

Exhibit E  
Sopris Engineering Engineer Report

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# Harvest Roaring Fork

## Zoning Application

## Engineering Narrative

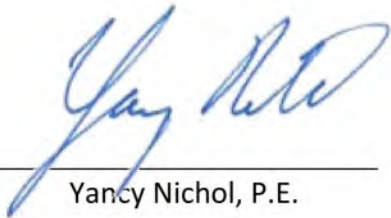
November 18<sup>th</sup>, 2024

Revised April 14, 2025

Revised June 1<sup>st</sup>, 2026

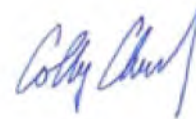
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Yancy Nichol, P.E.



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Colby Christoff, P.E.



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## 1. INTRODUCTION:

This report is written to coincide with the upcoming land use submittal for Harvest Roaring Fork community. Over the past years we have been coordinating with numerous entities to gather information and begin to pull together necessary information primarily related to infrastructure to the site, as well as access. We have been coordinating with other consultants such as traffic engineers, environmental engineers, contractors and our design team members in order to determine what is necessary to support the proposed development.

SE has also been coordinating with Roaring Fork Transit Authority (RFTA), Colorado Department of Transportation (CDOT) Roaring Fork Water and Sanitation District (RFWSD) to understand and create preliminary designs for access, RFTA crossings and offsite infrastructure necessary to service the Site. We have also been working with the project's planner to give feedback on the conceptual zoning standards.

## 2. PROJECT SUMMARY

The property is 283 acres. It has a 54+- acre conservation easement bordering the Roaring Fork River on the west side of the site and running up Cattle Creek in the center of the site. The existing Site has been disturbed by earthmoving based on previous approvals but has sat generally untouched for the last +/- 10 years.

## 3. UTILITIES:

We have separated utilities into water and sanitary sewer to be supplied by RFWSD, as well as shallow utilities (electric, gas, telephone, cable, fiber etc). Our emphasis is to highlight that all necessary utilities are available to provide service to the Site. Based on our analysis we understand all utilities are available and we have received will serve letters from the utility providers which are attached in Appendix B.

### Water and Sanitary Sewer - (RFWSD)

Our team has had several meetings with the district staff, attended board meetings and in coordination with the district engineer on multiple occasions. At this time our team is working with the RFWSD to review the previous pre-inclusionary agreement and how we anticipate amending the agreement. SE and the developer will continue to work with RFWSD to modify the existing pre inclusionary agreement once the County approves the PUD zoning. We understand that there will be numerous infrastructure upgrades in order to serve the proposed development. Some of the key components are listed here and given further details below:

- Roaring Fork River Crossing- Sewer & Water
- Water Storage Tanks
- Water surface treatment



- Future water connections
- Sewer plant treatment expansion
- Sewer plant lift station

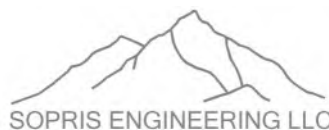
## Water

At this time SE understands a great deal about the water infrastructure needed to service the Harvest project. Through coordination with the district staff, and review of past approvals and plans we have a clear understanding of the infrastructure required to serve the proposed project. The individual phasing of when each of these items is constructed will continue to be evaluated with the district engineering staff once we have obtained zoning approval, which will allow us to estimate the exact number of units and square foot of development we anticipate within each phase.

Roaring Fork River Crossing – Currently we have a design and contractor contracted to construct the Roaring Fork River crossing, we have done geotechnical investigations on both banks of the river to determine the most practical depth to cross the river and we've had a hydrologist review the scouring based upon surveyed cross sections of the river. The Army Corp Permit has been obtained and have an approved construction window obtained through coordination with Colorado Parks and Wildlife. At this time, we intend to construct the river crossing August and September of 2026. The tie-in point on the western side of the river is up near County Road 109. The intent is to follow the existing road and utility easement down the access road to the sewer plant with a new proposed water main. Once on the sewer plant site we would cross the river in our proposed trench to serve the subject site. It is important to note that these improvements will be required to serve the site regardless of final zoning approval or density.

Water Storage Tanks – Currently we have preliminary sizing done for the tanks based off our anticipated zoning approvals. We have reviewed the existing easement currently in place for the size of the proposed tanks and the grades of the existing tanks in the district systems as well as the proposed site elevations. The current easement appears to be able to fit the required tank sizes and further design efforts will be completed with preliminary plan application.

Water surface treatment – The district is currently completing analysis on their existing wells, and well capacity. That study will help us determine if/when an additional surface water treatment plant may be required. We have identified options on both our site as well as the districts site to house a water surface treatment plant if needed. Further design and coordination will happen once the zoning approval is completed, and the preliminary plan application is prepared. At this point we anticipate a small number of the first phase of units will be able to be served by the districts wells. As we move further into project phases we will have to ensure the surface water treatment plant is up and treating water. The surface water treatment will treat water out of the Roaring Fork River and deliver it to the districts system. This will provide redundancy for the districts system as well as the Harvest site. We have the water rights in place and the physical water is the Roaring Fork River.



Additionally, it should be noted that water and sewer infrastructure sizing is also being considered for surrounding properties that want and/or need to connect to the District water and sewer (including the Carbondale & Rural Fire Protection District site), that are within the District service area (Cattle Creek and Thunder River). We have reviewed the properties within the Districts service plan to take into account what additional water and sewer demands might be for the river crossing design.

**Sanitary Sewer:**

Through coordination with the district, we understand the sewer plant has surplus capacity currently. However, as other projects develop the plant capacity will decrease. Below is additional information about the key sewer elements to provide service to this project:

Roaring Fork River Crossing – as mentioned above in the water section we currently have a design for the Roaring Fork River Crossing and anticipate construction August and September of 2026.

Sewer lift station – A sewer lift station on the property will be required for the first phase of construction. The site development will gravity flow to the lift station. The lift station will pump the sewage across the Roaring Fork River to the existing sewer plant. The sewer lift station will be planned with multiple sized pipes, and capacity in order to ensure peak flows are able to be pumped at various phases of the development and the surrounding properties within the District Service Plan.

Sewer plant expansion – Currently there is capacity at the district sewer plant to begin this development. We are working with the district to prepare different trigger mechanisms for when plant expansion happens. Those triggers will be planned based upon a design flow but actual plant capacity will determine the actual sewer plant expansions schedule. It is intended that each phase will be evaluated at preliminary plan to ensure and warrant sufficient capacity.

As mentioned above in the water section it should be noted the sewer infrastructure is being design for consideration of serving the districts service area beyond just the Harvest Project.

**Shallow Utilities:**

We have coordinated with each of the utility providers to understand where our connection points are and what service is available to the project. Currently, all shallow utility providers have said they have infrastructure in the area and gave us an understanding of where their facilities are and how we'd access them. Below is a brief description of the information we received from each provider:

**Holy Cross Energy (HCE)** – Currently HCE runs down the west side of HWY 82 with overhead lines which can provide both single phase and 3 phase to the Site. There is a single phase service that currently services and old single family home near Cattle Creek on the property. HCE has capacity to serve this project and we will continue to work with HCE as we establish unit mix, load capacity and begin to look at potential electrical infrastructure layout. All new electrical infrastructure will be placed underground. Holy Cross currently provides service to the property as noted above.



**Black Hills Energy (BHE)** – BHE has some current service just north of the project which are smaller 2" lines. The main connection to serve this development will need to cross the river with the sewer and water crossing. The intended crossing is directly across from the RFWSD waste water treatment plant. From there the line would need to extend up the plant access road to CR 109 where a new regulator station would be installed. Once across the river the routing on site would extend north to tie into the smaller 2" lines at the north end of the site to make the system more redundant and resilient. We will continue to work with BHE as we understand the final Site density and begin providing BHE with load calculations to further design the onsite system.

**Comcast** – Currently Comcast nearest connection point is just north of the property. Comcast has fiber available with sufficient capacity, so we would tie onto their facilities and extend south into the project Site. Similar to HCE all new utilities will be run underground following the general electrical layout.

**Lumen** – Coordination with Lumen indicated that their service is on the east side of HWY 82. At this time, we understand Lumen's facilities are minimal. Lumen telephone may not be necessary, but we will continue to coordinate with them as the project moves forward.

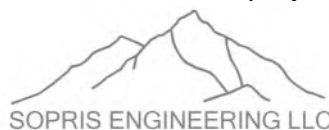
SE will continue to coordinate with each utility providers as additional site planning, layout and density all comes together. We will continue to ensure our design accommodates each utility provider and follows their rules and regulations in terms of bury depth, pipe material, bedding requirements etc. All proposed shallow utilities will be installed underground.

#### 4. ACCESS - CDOT

Through investigations and coordination with CDOT, SE has identified access locations to best serve Harvest site. Based upon CDOT's Access Code and analysis of HWY 82 in terms of grades and distances from existing access the potential access points was reduced to just a few locations. CDOT Access Code sets spacing between access points, highway designation and speed limit set acceleration and deceleration lengths, existing highway grades from north bound and south bound lanes as well as the RFTA trail all play critical rolls in our proposed access points. These factors have all been critical to finalizing access points which then allow our design team to begin looking at the potential neighborhood layout and zoning for the site.

Through coordination with CDOT and numerous back and forth meetings at this time the project has received both access permits from CDOT, our northern  $\frac{3}{4}$  movement intersection and our southern right in right out access.

For site design it was very important to coordinate directly with CDOT prior to having any land use approvals because the access is too important to the Site to have not confirmed. The access points dictate where specific development on the Site needs to be, so it was critical to know CDOT was in support of our locations and our proposed accesses prior beginning the site zoning application. This process has highlighted the importance of a form-based-code for this project as supported by the applicant and the



County to ensure that the proposed zoning is flexible enough to address access and other jurisdictional approvals that will be required during development of the project.

The CDOT approvals are summarized on Exhibit 1, and include a 3/4 movement intersection as well as a right in right out onto SH 82. The proposed right in right out in is located 500' north of the existing Cattle Creek intersection at mile marker 7.76. While the 3/4 movement intersection is located on the northern end of the Site at mile marker 7.38. Both accesses will have full length acceleration and deceleration lanes as dictated by the State Highway Access Code and highway category.

These two access points will provide the circulation for the proposed development, providing appropriate access to SH 82 for daily traffic as well as emergency vehicles.

A signal light will be installed at the 3/4 movement on HWY 82 south-bound lanes to allow north-bound vehicles to either make a left turn into the project or make a U-turn south on HWY 82. For all vehicles exiting the Harvest project at either the 3/4 movement or the right-in-right out who want to go north-bound (towards Glenwood Springs), those vehicles would head south-bound and make a U-turn at mile marker 8.21 which is about 1800' south of Cattle Creek. A signal light will be installed on HWY 82 North-bound lanes to allow south-bound cars to make a U-turn. The two separate signal lights will allow the Harvest Project to have access in both directions along HWY 82 without having the typical left-turn issues onto HWY 82 which reduces the delays on HWY 82 that a full movement intersection would have. See attached exhibit 1 that shows the 3/4 movement and right-in-right out locations and the two proposed signal lights.

The two signal lights would be required to be installed with the first phase of construction. No traffic warrants are required before the signal lights are installed.

The two signal lights will also allow Cattle Creek to become a right in right out intersection, increasing the safety at that intersection by eliminating left-turns. The vehicles at Cattle Creek that need to go south make a right-out onto HWY 82 and then make a U-turn at the new 3/4 movement light.

## 5. RFTA

SE has been coordinating directly with RFTA as they play a key role in this project's development because the Rio Grande Trail cuts directly through the property for approximately one mile. Additionally, this development is trying to provide workforce housing and we are further trying to coordinate with RFTA to see how we can utilize the existing bus stops for the development, and we anticipate working with them to determine if additional bus stops along the Highway 82 frontage would be beneficial as the development builds out. It is important to note that the project has existing easements in place with RFTA to permit the following crossings over the Rio Grande Trail:

1. The most northern vehicle crossing of the Rio Grande Trail will pass under the Rio Grande Trail, and



2. The southern vehicle crossing (near Cattle Creek) will be at grade with future rail and the applicant is proposing the Rio Grande Trail will be in an underpass to avoid conflicts between trail users and vehicles accessing the site.

Through our conversations with RFTA their biggest concern was the trail crossing for our main access to the Site. From reviewing existing easements, past submittals and coordinating with RFTA we understand that we have several utility crossings and 2 vehicle/pedestrian crossings of the trail. One of the crossings needs to be grade separated and the other could be at grade with future rail. With that criteria in mind, we will continue to coordinate with RFTA to understand how we could make our proposed CDOT access points work with RFTA's criteria.

We have provided our preliminary design for the underpass to RFTA and received their initial feedback about what areas we need to adjust to meet the RFTA standards as well as the Colorado Railroad PUC requirements. The northern access will be an underpass from  $\frac{3}{4}$  access and the right-in-right-out movement. However, the "at grade" crossing would only be used in the event that a train track is placed in the Rio Grande Rights of Way. Design and development of the trail would be sloped below the roadway and then back up to once again avoid vehicular/pedestrian conflicts.

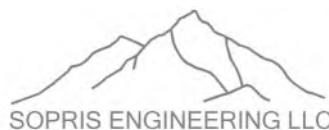
Through our coordination with RFTA, we know that we have access across the trail to the western portion of the property, which was extremely important to confirm prior to moving forward with our application. We will continue to work with RFTA on the crossings as the preliminary plan application is being prepared.

## 6. GRADING DRAINAGE

Currently SE hasn't completed full drainage or grading plans for for the Site as the applicant is considering multiple phase options depending on County approvals. However we have reviewed past drainage studies, concepts, grading plans, road plan and profiles for this Site. From our past experience in Garfield County and their code, we have outlined a brief description of our overall grading and drainage concepts below.

**Grading:** Currently the Site generally drains from east along HWY 82 to the west down to the Roaring Fork River. We will ensure our roads are graded to be below the 8% grade on collectors and 10% grade on secondary access. Establishing vegetation on such a large site after disturbance can be very important so we will work to ensure our slopes are not steeper than 2:1 so that vegetation can more easily be established. We will also work to balance our site grading and cut fill as a whole to reduce impacts to the Site and additional construction traffic in the area. It will also be important to balance the cut fill on individual phases so we do not have to disturb more area then necessary until we are ready to move construction to that next phase.

**Drainage:** Drainage for such a large development can often be complicated, however on this project the intent is to maintain a lot of open space or green space. Those large areas of open space can be excellent areas to provide stormwater quality before it is release downstream.



Typically the drainage plan would require a project such as this to analyze the 25 and 100-yr storm events for detention of increased stormwater impacts and safe routing of larger storm events. However common engineering practice suggests that properties directly adjacent or in close proximity to the ultimate receiving water body should release storms above the water quality storm directly to the receiving body. Reasoning behind this concept is to prevent runoff from the lower basin from lagging and combining with the peak runoff from the upper reaches of the design basin, which would increase the peak runoff for the design basin. This concept attempts to maintain the runoff hydrograph for the design basin and reduces the potential impacts to downstream properties. This concept has been utilized on multiple projects which have been adjacent to the river.

Since this is such a large project the stormwater system will need to be planned for the entire site then see how it can be broken up per phases to ensure adequate stormwater is met throughout the project.

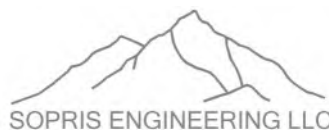
The other consideration of stormwater is the construction phase of stormwater drainage. We intend to show numerous Best Management Practices (BMP's) for the construction phase such as silt fence, vehicle tracking pads, straw wattles, inlet protection and many others. It is critical to ensure that during the construction phases as vegetation is being established, that the stormwater is closely monitored. This Site will have well over an acre of disturbance, so once construction of accesses and initial phases has begun, either the contractor or the owner will apply for a Storm Water Management Permit with the State which will be held throughout the course of the project.

## 7. GEOTECHNICAL

Sopris Engineering has reviewed 3 different preliminary geotechnical investigation reports for the subject property. Below is a list of those reports:

- YEH and Associates Inc Dated 12, 2014, 18 test holes
- HP Geotech dated November 15, 2010, 21 test holes
- CTL Thompson dated September 16, 2021, 12 test holes

Each of these reports were prepared as part of different development plans in the past. Based upon the three previous investigations and SE's experience in the area, the proposed form-based-zoning application can mitigate or avoid Geotechnical Hazards outlined. Between the three studies, 51 borings and test pits have been completed throughout the subject site (see appendix 3 exhibit 2 for boring and test pit locations). SE's opinion is that updated geotechnical investigation reports will be provided as part of the preliminary plan application for each phase of development. To be clear, there is little value in preparing a geologic study without the new P.U.D. zoning in place and a preliminary plan concept as road and structure locations have yet to be determined. As the subject sites preliminary plan develops, we will continue to coordinate on the Geotechnical hazards and work to develop a site plan that avoids and mitigates hazards to the extent possible.



## 8. FLOODPLAIN

The ALTA survey has delineated the floodplain for the project. We have also studied the FEMA FIRM maps for our own understanding and knowledge. The project really will have very little to no impact on the floodplain because the floodplain largely coincides with the conservation easement which largely can not be developed within. The only impacts our project will have to the floodplain are temporary disturbance when we cross the Roaring Fork River and Cattle Creek with utilities. These disturbances will include removing material to trench across the creek and river then the material will be placed back at the same grade as before construction.

The development will also have a bridge across Cattle Creek in order to connect the northern portion of the Site to the southern. We know the proposed bridge across Cattle Creek will have to span the Floodplain so any disturbance for the bridge will once again be temporary. We have studied the Cattle Creek crossing closely in order to determine what we believe to be the best crossing. To determine the best crossing we look at the following criteria, existing topography, existing conservation easement, floodplain mapping, wetland mapping and the existing river channel elevation. We attempt to pick a location where the flood plain is the shortest length and the topography on either bank allows for a bridge with plenty of clearance above the anticipated BFE. In this way we ensure we can span the entire flood plain and therefore have zero rise.

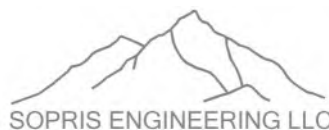
At this time we do not anticipate any additional disturbance to the floodplain throughout the site.

## 9. CONSTRUCTION PHASING

The phasing of such a large project is very complicated as our development team submits for a zoning application we can only speak to the project on a large scale. Additional phasing information and construction scheduling will be determined as preliminary plans for each neighborhood develop. The development team has outlined that the old Sopris Restaurant would be one of the first construction phases to move forward. A brief outline of what we anticipate for the initial civil infrastructure phases of the project.

We know each phase will need access from HWY 82 or another part of the subdivision, access across the Rio Grande Trail and utilities. Our initial assumptions for some of the early stages of construction are outlined below.

In the first phase of construction, the  $\frac{3}{4}$  movement, right-in-right-out and both signal lights will be constructed. This will provide not only improved construction access to the site and significantly improved safety at the Cattle Creek intersection, but it will also deliver the main project access to serve the various anticipated development that will happen throughout development.



Along the same timeframe that the Highway 82 access is being installed we anticipate that all utilities will be completed to start serving the development. A river crossing across the Roaring Fork River will provide the conduit/sleeve for sewer, water and gas service to the project. Additional water and sewer connections and the sewer lift station will need to be constructed in the first phase. Other shallow utilities will be brought onsite including new electrical service, and Comcast and Lumen.

Future phases will include onsite road, expansion of utilities, bridge(s) across Cattle Creek. Along with the initial preliminary plan we will complete a master drawing showing anticipated roads, utilities, trail connections for each phase which will be updated /revised to best serve future phases of development.

## **10. FIRE SERVICE**

The development team and SE have held multiple meetings with the Carbondale & Rural Fire Protection District management team to discuss emergency and general access, the provision of water services, and to discuss street sections, fire access and provision of emergency services to the Project. Carbondale & Rural Fire Protection District will also be included as a referral agency and will be expected to provide further comment upon review of this application.

## **11. CONCLUSION**

The above report is intended to support our development teams application to Garfield County for zoning. This report is intended to show that our client has thoroughly examined the infrastructure needs and site requirements to ensure the proposed project can meet the County standards, be served by utilities and has adequate access. SE will continue working with CDOT, RFTA, utility providers, our design team, and the county to ensure we are meeting required standards. At this time we do not see any major unforeseen hurdles which would restrict the development of this site. Once we have further direction on final densities we can continue to refine this report and further refine our engineering plans to support the project.

If you have any additional question or need further clarification please do not hesitate to reachout to either myself or Yancy Nichol.

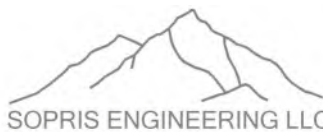
Yancy Nichol  
ynichol@sopriseng.com

Colby Christoff  
cchristoff@sopriseng.com



# APPENDIX A

## OVERALL MAP Zoning Districts & Access



PUD PLAN MAP OF:  
HARVEST VILLAGE

A TRACT OF LAND SITUATED IN THE SOUTHEASTERLY ¼ OF SECTION 1 AND THE EAST ½ OF SECTION 12, TOWNSHIP 7 SOUTH, RANGE 89 WEST, AND  
IN SECTIONS 7 AND 18, TOWNSHIP 7 SOUTH, RANGE 88 WEST OF THE SIXTH PRINCIPAL MERIDIAN COUNTY OF GARFIELD STATE OF COLORADO

BOARD OF COUNTY COMMISSIONERS' CERTIFICATE

THIS PUD PLAN MAP, APPROVED BY THE BOARD OF COUNTY COMMISSIONERS OF GARFIELD COUNTY, COLORADO THIS \_\_\_\_ DAY  
OF \_\_\_\_ A.D. 20\_\_\_\_, FOR FILING WITH THE CLERK AND RECORDER OF GARFIELD COUNTY AND CONVEYANCE TO THE COUNTY  
OF THE PUBLIC DEDICATIONS SHOWN HEREON; SUBJECT TO THE PROVISION THAT APPROVAL IN NO WAY OBLIGATES GARFIELD  
COUNTY FOR THE FINANCING OR CONSTRUCTING OF IMPROVEMENTS ON LANDS, PUBLIC HIGHWAYS OR EASEMENTS DEDICATED TO  
THE PUBLIC EXCEPT AS SPECIFICALLY AGREED TO BY THE BOARD OF COUNTY COMMISSIONERS AND FURTHER THAT SAID APPROVAL  
SHALL IN NO WAY OBLIGATE GARFIELD COUNTY FOR THE CONSTRUCTION, REPAIR OR MAINTENANCE OF PUBLIC HIGHWAYS.

BOARD OF COUNTY COMMISSIONERS OF GARFIELD COUNTY, COLORADO

BY: \_\_\_\_\_

CHAIRMAN

WITNESS MY HAND AND SEAL OF THE COUNTY OF GARFIELD.

ATTEST: \_\_\_\_\_

COUNTY CLERK

CERTIFICATE OF TITLE

THE UNDERSIGNED, A DULY AUTHORIZED REPRESENTATIVE OF LAND TITLE GUARANTEE COMPANY, A TITLE INSURANCE COMPANY  
ORGANIZED AND AUTHORIZED TO DO BUSINESS IN COLORADO UNDER THE TITLE INSURANCE CODE OF COLORADO, DOES HEREBY  
CERTIFY THAT TITLE TO THOSE LANDS DEDICATED AND SHOWN ON THIS PUD PLAN MAP, COUNTY OF GARFIELD, STATE OF COLORADO,  
IS VESTED IN HARVEST ROARING FORK, LLC, A TEXAS LIMITED LIABILITY COMPANY, AND THAT TITLE TO ALL SAID LANDS IS FREE AND  
CLEAR OF ALL LIENS, TAXES AND ENCUMBRANCES EXCEPT AS FOLLOWS

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

DATED THIS \_\_\_\_ DAY OF \_\_\_\_\_, A.D. 20\_\_\_\_.

BY

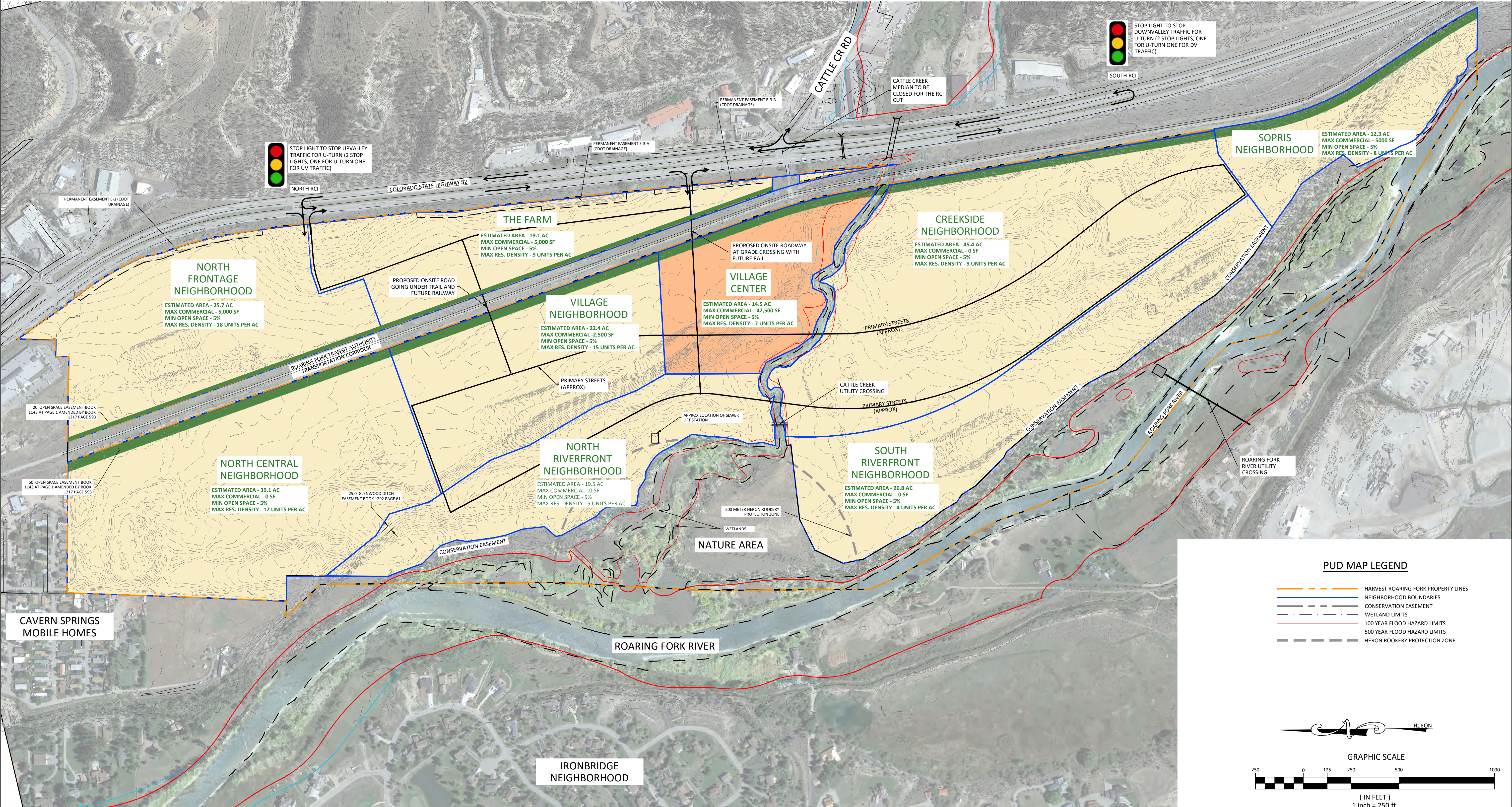
TITLE EXAMINER  
LAND TITLE GUARANTEE COMPANY

SURVEYOR'S CERTIFICATE

I, MARK S. BECKLER, DO HEREBY CERTIFY THAT I AM A REGISTERED LAND SURVEYOR LICENSED UNDER THE LAWS OF THE STATE  
OF COLORADO, THAT THIS PUD PLAN MAP IS A TRUE, CORRECT AND COMPLETE MAP AS LAID OUT AND SHOWN HEREON, THAT SUCH  
MAP WAS MADE BY ME AND UNDER MY SUPERVISION BASED ON THE MAP NOTES SHOWN HEREON AND CORRECTLY SHOWS THE  
LOCATION AND DIMENSIONS OF THE SUBJECT PROPERTY BOUNDARY, LAND USES AND ASSOCIATED DENSITIES, EASEMENTS AND  
STREETS OF SAID SUBDIVISION AS THE SAME HAS BEEN REPRESENTED IN THE HARVEST PUD DEVELOPMENT APPLICATION IN  
COMPLIANCE WITH APPLICABLE REGULATIONS GOVERNING THE SUBDIVISION OF LAND.

IN WITNESS WHEREOF, I HAVE SET MY HAND AND SEAL THIS \_\_\_\_ DAY OF \_\_\_\_\_, A.D., 20\_\_\_\_.

MARK S. BECKLER, REGISTERED LAND SURVEYOR NO. 28643



HARVEST VILLAGE  
GARFIELD COUNTY, COLORADO

REGIONAL  
STAMP

DATE: 04/27/26  
REVISION: 34010

DESIGNED BY: XXX 00/00/00  
DRAWN BY: XXX 00/00/00  
CHECKED BY: XXX 00/00/00

TITLE: HARVEST PUD MAP

DRAWING NO.: 2 OF 3



PUD EXHIBIT

# **APPENDIX B**

## **WILL SERVE LETTERS**





**Mark Fadick**

Utility Construction Planner  
mark.fadick@blackhillscorp.com

96 County Road 160  
Glenwood Springs, CO 81601  
P: 970.914.8326

October 21, 2024

Re: Harvest Roaring Fork Project

Dear Colby Christoff,

Black Hills Energy has existing natural gas facilities located on or near the above-mentioned project. At this time, it appears that these existing facilities have adequate capacity to provide natural gas service to your project, subject to the tariffs, rules and regulations on file. Any upgrading of our facilities necessary to deliver adequate service to and within the development will be undertaken by Black Hills Energy upon completion of appropriate contractual agreements and subject to necessary governmental approvals.

Please contact us with any questions regarding this project, and with a timeline of when you would like to proceed with your project.

Sincerely,

Mark Fadick  
Utility Construction Planner  
Black Hills Energy



**10-21-2024**

Colby Christoff, PE  
Project Manager/Principal  
Sopris Engineering, LLC

RE: Harvest Roaring Fork Glenwood Springs, CO 81601

Colby Christoff:

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

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

Sincerely,

Kody Davis  
Network Project Manager  
(970) 618-0483  
[Kody\\_Davis@cable.comcast.com](mailto:Kody_Davis@cable.comcast.com)

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



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

10/1/2024

HARVEST ROARING FORK

RE: HARVEST ROARING FORK,

Dear COLBY CHRISTOFF,

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

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

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

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

Curt Hanson

HARVEST ROARING FORK- Map Loc-65-66



10/02/2024

Colby Christoff, PE  
Sopris Engineering, LLC  
502 Main Street Suite A-3  
Carbondale, CO 81623  
PH 970.704.0311

RE: Rivers Edge

To whom it may concern:

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

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

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

Sincerely,

Jason Sharpe  
Senior Field Engineer  
970-328-8290

Scott A. Grosscup  
Direct Dial (970) 928-3468  
sgrosscup@balcombgreen.com

November 20, 2024

Via Email

Mr. Glenn Hartman  
Principal Planner  
Garfield County Community Development  
ghartman@garfield-county.com

Re: Harvest Roaring Fork LLC

Dear Mr. Hartman;

Harvest Roaring Fork LLC ("Harvest") approached the Roaring Fork Water & Sanitation District ("RFWSD") to request the RFWSD provide domestic water and sanitary sewer service to its proposed development on several parcels located between Highway 82 and the Roaring Fork River, between the towns of Glenwood Springs and Carbondale ("Harvest Property"). The Harvest Property is located within the RFWSD's expanded service area boundary and is included within the RFWSD's master plan to one day be provided service. At this time, no water or sanitary sewer service is extended to the Harvest Property. The RFWSD can and will provide water and sanitary sewer service to the Harvest Property subject to the terms of this letter.

The RFWSD entered a Pre-Inclusion Agreement with a former owner of the Harvest Property, recorded at Reception Number 05161201 in the records of the Garfield County Clerk and Recorder. Depending on Harvest's development plan approvals, Harvest will either need to comply with the terms of that Pre-Inclusion Agreement prior to receiving service from the RFWSD or renegotiate the terms of that agreement with a new agreement acceptable to the RFWSD.

In either case, Harvest will be required to pay for the design and construction of infrastructure necessary to serve the development and then dedicate it to the RFWSD. This may include extending water and sanitary sewer lines from the RFWSD's existing infrastructure to the Harvest Property including through a crossing of the Roaring Fork River, constructing water storage tanks, expanding existing sanitary sewer facilities, a new surface water treatment plant, sewer lift station(s) to serve the development, and other infrastructure necessary to serve the proposed development. Such infrastructure shall be constructed to the specifications of the RFWSD, its rules and regulations, and approval by the RFWSD's Board of Directors.

**SERVING COLORADO SINCE 1953**

Harvest will be required to petition for inclusion of the Harvest Property within the RFWSD's taxing boundaries. It will need to provide security in a form acceptable to the RFWSD necessary for completion of the infrastructure. And it will be subject to the service and use fees set by the RFWSD after connection.

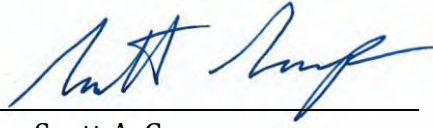
Harvest will be required to dedicate water rights necessary to serve the Harvest Property and consistent with the RFWSD's rules and regulations and subject to approval from the RFWSD's Board of Directors.

At the time of dedication of facilities and infrastructure to the RFWSD, Harvest will also be required to dedicate utility easements and provide "as-built" construction drawings of the utilities conveyed.

Please let us know if you have any questions.

Sincerely,

BALCOMB & GREEN, P.C.

By:   
Scott A. Grosscup

cc: Roaring Fork Water & Sanitation District  
Harvest Roaring Fork LLC

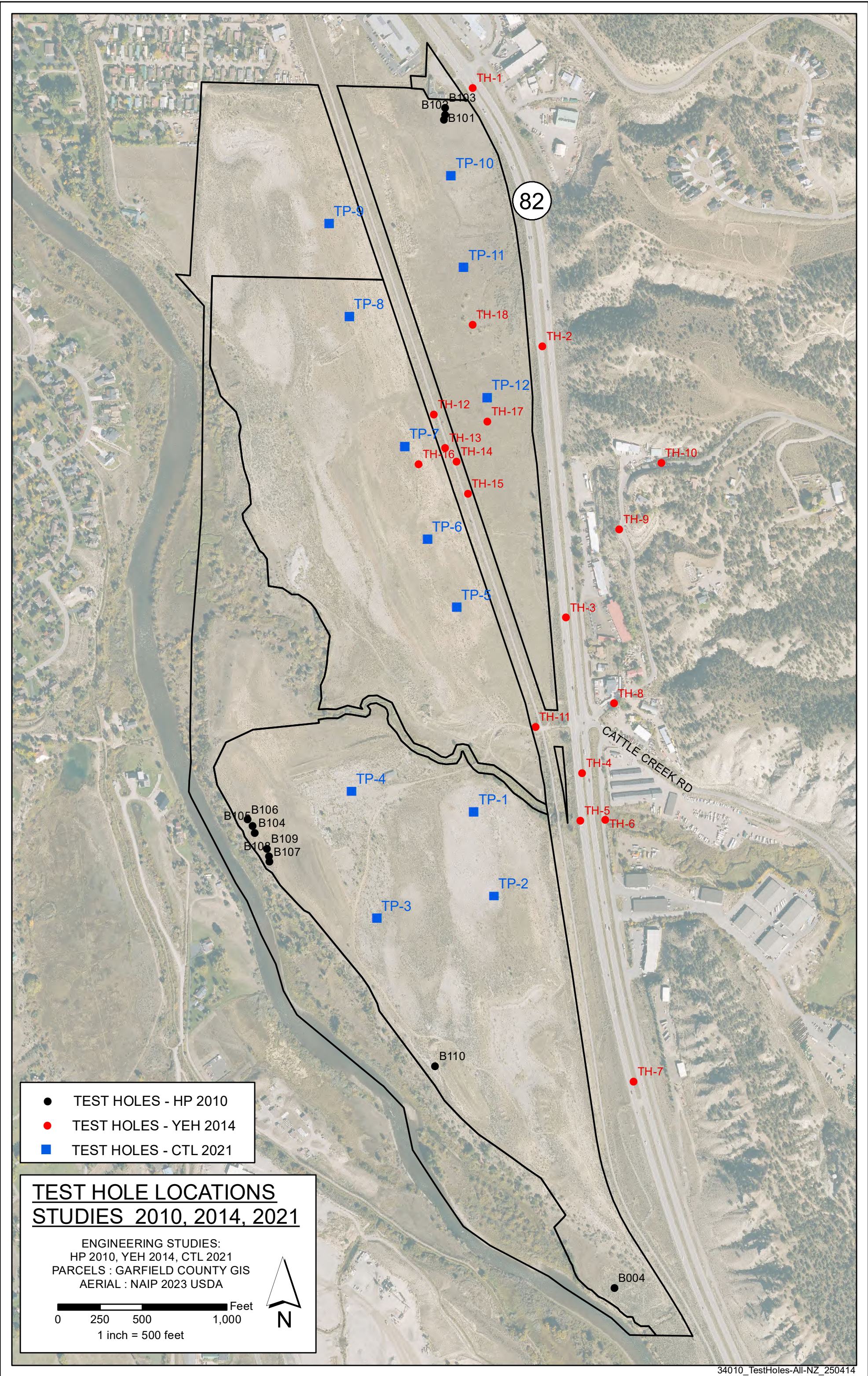
# APPENDIX C

EXHIBIT 1 – OVERALL WATER AND SEWER MAP

EXHIBIT 2 – GEOTECHNICAL INFORMAITON







- TEST HOLES - HP 2010
- TEST HOLES - YEH 2014
- TEST HOLES - CTL 2021

## TEST HOLE LOCATIONS STUDIES 2010, 2014, 2021

ENGINEERING STUDIES:  
HP 2010, YEH 2014, CTL 2021  
PARCELS : GARFIELD COUNTY GIS  
AERIAL : NAIP 2023 USDA

0 250 500 1,000 Feet  
1 inch = 500 feet

