

# La Posta Road Area/District Plan

August 2013





# Contents

INTRODUCTION .....	1
Purpose .....	2
Plan Area & Setting .....	2
Process & Participants .....	2
Overview of Plan Directives .....	4
CONTEXT FOR THE PLAN .....	7
Existing Conditions .....	8
Key Issues .....	9
Planning Process .....	12
PLAN POLICIES AND STRATEGIES .....	15
Natural and Cultural Resources .....	16
Growth Coordination .....	17
Future Land Use .....	18
Sustainable Design .....	22
Utilities .....	23
Transportation .....	24
Infrastructure Financing .....	26
PLAN IMPLEMENTATION.....	27
Phasing and Financing Strategies .....	28
PLAN MAPS.....	33
APPENDIX A.....	A-1
FINANCING PLAN.....	A-1
APPENDIX B .....	B-1
INFRASTRUCTURE PLAN & NEEDS ASSESSMENT .....	B-1
APPENDIX C .....	C-1
DESIGN STANDARDS .....	C-1



# 1

## INTRODUCTION



## Purpose

The La Posta Road Area/District Plan (hereafter referred to as the La Posta Area Plan, or Plan) provides a framework and strategy for achieving the vision the community has expressed for Koshak Mesa and the Animas Airpark Mesa. The Plan seeks to balance the interests of existing residents and business owners, while anticipating the future demand for economic growth through commercial, light industrial and industrial businesses, as well as different types of housing. Acknowledging that the long term success of the community depends on a strong economy and a healthy environment, the Plan seeks to provide for commercial and residential development in a responsible manner that retains the aesthetic quality of the region and the essential functions of the ecosystem.

Accompanying the vision for the La Posta Area is a clear strategy for accomplishing it. Managed growth in a form and density that achieves the economic and aesthetic goals of the Plan will not occur without a strategy for building and funding the necessary infrastructure. Development of the Animas Airpark has been limited, and growth along La Posta Road has struggled to begin, in part, because of the cost of extending services to the area and providing secondary access to the airpark. The La Posta Road Area Plan lays out the steps necessary to finance trunk water and sewer infrastructure and to improve the roadway network in the area, which will allow property owners to develop their land in accordance with the Plan.

## Plan Area & Setting

The La Posta Road Area (Exhibit A) is located at the southern edge of the City of Durango, encompassing the lands on either side of La Posta Road (County Road 213) from the Rivera Bridge south to the point where the Animas River swings back to meet the road. The area includes the land known as Koshak Mesa, between La Posta Road and the Animas River, the Animas Airpark Mesa to the west of La Posta Road and the land west of the airpark up to the public lands that stretch up to Lake Nighthorse reservoir.

The lower mesa (Koshak) was historically used for ranching and some remnants of that agricultural tradition remain on the undeveloped parcels. Over time a mix of residential and light industrial uses have moved in. On the upper mesa, known as the Animas Airpark Mesa, light industrial and mixed commercial uses have predominated and in some cases flourished. Some residential is present, mostly built by people interested in being close to the airfield.

Recreational users know the area through their use of the Animas River and from cycling trips – La Posta Road is a very popular route for road cycling. There are currently no formal hiking or biking trails in the planning area; however, the Animas River Trail (ART) can be accessed from the trail spur that crosses the Animas River from Dallabetta Park. From this point, the ART stretches 7 miles to the north, providing exceptional non-motorized access to the community, including downtown Durango. To the south and east, the ART will connect to the SMART 160 Trail, which extends eastbound to the Grandview Area.

## Process & Participants

The planning process has involved defining what is important to the community in this area, identifying the challenges in balancing those sometimes competing goals and

establishing strategies for achieving managed growth. After the planning sessions for the La Posta Road Area halted in 2008 there was a hiatus for three years. A feasibility study funded jointly by La Plata County, the City of Durango and a consortium of land owners from the area provided the momentum necessary to restart the Area Plan process in early 2012.

The Area Plan has been shaped by extensive stakeholder engagement structured around three public input sessions in 2012: April 19, June 28 and September 13. Beginning with a “listening” session in which the concerns and aspirations of the property owners were captured, the planning team drafted a new land use map for the area and compared it with the previous draft plan from 2008. Further refinements were necessary to balance interests, and a set of guidelines for new development were crafted to give confidence to those concerned with how development would be executed, and to set expectations for those who planned to do the development. A fourth meeting was held on December 5, 2013, to review the exhibits and appendices. The final draft of the plan was presented to the stakeholder group at a public meeting held on June 18, 2013.

The plan is based on the following points refined from the stakeholder engagement process:

- The La Posta Area is a beautiful place enjoyed by those who live and work there and those who visit.
- It is an important growth area for new and expanded employment.
- There has been a long term need to obtain central water and sewer in order to grow and expand local businesses.
- Given the right of land owners to develop their property, we need to find a way to ensure that everyone’s interests are protected.
- Given the fact that no individual project can finance the establishment of a central water and sewer system, we need to identify a mechanism to fund the improvements necessary to support growth in this area.

The solutions presented in this document are based on these principles:

- The La Posta Area Plan is the tool for land owners, the County and the City to communicate their goals for the area.
- Thoughtful integration of land uses and infrastructure planning for future growth in the Area Plan will increase the predictability of how and where development will occur and what systems are needed to support it.
- Strong development standards and guidelines will protect common interests, create quality development and mitigate potential land use conflicts.
- An equitable financing system will bring needed infrastructure improvement and facilitate implementation of the vision.

This Area Plan, having been reviewed and approved by the Planning Commissions of the County and the City and presented to and adopted by the City of Durango City Council, will act in conjunction with the respective Comprehensive Plan and inform County and City staff as they review development proposals for the planning area. In the event that some or all of the planning area is annexed into the City or Durango, this document will inform the annexation agreement and guide zoning.

## Overview of Plan Directives

The general policy directives for the La Posta Road Area have been derived from the 2008 Draft, the stakeholder engagement conducted during 2011 and 2012, and the input of County and City staff. The plan directives are summarized as follows:

### Natural Resources

The natural resources of this area include the characteristic features of the landscape, including the native vegetation and geologic formations; the Animas River and other surface water sources; aquifers and other ground water sources; and natural gas, gravel and other mineral resources below the surface of the land. These resources have commercial, recreational, ecological and aesthetic value to the people who live and work here. This Plan seeks to preserve the interests of all stakeholders, with a concentration on the future generations that can benefit from their continued availability and value. As the core tenant of sustainability, this concentration on how decisions made today impact positively or negatively opportunities in the future, is closely tied to the County's focus on securing strong economic stability of the region and the City's effort to make Durango a model city for sustainability.

### Land Use

The La Posta Area contains a wide range of existing land uses including agricultural, low density residential, commercial, light industrial and heavy industrial (Exhibit B). In the future, it is assumed that each of these land uses will remain, but in different proportions. The existing low density residential subdivisions along Jack Rabbit Trail (Adobe Cliffs and Deer Island) are expected to remain generally as they are, as are the homes along La Posta Road at the base of the Animas Airpark Mesa (Exhibit F). The Future Land Use map (Exhibit G) takes into consideration the interest in, and need for, denser residential development to accommodate workforce housing, senior housing, and a changing demographic in the area and across the nation. Considering the fact that this area has a number of successful commercial and light industrial businesses, and given the need for more affordable, suitable land for these kinds of employers, more land area on the Animas Airpark Mesa and Northern Koshak Mesa is assigned to these land uses. The old gravel mine that was used to build the Animas La Plata Dam has ceased operation. A new gravel mining permit has been issued for the property south of the old pit. This area is considered a potential for future industrial uses on the reclaimed gravel pits left behind. One land use that is not currently present and should be planned for in the future is retail. It is not imagined that this area would become any kind of regional center for shopping, but there will be a need for neighborhood-scale retail development as the area grows.

### Utilities

One of the limits to growth in this area has been the lack of centralized infrastructure for utilities. The Area Plan provides a strategy for building trunk water and sewer lines and recommends a financing strategy that would share the basic expenses of the core trunk infrastructure bringing those utilities to the area, which will allow the owners in different areas of the planning boundary to develop their properties at different points in time. Other utilities, such as electricity, gas and telecommunications, will be necessary too and can be added or updated as the infrastructure is improved.

An analysis of the transportation, water, sewer, stormwater and dry utilities systems necessary to support development in this area was conducted by Russell Planning and Engineering in conjunction with this Area Plan. The findings are documented in the *La Posta Road Area Plan Infrastructure Plan and Needs Assessment (Appendix B)*.

## Transportation

Another limit on growth in the area, in addition to the lack of centralized water and sewer, is the transportation infrastructure. La Posta Road and the off-site intersection of River Road and Highway 550/160 will need to be upgraded as development activity increases in the planning area. Additional commercial growth at the Animas Airpark is constrained by the lack of secondary road access to the top of the mesa. Airpark Drive is a private road and is not built to the standards that the City would apply if the area were annexed. The Area Plan recommends that first an emergency route and then later a secondary route on the same alignment be provided by expanding and improving the road that is being built at the south end of the mesa to access the gravel operations to the west of the Airpark. Additional roads are proposed for the north and south subareas of Koshak Mesa to accommodate increased development there. A set of road section standards (Appendix C) have been developed as part of this plan that are acceptable to the County and to the City, so if the area is ever annexed, the new roads will be in compliance with City standards.

## Parks, Open Space, Trails and Recreation

Consistent with the rest of the community, the La Posta Area should have a variety of publicly accessible parks and recreation amenities available to its residents and visitors including neighborhood parks, a primary trail system for recreation and commuting and open spaces.

Open space for recreation, for wildlife corridors and for scenic beauty is an important part of the plan for the La Posta Area. Buffers along La Posta Road, along the river, between commercial/light industrial development areas and residential property and along the edge of the Animas Airpark Mesa will help to preserve open areas. Many of these areas will retain their native vegetation, which will keep the character of the landscape and provide habitat and cover for wildlife.

Parks, which are developed lands specifically created for recreation, will be provided in areas with increased residential density. The Plan indicates that the southern end of Koshak Mesa is the most appropriate for residential development, and it has excellent opportunities for parks, such as a riverfront park at the south end of the Planning Area. The specific programming and size of the neighborhood parks in this area should be tied to the type of residential development proposed and be in accordance with the City of Durango's Parks, Open Space, Trails and Recreation Master Plan and the City code relative to park dedication requirement.

Trail systems are vital elements of sustainable communities. Trails provide access to natural and historically significant areas, for recreation, for interpretation and study, for understanding our relationship with the natural environment, and providing alternative transportation options. The improvements to La Posta Road include a ten-foot wide multi-use trail that will accommodate pedestrians as well as cyclists, on this popular biking route. As the La Posta Area develops over time, this trail will become an increasingly important non-mo-

torized commuter route for those traveling to and from their homes and places of business within the La Posta Area, as well as to other parts of the community. Providing a safe and functional connection to the Animas River Trail spur at Dallabetta Park, along with connections from new developments in the area, will ensure that the La Posta Trail is a functional component of the community's overall trail system.

## Housing

The La Posta Road Area currently has a mix of single-family residential property types, including the large-lot homes in the Adobe Cliffs and Deer Island subdivisions, the smaller lots in the Animas Airpark Association, Unit 2 subdivision and the aviation-related residential units in the Paseo Del Cielo Townhomes subdivision on top of the Animas Airpark Mesa. During the stakeholder engagement process, a number of property owners expressed interest in creating more housing options in this area to serve the changing demographics of the Durango region.

The Regional Housing Alliance is conducting a housing needs assessment for Durango and the surrounding region. This information and the policies of La Plata County and the City of Durango should shape the discussion regarding the specific types and amount of housing that will be built in the La Posta Area in the future. The Area Plan, through the preferred land use plan, provides guidance on where residential density should be located within the planning area. Some higher density residential, such as multi-family senior housing or workforce affordable units in duplexes or triplexes, could be located in the south Koshak Mesa area with appropriate open space dedication and architectural standards. An increase in density in this area would suggest a need for some neighborhood-scale, convenience retail to provide basic services and reduce trips on La Posta Road.

# 2

## CONTEXT FOR THE PLAN



## Existing Conditions

The existing land uses in the La Posta Road Area (Exhibit B) are related to the history of the site and its proximity to Durango. Parts of Koshak Mesa still reflect the agricultural traditions of La Plata County. The Deer Island and Adobe Cliffs subdivisions along Jack Rabbit Trail are typical of low density residential development in the county – single family homes on large parcels served by well water and septic systems. The smaller residential lots along La Posta Road itself, at the base of the Animas Airpark Mesa, reflect an earlier period of growth before more intense development pressures influenced this part of the county.

The commercial and light industrial development on top of the airpark, and the few buildings on the lower mesa, are indications of a significant economic trend – and a conundrum in the community. Businesses in La Plata County that are not directly related to tourism and entertainment or the downtown commercial environment have struggled to find locations to grow. The Animas Airpark has been one of the few areas, along with Bodo Industrial Park and the Durango Tech Center (which are reaching capacity), where commercial and light industrial businesses have been welcome. However, without central water and sewer, and appropriate roadway connections, further development has been difficult.

In addition to the mixed commercial and light industrial development in the area, there has been a history of industrial activity – primarily gravel mining. With the recent approval of a permit for gravel operations to the southwest of the airpark, this type of activity in the area will continue for many more years.

The physical conditions of the plan area include, relatively flat areas, steep slopes, riparian zones, floodplain areas, drainages to the Animas River, ridgelines with skyline views, and gas wells (Exhibit E).

- One of the reasons that the La Posta Area is considered favorable for commercial and light industrial development is because there are very few other areas close to downtown Durango, served by sufficient roadways, with large areas of flat terrain (Exhibits C and D). While there are steep slopes along the river, near Kaycee Lane and forming the Animas Airpark Mesa, the majority of the land is within the range considered appropriate for building larger buildings.
- The floodplain along the Animas River is confined within the steeper banks at the north end of the planning area but spreads wider where the river bends around the southern end of Koshak Mesa, which slopes gently to the water in this area.
- There are a few significant drainage routes that will need to be considered as development occurs on the lower mesa and around the back side of the Airpark Mesa.
- The eastern edge of the Animas Airpark Mesa forms a skyline when viewed from the lower mesa and from the US-550 transportation corridor on the east side of the Animas River. Existing development has encroached on that skyline view in some areas, but many parts of the mesa edge are still vacant.
- Large and small mammals and birds make their homes in the sage-pine scrub in this area and move back and forth from the higher elevations to the west and the river on the east side. In addition, there is riparian habitat along the Animas, which is an important ecozone in this semi-arid environment, and the aquatic species that live in the river itself. The relatively low level of development currently has left much of the wildlife habitat in good condition. The fact that wildlife corridors cross La Posta Road could become a conflict in the future as development increases.

- The entire area is within a wildfire risk area, which is not uncommon in this region. Care must be given to creating fire buffers as development occurs. The installment of a central water system will aid greatly in fighting fires when they encroach on this area.
- The Fruitland Outcrop, a geologic formation in which methane gas can be found close to the surface, sits below this area, surfacing a mile to the north. A number of wells already exist in the planning area interspersed with the existing residential and commercial development. In some areas, methane from this formation has seeped into water wells, causing unpleasant conditions.

## Key Issues

There are a number of important issues that face the La Posta planning area. In order to achieve the vision set out by the community for the future growth of this area decisions have to be made about how to resolve these challenges. The recommendations, standards and guidelines presented in this Area Plan are focused on addressing key issues in the following areas:

### Natural and Cultural Resource Protection

The key natural resource issues facing the area are to establish a sustainable future land use pattern, to protect water quality in the Animas River and to manage wildlife habitat and corridors. Protection of the Animas River requires attention to riverfront development as well as the management of its tributary drainages. Wildlife habitat and the corridors through which wildlife moves should be preserved where possible and re-established or replaced where necessary.

The cultural resources of the planning area have been documented to some extent, but it is known that Native American artifacts have been found in the area and that the Old Spanish Trail crossed through. It is a matter of public policy to protect and preserve cultural resources. All archaeological sites shall be identified and appropriate preservation and /or mitigation measures shall be implemented in accordance with City requirements.

### Land Use Compatibility

To date the low level of development on Koshak Mesa has helped to preclude conflicts between different land uses. There have been some concerns about traffic volume on La Posta Road, especially as gravel operations resume. Given the interest in many land owners of developing their vacant properties, and given the fact that there is interest in both new residential development and new mixed commercial and light industrial development, there will likely be a situation where commercial/light industrial development will be adjacent to either existing or new residential development. These uses are potentially in conflict with one another in terms of noise, lighting, sight lines and traffic and will need to be mitigated appropriately.

### Utility Service Provision

The growth of commercial and light industrial development has been limited by the lack of central water and sewer systems. Residential development on larger lots has occurred and been supported by wells and septic systems, but the denser residential development contemplated by some land owners cannot occur without central utility services. In addition,

commercial and light industrial development on the Animas Airpark Mesa cannot continue to expand without central water and sewer and including water for fire protection.

The analysis of development feasibility for the area considered four scenarios for water supply:

1. Connect to the City of Durango water system.
2. Form a Metro District and construct a District Water Treatment Plant.
3. Form a Metro District to construct and manage a centralized Metro District system supplied by existing wells.
4. Remain on individual groundwater well systems.

The first scenario was considered the most viable, from a cost and reliability perspective and because it would allow build out to the densities that are being considered. The City of Durango is interested in allowing water service to be extended into this area and is planning for a water storage and treatment plant on the Animas Airpark Mesa. A water main has been installed on the Rivera Bridge in anticipation of serving the La Posta Area. Water service could be extended into the planning area at the cost of the property owners (through a Special District or other funding mechanism) and the City would maintain the resulting system. The City typically requires that areas served by City water be annexed eventually. A Water Study including calculations of projected demands, a plan for trunk waterlines for the planning area and the potential cost is included in the Infrastructure Plan and Needs Assessment report (Appendix B). A plan of the trunk water system is shown in Exhibit W.

Currently, there is no central sewer system in the planning area and all properties have their own septic systems. In considering new development, several options were considered to provide a central sewer system that would support densities greater than what is allowed if individual septic systems are used. It was assumed that existing residential properties on the south end of Koshak Mesa and along the foot of the Airpark Mesa would remain on their current, individual, septic systems. The options considered were:

1. Connect to the City of Durango Sewer System
2. Form a Metro District and connect to the South Durango Sewer District's system
3. Form a Metro District to construct and manage a new wastewater treatment plant.

The second option was considered the most practicable due to cost and viability. A Sewer Study is included in the Infrastructure Plan and Needs Assessment report (Appendix B). The report details a plan for constructing a trunk sewer system to serve the planning area, including the Airpark and Koshak Mesa, with a lift station at the southern end of the lower mesa and a lift station to pump sewage to the South Durango Sanitation District sewage treatment plant on the east side of the Animas River. A plan for the trunk sewer system is shown in Exhibit V.

## Transportation Improvements

### La Posta Road

La Posta Road is an important route to the south along the west side of the Animas River. It carries residential traffic and commercial traffic supporting the uses in the planning area and points further south. La Posta Road is also a very popular bicycling route, and as the area develops further, will become an important non-motorized commuter route. This will result in increased conflicts between trucks, cars and bikes. Redevelopment of La Posta

Road through the Planning Area with bike lanes and a separated trail will help to reduce those conflicts.

### **Animas Airpark Mesa Access**

Another significant transportation system gap is the access to the top of Animas Airpark Mesa. The top of the mesa has seen a greater intensity of commercial and light industrial development than the lower mesa, and yet it is only served by a single private access: Airpark Drive. There are many stories of near accidents with heavy commercial vehicles trying to navigate that road, and on some winter days access is difficult because of the steep grade. A second access route is needed to provide safe access to the top of the mesa, for business purposes and for fire protection vehicles. When that area is provided with water and sewer service, density will increase and the need for another route to access La Posta Road will be even more evident. This Plan supports the Road E connection as a means of secondary access to the airpark.

### **Transit**

As density increases in the La Posta Road area, it will be important to extend transit services to this part of the community. Currently, the closest bus service is the Durango Transit service to the Walmart just under a mile away from the northern edge of the planning area. There is existing transit service to Mercy Regional Medical Center from town with a transfer at Walmart. Without a service expansion this route cannot be re-routed down La Posta Road. A Durango Transit service expansion is not available due to budget constraints. Should transit service be desired in the La Posta Road area a financial contribution will be necessary to fund said expansion. Service is every 30 minutes (weekdays only to Mercy). Bayfield Ignacio Road Runner Transit is another nearby transit service that runs between downtown Durango and Ignacio. There may also be potential for this route to divert down to La Posta Road. This service runs 4 times a day. It is likely that if annexed into the City, a transit stop would be proposed along La Posta as well as within the Animas Airpark. This would provide a valuable transportation alternative for residents and employees in the area.

### **Intersection Improvements**

An analysis was performed to consider potential impacts to the surrounding road system with the proposed land use plan. It is documented in the Infrastructure Plan and Needs Assessment (Appendix B). A detailed traffic study analysis will be required once specific development plans are proposed, including uses, densities and phasing. The street sections presented in the Design Standards section (Appendix C) define the roadway improvements to accommodate additional car and truck traffic the will come with increased development and define the bike facilities that will serve that mode of travel.

The following intersections are anticipated to be impacted by potential development of the study area:

- La Posta and River Road Intersection
- River Road and Escalante Drive Intersection
- US 550/160 and River Road Intersection
- US 160/550 and Dominguez Drive Intersection

The Land Use Plan anticipates increased development according to the land uses in the Land Use Plan (Exhibit G), which will generate increased traffic volumes at the intersections listed below. Details of the required improvements at each intersection are listed

below and described in the Infrastructure Plan and Needs Assessment (Appendix B) prepared in conjunction with this Area Plan.

- The intersection of River Road and La Posta Road will need additional lanes by 2024 and will need a signal or other improvements by 2029.
- The intersection of La Posta Road and Kaycee Lane will need additional lanes and a signal or other improvements by 2024.
- The intersection of Airpark Drive and Skylane Drive will function with full projected 2034 traffic loading in 2034 with no improvements.
- The intersections of River Road with Escalante Drive and Highway 550 / 160 have already been identified by CDOT and the City of Durango as needing improvements. These improvements will not be included in the cost estimates for this area nor the funding strategy for infrastructure improvements.

A plan of the roadway system is shown in Exhibit I.

## Planning Process

The La Posta Road planning process began initially in 2006. The process was intended to be coordinated with a City-wide Comprehensive Plan update. After more than seven public meetings and a great deal of input from the property owners in the project area, a Draft Area Plan was issued. It was based on the amalgamation of the preferred features from three scenarios: the 1997 Plan plus, Growth Centers and Compact Growth. In 2008, the Draft Area Plan was put on hold by the then seated City Council. Certain portions of the Area Plan map were still under discussion and were identified as needing further work.

In 2011, a group of property owners engaged with the City and the County, generally at the property owners' expense, to study the feasibility of whether the La Posta Road Area could develop in a feasible and financially viable way, based on the need for central water and sewer and road improvements before more commercial and light industrial growth could occur. The feasibility study concluded that this area is an important potential growth area for jobs and that the necessary infrastructure improvements could be financed through a Special District or a Special Improvement District.

In 2012, the Area Plan process was re-opened and the County and City agreed to jointly fund the effort. The planning effort began with the Draft Area Plan from 2008. Through public meetings and stakeholder input, the planning team re-assessed the preferences of property owners regarding land use designations. The concept of central water and sewer systems being installed in the area was explained and a proposed road framework was reviewed. As part of the planning process, the City made it clear that they would consider annexation of some or all of the La Posta Road Area in the future. With that consideration and the recommendation that City water be extended into the area, the participation of the City or Durango Public Works department became more important. In addition to reviewing the road standards and street sections with the County engineers, they were reviewed with the City as well to ensure that the improvements would be in compliance with City standards and able to be dedicated to the City upon annexation.

The approval process for the Area Plan consists of review and adoption by the La Plata County Planning Commission and review by the City of Durango Planning Commission, who make a recommendation to the City Council. Ultimately, the City Council votes to adopt the Plan.





# 3

## PLAN POLICIES AND STRATEGIES



## Natural and Cultural Resources

The City of Durango Comprehensive Plan policies apply in addition to those policies established in this section of the La Posta Road Area Plan. Comprehensive Plan policies addressing sustainability, environmental protection, ridgeline/hillside protection and habitat retention are supplemented and refined by the following objectives and policies:

**Objective 1.1: Ensure that new development in the La Posta Area is consistent with planned and desired uses of the area's natural and cultural resources and the following policies:**

- Policy 1.1.1: Preserve riparian areas along the Animas River and wildlife corridors leading to and from the Animas River.
- Policy 1.1.2: Establish a buffer area limiting encroachment of development along the Animas River. Generally, this buffer should extend an appropriate distance from the high water line to any structural (building or surface structures) improvements. Develop appropriate setbacks between the ridgeline overlooking the river and development, with setbacks to be determined prior to development.
- Policy 1.1.3: Require buffers, vegetation, water treatment, dust control, noise control, site restoration, site revegetation and other measures as deemed necessary to protect the physical and social environment where mineral extraction will be conducted. Requirements should be established through the public hearing process on future permit applications or permit expansions.
- Policy 1.1.4: Limit truck traffic on streets used for residential development to the greatest extent possible.
- Policy 1.1.5: Oil and gas operations shall comply with applicable State, City and County standards, which may limit the achievable densities on some properties.
- Policy 1.1.6: The City and County should coordinate with property owners to ensure that they understand the implications of living with gas and oil wells, as well as the potential impact of wells on future development potential.
- Policy 1.1.7: Identify, preserve and protect significant scenic, cultural, historical and archaeological sites in this area for the benefit of existing and future generations.
- Policy 1.1.8: Design a regional pedestrian and bicycle hard surface trail in the La Posta planning area. Perform further analysis in order to determine the best alignment of any future trail, which provides proximity to the existing La Posta Road and connection to both the Animas River Trail and SMART 160 Trail.

## Growth Coordination

The La Posta Area is subject to an inter-governmental agreement between the City of Durango and La Plata County addressing planning processes and development standards in certain unincorporated areas surrounding the City. Pursuant to that agreement, the City and County will coordinate future development decisions to achieve the goals, objectives and policies in this jointly adopted area plan. The City of Durango policy for utility extension requires development to conform to their adopted Comprehensive Plan.

### **Objective 1.2: Coordinate the timing and funding of infrastructure, land use and other development decisions with private property owners, the City of Durango, and La Plata County.**

- Policy 1.2.1: Link the timing of development to run concurrently with adequate public facilities such as water, sewer, stormwater management and transportation system improvements. Transportation systems include vehicular, transit, bicycle and pedestrian traffic. The ability to achieve the land uses and intensities indicated in the future land use map and this Plan's policies will depend on the provision of, or commitment to provide adequate public facilities concurrently with the demands for those facilities
- Policy 1.2.2: Require new development to fund its proportionate share of the costs of required capital improvements, and service improvements like transit. To this end, the City and County will coordinate with property owners and the South Durango Sanitation District to facilitate the formation of a financing district to fund improvements, with the understanding that infrastructure improvements will be built to City standards.
- Policy 1.2.3: Allow for some development to proceed prior to the resolution of the water and sewer service challenges.
  - a. Allow for residential development under the following conditions:
    - Allow for single family residential on Rural Residential properties at a density not to exceed 1 dwelling per 3 acres.
    - Allow for development of a single residential dwelling on other residentially designated properties provided that the dwelling may not obstruct easements and rights-of-way necessary to support future development at urban densities.
    - Allow for interim residential development of up to thirty percent (30%) of the developable area of low density residential parcels subject to approval of a plan for the entire site that achieves an overall density of at least 3 dwellings per acre with provision of centralized water and sewer service. To achieve this, interim development should be clustered on lots that are not greater than 1 acre. On-site wastewater system drain fields may extend into future development areas subject to arrangements for future connection into centralized sewer.
  - b. Allow for non-residential development under the following conditions:
    - Uses are consistent with the Future Land Use Map;
    - All easements and rights-of-way necessary to support future development at urban densities should be provided; and
    - Binding agreements should be established that provide for future connection to centralized water and sewer in accordance with adopted policies.
- Policy 1.2.4: The road improvement standards in this plan shall not be applied to local streets in areas that the City does not intend to annex (e.g., Adobe Cliffs and Deer Island).

- Policy 1.2.5: Except as provided in Policy 1.2.3 and 1.2.4, apply the City’s adopted public improvement and level of service standards throughout the La Posta Area, with the exception of the road standards. The modified road standards in this document shall be applied except as provided in Policy 1.2.4.
- Policy 1.2.6: If the City, County, South Durango Sanitation District and property owners are unable to reach agreement on plans for utility extensions within two (2) years, re-evaluate the Area Plan policies and future land use map and revise as appropriate to reflect the level of agreement between the parties at that time.

**Objective 1.3: Link the annexation of development in the La Posta Area with the provision of centralized water service in accordance with the following policies:**

- Policy 1.3.1: Require Implied Consent Agreements as a condition of City water service provision.
- Policy 1.3.2: Annex parcels when they are contiguous to the City and the full range of City services can be provided.

## Future Land Use

The Future Land Use map and mix of uses is shown in Exhibit G. A description of the land use categories is contained in Table 1.

Table 1: Land Use Categories

LAND USE	DENSITY RESTRICTIONS	DESCRIPTION	APPLICABLE ZONING DISTRICT
Rural*	Max 1 DU/ 35 acres	Private land that will remain in parcels of 35 or more acres. Most of these parcels will receive no urban level services.	R
Rural Estates*	Max 1 DU/ 10 acres	Private land that will remain in residential parcels of 10 or more acres. Most of these parcels will receive no urban level services.	R
Rural Residential*	Max 1 DU/ 3 acres	Private land that will consist of residential lots typically served by wells and/or septic systems.	R
Residential - Large Lot*	Max 1 DU/ acre	Single family residential lots which typically are served by public water and/or wastewater systems.	RS-R
Residential - Low density	up to 4.99 DUs per acre	Single family residential lots generally ranging from 6,000 SF to 1 acre that receive full urban services. This land use includes other dwelling types through planned developments. Limited neighborhood scale non-residential uses may be established subject to appropriate design and location standards (see policy 5.2.3).	RS-R, RS-4, RS-5

LAND USE	DENSITY RESTRICTIONS	DESCRIPTION	APPLICABLE ZONING DISTRICT
Residential - Medium Density**	From 5 to 11.99 DUs per acre	Single family residential lots smaller than 6,000 SF. Other dwelling types, including duplexes, triplexes, patio homes, apartments and townhomes are permitted. Limited neighborhood scale non-residential uses may be established subject to appropriate design and location standards (see policy 5.2.3).	RS-5, RST-8, RM-10
Residential - High Density**	From 12 -24 DUs per acre	Includes multi-family dwellings and group dwellings. Limited neighborhood scale non-residential uses may be established subject to appropriate design and location standards (see policy 5.2.3).	RM-16, RM-24
Mixed Use**	6 to 24 DUs per acre	Requires an integrated mix of both residential (typically multi-family units) and commercial development. Non-residential uses should be limited to retail, office, service and quasi-public uses with no outdoor storage, display or operations. Areas designated mixed use are strongly encouraged to be designed in accordance with "new urbanist" principles. The scale of commercial development should be consistent with the site location, but, regardless of scale, it should be designed to support pedestrians, bicyclists and transit riders.	PD, LC
Multiple Use**	<24 DUs per acre	Allows a mix of residential and commercial development or single use development. Non-residential uses should be limited to retail, office, service and quasi-public uses with no outdoor storage, display or operations.	RM-10, RM-16, RM-24, NB
Commercial**	NA	Permits a wide range of commercial development (e.g., office, retail, service), with all operations and storage being contained within the primary buildings (e.g., grocery stores, the mall, factory outlet stores, hotels, restaurants).	NB LC
Mixed Commercial / Light Industrial**	NA	Permits business park, commercial and light industrial uses with outside storage, display and operations (e.g., office/warehouse uses, auto sales, auto repair shops, lumber yards, light manufacturing). Additional buffering and more stringent design standards should apply to this category when adjacent to arterial roads or residential land uses.	LC HC I
Downtown CBD	NA	Permits a mix of residential and non-residential uses, but requires retail, service or office uses on all street level floors.	CB
Industrial	10-acre site, minimum	Permits mining, gas production, batch plants and manufacturing uses with outdoor operations.	HC I
Institutional / Public	NA	Public and quasi-public uses, such as schools, government facilities, cemeteries, hospitals and churches.	PB

LAND USE	DENSITY RESTRICTIONS	DESCRIPTION	APPLICABLE ZONING DISTRICT
Parks & Recreation	NA	Public and private land designated for passive or active recreational uses.	PB
Conservation / Open Space	NA	Public or private land which will remain undeveloped as natural open space. Minor improvements such as trails and parking areas may exist to provide access.	PB

*\*While these uses are not urban in intensity, they are included within the City’s planning area to establish appropriately low densities on environmentally sensitive lands or to establish transitional land uses in areas that are not anticipated to receive urban utilities in the next 20 years.*

*\*\*Maximum densities for these future land use categories are subject to additional limitations described in the Grandview Area Plan.*

This map and table will guide future development decisions as described in the policies of the City’s Comprehensive Plan and this Area Plan.

This area is planned to continue the emerging land use patterns, with the assumption that centralized water and sewer service will be available to commercial, light industrial; residential and multiple-use development. The western and northwestern portions of the Area are designated for Rural use, with one dwelling unit per 35 acres. The area to the west of the Air Park used for gravel operations is designated Industrial. The Air Park is designated Mixed Commercial/Light Industrial as is the property stretching out from the northern and eastern edges of the Air Park., The area immediately below the Air Park mesa is already developed with single family homes and has a land use designation of Rural Residential. This designation has also been applied to the large lot single family residential subdivisions along the Animas River. The area between the two residential areas is designated as Mixed Commercial/Light Industrial and this area is intended to be more commercial in character. The entire Animas River Corridor is intended to be protected through the establishment of a greenbelt. Where land is not dedicated for public purposes, private development will be set back from the hillsides and ridges overlooking the river. The southern end of the planning area on the east side of La Posta Road will hold a range of residential units, including some high density multi-family buildings, and medium density residential areas that may include various attached dwelling units such as townhomes, triplexes and duplexes. Residential low density, which includes single family homes, is also planned along the Animas River. The residential uses will be buffered from the mixed commercial and light industrial uses by buffers and development guidelines.

**Objective 1.4: Achieve a sustainable mix of land uses by using the future land use map to guide development decisions for public and private decision-makers.**

- Policy 1.4.1: Use Table 1 to categorize future land uses. Land uses are listed as examples and should not be considered all-inclusive. Intensities establish the maximum gross density for each residential land use category. Residential densities are expressed in dwelling units (“DUs”) per gross acre of a project, including streets and other dedication areas. Each category may permit land uses and intensities from more than one zoning district.
- Policy 1.4.2: Exhibit G is the Future Land Use Plan. The Future Land Use Plan is intended to be used in conjunction with the goals, objectives and policies of this Plan to guide zoning and development decisions. Coordinate with La Plata County to ensure that:

- » The type and intensity of land uses will be consistent with the Future Land Use Plan; and
- » Development proposals are consistent with the Future Land Use Plan and compatible with site specific conditions. Site specific review is needed to ensure development proposals are consistent with adopted development regulations, including but not limited to regulations addressing natural hazards; environmental protection; neighborhood compatibility/stability; design; and concurrency.
- Policy 1.4.3: Encourage the development of a mix of residential unit types that incorporate meaningful green open spaces. This should be accomplished by clustering residences.
  - » While the intention is for the overall average density of the residential in Subdistrict C to be equal to or less than five (5) dwellings per acre, it is assumed that certain areas and phases of development will have higher densities. Furthermore, to encourage this, a gross density of up to six (6) dwellings per acre may be achieved if forty percent (40%) or more of the property is retained as permanent open space.
  - » The County/City may allow for limited neighborhood scale retail and service development supporting surrounding residential development, subject to County/City location and compatibility standards. This area should not occupy more than five percent (5%) of the total area designated for this category.
  - » Higher density residential development should be buffered from existing rural residential subdivisions abutting these parcels.
- Policy 1.4.4: Protect the Animas Air Park flight paths from inappropriate encroachment by limiting additional residential development within flight paths on the upper mesa. New development shall comply with FAA and locally adopted requirements addressing lighting, building heights and setbacks to avoid interfering with flight operations. Development applications will be provided to the Air Park management for review and comment prior to approval. No new development that interferes with flight operations of the Animas Air Park shall be approved.
- Policy 1.4.5: Consider the potential for increased densities along the west side of La Posta Road while evaluating River Road traffic capacity and utility service options.
- Policy 1.4.6: Require compliance with the City's hillside regulations, which affects development on slopes of twenty percent (20%) or steeper.

**Objective 1.5: Achieve the development of a compatible mix of land uses through application of the following policies:**

- Policy 1.5.1: Apply existing City standards throughout the La Posta Area, with the exception of road standards, which shall adhere to the modified street sections in this Plan and as provided in policy 1.5.2.
- Policy 1.5.2: Develop special site development standards for commercial and industrial development surrounding Animas Air Park that limit outdoor lighting, but provide greater design flexibility for parking and landscaping design.
- Policy 1.5.3: Establish minimum setback, buffering, signage and outdoor lighting requirements along the eastern ridgeline of the upper mesa. These requirements should minimize the visibility of commercial and industrial development from La Posta Road and Highway 160/550 and Highway 550. Buildings should be set back a sufficient distance to allow installation of landscaping that will screen buildings from residences located in the planning area.

- Policy 1.5.4: Where non-residential development abuts existing or planned residential development, the site plans and plans for improvements must incorporate a combination of mitigating solutions, such as topographical relief, buffers, setbacks, screening, building form and mass, building height, and architectural design and finish. Where different conditions exist, such as residential being located on a slope above non-residential, non-residential being located above residential and the two different land uses being on the same level (see Exhibits T and U), each condition needs to be considered when reviewing development applications or setting new regulations.
- Policy 1.5.5: New development shall address parks, open space, trails and recreation amenity needs consistent with and meeting the intent of current City Plans and policies.
- Policy 1.5.6: Establish new trail connections on Koshak Mesa and seek to connect with other area trails to ensure connectivity to the regional network.
- Policy 1.5.7: New commercial developments shall be subject to City of Durango Commercial Use Design Guidelines, except as provided in Policy 1.5.2 for development surrounding the Animas Air Park.
- Policy 1.5.8: When updating the Multi-Modal Transportation Master Plan, provide for connectivity to the existing multi-modal transportation network and within the La Posta Road area.

## Sustainable Design

The planning of the La Posta Area has incorporated the concept of sustainability in four realms: environmental, community, economic and aesthetic. The La Posta Area and the development within it do not stand alone; they are part of a larger context of development that includes residents, workers, shoppers and visitors — the community.

The community relies on natural systems to function and thrive, as it is part of the larger environment. The businesses within the La Posta Area would not function if they did not adhere to responsible fiscal practices that lead to economic success. There must be a level of quality and consistency in the physical manifestation of the La Posta Area Plan that provides for excellence in the aesthetic realm. Each of these spheres of sustainability reinforce the others, and by striving for the greatest results possible in each, the sum will be greater than its parts.

For the La Posta Area, utilizing sustainable practices and strategies is a way to help the development fit better with the land, uphold a legacy of long-term planning and reach the forefront of the market for new built products. Sustainability can be a differentiator for the La Posta Area, and it can be a cost savings for owners and tenants.

**Objective 1.6: Facilitate development that is financially and economically sound while incorporating best practices of: sustainable design, site selection, energy efficiency, stormwater handling and aesthetic harmony.**

- Policy 1.6.1 Incorporate best management practices (BMP's) in the areas of: energy efficiency, waste control, water conservation, locally sourced materials, air quality, stormwater and carbon emissions when reviewing development plans or preparing development standards and guidelines.

- Policy 1.6.2: Site development within the La Posta Area needs to incorporate the special character of the area and the mixture of land use. This influences the orientation of buildings, location and configuration of parking and storage areas, site access and open space.
- Policy 1.6.3: Maintaining, to the greatest extent possible, the natural hydraulic systems of the land, is in the interest of all land owners in the La Posta Area. The handling of stormwater so that it infiltrates into the ground as quickly as possible is desirable. Maintaining natural channels and routes for runoff helps to maintain the character of the landscape, ensures the integrity of the rivers, and supports wildlife. Adjacent property owners must coordinate development activities to maintain functional, healthy, and continuous waterway systems.
- Policy 1.6.4: Achieve a balance between the parking needs of businesses and the potential impacts on adjacent residential uses. A combination of: siting of buildings, configuration of parking areas, vegetative landscaping, and other buffers can help balance and mitigate potential impacts.
- Policy 1.6.5: The character of the La Posta Area is shaped in part by the existing native vegetation. As development occurs in this area, it will be important to both preserve areas of native vegetation, and to design and install landscapes of a similar character. Plant material with low water requirements will help to reduce water use for irrigation and will fit with the climate.
- Policy 1.6.6: Landscape design guidelines should be developed and coordinated with buffer and screening guidelines, in order to capitalize on the visual barrier characteristics of trees and shrubs.
- Policy 1.6.7: Outdoor lighting guidelines should contemplate the impact on other properties in the area, in particular residences when being developed. Outdoor lighting on commercial, light industrial and industrial buildings and their parking and storage areas is important for safety and security, but it is also a potential source of intrusion onto adjacent properties.
- Policy 1.6.8: The community has a responsibility to adhere to the best practices of the Dark Skies initiative in order to protect the ability of others to view the beauty of the night sky.

## Utilities

The La Posta Road Area currently lacks centralized water or wastewater service. It is the City's policy to facilitate the extension of these utilities to the planned urbanizing area around Durango. The City will allow extension of water services to this area in accordance with its currently adopted policies as modified below. The City will need to coordinate with property owners, La Plata County and the South Durango Sanitation District to develop a rational strategy for the extension of sewer services throughout the urbanizing area.

**Objective 1.7: Within three (3) years, execute an implementation plan for the funding and construction of centralized water and wastewater infrastructure to the urbanizing area of La Posta Road.**

- Policy 1.7.1: Facilitate discussions between property owners, the County, the City and the South Durango Sanitation District to continue to develop and implement the plans for infrastructure improvements recommended in this Area Plan and the accompanying Infrastructure Plan and Needs Assessment (Appendix B). In conjunction with those plans, encourage the establishment of a financing mechanism, such as a Special District.
- Policy 1.7.2: Design City water system improvements to facilitate provision of water service to the urbanizing portion of the La Posta Area that is adequate for normal and emergency purposes.
- Policy 1.7.3: Prior to provision of centralized sewer service, consider the extension of water services on a case-by-case basis, subject to provision of necessary easements and rights-of-way for planned facilities and agreement to connect to centralized sewer facilities when they are available.

## Transportation

Increasing traffic congestion is the primary concern as development continues in and beyond the La Posta Area. Transportation congestion was one of the key factors considered in the analysis of the different growth scenarios for the entire Durango Planning Area, and it was projected that the street system will become increasingly congested under each of the growth scenarios through 2030. Most of the Hwy 160/550 corridor is forecast to operate at level of service (LOS) E or F under each of the growth scenarios, and the Future Land Use Map will result in traffic loads that exceed the capacity of the northern reaches of La Posta Road by the year 2030. In addition to the Scenario Analysis, the *2030 Trip: Durango/La Plata County Transportation Integrated Plan* was completed in June 2006, which serves as a reference for and basis for decision making concerning transportation planning in the City and County.

**Existing Conditions.** The existing transportation network is shown in Exhibit I. The only existing street within the Area that is identified on the City's Official Street Classification map is La Posta Road, which is identified as a Collector. River Road is classified as a Minor Arterial. Durango Transit currently provides service to the Hospital via the Hwy 160/550 corridor.

**The 2030 Trip study** shows that La Posta Road and Hwys 160/550 all currently (2004) operate at Uncongested (LOS A-C) levels south of the City. "Uncongested" indicates that these roadways generally operate in free-flow conditions. Just north of the US 160/550 and River Road intersection, the intersection of Dominguez and Hwy 160/550 is considered "Congesting" (LOS D), but falls within adopted level of service standards. The River Road intersection with Highway 160/550 is likely to constrain future development capacity in this area. The Colorado Department of Transportation (CDOT) will be reviewing the intersection's capacity to determine the need for future improvements.

**Transportation Improvements.** A number of transportation improvements were discussed during the public participation component of this Area Plan, including:

- Utilizing the access road to the gravel pit south and west of the Animas Airpark first as an emergency access and then later as a secondary access route to the businesses on top of the mesa. (Exhibit N).

- The need to increase capacity along La Posta Road as development increases, with a phased approach that brings water service and improved bike and pedestrian facilities in advance of full build out of the roadway (Exhibits J and K).
- The need for detailed intersection analysis for the intersection of River Road and Hwy 160/550 .
- The need for safe and convenient transit, bicycle and pedestrian connections to and through this area, including a separate bicycle/pedestrian trail along La Posta Road as well as a bicycle/pedestrian route up to the Animas Airpark Mesa.

**Objective 1.8: Increase transportation options and safety for La Posta Road area businesses and residents.**

- Policy 1.8.1: Link the timing of development in the La Posta Road Area Plan to the provision of adequate transportation system capacity, including the provision of adequate bicycle and pedestrian facilities.
- Policy 1.8.2: The City and County will coordinate with property owners to develop a future transportation and utility system on which to base approvals with the provision of planned transportation right-of-way and improvements. Exhibit I shows the proposed transportation system improvements for the La Posta Road Area. Road and trail alignments are general and will require detailed analysis to establish precise alignments.
- Policy 1.8.3: The City and County will assist affected property owners to plan and develop, funding mechanisms for secondary road access to Animas Air Park. The southern route, upgrading the gravel pit access road, is the most cost effective and least impactful visually. (Exhibit N)
- Policy 1.8.4: Limit development on the upper mesa until secondary access and water and sewer are established.
- Policy 1.8.5: Evaluate options to improve the design of Animas Air Park Road and its intersection with La Posta Road.
- Policy 1.8.6: Keep La Posta (Purple Cliffs) Road open as a reliever road and alternative emergency access route from Rivera Bridge to the north. Resolve issues between the City and the County to address design standards, long-term maintenance and operational control of the road.
- Policy 1.8.7: Property owners in this area will need to contribute financial resources for capital expenses and operations and maintenance for transit service along La Posta Road as the community develops; rights of way for bus stops/shelters within the planning area will also be necessary.
- Policy 1.8.8: Maintain the aesthetic quality of the visual corridor along La Posta Road, by providing or maintaining native vegetation as buffers and screening. (see Exhibit U)

## Infrastructure Financing

One of the most serious limits to growth in this area has been the inability of any one property owner to finance the infrastructure improvements necessary to support denser development. Neither the County nor the City typically fund infrastructure that is directly tied to, and necessary for, development to occur. As part of the planning process, two options for financing improvements were considered:

1. Create a Special District using Title 32 of the State statutes to collect revenues and issue bonds to pay for improvements.
2. Have the City or County create a Special Improvements District to collect revenues to finance specific improvements.

It was determined that option 1 served the interests of the property owners best, because it would provide one entity that could support all of the basic infrastructure needs: roads, water and sewer. It can be configured to serve a large area and subdivided to address needs of smaller components of that area. It also can grow to include properties within the planning area that initially do not want to participate.

**Objective 1.9: Establish a strategy for financing the infrastructure improvements necessary to support growth in the La Posta Road Area.**

- Policy 1.9.1: County and City should work with property owners to support their efforts to set up a Special District.
- Policy 1.9.2: Provide clear standards for improvements that will be built by the district and will, or could, be dedicated to the City in the future so that there is no conflict if and when parts of the planning area are annexed into the City.

# 4

## PLAN IMPLEMENTATION



## Phasing and Financing Strategies

The growth of the La Posta Road area as an employment center and a location for a mix of residential types will not occur without the infrastructure improvements called for in this Plan. The improvements to the roads and the establishment of central water and sewer systems are critical to developing at more than a rural density. The cost to establish those improvements is substantial, but the benefit in terms of jobs, diversity of housing, tax revenues and property values is even more significant. The question is, how to secure the initial financing for infrastructure in order to unlock this potential.

Given that no one property owner would be willing to finance the improvements on his or her own, and assuming there is not a master developer interested in assembling a large portion of the land in the planning area, the choices are for some or all of the owners in the area to form a Special District or for the City or County to form an Improvements District. The City, typically, would prefer to create a district to construct improvements that would be dedicated to them. In this case, given that the City has not annexed the property, and given the fact that the sewer improvements will be connected to the South Durango Sanitation District's system and not the City's, the recommended strategy is to form a Special District.

The State statutes under Title 32 dictate how a Special District is formed. A group of interested property owners will need to initiate the process which consists of the following basic steps:

1. Develop Service Plan
  - a. The Service Plan defines the "inclusion area" that can potentially be served by the district (probably the entire area covered by the Area Plan).
  - b. Defines the area covered by the district and which properties are included in the mill levy.
  - c. It also defines any subdistricts that will be used to finance improvements in a subset of the inclusion area.
  - d. It identifies the powers, obligations, limitations and procedures for the District.
  - e. Typically, it includes an infrastructure cost model and a financial proforma.
  - f. Approval requires a public hearing with the City Council and/or the County Commissioners. The governing jurisdiction needs to approve the Service Plan for the District to be legally formed.
2. Appoint Board of Directors
  - a. Appoint a Board of Directors, typically 5 people; made up of "qualified electors."
  - b. Electors must vote to authorize debt.
3. Issue Bonds
  - a. Issue Bonds secured by a District-specific mill levy on the District properties.
  - b. The mill pays the debt service and eventually retires the bonds.
  - c. Bonds can be issued at different phases of the project and can be based on the general district or subdistricts.
4. Construct Improvements
  - a. Construct Public Improvements such as sidewalks, roads, sewer systems, water lines, lighting etc.
5. Operation and Maintenance
  - a. District can impose operation and maintenance mill to cover costs of annual maintenance of improvements (roads, landscaping, sewer system, etc.).

- b. The district can also dedicate roads, waterlines and sewer lines to the City, County or another district, in which case the new entity would be responsible for operation and maintenance of those facilities.

The strategy for determining the Inclusion Area and the area to be served by the district is based on the belief that all property owners in the planning area can benefit from improved roads, municipal water and a central sewer system. Whether or not current owners decide to switch from well water and septic immediately, the inherent value of their property will increase (although the assessed value of the property will remain the same until there is a proven increase in market value). The planning process and the Infrastructure Plan and Needs Assessment report, upon which the cost estimates were based, have assumed that the existing residential subdivisions in the area will not want to participate in the district. Ideally, they are included in the Inclusion Area, so that future land owners can chose to join the district at a later date if they wish.

The phasing plan for the construction of infrastructure in the La Posta Road Area is based on equity, anticipated development pressure and balancing current and future bonding capacity with infrastructure cost. The General District, which includes all members of the district, will pay for improvements to La Posta Road and the off site improvements at US 550/160, as well as a trunk loop of water and the trunk sewer system that reach each area of the district. Subdistricts will pay for the branch water and sewer lines that reach each parcel and the trunk roadways within their subdistrict area (refer to Exhibit H for a map of the subdistricts). The subdistrict areas are as follows:

- Subdistrict A: North Koshak Mesa including primarily mixed commercial and light industrial land use areas.
- Subdistrict B: The Animas Airpark including mixed commercial, light industrial and some residential areas.
- Subdistrict C: South Koshak Mesa including primarily residential development areas.

The phasing of the infrastructure is as follows (NOTE: dates are approximate and will depend on the timing of the formation of a district):

*Refer to Exhibit W for the water plan, Exhibit V for the sewer plan and Exhibit I for the transportation plan*

#### Phase 1 (estimated 2014/2015)

- General District
  - » La Posta Road first stage improvements with waterline and multi-use trail from the bridge to Kaycee Lane.
  - » Water line extension from the new City funded water distribution source at the north end of the Animas Airpark Mesa to the south end of the Airpark.
  - » Trunk sewer system for the entire district.
  - » Intersection improvements at US-550/160.
- Subdistricts
  - » Road E as secondary access.

#### Phase 2 (estimated 2019)

- General District
  - » La Posta Road first stage improvements with waterline and multi-use trail from Kaycee Lane to the end.
- Subdistricts
  - » Internal roads.

- » Waterline extensions.
- » Sewer extensions.
- » Road E secondary access to Animas Airpark.

Phase 3 (estimated 2024)

- General District
  - » Full build out of La Posta Road.
  - » Traffic improvements on La Posta to handle additional capacity.

Phase 4 (estimated 2034)

- General District
  - » Sewer line for Future Connector Road along the west side of the Animas Airpark.
- Subdistrict
  - » Construction of Future Connector Road at the Airpark.

Not included in the district and subdistrict costs are the expenses associated with installing the dry utilities (gas, electric and telecommunications). Under state regulations those costs are ineligible for Special District bonds.

An estimate of the projected infrastructure costs is available in Appendix A, along with a breakdown of the assumptions for bonding capacity and estimated mill levy rates. A summary of the costs by phase and the mill levies required to cover those costs is provided below in Table 2.

The bond market is typically willing to take on debt issued by districts when the mill levies to cover that debt are at about 40 mills or below. Given that threshold, all of the phases of development to be covered by district and subdistrict bonds are considered marketable, with the exception of Subdistrict C. Since this subdistrict is almost solely residential, it generates far less bonding capacity. This is because the percentage of total value used to determine the assessed value (which is what is taxed) is about a third less than that used for commercial and industrial properties. In short, the development on Subdistrict C cannot pay for the infrastructure improvements through mill levy supported bonds. It is possible under Special District rules to assess fees from district members. In the case of Subdistrict C, the cost to extend infrastructure from the trunk systems to the development parcels could be covered by a combination of development fees based on number of units built and an incremental mill levy to cover operating costs.

The road that has been built to access the gravel mining operations on the west side of the airpark follows the alignment envisioned for Road E. As a gravel road, it can serve as emergency access to the airpark. The initial phase of infrastructure development should include the improvement of that road to the Secondary Road standard (Exhibit N) in order to allow for development to proceed at the airpark.

Table 2: District Analysis Summary

Description	Phase Initiation Year	La Posta General District	La Posta Sub-District A	La Posta Sub-District B	La Posta Sub-District C
Phase 1 - Infrastructure Costs	2014	\$ 5,995,575	\$ -	\$ -	\$ -
Phase 1 Bond Capacity - Current Development		\$ 6,060,645			
Mill Rate to Cover Initial Phase (2014)		35			
Phase 2 - Infrastructure Costs	2019	\$ 2,573,292	\$ 6,642,147	\$ 6,155,739	\$ 6,504,115
Phase 2 - Bond Capacity - Partial Build Out		\$ 1,878,351	\$ 6,693,595	\$ 6,184,641	\$ 6,504,115
<i>percent of full capacity: 25%</i>					Total Development Fee total number of units
Mill Rate to Cover Phase 2 (2019)		6.50	50.50	58.00	\$ 8,558 fee per unit
Phase 3	2024	\$ 4,976,096	\$ -	\$ -	\$ -
Phase 4	2029	\$ 180,581	\$ -	\$ -	\$ -
Phase 5	2034	\$ 271,286	\$ -	\$ 4,905,181	\$ -
Subtotal Later Phase Infrastructure Costs		\$ 5,427,962	\$ -	\$ 4,905,181	\$ -
Later Phases Bond Capacity - Partial Build Out		\$ 5,574,732	\$ -	\$ 4,938,589	\$ -
<i>percent of full capacity: 50%</i>					
Mill Rate to Cover Phases 3 (2024) to Phase 5 (2034)		13.0	0.0	37.5	



# 5

## PLAN MAPS





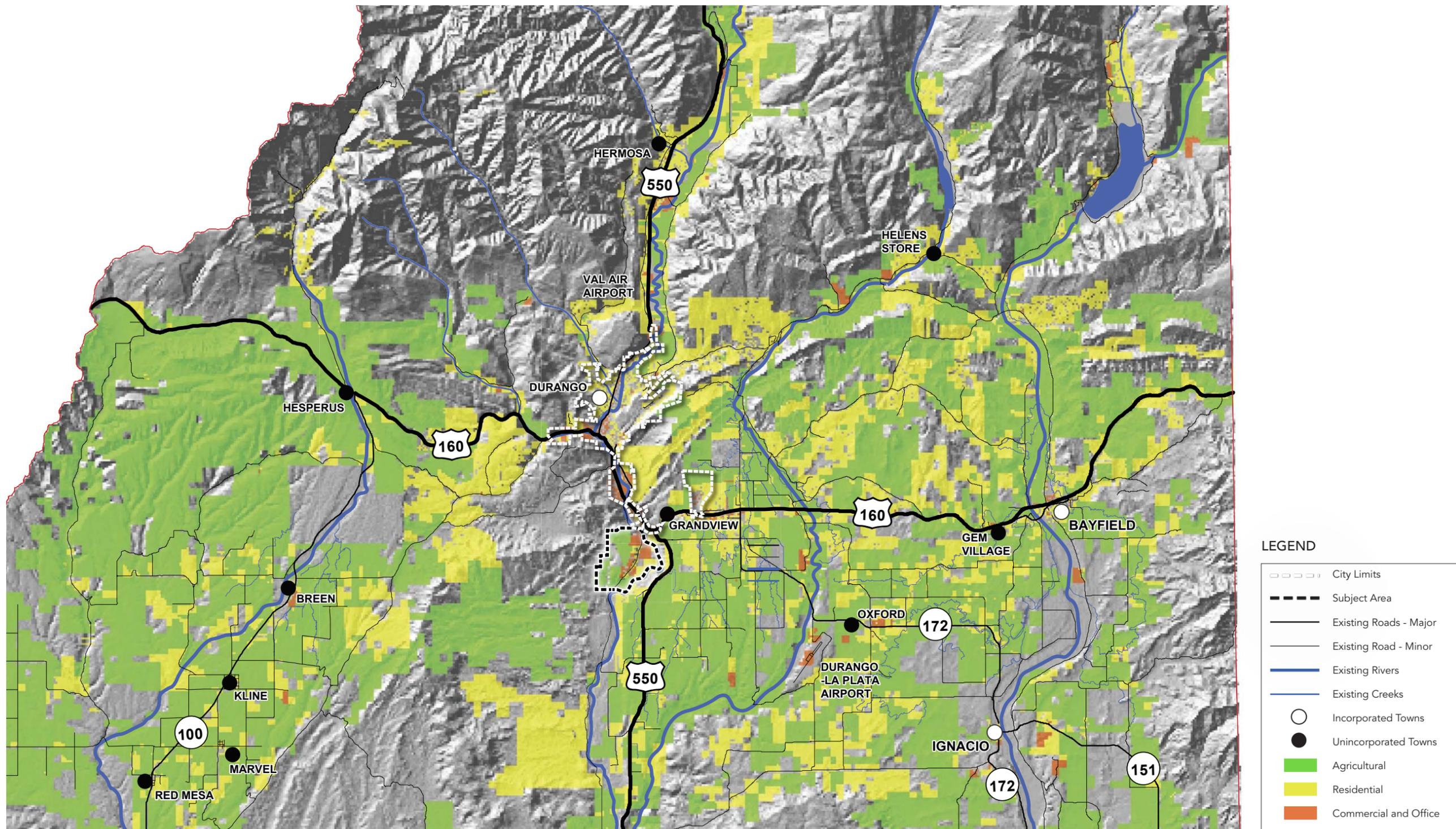
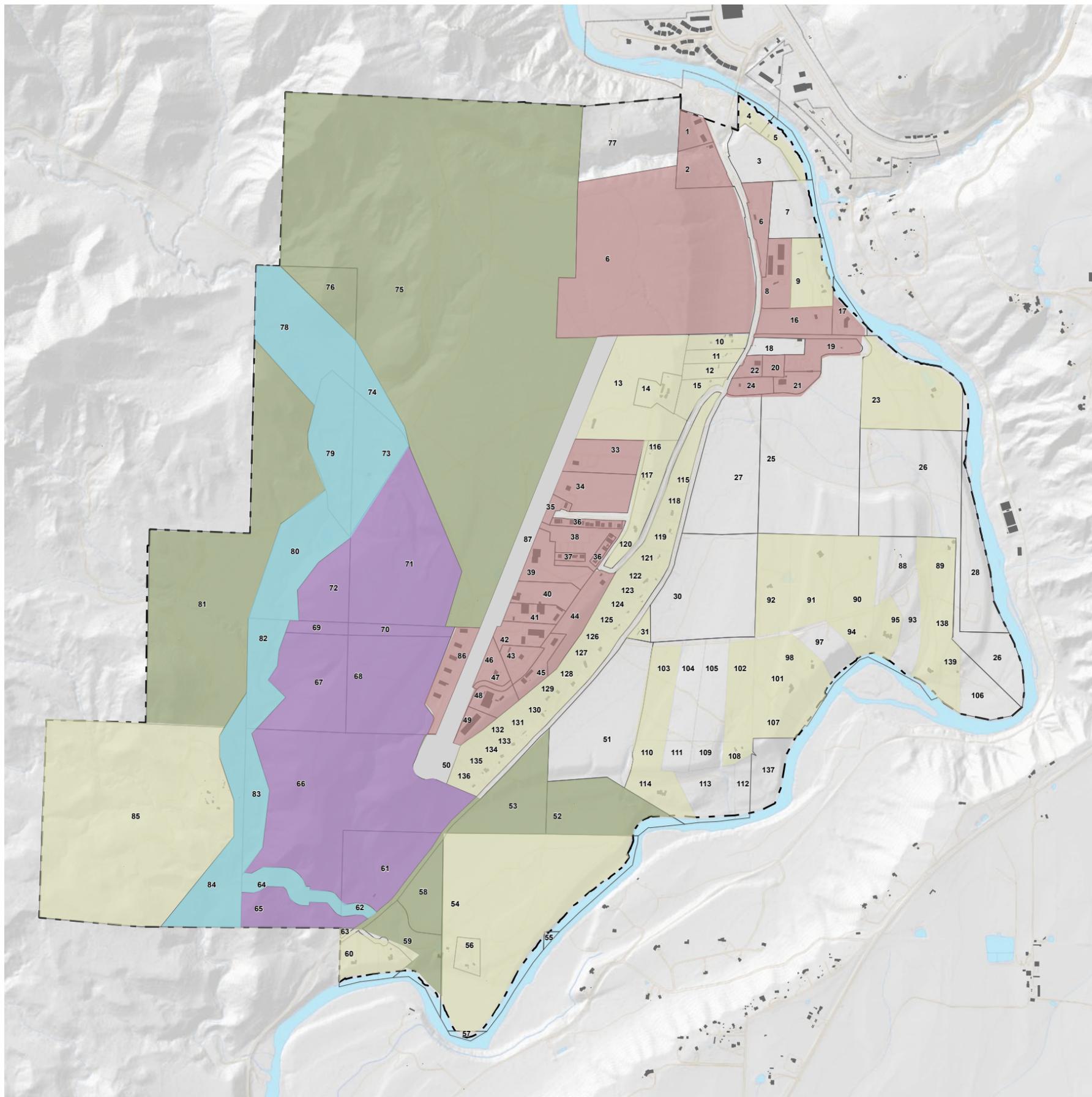


EXHIBIT A : REGIONAL LAND USE



LEGEND

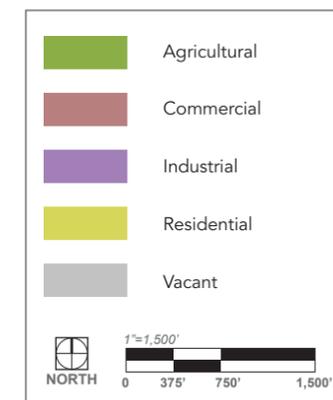


EXHIBIT B : EXISTING LAND USE

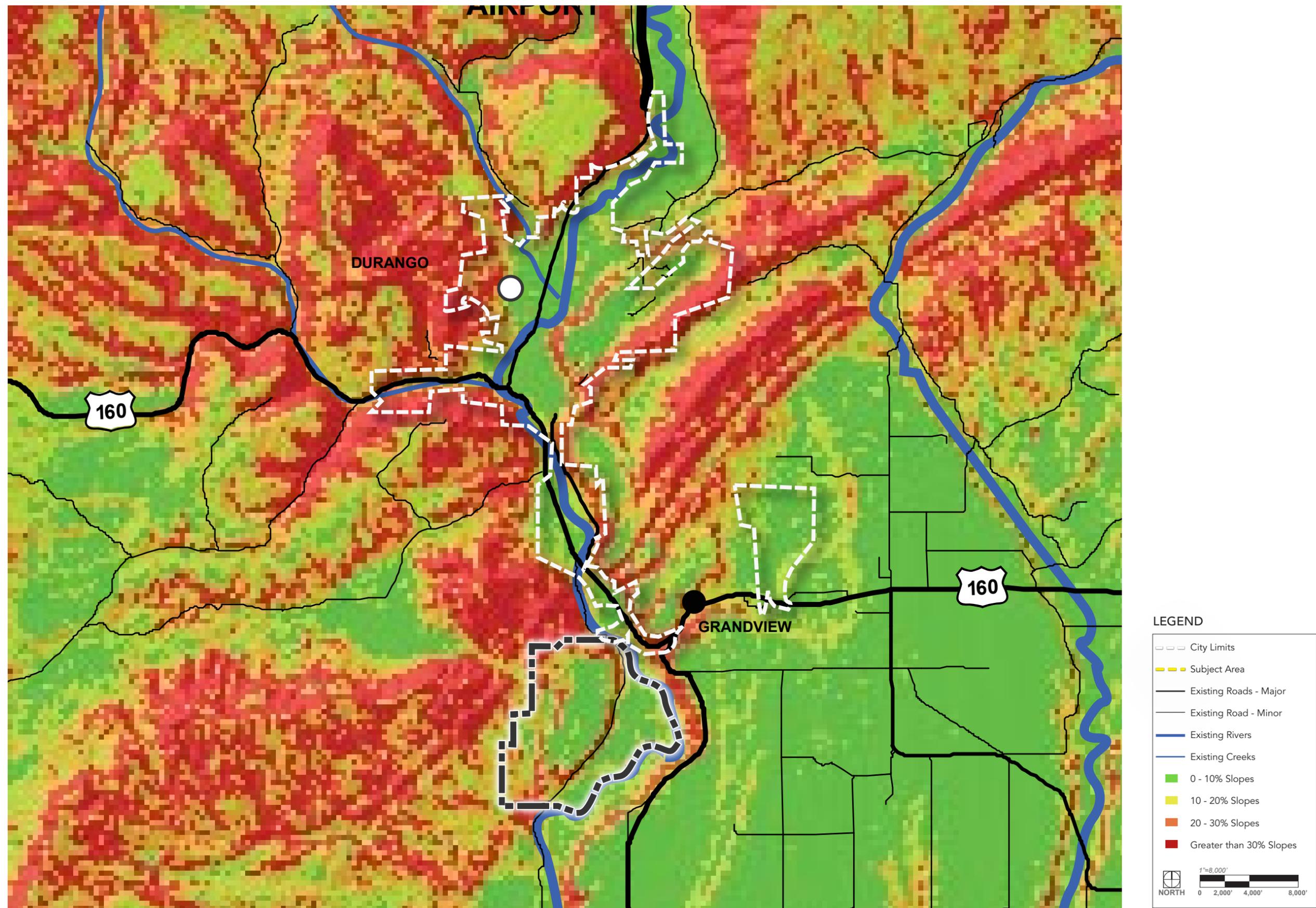
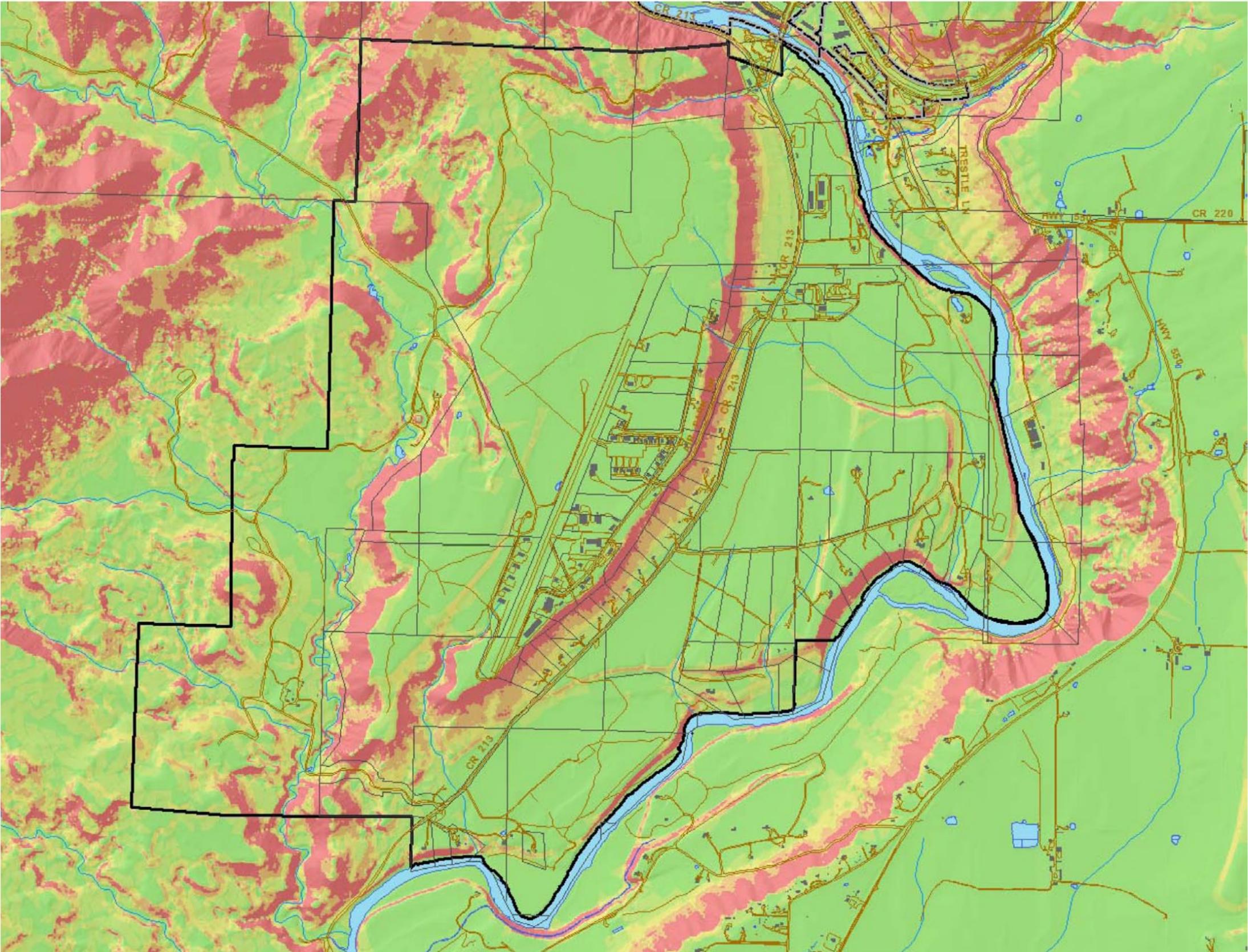


EXHIBIT C : REGIONAL SLOPE ANALYSIS



**LEGEND**

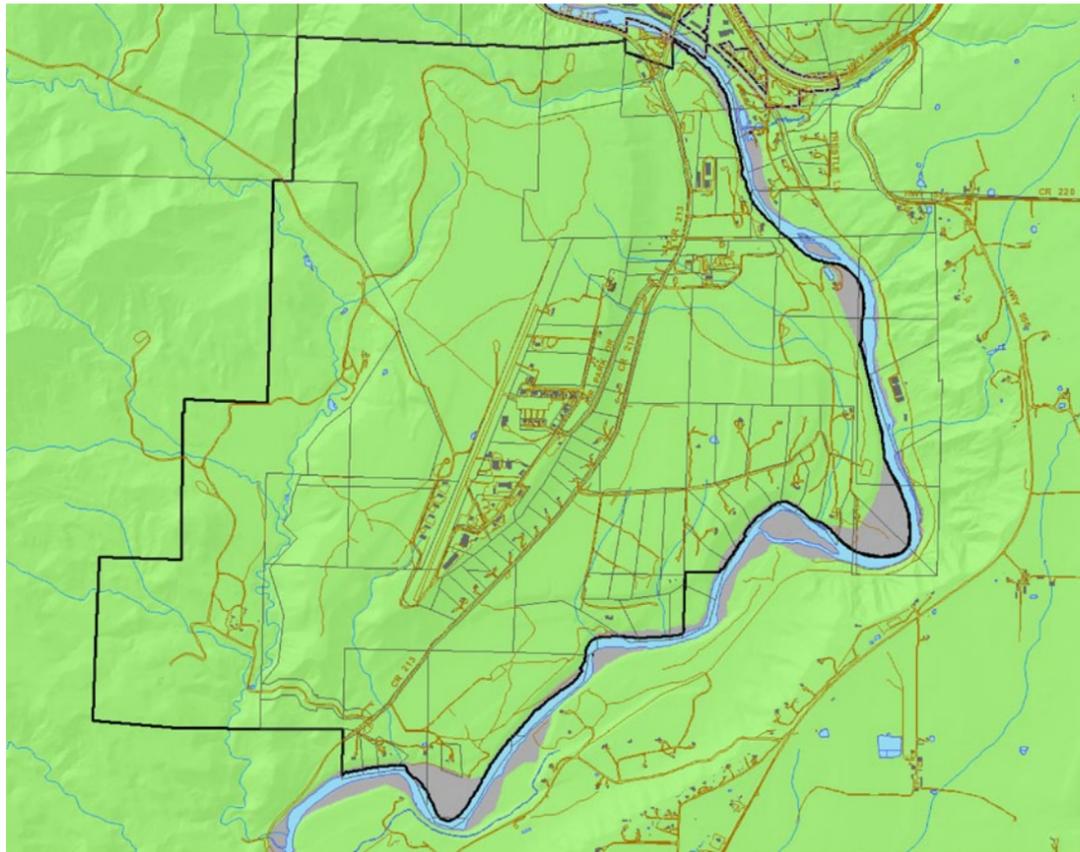
- Most Preferred (0-10%)
- Good (10-20%)
- Okay (20-30%)
- Poor (30-40%)
- Least Preferred (40%+)

1"=1,500'  
0 375' 750' 1,500'

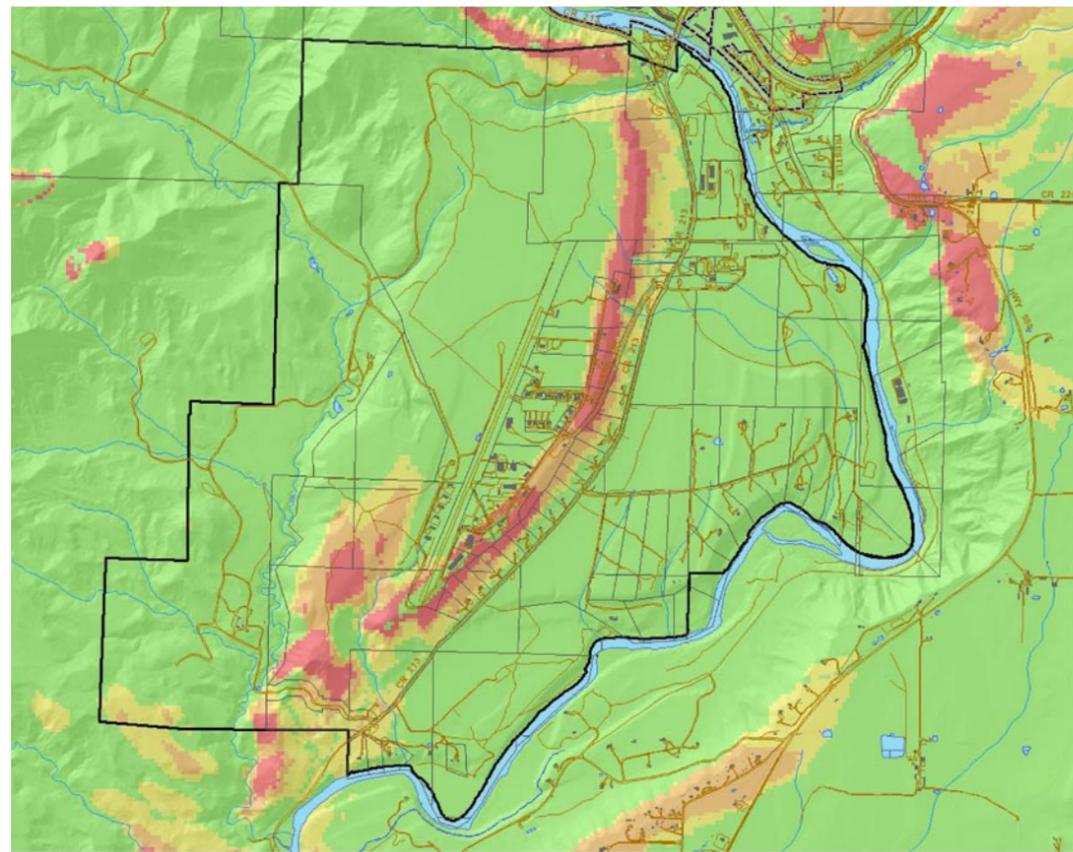
NORTH

EXHIBIT D : SLOPE ANALYSIS

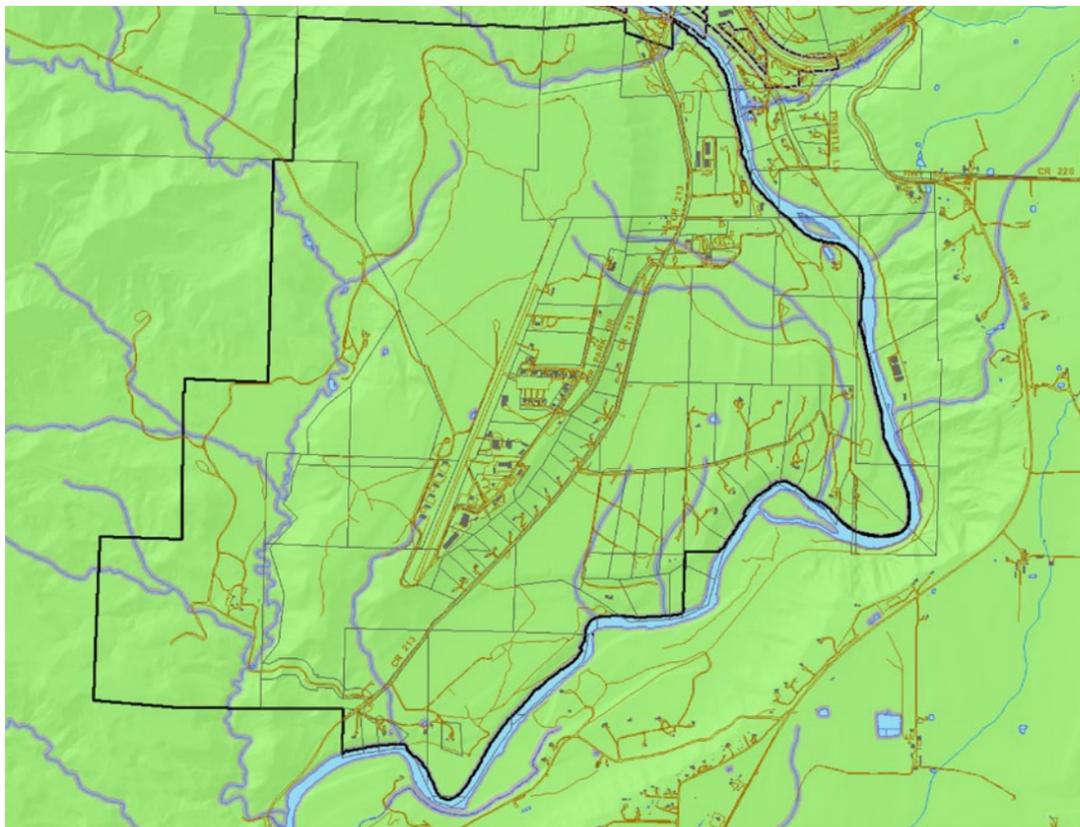
100 Year Floodplain



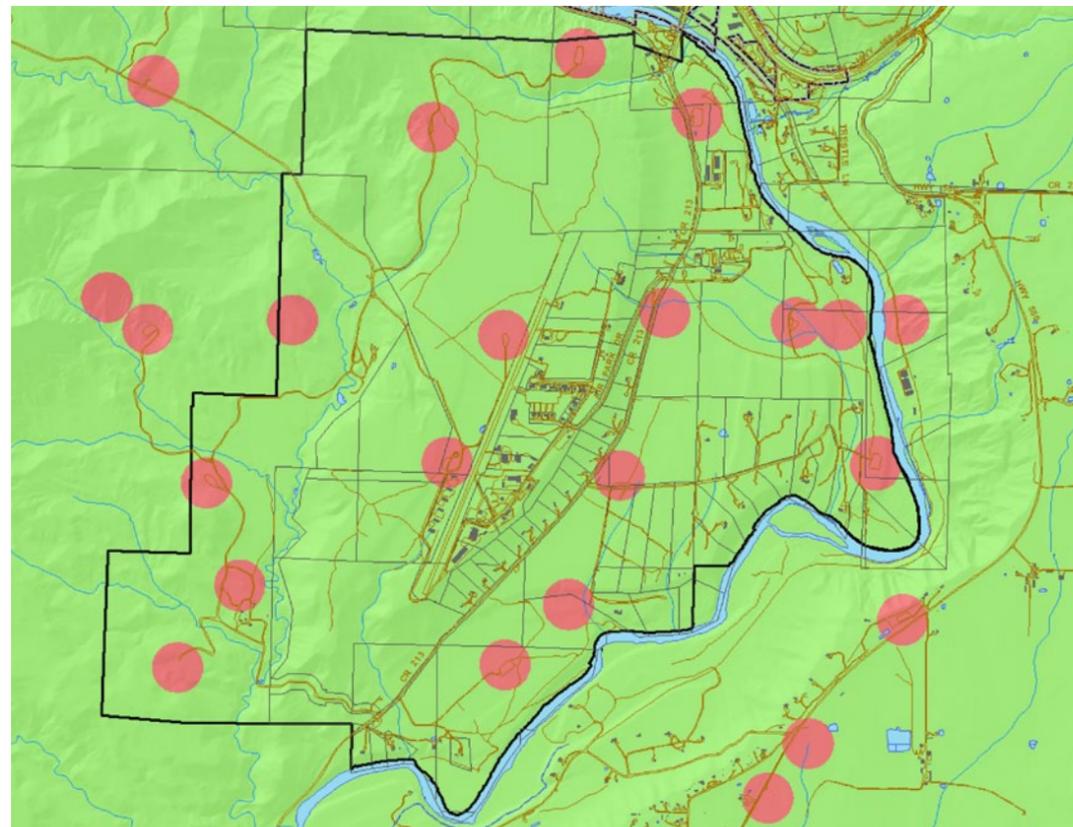
Skyline Analysis



Water Features (50' buffer)



Oil and Gas Wells



LEGEND

-  Floodplain and 50' Stream Buffer
-  Buffer- well with 500' setback
-  Most Preferred  
(Up to 1/4 mile, visible by 1-2 pts.)
-  Okay  
(Up to 1/2 mile, visible by 1 -2 pts.)
-  Least Preferred  
(1/2 to 1 1/2 mile, visible by 6 -11 pts.)

EXHIBIT E : ANALYSIS MAPS

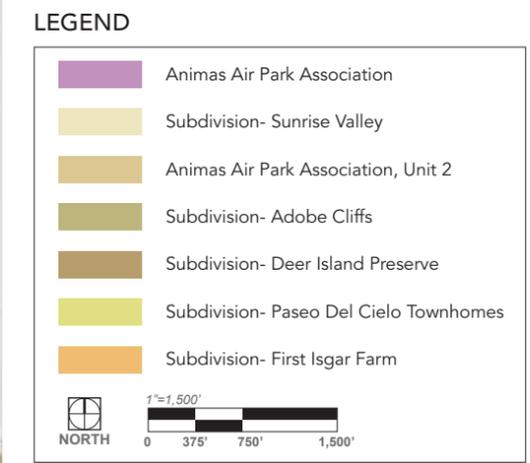
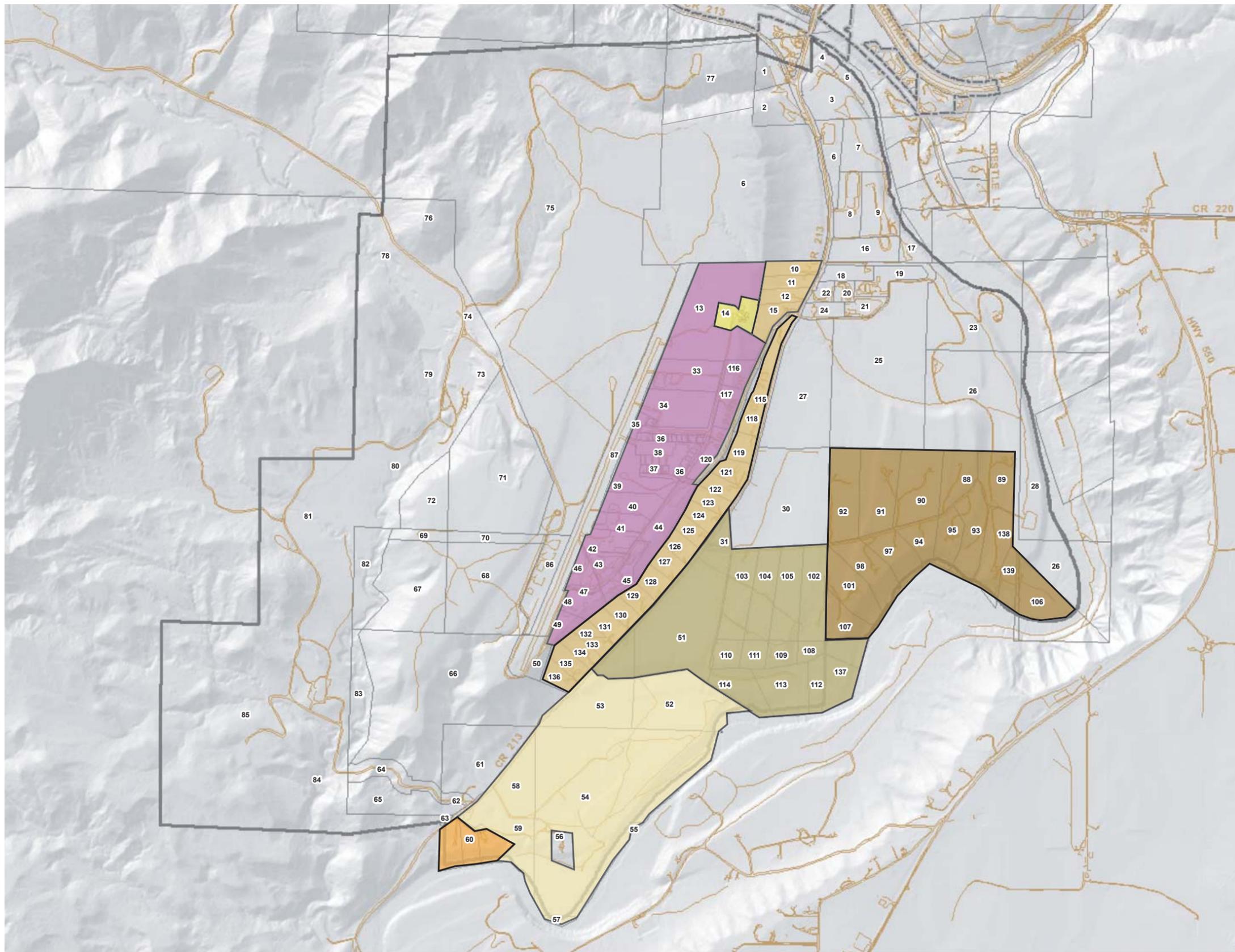
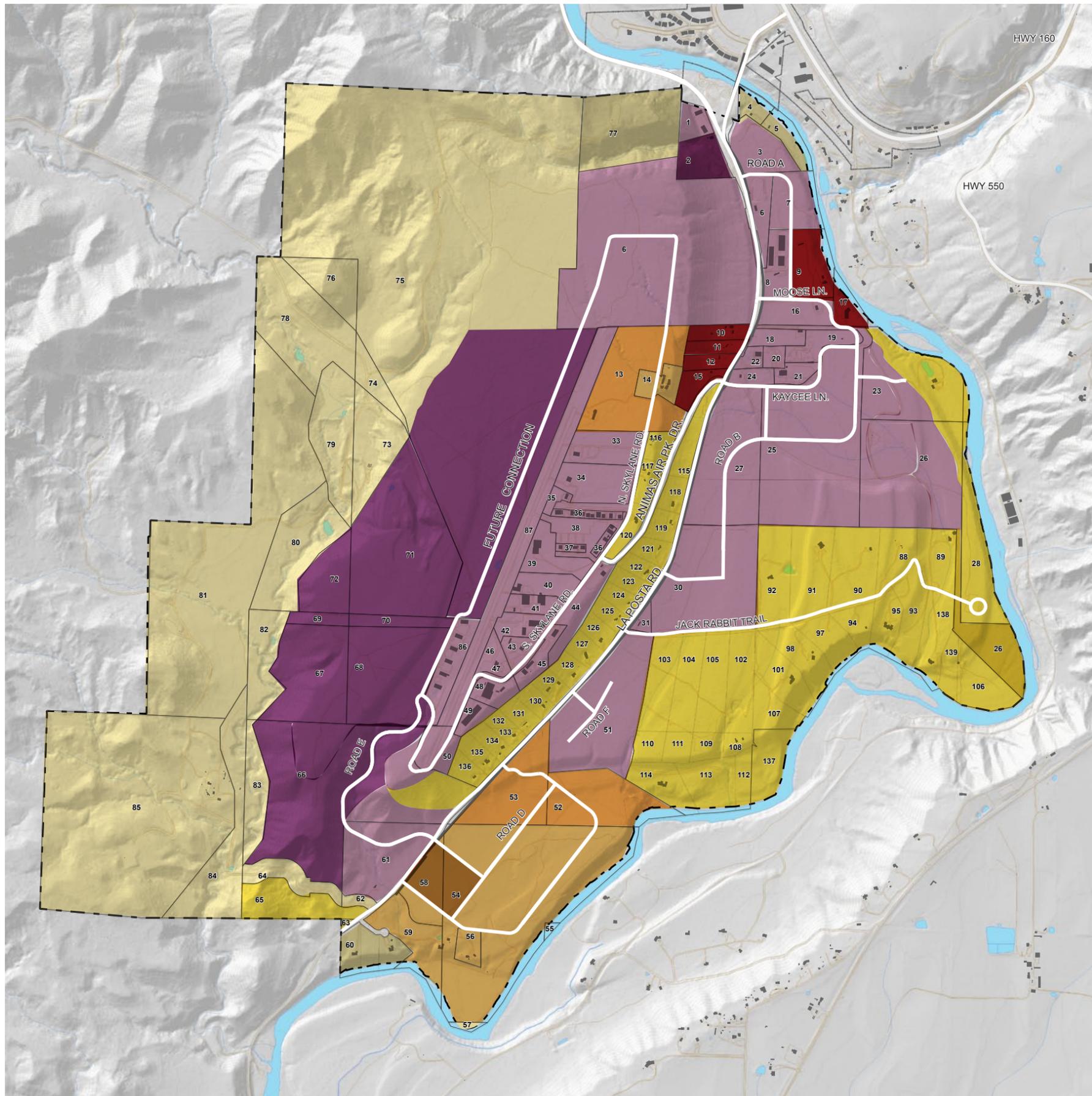


EXHIBIT F : PROPERTY OWNERSHIP



Note: Road and trail alignments shown on this plan are conceptual and are subject to change.

LEGEND

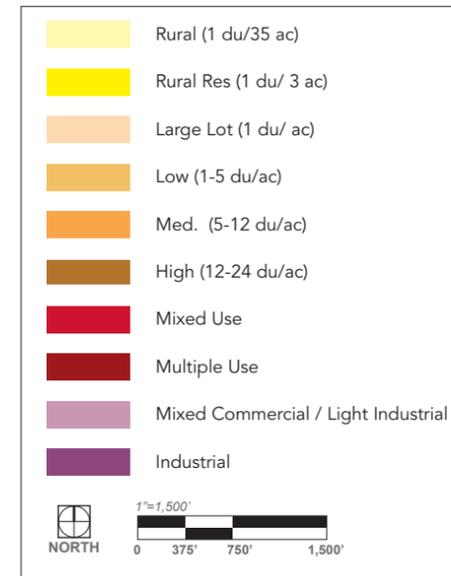
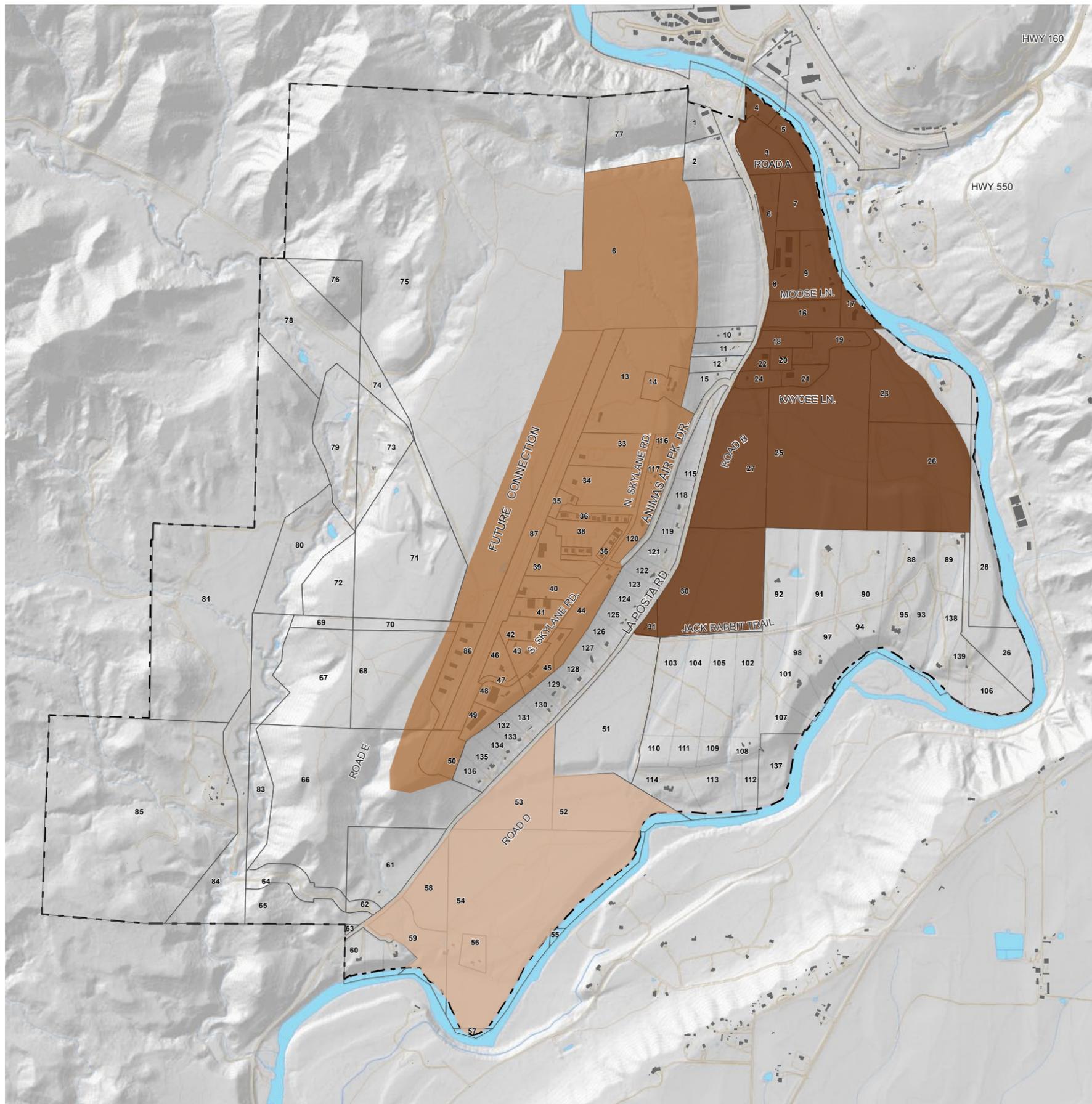


EXHIBIT G : DRAFT PREFERRED PLAN



Note: Road and trail alignments shown on this plan are conceptual and are subject to change.

LEGEND

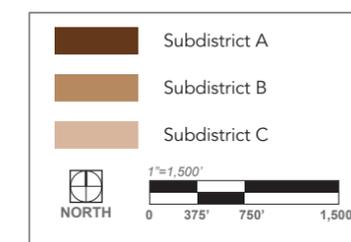
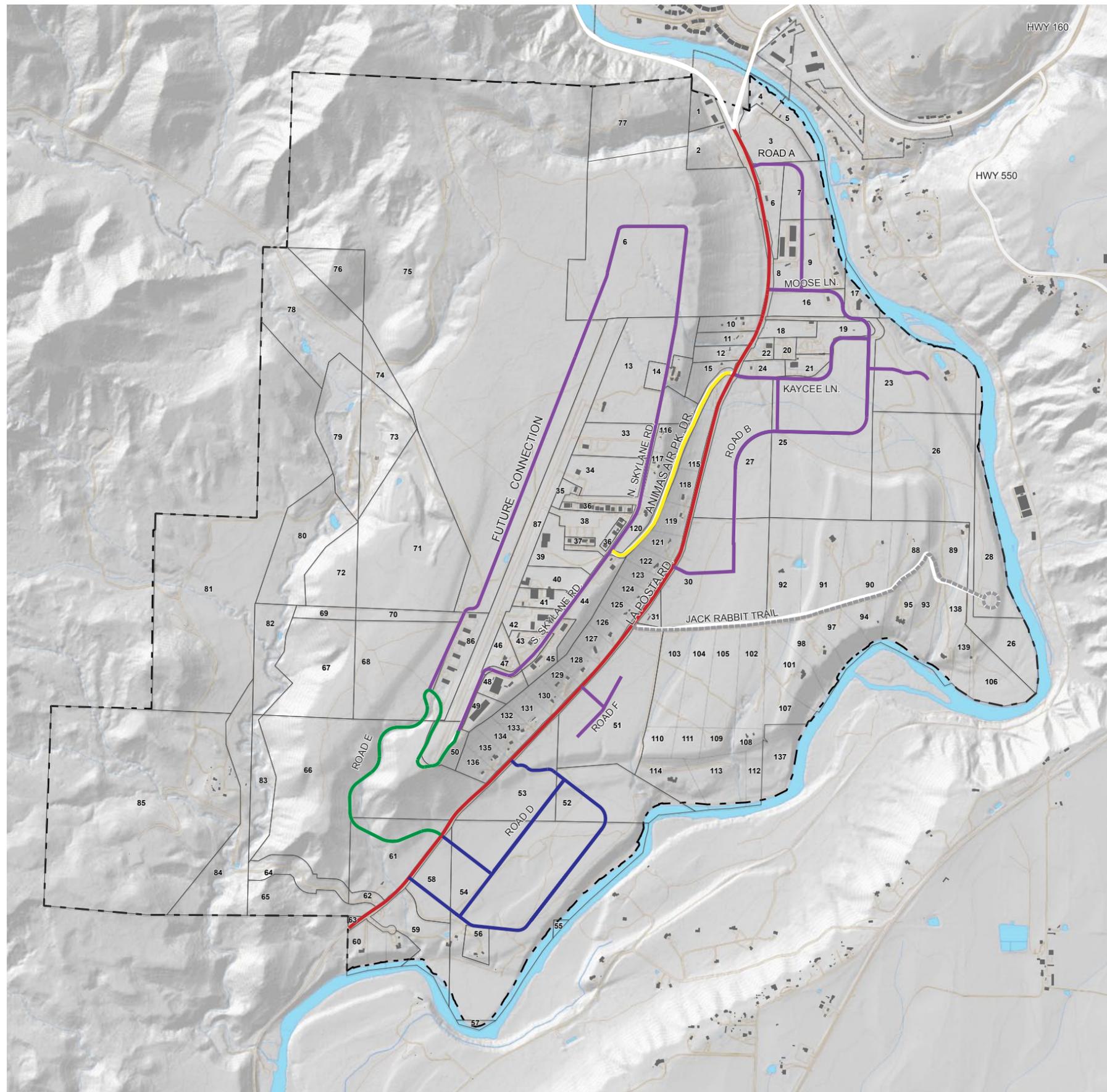


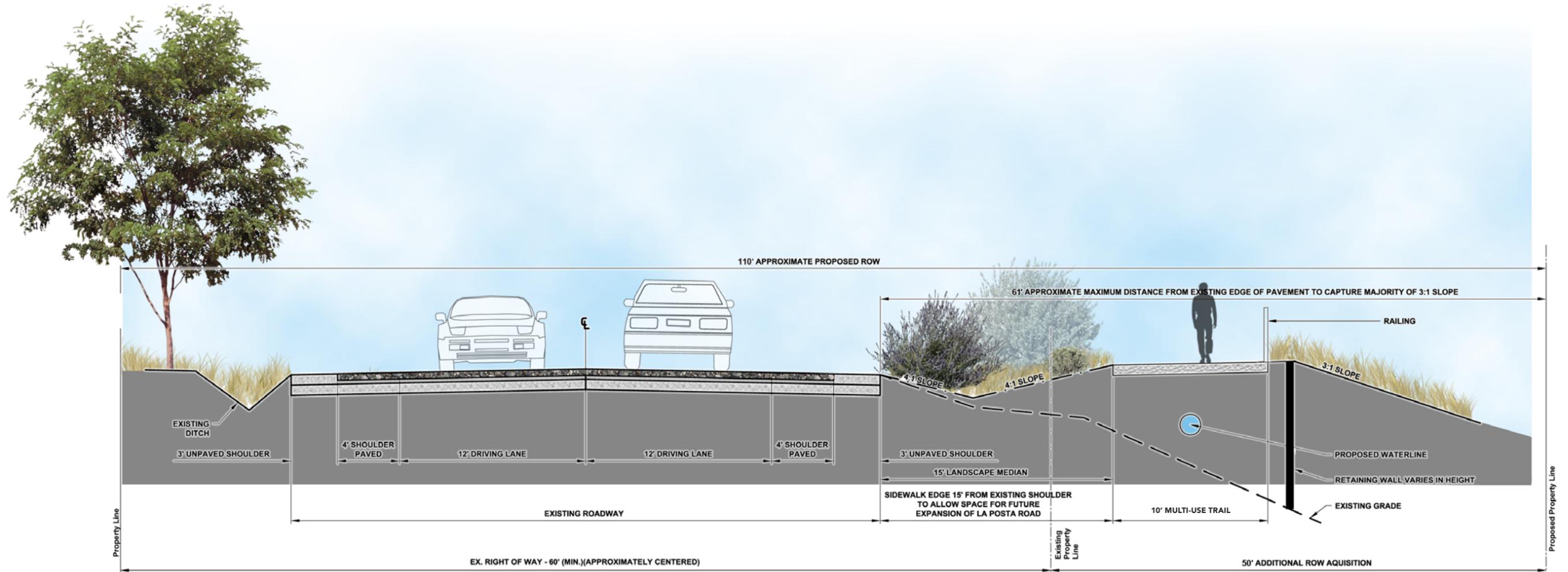
EXHIBIT H : SUBDISTRICT PLAN



LEGEND

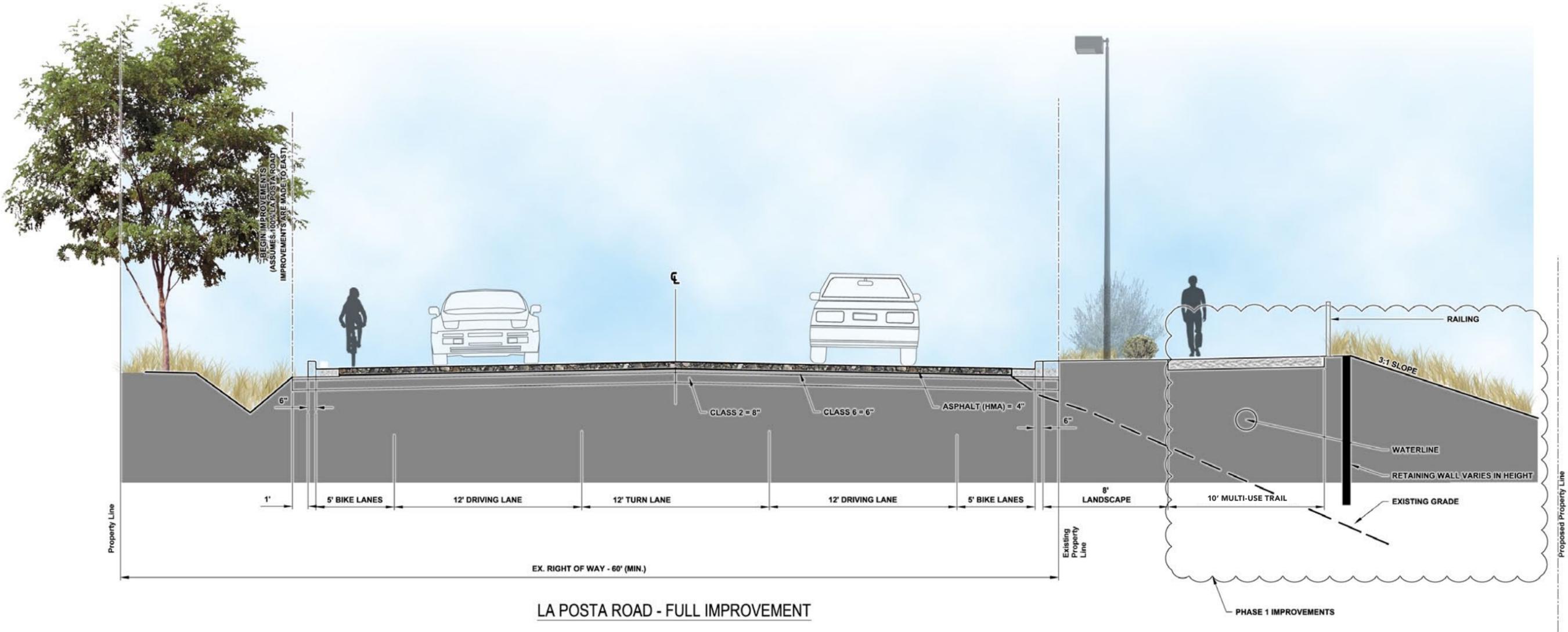
<span style="color: red;">█</span>	La Posta Road
<span style="color: blue;">█</span>	Local Residential Street
<span style="color: purple;">█</span>	Local Industrial Street
<span style="color: yellow;">█</span>	Animas Airpark Drive
<span style="color: green;">█</span>	Mountain Road
<span style="color: grey;">█</span>	Existing Private Road
<span style="color: green;">█</span>	La Posta Road Trail

EXHIBIT I : ROADWAYS



*Note: These roadway sections depict minimum pavement sections. Detailed pavement design and engineering from a geotechnical engineer will be required for all road construction.*

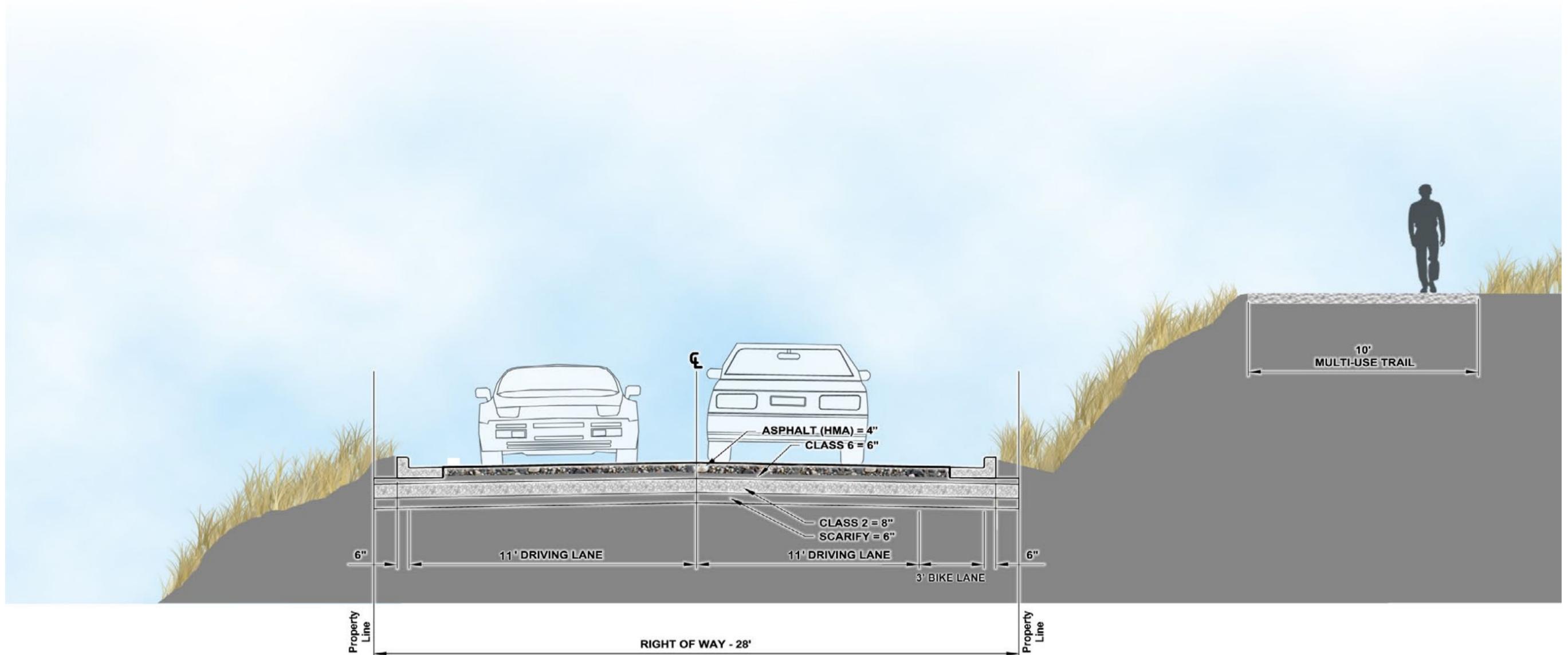
EXHIBIT J : ROADWAY SECTION - LA POSTA ROAD (PHASE 1)



Note: These roadway sections depict minimum pavement sections. Detailed pavement design and engineering from a geotechnical engineer will be required for all road construction.

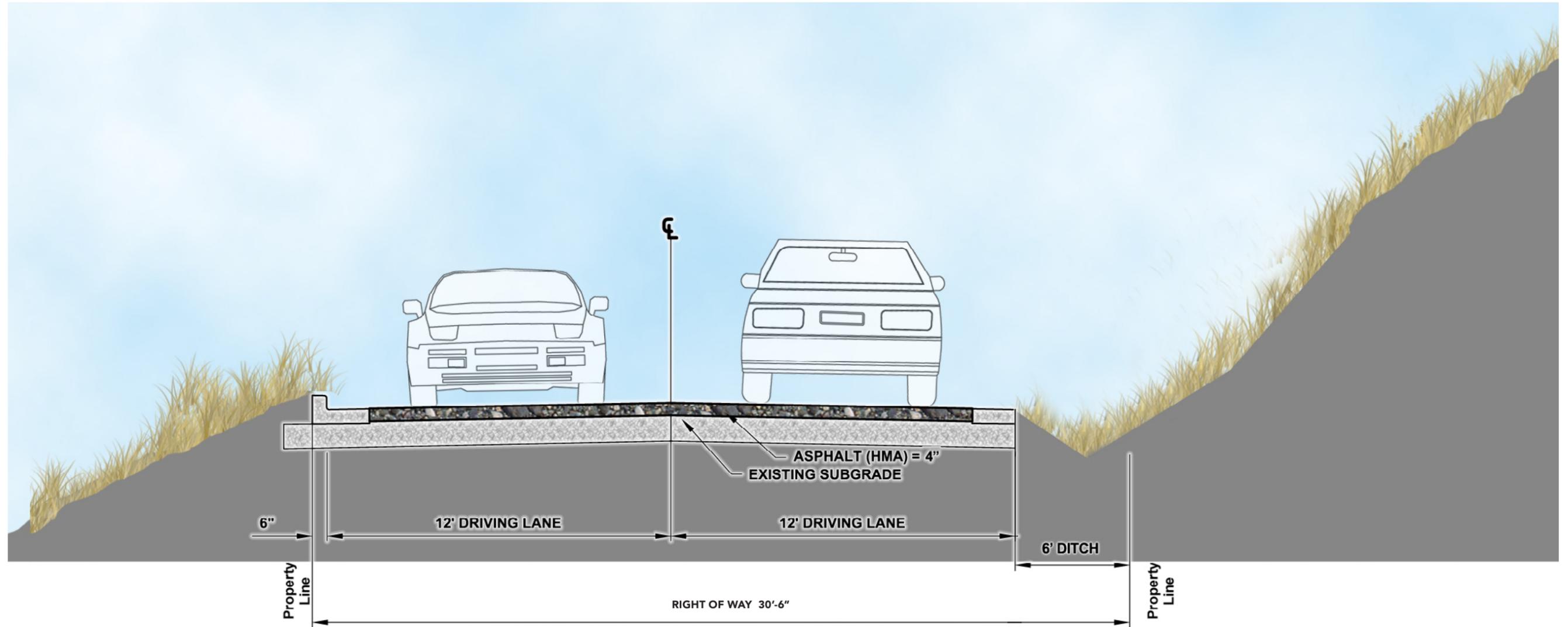
EXHIBIT K: ROADWAY SECTION - LA POSTA ROAD (FULL IMPROVEMENT)

EXHIBIT L : ROADWAY SECTION - ANIMAS AIRPARK DRIVE (IMPROVED) WITH DETACHED TRAIL



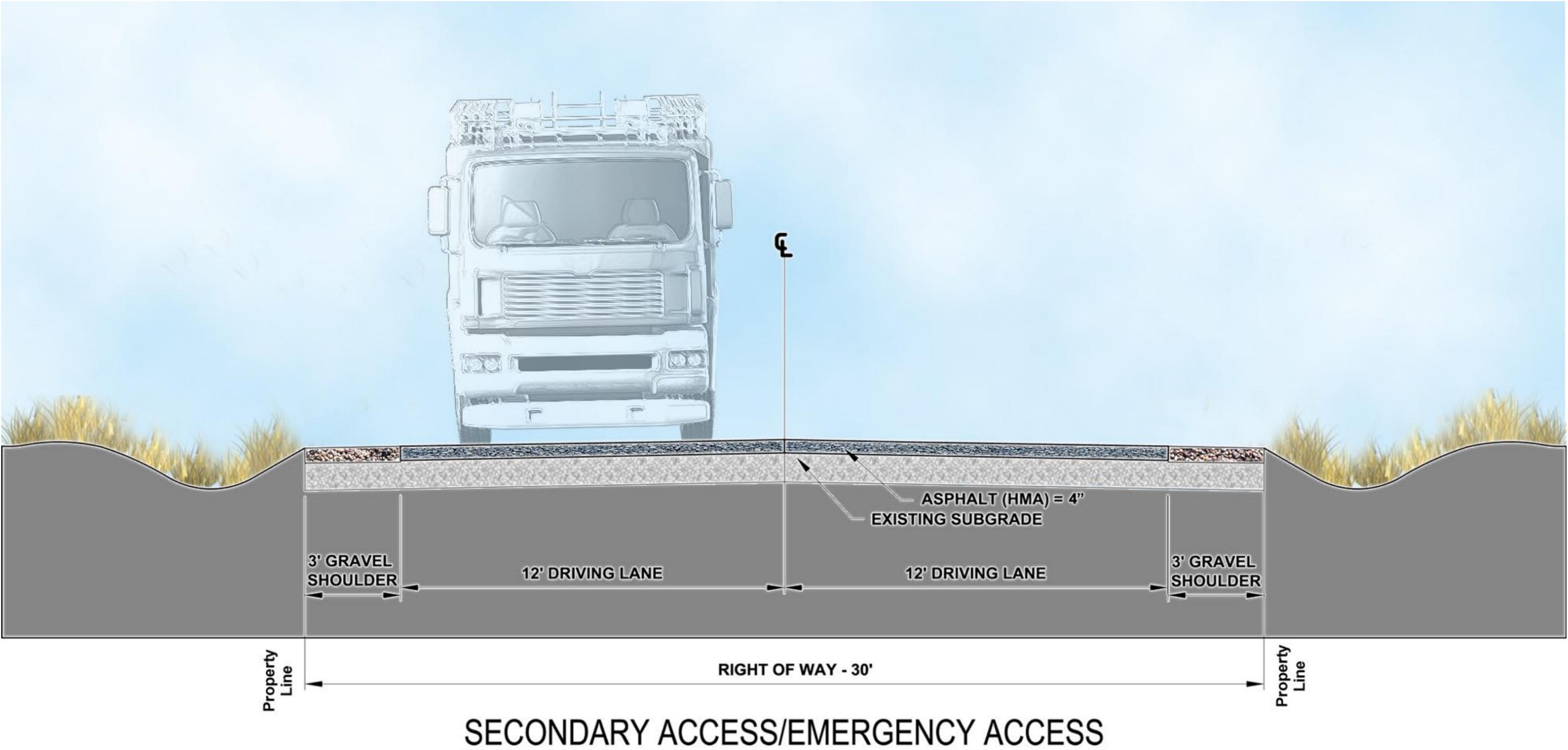
*Note: These roadway sections depict minimum pavement sections. Detailed pavement design and engineering from a geotechnical engineer will be required for all road construction.*

EXHIBIT L : ROADWAY SECTION - ANIMAS AIRPARK DRIVE (IMPROVED)  
WITH DETACHED TRAIL



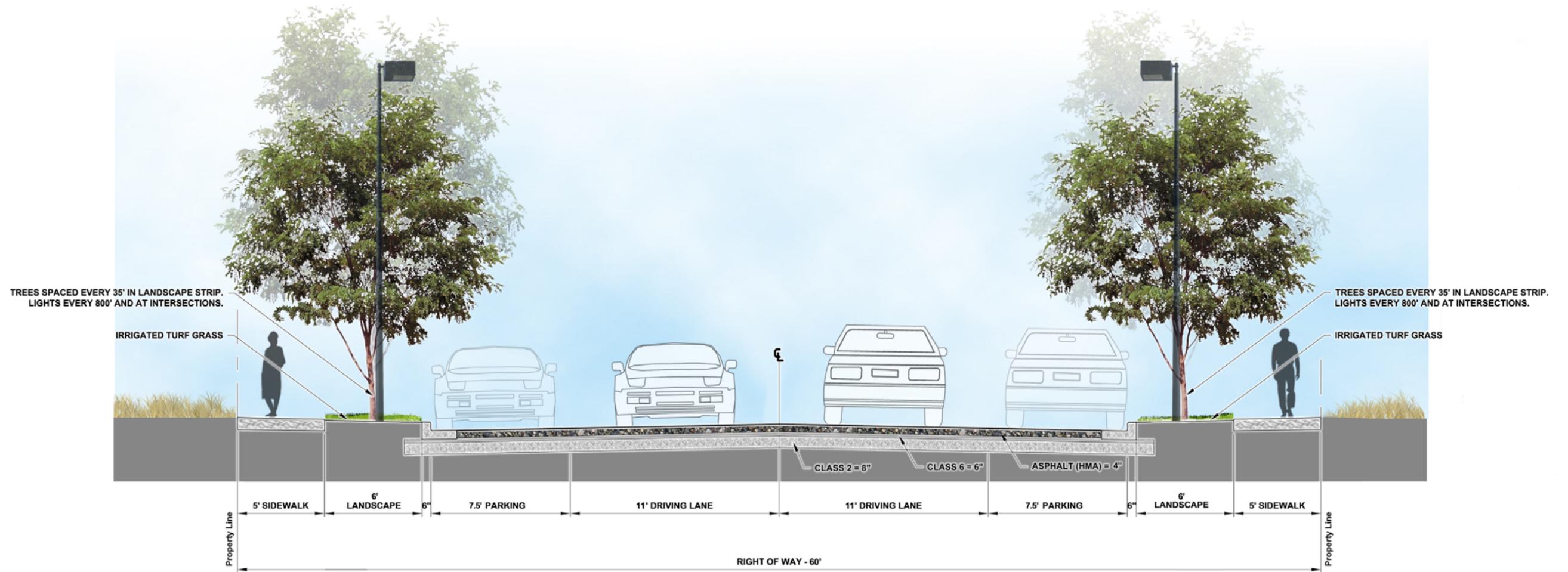
*Note: These roadway sections depict minimum pavement sections. Detailed pavement design and engineering from a geotechnical engineer will be required for all road construction.*

EXHIBIT M : ROADWAY SECTION - ANIMAS AIRPARK DRIVE (EXISTING)



*Note: These roadway sections depict minimum pavement sections. Detailed pavement design and engineering from a geotechnical engineer will be required for all road construction.*

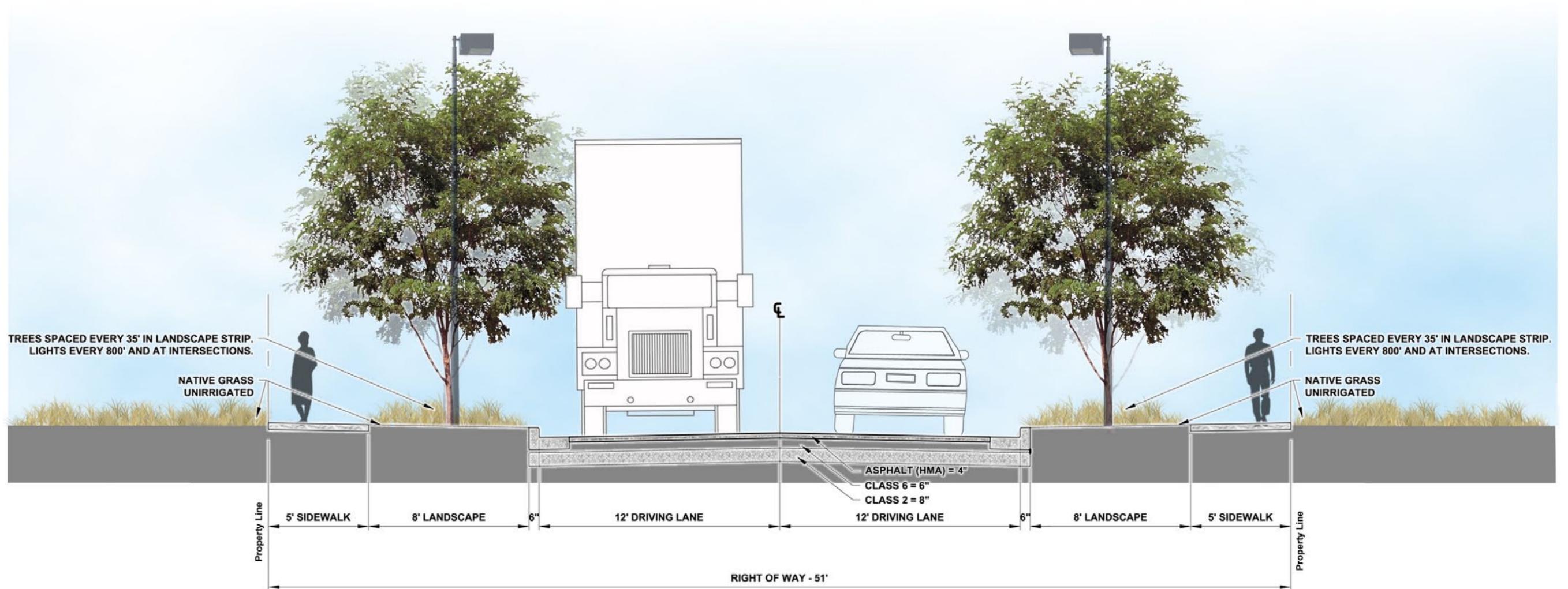
EXHIBIT N - ROADWAY SECTION - SECONDARY ACCESS/EMERGENCY ACCESS



*Note: These roadway sections depict minimum pavement sections. Detailed pavement design and engineering from a geotechnical engineer will be required for all road construction.*

EXHIBIT O : ROADWAY SECTION - LOCAL RESIDENTIAL STREET

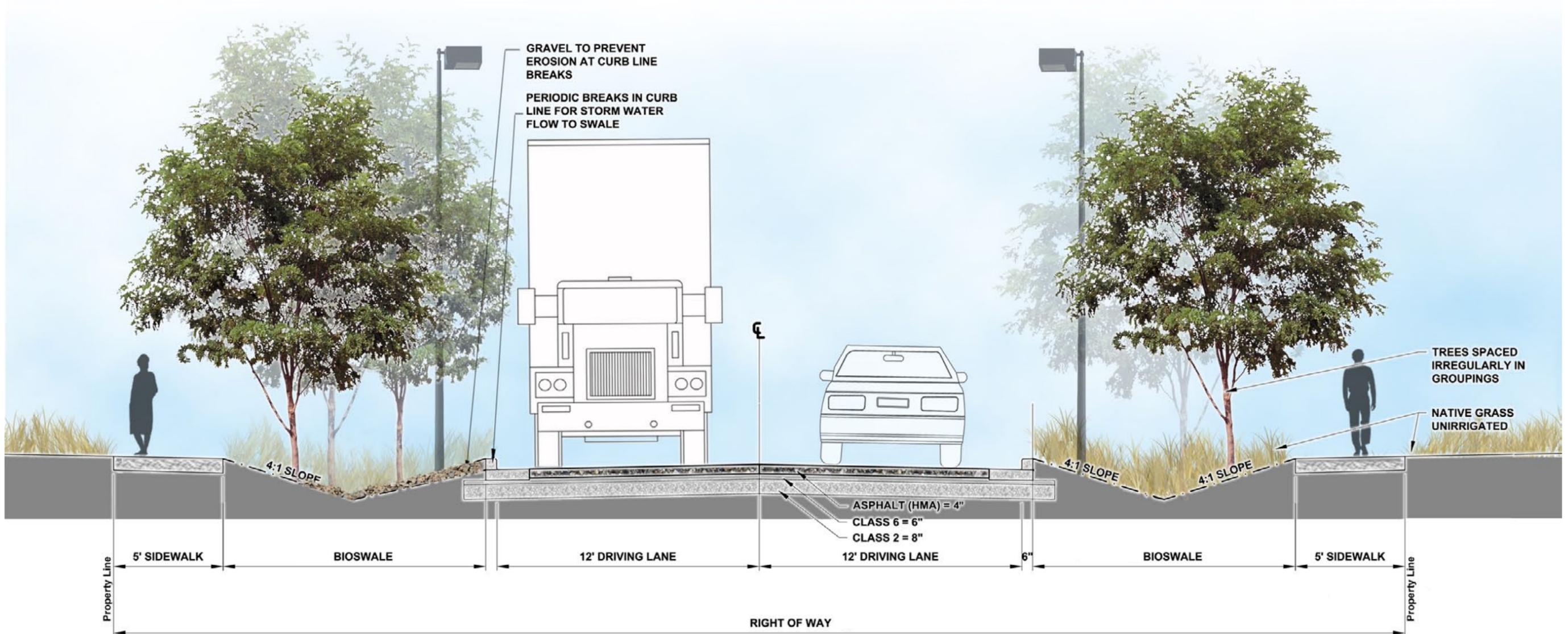
CONDITION 1: Tree Lawn



*Note: These roadway sections depict minimum pavement sections. Detailed pavement design and engineering from a geotechnical engineer will be required for all road construction.*

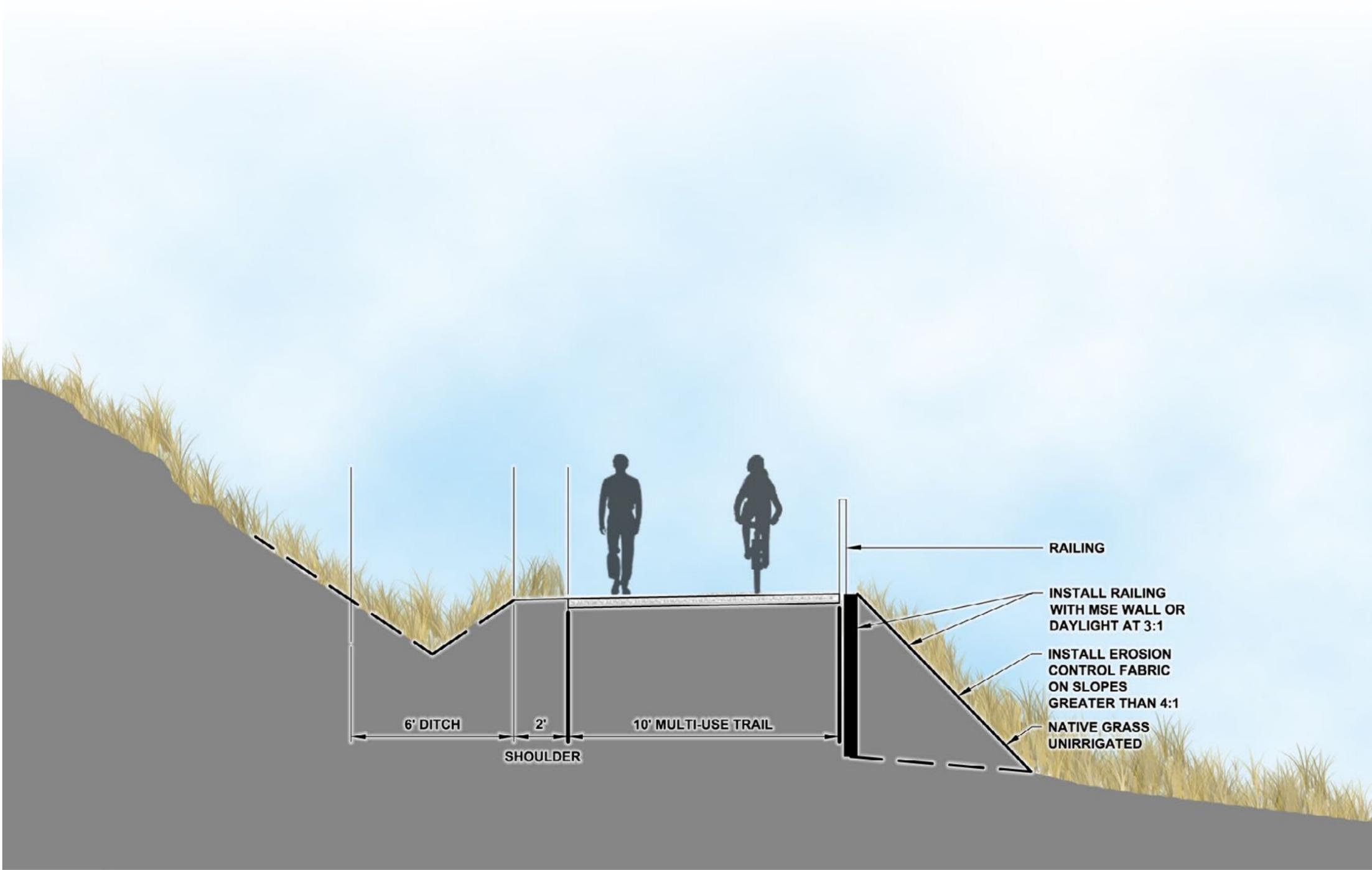
EXHIBIT P : ROADWAY SECTION - LOCAL INDUSTRIAL STREET

CONDITION 2: Bioswale



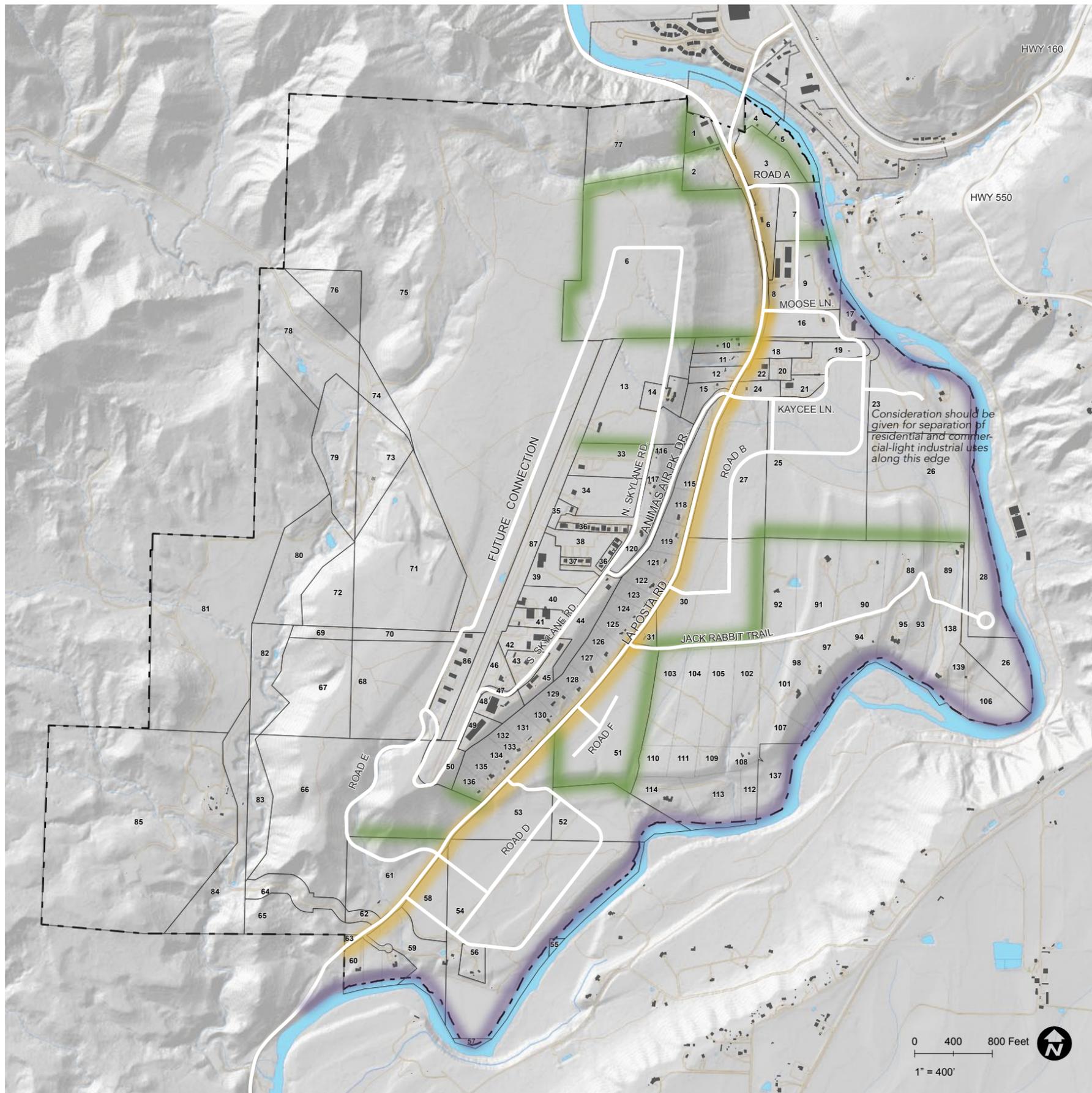
Note: These roadway sections depict minimum pavement sections. Detailed pavement design and engineering from a geotechnical engineer will be required for all road construction.

EXHIBIT Q : ROADWAY SECTION - LOCAL INDUSTRIAL STREET

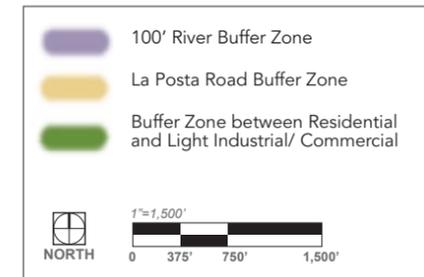


*Note: These roadway sections depict minimum pavement sections. Detailed pavement design and engineering from a geotechnical engineer will be required for all road construction.*

EXHIBIT R: ROADWAY SECTION - MULTI-USE TRAIL

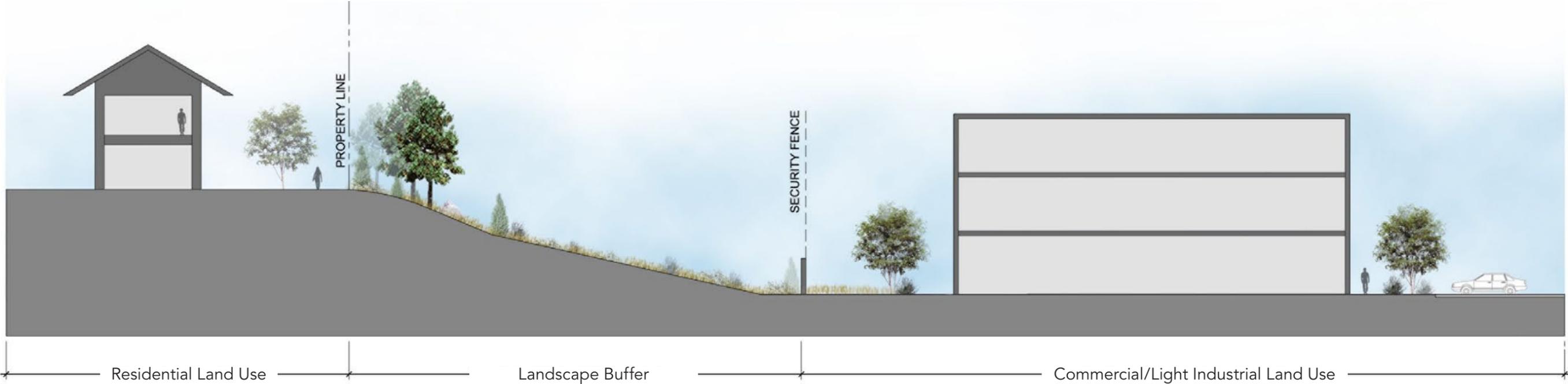


LEGEND



## EXHIBIT S : BUFFERS AND SETBACKS

CONFLICTING ADJACENT LAND USE BUFFER-RESIDENTIAL ABOVE COMMERCIAL/ LIGHT INDUSTRIAL



CONFLICTING ADJACENT LAND USE BUFFER-RESIDENTIAL ON GRADE WITH COMMERCIAL/ LIGHT INDUSTRIAL

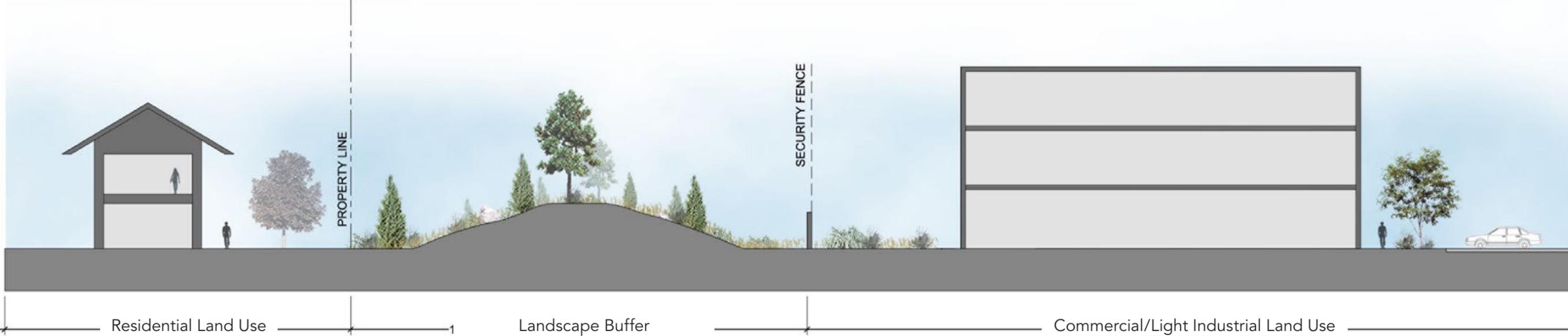
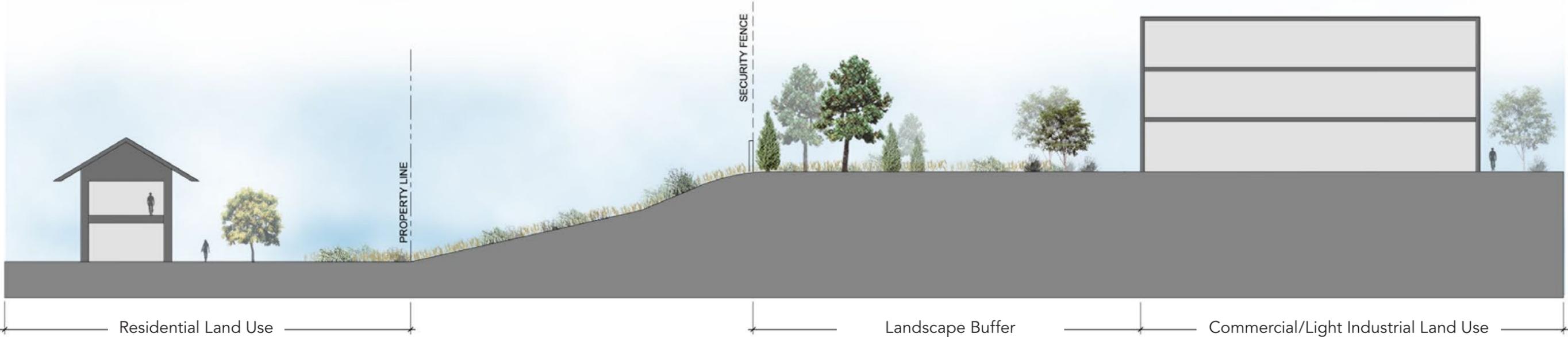


EXHIBIT T : BUFFERS AND SETBACKS SECTIONS

CONFLICTING ADJACENT LAND USE BUFFER-RESIDENTIAL BELOW COMMERCIAL/ LIGHT INDUSTRIAL



LA POSTA ROAD BUFFER

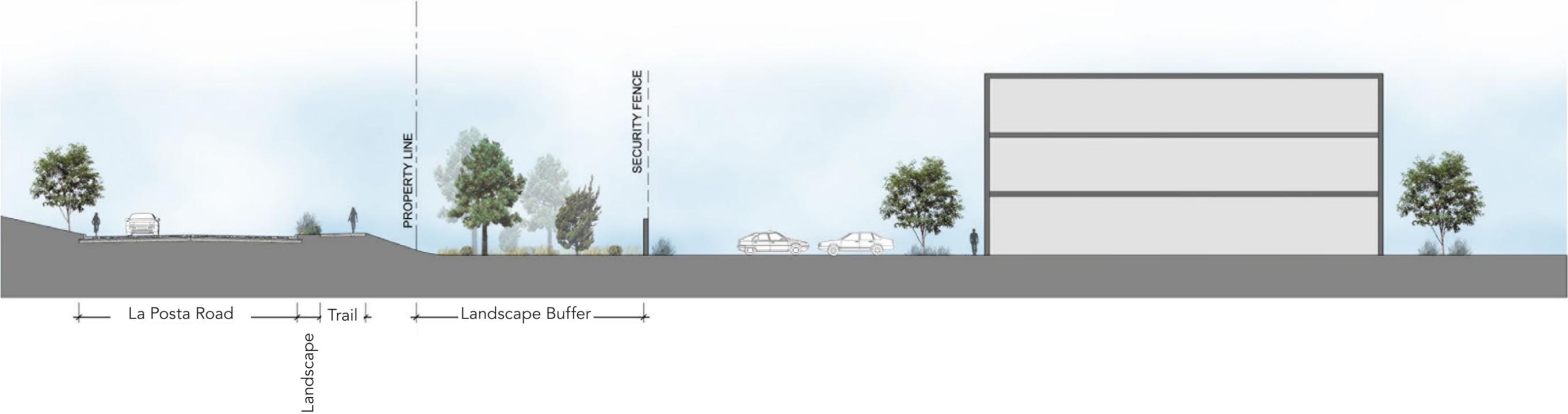


EXHIBIT U : BUFFERS AND SETBACKS SECTIONS

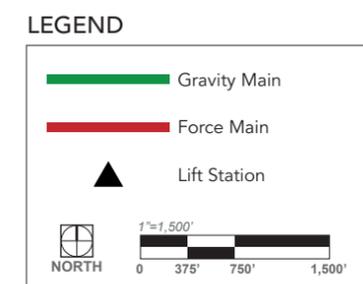
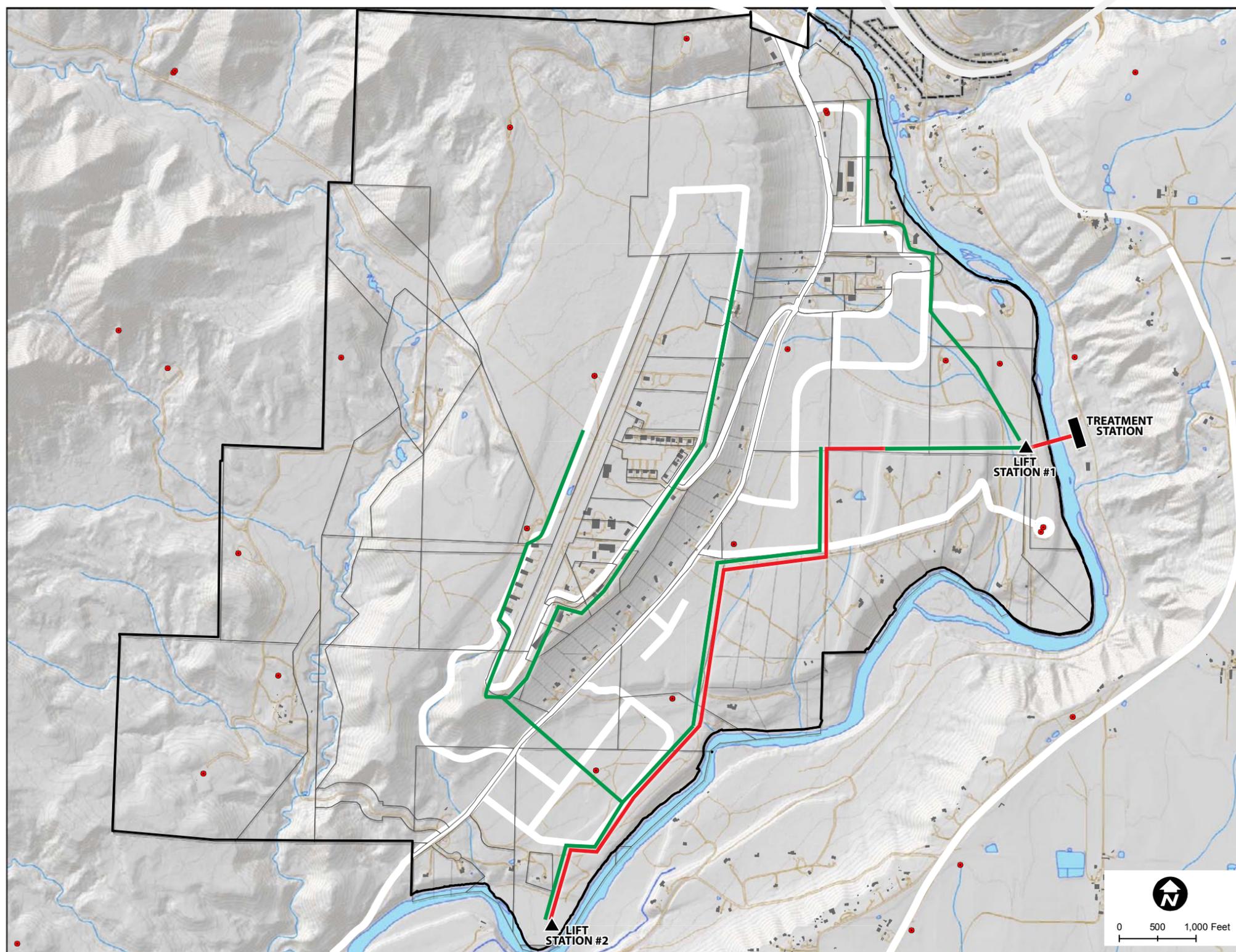
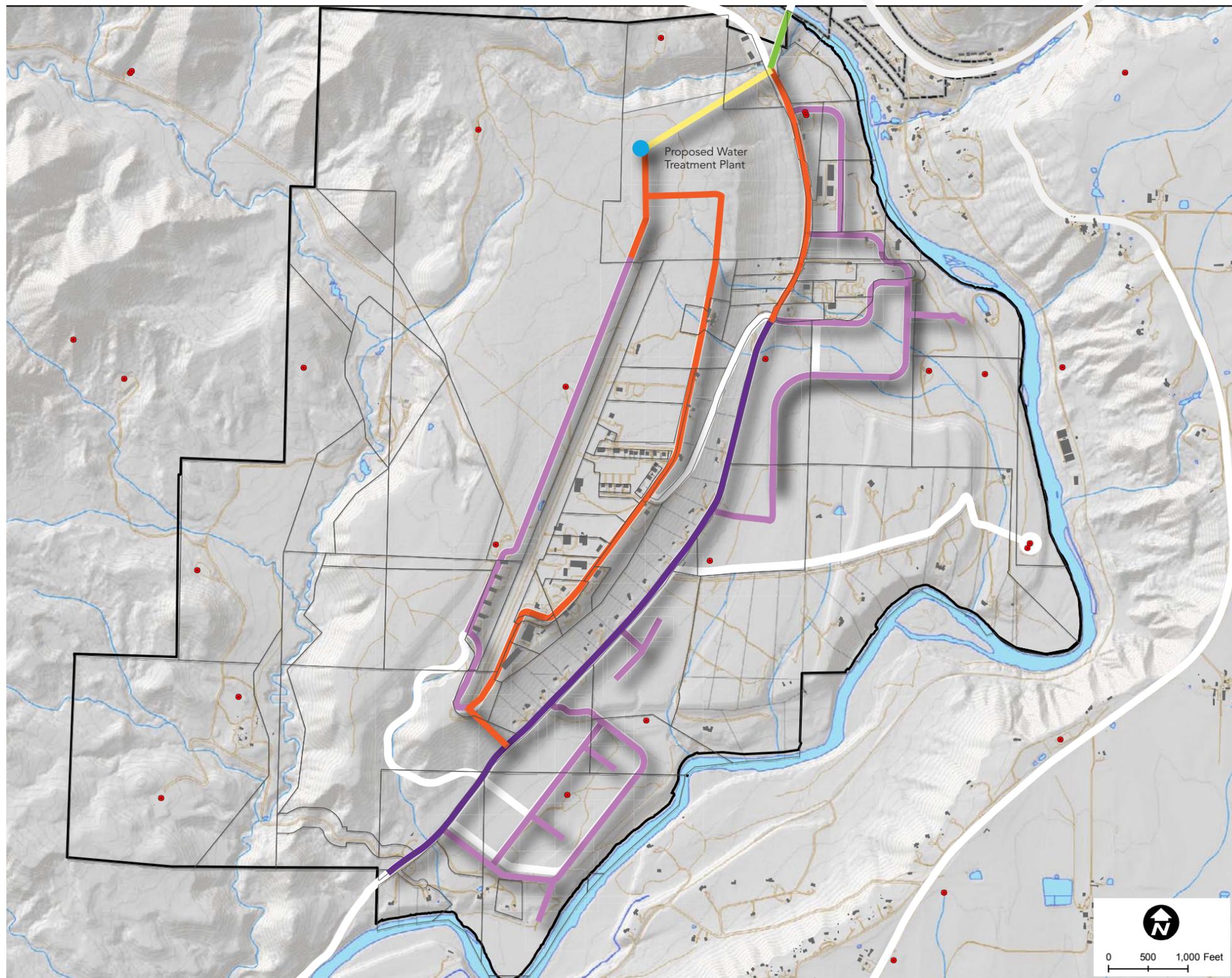


EXHIBIT V : SEWER SYSTEM



LEGEND

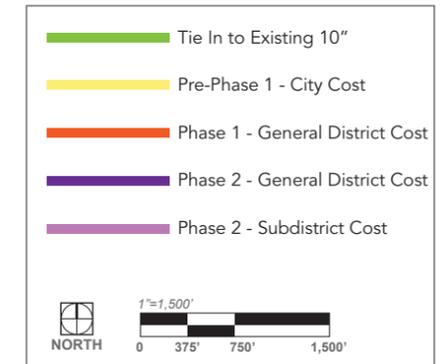


EXHIBIT W : WATER SYSTEM

# APPENDIX A FINANCING PLAN



Table 1: Summary of Costs and Financing Strategies

Description	Phase Initiation Year	La Posta General District	La Posta Sub-District A	La Posta Sub-District B	La Posta Sub-District C
Phase 1 - Infrastructure Costs	2014	\$ 5,995,575	\$ -	\$ -	\$ -
Phase 1 Bond Capacity - Current Development		\$ 6,060,645			
Mill Rate to Cover Initial Phase (2014)		35			
Phase 2 - Infrastructure Costs	2019	\$ 2,573,292	\$ 6,642,147	\$ 6,155,739	\$ 6,504,115
Phase 2 - Bond Capacity - Partial Build Out		\$ 1,878,351	\$ 6,693,595	\$ 6,184,641	\$ 6,504,115
<i>percent of full capacity:</i> 25%					Total Development Fee total number of 760 units
Mill Rate to Cover Phase 2 (2019)		6.50	50.50	58.00	\$ 8,558 fee per unit
Phase 3	2024	\$ 4,976,096	\$ -	\$ -	\$ -
Phase 4	2029	\$ 180,581	\$ -	\$ -	\$ -
Phase 5	2034	\$ 271,286	\$ -	\$ 4,905,181	\$ -
Subtotal Later Phase Infrastructure Costs		\$ 5,427,962	\$ -	\$ 4,905,181	\$ -
Later Phases Bond Capacity - Partial Build Out		\$ 5,574,732	\$ -	\$ 4,938,589	\$ -
<i>percent of full capacity:</i> 50%					
Mill Rate to Cover Phases 3 (2024) to Phase 5 (2034)		13.0	0.0	37.5	

Table 2: Summary of Infrastructure Costs by Phase, Subdistrict and Eligibility

District and Non-District Costs Summary By Phase	Start	General District		Subdistrict A (North Koshak)		Subdistrict B (Airpark)		Subdistrict C (South Koshak)		Private
		Eligible	Ineligible	Eligible	Ineligible	Eligible	Ineligible	Eligible	Ineligible	
Phase 1	2014	\$ 5,995,575								
Phase 2	2019	\$ 2,573,292	\$ 28,544	\$ 6,642,147	\$ 497,860	\$ 6,155,739	\$ 80,055	\$ 6,504,115	\$ 253,106	\$ 962,175
Phase 3	2024	\$ 4,976,096	\$ 82,580							
Phase 4	2029	\$ 180,581								
Phase 5	2034	\$ 271,286	\$ 450,000			\$ 4,905,181	\$ 403,259			
TOTAL		\$ 13,996,830	\$ 561,124	\$ 6,642,147	\$ 497,860	\$ 11,060,920	\$ 483,314	\$ 6,504,115	\$ 253,106	\$ 962,175

Table 3: Assumptions for District Bonds

<b>La Posta District - 1st Bond Issue - 2014</b>				
<b>Assumptions</b>	<b>General District</b>	<b>Sub-District A</b>	<b>Sub-District B</b>	<b>Sub-District C</b>
	<b>1st Bond Issue - 2014</b>			
Metro District Mill Levy (Current Mill Levy - 32 mills)	35	0	0	0
Bond Term	25	25	25	25
Interest Rate	5.5%	6.0%	6.0%	6.0%
Debt Coverage Ratio	1.05	1.05	1.05	1.05
Transaction Costs	5%	5%	5%	5%
% of Redevelopment Complete	0%	0%	0%	0%
Gas Cost per Mcf (Note 2012 Valuation at \$1.68 per Mcf)	\$ 2.00			
	<b>La Posta District - 2nd Bond Issue - 2019</b>			
<b>Assumptions</b>	<b>General District</b>	<b>Sub-District A</b>	<b>Sub-District B</b>	<b>Sub-District C</b>
	<b>2nd Bond Issue - 2019</b>			
Metro District Mill Levy	6.5	50.5	58	414
Bond Term	25	25	25	25
Interest Rate	5.5%	6.0%	6.0%	6.0%
Debt Coverage Ratio	1.05	1.05	1.05	1.05
Transaction Costs	5%	5%	5%	5%
Cummulative % of Redevelopment Complete	25%	25%	25%	25%
	<b>La Posta District - Later Bond Issuances - 2024 and 2034</b>			
<b>Assumptions</b>	<b>General District</b>	<b>Sub-District A</b>	<b>Sub-District B</b>	<b>Sub-District C</b>
	<b>Later Bond Issuances - 2024 and 2034</b>			
Metro District Mill Levy	13	0	37.5	0
Year of Bond Issue	2024	N/A	N/A	2034
Bond Term	25	25	25	25
Interest Rate	5.5%	6.0%	6.0%	6.0%
Debt Coverage Ratio	1.05	1.05	1.05	1.05
Transaction Costs	5%	5%	5%	5%
Cummulative % of Redevelopment Complete	50%	50%	50%	50%

Table 4: Existing Parcel Information

Plan ID No.	OWNER	ACRES	ACRES outside of floodplain and on slope less than 20%	COMMERCIAL FLOOR SPACE	DWELLING UNITS	LAND USE FIRST	ASSESS VALUE LAND	ASSESS VALUE IMP
<b>Districts and Subdistricts</b>								
<b>In General District, but no subdistrict</b>								
1	SPEARS, SUZANNE A	3.86	1.6	10000	0	Commercial	\$ 94,240	\$ 307,630
2	DILLON RANCHES LLLP	7.51	1.4	2100	0	Commercial	\$ 111,220	\$ 45,850
51	CHEM-SOLV CORPORATION OF AMER	36.82	35.1	0	0	Vacant/unimproved	\$ 153,930	\$ -
65	OLD CASTLE SW GROUP, INC.	12.67	5.3	0	0	Vacant/unimproved	\$ 30	\$ -
66	OLD CASTLE SW GROUP, INC.	83.53	21.8	0	0	Vacant/unimproved	\$ 190	\$ -
67	OLD CASTLE SW GROUP, INC.	26.98	12.7	0	0	Vacant/unimproved	\$ 60	\$ -
68	OLD CASTLE SW GROUP, INC.	33.60	29.7	0	0	Vacant/unimproved	\$ 80	\$ -
69	OLD CASTLE SW GROUP, INC.	2.94	1.7	0	0	Vacant/unimproved	\$ 10	\$ -
70	OLD CASTLE SW GROUP, INC.	4.59	4.4	0	0	Vacant/unimproved	\$ 20	\$ -
71	OLD CASTLE SW GROUP, INC.	52.83	42.3	0	0	Vacant/unimproved	\$ 1,440	\$ -
72	OLD CASTLE SW GROUP, INC.	12.16	6.8	0	0	Vacant/unimproved	\$ 320	\$ -
75	WHEELER, JERRY R & MILES A & PHIL & COLL	381.93	258.5	0	0	Vacant/unimproved	\$ 3,400	\$ -
61	OLD CASTLE SW GROUP, INC.	20.89	11.4	0	1	Mobile home	\$ 50	\$ 1,690
76	WHEELER, JERRY R & MILES A & PHIL & COLL	10.73	1.1	0	0	Vacant/unimproved	\$ 100	\$ -
77	LAND HOLDINGS VENTURE LLC	33.66	11.6	0	0	Vacant/unimproved	\$ 46,150	\$ -
81	WHEELER, JERRY R & MILES A & PHIL & COLL	114.74	80.6	0	0	Vacant/unimproved	\$ 1,150	\$ -
85	WHEELER, JERRY R & MILES A & PHIL & COLL	133.36	78.8	0	2	Mobile home	\$ 1,510	\$ 2,360
<b>Subtotal No Subdistrict</b>							\$ 413,900	\$ 357,530
<b>Subdistrict A</b>								
3	RIO DAY NARROW LLC	10.29	9.6	0	0	Vacant/unimproved	\$ 305,760	\$ -
4	RIO ANGELS LLC	3.35	1.6	0	1	Single Family Res	\$ 18,840	\$ 20,300
5	RIO ANGELS LLC	5.02	1.1	0	1	Single Family Res	\$ 32,730	\$ 12,470
6	DILLON RANCHES LLLP	108.16	87.3	0	0	Vacant/unimproved		
6	DILLON RANCHES LLLP	8.72	8.7	3808		Commercial	\$ 698,870	\$ 11,880
7	KC COMPANY & SCHNEIDER, KEVIN	10.45	8.3	0	0	Vacant/unimproved	\$ 196,450	\$ -
8	HERMESMAN FAMILY PARTNERSHIP, LLLP	7.18	7.2	41655	1	Commercial	\$ 64,490	\$ 520,650
9	131 MOOSE LANE LLC	10.60	8.2	0	2	Mobile home	\$ 54,080	\$ 23,690
16	131 MOOSE LANE LLC	7.56	7.6	1980	0	Commercial	\$ 72,030	\$ 6,000
17	RIVERS EDGE PROPERTIES LLC	4.55	2.6	8699	0	Commercial	\$ 68,340	\$ 246,570
18	ANESI PROPERTIES	3.54	3.5	1392	0	Commercial	\$ 184,960	\$ 16,530
19	BRIDGE, THOMAS	5.68	5.7	1388	0	Commercial	\$ 72,230	\$ 33,410
20	TRI-STATE GENERATION &	1.86	1.9	0	0	Vacant/unimproved	\$ -	\$ -
21	TIPPING, RONALD E & MARIE E	3.11	3.1	9600	0	Commercial	\$ 39,150	\$ 249,990
22	TRI-STATE GENERATION &	1.91	1.9	0	0	Vacant/unimproved	\$ -	\$ -
23	FIVE CARTER LLC	27.81	19.4	0	1	Single Family Res	\$ 60,890	\$ 61,870
23	FIVE CARTER LLC							
24	POWER MOTIVE CORPORATION	2.98	3.0	1112	0	Commercial	\$ 209,660	\$ 35,300
25	CARTER, KENNETH E & SHIRLEY R FAMILY LLC	64.02	62.5	0	0	Vacant/unimproved	\$ 348,270	\$ -

KEY	
	No longer an active parcel/DW ID reassigned
<b>Existing Residential Subdivisions</b>	
	Animas Air Park Unit 2
	Del Cielo
	Deer Island
	Adobe Cliffs
<b>Subdistricts</b>	
	Subdistrict A
	Subdistrict B
	Subdistrict C
	In General District, but no subdistrict

26	HARTLEY, LAUREN	55.29	42.1	0	0	Vacant/unimproved	\$ 267,990	\$ -
27	CARTER, KENNETH E & SHIRLEY R FAMILY LLC	32.03	32.0	0	0	Vacant/unimproved	\$ 166,760	\$ -
30	ANESI PROPERTIES	37.79	37.8	0	0	Vacant/unimproved	\$ 167,330	\$ -
31	FLOCK, ROBERT A	1.62	1.6	0	1	Single Family Res	\$ 7,310	\$ 4,600
26	HARTLEY, LAUREN							
26	HARTLEY, LAUREN							
<b>Subdistrict A - Subtotals</b>							\$ 3,036,140	\$ 1,243,260
<b>Subdistrict B</b>								
33	SITTNER CONSTRUCTION LLC	9.33	9.3	3680	0	Commercial	\$ 130,920	\$ 50,340
34	WATKINS, HERBERT L	10.74	10.7	3660	0	Commercial	\$ 109,200	\$ 67,450
35	HELMS REVOCABLE TRUST	0.18	0.2	2592	0	Commercial	\$ 18,630	\$ 27,030
35	ANIMAS AIR PARK PROPERTY OWNERS ASSOC	1.32	1.3	0	0	Vacant/unimproved	\$ 17,470	\$ -
36	GREGG, DELVIN K & DARLA J	0.32	0.3	5332	0	Commercial	\$ 32,140	\$ 66,150
36	CAMERON, WILLIAM H	0.15	0.1	2200	0	Commercial	\$ 15,190	\$ 24,200
36	SCHULTZ, MICHAEL J	0.14	0.1	2586	0	Commercial	\$ 13,980	\$ 40,940
36	WENDT, JAMES A & CYNTHIA J	0.18	0.2	1760	0	Commercial	\$ 17,470	\$ 16,040
36	GREGG, DELVIN K & DARLA J	0.17	0.2	4320	0	Commercial	\$ 15,140	\$ 77,130
36	FIVE DS LTD & ERWIN, LON & ZINK, SIDNY K	0.23	0.2	2150	0	Commercial	\$ 23,290	\$ 19,770
36	A&V ENTERPRISES LLC	0.26	0.3	2817	0	Commercial	\$ 23,290	\$ 34,120
36	TULFER, DWIGHT & ANA	0.19	0.2	2200	0	Commercial	\$ 19,100	\$ 26,120
36	GREGG FLYING SERVICE INC	0.51	0.5	4800	0	Commercial	\$ 39,150	\$ 98,720
36	MBG DURANGO LLC	0.14	0.1	4558	0	Commercial	\$ 14,000	\$ 78,110
36	00 CHARLIE LLC	0.14	0.1	4000	0	Commercial	\$ 15,790	\$ 66,900
36	BARNARD, BRUCE MCCHEANE III REVOCABLE TR	0.24	0.2	3212	0	Commercial	\$ 26,710	\$ 39,680
36	THORNTON, JAMES A & PEGGY L	0.15	0.1	2716	0	Commercial	\$ 16,730	\$ 34,440
36	JAY SLASH BAR LP	0.14	0.1	900	0	Commercial	\$ 14,000	\$ 4,980
36	TULFER, DWIGHT & ANA	0.03	0.0	0	0	Vacant/unimproved	\$ 1,800	\$ -
36	BARNARD, BRUCE MCCHEANE III REVOCABLE TR	0.23	0.2	0	0	Vacant/unimproved	\$ 26,710	\$ -
37	WILEY, CAROL E REV TRUST	0.26	0.3	3451	0	Commercial	\$ 26,710	\$ 59,670
37	TWIN CEDAR I LLC	0.24	0.2	2678	0	Commercial	\$ 25,530	\$ 40,990
37	STEWART, RICHARD L	0.23	0.2	2316	0	Commercial	\$ 22,760	\$ 38,860
37	BONNETT PROPERTIES LLC	0.21	0.2	2500	0	Commercial	\$ 22,130	\$ 41,060
38	ANIMAS AIR PARK PROPERTY OWNERS ASSOC	7.32	7.3	0	0	Vacant/unimproved	\$ 17,170	\$ -
39	BEGGROW ENTERPRISES	7.64	7.6	13280	0	Commercial	\$ 110,750	\$ 213,100
40	MELCHER, NORMA B &	5.46	5.5	8860	0	Commercial	\$ 76,350	\$ 236,320
41	GARRETT PROPERTIES LLC	4.05	4.1	31645	0	Commercial	\$ 61,800	\$ 758,910
42	HOLT, RALPH V & RANI J	4.90	4.9	25094	0	Commercial	\$ 69,890	\$ 408,060
43	SKYLANE VENTURES LLC	3.89	3.9	4699	1	Commercial	\$ 42,610	\$ 120,790
44	AAPEX LLC	8.46	4.5	5778	0	Commercial	\$ 117,480	\$ 132,780
45	MCVEAN, JAMES A & DEBBIE K	4.20	3.4	10284	0	Commercial	\$ 43,090	\$ 210,850
46	NEWBROUGH MANAGEMENT CO	3.49	3.5	3960	0	Commercial	\$ 52,410	\$ 140,020
47	ANIMAS AIR PARK PROPERTY OWNERS ASSOC	0.83	0.8	0	0	Vacant/unimproved	\$ 8,730	\$ -

48	GIRARD PROPERTIES LLC	4.04	3.2	34688	1	Commercial	\$ 57,480	\$ 961,690
49	PAHU CANYON CORPORATION	3.04	2.4	27200	0	Commercial	\$ 43,100	\$ 588,190
50	ANIMAS AIR PARK PROPERTY OWNERS ASSOC	6.37	4.9	0	0	Vacant/unimproved	\$ 6,150	\$ -
86	GURR, TOM & ANITA FAMILY TRUST	8.76	8.8	34795	0	Commercial	\$ 58,270	\$ 427,720
13	ANIMAS AIRPARK VILLAGE LLC	30.08	26.0	30000	1	Commercial	\$ 82,460	\$ 365,730
<b>Subdistrict B - Subtotals</b>							\$ 1,535,580	\$ 5,516,860
<b>Subdistrict C</b>								
53	ISGAR, ANNE L TRUSTEE					Vacant/unimproved		
63	ISGAR, ANNE L TRUSTEE	0.30	0.3	0	0	Vacant/unimproved	\$ 220	\$ -
52	ISGAR, ANNE L TRUSTEE	21.88	17.9	0	0	Vacant/unimproved	\$ 870	\$ -
53	ISGAR, ANNE L TRUSTEE	20.32	18.5	0	0	Vacant/unimproved	\$ 210	\$ -
54	ISGAR, ANNE L TRUSTEE	89.53	64.2	0	2	Single Family Res	\$ 3,140	\$ 25,950
55	ISGAR, ANNE L REV TRUST, THE	0.53	0.0	0	0	Vacant/unimproved	\$ 10	\$ -
56	KEWITT, PETER B & HELGA U	3.27	2.7	0	1	Single Family Res	\$ 12,620	\$ 16,070
57	KEWITT, PETER B & HELGA U	0.89	0.0	0	0	Vacant/unimproved	\$ 10	\$ -
58	ISGAR, ANNE L TRUSTEE	9.84	9.8	0	0	Vacant/unimproved	\$ 220	\$ -
59	ISGAR, ANNE L TRUSTEE	13.03	8.1	0	0	Vacant/unimproved	\$ 220	\$ -
60	JACKSON, DONALD W & NANCY LUCILLE	3.74	2.3	0	1	Single Family Res	\$ 21,670	\$ 27,270
60	THOMAS, CHARLES W	3.24	1.3	0	1	Single Family Res	\$ 21,670	\$ 32,610
60	THOMAS, CHARLES II	2.95	1.7	0	0	Vacant/unimproved	\$ 21,670	\$ -
							\$ 82,530	\$ 101,900
62	STATE OF COLORADO BUREAU OF RECLAMATION	1.49	1.4	0	0	Vacant/unimproved	\$ 1,890	\$ -
28	HARTLEY, LAUREN	16.21	10.5	0	0	Vacant/unimproved	\$ 140,330	\$ -
64	STATE OF COLORADO BUREAU OF RECLAMATION	7.48	1.8	0	0	Vacant/unimproved	\$ 15,080	\$ -
73	UNITED STATES OF AMERICA, BLM	16.50	9.5	0	0	Vacant/unimproved	\$ 480	\$ -
74	UNITED STATES DEPT OF INTERIOR, BLM	5.68	4.4	0	0	Vacant/unimproved	\$ 40	\$ -
78	UNITED STATES DEPT OF INTERIOR, BLM	31.86	18.1	0	0	Vacant/unimproved	\$ 310	\$ -
79	UNITED STATES OF AMERICA, BLM	19.65	15.5	0	0	Vacant/unimproved	\$ 500	\$ -
80	UNITED STATES DEPT OF INTERIOR, BLM	22.88	15.1	0	0	Vacant/unimproved	\$ 180	\$ -
82	UNITED STATES OF AMERICA, BLM	12.67	9.8	0	0	Vacant/unimproved	\$ 70	\$ -
83	UNITED STATES OF AMERICA, BLM	9.63	4.9	0	0	Vacant/unimproved	\$ 50	\$ -
84	UNITED STATES DEPT OF INTERIOR, BLM	24.29	13.6	0	0	Vacant/unimproved	\$ 170	\$ -
87	ANIMAS AIR PARK PROPERTY OWNERS ASSOC	29.10	29.1	0	0	Vacant/unimproved	\$ 35,550	\$ -

Existing Residential Subdivisions		Average Value/Unit	Average \$/total net acres					
<b>Deer Island</b>		\$ 801,000	\$ 131,000					
88	MIXTER, MICHAEL J	7.84	7.4	0	0	Vacant/unimproved	\$ 61,010	\$ 1,820
89	MADEEN, JEFFREY JON & SOFIA	8.49	7.3	0	1	Single Family Res	\$ 18,060	\$ 45,200
90	JACKRABBIT PARTNERS LLC	13.75	13.8	0	1	Single Family Res	\$ 16,750	\$ 14,650
91	BEACH, PATRICK A & RACHEL B	13.91	13.8	0	1	Single Family Res	\$ 17,140	\$ 40,030
92	STROBEL, JANE A & DAVID A	12.90	12.8	0	1	Single Family Res	\$ 17,140	\$ 27,940
93	H&M TRUST	9.71	7.2	0	0	Vacant/unimproved	\$ 129,200	\$ -
94	BENSLEY, B NICOL	5.28	4.3	0	1	Single Family Res	\$ 35,460	\$ 7,060
95	WILSON, HOWARD L & MARJIE L	6.21	3.5	0	1	Single Family Res	\$ 35,460	\$ 48,680
97	QUICK, MARK C & LORI S	7.73	4.9	0	0	Vacant/unimproved	\$ 129,200	\$ -
98	DEAR, JENNIE C &	9.48	5.9	0	1	Single Family Res	\$ 35,460	\$ 21,110
101	FIVE DS LTD	9.78	6.5	0	1	Single Family Res	\$ 35,460	\$ 43,680
106	FIVE DS LTD	9.30	1.3	0	0	Vacant/unimproved	\$ 179,440	\$ -
107	ARMSTRONG, THOMAS K JR	6.47	4.5	0	1	Single Family Res	\$ 35,460	\$ 46,470
138 (96)	CUNNINGHAM, JOSEPH P & ROBIN L							
139 (99)	MCGUIRE, JOE BOB & DANA W							
<b>Adobe Cliffs</b>		\$ 372,000	\$ 365,000					
102	SUMMERS, MARILYN &	10.73	10.4	0	0	Vacant/unimproved	\$ 22,110	\$ -
103	ASMUTH, ANDREW J	10.94	10.9	0	0	Vacant/unimproved	\$ 19,850	\$ -
104	SOLTES, KAREN LEA EXEMPT TRUST	9.68	9.7	0	0	Vacant/unimproved	\$ 71,690	\$ -
105	DEHODY, THOMAS D	10.83	10.7	0	0	Vacant/unimproved	\$ 73,850	\$ -
108	SUMMERS, MARILYN &	2.20	1.3	0	2	Single Family Res	\$ 4,360	\$ 41,620
109	DEHODY, THOMAS D	3.42	2.2	0	0	Vacant/unimproved	\$ 22,570	\$ -
110	ASMUTH, ANDREW J	3.60	3.3	0	1	Single Family Res	\$ 6,620	\$ 16,720
111	SOLTES, KAREN LEA EXEMPT TRUST	3.29	2.6	0	0	Vacant/unimproved	\$ 24,730	\$ -
112	KETTER, JAMES ROBERT &	3.68	2.6	0	0	Vacant/unimproved	\$ 59,710	\$ -
113	UDND REAL PROPERTIES II LLC	10.18	5.9	0	0	Vacant/unimproved	\$ 148,770	\$ -
114	FEEZEL, MARK L MARY M	8.37	4.5	0	1	Single Family Res	\$ 40,830	\$ 64,100
137 (100)	KETTER, JAMES ROBERT &							
<b>Animas Air Park Unit 2</b>		\$ 258,000	\$ 354,000					
115	YALE, DONALD A & LAURA J	5.37	3.4	0	0	Vacant/unimproved	\$ 7,390	\$ -
116	SHERMAN, KAY A	2.97	0.7	0	1	Single Family Res	\$ 7,390	\$ 14,810
117	BARNES, DAUDI MX	3.58	1.8	0	1	Single Family Res	\$ 7,390	\$ 12,980
118	YALE, DONALD A & LAURA J	3.13	0.6	0	1	Single Family Res	\$ 7,390	\$ 13,630
119	WRIGHT, DOUGLAS E	3.25	0.6	0	1	Single Family Res	\$ 7,390	\$ 11,920
120	GREGG, DELVIN K & DARLA J	3.23	2.9	0	1	Single Family Res	\$ 7,390	\$ 17,910
121	RIVERO, JOSE R III	3.24	0.8	0	1	Mobile home	\$ 9,080	\$ -
122	WYLIE, HORACE D & DIANN E	2.87	0.6	0	1	Single Family Res	\$ 7,390	\$ 7,430
123	PERRYMAN, MONTY R & TERI L	2.81	0.7	0	1	Single Family Res	\$ 7,410	\$ 10,870
124	SNYDER, BARBARA J	3.02	0.9	0	1	Single Family Res	\$ 7,390	\$ 17,400

125	TROST, ELLEN M	2.63	0.9	0	1	Single Family Res	\$ 7,390	\$ 15,340
126	MCCAULEY, ROSS A & PALOMEC, AUREA C CORT	2.97	1.3	0	1	Single Family Res	\$ 7,390	\$ 15,930
127	KRUEGER, JON	3.16	1.1	0	1	Single Family Res	\$ 7,390	\$ 22,830
128	WEINBERGER, CYRUS	3.18	1.0	0	1	Single Family Res	\$ 7,390	\$ 14,440
129	GROSS, VERNA D & JOHN L	2.89	0.4	0	1	Single Family Res	\$ 7,390	\$ 19,680
130	SHEA, MARTHA A & TIM	2.82	0.7	0	2	Single Family Res	\$ 7,390	\$ 12,500
131	GAGNON, JOSEPH R	3.12	1.0	0	1	Single Family Res	\$ 7,390	\$ 12,030
132	KOCH, JEFFERY A	1.40	0.0	0	0	Vacant/unimproved	\$ 3,450	\$ -
133	KOCH, JEFFERY A	1.62	1.0	0	1	Single Family Res	\$ 3,940	\$ 15,640
134	CASWELL, DEBORAH S	3.11	0.7	0	1	Single Family Res	\$ 7,390	\$ 17,130
135	BERGL, KATHLEEN D & MARY J	3.28	0.2	0	1	Single Family Res	\$ 7,390	\$ 20,380
136	ROASTINGEAR, JULIUS & SHERRY	3.16	0.4	0	1	Single Family Res	\$ 7,390	\$ 12,970
10	BROWDER, CINDY	3.63	1.8	0	1	Single Family Res	\$ 7,390	\$ 21,450
11	FOGLER, JAMES E	3.00	1.5	0	1	Mobile home	\$ 9,080	\$ -
12	JOHN, BRYNLEY D &	2.94	1.7	0	1	Mobile home	\$ 9,080	\$ 720
15	CALLISON, TREVOR O	3.85	1.0	0	1	Single Family Res	\$ 7,390	\$ 5,400
			<b>Average Value/Unit</b>			<b>Average \$/total net acres</b>		
	<b>De! Cielo</b>		\$ 214,000			\$ 78,000		
14	HARPER, ELENA C & ETALS	0.02	0.0	0	1	Single Family Res	\$ 4,100	\$ 15,090
14	CLARK, JILL	0.04	0.0	0	1	Single Family Res	\$ 4,100	\$ 15,970
14	BOWKER, SUZANNE CARTIER & ROBERT G	0.05	0.0	0	1	Single Family Res	\$ 4,100	\$ 15,300
14	DOUGLAS, ROBERT D	0.02	0.0	0	1	Single Family Res	\$ 2,470	\$ 7,160
14	NEWBROUGH TOWNHOUSES	4.79	3.1	0	0	Vacant/unimproved	\$ 19,380	\$ -
	<b>No longer an active parcel/DW ID reassigned</b>							
96	CUNNINGHAM, JOSEPH P & ROBIN L	9.87	7.7	0	1	Single Family Res	\$ 35,460	\$ 60,950
99	MCGUIRE, JOE BOB & DANA W	3.84	2.2	0	0	Vacant/unimproved	\$ 40,580	\$ -
100	MCGUIRE, JOE BOB & DANA W	0.81	0.4	0	1	Single Family Res	\$ 8,670	\$ 10,840
29								
32								

Table 5: Parcel Information for Build Out

Plan ID No.	OWNER	Area Plan Land Use	Developable Area (net of floorplan, slopes, landscape, internal roads)	Assumed Build Out Commercial (SF)	Assumed Build Out Residential (Units)	Value per unit	Total Value Improved	FAR or DU/AC	Notes
<b>Districts and Subdistricts</b>									
<b>In General District, but no subdistrict</b>									
1	SPEARS, SUZANNE A	Mixed Commercial / Light Industrial	1.27	10,000	\$ 65.00	SF		0.18	existing building is max
2	DILLON RANCHES LLLP	Industrial	1.11	2,100	\$ 50.00	SF		0.04	existing building is max
51	CHEM-SOLV CORPORATION OF AMER	Mixed Commercial / Light Industrial	28.10	174,588	\$ 65.00	SF	\$ 11,348,188	0.15	assumes 50' buffer on La Posta
65	OLD CASTLE SW GROUP, INC.	Industrial	4.25	278	\$ 50.00		\$ 13,892	0.0015	assume low level of building
66	OLD CASTLE SW GROUP, INC.	Industrial	17.48	1,142	\$ 50.00		\$ 57,103	0.0015	assume low level of building
67	OLD CASTLE SW GROUP, INC.	Industrial	10.16	664	\$ 50.00		\$ 33,204	0.0015	assume low level of building
68	OLD CASTLE SW GROUP, INC.	Industrial	23.77	1,553	\$ 50.00		\$ 77,667	0.0015	assume low level of building
69	OLD CASTLE SW GROUP, INC.	Industrial	1.36	89	\$ 50.00		\$ 4,443	0.0015	assume low level of building
70	OLD CASTLE SW GROUP, INC.	Industrial	3.56	232	\$ 50.00		\$ 11,619	0.0015	assume low level of building
71	OLD CASTLE SW GROUP, INC.	Industrial	33.83	2,211	\$ 50.00		\$ 110,536	0.0015	assume low level of building
72	OLD CASTLE SW GROUP, INC.	Industrial	5.44	356	\$ 50.00		\$ 17,786	0.0015	assume low level of building
75	WHEELER, JERRY R & MILES A & PHIL & COLL	Industrial/Rural	206.82	5,405	4	\$ 50.00	\$ 270,270	0.0015	assume 40% industrial, 60% rural
Subtotal - New Commercial Development							\$ 11,944,709		
61	OLD CASTLE SW GROUP, INC.	Multiple Use	9.15		37	\$ 150,000	\$ 5,492,339		assume residential use
76	WHEELER, JERRY R & MILES A & PHIL & COLL	Rural	0.85		1	\$ 150,000	\$ 150,000		
77	LAND HOLDINGS VENTURE LLC	Rural Res	9.25		3	\$ 150,000	\$ 462,620		
81	WHEELER, JERRY R & MILES A & PHIL & COLL	Rural	64.49		2	\$ 150,000	\$ 276,374		
85	WHEELER, JERRY R & MILES A & PHIL & COLL	Rural	63.08		2	\$ 150,000	\$ 270,322		
Subtotal No Subdistrict							\$ 6,651,654		
<b>Subdistrict A</b>									
3	RIO DAY NARROW LLC	Mixed Commercial / Light Industrial	7.67	50,135	\$ 65.00	SF	\$ 3,258,764	0.15	
4	RIO ANGELS LLC	Rural Res	1.29		1		\$ -		Leave existing
5	RIO ANGELS LLC	Rural Res	0.87		1		\$ -		Leave existing
6	DILLON RANCHES LLLP	Mixed Commercial / Light Industrial	69.83	152,082	\$ 65.00	SF	\$ 9,885,333	0.06	Based on site plan
6	DILLON RANCHES LLLP	Mixed Commercial / Light Industrial	6.98	45,592	\$ 65.00	SF	\$ 2,963,511	0.15	Assume redevelopment
7	KC COMPANY & SCHNEIDER, KEVIN	Mixed Commercial / Light Industrial	6.67	43,614	\$ 65.00	SF	\$ 2,834,913	0.15	Assume redevelopment
8	HERMESMAN FAMILY PARTNERSHIP, LLLP	Mixed Commercial / Light Industrial	5.74	41,655	\$ 65.00	SF	\$ 2,707,591	0.15	Assume redevelopment to existing SF
9	131 MOOSE LANE LLC	Multiple Use	6.59	43,072	\$ 85.00		\$ 3,661,132	0.15	Assume redeveloped commercial/lt industrial
16	131 MOOSE LANE LLC	Mixed Commercial / Light Industrial	6.05	39,525	\$ 65.00	SF	\$ 2,569,156	0.15	Assume redeveloped commercial/lt industrial
17	RIVERS EDGE PROPERTIES LLC	Multiple Use	2.05	13,399	\$ 85.00		\$ 1,138,881	0.15	Assume redeveloped commercial/lt industrial
18	ANESI PROPERTIES	Mixed Commercial / Light Industrial	2.83	18,513	\$ 65.00	SF	\$ 1,203,357	0.15	Assume redeveloped commercial/lt industrial
19	BRIDGE, THOMAS	Mixed Commercial / Light Industrial	4.55	29,710	\$ 65.00	SF	\$ 1,931,138	0.15	Assume redeveloped commercial/lt industrial
20	TRI-STATE GENERATION &	Mixed Commercial / Light Industrial	1.49	9,745	\$ 65.00	SF	\$ 633,427	0.15	Assume redeveloped commercial/lt industrial
21	TIPPING, RONALD E & MARIE E	Mixed Commercial / Light Industrial	2.49	16,272	\$ 65.00	SF	\$ 1,057,712	0.15	Assume redeveloped commercial/lt industrial
22	TRI-STATE GENERATION &	Mixed Commercial / Light Industrial	1.53	9,970	\$ 65.00	SF	\$ 648,050	0.15	Assume redeveloped commercial/lt industrial
23	FIVE CARTER LLC	Mixed Commercial / Light Industrial	15.56	101,637	\$ 65.00	SF	\$ 6,606,374	0.15	
23	FIVE CARTER LLC	Rural Res	0.00		1				assume existing home remains
24	POWER MOTIVE CORPORATION	Mixed Commercial / Light Industrial	2.39	15,586	\$ 65.00	SF	\$ 1,013,087	0.15	Assume redeveloped commercial/lt industrial
25	CARTER, KENNETH E & SHIRLEY R FAMILY LLC	Mixed Commercial / Light Industrial	50.01	311,750	\$ 65.00	SF	\$ 20,263,723	0.15	assumes 100' buffer
26	HARTLEY, LAUREN	Mixed Commercial / Light Industrial	33.69	203,624	\$ 65.00	SF	\$ 13,235,538	0.15	assumes 100' buffer
27	CARTER, KENNETH E & SHIRLEY R FAMILY LLC	Mixed Commercial / Light Industrial	25.62	156,170	\$ 65.00	SF	\$ 10,151,035	0.15	assumes 50' buffer on La Posta
30	ANESI PROPERTIES	Mixed Commercial / Light Industrial	30.23	192,277	\$ 65.00	SF	\$ 12,497,981	0.15	assumes 50' buffer on La Posta
31	FLOCK, ROBERT A	Mixed Commercial / Light Industrial	1.30	5,490	\$ 65.00	SF	\$ 356,866	0.15	assumes 50' buffer on La Posta
Subtotal - New Commercial Development							\$ 98,617,569		
26	HARTLEY, LAUREN	Rural Res	0.00		1		\$ 777,320		assume capacity for one home by river (north)
26	HARTLEY, LAUREN	Rural Res			1		\$ 777,320		assume capacity for one home by river (flag lot)
Subdistrict A - Subtotals							\$ 1,554,640		

<b>Subdistrict B</b>									
33	SITTNER CONSTRUCTION LLC	Mixed Commercial / Light Industrial	7.46	48,748	\$ 65.00	SF	\$ 3,168,614	0.15	assumes development of parcel at Lt. Indust. FAR
34	WATKINS, HERBERT L	Mixed Commercial / Light Industrial	8.60	56,160	\$ 65.00	SF	\$ 3,650,383	0.15	assumes development of parcel at Lt. Indust. FAR
35	HELMS REVOCABLE TRUST	Mixed Commercial / Light Industrial	0.14	2,592	\$ 65.00	SF	\$ 168,480	0.42	assume existing building remains
35	ANIMAS AIR PARK PROPERTY OWNERS ASSOC	Mixed Commercial / Light Industrial	1.05	6,877	\$ 65.00	SF	\$ 447,026	0.15	assumes development of parcel at Lt. Indust. FAR
36	GREGG, DELVIN K & DARLA J	Mixed Commercial / Light Industrial	0.25	5,332	\$ 65.00	SF	\$ 346,580	0.48	assume existing building remains
36	CAMERON, WILLIAM H	Mixed Commercial / Light Industrial	0.12	2,200	\$ 65.00	SF	\$ 143,000	0.42	assume existing building remains
36	SCHULTZ, MICHAEL J	Mixed Commercial / Light Industrial	0.11	2,586	\$ 65.00	SF	\$ 168,090	0.54	assume existing building remains
36	WENDT, JAMES A & CYNTHIA J	Mixed Commercial / Light Industrial	0.14	1,760	\$ 65.00	SF	\$ 114,400	0.29	assume existing building remains
36	GREGG, DELVIN K & DARLA J	Mixed Commercial / Light Industrial	0.14	4,320	\$ 65.00	SF	\$ 280,800	0.73	assume existing building remains
36	FIVE DS LTD & ERWIN, LON & ZINK, SIDNY K	Mixed Commercial / Light Industrial	0.18	2,150	\$ 65.00	SF	\$ 139,750	0.27	assume existing building remains
36	A&V ENTERPRISES LLC	Mixed Commercial / Light Industrial	0.21	2,817	\$ 65.00	SF	\$ 183,105	0.32	assume existing building remains
36	TULFER, DWIGHT & ANA	Mixed Commercial / Light Industrial	0.15	2,200	\$ 65.00	SF	\$ 143,000	0.33	assume existing building remains
36	GREGG FLYING SERVICE INC	Mixed Commercial / Light Industrial	0.41	4,800	\$ 65.00	SF	\$ 312,000	0.27	assume existing building remains
36	MBG DURANGO LLC	Mixed Commercial / Light Industrial	0.11	4,558	\$ 65.00	SF	\$ 296,271	0.92	assume existing building remains
36	00 CHARLIE LLC	Mixed Commercial / Light Industrial	0.11	4,000	\$ 65.00	SF	\$ 260,000	0.84	assume existing building remains
36	BARNARD, BRUCE MCCHEANE III REVOCABLE TR	Mixed Commercial / Light Industrial	0.19	3,212	\$ 65.00	SF	\$ 208,780	0.38	assume existing building remains
36	THORNTON, JAMES A & PEGGY L	Mixed Commercial / Light Industrial	0.12	2,716	\$ 65.00	SF	\$ 176,540	0.53	assume existing building remains
36	JAY SLASH BAR LP	Mixed Commercial / Light Industrial	0.11	900	\$ 65.00	SF	\$ 58,500	0.19	assume existing building remains
36	TULFER, DWIGHT & ANA	Mixed Commercial / Light Industrial	0.03	183	\$ 65.00	SF	\$ 11,884	0.15	assumes development of parcel at Lt. Indust. FAR
36	BARNARD, BRUCE MCCHEANE III REVOCABLE TR	Mixed Commercial / Light Industrial	0.19	1,212	\$ 65.00	SF	\$ 78,791	0.15	assumes development of parcel at Lt. Indust. FAR
37	WILEY, CAROL E REV TRUST	Mixed Commercial / Light Industrial	0.21	3,451	\$ 65.00	SF	\$ 224,315	0.37	assume existing building remains
37	TWIN CEDAR I LLC	Mixed Commercial / Light Industrial	0.19	2,678	\$ 65.00	SF	\$ 174,070	0.32	assume existing building remains
37	STEWART, RICHARD L	Mixed Commercial / Light Industrial	0.18	2,316	\$ 65.00	SF	\$ 150,540	0.29	assume existing building remains
37	BONNETT PROPERTIES LLC	Mixed Commercial / Light Industrial	0.17	2,500	\$ 65.00	SF	\$ 162,500	0.35	assume existing building remains
38	ANIMAS AIR PARK PROPERTY OWNERS ASSOC	Mixed Commercial / Light Industrial	5.86	38,274	\$ 65.00	SF	\$ 2,487,807	0.15	assumes development of parcel at Lt. Indust. FAR
39	BEGGROW ENTERPRISES	Mixed Commercial / Light Industrial	6.11	39,923	\$ 65.00	SF	\$ 2,594,971	0.15	assumes development of parcel at Lt. Indust. FAR
40	MELCHER, NORMA B &	Mixed Commercial / Light Industrial	4.37	28,551	\$ 65.00	SF	\$ 1,855,784	0.15	assumes development of parcel at Lt. Indust. FAR
41	GARRETT PROPERTIES LLC	Mixed Commercial / Light Industrial	3.24	31,645	\$ 65.00	SF	\$ 2,056,925	0.22	assume existing building remains
42	HOLT, RALPH V & RANI J	Mixed Commercial / Light Industrial	3.92	25,094	\$ 65.00	SF	\$ 1,631,110	0.15	assume existing building remains
43	SKYLANE VENTURES LLC	Mixed Commercial / Light Industrial	3.11	4,699	\$ 65.00	SF	\$ 305,435	0.03	assume existing building remains
44	AAPEX LLC	Mixed Commercial / Light Industrial	3.57	5,778	\$ 65.00	SF	\$ 375,554	0.04	assume existing building remains
45	MCVEAN, JAMES A & DEBBIE K	Mixed Commercial / Light Industrial	2.68	10,284	\$ 65.00	SF	\$ 668,460	0.09	assume existing building remains
46	NEWBROUGH MANAGEMENT CO	Mixed Commercial / Light Industrial	2.79	3,960	\$ 65.00	SF	\$ 257,400	0.03	assume existing building remains
47	ANIMAS AIR PARK PROPERTY OWNERS ASSOC	vacant	0.67				\$ -		Private road ROW
48	GIRARD PROPERTIES LLC	Mixed Commercial / Light Industrial	2.52	34,688	\$ 65.00	SF	\$ 2,254,688	0.32	assume existing building remains
49	PAHU CANYON CORPORATION	Mixed Commercial / Light Industrial	1.93	27,200	\$ 65.00	SF	\$ 1,768,000	0.32	assume existing building remains
50	ANIMAS AIR PARK PROPERTY OWNERS ASSOC	vacant	3.89				\$ -		vacant for runway protection and roadway
86	GURR, TOM & ANITA FAMILY TRUST	existing business	7.01	34,795				0.11	assume existing buildings remain
Subtotal - New Commercial Development							\$ 27,323,552		
13	ANIMAS AIRPARK VILLAGE LLC	Medium	20.78		62	\$ 150,000	\$ 9,351,790	5	Assume lower end of range for density and 40% open space
Subdistrict B - Subtotals							\$ 9,351,790		

Subdistrict C									
53	ISGAR, ANNE L TRUSTEE	Low	0.00	15,000	\$ 65	\$ 975,000			\$150,000/unit and civic on 1/4 (at \$65/sf)
63	ISGAR, ANNE L TRUSTEE	Multiple Use	0.24	3,000	\$ 85.00	\$ 255,000	0.29		assume commercial
Subtotal - New Commercial Development									
52	ISGAR, ANNE L TRUSTEE	Low	14.30		57	\$ 150,000	\$ 8,577,328		assume 4 instead of maximum of 5 du/ac
53	ISGAR, ANNE L TRUSTEE	Low	14.79		44	\$ 150,000	\$ 6,657,218		\$150,000/unit and civic on 1/4 (at \$65/sf)
54	ISGAR, ANNE L TRUSTEE	Low	51.38		206	\$ 150,000	\$ 30,828,404		assume 4 instead of maximum of 5 du/ac
55	ISGAR, ANNE L REV TRUST, THE	Open Space	0.00						
56	KEWITT, PETER B & HELGA U	existing residential	2.19		1				
57	KEWITT, PETER B & HELGA U	Open Space	0.00						
58	ISGAR, ANNE L TRUSTEE	Low	7.87		31	\$ 150,000	\$ 4,724,840		assume 4 instead of maximum of 5 du/ac
59	ISGAR, ANNE L TRUSTEE	Low	6.45		26	\$ 150,000	\$ 3,872,623		assume 4 instead of maximum of 5 du/ac
60	JACKSON, DONALD W & NANCY LUCILLE	existing residential	1.80		1				
60	THOMAS, CHARLES W	existing residential	1.03		1				
60	THOMAS, CHARLES II	existing residential	1.35		1				
Subtotal - New Residential Development									
62	STATE OF COLORADO BUREAU OF RECLAMATION	Rural Res	1.15				\$ -		assume no development
28	HARTLEY, LAUREN	Rural	8.36				\$ -		assume no development
64	STATE OF COLORADO BUREAU OF RECLAMATION	Rural Res	1.41				\$ -		assume no development
73	UNITED STATES OF AMERICA, BLM	Industrial	7.60	496	\$ 50.00	\$ 24,815	0.0015		assume low level of building
74	UNITED STATES DEPT OF INTERIOR, BLM	Industrial	3.53	230	\$ 50.00	\$ 11,518	0.0015		assume low level of building
78	UNITED STATES DEPT OF INTERIOR, BLM	Rural	14.51		1	\$ 150,000	\$ 150,000		
79	UNITED STATES OF AMERICA, BLM	Industrial	12.37	808	\$ 50.00	\$ 40,405	0.0015		
80	UNITED STATES DEPT OF INTERIOR, BLM	Industrial	12.09	790	\$ 50.00	\$ 39,512	0.0015		
82	UNITED STATES OF AMERICA, BLM	Industrial	7.87	515	\$ 50.00	\$ 25,727	0.0015		
83	UNITED STATES OF AMERICA, BLM	Industrial	3.96	259	\$ 50.00	\$ 12,932	0.0015		
84	UNITED STATES DEPT OF INTERIOR, BLM	Rural Res	10.91		4	\$ 150,000	\$ 545,744		
87	ANIMAS AIR PARK PROPERTY OWNERS ASSOC	runway	23.28				\$ -		

Existing Residential Subdivisions									
Deer Island									
88	MIXTER, MICHAEL J	Large Lot	5.94		1	\$ 801,000	\$ 801,000		
89	MADEEN, JEFFREY JON & SOFIA	existing residential	5.87		1		\$ 794,680		
90	JACKRABBIT PARTNERS LLC	existing residential	11.00		1		\$ 394,480		
91	BEACH, PATRICK A & RACHEL B	existing residential	11.05		1		\$ 718,280		
92	STROBEL, JANE A & DAVID A	existing residential	10.25		1		\$ 566,330		
93	H&M TRUST	Large Lot	5.79		1	\$ 801,000	\$ 801,000		
94	BENSLEY, B NICOL	existing residential	3.40		1		\$ -		
95	WILSON, HOWARD L & MARJIE L	existing residential	2.84		1		\$ 1,057,010		
97	QUICK, MARK C & LORI S	Large Lot	3.92		1	\$ 801,000	\$ 801,000		
98	DEAR, JENNIE C &	existing residential	4.75		1		\$ 710,640		
101	FIVE DS LTD	existing residential	5.24		1		\$ 994,200		
106	FIVE DS LTD	Large Lot	1.03		1	\$ 801,000	\$ 801,000		
107	ARMSTRONG, THOMAS K JR	existing residential	3.62		1		\$ 1,029,330		
138 (96)	CUNNINGHAM, JOSEPH P & ROBIN L	existing residential	6.19		1		\$ 1,211,250		
139 (99)	MCGUIRE, JOE BOB & DANA W	Large Lot	1.76		1	\$ 801,000	\$ 801,000		

Adobe Cliffs									
102	SUMMERS, MARILYN &	Large Lot	8.35		1	\$ 372,000	\$ 372,000		
103	ASMUTH, ANDREW J	Large Lot	8.75		1	\$ 372,000	\$ 372,000		
104	SOLTES, KAREN LEA EXEMPT TRUST	Large Lot	7.75		1	\$ 372,000	\$ 372,000		
105	DEHUDY, THOMAS D	Large Lot	8.52		1	\$ 372,000	\$ 372,000		
108	SUMMERS, MARILYN &	existing residential	1.07		1		\$ 577,690		
109	DEHUDY, THOMAS D	Large Lot	1.72		1	\$ 372,000	\$ 372,000		
110	ASMUTH, ANDREW J	existing residential	2.66		1		\$ 293,220		
111	SOLTES, KAREN LEA EXEMPT TRUST	Large Lot	2.12		1	\$ 372,000	\$ 372,000		
112	KETTER, JAMES ROBERT &	Large Lot	2.04		1	\$ 372,000	\$ 372,000		
113	UDND REAL PROPERTIES II LLC	Large Lot	4.72		1	\$ 372,000	\$ 372,000		
114	FEZEEL, MARK L MARY M	existing residential	3.63		1		\$ 1,318,300		
137 (100)	KETTER, JAMES ROBERT &	existing residential	0.34		1		\$ 245,030		

Animas Air Park Unit 2									
115	YALE, DONALD A & LAURA J	existing residential	2.70		1	\$ 258,000	\$ 258,000		assume existing home remains
116	SHERMAN, KAY A	existing residential	0.57		1		\$ 278,830		assume existing home remains
117	BARNES, DAUDI MX	existing residential	1.45		1		\$ 255,930		assume existing home remains
118	YALE, DONALD A & LAURA J	existing residential	0.47		1		\$ 264,070		assume existing home remains
119	WRIGHT, DOUGLAS E	existing residential	0.47		1		\$ 242,620		assume existing home remains
120	GREGG, DELVIN K & DARLA J	existing residential	2.33		1		\$ 317,830		assume existing home remains
121	RIVERO, JOSE R III	existing residential	0.65		1		\$ 114,060		assume existing home remains
122	WYLIE, HORACE D & DIANN E	existing residential	0.51		1		\$ 186,180		assume existing home remains
123	PERRYMAN, MONTY R & TERI L	existing residential	0.56		1		\$ 229,660		assume existing home remains
124	SNYDER, BARBARA J	existing residential	0.76		1		\$ 311,380		assume existing home remains
125	TROST, ELLEN M	existing residential	0.73		1		\$ 285,590		assume existing home remains
126	MCCAULEY, ROSS A & PALOMEC, AUREA C CORT	existing residential	1.04		1		\$ 293,010		assume existing home remains
127	KRUEGER, JON	existing residential	0.90		1		\$ 379,650		assume existing home remains
128	WEINBERGER, CYRUS	existing residential	0.84		1		\$ 274,240		assume existing home remains
129	GROSS, VERNA D & JOHN L	existing residential	0.34		1		\$ 340,070		assume existing home remains
130	SHEA, MARTHA A & TIM	existing residential	0.58		1		\$ 249,810		assume existing home remains
131	GAGNON, JOSEPH R	existing residential	0.80		1		\$ 243,990		assume existing home remains
132	KOCH, JEFFERY A	existing residential	0.01		1	\$ 258,000	\$ 258,000		assume existing home remains
133	KOCH, JEFFERY A	existing residential	0.76		1		\$ 246,000		assume existing home remains
134	CASWELL, DEBORAH S	existing residential	0.55		1		\$ 308,050		assume existing home remains
135	BERGL, KATHLEEN D & MARY J	existing residential	0.19		1		\$ 348,840		assume existing home remains
136	ROASTINGEAR, JULIUS & SHERRY	existing residential	0.29		1		\$ 255,790		assume existing home remains
10	BROWDER, CINDY	existing residential	1.43		1		\$ 362,260		assume existing home remains
11	FOGLER, JAMES E	existing residential	1.22		1		\$ 114,060		assume existing home remains
12	JOHN, BRYNLEY D &	Multiple Use	1.34		1	\$ 258,000 unit	\$ 258,000		Assume redevelopment to SFD
15	CALLISON, TREVOR O	existing residential	0.81		1		\$ 160,700		assume existing home remains

Del Cielo									
14	HARPER, ELENA C & ETALS	Medium	0.02		1				assume existing home remains
14	CLARK, JILL	Medium	0.03		1				assume existing home remains
14	BOWKER, SUZANNE CARTIER & ROBERT G	Medium	0.04		1				assume existing home remains
14	DOUGLAS, ROBERT D	Medium	0.02		1				assume existing home remains
14	NEWBROUGH TOWNHOUSES	Medium	2.51		15			10	Assume upper end of range for density and 40% open space

No longer an active parcel/DW ID reassigned									
96	CUNNINGHAM, JOSEPH P & ROBIN L	reassigned			1		\$ -		
99	MCGUIRE, JOE BOB & DANA W	reassigned			1		\$ -		
100	MCGUIRE, JOE BOB & DANA W	reassigned			1		\$ -		
29			0.00				\$ -		number reassigned
32		N/A	0.00				\$ -		number reassigned





# APPENDIX B

## INFRASTRUCTURE PLAN & NEEDS ASSESSMENT





# APPENDIX C DESIGN STANDARDS



## Introduction

The Design Standards for the La Posta Road Area present the requirements for development within this area. The City and County have come together to define a set of standards acceptable to both in the area of roadways and trails. These transportation infrastructure improvements can be built as soon as financing is available with the confidence that if and when the area is annexed into the City, the improvements will meet the standards of that municipality. Under any circumstances, these standards shall be consistent with and adhere to City of Durango design standards as set forth and referenced in the City's Comprehensive Plan and Land Use and Development Code. Paved multi-use trails shall also be designed in accordance with guidelines provided within the POST&R Plan, and the most recently published volume of the AASHTO Guide for the Development of Bicycle Facilities and the Americans with Disabilities Act.

These standards may be varied on a case-by-case basis due to special conditions related to topography, location, site constraints, geohazards, natural resources, etc.

## Roadways and Trails

This section provides information for the design of all streetscapes within the La Posta Area. The County, City and Property Owners have placed a high level of emphasis on the scale, character and quality of its streets, and as such, this section provides those creating new development, and infrastructure improvements, the critical information for creating appropriate streetscapes, and the relationship between the applicable street and adjoining buildings and landscape areas. This section sets the standards for the width, lanes and medians and drainage. The guidelines for the trail network that provides connectivity for non-motorized vehicular means of transport (i .e. pedestrians, wheelchair users, cyclists, etc.) can also be found in this section.

Streetscape is the built environment of the street right of way, including landscaping, furniture, and lighting, and as such is vital to defining the character of the public realm. The design and placement of benches, chairs, and other furniture influences the experience of the pedestrian, cyclists and drivers on streets. The role of street and pedestrian lighting is to create a safe, welcoming environment for all modes of travel. All of the streetscape components need to be consistent, in order to reinforce the identity and character of the La Posta Area. Streetscape planting is intended to reflect the general character of the Koshak Mesa and the Animas Airpark Mesa landscape. Finally, the overall intent of streetscape design is to achieve the most harmonious result while minimizing the use of resources, including water and electricity, which will reinforce the identity of the La Posta Area as a sustainable community.

The streetscapes in the La Posta Area will demonstrate the project's commitment to water conservation. They will use drought tolerant, xeric plant species to create a memorable active public realm that is also regionally appropriate and water conscious. Only the residential local streets have landscape that is intended to be irrigated beyond the establishment phase. Low water use irrigation systems, such as drip systems, can significantly reduce water use. In addition, irrigation sensors, which supply controllers with information about the environment, can monitor soil moisture, rain, wind, and evapotranspiration in order to provide the precise amount of water needed to keep plants healthy.

The industrial local streets have two standards: one with a native, non-irrigated landscape as a “tree lawn,” and one with bioswales to capture stormwater run-off and allow it to percolate back into the soil. At the time of development review property owners can determine which system is more appropriate in their area. The bioswale system works best when it is established in a large contiguous section of roadway.

One of the core principles in the La Posta Area is accessibility for multi-modal users (truck, transit, car, bike, pedestrian). However, given the nature of parts of this project as an industrial development, certain streets and access points are prioritized for truck traffic. The intent of the streetscape guidelines is to define which streets will prioritize certain modes of travel and ensure that all modes are served throughout the development.

All public streets should have the same, or substantially similar, street lights, pedestrian lighting system and streetscape furnishings. Fixtures shall follow the City of Durango’s lighting regulations to reduce light pollution in this area.

The primary pedestrian routes in the La Posta Area are on the sidewalks of the improved streets and the trail system along La Posta Road. Particular care should be shown to the planning and design of crossing points for pedestrians and cyclists in the La Posta Area. In addition to all regulatory safety requirements, consideration should be given to the placement of crosswalks so that they are (i) convenient to pedestrians and cyclists, (ii) visible day and night to trucks and cars, and (iii) ADA accessible. Crosswalks should not be interrupted by medians, unless to create a six foot (6’) wide pedestrian refuge. The pedestrian route should be continuous and free of obstacles, such as traffic signals, switch boxes and other appurtenances.

Paved multi-use trails shall be designed in accordance with guidelines provided within the POST&R Plan, and the most recently published volume of the AASHTO Guide for the Development of Bicycle Facilities and the Americans with Disabilities Act. The multi-use trails shall also be connected to the rest of the multi-modal transportation network.

The design of each street within the La Posta Area should be consistent according to its type throughout its entire length in the La Posta Area. The types of streets are identified in the framework plan (Exhibit I). These guidelines incorporate standards that have been reviewed by the County and City engineers and are acceptable by the City in the event some or all of the property in the Area is annexed. Each street type is illustrated in the exhibits at the end of this Plan and described below:

## La Posta Road Section

*Refer to Exhibit J (La Posta Road Phase I) and Exhibit K (La Posta Road Full Improvement)*

La Posta Road is the highest volume transportation route in the La Posta Area. La Posta Road (County Road 213) is the major north-south conduit of cars and trucks serving the development. This road will be used by the majority of truck traffic accessing the industrial businesses within the La Posta Area and will likely be the primary route for employees and business traffic in cars as well. In time, it may also be a major route for transit riders. La Posta Road is also a route used by residents. As such, it is a vantage point from which many people will view development within the La Posta Area. A trail system will follow the route of La Posta Road to provide safe, convenient route for pedestrians and bicycle riders.

The primary function of La Posta Road is to facilitate vehicular circulation within the entire development area and outside destinations. This road is the primary connector to the sur-

rounding development, and will provide trucks and cars the most expedient route to the regional road network. In addition to their primary role as a vehicle conduit, they will serve pedestrian and bicyclist needs as well. The landscape elements along La Posta Road will be scaled appropriately to the roadway width and speed of traffic.

La Posta Road currently consists of two (2) 12ft wide lanes with 4ft shoulders, totaling a paved surface width of 32ft. The road section will be upgraded to include the following:

- 12ft wide center turn lane running the entire length of La Posta Road
- 12ft wide travel lanes with curb and gutter
- 5ft wide bike lanes each side inclusive of concrete gutter
- 8ft landscape buffer
- 10ft wide detached sidewalk

## Animas Air Park Drive Section

*Refer to Exhibit M*

Animas Airpark Drive currently consists of (2) 12ft wide paved travel lanes with a 6ft wide road side ditch on the west side (cut side). This existing road runs along a steep hillside and appears to function adequately; therefore no improvements are proposed at this time, but future roadway improvements may become necessary based on traffic volumes. There is a possibility that the existing 6ft wide ditch could be replaced with a sidewalk (with the addition of curb and gutter) or a multi-use trail without significant costs to provide pedestrian circulation to/from the Animas Airpark (see Exhibit L).

## Secondary Access Section

*Refer to Exhibit N*

A new proposed road (Road E) will act as the secondary access to the Animas Airpark. A constrained section has been proposed due to its function as a secondary access and the nature of the steep terrain. The new roads will be built to the following section:

- 12ft wide travel lane
- 3ft wide gravel shoulder

## Industrial Local Section

*Refer to Exhibit P (Local Industrial Condition 1) and Exhibit Q (Local Industrial Condition 2).*

The Local Industrial Streets in the La Posta Area are the tertiary level of public road serving each parcel of land. These smaller roadways with slower traffic need to accommodate every size of vehicle accessing the development, from the largest tractor trailers to passenger cars. Because they provide the basic network for accessing each business and all areas of the La Posta Area, they will likely be a common route for pedestrians and bicycles.

Two conditions are detailed in this document. Condition 1 includes a curb and gutter and 8' landscape buffer. Condition 2 includes a curb and gutter with periodic breaks for storm water to flow into bioswales. Both conditions include 5' sidewalks.

Any new or existing local roads falling within the industrial land uses of the study area (includes Road A, Moose Lane, Kaycee Lane, Road B, Road F, and Skylane Drive) will be built or upgraded to the following road section described below unless otherwise specified:

- (2) 12ft wide travel lanes with curb and gutter
- (2) 8ft landscape buffer
- (2) 5ft wide detached sidewalk

## Residential Local Section

*Refer to Exhibit O*

Any new or existing local roads within the study area (includes Road D) will be built or upgraded to the following road section described below unless otherwise specified:

- (2) 11ft wide travel lanes with curb and gutter
- (2) 7.5ft wide parking lanes
- (2) 6ft landscape buffer
- (2) 5ft wide sidewalk detached

## Trail Sections

*Refer to Exhibit R*

Any new trails that are intended to be used for pedestrian and bicycles, including regional trail system connectors, shall be built-in accordance with guidelines set forth in the POST&R Plan, and the most recently published volume of the AASHTO Guide for the Development of Bicycle Facilities and the Americans with Disabilities Act. Exhibits J, K, L, and R within this Plan depict potential typical cross sections for paved multi-use trails.