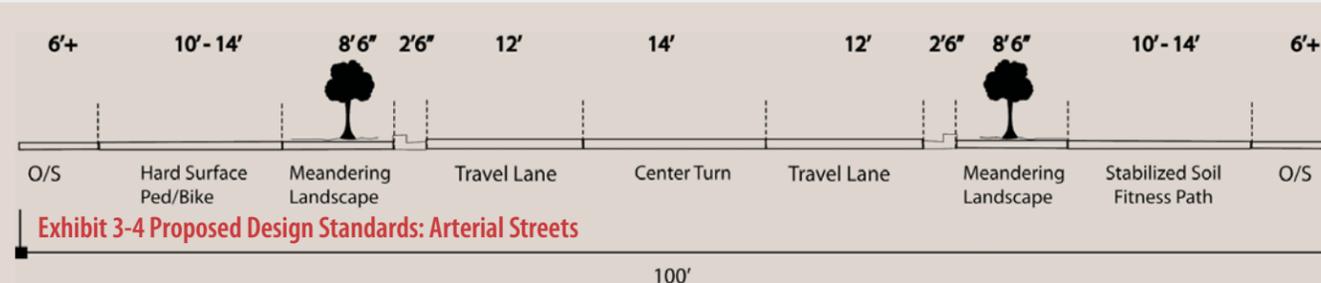
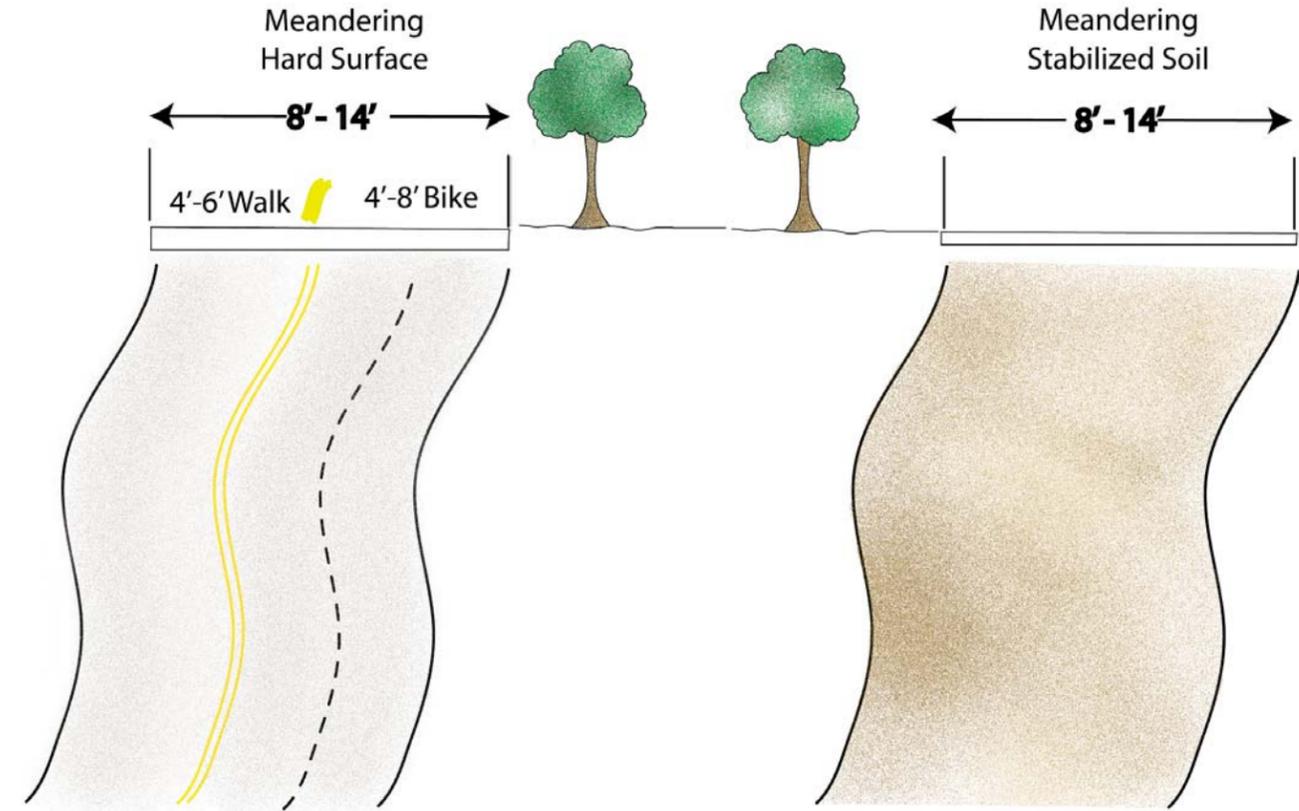


Exhibit 3-7: Local Street Performance Standards		
Category	Performance Standard	
Typical Volume	0 - 3,000	
Nominal Design Speed	25 MPH	
Maximum Grade	8%	
Center Line Radius	125	
Right Of Way	50 feet	
Lanes - min	2	
Pavement Width	24	
Lane Width	12-12	
Ped/Bike Lanes	6 ft.	
On street parking	No	
Curb Detail	Rolled, 2 1/2 ft.	
Sidewalk	- Profile	Multi-use w/ bike lane
	- surface	Asphalt/Concrete
Sight Distance	- Stopping	200 feet
	-- Intersection	300 feet



5.1.2.3 Local Streets

Local streets are designed to facilitate access into individual lots within a low level of traffic. Turning movements, site distances and speed limits are lower reflecting this. Local street patterns will be designed to mitigate issues of grade; a maximum grade of 8% shall be permitted within Rifle Airpark. Shared use of bike lanes with pedestrians will be allowed to occur in front of the curb and require that no on-street parking will be permitted.

Exhibit 3-8 depicts a design standard for the local street corridors that matches the performance standards shown in Exhibit 3-7.



Pedestrian And Trails Plan

The performance standards of Rifle Airpark PUD shall encourage and facilitate the movement of pedestrians and non-motorized vehicles using a network of interconnected sidewalks and/or pathways to connect individual parcels with key community features. Those features shall include: core commercial areas, the CMC campus, the Garfield County Airport, and open space and recreational areas within Rifle Airpark.

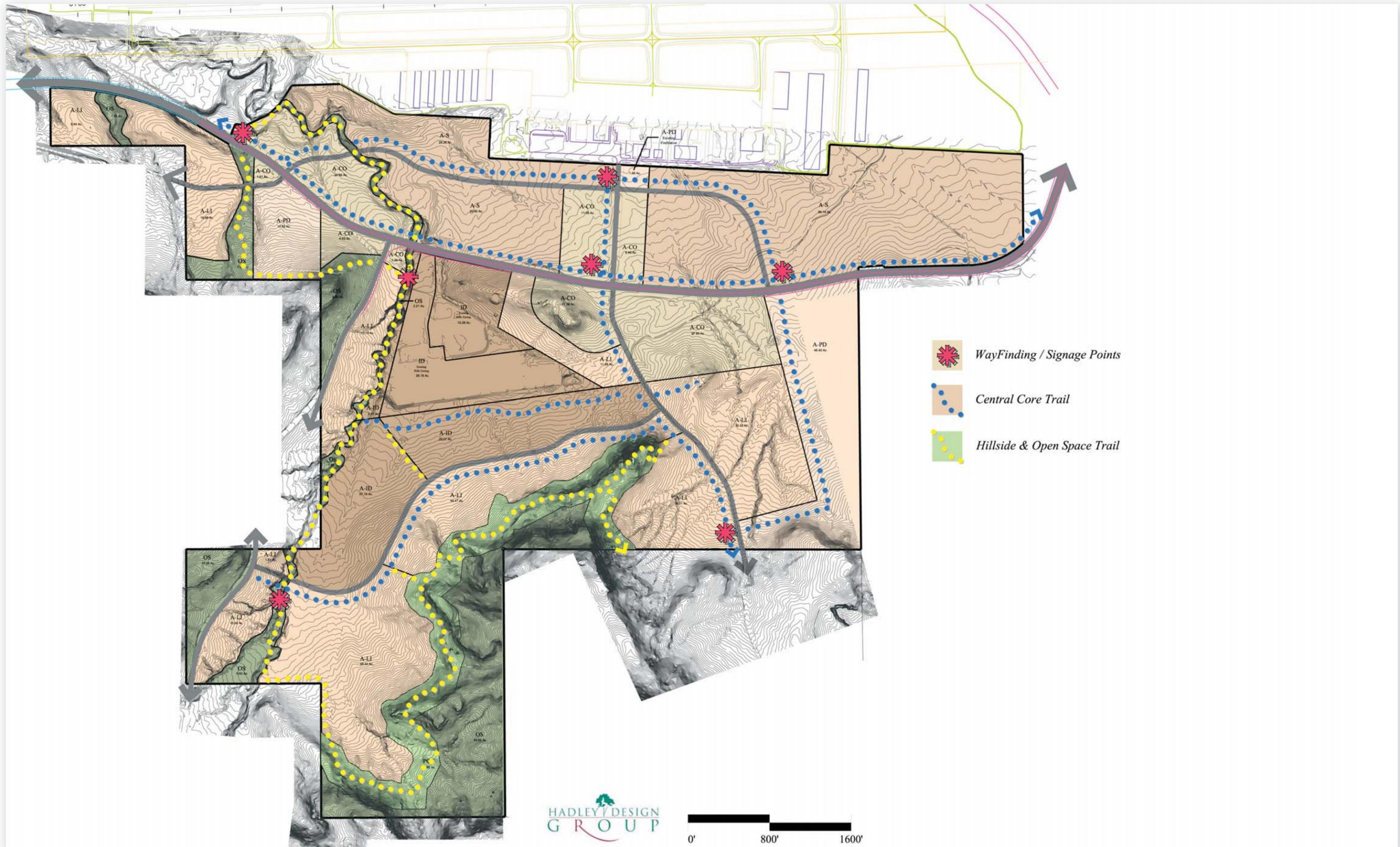
The pedestrian and trails standards shall extend within Rifle Airpark in order to facilitate access to open space areas to support hiking, mountain biking and other non-motorized methods of transportation. The pedestrian paths should be developed:

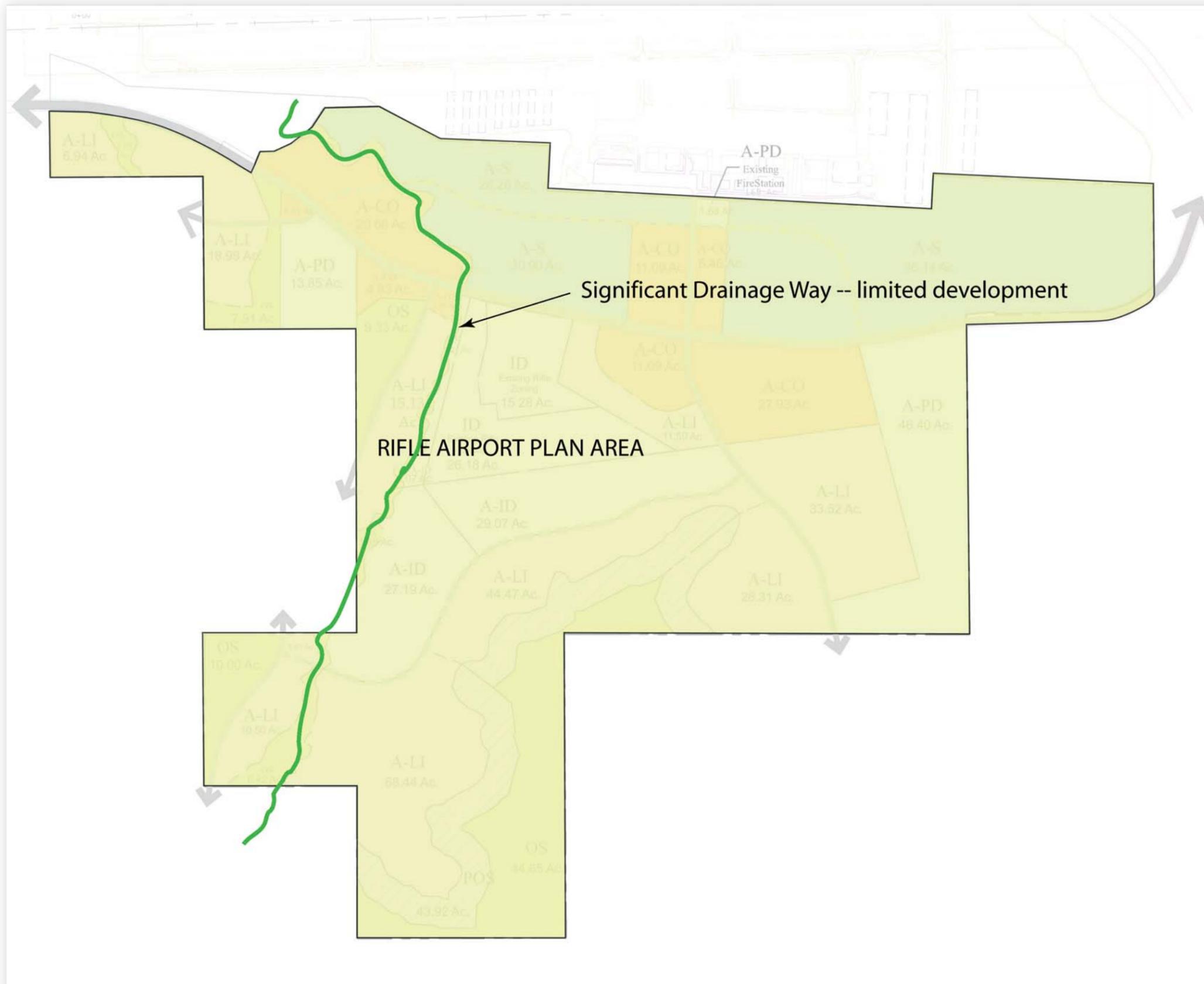
- So that those who use it feel comfortable following the path and with minimal signage.
- In such a way that those who use it are safe from industrial activities.
- In such a way that those who use it do not infringe on adjacent land uses.

The standards developed are designed to provide for pedestrian and bicycle travel without creating built environments that are under-utilized. Accordingly, bike paths shall serve pedestrians as well on Local Streets within Rifle Airpark.

Exhibit 3-9, provides profiles of the sidewalk and trail standards to be utilized within Rifle Airpark. As discussed above, sidewalk standards are to be implemented only for arterial and collector streets. Additionally, sidewalks constructed along arterial streets will, as shown in Exhibit 3-4, involve meandering pathways that are separated by grade and horizontal off-set from the street itself.

Trail profile standards shall vary according to the location of the trail although construction standards shall be common throughout Rifle Airpark. Exhibit 3-9 provides conceptual profiles for the various trail designs to be implemented within Rifle Airpark. The conceptual location of these pedestrian and biking pathways are presented below in Exhibit 3-10.





Drainage Corridors

Rifle Airpark is incised by one major and several minor drainage ways that are critical for the conveyance of runoff from storms and snow melt. This section identifies a number of specific performance standards that will guide development of regional and local drainage corridors. Regional drainage ways refer to those that would likely remain within the control and maintenance of the developer and any successor Property Owner Association. Local drainage corridors refer to those located within parcels designated for individual ownership.

Detailed analysis of the drainage corridors within Rifle Airpark by Sopris Engineering has described the hierarchy of water courses based upon the amount of water conveyed, the soil structure within the drainage way, and the depth and stability of the drainage channel itself. *Exhibit 3-11* depicts the major wash corridor, Dry Creek.

Design Guidelines as well as any municipal, state or federal regulations will guide development within both regional and local drainage ways. Specific design guidelines will be written by a certified engineer and will include the following standards:

- (1) Standards will be established for construction activities and for long term development.
- (2) Major drainage ways will not be interrupted.
- (3) Historic levels of flow will not be exceeded.
- (4) Areas of instability along the banks of major drainage ways will be mitigated or a development buffer will be imposed.
- (5) Minor drainages within a developed parcel may be reconfigured provided that inlet and outlet points are preserved, and that historic levels of flow will not be exceeded.
- (6) Any reconfiguration of regional and local drainage ways shall be either tiled underground or restored to a natural state using land contouring and vegetation consistent with surrounding, undeveloped drainage ways.
- (7) Standards imposed through Design Guidelines will be recorded as covenants on each deed recorded on transfer or sale.

Construction Related Improvements

In those areas containing significant slopes, the contractor responsible for land and/or building construction must implement a two-tiered erosion and sediment control plan to address the soil erosions impacting this development area. This two-tiered plan is explained below.

Temporary Erosion Control During the Construction Phases

The various phases of the development will undergo soil erosions resulting from uncovered ground, sediment transport triggered by surface runoff, and rainfalls. Contractors building within the PUD area will be required to install and maintain the following Best Management Practices (BMPs):

- (1) An embedded silt fence around the disturbed soils and especially in the low receiving ends of slopes.
- (2) Immediately following the clearing and grubbing, and the lot grading, and prior to any construction work, temporary sediment basins will be constructed in order to collect sediments and stop them from spreading.
- (3) The site must be inspected every 14th day, and silt deposits from behind the silt fencing, and from the sediment pits, must be removed regularly to ensure full functioning of this erosion control system.
- (4) Vehicle tracking pads (mud racks) will be installed at site entrance(s) to avoid mud tracking into the public right-of-way.
- (5) Seed & mulch will be distributed over disturbed cut and fill slopes, and water as necessary to establish temporary vegetative ground cover until paving and/or landscaping is done.
- (6) Dust palliative materials will be applied on non-vegetated exposed surfaces, and tarp over the construction trucks during material transport to avoid fugitive dust emissions.

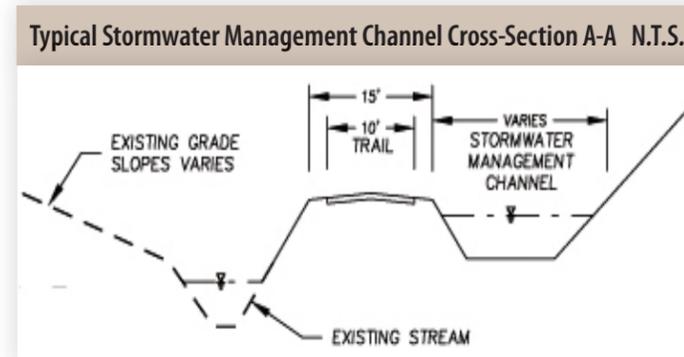


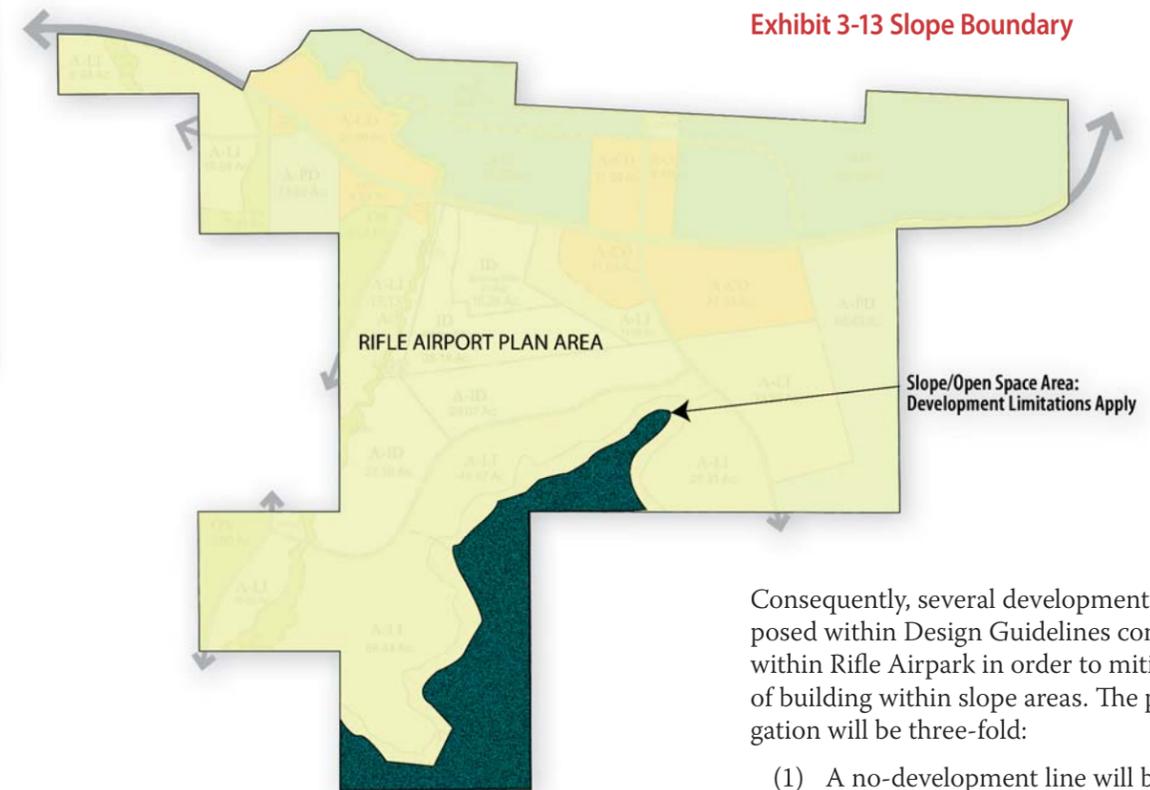
Exhibit 3-12 Conceptual Drainage and Sedimentation Pond

Permanent Post Construction Erosion Control

To avoid long-term soil erosion, final construction stages of work must follow a complete landscaping and ground covering task to permanently re-vegetate and cover disturbed grounds that will remain undeveloped. This effort will reduce the risk of unnecessary clogging and failure of the drainage system. The following permanent BMPs are proposed for the PUD:

- (1) Construct water quality enhancement ponds prior to discharge into the stream, in order to capture sediment, oil and grease, and other suspended solids along with any floating debris to allow only cleaned runoff into the creek.
- (2) Construct a rock lined, energy dissipating outfall channel to avoid slope and bank erosions at discharge points into the creek.
- (3) Construct grassed swales along the lower edge of the undisturbed open spaces to ensure complete ground cover. These grassed swales will perform as additional water quality enhancement features for all uncollected and existing overland and offsite runoff.

Examples of these techniques are presented in *Exhibit 3-12* above.



Slope Zones

The topographic features within Rifle Airpark identified within Section 3.1 of the Master Plan give rise to potential unacceptable impacts from potential development on areas of high slope. These impacts take several possible forms:

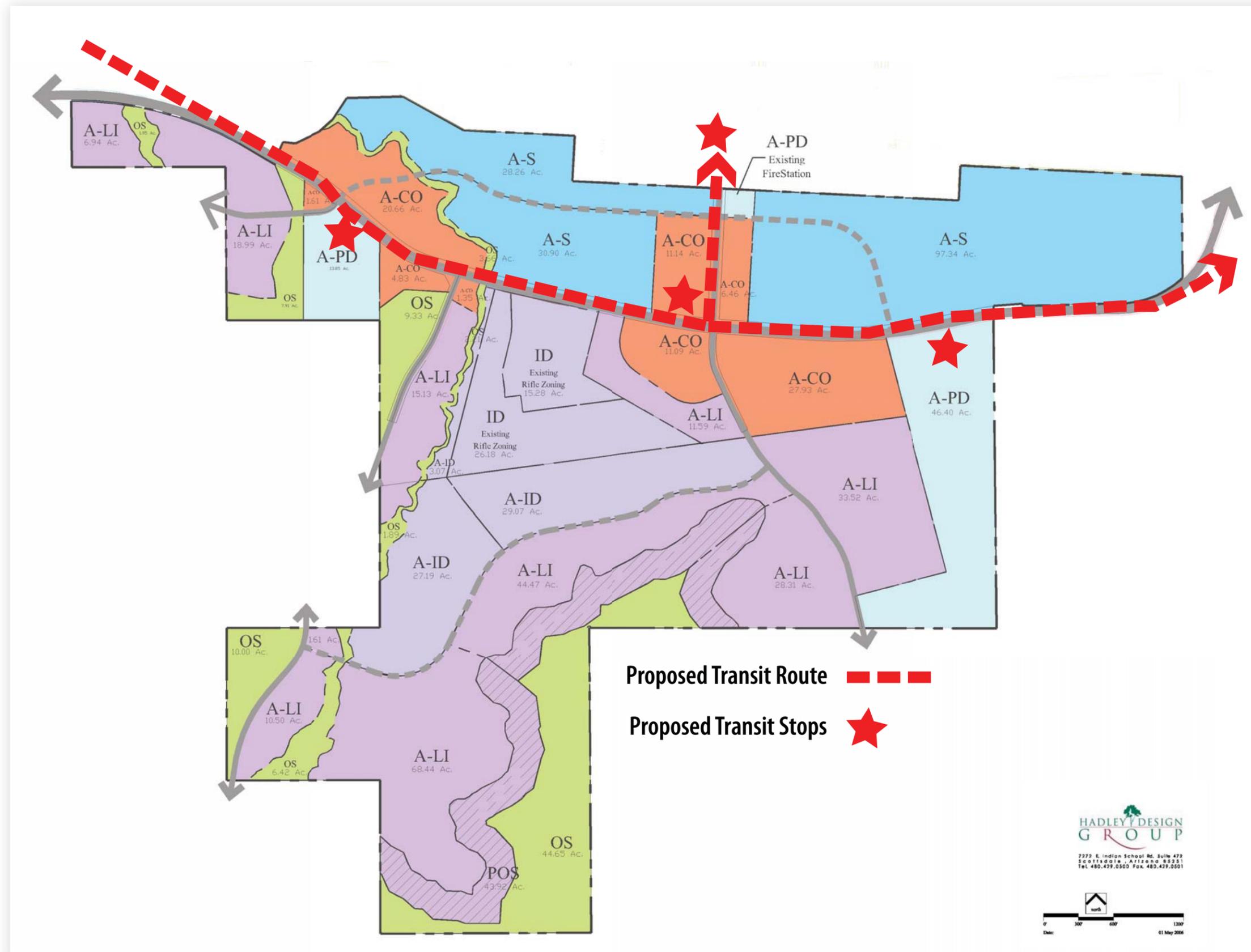
- (1) Unstable soil conditions that would create hazardous conditions for structures built upon areas of extreme slope;
- (2) Rock fall hazards resulting from construction or improvements located too close to topographic or geologic features.
- (3) Adverse visual impacts resulting from building upon high points of the property, even if issues of unstable soils are mitigated.
- (4) Potential public safety hazards as a consequence of building upon sloped ground. The accessibility of these areas can be limited due to the inability of public safety vehicles to navigate extremely sloped roadways.

Exhibit 3-13 Slope Boundary

Consequently, several development standards will be imposed within Design Guidelines controlling development within Rifle Airpark in order to mitigate the adverse impacts of building within slope areas. The primary means of mitigation will be three-fold:

- (1) A no-development line will be established in conjunction with the 20% slope line and/or existing vegetation patterns. Above this line, no development may occur, and the area may be included in either open space held by private user or by the POA.
- (2) A buffer from the no-development line will be maintained based upon site specific geologic conditions including hazardous rock outcroppings, unstable soils, etc.
- (3) Grading standards will specify the reclamation requirements for hillside areas impacted by road or pad building.

Exhibit 3-13 identifies a proposed slope boundary that will limit the area subject to platting and sale. The Master Land Use Plan identifies a zone of 43.92 acres as Potential Open Space Transition Zone, within which the proposed slope boundary will be located based upon field survey work. The result of this effort will be to identify areas that may be included in open space and recreational areas and will be set aside and maintained by the developer, the successor POA or their designee.



7.2.4 Transit System and Facilities

The Master Plan for the Rifle Airpark Planning Area recognizes the critical importance of public and private transportation systems serving the Garfield County Airport, the CMC campus and the balance of the planning area. Although there are no immediate plans to implement public transportation within Rifle Airpark, it is incumbent upon the planning process to establish goals for specific transit routes and transit centers or stops within the Master Plan. As the demand for transit increases, the land use plan for Rifle Airpark can support the development of services to accommodate future transportation systems.

Exhibit 3-14 portrays a conceptual bus route through Rifle Airpark and indicates conceptual areas within the planning area that may be utilized for major transit centers or transfer points. These are located within the following activity areas of Rifle Airpark:

- CMC Campus
- Town Center Site (Airport Rd / Runway Rd.)
- Garfield County Airport
- Garfield County Complex

Open Space

The regulations governing Planned Unit Developments by the City of Rifle prescribe a minimum open space area be designated for the planning area. The current ordinance requires 20 percent of an approved Planned Unit Development (PUD) within the master plan area to be included as open space. This includes all forms of open space as described below.

Type of Open Space

While the concept of open space - those areas that are intended to meet on-site drainage requirements while providing for aesthetic, recreation and land use buffering purposes - does not distinguish between categories of land meeting this general definition, there are several distinctions that can be made.

Open space can be organized in terms of several factors including: the reason for its designation as open space, the intended ownership of the property, the resources required to effectively manage the property, the intrinsic utility that the public can expect from using the open space, and the resource value of the open space with respect to natural biological as well as botanical and geological characteristics. The following section presents development standards for open space based upon ownership.

Public Open Space

Rifle Airpark is adjacent to several large blocks of land that are or will ultimately become public open space because of its setting and natural characteristics. No property within Rifle Airpark will, however, be designated as public open space.

Property Owners Association Open Space

The Property Owners Association, or some variant or designee, is expected to manage and control property within Rifle Airpark. This property would include property with high intrinsic value as open space, that would serve as critical drainage corridors or whose character and utility would languish if not managed properly.

The property held by the POA would likely, as a matter of policy, be limited to use by owners within Rifle Airpark, their employees and customers. As such, the prospect of a privately owned park open to the general public would be limited by liability issues as well as issues of equity.

On Parcel Open Space Areas

Individual parcels will generally contain open space as a matter of policy; a portion of the parcel will be devoted to landscaped area or passive open space in order to maintain a harmonious and pleasing aesthetic. In addition, some parcels that are adjacent to hillside areas may include conservation (POS) areas that may not be developed. These conservation areas will serve to meet open space requirements.

Standards Controlling Open Space

Open space standards are to be established for Rifle Airpark for three primary purposes: aesthetics, public safety and environmental sustainability. Aesthetic goals include providing a consistent, natural visual environment in keeping with the Lower Colorado River environment in which the planning area is located. Public safety oriented standards seek to mitigate issues of fire and earth movement. Environmental sustainability goals seek to maintain a vibrant, self-sustaining ecosystem that relies on natural rather than human management of biological communities.

The standards for open space conservation and management will be more specifically established within the Design Guidelines established for properties within Rifle Airpark. Critical standards are identified below:

- (1) Maintain the hydrologic function of critical drainage ways.
- (2) Maintain natural species through replanting and maintenance.
- (3) Eliminate invasive, non-native species particularly within drainage ways.
- (4) Establish trail standards and maintenance practices that seek to minimize erosion.
- (5) Isolate areas of slope and geologic instability from human intrusion in order to minimize erosion and rock fall hazard.
- (6) Maintain ecological corridors to further the movement of mammals and reptiles.
- (7) Maximize the use of native species in all man-made environments; limit the use of potentially invasive, non-native species in developed areas.
- (8) Establish trail networks that benefit all recreation enthusiasts including running, hiking, biking and equestrian users. Prevent the intrusion of motorized vehicles within all open space areas.

Community Landscape Standards

Community Landscape Standards will be defined and implemented through a detailed set of Design Guidelines that will be established at the time of the first plat. This section presents the conceptual basis on which these standards will be defined.

Standard Design Concepts

- (1) Specimen trees, 3-inch caliper deciduous or 10-foot tall evergreen, shall be used in informal groupings and rows at major focal points such as project entries.
- (2) Two or more of the following four design concepts shall be utilized in all project design:
 - (a) Use of flowering vines on walls and arbors.
 - (b) Use of plantings to create shadows and patterns against walls.
 - (c) Use of herbaceous perennials and ornamental grasses in informal groupings at major focal points such as project entries.
 - (d) Use ground covers as a turf replacement in areas that receive minimal pedestrian traffic, i.e., along walkways and in medians.

Sight Distance Tree And Shrub Spacing

Trees and shrubs should be placed so as to be in conformance with safe siting standards set forth in the current edition of "A Policy on Geometric Design of Highway and Streets," published by the American Association of State Highway and Transportation Officials.

Other Conceptual Standards

- (1) All landscape planters shall be protected by a minimum 6-inch high concrete curb.
- (2) All ground surfaces shall have one or more of the following treatments: paving, turf, minus 4-inch rounded river rock, 4-inch deep bark mulch placed over a pre-emergent herbicide; and/or decomposed granite with pre-emergent herbicide using weed barrier underneath. This does not exclude the use of accent boulders and rocks.
- (3) All new trees shall be double staked and loosely secured around center leader to allow for movement with a rubber or plastic strip, or other approved commercial tie material. Wire ties shall not be used.
- (4) Drainage way inlets and swales shall be included as part of site landscape plans. All major drainage corridors subject to grading or terra-forming shall be restored using bioswales. The use of naive plants shall be encouraged within the boundaries of the drainage corridors. Rip rap and gravel shall be used in those instances where the threat of erosion is acute.

Exhibit 4-1 Conceptual Neighborhood Development



On-Site Development Standards

SITE DESIGN STANDARDS

The development standards for subdivision lot design and configuration are a critical factor in establishing the development forms that will occur within Rifle Airpark and in facilitating the marketability of the property as it is brought forward for development. *Exhibit 4-1* presents a conceptual neighborhood representation of the principals presented below.

Site Character

- (1) Natural amenities such as mountain views, drainage ways, riparian corridors, and other natural features (i.e., rock outcropping, mature trees, etc.) unique to the site shall be considered in development proposals.
- (2) Buildings located along Airport Road shall present their front elevation towards that major arterial. Adjacent parcels shall share a driveway onto Airport Road in order to minimize the curb cuts on this arterial street.
- (3) Buildings shall not be permitted to face their rear or loading areas onto existing or planned amenities (e.g., parks, open space, water features or public right-of-way) unless visually screened or provided with architectural articulation.
- (4) Development of sloped properties shall generally follow the natural contours of the land. Terraced parking lots, stepped building pads, and larger setbacks should be used to preserve the general shape of natural landforms and to minimize grade differentials with adjacent streets and with adjoining properties.

Land Use Buffering

- (1) Noise, traffic, or odor generating activities and hazardous activities shall be located adjacent to similar activities on adjacent properties whenever possible. These activities will not be located within close proximity to sensitive uses (e.g., schools, offices, etc.).
- (2) Loading areas, access and circulation driveways, trash and storage areas, and rooftop equipment shall be visually screened.
- (3) Adjacent education, retail, office and industrial uses shall be as segregated as is necessary to maintain a harmonious business environment. This may be achieved with masonry walls, landscaping, berms, building orientation, and activity limitations.
- (4) When adjacent industrial and other business or educational uses can mutually benefit from connection rather than separation, applicable connective elements such as walkways, common landscape areas, building orientation, and unfenced property lines shall be employed.
- (5) Window orientation and materials in commercial or educational buildings shall preclude a direct line of sight into adjacent industrial property through the use of screen walls, landscaping and/or window placement.
- (6) Evergreen trees shall be planted to screen parking lots and non-residential building walls to provide a visual barrier between non-industrial and industrial uses. In no instance shall evergreen trees be planted further apart than 30 feet on center.

Building Placement

- (1) On commercial and office sites 3 acres and larger, a minimum 15% of the total primary building frontage shall be located at or near the front setback line. Such siting, together with landscape treatment, reinforces and strengthens the streetscape, and helps to screen off-street parking areas.
- (2) Corner buildings shall have a strong tie to the setback lines of each street. This does not preclude angled or sculpted building corners, or an open plaza at the corner.
- (3) Active building elevations with public access or windows shall face public streets. Loading areas shall never face public streets, except for industrial buildings adequately screened by a mix of evergreen and deciduous tree.
- (4) Multiple buildings in a single project must demonstrate a positive functional relationship with one another. This creates opportunities for plazas and pedestrian areas while preventing long "barrack-like" rows of buildings. When clustering is impractical, a visual link shall be established between buildings. This link shall be accomplished through the use of an arcade system, trellis, colonnade or other open structures.
- (5) Buildings along transit routes shall have an entrance oriented toward transit stops for convenient access by transit passengers.
- (6) Open space areas shall be grouped into usable, prominent landscape areas, rather than equally distributing them into areas of low impact such as at building peripheries, minimal side yard setbacks, behind a structure, or to areas of little impact to the public's view. The intent is to provide usable open space within a complex of buildings or project, and shall not be required with every building or project nor shall every area of surrounding buildings or projects to be usable space.
- (7) Site design shall place buildings so that outdoor seating areas are created. The space between buildings can be used as outdoor seating areas on the site. These spaces shall have clear, usable shapes that are not simply left over areas between buildings. This standard does not require that all spaces between buildings be designed as outdoor seating areas.
- (8) Loading facilities shall not be located at the front of buildings where it is difficult to adequately screen them from view. Such facilities are more appropriate at the rear of the site. Industrial loading facilities shall be reviewed on a case-by-case basis by the Developer or authorized Design Review Board.

Trash/Loading/Storage Areas

- (1) All trash and garbage bins shall be stored in an enclosure, approved by disposal services and the Developer or authorized Design Review Board.
- (2) Trash enclosures shall allow convenient access for each tenant.
- (3) Trash enclosures shall be constructed to be architecturally compatible with the project. All trash enclosures shall be treated with anti-graffiti material. The trash enclosures shall be constructed of substantial building materials used in the design of the building(s). Gates shall be constructed of durable materials that screens at a minimum of 80% of the view into the trash enclosure. Wood or chain link gates shall not be allowed.
- (4) Trash enclosures must include provisions for concrete pads or appropriately designed asphalt sections in front of the enclosure. The area in front of the trash enclosure shall be a minimum of 6 feet to reduce pavement damage from disposal trucks.
- (5) When non-industrial buildings are adjacent to industrial properties, loading and delivery shall be planned to occur on the side of a building away from non-industrial buildings. Loading and delivery areas shall not be located in a required setback area.
- (6) A loading area shall be provided for each freestanding restaurant site or other accommodations made.
- (7) Loading docks shall not be directly visible from a public street. Screening shall be complete (if landscaping is used then 80% landscape screening within 3 years) and shall match the design of the building. Industrial and warehousing land uses shall be evaluated on a case-by-case basis, approved by the Developer or authorized Design Review Board
- (8) Truck maneuvering/circulation areas adjacent to non-industrial properties shall be designated to prohibit trucks from parking and idling in these locations, except in approved loading spaces or docks.
- (9) Outdoor storage shall only occur within code permitted storage areas that are permanently screened from view.

- (10) Required parking or loading areas shall not be used for outdoor storage (or merchandise).
- (11) Chain link fencing may not be used for outdoor storage on an industrial lot where it is not visible from public streets, on-site major circulation aisles, adjacent residential uses, or pedestrian areas.

Utility And Mechanical Equipment

- (1) Utility equipment such as electric and gas meters, electrical panels, and junction boxes shall be located in a utility room within the building, or screened from view of pedestrian areas to the extent possible.
- (2) Transformers should never be the dominant element of the front landscape/setback area to extent possible. The intent is to soften the effect or draw one's eye away from the transformers, by using landscaping or structural components.
- (3) All utility lines from the service drop to the site shall be underground.
- (4) All mechanical equipment (such as compressors, air conditioners, antennas, pumps, heating and ventilating equipment, emergency generators, chillers, water tanks, stand pipes, solar collectors, satellite dishes and communications equipment, and any other type of mechanical equipment for the building) shall be concealed from view from public streets and neighboring properties.
- (5) All screening shall be architecturally compatible with the project. Alternative methods shall be to the approval of the Developer or authorized Design Review Board.
- (6) Mechanical equipment shall not be located on the roof of a structure, unless the equipment can be hidden by building elements that were designed for that purpose as an integral part of the building design. Hidden is defined as when not visible at 5 feet above ground level.

Parking and Loading Standards

Parking Standards for the Rifle Airpark PUD have been adopted and adapted from the Rifle Zoning Ordinance. The revised parking standards are presented in the sections below.

Parking Standards

The Rifle Airpark PUD seeks to encourage reducing the transportation impact of the development of major employment while maintaining for an adequate number of automobile and truck parking places. In addition, the adoption of minimum truck loading standards will insure the usability and sustainability of industrial areas (A-LI, A-I and A-AS) of the PUD.

- (1) Parking Spaces Required.
 - (a) The number of parking stalls within zone districts A-LI, A-ID and A-S shall be;
 - (i) required pursuant to *Exhibit 6-1* for buildings with leasable or saleable bays of less than 10,000, or
 - (ii) If a building or structure has leasable or saleable bays of 10,000 square feet and less than 20,000, the minimum off-street parking required is 1.0 space for each 1,500 square feet of gross floor area, or
 - (iii) If a building or structure has leasable bays of 20,000 square feet or greater, the minimum off-street parking required is 1.0 space for each 2,000 square feet of gross floor area.
 - (b) Additional parking spaces for those areas for offices or other uses shall be required pursuant to *Exhibit 4-2*.
 - (c) For hotel and motel development within the A-LI or A-I districts, at least 15 percent of the required parking shall accommodate tractor/trailer combinations.
 - (d) The number of parking spaces required for any uses not covered within *Exhibit 6-1* shall be determined and approved by the Director of Community and Economic Development/Planning Director in conjunction with the then current standards established by Section 16-7-20 of the Rifle Land Use and Development Code, Chapter 16, Section VII.

Exhibit 4-2 Off Street Parking Standards

Parking Required		Parking Required
A-LI/ A-S	Airport Light Industrial/Support	
	Office Area	1:250 SF
	Non-Office Space (up to 10,000 sf)	1:1,250 SF
A-CO	Airport Commercial	1:250 SF
A-ID	Airport Industrial	
	Office Area	1:250 SF
	Non-Office Space (up to 10,000 sf)	1:1,250 SF
Source: Development Economics, 2007		

Truck Loading Standards.

- (1) Revisions in the number of spaces and dimensions for loading areas as shown in Exhibit 6-2 shall be approved by the Director of Community and Economic Development/Planning Director for new non-residential buildings as needed and physical conditions warrant.
- (2) Truck loading spaces and the access and maneuvering areas serving loading spaces shall be located on the same parcel as the activity served and must be exclusive of the area used for required parking spaces. Truck turning templates should be used for design.
- (3) Truck loading/unloading shall not take place on public streets and shall not interfere with on-street traffic, parking or sidewalks.
- (4) Loading areas should not dominate the street frontage, and should not directly face a major street unless no practical alternative exists.
- (5) Where loading docks or doors are located directly off abutting streets, the following policy shall be used for truck maneuvering:
 - (a) If the abutting street is a major street where the curb-to-curb width is 72 feet or more, the loading facility/dock/door, etc., shall be located so that a truck cannot use the street as a means to maneuver in a backwards motion towards the unloading point. This will require an unobstructed on-site minimum depth of 95 - 115 feet in front of the loading area. Driveways shall not be placed to line up with the loading docks.
 - (b) On industrial service roads (streets 40-48 feet curb-to-curb), truck maneuvering can take place within the street area, and the driveway may be lined up with the loading dock. A truck parked at the loading point shall not project into the public right-of-way. A minimum of 65 feet shall be unobstructed and provided in front of the loading area.

Parking Lot Design Standards

- (1) Circulation for vehicles in a parking lot must be within the property and cannot use a public street to move from one portion of the parking lot to another.
- (2) Minimize aisle intersections and dead ends.
- (3) Parking lots containing over 125 parking spaces shall be designed with a clear hierarchy of circulation: major entry drives with no parking; all major circulation drives with little or no parking; designated pedestrian walkways; and then parking aisles for direct access to parking spaces.
- (4) No more than 10% of the required parking shall be located in the rear service area of a project site and this shall be limited to employee parking.
- (5) Parking lots shall be separated from buildings by a landscape strip or a combination of a landscape strip and sidewalk at least 6 feet wide. If using only a landscape strip, it must be a minimum of 5 feet wide. Wheel stops shall also be provided to prevent overhang of vehicles into the landscape strip. Walkways shall be a minimum of 4 feet wide when using wheel stops to prevent vehicular overhang, or a minimum of 6 feet wide when not providing wheel stops. Parking aisles or spaces directly abutting the building are prohibited.
- (6) For commercial centers, shopping cart corrals shall be provided in parking lots for customer drop-off.

Project Entry Design Standards

- (1) In parking lots with over 125 parking stalls, a main entry drive shall extend from the public street to the front cross aisle and shall:
 - (a) include a minimum 4-foot wide sidewalk from the street to the front cross aisle on at least one side.
 - (b) include 10 foot wide landscaped parkways on each side.
 - (c) contain no parking stalls along the entry drive.
 - (d) include a minimum 7-foot wide enhanced paving crosswalk to delineate the pedestrian crossing at the public sidewalk.
- (2) In all parking lots there shall be adequate queuing distance off the street to prevent backing up onto the street.

Site Access/Egress Standards

Developments that are required to provide over 125 parking stalls and are located on an arterial or larger road designation shall coordinate access/egress points with median openings and existing driveways on the opposite side of the roadway, except for right-in/right-out points. Final locations shall be subject to review and approval of the Developer or authorized Design Review Board.

Non-Residential Pedestrian Access Standards

- (1) Drop-off points (i.e. wider aisles) shall be located near major building entries and plaza areas for commercial or office projects over 50,000 square feet of building area.
- (2) Cars and pedestrians shall be separated by designing parking lots so that pedestrian walks are parallel to moving cars in parking aisles. The design shall minimize the need for the pedestrians to cross parking aisles and landscape islands to reach building entries.
- (3) Clearly defined pedestrian access shall be provided from transit/bus stops to primary building entrances.
- (4) Bicycle racks shall be provided for all projects that are adjacent to any bicycle path.
- (5) Provisions for access by disabled persons shall be incorporated into the overall pedestrian circulation system.
- (6) All projects shall be required to demonstrate connection of the on-site pedestrian circulation system to the off-site public sidewalk.
- (7) In parking lots with over 125 parking stalls, a separate pedestrian walkway shall be provided from the public sidewalk to the on-site walkways. At a minimum, this main entry sidewalk shall:
 - (a) be located on one side of the main entry drive aisle.
 - (b) be a minimum of 4 feet wide at all points including locations where signs, poles, fire hydrants, newspaper racks etc., are placed in the walkway.
 - (c) be raised and protected from the drive aisle by a 6-inch high curb.
 - (d) be constructed of concrete, concrete paver, brick, tile pavers, or combination. Asphalt can be used with adequate structural section approved by the Developer or authorized Design Review Board.

Perimeter Landscape

- (1) All sites shall incorporate screening at their periphery. Perimeter landscaping is considered a part of the required landscaping and is not in addition. Screening shall be implemented utilizing the following:
 - (a) utilize evergreen shrubs and native grasses that are 30-36-inches high at maturity to create a loose, informal landscape screen.
 - (b) provide evergreen trees at 4 trees per 100 lineal feet of landscape area. Evergreen trees shall be installed at a mix of 50% 6 foot in height and 50% 8 foot in height.
- (2) Landscaping along street frontage shall be a minimum of 10 feet deep from the back of curb and incorporate one of the following:
 - (a) utilize minimum 12 foot planter along street with a minimum 24-inch high earth berm with 3:1 slope and landscaping.
 - (b) utilize an opaque masonry wall of approved materials that is a minimum of 36-inches high.
 - (c) lower the grade of the parking lot by 24- inches in relation to the adjacent public street.
 - (d) utilize a hedge or combination of shrubs to create appearance of screening 36-inch height maximum at time of planting.

Landscaping Requirements For Parking Lots (Over 125 Spaces)

- (1) In parking lots with over 125 parking spaces, the following landscape/design standards shall be incorporated.
 - (a) Create large planting islands at the ends of parking rows that are a minimum of 300 square feet for double loaded parking and 150 square feet for single loaded parking, with a 9 foot minimum interior width. They shall be planted with shade trees, low shrubs and/or ground cover. They shall be protected by a 6-inch high curb on all sides.
 - (b) Provide interior planting islands between parking spaces. The planting islands shall be a minimum of 300 square feet for double loaded parking and 150 square feet for single loaded parking and be protected by a 6-inch high curb. The planted area should be at least 9 feet wide (interior).
- (2) Parking lots shall include landscaping that accents the driveways from the street, frames the major circulation aisles, and highlights pedestrian pathways.

Parking Lot Lighting

- (1) Parking lot lighting is required for public safety; such lighting facilities shall be located, with hoods provided and adjusted, so as to preclude the direct glare of the lights from shining directly onto adjoining property or streets.
- (2) The height of parking lot lighting shall not exceed 27 feet from grade of parking lot or the height of the tallest building on the site, whichever is less.
- (3) The parking lot lighting poles shall be decorative, complementary and consistent with the architecture of the project.

Exhibit 4-3 Signage Design Standards Matrix

Address Sign	Permitted
Maximum number	1
Maximum Height	24 inches
Freestanding Signs	Permitted
Maximum number	1 per street frontage
Max display area (sq. ft.)	24
Maximum height	6
Wall Signs	Permitted
Maximum number	1 per 25 lineal ft.
Max display area (sq. ft.)	40
Projecting Signs	Permitted
Maximum number	1 per 25 lineal ft.
Max display area (sq. ft.)	25
Awning Signs	Permitted
Maximum number	1 per 25 lineal ft.
Max display area (sq. ft.)	20
Canopy and Hood Signs	Permitted
Maximum number	1 per 25 lineal ft.
Max display area (sq. ft.)	25
Maximum number	1 per site.
Max display area (sq. ft.)	24
Maximum height	32 feet
Maximum number	None

Sign Standards

Signage, too often one of the last design considerations, will be considered an integral part of building architecture and site design within Rifle Airpark. A community sign program (CSP) will be included in the Design Guidelines for the planning area. The CSP will emphasize building/complex/project identity rather than catering to individual tenant signage. The CSP will be based upon a hierarchical branding strategy for the entire project.

The CSP is considered a component of the design concept for the site and building architecture. The size, proportion, and scale of signs contribute to the overall quality of a project when they can relate to building details rather than compete with them (e.g. signs that extend above the roof line, or cover architectural details, columns, or windows).

In most instances, signage will be designed in proportion with respect to its size, location, and background. For example, signs having size to background ratios of 1 to 4, or 1 to 3, tend to be in better proportion than signs having ratios of 1 to 1, or 1 to 100. Further, signs will not exceed 80% of their vertical/horizontal backgrounds.

The utilization of quality materials for signs is encouraged in all instances. Durable plastics can be used for cabinet and letter faces. Metal letters will last longer than those cut out of Styrofoam, which are discouraged.

Durable materials shall be used for monument type and ground-mounted signs so that they are not easily damaged. Building mounted signs, on the other hand, are generally out of reach, and can be fabricated from a wide variety of materials.

Color and material selection for signs should related to the color scheme and texture of the building or project materials rather than depend upon “high contrast” factors in order to be effective.

Exhibit 4-3 depicts certain elements of the CSP as they apply to specific types of signs. Greater specificity regarding the hierarchical brand guidelines, materials options and naming conventions will be addressed within the Design Guidelines for Rifle Airpark.

Exhibit 4-4: Building Coverage and Massing Standards

Proposed Development Standards					
	A-LI	A-I	A-C	A-S	A-PD
Coverage Ratio	60%	60%	28%	35%	35%
Floor Area Ratio	1.0	1.0	.65	.65	.65
Set Back from:					
Rear Yard	5	5	15	5	5
Side Yard	5	5	15	5	5
Front Yard to:					
Arterial street	50 ft	50 ft	50	n/a	50
Collector street	25	25	25	25	25
Local street	15	15	15	15	15

Building Design

This section provides general design principals and goals that are applicable to non-residential projects including retail, service, industrial and office uses. This section provides the basic concepts for the creation of good community design and quality development. These general standards are to be used in conjunction with more specific standards for specific development types that will guide the development of Design Guidelines for Rifle Airpark as part of the PUD process.

Building Height

- Building heights shall address sunlight penetration, ventilation, and protection from prevailing winds, enhance public views and minimize obstruction of view from adjoining structures.
- As height increases the distance from surrounding single story uses shall increase. An example of a staggered setback is the third and fourth floors that are set back an additional distance from the building perimeter.

Building Massing

Building massing is defined in these Development Standards in terms of coverage and floor area ratio. Coverage refers to the ratio of the size of the footprint of the building to the total parcel size. Floor area ration (FAR) refers to the ratio of the total square feet of the building area including all common area to the total square feet of the parcel on which it sits.

- The coverage of any building shall not exceed 60 percent and may be further limited by other standards such as required parking, setbacks, and -site specific open space requirements.
- The set back from front, side and rear lot lines provide for access and public safety as well as defining the urban form of Rifle Airpark. The standards for the various building types are presented below.
 - An absolute height limit of 8 stories will be imposed within Rifle Airpark. As building height exceeds 4 stories, additional consideration shall be given to maintaining integration between parking, common areas and building entrances. In addition:
 - Generally, mid-rise buildings should be located at major road intersections or neighbourhood ‘nodes’ and preferably adjacent to public open space. Mid-rise buildings should reinforce the prominence of these locations through appropriate massing, setbacks, building design, and open space treatments.
 - Mid-rise buildings should face adjoining streets and frame the adjoining public open spaces (i.e. courtyards, gardens, etc).
 - Active facades and ground level uses such as retail commercial or habitable living areas should be provided..
 - Entrances should be oriented directly to the street and be accessible from public sidewalks.
 - Surface parking should be located to the rear of buildings.

Building Standards

Exterior Walls

- (1) Buildings should be designed to avoid a “box-like” appearance. Articulation can be horizontal and vertical on walls. There shall be no long expanses of flat wall planes, vertically or horizontally exceeding 50 feet, unless approved by the Developer or authorized Design Review Board (DRB). Acceptable methods for articulation shall include the use of cornices or staggered parapet walls, horizontal or vertical wall offsets, recessed or extended windows and entries, covered arcades, use of color, material changes or similar design elements.
- (2) Design all exterior walls to be visually consistent around the entire building. Blank wall architecture is not permitted.
- (3) Multiple buildings within a single project must be designed to be compatible, with a unified appearance using similar building materials, and having varied texture, color or design.
- (4) Building additions shall be designed to be consistent with the existing building(s) by matching in terms of proportion, style, window and door styles and openings, roofline, materials, color, and other aspects of design.
- (5) The following materials are not permitted as the primary (the material used the most on the exterior wall surfaces) exterior wall material:
 - Corrugated reflective silver metal
 - Corrugated fiberglass or plastic
 - Asphalt shingles
 - Unprotected wood

Roofs

- (1) The visible roof profile line shall not continuously run more than 150 feet. Methods to change the roof profile include horizontal and vertical offsets, jogging and varying parapets, roof overhangs, or similar design elements.
- (2) Mansard style roofs, canopies, awnings, cornices and facade design shall be visually consistent around the entire building perimeter.
- (3) All roof top equipment, with the exception of solar collectors or PV panels, shall be screened from public view in a manner matching the architectural style and materials of the existing building. Mechanical equipment added to an existing building shall comply with this provision and be reviewed and approved by the Developer or authorized Design Review Board.
- (4) Roof drains, leaders and downspouts shall be integrated into the exterior design of the structure.
- (5) Corrugated reflective silver metal shall not be used as the primary roofing material.
- (6) Pitched roofs shall be considered, particularly in the design of smaller buildings.

Color

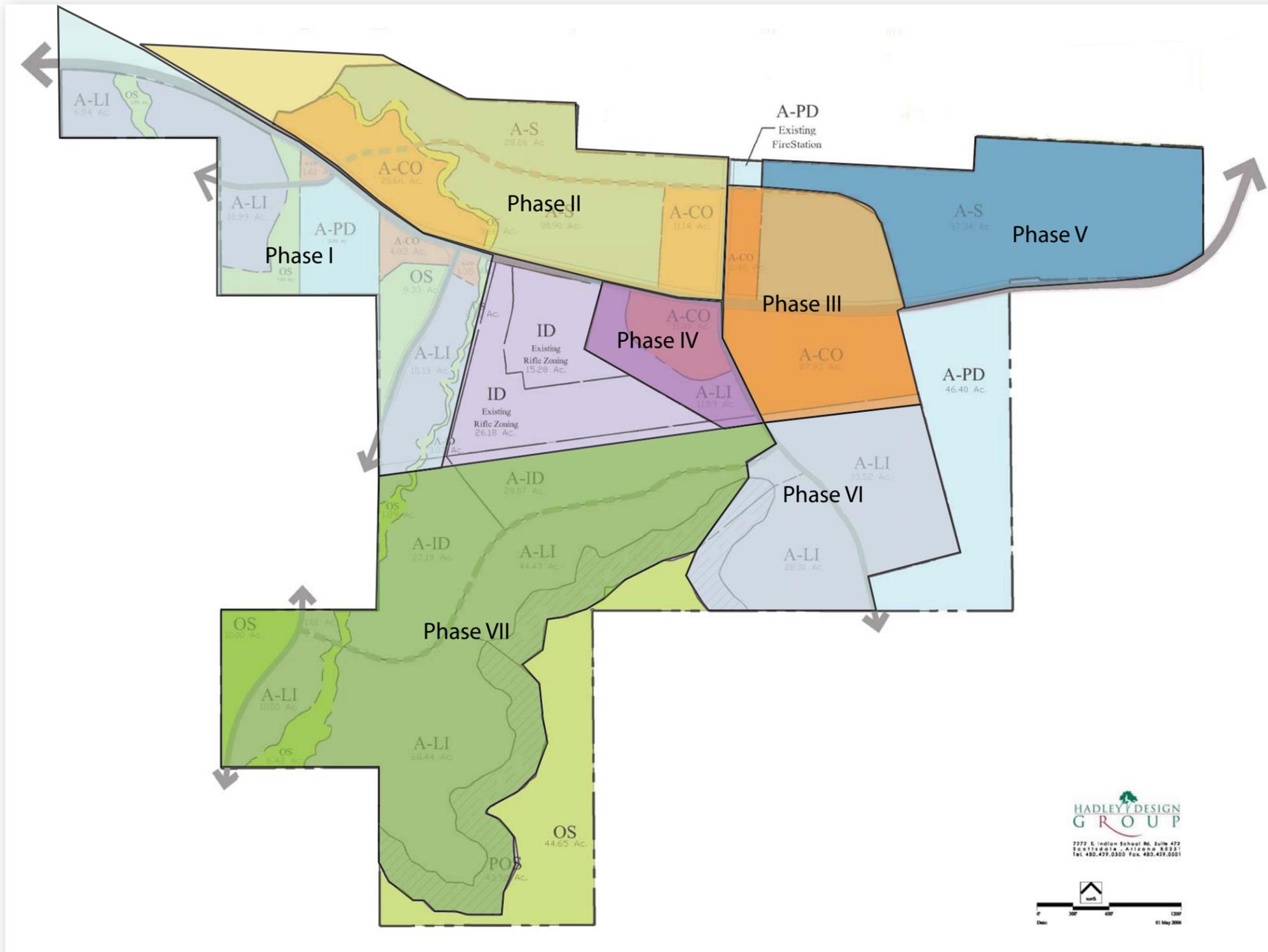
Color can dramatically affect the appearance of buildings and should be carefully considered in relation to the overall design of the building. Color can also affect the apparent scale and proportion of buildings by highlighting architectural elements such as doors, windows, fascias, cornices, lintels and sills. The following standards apply:

- (1) Large areas (no more than 25% of one exterior side) of intense colors are not allowed.
- (2) Bright or intense colors shall be used for accent only.
- (3) Subdued colors are recommended for overall color scheme. A bright trim color can be used if it enhances the general appearance of the building.
- (4) Minimize the number of color families appearing on the building exterior.
- (5) Articulate the different parts of the building’s facade by use of color, arrangement of facade elements, and change in materials.
- (6) Exterior color elevations for all sides of building(s) shall be provided along with the proposed building materials as part of the initial project submittal.
- (7) Colors shall be compatible with the colors of the surrounding area.

Lighting Standards

The purpose of establishing site lighting standards is to encourage quality site lighting design while providing a sense of safety and security by reducing excessive light levels, light trespass, and glare. Standards for developing of lighting are described below:

- (1) The use of lighting should be integrally designed as part of the built environment and should reflect a balance for the lighting needs with the contextual ambient light level and surrounding nighttime characteristics of our community. Recommended light level guidelines and uniformity ratios established by the Illumination Engineering Society of North America (IESNA), in the IESNA Lighting Handbook (current edition), should be considered when determining appropriate lighting design solutions. All exterior lighting design require the approval of the Design Review Board (DRB).
- (2) Lighting designs should be designed to minimize glare, light trespass, energy conservation, and to maintain dark skies. The lighting designers should consider utilizing pre-curfew and post-curfew lighting designs with automatic controls systems to eliminate excessive light during inactive hours of site and building operation.
- (3) Full cut-off fixtures, mounting heights, and shielding should be utilized to effectively control glare and light trespass.
- (4) Any exterior lighting designs shall take into account all exterior lighting sources.
- (5) Architectural lighting if proposed shall be included with the DRB application. Architectural lighting if proposed should only be utilized to highlight special features. Lighting of expansive wall planes, towers, and roofs or the use of architectural lighting that results in “hot spots” should be avoided.
- (6) Landscape lighting if proposed shall be included with the DRB application. Landscape lighting should only be utilized to accent landscaping, be point away from the property line, and fixtures shall contain extension shields in minimize glare and light source visibility.



Land Use

The development of Rifle Airpark is expected to occur in six phases. The initial phases will be oriented to major, existing arterial and collector streets. The focus of early phases of development will occur in A-LI, A-S and A-I uses.

As road building occurs, additional land will be available development in A-I and A-S uses. As a critical mass of employment and traffic generated from airport, government and college uses occurs, the development of A-CO will commence.

Exhibit 5-1 provides a graphical depiction of the possible phasing sequence for Rifle Airpark. Because the property within Rifle Airpark is controlled by a number of developers, working independently to market and develop property, the depiction is only an estimate of the actual development phasing that will be carried out in the planning area.

Transportation

The transportation improvement phasing of Rifle Airpark will reflect the assumed phasing of land use development described in the preceding section. That is, if market opportunities are strong for several of the developers, the road construction-phasing plan may change accordingly.

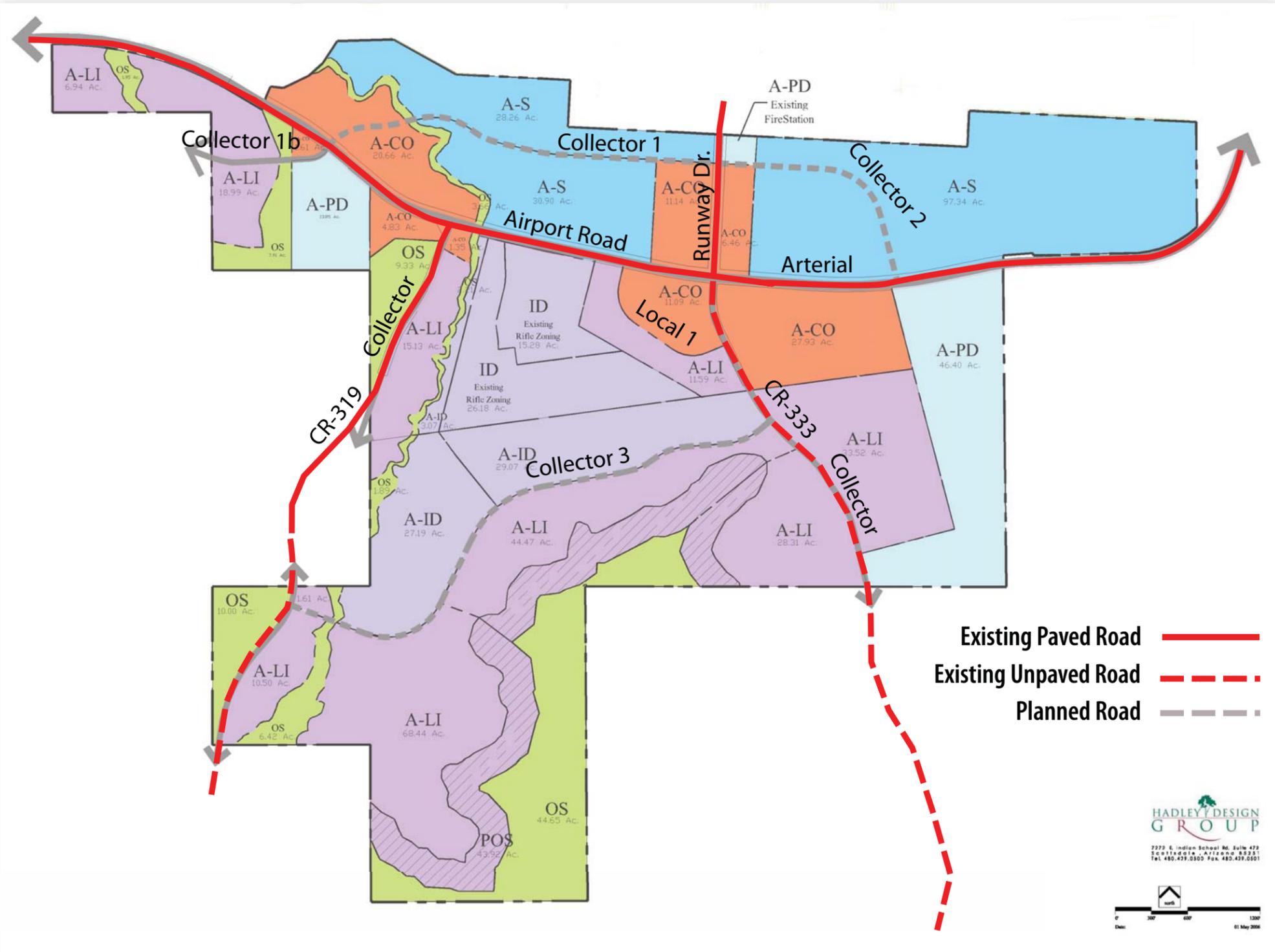
Exhibit 5-2 presents a depiction of the proposed Rifle Airpark circulation plan. The initial phases of development will occur utilizing access to existing roads. Phase I development will occur in response to the development of the Central Mountain College (CMC) at Rifle. This improvement will provide access to A-LI land uses as well as small A-C parcels.

Phase II will link the CMC campus area with the Garfield County Airport necessitating the development of Collector 1. The bridge across a significant wash separating A-CO and A-S land uses will complete a critical loop road connecting Airport Drive with Runway Drive. Major A-LI and A-S parcels will be brought to the market with this expansion.

Phase III will require the construction of a collector street in part or in whole (Collector 2). Additional development within the phase may necessitate the construction of local streets. Additional A-LI property will be brought to the market as well as the Plan Area's largest commercial (A-CO) core.

Phase IV will require the development of Local 1 in conjunction with a major grading project to remove a small hill at the corner of

Development Program



Airport Drive and SR-333. These improvements will bring additional A-CO and A-LI to the market.

Phase V also will use access to existing roadways to provide ingress. Improvements within this phase may require paving and reconstruction of portions of the CR-333 (a collector street) and Collector 2. This phase will bring on the largest single block of A-S in Rifle Airpark.

Phase VI development will require the construction of an extension of paving of CR-333. With cooperation of Garfield County, a local road may be developed to establish a loop connector between CR-333 and Airport Drive. These developments will bring two sizable parcels of A-LI to the market.

Phase VII will require the development of Collector 3 and a wash crossing to link CR-333 with CR319. In addition to establishing a convenient bypass for major truck traffic, these improvements will also bring A-ID and A-LI land uses to the market.

It should be noted that the developers within the planning area would likely respond to opportunities to sell larger parcels to single users. The sale of larger parcels would obviate the need for internal streets, or would substantially change the orientation of those local streets.

The timing and sequencing of Phases proposed within the Rifle Airpark Master Plan will ultimately be guided by market forces. The sequencing of Phases proposed by the narrative above can and should respond to the demand for specific locations and land uses by property owners, developers and building users.

Infrastructure

Major portions of required infrastructure have already been developed within the Rifle Airpark through cooperative agreements between Airport Land Partners, who donated certain land parcels for public use, and Garfield County, who paid for and supervised infrastructure improvements. Major sanitary sewer trunk lines and water line improvements were put in place in areas designated in the prior section as Phase I and II. Future development project sponsors will still be required to complete lateral sewer, water and all dry utility improvements.

Additional water, sewer and dry utilities will be developed in conjunction with major street construction. *Exhibit 5-2* presents a conceptual routing plan for the improvements that will follow street construction. Detailed engineering drawings will be developed as part of any Preliminary Plat application for specific land parcels.

PUD Supporting Materials

PROPERTY DESCRIPTION

A PARCEL OF LAND SITUATE IN GOVERNMENT LOT 4 OF SECTION 18, TOWNSHIP 6 SOUTH, RANGE 92 WEST OF THE SIXTH PRINCIPAL MERIDIAN. SAID PARCEL ALSO SITUATE IN THE S1/2 SECTION 13, IN THE N1/2SE1/4 AND SE1/4SE1/4 OF SECTION 14, IN THE NE1/4SE1/4 OF SECTION 23, IN THE W1/2 AND NE1/4 SECTION 24, TOWNSHIP 6 SOUTH, RANGE 93 WEST OF THE SIXTH PRINCIPAL MERIDIAN ALL IN THE COUNTY OF GARFIELD, STATE OF COLORADO. SAID PARCEL OF LAND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTH QUARTER CORNER OF SAID SECTION 18, AN ALUMINUM CAP L.S. #14111 FOUND IN PLACE ; THENCE N 00°23'55" W, 180.44 FEET TO THE TRUE POINT OF BEGINNING; THENCE ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 350.00 FEET, AN ARC LENGTH OF 242.10 FEET (CHORD BEARS S 68°37'12" W 237.30 FEET); THENCE S 88°26'10" W 1412.51 FEET; THENCE S 75°40'56" W 934.34 FEET; THENCE S 04°13'17" E 101.18 FEET; THENCE S 14°39'04"E 2000.22 FEET; THENCE S 75°20'56" W 817.74; THENCE S 13°11'23" E 281.89 FEET TO A POINT ON THE EAST-WEST CENTERLINE OF SAID SECTION 24; THENCE N 89°52'38" W ALONG SAID CENTERLINE 2350.32 FEET; THENCE LEAVING SAID CENTERLINE S 00°19'07" E 2621.51 FEET TO A POINT ON THE SOUTHERLY LINE OF SAID SECTION 24; THENCE S 89°44'39" W ALONG SAID SOUTHERLY LINE 1802.91 FEET TO THE SOUTHWEST CORNER OF SAID SECTION 24; THENCE N 00°01'57" W ALONG THE WESTERLY LINE OF SAID SECTION 24 1316.68 FEET TO THE SOUTH SIXTEENTH CORNER BETWEEN SAID SECTION 23 AND SAID SECTION 24; THENCE S 89°50'40" W ALONG THE SOUTHERLY LINE OF THE NE1/4SE1/4 SAID SECTION 23 A DISTANCE OF 1322.13 FEET TO THE SOUTHEAST SIXTEENTH CORNER OF SAID SECTION 23; THENCE N 00°02'25"E ALONG THE WESTERLY LINE OF THE NE1/4SE1/4 SAID SECTION 23 A DISTANCE OF 1318.49 FEET TO THE EAST-CENTER SIXTEENTH CORNER OF SAID SECTION 23; THENCE N 89°55'23" E ALONG THE EAST-WEST CENTERLINE OF SAID SECTION 23 A DISTANCE OF 1320.45 FEET TO THE WEST QUARTER CORNER OF SAID SECTION 24; THENCE N 00°00'30" E ALONG THE WESTERLY LINE OF SAID SECTION 24 A DISTANCE OF 2633.57 FEET TO THE NORTHWEST CORNER OF SAID SECTION 24; THENCE N00°03'17" W ALONG THE WESTERLY LINE OF SAID SECTION 13 A DISTANCE OF 676.18 FEET; THENCE LEAVING SAID WESTERLY LINE N 50°06'56" W 479.66 FEET; THENCE S 48°20'41" W 27.69 FEET; THENCE ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 190.00 FEET AND AN ARC LENGTH OF 129.82 FEET BEARS S 67°55'09" W 127.31 FEET); THENCE S 87°29'36" W 153.65 FEET; THENCE S 00°03'17" E 910.13 FEET TO A POINT ON THE NORTHERLY LINE OF SAID SECTION 23; THENCE N 89°56'38" W ALONG SAID NORTHERLY LINE 658.03 FEET TO THE EAST SIXTEENTH CORNER BETWEEN SAID SECTION 23 AND SAID SECTION 14; THENCE N 00°26'28" W ALONG THE WESTERLY LINE OF THE SE1/4SE1/4 SAID SECTION 14 A DISTANCE OF 1313.37 FEET TO THE SOUTHEAST SIXTEENTH CORNER OF SAID SECTION 14; THENCE S 89°54'32" W ALONG THE NORTHERLY LINE OF THE SW1/4SE1/4 OF SAID SECTION 14 A DISTANCE OF 1317.63 FEET TO THE SOUTH-CENTER SIXTEENTH CORNER SAID SECTION 14; THENCE N 00°25'29" W ALONG THE NORTH CENTERLINE OF SAID SECTION 14 A DISTANCE OF 1061.43 FEET TO A POINT ON THE SOUTHERLY BOUNDARY OF THE GARFIELD COUNTY REGIONAL AIRPORT; THENCE S 71°22'53" E ALONG SAID SOUTHERLY BOUNDARY 156.59 FEET; THENCE CONTINUING ALONG SAID SOUTHERLY BOUNDARY S 72°55'02" E 140.69 FEET; THENCE CONTINUING ALONG SAID SOUTHERLY BOUNDARY ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 1240.13 FEET AND AN ARC LENGTH OF 279.53 FEET (CHORD BEARS S 65°37'29" E, 278.94 FEET); THENCE CONTINUING ALONG SAID SOUTHERLY BOUNDARY S 60°00'07" E 148.05 FEET; THENCE CONTINUING ALONG SAID SOUTHERLY BOUNDARY S 87°06'26" E 2057.34 FEET; THENCE CONTINUING ALONG SAID SOUTHERLY BOUNDARY S 60°54'32" E 748.74 FEET; THENCE CONTINUING ALONG SAID SOUTHERLY BOUNDARY S 87°06'26" E 950.00 FEET; THENCE CONTINUING ALONG SAID SOUTHERLY BOUNDARY S 02°53'34" W 390.00 FEET; THENCE CONTINUING ALONG SAID SOUTHERLY BOUNDARY S 87°06'26" E 1325.66 FEET TO THE NORTHWEST CORNER OF THE RIFLE FIRE PROTECTION PARCEL AS RECORDED IN BOOK 1139 AT PAGE 604 OF THE GARFIELD COUNTY CLERK AND RECORDERS OFFICE; THENCE S 02°53'34" W ALONG THE WESTERLY LINE OF SAID PARCEL 230.00 FEET; THENCE S 87°06'20" E ALONG THE SOUTHERLY LINE OF SAID PARCEL 250.00 FEET; THENCE N 02°53'34" E ALONG THE EASTERLY LINE OF SAID PARCEL 230.00 FEET TO A POINT ON SAID SOUTHERLY AIRPORT BOUNDARY; THENCE S 87°06'20" E ALONG SAID SOUTHERLY BOUNDARY 1754.71 FEET; THENCE CONTINUING ALONG SAID SOUTHERLY BOUNDARY N 03°06'20" E 300.10 FEET; THENCE CONTINUING ALONG SAID SOUTHERLY BOUNDARY S 87°06'26" E 1894.94; THENCE LEAVING SAID SOUTHERLY BOUNDARY S 00°23'55" E 992.97 FEET TO THE POINT OF BEGINNING.

EXCEPT THAT PROPERTY DESCRIBED AS THE AMENDED C.T.D.C. EXEMPTION, RECEPTION NO. 611420.

ALSO EXCEPT A PARCEL OF LAND FOR THE USE OF RIGHT OF WAY AS DESCRIBED IN BOOK 538 AT PAGE 997.

ALSO EXCEPT A PARCEL OF LAND AS DESCRIBED IN RECEPTION NO. 655582 SAID PARCEL CONTAINING 629.588 ACRES MORE OR LESS.

EXHIBIT "A" LEGAL DESCRIPTION

TOWNSHIP 6 SOUTH, RANGE 93 WEST, 6TH P.M. GARFIELD COUNTY, COLORADO

A PARCEL OF LAND SITUATED IN THE NW1/4 OF SECTION 24 AND THE SW1/4 OF SECTION 13, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF SECTION 24, THENCE SOUTH 00 DEGREES 03'39" EAST ALONG THE WEST LINE OF SAID NW1/4 SECTION 24, A DISTANCE OF 1186.77 FEET TO THE TRUE POINT OF BEGINNING; THENCE SOUTH 00 DEGREES 03'39" EAST ALONG SAID SECTION LINE A DISTANCE OF 237.56 FEET; THENCE NORTH 82 DEGREES 24'25" EAST ALONG THE CENTER LINE OF THE WESTERN POWER EASEMENT A DISTANCE OF 575.24 FEET; THENCE NORTH 14 DEGREES 21'14" EAST TO A POINT IN THE SOUTH RIGHT OF WAY OF COUNTY ROAD 352 A DISTANCE OF 1667.91 FEET; THENCE NORTH 74 DEGREES 56'06" WEST ALONG SAID COUNTY LINE ROAD 352 A DISTANCE OF 293.52 FEET TO A POINT IN THE EAST LINE OF COUNTY ROAD 319; THENCE SOUTH 24 DEGREES 00'00" WEST A DISTANCE OF 1622.91 FEET ALONG THE EAST LINE OF COUNTY ROAD 319; THENCE SOUTH 40 DEGREES 00'00" WEST A DISTANCE OF 62.61 FEET TO THE TRUE POINT OF BEGINNING.

COUNTY OF GARFIELD
STATE OF COLORADO

LTG Policy No. LTAQ63001886

Form PIB/ORT

PROPERTY INFORMATION BINDER

Our Order No. GW63001886

Liability: \$50,000.00

Fee: \$500.00

Subject to the exclusions from coverage, the limits of liability and other provisions of the Conditions and Stipulations hereto annexed and made a part of this Binder,

OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY
a Corporation, herein called the Company,

GUARANTEES

ROBERT HOWARD

herein called the Assured, against loss, not exceeding the liability amount stated above, which the assured shall sustain by reason of any incorrectness in the assurance which the Company hereby gives that, according to the public records as of October 19, 2007 at 5:00 P.M.

1. Title to said estate or interest at the date hereof is vested in:

AIRPORT LAND PARTNERS LIMITED, A COLORADO LIMITED PARTNERSHIP

2. The estate or interest in the land hereinafter described or referred to covered by this Binder is:

A Fee Simple

Land Title Guarantee Company
Representing Old Republic National Title Insurance Company

LTG Policy No. LTAQ63001886

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Our Order No. GW63001886

3. The land referred to in this Binder is situated in the State of Colorado, County of GARFIELD described as follows:

SEE ATTACHED PAGE(S) FOR LEGAL DESCRIPTION

4. The following documents affect the land:

1. RIGHT OF WAY FOR DITCHES OR CANALS CONSTRUCTED BY THE AUTHORITY OF THE UNITED STATES AS RESERVED IN UNITED STATES PATENT RECORDED MARCH 03, 1901, IN BOOK 73 AT PAGE 40, RECORDED JANUARY 8, 1902 IN BOOK 73 AT PAGE 47, RECORDED AUGUST 8, 1910 IN BOOK 71 AT PAGE 428, RECORDED AUGUST 8, 1910 IN BOOK 71 AT PAGE 429, RECORDED FEBRUARY 25, 1916 IN BOOK 92 AT PAGE 290, RECORDED JUNE 12, 1916 IN BOOK 92 AT PAGE 294, RECORDED MAY 28, 1923 IN BOOK 112 AT PAGE 567, RECORDED MARCH 1, 1924 IN BOOK 112 AT PAGE 575, RECORDED NOVEMBER 8, 1947 IN BOOK 232 AT PAGE 429, RECORDED JANUARY 24, 1958 IN BOOK 306 AT PAGE 408, RECORDED MARCH 7, 1961 IN BOOK 332 AT PAGE 574.
2. RIGHT OF PROPRIETOR OF A VEIN OR LODE TO EXTRACT AND REMOVE HIS ORE THEREFROM SHOULD THE SAME BE FOUND TO PENETRATE OR INTERSECT THE PREMISES AS RESERVED IN UNITED STATES PATENT RECORDED AUGUST 08, 1910, IN BOOK 71 AT PAGE 428. RECORDED AUGUST 8, 1910 IN BOOK 71 AT PAGE 429.
3. EXCEPTING AND RESERVING TO THE UNITED STATES ALL OIL AND GAS AS RESERVED IN PATENT RECORDED JANUARY 24, 1958 IN BOOK 306 AT PAGE 408.

Land Title Guarantee Company
Representing Old Republic National Title Insurance Company

4. The following documents affect the land: (continued)

- 4. RIGHT OF WAY FOR THE CRANN PIPELINE AND DITCH AS DESCRIBED IN DEED RECORDED NOVEMBER 24, 1908 IN BOOK 62 AT PAGE 309, AND MENTIONED IN DEED RECORDED JANUARY 7, 1974 IN BOOK 453 AT PAGE 505
- 5. TERMS, CONDITIONS AND PROVISIONS OF DEED RECORDED JUNE 10, 1910 IN BOOK 79 AT PAGE 585.
- 6. TERMS, CONDITIONS AND PROVISIONS OF RIGHT OF WAY RECORDED FEBRUARY 25, 1939 IN BOOK 195 AT PAGE 29.
- 7. TERMS, CONDITIONS AND PROVISIONS OF DEED RECORDED NOVEMBER 21, 1946 IN BOOK 221 AT PAGE 190.
- 8. TERMS, CONDITIONS AND PROVISIONS OF EASEMENT RECORDED AUGUST 13, 1959 IN BOOK 319 AT PAGE 458.
- 9. RESERVATION OF ONE-HALF OF THE OIL, GAS AND MINERALS AS RESERVED IN DEED RECORDED FEBRUARY 3, 1961 IN BOOK 332 AT PAGE 198, ANY AND ALL ASSIGNMENTS THEREOF OR INTERESTS THEREIN
- 10. TERMS, CONDITIONS AND PROVISIONS OF AGREEMENT RECORDED OCTOBER 10, 1962 IN BOOK 344 AT PAGE 486.
- 11. RESERVATION OF ONE-HALF OF THE OIL, GAS AND MINERALS AS RESERVED IN DEED RECORDED MARCH 12, 1963 IN BOOK 347 AT PAGE 480, ANY AND ALL ASSIGNMENTS THEREOF OR INTERESTS THEREIN
- 12. TERMS, CONDITIONS AND PROVISIONS OF EASEMENT RECORDED MAY 14, 1963 IN BOOK 349 AT PAGE 209.
- 13. TERMS, CONDITIONS AND PROVISIONS OF AGREEMENT RECORDED JULY 21, 1965 IN BOOK 367 AT PAGE 590, AND RECORDED MARCH 28, 1966 IN BOOK 375 AT PAGE 63, AND AGREEMENT RECORDED SEPTEMBER 25, 2006 IN BOOK 1845 AT PAGE 569
- 14. TERMS, CONDITIONS AND PROVISIONS OF INSTRUMENT RECORDED FEBRUARY 13, 1967 IN BOOK 382 AT PAGE 181 AND IN BOOK 382 AT PAGE 182.

4. The following documents affect the land: (continued)

- 15. TERMS, CONDITIONS AND PROVISIONS OF OIL AND GAS LEASE RECORDED OCTOBER 03, 1967 IN BOOK 388 AT PAGE 215, ANY AND ALL ASSIGNMENTS THEREOF OR INTERESTS THEREIN.
- 16. TERMS, CONDITIONS AND PROVISIONS OF OIL AND GAS LEASE RECORDED OCTOBER 18, 1967 IN BOOK 388 AT PAGE 435, ANY AND ALL ASSIGNMENTS THEREOF OR INTERESTS THEREIN.
- 17. TERMS, CONDITIONS AND PROVISIONS OF RIGHT OF WAY EASEMENT RECORDED OCTOBER 19, 1967 IN BOOK 388 AT PAGE 482.
- 18. TERMS, CONDITIONS AND PROVISIONS OF DEED RECORDED AUGUST 13, 1975 IN BOOK 477 AT PAGE 428.
- 19. TERMS, CONDITIONS AND PROVISIONS OF RULE AND ORDER RECORDED SEPTEMBER 01, 1978 IN BOOK 514 AT PAGE 940.
- 20. TERMS, CONDITIONS AND PROVISIONS OF RIGHT OF WAY AND EASEMENT RECORDED JUNE 28, 1979 IN BOOK 530 AT PAGE 474.
- 21. TERMS, CONDITIONS AND PROVISIONS OF OIL AND GAS LEASE RECORDED JANUARY 15, 1980 IN BOOK 542 AT PAGE 294, ANY AND ALL ASSIGNMENTS THEREOF OR INTERESTS THEREIN.
- 22. TERMS, CONDITIONS AND PROVISIONS OF OIL AND GAS LEASE RECORDED JANUARY 30, 1980 IN BOOK 542 AT PAGE 994, ANY AND ALL ASSIGNMENTS THEREOF OR INTERESTS THEREIN.
- 23. TERMS, CONDITIONS AND PROVISIONS OF OIL AND GAS LEASE RECORDED JANUARY 30, 1980 IN BOOK 542 AT PAGE 996, ANY AND ALL ASSIGNMENTS THEREOF OR INTERESTS THEREIN.
- 24. TERMS, CONDITIONS AND PROVISIONS OF RULE AND ORDER RECORDED JANUARY 26, 1981 IN BOOK 564 AT PAGE 97.
- 25. TERMS, CONDITIONS AND PROVISIONS OF CONTRACT AND GRAND OF EASEMENT RECORDED OCTOBER 07, 1982 IN BOOK 609 AT PAGE 608.

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4. The following documents affect the land: (continued)

26. TERMS, CONDITIONS AND PROVISIONS OF RIGHT OF WAY EASEMENT RECORDED NOVEMBER 04, 1982 IN BOOK 611 AT PAGE 608.
27. TERMS, CONDITIONS AND PROVISIONS OF RIGHT OF WAY EASEMENT RECORDED AUGUST 01, 1984 IN BOOK 653 AT PAGE 866.
28. TERMS, CONDITIONS AND PROVISIONS OF OPTION AGREEMENT RECORDED JUNE 10, 1985 IN BOOK 670 AT PAGE 262.
29. TERMS, CONDITIONS AND PROVISIONS OF RIGHT OF WAY EASEMENT RECORDED DECEMBER 31, 1985 IN BOOK 681 AT PAGE 359.
30. TERMS, CONDITIONS AND PROVISIONS OF ACCESS EASEMENT RECORDED FEBRUARY 21, 1986 IN BOOK 684 AT PAGE 116.
31. TERMS, CONDITIONS AND PROVISIONS OF RIGHT OF WAY EASEMENT RECORDED APRIL 09, 1986 IN BOOK 686 AT PAGE 404.
32. TERMS, CONDITIONS AND PROVISIONS OF AGREEMENT RECORDED JULY 08, 1986 IN BOOK 691 AT PAGE 18, ADDENDUM RECORDED MAY 20, 1988 IN BOOK 734 AT PAGE 728 AND AGREEMENT RECORDED JUNE 23, 1989 IN BOOK 756 AT PAGE 862.
33. TERMS, CONDITIONS AND PROVISIONS OF DEED RECORDED JUNE 10, 1986 IN BOOK 689 AT PAGE 602, AND AMENDED AUGUST 13, 1986 IN BOOK 693 AT PAGE 320
34. TERMS, CONDITIONS AND PROVISIONS OF QUIT CLAIM DEEDS RECORDED SEPTEMBER 24, 1986 IN BOOK 695 AT PAGES 653 AND 657
35. TERMS, CONDITIONS AND PROVISIONS OF EASEMENT RECORDED SEPTEMBER 24, 1986 IN BOOK 695 AT PAGE 661, 665 AND 669
36. TERMS, CONDITIONS AND PROVISIONS OF ORDINANCE NO. 26-87 RECORDED FEBRUARY 05, 1988 IN BOOK 728 AT PAGE 698.
37. TERMS, CONDITIONS AND PROVISIONS OF ORDINANCE NO. 27-87 RECORDED FEBRUARY 05, 1988 IN BOOK 728 AT PAGE 700.

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4. The following documents affect the land: (continued)

38. TERMS, CONDITIONS AND PROVISIONS OF ORDINANCE NO. 28-87 RECORDED FEBRUARY 05, 1988 IN BOOK 728 AT PAGE 702.
39. TERMS, CONDITIONS AND PROVISIONS OF RIGHT OF WAY EASEMENT RECORDED AUGUST 14, 1989 IN BOOK 760 AT PAGE 622.
40. TERMS, CONDITIONS AND PROVISIONS OF RIGHT OF WAY EASEMENT RECORDED MAY 23, 1990 IN BOOK 779 AT PAGE 843.
41. TERMS, CONDITIONS AND PROVISIONS OF RIGHT OF WAY EASEMENT RECORDED MAY 23, 1990 IN BOOK 779 AT PAGE 845.
42. TERMS, CONDITIONS AND PROVISIONS OF OIL AND GAS LEASE RECORDED JANUARY 23, 1991 IN BOOK 797 AT PAGE 458, ANY AND ALL ASSIGNMENTS THEREOF OR INTERESTS THEREIN.
43. TERMS, CONDITIONS AND PROVISIONS OF OIL AND GAS LEASE RECORDED APRIL 18, 1994 IN BOOK 899 AT PAGE 76, ANY AND ALL ASSIGNMENTS THEREOF OR INTERESTS THEREIN.
44. TERMS, CONDITIONS AND PROVISIONS OF RESOLUTION NO. 94-091 RECORDED AUGUST 09, 1994 IN BOOK 911 AT PAGE 818.
45. TERMS, CONDITIONS AND PROVISIONS OF LEASE RECORDED APRIL 02, 1997 IN BOOK 1014 AT PAGE 248.
46. TERMS, CONDITIONS AND PROVISIONS OF BOUNDARY LINE ADJUSTMENT RECORDED APRIL 02, 1997 IN BOOK 1014 AT PAGE 254.
47. TERMS, CONDITIONS AND PROVISIONS OF DEED RECORDED OCTOBER 08, 1999 IN BOOK 1154 AT PAGE 796.
48. TERMS, CONDITIONS AND PROVISIONS OF RESOLUTION NO. 00-021 RECORDED MARCH 15, 2000 IN BOOK 1177 AT PAGE 1.

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4. The following documents affect the land: (continued)

49. TERMS, CONDITIONS AND PROVISIONS OF AGREEMENT RECORDED JULY 12, 1999 IN BOOK 1139 AT PAGE 604.
50. TERMS, CONDITIONS AND PROVISIONS OF PIPELINE RIGHT OF WAY GRANT RECORDED APRIL 03, 2002 IN BOOK 1343 AT PAGE 154.
51. TERMS, CONDITIONS AND PROVISIONS OF RIGHT OF WAY EASEMENT RECORDED JULY 16, 2002 IN BOOK 1369 AT PAGE 756.
52. TERMS, CONDITIONS AND PROVISIONS OF SURFACE AND DAMAGE AGREEMENT RECORDED OCTOBER 08, 2002 IN BOOK 1393 AT PAGE 971.
53. TERMS, CONDITIONS AND PROVISIONS OF PIPELINE RIGHT OF WAY GRANT RECORDED OCTOBER 08, 2002 IN BOOK 1393 AT PAGE 974.
54. TERMS, CONDITIONS AND PROVISIONS OF PIPELINE GRANT RECORDED OCTOBER 08, 2002 IN BOOK 1393 AT PAGE 981.
55. TERMS, CONDITIONS AND PROVISIONS OF EASEMENT AND RIGHT OF WAY AGREEMENT RECORDED APRIL 16, 2004 IN BOOK 1578 AT PAGE 389.
56. TERMS, CONDITIONS AND PROVISIONS OF PIPELINE RIGHT OF WAY GRANT RECORDED AUGUST 11, 2004 IN BOOK 1612 AT PAGE 973.
57. TERMS, CONDITIONS AND PROVISIONS OF TEMPORARY CONSTRUCTION EASEMENT AND AGREEMENT RECORDED AUGUST 25, 2004 IN BOOK 1616 AT PAGE 517.
58. TERMS, CONDITIONS AND PROVISIONS OF TEMPORARY CONSTRUCTION EASEMENT AND AGREEMENT RECORDED AUGUST 25, 2004 IN BOOK 1616 AT PAGE 529.
59. TERMS, CONDITIONS AND PROVISIONS OF TEMPORARY CONSTRUCTION EASEMENT AND AGREEMENT RECORDED SEPTEMBER 08, 2004 IN BOOK 1620 AT PAGE 663.
60. TERMS, CONDITIONS AND PROVISIONS OF CONTRACT RECORDED SEPTEMBER 08, 2004 IN BOOK 1620 AT PAGE 667.

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4. The following documents affect the land: (continued)

61. TERMS, CONDITIONS AND PROVISIONS OF PIPELINE EASEMENT AND RIGHT OF WAY RECORDED MARCH 13, 2006 IN BOOK 1779 AT PAGE 578.
62. TERMS, CONDITIONS AND PROVISIONS OF PIPELINE EASEMENT AND RIGHT OF WAY RECORDED JUNE 22, 2006 IN BOOK 1812 AT PAGE 604.
63. TERMS, CONDITIONS AND PROVISIONS OF PIPELINE EASEMENT AND RIGHT OF WAY RECORDED AUGUST 17, 2006 IN BOOK 1832 AT PAGE 890.
64. COUNTY ROAD 333 SURVEY RECORDED JANUARY 24, 2003 UNDER RECEPTION NO. 619295.
65. ANNEXATION MAPS AS RECORDED FEBRUARY 5, 1988 UNDER RECEPTION NO. 389472, 389473 AND 389474
66. TERMS, CONDITIONS AND PROVISIONS OF AGREEMENT RECORDED JULY 30, 2007 IN BOOK 1956 AT PAGE 957.
67. TERMS, CONDITIONS AND PROVISIONS OF ASSIGNMENT RECORDED JULY 31, 2007 IN BOOK 1957 AT PAGE 565.

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EXHIBIT "A" LEGAL DESCRIPTION

A PARCEL OF LAND SITUATED IN LOT 2 AND 4 OF SECTION 18 AND IN LOT 3 AND THE NW1/4SE1/4 OF SECTION 19, TOWNSHIP 6 SOUTH, RANGE 92 WEST OF THE SIXTH PRINCIPAL MERIDIAN AND IN THE S1/2 AND THE S1/2N1/2 OF SECTION 13 AND IN THE N1/2SE1/4 AND THE SE1/4SE1/4 OF SECTION 14 AND IN THE NE1/4SE1/4 OF SECTION 23 AND IN SECTION 24 AND IN THE E1/2 OF SECTION 25, TOWNSHIP 6 SOUTH, RANGE 93 WEST OF THE SIXTH PRINCIPAL MERIDIAN, COUNTY OF GARFIELD; STATE OF COLORADO; SAID PROPERTY BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

PARCEL 1: (SITUATED IN LOT 2 AND THE SE1/4NW1/4 OF SECTION 13, TOWNSHIP 6 SOUTH, RANGE 93 WEST OF THE SIXTH PRINCIPAL MERIDIAN)

COMMENCING AT THE EAST QUARTER CORNER OF SECTION 14, WHENCE THE WITNESS CORNER TO SAID QUARTER CORNER, A ALUMINUM CAP L.S. #13933, BEARS N 00 DEGREES 30'28" W 22.47 FEET; THENCE N 00 DEGREES 24'57" W ALONG THE EASTERLY LINE OF SAID SECTION 14 893.86 FEET TO A REBAR AND CAP L.S. #5447 FOUND IN PLACE, THE TRUE POINT OF BEGINNING; THENCE CONTINUING ALONG THE EASTERLY LINE OF SAID SECTION 14 N 00 DEGREES 24'57" W 73.10 FEET TO A POINT ON THE SOUTHERLY RIGHT-OF-WAY OF INTERSTATE 70 (WHENCE A REBAR AND ILLEGIBLE CAP BEARS S 30 DEGREES 38'21" W 19.81 FEET); THENCE LEAVING SAID EASTERLY SECTION LINE N 09 DEGREES 03'37" E ALONG SAID SOUTHERLY RIGHT-OF-WAY 101.22 FEET; THENCE CONTINUING ALONG SAID SOUTHERLY RIGHT-OF-WAY S 89 DEGREES 31'27" E 1053.97 FEET; THENCE CONTINUING ALONG SAID SOUTHERLY RIGHT-OF-WAY N 89 DEGREES 58'15" E 305.88 FEET; THENCE CONTINUING ALONG SAID SOUTHERLY RIGHT-OF-WAY N 89 DEGREES 15'15" E 518.04 FEET TO A #5 REBAR FOUND IN PLACE; THENCE CONTINUING ALONG SAID SOUTHERLY RIGHT-OF-WAY S 55 DEGREES 10'11" E 398.64 FEET TO A POINT ON THE NORTHERLY BOUNDARY OF THE GARFIELD COUNTY AIRPORT; THENCE LEAVING SAID SOUTHERLY RIGHT-OF-WAY S 47 DEGREES 41'33" W ALONG SAID NORTHERLY BOUNDARY 253.93 FEET TO A #5 REBAR FOUND IN PLACE; THENCE CONTINUING ALONG SAID NORTHERLY BOUNDARY S 74 DEGREES 32'33" W 581.00 FEET; THENCE CONTINUING ALONG SAID NORTHERLY BOUNDARY N 75 DEGREES 26'57" W 1521.47 FEET TO THE TRUE POINT OF BEGINNING;

PARCEL 2: (SITUATED IN LOT 2 OF SECTION 18, TOWNSHIP 6 SOUTH, RANGE 92 WEST AND THE S1/2NE1/4 OF SECTION 13, TOWNSHIP 6 SOUTH, RANGE 93 WEST OF THE SIXTH PRINCIPAL MERIDIAN)

COMMENCING AT THE WEST QUARTER CORNER OF SAID SECTION 18, A 1986 COUNTY SURVEYOR BRASS CAP IN PLACE; THENCE N 73 DEGREES 42'13" E 1682.74 FEET TO A POINT ON THE EASTERLY LINE OF LOT 2 OF SAID SECTION 18, SAID POINT ALSO BEING ON THE NORTHERLY BOUNDARY OF THE GARFIELD COUNTY AIRPORT (WHENCE A REBAR AND CAP L.S. #5447 BEARS N 23 DEGREES 42'05" W 3.30 FEET), THE TRUE POINT OF BEGINNING; THENCE LEAVING SAID EASTERLY LINE N 50 DEGREES 49'53" W ALONG THE NORTHERLY LINE OF SAID AIRPORT 869.54 FEET TO A REBAR AND CAP L.S. #5447 FOUND IN PLACE; THENCE CONTINUING ALONG SAID NORTHERLY BOUNDARY LINE S 83 DEGREES 39'33" W 1473.10 FEET TO A #5 REBAR FOUND IN PLACE; THENCE CONTINUING ALONG SAID NORTHERLY BOUNDARY LINE N 68 DEGREES 47'27" W 395.40 FEET TO A #5 REBAR FOUND IN PLACE; THENCE CONTINUING ALONG SAID NORTHERLY BOUNDARY LINE N 10 DEGREES 09'27" W 118.50 FEET TO A REBAR AND ILLEGIBLE CAP FOUND IN PLACE; THENCE CONTINUING ALONG SAID NORTHERLY BOUNDARY LINE N 57 DEGREES 19'27" W 324.30 FEET TO A REBAR AND CAP L.S. #5447 FOUND IN PLACE; THENCE CONTINUING ALONG SAID NORTHERLY BOUNDARY LINE S 67 DEGREES 16'33" W 401.20 FEET TO A REBAR

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EXHIBIT "A" LEGAL DESCRIPTION

AND CAP L.S. #5447 FOUND IN PLACE; THENCE CONTINUING ALONG SAID NORTHERLY BOUNDARY LINE N 86 DEGREES 26'27" W 322.92 FEET TO A POINT ON THE SOUTHERLY RIGHT-OF-WAY OF INTERSTATE 70; THENCE LEAVING SAID NORTHERLY LINE N 17 DEGREES 26'22" E ALONG SAID SOUTHERLY RIGHT-OF-WAY 157.69 FEET TO A POINT ON THE NORTHERLY LINE OF THE S1/2NE1/4 OF SAID SECTION 13 TO A CDOT REBAR AND ALUMINUM CAP FOUND IN PLACE; THENCE N 89 DEGREES 44'38" E ALONG SAID NORTHERLY LINE 1826.64 FEET TO THE SOUTH SIXTEENTH CORNER OF SAID SECTION 13 AND SAID SECTION 18 (WHENCE A CDOT REBAR AND ALUMINUM CAP BEARS S 25 DEGREES 33'14" W 4.52 FEET); THENCE N 89 DEGREES 04'48" E ALONG THE NORTHERLY LINE OF LOT 2 OF SAID SECTION 18 1612.58 FEET TO THE NORTHEAST CORNER OF SAID LOT 2; THENCE S 00 DEGREES 26'56" E ALONG THE EASTERLY LINE OF SAID LOT 2 870.88 FEET TO THE TRUE POINT OF BEGINNING

PARCEL 3: SITUATED IN LOT 4 OF SECTION 18, TOWNSHIP 6 SOUTH, RANGE 92 WEST AND IN THE S1/2 OF SECTION 13 AND IN THE NE1/4 OF SECTION 24, TOWNSHIP 6 SOUTH, RANGE 93 WEST OF THE SIXTH PRINCIPAL MERIDIAN.

COMMENCING AT THE SOUTH QUARTER CORNER OF SAID SECTION 18, A ALUMINUM CAP L.S. #14111 FOUND IN PLACE; THENCE N 00 DEGREES 26' 56" W ALONG THE EASTERLY LINE OF LOT 4 OF SAID SECTION 18 180.44 FEET TO A POINT ON THE NORTHERLY RIGHT-OF-WAY OF COUNTY ROAD NO. 352, THE TRUE POINT OF BEGINNING; THENCE LEAVING SAID EASTERLY LINE ALONG SAID NORTHERLY RIGHT-OF-WAY ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 350.00 FEET AND A CENTRAL ANGLE OF 39 DEGREES 37' 56", A DISTANCE OF 242.10 FEET (CHORD BEARS S 68 DEGREES 34' 11" W 237.30 FEET); THENCE CONTINUING ALONG SAID NORTHERLY RIGHT-OF-WAY S 88 DEGREES 23' 09" W 1412.51 FEET; THENCE CONTINUING ALONG SAID NORTHERLY RIGHT-OF-WAY S 75 DEGREES 37' 55" W 934.34 FEET; THENCE CONTINUING ALONG SAID NORTHERLY RIGHT-OF-WAY N 85 DEGREES 21' 06" W 1441.42 FEET; THENCE CONTINUING ALONG SAID NORTHERLY RIGHT-OF-WAY N 02 DEGREES 50' 33" E 1129.68 FEET TO A POINT ON THE SOUTHERLY BOUNDARY OF THE GARFIELD COUNTY AIRPORT; THENCE LEAVING SAID NORTHERLY RIGHT-OF-WAY S 87 DEGREES 09' 27" E ALONG SAID SOUTHERLY BOUNDARY 2005.82 FEET; THENCE CONTINUING ALONG SAID SOUTHERLY BOUNDARY N 02 DEGREES 50' 33" E 300.00 FEET; THENCE CONTINUING ALONG SAID SOUTHERLY BOUNDARY S 87 DEGREES 09' 27" E 1894.94 FEET TO A POINT ON THE EASTERLY LINE OF LOT 4 OF SAID SECTION 18; THENCE LEAVING SAID SOUTHERLY BOUNDARY S 00 DEGREES 26' 56" E ALONG THE EASTERLY LINE OF SAID LOT 4 992.97 FEET TO THE TRUE POINT OF BEGINNING;

PARCEL NO. 4: SITUATED IN LOT 4 OF SECTION 18 AND IN LOT 3 AND THE NW1/4SE1/4 OF SECTION 19, TOWNSHIP 6 SOUTH, RANGE 92 WEST OF THE SIXTH PRINCIPAL MERIDIAN AND IN THE S1/2 OF SECTION 13 AND IN THE N1/2SE1/4 AND THE SE1/4SE1/4 OF SECTION 14 AND IN THE NE1/4SE1/4 OF SECTION 23 AND IN SECTION 24 AND IN THE E1/2 OF SECTION 25, TOWNSHIP 6 SOUTH, RANGE 93 WEST OF THE SIXTH PRINCIPAL MERIDIAN;

COMMENCING AT THE SOUTHEAST CORNER OF SAID SECTION 25, A BRASS CAP L.S. #15846 IN PLACE, THE TRUE POINT OF BEGINNING; S 89 DEGREES 41' 21" W ALONG THE SOUTHERLY LINE OF SAID SECTION 25 2667.08 FEET TO THE SOUTH QUARTER CORNER OF SAID SECTION 25, A BRASS CAP L.S. #15846 IN PLACE; THENCE N 00 DEGREES 34' 07" W ALONG THE NORTH-SOUTH CENTERLINE OF SAID SECTION 25 2581.57 FEET TO THE

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EXHIBIT "A" LEGAL DESCRIPTION

CENTER QUARTER CORNER OF SAID SECTION 25, A BRASS CAP L.S. #15846 IN PLACE; THENCE CONTINUING ALONG SAID NORTH-SOUTH CENTERLINE N 00 DEGREES 35' 32" W 2616.25 FEET TO THE NORTH QUARTER CORNER OF SAID SECTION 25; THENCE S 89 DEGREES 41' 38" W ALONG THE NORTHERLY LINE OF SAID SECTION 25 2669.92 FEET TO THE NORTHWEST CORNER OF SAID SECTION 25 (WHENCE THE WITNESS CORNER TO SAID NORTHWEST CORNER, A GARFIELD COUNTY SURVEYOR BRASS CAP IN PLACE, BEARS N 00 DEGREES 04' 58" W 75.92 FEET); THENCE N 00 DEGREES 04' 58" W ALONG THE WESTERLY LINE OF SAID SECTION 24 1316.68 FEET TO THE SOUTH SIXTEENTH CORNER OF SAID SECTION 24 AND SECTION 23, A #5 REBAR FOUND IN PLACE AND REPLACED WITH A 3-1/4" ALUMINUM CAP L.S. #19598; THENCE S 89 DEGREES 47' 40" W ALONG THE SOUTHERLY LINE OF THE NE1/4SE1/4 OF SAID SECTION 23 1322.13 FEET TO THE SOUTHEAST SIXTEENTH CORNER OF SAID SECTION 23, ; THENCE N 00 DEGREES 00' 35" W ALONG THE WESTERLY LINE OF SAID NE1/4SE1/4 1318.49 FEET TO THE EAST-CENTER SIXTEENTH CORNER OF SAID SECTION 23; THENCE N 89 DEGREES 52' 18" E ALONG THE EAST-WEST CENTERLINE OF SAID SECTION 23 1320.45 FEET TO THE EAST QUARTER CORNER OF SAID SECTION 23, A GARFIELD COUNTY BRASS CAP FOUND IN PLACE; THENCE N 00 DEGREES 02' 31" W ALONG THE WESTERLY LINE OF SAID SECTION 24 1209.30 FEET TO THE SOUTHWEST CORNER OF THAT PROPERTY DESCRIBED IN RECEPTION NO. 486169 OF THE GARFIELD COUNTY CLERK AND RECORDER'S OFFICE, A REBAR AND ILLEGIBLE CAP IN PLACE; THENCE LEAVING THE WESTERLY LINE OF SAID SECTION 24 N 82 DEGREES 25' 17" E ALONG THE SOUTHERLY LINE OF THAT PROPERTY DESCRIBED IN SAID RECEPTION NO. 486169 AND THAT PROPERTY DESCRIBED IN RECEPTION NO. 373439 OF THE GARFIELD COUNTY CLERK AND RECORDER'S OFFICE 2789.77 FEET TO THE SOUTHEAST CORNER OF SAID RECEPTION NO. 373439 (WHENCE A #5 REBAR BEARS S 82 DEGREES 25'48" W 5.71 FEET); THENCE N 60 DEGREES 10'30" W ALONG THE EASTERLY LINE OF SAID RECEPTION NO. 373439 1186.68 FEET (WHENCE A 100' REFERENCE POINT BEARS N 38 DEGREES 11'57" E 89.26 FEET); THENCE CONTINUING ALONG SAID EASTERLY LINE N 14 DEGREES 21'14" E 546.16 FEET TO THE NORTHEAST CORNER OF SAID RECEPTION NO. 373439 (WHENCE A REBAR AND ILLEGIBLE CAP BEARS S 76 DEGREES 54'09" W 1.04 FEET), SAID POINT ALSO BEING ON THE SOUTHERLY RIGHT-OF-WAY OF COUNTY ROAD 333; THENCE N 78 DEGREES 02'42" W ALONG THE NORTHERLY LINE OF SAID RECEPTION NO. 373439 AND THE SOUTHERLY RIGHT-OF-WAY OF SAID COUNTY ROAD 413.89 FEET; THENCE CONTINUING ALONG SAID NORTHERLY LINE AND SAID SOUTHERLY RIGHT-OF-WAY ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 7417.42 FEET AND A CENTRAL ANGLE OF 03 DEGREES 06'36", A DISTANCE OF 402.62 FEET (CHORD BEARS N 76 DEGREES 29'24" W 402.57 FEET); THENCE CONTINUING ALONG SAID NORTHERLY LINE AND SAID SOUTHERLY RIGHT-OF-WAY AND THE NORTHERLY LINE OF SAID RECEPTION NO. 486169 N 74 DEGREES 56'06" W 387.81 FEET TO THE NORTHWEST CORNER OF SAID RECEPTION NO. 486169 (WHENCE A REBAR AND CAP L.S. #14060 BEARS N 08 DEGREES 52'50" E 1.08 FEET AND A REBAR AND CAP L.S. #10871 BEARS S 40 DEGREES 59'50" W 11.22 FEET); THENCE LEAVING SAID SOUTHERLY RIGHT-OF-WAY S 24 DEGREES 00'00" W ALONG THE WESTERLY LINE OF SAID RECEPTION NO. 486169 1622.68 FEET; THENCE CONTINUING ALONG SAID WESTERLY LINE S 40 DEGREES 00'00" W 63.22 FEET TO A POINT ON THE WESTERLY LINE OF SAID SECTION 24 (WHENCE A REBAR AND CAP L.S. #10871 BEARS N 01 DEGREES 52'02" W 25.89 FEET); THENCE N 00 DEGREES 02'30" W ALONG THE WESTERLY LINE OF SAID SECTION 24 1187.24 FEET TO THE NORTHWEST CORNER OF SAID SECTION 24, A GARFIELD COUNTY SURVEYOR BRASS CAP FOUND IN PLACE; THENCE N 89 DEGREES 59'39" W ALONG THE SOUTHERLY LINE OF SECTION 14 1318.03 FEET TO THE EAST SIXTEENTH CORNER OF SAID SECTION 14 AND SECTION 23 A BRASS CAP L.S. #7564 FOUND IN PLACE; THENCE NORTH 00 DEGREES 29'29" W ALONG

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EXHIBIT "A" LEGAL DESCRIPTION

THE WESTERLY LINE OF THE SE1/4SE1/4 OF SAID SECTION 14 1313.37 FEET TO THE SOUTHEAST SIXTEENTH CORNER OF SAID SECTION 14; THENCE S 89 DEGREES 51'31" W ALONG THE SOUTHERLY LINE OF THE N1/2SE1/4 OF SAID SECTION 14 1317.63 FEET TO THE SOUTH-CENTER SIXTEENTH CORNER OF SAID SECTION 14; THENCE N 00 DEGREES 28'29" W ALONG THE NORTH-SOUTH CENTERLINE OF SAID SECTION 14 1061.43 FEET TO A POINT ON THE NORTHERLY RIGHT-OF-WAY OF COUNTY ROAD 319; THENCE LEAVING SAID NORTH-SOUTH CENTERLINE ALONG SAID NORTHERLY RIGHT-OF-WAY ALONG THE ARC OF A CURVE TO THE LEFT HAVING A RADIUS OF 2921.50 FEET AND A CENTRAL ANGLE OF 03 DEGREES 04'17", A DISTANCE OF 156.61 FEET (CHORD BEARS S 71 DEGREES 25'54" E 156.59 FEET); THENCE CONTINUING ALONG SAID NORTHERLY RIGHT-OF-WAY S 72 DEGREES 58'03" E 140.69 FEET; THENCE CONTINUING ALONG SAID NORTHERLY RIGHT-OF-WAY ALONG THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 1240.13 FEET AND A CENTRAL ANGLE OF 12 DEGREES 54'53", A DISTANCE OF 279.53 FEET (CHORD BEARS S 65 DEGREES 40'30" E 278.94 FEET); THENCE CONTINUING ALONG SAID NORTHERLY RIGHT-OF-WAY S 60 DEGREES 03'08" E 148.05 FEET; THENCE LEAVING SAID NORTHERLY RIGHT-OF-WAY S 87 DEGREES 09'27" E 2057.34 FEET TO A POINT ON THE SOUTHERLY BOUNDARY OF THE GARFIELD COUNTY AIRPORT; THENCE S 60 DEGREES 57'33" E ALONG SAID SOUTHERLY BOUNDARY 748.74 FEET; THENCE CONTINUING ALONG SAID SOUTHERLY BOUNDARY S 87 DEGREES 09'27" E 950.00 FEET; THENCE CONTINUING ALONG SAID SOUTHERLY BOUNDARY S 02 DEGREES 50'33" W 390.00 FEET; THENCE CONTINUING ALONG SAID SOUTHERLY BOUNDARY S 87 DEGREES 09'27" E 1225.66 FEET TO A POINT ON THE SOUTHERLY RIGHT-OF-WAY OF COUNTY ROAD 352; THENCE LEAVING SAID SOUTHERLY BOUNDARY S 02 DEGREES 50'33" W ALONG SAID SOUTHERLY RIGHT-OF-WAY 1226.53 FEET; THENCE CONTINUING ALONG SAID SOUTHERLY RIGHT-OF-WAY S 85 DEGREES 21'06" E 1555.07 FEET; THENCE CONTINUING ALONG SAID SOUTHERLY RIGHT-OF-WAY N 75 DEGREES 37'55" E 940.75 FEET TO THE NORTHEAST CORNER OF SECTION 24, A STONE FOUND IN PLACE; THENCE LEAVING SAID SOUTHERLY RIGHT-OF-WAY S 00 DEGREES 33'52" E ALONG THE EASTERLY LINE OF SAID SECTION 24 2651.61 FEET TO THE EAST QUARTER CORNER OF SAID SECTION 24, A STONE FOUND IN PLACE; THENCE N 88 DEGREES 10'01" E ALONG THE EAST-WEST CENTERLINE OF SECTION 19 1624.78 FEET TO THE CENTER QUARTER CORNER OF SAID SECTION 19; THENCE CONTINUING ALONG SAID EAST-WEST CENTERLINE N 88 DEGREES 10'01" E 1318.77 FEET TO THE EAST-CENTER SIXTEENTH CORNER OF SAID SECTION 19; THENCE S 00 DEGREES 56'37" E ALONG THE EASTERLY LINE OF THE NW1/4SE1/4 OF SAID SECTION 19 1312.00 FEET TO THE SOUTHEAST SIXTEENTH CORNER OF SAID SECTION 19; THENCE S 88 DEGREES 24'53" W ALONG THE SOUTHERLY LINE OF SAID NW1/4SE1/4 1325.08 FEET TO THE SOUTH-CENTER SIXTEENTH CORNER OF SAID SECTION 19; THENCE S 88 DEGREES 24'51" W ALONG THE SOUTHERLY LINE OF LOT 3 OF SAID SECTION 19 1616.63 FEET TO THE SOUTH SIXTEENTH CORNER OF SECTION 19 AND SECTION 24; THENCE S 01 DEGREES 01'03" E ALONG THE EASTERLY LINE OF SAID SECTION 24 1299.26 FEET TO THE SOUTHEAST CORNER OF SAID SECTION 24, A BRASS CAP L.S. #15846 FOUND IN PLACE; THENCE S 01 DEGREES 02'35" E ALONG THE EASTERLY LINE OF SECTION 25 2598.81 FEET TO THE EAST QUARTER CORNER OF SAID SECTION 25, A BRASS CAP L.S. #15846 FOUND IN PLACE; THENCE CONTINUING ALONG SAID EASTERLY LINE S 00 DEGREES 03'19" E 2598.97 FEET TO THE TRUE POINT OF BEGINNING

COUNTY OF GARFIELD
STATE OF COLORADO

EXCEPTING FROM THE ABOVE DESCRIBED LAND, THOSE PARCELS AS DESCRIBED IN DEED

LTG Policy No. LTAQ63001886

Our Order No. GW63001886

EXHIBIT "A" LEGAL DESCRIPTION

RECORDED JULY 12, 1999 IN BOOK 1139 AT PAGE 608
 RECORDED OCTOBER 8, 1999 IN BOOK 1154 AT PAGE 796
 RECORDED OCTOBER 8, 1999 IN BOOK 1154 AT PAGE 798
 RECORDED APRIL 9, 2004 IN BOOK 1576 AT PAGE 207
 RECORDED AUGUST 25, 2004 IN BOOK 1616 AT PAGES 499, 502, 505, 508, 511, 514,
 DEED RECORDED DECEMBER 21, 2006 IN BOOK 1872 AT PAGE 430.

Property Information Binder**CONDITIONS AND STIPULATIONS****1. Definition of Terms**

The following terms when used in this Binder mean:

- (a) "Land": The land described, specifically or by reference, in this Binder and improvements affixed thereto which by law constitute real property;
- (b) "Public Records": those records which impart constructive notice of matters relating to said land;
- (c) "Date": the effective date;
- (d) "the Assured": the party or parties named as the Assured in this Binder, or in a supplemental writing executed by the Company;
- (e) "the Company" means Old Republic National Title Insurance Company, a Minnesota stock company.

2. Exclusions from Coverage of this Binder

The company assumes no liability including cost of defense by reason of the following:

- (a) Taxes or assessments which are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the Public Records; taxes and assessments not yet due or payable and special assessments not yet certified to the Treasurer's office.
- (b) Unpatented mining claims; reservations or exceptions in patents or in Acts authorizing the issuance thereof; water rights, claims or title to water.
- (c) Title to any property beyond the lines of the Land, or title to streets, roads, avenues, lanes, ways or waterways on which such land abuts, or the right to maintain therein vaults, tunnels, ramps, or any other structure or improvement; or any rights or easements therein unless such property, rights or easements are expressly and specifically set forth in said description.
- (d) Mechanic's lien(s), judgment(s) or other lien(s).
- (e) Defects, liens, encumbrances, adverse claims or other matters: (a) created, suffered or agreed to by the Assured; (b) not known to the Company, not recorded in the Public Records as of the Date, but known to the Assured as of the Date; or (c) attaching or creating subsequent to the Date.

3. Prosecution of Actions

- (a) The Company shall have the right at its own costs to institute and prosecute any action or proceeding or do any other act which in its opinion may be necessary or desirable to establish or confirm the matters herein assured; and the Company may take any appropriate action under the terms of this Binder, whether or not it shall be liable thereunder and shall not thereby concede liability or waive any provision hereof.
- (b) In all cases where the Company does not institute and prosecute any action or proceeding, the Assured shall permit the Company to use, at its option, the name of the Assured for this purpose. Whenever requested by the Company, the Assured shall give the Company all reasonable aid in prosecuting such action or proceeding, and the Company shall reimburse the Assured for any expense so incurred.

4. Notice of Loss - Limitation of Action

A statement in writing of any loss or damage for which it is claimed the Company is liable under this Binder shall be furnished to the Company within sixty days after such loss or damage shall have been determined, and no right of action shall accrue to the Assured under this Binder until thirty days after such statement shall have been furnished, and no recovery shall be had by the Assured under this Binder unless action shall be commenced thereon with two years after expiration of the thirty day period. Failure to furnish the statement of loss or damage or to commence the action within the time hereinbefore specified, shall be conclusive bar against maintenance by the Assured of any action under this Binder.

5. Option to Pay, Settle or Compromise Claims

The Company shall have the option to pay, settle or compromise for or in the name of the Assured any claim which could result in loss to the Assured within the coverage of this Binder, or to pay the full amount of this Binder. Such payment or tender of payment of the full amount of the Binder shall terminate all liability of the Company hereunder.

6. Limitation of Liability - Payment of Loss

- (a) The liability of the Company under this Binder shall be limited to the amount of actual loss sustained by the Assured because of reliance upon the assurances herein set forth, but in no event shall the liability exceed the amount of the liability stated on the face page hereof.
- (b) The Company will pay all costs imposed upon the Assured in litigation carried on by the Company for the Assured, and all costs and attorney's fees in litigation carried on by the Assured with the written authorization of the Company.
- (c) No claim for loss or damages shall arise or be maintainable under this Binder (1) if the Company after having received notice of any alleged defect, lien or encumbrance not shown as an Exception or excluded herein removes such defect, lien or encumbrance within a reasonable time after receipt of such notice, or (2) for liability voluntarily assumed by the Assured in settling any claim or suit without written consent of the Company.
- (d) All payments under this Binder, except for attorney's fees as provided for in paragraph 6(b) thereof, shall reduce the amount of the liability hereunder pro tanto, and no payment shall be made without producing this Binder or an acceptable copy thereof for endorsement of the payment unless the Binder be lost or destroyed, in which case proof of the loss or destruction shall be furnished to the satisfaction of the Company.
- (e) When liability has been definitely fixed in accordance with the conditions of this Binder, the loss or damage shall be payable within thirty days thereafter.

7. Subrogation Upon Payment or Settlement

Whenever the Company shall have settled a claim under this Binder, all right of subrogation shall vest in the Company unaffected by any act of the Assured, and it shall be subrogated to and be entitled to all rights and remedies which the Assured would have had against any person or property in respect to the claim had this Binder not been issued. If the payment does not cover the loss of the Assured, the Company shall be subrogated to the rights and remedies in the proportion which the payment bears to the amount of said loss. The Assured, if requested by the Company, shall transfer to the Company all rights and remedies against any person or property necessary in order to perfect the right of subrogation, and shall permit the Company to use the name of the Assured in any transaction or litigation involving the rights or remedies.

8. Binder Entire Contract

Any action or actions or rights of action that the Assured may have or may bring against the Company arising out of the subject matter hereof must be based on the provisions of this Binder. No provision or condition of this Binder can be waived or changed except by a writing endorsed or attached hereto signed by the President, a Vice President, the Secretary, an Assistant Secretary or other validating officer of the Company.

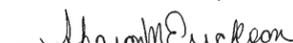
9. Notices. Where Sent

All notices required to be given the Company and any statement in writing required to be furnished the Company shall be addressed to it at 400 Second Avenue South, Minneapolis, Minnesota 55401, (612) 371-1111.

10. Arbitration

Unless prohibited by applicable law, either the Company or the insured may demand arbitration pursuant to the Title Insurance Arbitration Rules of the American Arbitration Association.

Issued through the Office of:
LAND TITLE GUARANTEE COMPANY
1317 GRAND AVE #200
GLENWOOD SPRINGS, CO 81601
970-945-2610


Authorized Signature






LTG Policy No. LTAQ63001977

Form PIB/ORT

PROPERTY INFORMATION BINDER

Our Order No. GW63001977

Liability:

Fee: \$500.00

Subject to the exclusions from coverage, the limits of liability and other provisions of the Conditions and Stipulations hereto annexed and made a part of this Binder,

OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY
a Corporation, herein called the Company,

GUARANTEES

herein called the Assured, against loss, not exceeding the liability amount stated above, which the assured shall sustain by reason of any incorrectness in the assurance which the Company hereby gives that, according to the public records as of November 09, 2007 at 5:00 P.M.

1. Title to said estate or interest at the date hereof is vested in:

GRAND RIVER PLAZA DEVELOPMENT, INC.

2. The estate or interest in the land hereinafter described or referred to covered by this Binder is:

A Fee Simple

Land Title Guarantee Company
Representing Old Republic National Title Insurance Company

Title Commitment/Title Policy - Grand River Plaza

Form PIB/ORT	LTG Policy No. LTAQ63001977
	Our Order No. GW63001977
<p>3. The land referred to in this Binder is situated in the State of Colorado, County of GARFIELD described as follows:</p> <p style="margin-left: 40px;">SEE ATTACHED PAGE(S) FOR LEGAL DESCRIPTION</p> <p>4. The following documents affect the land:</p> <ol style="list-style-type: none"> 1. DEED OF TRUST DATED JULY 06, 2004 FROM GRAND RIVER PLAZA DEVELOPMENT, INC. TO THE PUBLIC TRUSTEE OF GARFIELD COUNTY FOR THE USE OF WEST STAR BANK TO SECURE THE SUM OF \$0.00, AND ANY OTHER AMOUNTS PAYABLE UNDER THE TERMS THEREOF, RECORDED JULY 08, 2004, IN BOOK 1603 AT PAGE 462. 2. RIGHT OF PROPRIETOR OF A VEIN OR LODE TO EXTRACT AND REMOVE HIS ORE THEREFROM SHOULD THE SAME BE FOUND TO PENETRATE OR INTERSECT THE PREMISES AS RESERVED IN UNITED STATES PATENT RECORDED AUGUST 08, 1910, IN BOOK 71 AT PAGE 428. 3. RIGHT OF WAY FOR DITCHES OR CANALS CONSTRUCTED BY THE AUTHORITY OF THE UNITED STATES AS RESERVED IN UNITED STATES PATENT RECORDED JUNE 12, 1916, IN BOOK 92 AT PAGE 294. 4. RIGHT OF WAY GRANTED TO MOUNTAIN STATES TELEPHONE AND TELEGRAPH COMPANY IN INSTRUMENT RECORDED FEBRUARY 25, 1939 IN BOOK 195 AT PAGE 29. (EXACT LOCATION NOT DEFINED, S1/2S1/2 SECTION 13) 	
<p>Land Title Guarantee Company Representing Old Republic National Title Insurance Company</p>	

Form PIB/ORT	LTG Policy No. LTAQ63001977
	Our Order No. GW63001977
<p>4. The following documents affect the land: (continued)</p> <ol style="list-style-type: none"> 5. RESERVATION OF ONE-HALF OF ALL OIL, GAS AND MINERALS AS DESCRIBED IN DEED RECORDED FEBRUARY 3, 1961 IN BOOK 332 AT PAGE 198 AND ANY INTERESTS THEREIN OR ASSIGNMENTS THEREOF. 6. RESERVATION OF AN UNDIVIDED ONE-FOURTH INTEREST IN ALL OIL, GAS AND MINERALS AS DESCRIBED IN DEED RECORDED MARCH 12, 1963 IN BOOK 347 AT PAGE 480 AND ANY INTERESTS THEREIN OR ASSIGNMENTS THEREOF. 7. EASEMENTS FOR THE CONSTRUCTION, OPERATION AND MAINTENANCE OF A ELECTRIC TRANSMISSION OR DISTRIBUTION LINE AS GRANTED TO COLORADO-UTE ELECTRIC ASSOCIATION IN INSTRUMENT RECORDED 5 14, 1963 IN BOOK 349 AT PAGE 209. 8. EASEMENTS AND RIGHT OF WAY FOR A PIPELING AS GRANTED TO GARFIELD GAS GATHERING COMPANY IN INSTRUMENT RECORDED JULY 21, 1965 IN BOOK 367 AT PAGE 590 (EXACT LOCATION NOT DEFINED) 9. RIGHT OF WAY EASEMENT GRANTED TO THE MOUNTAIN STATES TELEPHONE AND TELEGRAPH COMPANY IN INSTRUMENT RECORDED OCTOBER 19, 1967 IN BOOK 388 AT PAGE 482. 10. EASEMENTS DESCRIBED IN RULE AND ORDER FOR THE BENEFIT OF COLORADO UTE ELECTRIC ASSOCIATION AS DESCRIBED IN INSTRUMENT RECORDED JANUARY 26, 1981 IN BOOK 564 AT PAGE 97. 11. EASEMENTS GRANTED TO THE UNITED STATES OF AMERICA FOR ELECTRIC POWER TRANSMISSION PURPOSES AS DESCRIBED IN CONTRACT AND GRANT OF EASEMENT RECORDED 10 7, 1982 IN BOOK 609 AT PAGE 608. 12. TERMS AND CONDITIONS OF AGREEMENT BY AND BETWEEN RIFLE LAND ASSOCIATES LTD. AND THE CITY OF RIFLE RECORDED JULY 8, 1986 IN BOOK 691 AT PAGE 18 AND AS MODIFIED IN INSTRUMENT RECORDED MAY 20, 1988 IN BOOK 734 AT PAGE 728 AND APRIL 14, 1992 IN BOOK 828 AT PAGE 539. 13. UTILITY EASEMENT CONVEYED TO COGENERATION TECHNOLOGY AND DEVELOPMENT COMPANY IN INSTRUMENT RECORDED SEPTEMBER 24, 1986 IN BOOK 695 AT PAGE 669. 14. ANY AND ALL RESOLUTIONS BY THE BOARD OF COUTNY COMMISSIONERS OF GARFIELD COUNTY RELATING TO THE GARFIELD COUNTY AIRPORT INDUSTRIAL PARK INCLUDING BUT NOT LIMITED TO RESOLUTION NO. 85-103 RECORDED JULY 17, 1985 IN BOOK 	

Form PIB/ORT

LTG Policy No. LTAQ63001977

Our Order No. GW63001977

4. The following documents affect the land: (continued)

672 AT PAGE 344 AND RESOLUTION NO. 86-101 RECORDED SEPTEMBER 15, 1986 IN BOOK 695 AT PAGE 101.

- 15. TERMS AND CONDITIONS OF OIL AND GAS LEASE BY AND BETWEEN RIFLE LAND ASSOCIATES, LTD., AS LESSOR AND SNYDER OIL CORPORATION, AS LESSEE, RECORDED APRIL 18, 1994 IN BOOK 899 AT PAGE 76 AND ANY AND ALL INTERESTS THEREIN OR ASSIGNMENTS THEREOF.

NOTE: AMENDMENT RECORDED JULY 14, 1995 IN BOOK 946 PROHIBITS SURFACE ENTRY ON TO SUBJECT PROPERTY WITHOUT WRITTEN CONSENT OF THE SURFACE OWNER.

- 16. EASEMENT AND RIGHT OF WAY GRANTED TO PUBLIC SERVICE COMPANY OF COLORADO IN INSTRUMENT RECORDED AUGUST 13, 1959 IN BOOK 319 AT PAGE 458.

- 17. RESERVATION OF A 60 FOOT ACCESS AND UTILITY EASEMENT ALONG THE SOUTH PROPERTY LINE FROM THE EXISTING GREENHOUSE FACILITY TO COUNTY ROAD 319 AS DESCRIBED IN DEED RECORDED FEBRUARY 20, 2004 IN BOOK 1562 AT PAGE 698.

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Our Order No. GW63001977

EXHIBIT "A" LEGAL DESCRIPTION

TOWNSHIP 6 SOUTH, RANGE 93 WEST, 6TH P.M. GARFIELD COUNTY, COLORADO

A PARCEL OF LAND SITUATED IN THE NW1/4 OF SECTION 24 AND THE SW1/4 OF SECTION 13, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF SECTION 24, THENCE SOUTH 00 DEGREES 03'39" EAST ALONG THE WEST LINE OF SAID NW1/4 SECTION 24, A DISTANCE OF 1186.77 FEET TO THE TRUE POINT OF BEGINNING; THENCE SOUTH 00 DEGREES 03'39" EAST ALONG SAID SECTION LINE A DISTANCE OF 237.56 FEET; THENCE NORTH 82 DEGREES 24'25" EAST ALONG THE CENTER LINE OF THE WESTERN POWER EASEMENT A DISTANCE OF 575.24 FEET; THENCE NORTH 14 DEGREES 21'14" EAST TO A POINT IN THE SOUTH RIGHT OF WAY OF COUNTY ROAD 352 A DISTANCE OF 1667.91 FEET; THENCE NORTH 74 DEGREES 56'06" WEST ALONG SAID COUNTY LINE ROAD 352 A DISTANCE OF 293.52 FEET TO A POINT IN THE EAST LINE OF COUNTY ROAD 319; THENCE SOUTH 24 DEGREES 00'00" WEST A DISTANCE OF 1622.91 FEET ALONG THE EAST LINE OF COUNTY ROAD 319; THENCE SOUTH 40 DEGREES 00'00" WEST A DISTANCE OF 62.61 FEET TO THE TRUE POINT OF BEGINNING.

COUNTY OF GARFIELD
STATE OF COLORADO

Property Information Binder

CONDITIONS AND STIPULATIONS

1. Definition of Terms

The following terms when used in this Binder mean:

- (a) "Land": The land described, specifically or by reference, in this Binder and improvements affixed thereto which by law constitute real property;
- (b) "Public Records": those records which impart constructive notice of matters relating to said land;
- (c) "Date": the effective date;
- (d) "the Assured": the party or parties named as the Assured in this Binder, or in a supplemental writing executed by the Company;
- (e) "the Company" means Old Republic National Title Insurance Company, a Minnesota stock company.

2. Exclusions from Coverage of this Binder

The company assumes no liability including cost of defense by reason of the following:

- (a) Taxes or assessments which are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the Public Records; taxes and assessments not yet due or payable and special assessments not yet certified to the Treasurer's office.
- (b) Unpatented mining claims; reservations or exceptions in patents or in Acts authorizing the issuance thereof; water rights, claims or title to water.
- (c) Title to any property beyond the lines of the Land, or title to streets, roads, avenues, lanes, ways or waterways on which such land abuts, or the right to maintain therein vaults, tunnels, ramps, or any other structure or improvement; or any rights or easements therein unless such property, rights or easements are expressly and specifically set forth in said description.
- (d) Mechanic's lien(s), judgment(s) or other lien(s).
- (e) Defects, liens, encumbrances, adverse claims or other matters: (a) created, suffered or agreed to by the Assured; (b) not known to the Company, not recorded in the Public Records as of the Date, but known to the Assured as of the Date; or (c) attaching or creating subsequent to the Date.

3. Prosecution of Actions

- (a) The Company shall have the right at its own costs to institute and prosecute any action or proceeding or do any other act which in its opinion may be necessary or desirable to establish or confirm the matters herein assured; and the Company may take any appropriate action under the terms of this Binder, whether or not it shall be liable thereunder and shall not thereby concede liability or waive any provision hereof.
- (b) In all cases where the Company does not institute and prosecute any action or proceeding, the Assured shall permit the Company to use, at its option, the name of the Assured for this purpose. Whenever requested by the Company, the Assured shall give the Company all reasonable aid in prosecuting such action or proceeding, and the Company shall reimburse the Assured for any expense so incurred.

4. Notice of Loss - Limitation of Action

A statement in writing of any loss or damage for which it is claimed the Company is liable under this Binder shall be furnished to the Company within sixty days after such loss or damage shall have been determined, and no right of action shall accrue to the Assured under this Binder until thirty days after such statement shall have been furnished, and no recovery shall be had by the Assured under this Binder unless action shall be commenced thereon with two years after expiration of the thirty day period. Failure to furnish the statement of loss or damage or to commence the action within the time hereinbefore specified, shall be conclusive bar against maintenance by the Assured of any action under this Binder.

5. Option to Pay, Settle or Compromise Claims

The Company shall have the option to pay, settle or compromise for or in the name of the Assured any claim which could result in loss to the Assured within the coverage of this Binder, or to pay the full amount of this Binder. Such payment or tender of payment of the full amount of the Binder shall terminate all liability of the Company hereunder.

6. Limitation of Liability - Payment of Loss

- (a) The liability of the Company under this Binder shall be limited to the amount of actual loss sustained by the Assured because of reliance upon the assurances herein set forth, but in no event shall the liability exceed the amount of the liability stated on the face page hereof.
- (b) The Company will pay all costs imposed upon the Assured in litigation carried on by the Company for the Assured, and all costs and attorney's fees in litigation carried on by the Assured with the written authorization of the Company.
- (c) No claim for loss or damages shall arise or be maintainable under this Binder (1) if the Company after having received notice of any alleged defect, lien or encumbrance not shown as an Exception or excluded herein removes such defect, lien or encumbrance within a reasonable time after receipt of such notice, or (2) for liability voluntarily assumed by the Assured in settling any claim or suit without written consent of the Company.
- (d) All payments under this Binder, except for attorney's fees as provided for in paragraph 6(b) thereof, shall reduce the amount of the liability hereunder pro tanto, and no payment shall be made without producing this Binder or an acceptable copy thereof for endorsement of the payment unless the Binder be lost or destroyed, in which case proof of the loss or destruction shall be furnished to the satisfaction of the Company.
- (e) When liability has been definitely fixed in accordance with the conditions of this Binder, the loss or damage shall be payable within thirty days thereafter.

7. Subrogation Upon Payment or Settlement

Whenever the Company shall have settled a claim under this Binder, all right of subrogation shall vest in the Company unaffected by any act of the Assured, and it shall be subrogated to and be entitled to all rights and remedies which the Assured would have had against any person or property in respect to the claim had this Binder not been issued. If the payment does not cover the loss of the Assured, the Company shall be subrogated to the rights and remedies in the proportion which the payment bears to the amount of said loss. The Assured, if requested by the Company, shall transfer to the Company all rights and remedies against any person or property necessary in order to perfect the right of subrogation, and shall permit the Company to use the name of the Assured in any transaction or litigation involving the rights or remedies.

8. Binder Entire Contract

Any action or actions or rights of action that the Assured may have or may bring against the Company arising out of the subject matter hereof must be based on the provisions of this Binder. No provision or condition of this Binder can be waived or changed except by a writing endorsed or attached hereto signed by the President, a Vice President, the Secretary, an Assistant Secretary or other validating officer of the Company.

9. Notices. Where Sent

All notices required to be given the Company and any statement in writing required to be furnished the Company shall be addressed to it at 400 Second Avenue South, Minneapolis, Minnesota 55401, (612) 371-1111.

10. Arbitration

Unless prohibited by applicable law, either the Company or the insured may demand arbitration pursuant to the Title Insurance Arbitration Rules of the American Arbitration Association.

Issued through the Office of:
LAND TITLE GUARANTEE COMPANY
1317 GRAND AVE #200
GLENWOOD SPRINGS, CO 81601
970-945-2610


Authorized Signature






Ownership of Property within 200'

Ownership of Mineral Rights

2177-24-1-00-476
2177-24-2-00-496
2177-13-4-00-205
Board of County Commissioners
108 8th St, Ste 213
Glenwood Springs, Co 81601

2177-13-4-00-479
2177-13-4-00-480
Rifle Air LLC
Attn: Ken Ostrander
375 Co Rd 352 Building 3000
Rifle, co 81650

2177-13-4-00-290
Board of County Commissioners
108 8th St Ste 213
Glenwood Springs, Co 81601

2177-134-01-001
Thomas J. Triplat
6995 County Road 214
New Castle, Co 81647

2177-13-4-01-006
2177-13-4-01-007
2177-13-4-01-008
2177-13-4-01-009
John Savage

2177-13-3-00-432
Rifle, LLC

2177-14-3-02-001
Continental Rifle, LLC
253 East Lake
Wayzata, MN 55391

2177-23-4-00-516
2177-23-4-00-517
319 Water Company, LLC
45705 Highway 6 & 24
Glenwood Springs, Co 81601

2179-19-2-00-609
Eddie Elder
6450 County Road 319
Rifle, co 81650

Encana Oil
% Logan & Firmiine, Inc
370 17th St, Suite 1700
Denver, Co 80202

2177-24-2-00-497
Batea GH Rifle, LLC
P. O. Box 36065
Tempe, AZ 85280

2177-13-4-00-478
Zulu Golf Aviation, LLC
P. O. Box 7875
Aspen, co 816111

2177-13-1-00-302
John & Kathryn Coleman
3879 County Road 346
Silt, Co 81652

2177-3-4-01-002
Selmer Thomas
%Spencer Thomas
201 N 15th St No. 806
Arlington, Va 22201

2177-13-4-01-010
John Savage

2177-13-3-00-433
Heli-Hut, LLC
P. O. Box 3290
Basalt, Co 81621

2177-14-3-02-002
Rifle HR LLC
P. O. Box 4899
Aspen, Co 81612

2177-36-2-00-345
Benzel Land LLLP
980 E. Saddlehorn Road
Sedona, AZ 86351

2179-19-2-00-608
Charles Hoffman
25 Elm St
Scituate, MA 02066

2179-18-1-00-681
Phyllis R. Billmeyer
482 County Road 315
Silt, co 81652

2177-24-2-00-399
Grand river Plaza Development
6874 Highway 82
Glenwood Springs, Co 81601

2177-134-00-498
Rifle Fire Protection District
Po Box 1133
Rifle, Co 81650

2177-13-2-00-300
James Snyder
3495 County Road 346
Silt, Co 81652

2177-13-4-01-003
2177-13-4-01-004
2177-13-4-01-005
John Savage
P. O. Box 1926
Rifle, Co 81650

2177-13-4-01-011
Rando Airport Hangar
PO Box 188
Marble Falls, Texas 78654

2177-14-3-00-281
2177-14-4-00-126
Public Service Company of Colorado
1225 17th St Ste 400
Denver, Co 80202-5534

2177-23-4-00-512
Mamm Creek Commons LLC
45705 Highway 6 & 24
Glenwood Springs, Co 81601-9724

2179-19-2-00-718
2179-19-2-00-717
U. S. Real Estate Development
19 Robin Rd
Norfolk, Ma 02056

2179-19-1-00-511
2179-30-1-00-522
Scott W. Brynmildson
1831 Railroad Ave
Rifle, Co 81650

2179-18-4-00-418
J. Bruce Snode
918 CR 352
Rifle, Co 81650

2179-18-4-00-419
Patricia L. Lee
1000 County Road 352
Rifle, Co 81650

Anna Norcross
1620 Hermosa Ave. #46
Grand Junction, CO 81506

Leo Wittwer
625 27-1/2 Rd. #375
Grand Junction, CO 81506

Chester Wittwer
620 Ford Dr.
Durango, CO 81301

Carl & Margaret Wittwer
Family Trust
c/o Margaret Wittwer
195 County Road 297
Rifle, CO 81650

Edward Loshbaugh
662 28 Rd.
Grand Junction, CO 81506

Jean Friedlund L. Trust
605 Partee
Grand Junction, CO 81504

Charles & Clarice Robinson
P.O. Box 1185
Rifle, CO 81650

MAP2003-NET
MAP99A-NET
100 Park Ave. #1008
Oklahoma City, OK 73102

Barrett Baker
717 17th St. #1545
Denver, CO 80202

Kristine Peterson
2525 S. Wadsworth #303
Lakewood, CO 80227

CCW Trust
Carol C. Whitley, Trustee
255 South Milwaukee St.
Denver, CO 80209

DF Holdings/Valley Farms
c/o Clinton W. Josey, Jr.
6060 North Central Expway
Suite 305
Dallas, TX 75206

Dever Family Minerals
89 South Downing St.
Apt. 502S
Denver, CO 80209

Richard T. Dever
P.O. Box 33712
Northglenn, CO 80233

Island Park, LLC
P.O. Drawer 790
Glenwood Springs, CO
81602

Garfield County
Board of Commissioners
108 8th St. Suite 213

Grant Bros Ranch LLC
P.O. Box 1027
Basalt, CO 81621

Weinreis, J.E. & Velma
14704 Hwy 6 & 24
Parachute, CO 81652

Technical Appendix

Engineering Report

for

Rifle Airpark Master Plan/PUD

Rifle, Colorado

Prepared for:

Robert Howard
Airport Land Partners

SE Project Number: 26227
November 14, 2007

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I. Brief Overview

This report was prepared based on our engineering studies, site evaluations, and meeting with City staff for the proposed development within the Rifle Airpark Planning Area. The proposed development is primarily comprised of vacant land and lacks the required infrastructure to support the planned improvements. Sopris Engineering, LLC has analyzed the development needs and has prepared the necessary conceptual designs to support the future development of the land. While the majority of this land is vacant, a number of permanent improvements have been made. Among these small improvements are gas well sites, natural gas lines, power transmission lines, a 12" water line, a 1,000,000 gallon water storage tank site, and a sanitary sewer line with dedicated easement corridors serving the existing developments. The existing County roads servicing this area are only partially paved and remain as rural local roads. Some roads are developed to 3-lane standards; other roads are 2-lane and will be upgraded as required; and the remaining roads are gravel surfaced with dirt shoulders and roadside drainage swales. These roads will be upgraded within the Study Area as required. We recommend the infrastructure improvements be implemented in phases as necessary, in order to provide the essential services for this development in an efficient and functional manner to accommodate the user needs.

II. Introduction

The Rifle Airpark Study Area encompasses 731.79 acres of land and consists of multiple parcels planned for different land use applications. Proposed land use planning includes a variety of developments that will include industrial, commercial, institutional, public facilities, and open spaces. This property is primarily surrounded by semi-rural neighborhoods and contains natural drainage ways and varying ground slopes. Our site engineering studies are intended to provide an evaluation and assessment for infrastructure needs including utilities, roads, and pedestrian corridors, as well as development of conceptual plans for required infrastructure.

The approved Rifle Airpark master plan document identifies transportation needs to accommodate the entire development within the planning area as well as the recommendations for a public transit system. The plan lists transit centers, major transportation routes, and street functional classifications.

In our meeting with the City of Rifle Public Works and Planning staff, the City officials explained their desires for development in this area. Included among their expectations were adequate delivery of municipal and public services for future occupants and users within the proposed development area. We will address these needs in appropriate sections of this report and provide our recommendations to accommodate the essential service deliveries.

Our work and products for this report are based on the information we have obtained from the owner's planning consultants and the City of Rifle's current public works standards and infrastructure master plans. A complete list of reference technical materials used in our studies is provided at the end of this report.

III. Water Supply

The objectives for supplying municipal water to the proposed development is to provide safe, potable water for domestic use, and an adequate quantity of water at sufficient pressure for fire protection. Our proposed water delivery and distribution system consists of a network of main loops to fulfill the water demands for various commercial, industrial, and fire fighting needs throughout the development. Isolation and shutoff valves will be located at strategic points throughout the water distribution system to provide control of any section or service outlet, including hydrants. These valves will be used to isolate units requiring maintenance and to insure that water main breaks affect only a limited section of the entire Plan Area.

A. Water Quantity and Pressure Requirements

The amount of water required depends on the commercial and industrial uses proposed for this development. The City's municipal domestic water use averages 500 to 600 gallons per day (gpd) per metered service, including commercial and industrial customers. Quantities of water required for production and industry processes, as well as fire flows, govern the design of the distribution system for peak demands. Therefore, it is our opinion that the required design flow of maximum daily consumption, plus fire flow, determines the size of distribution mains. Fire sprinkler systems installed inside the buildings with larger floor areas can perform as an internal fire suppression device, and this development may require a smaller water storage tank for emergency situations. The recommended water pressure in a distribution system is 65 to 75 psi (pounds per square foot), which is considered adequate to compensate for local fluctuations in consumption.

B. Water Usage

The proposed service area's domestic water usage calculations were based on the City of Rifle and the land use delineation and distribution data contained in Exhibit 6-2 on Page 59, of the final draft of the Rifle Airpark Planning Area Master Plan document. This master plan document, prepared by Development Economics and dated January 15, 2007, was used to determine water demand projections for this project. This information was utilized as a benchmark for this report. The actual consumptive demand is a cumulative daily use that comes from a three-part water usage makeup as follows:

- Daily employee or occupant uses,
- Facility customer uses, and
- Industry process water demands for commercial and industrial land use applications.

1. CITY OF RIFLE CRITERIA- Water consumption categories are established in Section 115.2 of the City of Rifle's Public Works Manual. The development's domestic water demand calculations were performed in accordance with this section and are outlined in the following Table 3-1.

Table 3-1, Rifle's Water Usage Criteria

Development Type	Density Criteria	Consumptive Demand
Commercial Buildings	Per acre	500 gpd
Professional Buildings	Per acre	500 gpd
Industrial Application	Per acre	600 gpd

The estimated water demand projections, based on these criteria, are summarized in the following Table 3-2.

Table 3-2, Water Usage – City Criteria

Land Use Category	Area size (Acres)	Demand Rate (gpd/acre)	Adjusted Peaking Factor	Peak Daily Consumptive Use (gallons)
Airport Light Industrial	239.50	600	2.50	359,250
Airport Industrial	56.26	600	2.00	67,512
City Industrial	44.53	600	2.00	53,436
Airport Commercial	85.06	500	3.00	127,590
Airport Public/ Institutional	61.93	500	3.00	92,895
Airport Support	156.49	500	2.50	195,613
TOTAL DEMAND				896,296

The water use criteria set in the City of Rifle's Public Works Manual does not elaborate on demand calculation or process water needs, production facility needs, and facility user needs, nor does the manual establish a specific peaking factor for proper infrastructure sizing of different types of industrial and commercial developments planned for this project. We proposed average adjustment factors to reflect the anticipated uses for this development. Additionally, we approached an alternative evaluation method for determining water demands in order to provide a comparison base in our calculations, and to help us arrive at a satisfactory conclusion that will adhere to the project land use applications. This alternative approach is called "Water Usage Averaging" and is explained in the following paragraphs.

2. WATER USAGE AVERAGING CRITERIA (WUA)- This alternative approach, as explained above, is an empirical method and is based on past projections and statistical demands for similar uses that provide flow projections (*Appendix- A*). The consumptive demands in this criteria vary with the types of land uses. The following Table 3-3 illustrates the water demands based on WUA criteria.

Table 3-3, Water Demand- WUA Criteria

Land Use Category	Area size (Acres)	Average-Day Demand ^(a) (gpd/acre)	Correction Factor ^(b)	Peak Daily Consumptive Use (gallons)
Airport Light Industrial	239.50	1,380	1.00	330,510
Airport Industrial	56.26	1,380	1.30 ^(b)	100,930
City Industrial	44.53	1,380	1.30 ^(b)	79,887
Airport Commercial	85.06	1,380	1.00	117,383
Public/ Institutional	61.93	1,380	1.00	85,463
Airport Support	156.49	1,380	1.00	215,956
TOTAL DEMAND				930,129

Table Foot Notes

(a) See appendix A

(b) The ratio of the City's water usage criteria over Western United State Residential water usage, 600 ÷ 460 = 1.30.

From our evaluation of the site conditions and verification of the existing utilities, we have concluded that the average daily consumptive demand for this development will be closer to the WUA criteria quantities. Therefore, we are recommending the estimated 930,129 gallons per day water usage be selected in the master planning process for this development.

3. CONCLUSIONS- The total water demand is the daily consumptive use plus the fire flow requirements. We are recommending adequate fire suppression supply of at least 960,000 gallons. This flow rate plus the consumptive demand will establish a storage capacity of approximately 2.0 million gallons of available water supply or a storage tank that can deliver the required volumes. The fire flow storage demand may be reduced to less than one million gallons if the buildings proposed for this development are equipped with fire sprinkler systems.

The property will require a main water supply loop line capable of delivering the required fire flows at adequate pressures for fire suppression and domestic consumptive uses.

From a fire protection standpoint, there will be fire hydrants along the roads and the internal traffic circulation streets to provide the necessary fire flows for this development. Utility Sketch Plans accompanying this report show the proposed water system delivery lines.

It is our understanding that the project will be developed in several phases and, therefore; the utility infrastructure will only be constructed as required. This phasing is in order to provide public utility services to developing segments with the caveat that certain components of the infrastructure will be installed beyond the phase boundaries to ensure inter-phase transitions between successive development stages.

IV. Wastewater Collection

Wastewater flows from this project will be collected from the various areas throughout the development and conveyed by a 12" gravity flow sewer line to an existing 12" sanitary sewer interceptor north of the existing Airport Drive corridor. This line connects to the existing 18" diameter South Rifle Interceptor, as shown in the Wastewater Masterplan prepared by Schmueser Gordon Meyer (SGM) Consulting Firm and dated January 2006. The Utility Sketch Plans illustrate the wastewater collection and conveyance system for this development.

Wastewater flows for a gravity sanitary sewer system are provided in Table 3-4 below. Wastewater flows were based on the City of Rifle's Public Works Manual, Section 110.2, and the flow data Table 110-1, and include peaking factors.

Table 3-4, Wastewater Flows

Land Use Category	Source Designation	Area Size (acre)	Average Daily Flow (80% of usage cfs/acre)	Peaking Factor	Design Flow Rate (cfs)
Airport Light Industrial	Mixed Industry	239.50	0.0018	2.00	0.86
Airport Industrial	Mixed Industry	56.26	0.0022	2.25	0.28
City Industrial	Mixed Industry	44.53	0.0022	2.00	0.20
Airport Commercial	Mixed Commer	85.06	0.0018	2.25	0.34
Public/Institutional	School	61.93	0.0018	2.00	0.22
Airport Support	Mixed Commer	156.49	0.0018	2.25	0.63
TOTAL FLOW					2.53

Peaking factors will be used in the design and sizing of the gravity sanitary sewers. It is recommended that the collection system flow at 80% full in order to maintain the expected performance of the system. This flow rate will ensure uninterrupted gravity flows by allowing room for air movement inside the pipe. The peak system design calculations for total wastewater flows from this site are projected to be 2.53 cubic feet per second (cfs). It must be remembered that the actual average daily flows will be lesser than the peak flows. The project wastewater flow projections are for mixed use developments within commercial, industrial, public, and institutional facilities. These numerical universal values are used for infrastructure planning purposes; and the actual development demands may deviate from these general projections.

V. Stormwater Management

A. Site Description

The existing site and most of the surrounding lands have remained rural, and include three types of road networks as listed below:

- Paved roads
- Unpaved roads
- Undeveloped roads

The road networks within the first top two categories are maintained by Garfield County. The City of Rifle does not have a stormwater collection and conveyance system in this area. Surface runoff patterns consist of overland flows on sparsely grown, natural vegetative ground cover established on varying slopes. Overland flows are primarily intercepted by natural ground depressions and drainage swales. The existing drainage collection system consists of a series of dry ditches and swales that convey storm waters to Dry Creek within the westerly portions of the proposed development area. Drainage from a very small easterly portion of the land is naturally conveyed to Mamm Creek, which is located further east and outside of the study area. During our meeting with the City Planning and Public Works Departments, staff appreciably expressed their concerns for protection and preservation of these natural water courses. Staff recommendations were in support of proper design considerations, and included protection of these environmentally sensitive corridors from drainage outfalls and discharges into streams.

B. Existing Conditions

The Rifle Airpark land is situated between Dry Creek and Mamm Creek, which perform as the major drainage ways in south Rifle, south of the Interstate Highway 70 Corridor. Naturally occurring soil erosions, caused by lack of dense vegetative ground covers, trigger sediment transport into these major drainage ways. Very little to no stabilization work and effort is made to alleviate or reduce the sediment deposits in these major drainage ways. The site within our study area generates runoff as sheet flows across the land, which is then collected by the existing natural swales and ground depressions. While a portion of the flow is dispersed through the ground by natural percolations, the remaining runoff is generally conveyed through an overland flow to the northwest portions of the property.

C. Proposed Stormwater Management Plan

Our proposed drainage mitigation system plan will consist of adequate overlot grading, open and closed collection systems, and cascaded detention/pretreatment and temperature stabilization ponds capable of handling initial to moderate frequency storms. Additionally, flood proofing guidelines will be provided to protect the habitat area from major storm events.

The initial drainage studies were based on the proposed impermeable surfaces provided in the master plan prepared for this development. The collection system layout indicates major collection components of the system. Flow calculations were computed for 25-year storm events using the Soil Conservation Service TR-55 method for each delineated sub-

basin, as required by the City of Rifle. The results of tabulations are summarized in Table 5-1.

Table 5-1, Stormwater Flows

Basin Info. Sub-Basin Designation	Total Storm Flows <i>ft³/sec.(cfs)</i>	
		25-year Storm
A		126.80
B		7.39
C		14.25
D		12.14
E		46.97
F		33.91
G		190.27
H		45.65
Total Runoff =		477.38

D. Erosion and Sediment Transport Control

Due to significant slopes on this parcel, the contractor responsible for land and/or building construction must implement a two-tiered erosion and sediment control plan to address the soil erosions impacting this development area. This two-tiered plan is explained below.

- ***Temporary Erosion Control During the Construction Phases***

The various phases of the development will undergo soil erosions resulting from uncovered ground, sediment transport triggered by surface runoff, and rainfalls. The contractor must install and maintain the following Best Management Practices (BMPs):

1. an embedded silt fence around the disturbed soils and especially in the low receiving ends of slopes.
2. immediately following the clearing and grubbing, and the lot grading, and prior to any construction work, construct temporary sediment basins in order to collect sediments and stop them from spreading.
3. the site must be inspected every 14th day, and silt deposits from behind the silt fencing, and from the sediment pits, must be removed regularly to ensure full functioning of this erosion control system.
4. vehicle tracking pads (mud racks) at site entrance(s) to avoid mud tracking into the public right-of-way.
5. seed & mulch over disturbed cut and fill slopes, and water as necessary to establish temporary vegetative ground cover until paving and/or landscaping is done.
6. apply dust palliative material on non-vegetated exposed surfaces, and tarp over the construction trucks during material transport to avoid fugitive dust emissions.

- ***Permanent Post Construction Erosion Control***

To avoid long-term soil erosion, final construction stages of work must follow a complete landscaping and ground covering task to permanently re-vegetate and cover disturbed grounds that will remain open space. This effort will reduce the risk of unnecessary clogging and failure of the drainage system. The following permanent BMPs' are proposed for this site:

1. Construct water quality enhancement ponds prior to discharge into the stream, in order to capture sediment, oil and grease, and other suspended solids along with any floating debris to allow only cleaned runoff into the creek.
2. Construct a rock lined, energy dissipating outfall channel to avoid slope and bank erosions at discharge points into the creek.
3. Construct grassed swales along the lower edge of the undisturbed open spaces to ensure complete ground cover. These grassed swales will perform as additional water quality enhancement features for all uncollected and existing overland and offsite runoff.

VI. Dry Utilities -Power, Gas, CATV, and Telephone

We have contacted dry utility providers in order to receive a confirmation of their infrastructure capacity and ability to serve the site. The existing infrastructure information depicted from the plans has provided preliminary information. Following this initial work, we have contacted the utility companies listed below and requested a "Will Serve" letter from each of the providers:

- Electric Power – Holy Cross Energy
- Natural Gas Supply – Xcel Energy
- Telephone – Qwest Communications
- Cable TV – No service is available to this parcel at the present time

Will Serve Letters from individual utility service companies are included in Appendix B at the end of this report.

VII. Transportation

Vehicular access to this development will be through improved and safety enhanced entrances from several County and City Roads. This project proposes a network of major streets, with functional classifications and minimum cross sections, to provide for an acceptable level of vehicular traffic circulation throughout the development.

City's recommendations

1. Enhancement of the Mamm Creek Road to encourage drivers to use the East Rifle Interchange.

2. Establishing trail system loops and links to the existing trail network.
3. Classification of road/street network and cross sections to provide design guidelines for the proposed transit corridors.

The City's recommendations primarily focus on vehicular traffic re-distribution and trail corridor links. We believe a creative and integrated traffic demand management plan would be a preferred approach to establishing alternative modes of transportation and for enhancement of the existing and proposed transit corridors to their optimum efficiency. Alternative transportation mode or multi-modal transit system identifies and groups the trip generations based on land use applications. In general, a multi-modal transit-based system addresses trip generations as outlined below.

- Wholesale commercial and industrial traffic that includes:
 - Light manufacturing, production, and assembly industries
 - Product packaging
 - Warehousing
 - Regional shipping and receiving centers
 - Distribution centers
 - Care taking, care giving, and catering services
 - Facility maintenance operations
 - Major service centers
 - Aviation services
- Non-wholesale commercial traffic including:
 - General retail centers
 - Lodging
 - Eateries
 - Educational facilities, including an aviation training school, trade schools and community college
 - Research and development facilities
 - Medical facilities
 - Professional office complex

While the wholesale commercial traffic generates a significant volume of heavy vehicle trips, it is important to plan designated commercial/industrial routes with properly upgraded existing corridors, as well as the new future infrastructure.

The non-wholesale traffic, on the other hand, will add, a large trip numbers, mostly single-occupancy passenger vehicle trips by visitors and consumers.

It is our opinion that the creation of certain incentives and route designation, coupled with some degree of transportation accommodation, can reduce congestion and improve the efficiency of traffic corridors. We recommend the following conceptual transportation demand management plan:

1. Creating a bus transit system to include transfer centers, and a park and ride facility. This is in order to create an automobile dis-incentive and to promote the use of high occupancy public transit vehicles throughout the development. The targeted areas are primarily the non-wholesale development segments.
2. Establishing a network of pedestrian and biker corridors to promote an alternative transportation mode with proper signs for commuter and recreational bikers.
3. Designating commercial and industrial traffic routes to ensure balanced distribution of the trip numbers. This designation will keep the commercial and industrial circulation out of the retail consumer and visitor corridors.

VIII. References used for this report

1. Rifle Airpark Planning Area Master Plan by Development Economics-January 15, 2007.
2. "Will Serve" letters from the utility companies in the area.
3. City of Rifle Public Works Manual
4. National Oceanic and Atmospheric Administration (NOAA) Atlas
5. USDA, Urban Hydrology Technical Release 55 (TR-55)
6. Colorado Department of Public Health & Environment (CDPHE) Design Criteria for Potable Water Systems
7. Water and Wastewater Technology, Second Edition – Mark J. Hammer
8. Traffic and Highway Engineering – Nicholas J. Garber and Lester A. Hoel - 1996

III. Appendices

- Appendix A - WUA Criteria
- Appendix B – Will Serve Letters from utility companies
- Appendix C – Drainage Study Plan

Appendix A

WUA Criteria

Appendix A – Water Usage Averaging Criteria (WUA)

The water usage averaging criteria is defined as the equivalent residential consumptive unit known as EQR, and is used as a quantifiable measuring unit by municipalities in Colorado to development utilities master plans. In this report, an EQR was developed and compared with the City of Rifle’s municipal domestic water use averages of 500 to 600 gallons per day (gpd) per metered service. The following basic relationship was used to determine the WUA per acre of land:

Table A-1, Average Municipal Water Use in the United States⁽¹⁾

Water Usage Category	Western Regions GPR ⁽²⁾	Central Regions GPR ⁽²⁾	Eastern Regions GPR ⁽²⁾
Residential Customers	460	280	210

Table Foot Notes

- (1) Information obtained from the Water & Wastewater Technology, Second Edition by Wiley Publication, Page 187.
- (2) GPR = Gallons Per Day Per Residence.

$$EQR = (GPR) \times (N_R)$$

N_R = Number of Residences Per Acre

Using a numerical value of 3.0 for N_R , we calculate the EQR to be:

$$EQR = 460 \times 3 = 1,380 \text{ gpd/acre}$$

$$\text{Average Daily Demand in gallons} = Q_{ADD} = (\text{Service Area in Acres})(EQR)$$

Appendix B

Will Serve Letters from utility companies



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

January 4, 2007

Ms. Victoria Giannola
 Sopris Engineering
 502 Main Street, Suite A3
 Carbondale, CO 81623

RE: Rifle Airport Commercial Park

Dear Ms. Giannola:

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

Holy Cross Energy has existing power facilities located on or near the above mentioned project. These existing facilities have adequate capacity to provide electric power to the development, subject to the 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.

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

Sincerely,
 HOLY CROSS ENERGY

Buzz Quaco, Staking Engineer

BQ:vw
 Quaco\Giannola

01/05/2007

Sopris Engineering
502 Main St, suite A3
Carbondale, CO 81623



RE: Rifle Airpark

Qwest Communications will provide telephone service, to the above mentioned project, as required by tariff, filed through the Colorado Public Utility Commission.

If you have any questions please call
970-384-0255

Sincerely,

Gary Gibson
Senior Design Engineer

1/10/2007

Ms. Victoria Giannola
Sopris Engineering
502 Main St. Suite A3
Carbondale, CO
81623

Subject: Service Availability

Dear Ms. Giannola:

In accordance with our tariffs filed with and approved by the Colorado Public Utilities Commission, gas and/or electric facilities can be made available to serve your project at Rifle Airpark Subdivision.

Currently our lead time for design is 8 - 10 weeks. Lead time for construction, once the design has been approved, applicable costs have been paid and applicable contracts have been signed and returned, is 8 - 10 weeks. Due to workload, material availability and design complexity, design and construction lead times are approximate and subject to change. Please submit your plans at the earliest opportunity to better assure meeting your proposed schedule for receiving service.

Gas costs will be calculated in conformance with our filed SERVICE LATERAL CONNECTION AND DISTRIBUTION MAIN EXTENSION POLICY.

If you have any questions or comments, or if I can be of further assistance, please call me at the number listed below. My normal work hours are 7:00 a.m. to 5:30 p.m., Tuesday through Friday.

Sincerely,

Jon Price
Xcel Energy
PO Box 849
Grand Junction, CO
81502
970-244-2693



January 23, 2007

Sopris Engineering, LLC.
Nick Adeh
970-704-0311

RE: **Rifle Airpark**
Rifle, Colorado

Dear Nick:

Please accept this letter as confirmation of Comcast of Colorado/Florida, Inc.'s 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.

Should you require additional information, please contact Michael Johnson at 970-925-4311 or mobile at 970-930-4713.

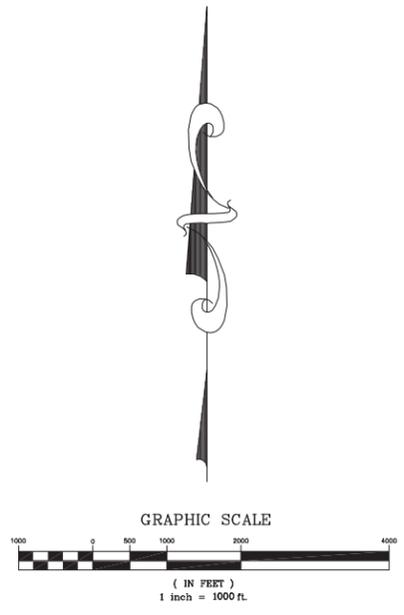
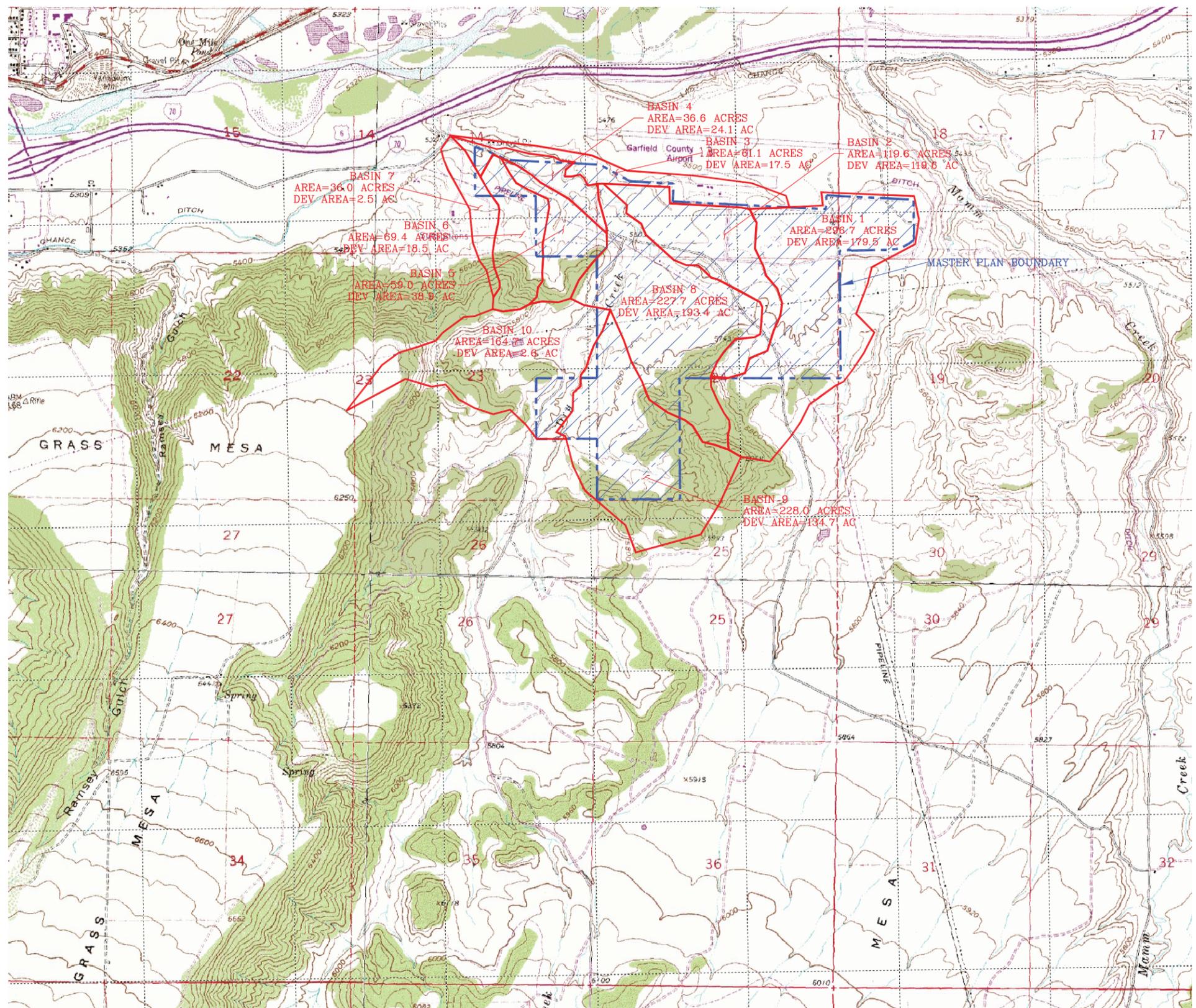
Sincerely,

Michael Johnson
Construction Supervisor
Colorado Market

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.

Appendix C

Drainage Study Plan



NO.	DATE	REVISION	BY
		RIFLE, COLORADO	
RIFLE AIRPARK MASTER PLAN			
EXISTING CONDITIONS			
DRAINAGE MAP			
DES. YTN	CK. YTN	FILE NO.	SHEET 1
DR. JPP	DATE 01/08/07	28227.01	OF 1

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

28227 28227-01-080.dwg

Reference Drawings

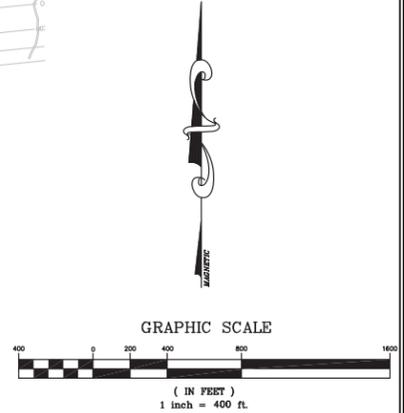
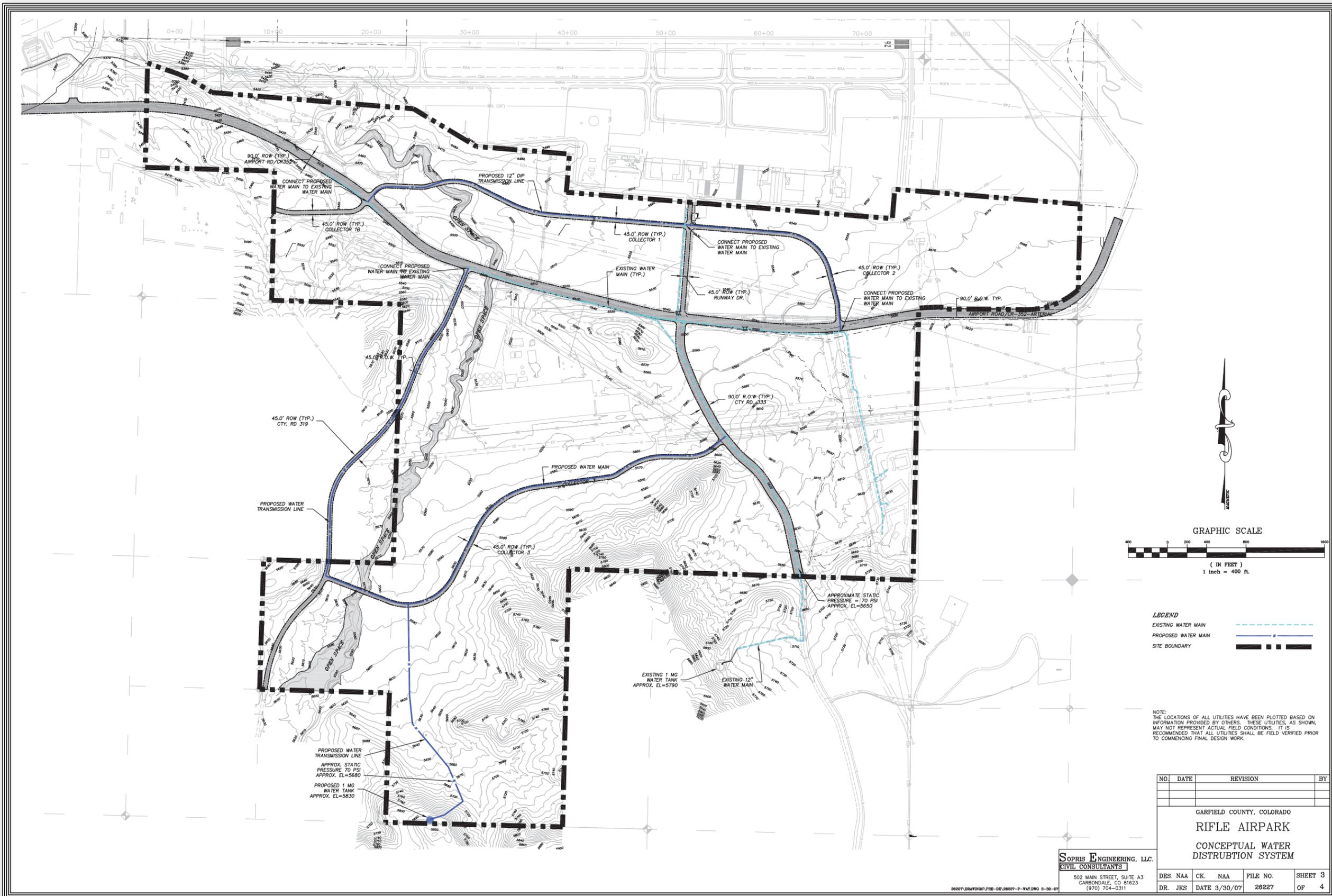
Water Supply & Distribution Master Plan
Wastewater Collection Master Plan
Stormwater Management Master Plan
Transportation Master Plan

RAP Eng Report-2B

SOPRIS ENGINEERING • LLC

502 Main Street Suite A3 Carbondale Colorado 81623 (970)704-0311 Fax:(970)704-0313

civil consultants



LEGEND

EXISTING WATER MAIN	---
PROPOSED WATER MAIN	—
SITE BOUNDARY	—+—+—+—+—

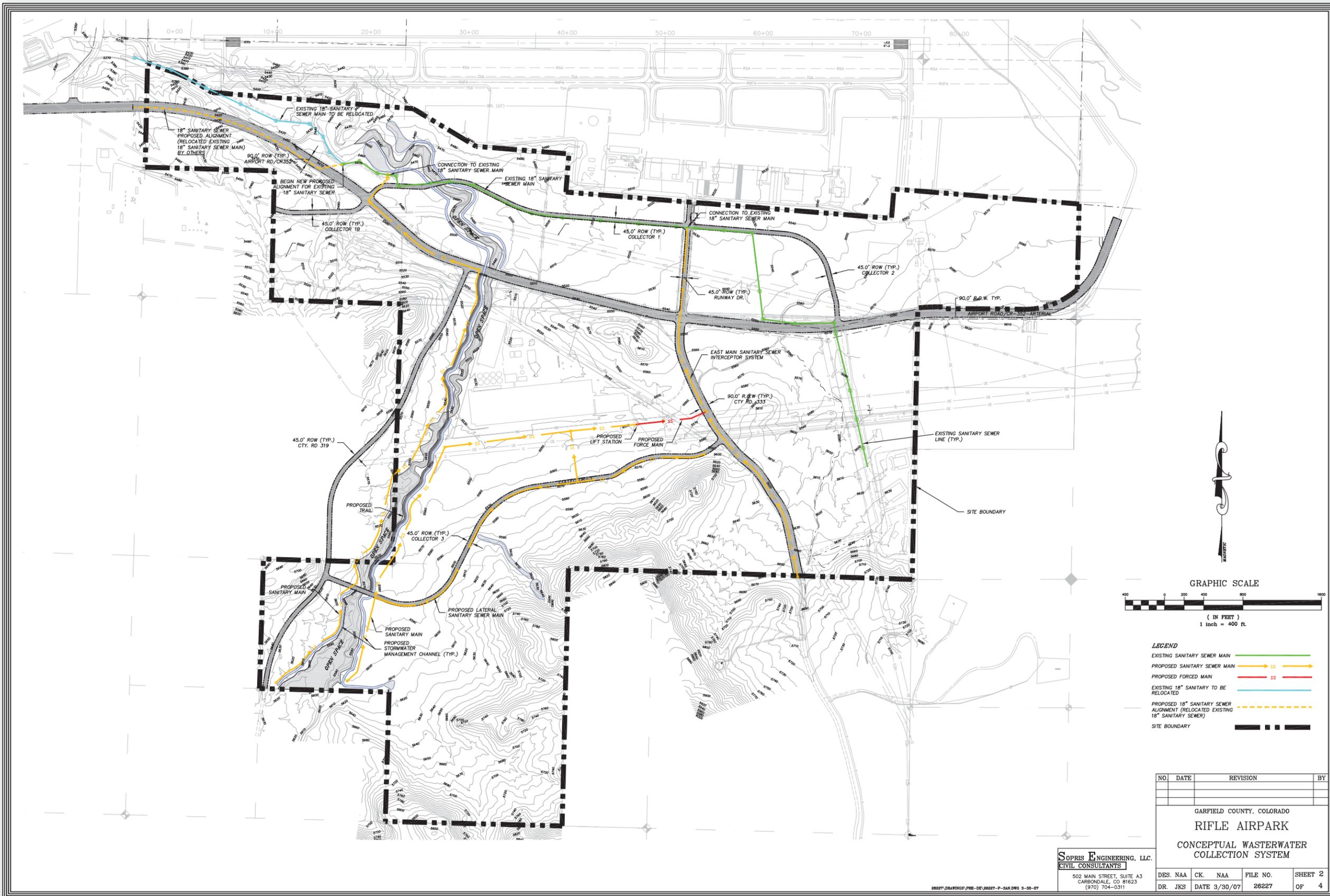
NOTE:
THE LOCATIONS OF ALL UTILITIES HAVE BEEN PLOTTED BASED ON INFORMATION PROVIDED BY OTHERS. THESE UTILITIES, AS SHOWN, MAY NOT REPRESENT ACTUAL FIELD CONDITIONS. IT IS RECOMMENDED THAT ALL UTILITIES SHALL BE FIELD VERIFIED PRIOR TO COMMENCING FINAL DESIGN WORK.

NO.	DATE	REVISION	BY

GARFIELD COUNTY, COLORADO
RIFLE AIRPARK
 CONCEPTUAL WATER DISTRIBUTION SYSTEM

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

DES. NAA	CK. NAA	FILE NO.	SHEET 3
DR. JKS	DATE 3/30/07	26227	OF 4



LEGEND

- EXISTING SANITARY SEWER MAIN ———
- PROPOSED SANITARY SEWER MAIN ———
- PROPOSED FORCED MAIN ———
- EXISTING 18" SANITARY TO BE RELOCATED - - - -
- PROPOSED 18" SANITARY SEWER ALIGNMENT (RELOCATED EXISTING 18" SANITARY SEWER) - - - -
- SITE BOUNDARY

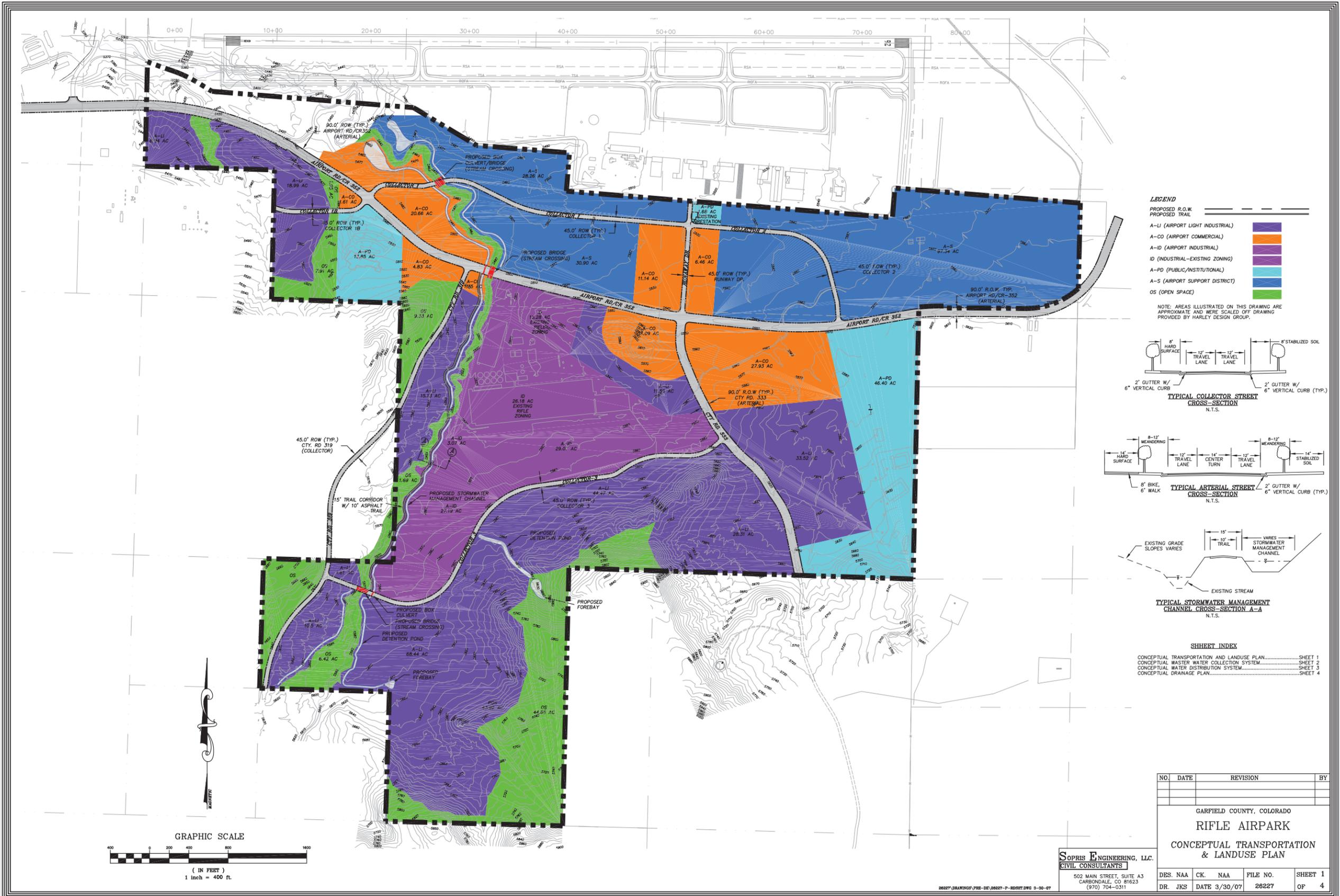
NO.	DATE	REVISION	BY

GARFIELD COUNTY, COLORADO
RIFLE AIRPARK
 CONCEPTUAL WASTEWATER COLLECTION SYSTEM

SOPRIS ENGINEERING, L.L.C.
 CIVIL CONSULTANTS
 502 MAIN STREET, SUITE A3
 CARBONDALE, CO 81623
 (970) 704-0311

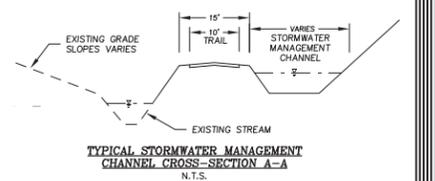
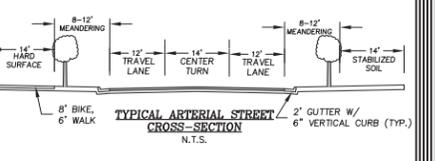
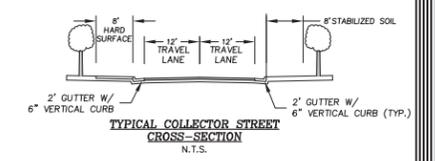
DES. NAA	CK. NAA	FILE NO.	SHEET 2
DR. JKS	DATE 3/30/07	26227	OF 4

26227.DRAWINGS\PRE-DIR\26227-9-SAN.DWG 3-30-07



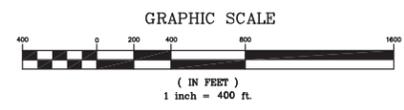
- LEGEND**
- PROPOSED R.O.W.
 - PROPOSED TRAIL
 - A-LI (AIRPORT LIGHT INDUSTRIAL)
 - A-CO (AIRPORT COMMERCIAL)
 - A-ID (AIRPORT INDUSTRIAL)
 - ID (INDUSTRIAL-EXISTING ZONING)
 - A-PD (PUBLIC/INSTITUTIONAL)
 - A-S (AIRPORT SUPPORT DISTRICT)
 - OS (OPEN SPACE)

NOTE: AREAS ILLUSTRATED ON THIS DRAWING ARE APPROXIMATE AND WERE SCALED OFF DRAWING PROVIDED BY HARLEY DESIGN GROUP.



SHEET INDEX

CONCEPTUAL TRANSPORTATION AND LANDUSE PLAN.....	SHEET 1
CONCEPTUAL WASTE WATER COLLECTION SYSTEM.....	SHEET 2
CONCEPTUAL WATER DISTRIBUTION SYSTEM.....	SHEET 3
CONCEPTUAL DRAINAGE PLAN.....	SHEET 4



NO.	DATE	REVISION	BY

GARFIELD COUNTY, COLORADO
RIFLE AIRPARK
CONCEPTUAL TRANSPORTATION & LANDUSE PLAN

DES. NAA	CK. NAA	FILE NO.	SHEET 1
DR. JKS	DATE 3/30/07	26227	OF 4

SOPRIS ENGINEERING, L.L.C.
CIVIL CONSULTANTS
502 MAIN STREET, SUITE A3
CARBONDALE, CO 81623
(970) 704-0311

FISCAL IMPACT SUMMARY OF THE RIFLE PUD AREA

RIFLE, COLORADO

December 15, 2007

PREPARED FOR:

Airport Land Partners, Aspen, Colorado

PREPARED BY:

Development Economics
Phoenix, AZ • Sandia Park, NM
(480) 544-5193

1 OVERVIEW AND SUMMARY

1.1 Study Objectives and Context

The Rifle Airport Planning Area (RAPA) or "Plan Area" consists of a total of 712.4 acres located to the south and east of the incorporated area of Rifle Colorado. The City of Rifle and a major landowner, Airport Land Partners, initiated a master plan process for RAPA that resulted in Master Plan approval by the City of Rifle in March, 2007.

Six separate landowners were included within RAPA, and the development of their partners will ultimately benefit the City of Rifle through tax and fee revenues generated. At the same time, the businesses and organizations locating within RAPA will place additional costs upon the City of Rifle. A prior Fiscal Impact Study, dated January 2007, quantified the direct revenues and costs associated with the development of RAPA within a fifteen-year study period, 2008 – 2022.

Two landowners – Airport Land Partners and Grand River Plaza Development -- have joined together to submit an annexation and zoning proposal to the City of Rifle for lands included within the RAPA. These parcels, referred to herein as the **Rifle PUD area**, consist of 628.4 acres or approximately 88 percent of RAPA. This Fiscal Impact Summary report presents the impacts of development of the Rifle PUD area on the City of Rifle in the context of the prior fiscal impact findings for RAPA.

1.2 Summary of Findings and Conclusions

1.2.1 RAPA Fiscal Impact Summary

The benefits and costs resulting from the development of property within RAPA are projected to be significant; the single greatest economic development project in Rifle's history. The benefits and costs to the City of Rifle can be summarized as follows:

- ❑ Employment growth within RAPA is projected to exceed 6,967 jobs during the projection period;
- ❑ Employment income is projected to grow to more than \$333.5 million per year.
- ❑ Property tax collections by the City of Rifle will grow to more than \$737,700 per year by 2022. Total projected collections are expected to exceed \$4.5 million over the 15-year projection period.
- ❑ Sales tax collections by the City of Rifle will exceed \$2.4 million annually by 2022. Cumulative sales tax collections associated with RAPA are projected to be more than \$14.2 million over the 15-year projection period.
- ❑ Use Tax collections by the City of Rifle associated with building construction are projected to average more than \$526,000 per year over the 15-year projection period.
- ❑ Permit Related and Improvement/Connection Fees are projected to average more than \$1.3 million per year over the 15-year projection period.
- ❑ Major Department expenditures by the City of Rifle supporting RAPA development are projected to average more than \$382,000 annually over the 15-year period, and peaking at \$841,083 by 2022.
- ❑ Additionally, City of Rifle Police Department expenditures associated with RAPA will grow to just over \$587,000 by the end of the projection period, 2022.
- ❑ Streets Maintenance expenditures associated with Developer provided roadways within RAPA will stabilize at approximately \$118,000 in 2022, averaging slightly more than \$147,000 per year over the projection period.

- ❑ Protective Inspections (Building Inspections and Review) expenditures are anticipated to peak at approximately \$130,418 in the year 2016, averaging \$82,600 annually over the period. Collections in the form of Building Permit and Review fees, discussed above, are anticipated to average approximately \$300,000 per year over the 15-year period.
- ❑ Developers within RAPA will provide sewer and water infrastructure improvements. Consequently, all direct costs of the distribution system for sewer and water within the Plan Area will be borne by the Developers and not the City of Rifle.
- ❑ Improvement Costs associated with Sewer and Water treatment plant capacity supporting RAPA development have not been projected in this analysis. A separate study of infrastructure improvement costs has been performed by Sopris Engineering. However, fees that are normally collected to offset these costs were included in Building Related Fees for a total of \$13.8 million over the 15-year projection period. If there are disproportionate costs imposed by RAPA development, engineering studies currently underway are expected to identify whether there are incremental costs.

1.2.2 Rifle PUD Area

The benefits and costs resulting from the development of property within the Rifle PUD Area comprise the vast majority of the land holdings within RAPA. The fiscal impact model used to determine RAPA benefits and costs was utilized to develop similar estimates for the Rifle PUD Area. Figure 1-1 below illustrates the proportion of RAPA land area by zone district that is contained within the Rifle PUD Area. Based upon the results of the fiscal impact model, the benefits and costs to the City of Rifle can be summarized as follows:

Exhibit 1-1 Land Use Definitions RAPA				
Land Use	Definition	RAPA acres	PUD Area acres	Percent Of RAPA
A-LI	Airport Light Industrial -	239.50	239.50	100%
A-Co	Airport Commercial -	85.06	85.06	100%
A-ID	Airport Industrial -	56.25	56.25	100%
A-S	Airport Support	156.49	156.49	100%
IN	Industrial -	44.53	0.0	0%
A-PD	Airport Public/Institutional -	61.93	0.0	0%
OS-P	Open Space -	88.02	88.02	100%
TOTAL PLAN AREA		731.79	625.32	85.4%

- ❑ Employment growth within RAPA is projected to exceed 6,858 jobs during the projection period;
- ❑ Employment income is projected to grow to more than \$320.7 million per year.
- ❑ Property tax collections by the City of Rifle will grow to more than \$695,000 per year by 2022. Total projected collections are expected to exceed \$4.4 million over the 15-year projection period.
- ❑ Sales tax collections by the City of Rifle will exceed \$2.6 million annually by 2022. Cumulative sales tax collections associated with RAPA are projected to be more than \$15.4 million over the 15-year projection period.
- ❑ Use Tax collections by the City of Rifle associated with building construction are projected to average more than \$521,000 per year over the 15-year projection period.
- ❑ Permit Related and Improvement/Connection Fees are projected to average more than \$1.26 million per year over the 15-year projection period.

- ❑ Major Department expenditures by the City of Rifle supporting RAPA development are projected to average more than \$370,000 annually over the 15-year period, and peaking at \$797,763 by 2022.
- ❑ Additionally, City of Rifle Police Department expenditures associated with RAPA will grow to just over \$500,000 by the end of the projection period, 2022.
- ❑ Streets Maintenance expenditures associated with Developer provided roadways within RAPA will stabilize at approximately \$125,000 in 2022, averaging slightly more than \$147,000 per year over the projection period.
- ❑ Protective Inspections (Building Inspections and Review) expenditures are anticipated to peak at approximately \$109,156 in the year 2017, averaging \$78,345 annually over the period. Collections in the form of Building Permit and Review fees, discussed above, are anticipated to average approximately \$288,000 per year over the 15-year period.

