



PLANNING COMMISSION REGULAR MEETING

448 E. 1st Street, Room 190 Salida, Colorado 81201
December 13, 2022 - 6:00 PM

AGENDA

Email public comments to: publiccomment@cityofsalida.com

Please register for the Planning Commission meeting:
<https://attendee.gotowebinar.com/rt/1909092342220683277>

CALL TO ORDER BY CHAIRMAN – 6:00 PM

ROLL CALL

APPROVAL OF THE MINUTES

1. November 08, 2022 - Draft Minutes

UNSCHEDULED CITIZENS

AMENDMENT(S) TO AGENDA

PUBLIC HEARINGS

Public Hearings will follow the following procedure:

- | | |
|---|--|
| A. Open Public Hearing | E. Public Input |
| B. Proof of Publication | F. Close Public Hearing |
| C. Staff Review of Application/Proposal | G. Commission Discussion |
| D. Applicant's Presentation (if applicable) | H. Commission Decision or Recommendation |

2. **Lundberg/Castro Annexation**

The applicants, Karen Lundberg and Virginia Castro, are requesting approval to annex their properties located at 601 Scott Street and 745 Scott Street into the City of Salida.

3. **Major Impact Review - Lundberg/Castro Zoning**

The applicants, Karen Lundberg and Virginia Castro, are requesting a zoning designation of High Density Residential (R-3) should the property be annexed.

4. **Limited Impact Review - Smith-Johnson Minor Subdivision**

The applicants, Jan Smith and Stephen Johnson, are requesting Limited Impact Review Approval for a Minor Subdivision to subdivide their .41 acre parcel into two (2) lots at 1440 L Street.

5. **Salida Crossings Major Subdivision**

The applicants, BV Investments, LLC, are requesting approval of a Major Subdivision to subdivide the 3.15 acre property located at 1520 E. Hwy 50 (the Salida Crossings Planned Development) into 22 lots (2 for mixed-use buildings and 20 townhome lots) plus a common outlot that would include HOA-owned and maintained limited common elements such as drive access, parking, and private open space area's. (This subdivision is also contingent upon final approval of a modification of the existing PD)

UPDATES

COMMISSIONERS' COMMENTS

ADJOURN

****An alternate can only vote on, or make a motion on an agenda item if they are designated as a voting member at the beginning of an agenda item. If there is a vacant seat or a conflict of interest, the Chairman shall designate the alternate that will vote on the matter. If a Voting member shows up late to a meeting, they cannot vote on the agenda item if the alternate has been designated.**

Individuals with disabilities needing auxiliary aid(s) may request assistance by contacting the City Clerk at 448 E. 1st Street, Ste. 112, Salida, CO 81201, Ph.719-530-2630 at least 48 hours in advance.



PLANNING COMMISSION REGULAR MEETING

448 E. 1st Street, Room 190 Salida, Colorado 81201
November 08, 2022 - 6:00 PM

MINUTES

Email public comments to: publiccomment@cityofsalida.com

Please register for the Planning Commission meeting:
<https://attendee.gotowebinar.com/rt/1909092342220683277>

CALL TO ORDER BY CHAIRMAN – 6:00 PM

ROLL CALL

PRESENT

Chairman Greg Follet
Vice-Chair Francie Bomer
Commissioner Judith Dockery
Commissioner Giff Kriebel
Commissioner Michelle Walker
Commissioner Brian Colby

Alternate Commissioner Aaron Derwingson

APPROVAL OF THE MINUTES

1. October 24, 2022 - Draft Minutes

Motion made by Vice-Chair Bomer to approve the minutes with an amendment to the second bullet point under Commission discussion for the River Ridge/Dutch Run Rezone request to read – Single family dwelling is fine by administrative review where appropriate with restrictive building envelope.

The motion to approve the minutes as amended was seconded by Commissioner Colby.
Voting Yea: Chairman Follet, Vice-Chair Bomer, Commissioner Dockery, Commissioner Kriebel, Commissioner Walker, Alternate Commissioner Derwingson, Commissioner Colby

THE MOTION PASSED.

UNSCHEDULED CITIZENS: NA

AMENDMENT(S) TO AGENDA: The Salida Crossings Major Subdivision Public Hearing will be continued to December 13th, 2022.

PUBLIC HEARINGS

Public Hearings will follow the following procedure:

- | | |
|---|--|
| A. Open Public Hearing | E. Public Input |
| B. Proof of Publication | F. Close Public Hearing |
| C. Staff Review of Application/Proposal | G. Commission Discussion |
| D. Applicant's Presentation (if applicable) | H. Commission Decision or Recommendation |

2. **Salida Circus extension request** - The applicant, Salida Circus Outreach Foundation, is requesting an extension to the November 22, 2021 Conditional Use Permit approval.

A. Open Public hearing – 6:03pm

B. Proof of Publication -

C. Staff Review of Amendment– Planner Dunleavy reviewed the application and recommended that Commission approve the extension.

D. Applicant's Presentation- Ethan Hedayat spoke on behalf of the application and explained the delays.

- E. **Public Input – NA**
- F. **Close Public Hearing – 6:10pm**
- G. **Commissioner Discussion –**

Commission asked about condition number four seeking clarification on the language and deadlines.

H. Commission Decision –

Commissioner Docker moved to approve the extension of the conditional use permit, Seconded by Commissioner Kriebel.

Voting Yea: Chairman Follet, Vice-Chair Bomer, Commissioner Dockery, Commissioner Kriebel, Commissioner Walker, Alternate Commissioner Derwingson, Commissioner Colby

THE MOTION PASSED.

3. **Stringer Annexation** - Property owners, Paul and Rebecca Stringer are requesting approval to annex their .17 acre property located at 1730 Holman Avenue.

- A. **Open Public hearing – 6:11 pm**
- B. **Proof of Publication -**
- C. **Staff Review of Amendment–** Planning Technician, Palumbo, reviewed the application and recommended approval.

Commission asked the following questions:

- More information on the first condition in regards to inclusionary housing?
- Whether the fees would be applicable for a remodel or for a new unit?
- Is there a policy for residential wells or is it case by case?

- D. **Applicant's Presentation-** Applicant was not present to speak.
- E. **Public Input – NA**
- F. **Close Public Hearing –6:19pm**
- G. **Commissioner Discussion –**
- H. **Commission Recommendation –**

Commissioner Walker moved to approve that Planning Commission recommend to City Council to approve the proposed Stringer Annexation, subject to the conditions listed in the staff report, Seconded by Commissioner Dockery.

Voting Yea: Chairman Follet, Vice-Chair Bomer, Commissioner Dockery, Commissioner Kriebel, Commissioner Walker, Alternate Commissioner Derwingson, Commissioner Colby

THE MOTION PASSED.

4. **Major Impact Review- Stringer Zoning** - The applicants, Paul and Rebecca Stringer are requesting a zoning designation of Commercial (C-1) should the property be annexed.

- A. **Open Public hearing – 6:20pm**
- B. **Proof of Publication -**
- C. **Staff Review of Amendment–** Planning Technician, Palumbo, reviewed the application and recommended approval of the zoning designation of Commercial (C1).
- D. **Applicant's Presentation-** Applicant was not present to speak.
- E. **Public Input – NA**
- F. **Close Public Hearing –6:22 pm**
- G. **Commissioner Discussion –**

H. Commission Recommendation –

Commissioner Walker moved to approve that Planning Commission recommend to City Council to approve the proposed zoning of the site as a Commercial District (C1), Seconded by Commissioner Kriebel.

Voting Yea: Chairman Follet, Vice-Chair Bomer, Commissioner Dockery, Commissioner Kriebel, Commissioner Walker, Alternate Commissioner Derwingson, Commissioner Colby

THE MOTION PASSED.

5. **Salida Crossings Planned Development Modification** - BV Investments, LLC is requesting approval for the following two (2) items:

1. Proposed modifications to reduce the number of mixed-use buildings from 3 to 2, to reduce the overall unit count, reduce the height of said buildings, and incorporate approximately 20 townhomes into the development plan, among other changes.

A. **Open Public hearing** – 6:24 pm

B. **Proof of Publication** -

C. **Staff Review of Amendment**– Director Almquist, reviews the application for the proposed modifications and the conditions of approval.

Commission discussed the following:

- Does the increased rear setbacks for accessory dwelling units from 5 to 10 feet need to be added?
- Is staff aware of any kind of size requirements of the 22 units in the mixed use buildings?
- Is the variance the request for the setback?
- How would potentially proposed accessory dwelling units fit on the lots?
- Is there a definition of short term?
- Do they comply with the open space requirements?
- In the original PD, was there additional streetscape and sidewalk requirements to make the corridor walkable and connected?
- For the mixed use building, are the residential units condominiums?
- For recommendation six on the short term rentals, is this something new that we are requiring?
- How do recent interest rates affect the affordability factor?
- Is there an architectural review of what the properties will look like?

D. **Applicant's Presentation**- Representative Bernard Weber was present to speak on the application.

Commission asked about:

- Will the 22 condominiums have different sizes and how that might work with AMI?
- Does the applicant intend to have rental units?
- Is there one way in and one way out to the properties?

E. **Public Input** – NA

F. **Close Public Hearing** –7:07pm

G. **Commissioner Discussion** –

Commission discussed the following:

- Add the increased rear setbacks for accessory dwelling units from 5 to 10 feet as a condition
- Another condition would be to take out the language “prior to sale” from Number 9C that reads “if the deed restricted units were be rentals prior to sale, then the provisions ...”
- Likes that there are private green spaces
- Whether commission should cater to above 100% AMI
- Reviewed condition number 10, to what degree can HOA fees not include any assessments

H. Commission Recommendation –

Vice-Chair Bomer moved that Planning Commission recommend to City Council approval of the Substantial modification to the Salida Crossings Planned Development with conditions recommended by staff with the following changes that we would add 8F increase rear setbacks for accessory dwellings from 5 to 10 feet, under 9C remove the words “prior to sale”, add to number 10 per approval from the legal team as it is in compliance with the review standards for Substantial modifications to a Planned Development found at Section 16-7-150 of the Land Use Code, Seconded by Commissioner Kriebel.

Voting Yea: Chairman Follet, Vice-Chair Bomer, Commissioner Dockery, Commissioner Kriebel, Commissioner Walker, Alternate Commissioner Derwingson, Commissioner Colby

THE MOTION PASSED.

2. Request for Major Subdivision approval to subdivide the 3.15 acre parcel located at 1520 E. Hwy 50 into 22 lots (2 for mixed-use buildings and 20 townhome lots) plus an out-lot.

Director Almquist reviews the request and recommends a continuance to December 13th, 2022.

Vice-Chair Bomer moved to continue the request for Major Subdivision approval to December 13th, Seconded by Commissioner Dockery.

Voting Yea: Chairman Follet, Vice-Chair Bomer, Commissioner Kriebel, Commissioner Walker, Alternate Commissioner Derwingson, Commissioner Colby

THE MOTION PASSED.

UPDATES

Discussed the November 9th Future Land Use Map (FLUM) meeting

COMMISSIONERS' COMMENTS

ADJOURN With no further business to come before the Commission, the meeting adjourned at 7:25 pm



PLANNING COMMISSION STAFF REPORT

MEETING DATE: December 13, 2022

AGENDA ITEM TITLE: Recommendation on Proposed Annexation – Lundberg/Castro Annexation

AGENDA SECTION: Public Hearing

REQUEST / BACKGROUND:

On November 19, 2013 City Council approved Resolution 2013-79 for the Castro Pre-Annexation agreement with owner Virginia Castro to provide municipal sewer to her property located at 745 Scott Street. On October 19, 2021 City Council approved Resolution 2021-35 for the Lundberg Pre-Annexation agreement with owner Karen Lundberg to provide municipal water to her property located at 601 Scott Street. There is a single-family residence on each of the properties.

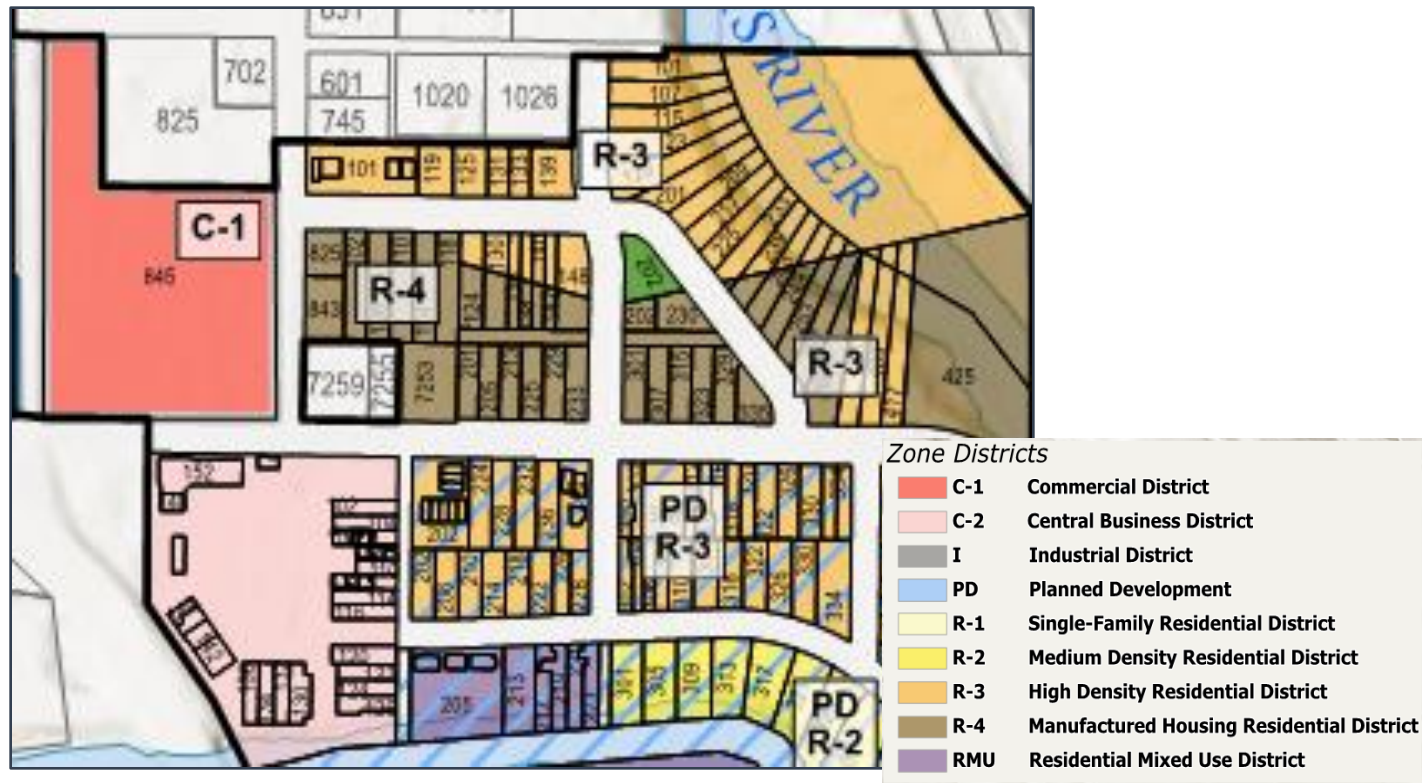


Section 4 of the pre-annexation agreements require the owners to annex their properties within 60 days becoming eligible, via contiguity. Virginia Castro's property, 745 Scott Street, became eligible with the Treat-Mesch Annexation approved by City Council on February 19, 2019. The Lundberg property located at 601 Scott Street is eligible with the Castro Annexation.

The applicants, Karen Lundberg and Virginia Castro submitted the complete application to annex their properties located at 601 Scott Street and 745 Scott Street, respectively, on August 16, 2022 along with an application for Zoning to be considered during a separate hearing.

A conceptual review meeting was not required with this application because the pre-annexation agreement required the annexation application.

Surrounding Land Use and Zoning: The site is currently zoned RES (Residential Zone District) in Chaffee County. The properties immediately to the north, east and west remain in Chaffee County and are also zoned RES in Chaffee County. The properties to south are within the city limits and are zoned High Density Residential (R-3), Manufactured Housing Residential (R-4) and Commercial (C-1).



PROCESS:

An application for annexation is a multi-step process. When annexing a property, the City must follow state statutes for contiguity and procedural requirements. The steps and standards include:

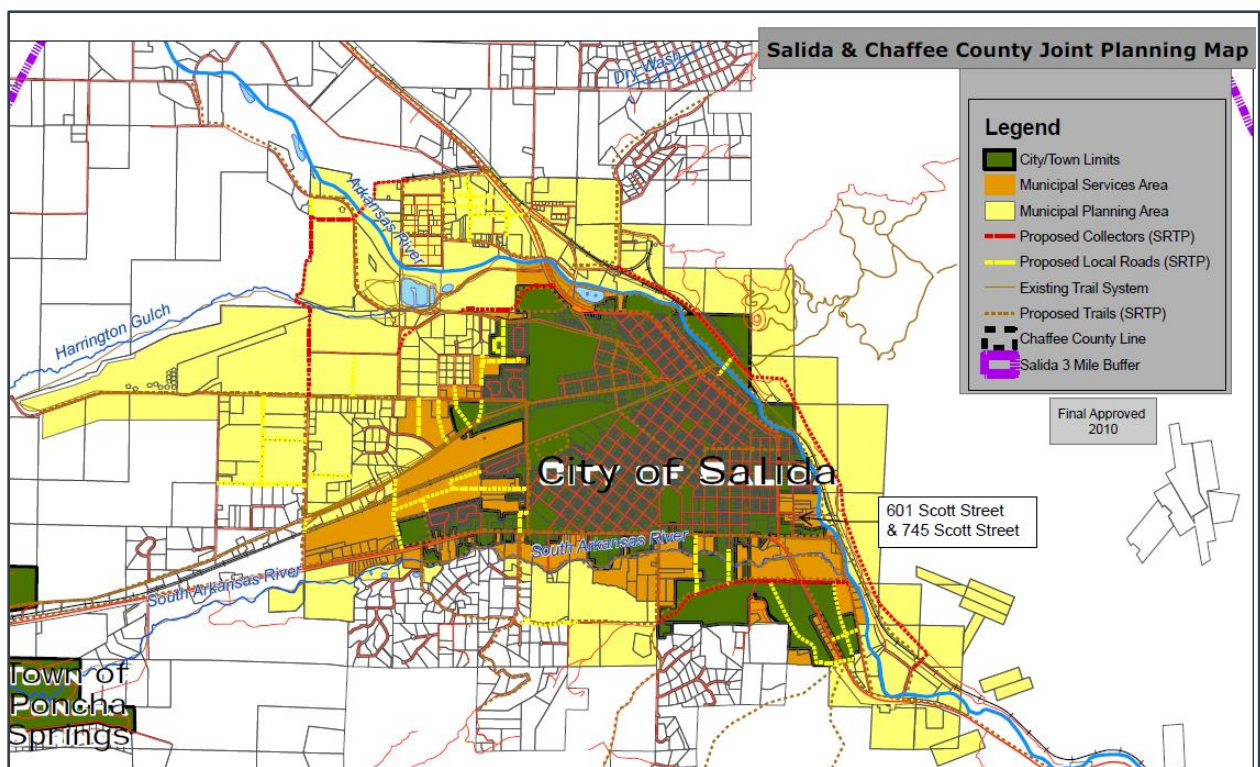
- 1/6th of the perimeter of a proposed annexation must be contiguous with the City of Salida;
- Staff reviews the petition for compliance with city and state statutes and Council adopts a resolution stating the petition is valid and sets a public hearing date that is no less than 30 days and no greater than 60 days from the resolution date;
 - On December 6, 2022 City Council adopted Resolution 2021-54 finding the Annexation petition in compliance with city and state statutes and set the public hearing date for January 17, 2023.
- The (City Council) public hearing is advertised in the newspaper for four consecutive weeks;
- The Planning Commission holds a public hearing to review the annexation and recommend the zoning designation of the property;
- Council holds the public hearing on the annexation petition;

- Council reviews and possibly approves an annexation agreement; and
- Council holds a public hearing to review and possibly approves the proposed zoning.

FINDINGS OF FACT:

As explained above, the annexation shall be considered by the Commission as a required step prior to the zoning of the property. The following findings of facts are required for annexation:

1. The proposed annexation meets the required 1/6th contiguity with the municipal boundary of the City of Salida as shown on the annexation plat.
2. All applicable owners of the property are party to the annexation.
3. The annexation property is within the Municipal Services Area (MSA) of the City of Salida, as defined in the City's Comprehensive Plan and its intergovernmental agreement (IGA) with Chaffee County approved in 2010. According to the IGA, the MSA "encompasses properties which are eligible for annexation and extension of municipal utilities and infrastructure, within the parameters set forth in the Salida Municipal Code and Salida Comprehensive Plan, which may be amended from time to time."



4. The property may be efficiently served by City fire and police departments.
5. The property is a natural extension of the City's municipal boundary and meets the legal requirements for annexation.

RESPONSE FROM REFERRAL DEPARTMENTS AND AGENCIES:

- Salida Fire Department: Fire Chief, Doug Bess, responded “Fire Department has no concerns at this time.”
- Salida Police Department: Police Chief, Russ Johnson, responded “No issues from PD at this time.”
- Salida Public Works Department: Public Works Director David Lady, responded “No concerns. I would recommend roadway improvements if/when a development application occurs.” TBD if both Illinois Avenue and Scott Street will require improvements.
- Salida Finance Department: Staff Accountant, Renee Thonhoff, responded 601 Scott Street has a sewer/water utility account. System development fees would need to be paid upon further development. 745 Scott Street has a sewer only utility account. System development fees for water and a water meter will need to be paid. Those fees are as follows: \$8,512 water and \$375 water meter. System development fees would need to be paid upon further development.
- Chaffee County Planning Director, Miles Cottom, responded “I don’t have any comments to make on this application.”

STAFF RECOMMENDATION:

Staff recommends the Planning Commission recommend City Council approve the proposed annexation, subject to the conditions listed below.

RECOMMENDED MOTIONS:

“I make a motion to recommend City Council approve the proposed Lundberg/Castro Annexation as it meets the findings of fact for annexation, subject to the following recommended conditions to be included in the annexation agreement:

1. That new residential dwelling units constructed on either property, 601 Scott Street or 745 Scott Street shall meet the inclusionary housing requirements of Article XIII of Chapter 16 of the Salida Municipal Code at the time of building permit submittal.
2. That new residential dwelling units constructed on either property, 601 Scott Street or 745 Scott Street, shall meet the requirements of Land Use Code Sec. 16-6-140, Fair Contributions to Public School Sites, at the time of issuance of a building permit.
3. Fees in lieu of open space shall be provided, in an amount then in effect, at the time of issuance of a building permit for new residential units constructed on the property.

Attachments: Proof of publication
 Agency Review
 Lundberg/Castro Annexation Application and Plat Submittal
 Castro Pre-Annexation Agreement
 Lundberg Pre-Annexation Agreement

**PUBLIC NOTICE
NOTICE OF PUBLIC HEARING BEFORE
THE PLANNING COMMISSION AND CITY
COUNCIL FOR THE CITY OF SALIDA
CONCERNING ANNEXATION AND
ZONING APPLICATIONS**

**TO ALL MEMBERS OF THE PUBLIC
AND INTERESTED PERSONS: PLEASE
TAKE NOTICE** that on December 13, 2022

at or about the hour of 6:00 p.m., a public hearing will be conducted by the City of Salida Planning Commission at City Council Chambers, 448 East First Street, Suite 190, Salida, Colorado and online at the following link: <https://attendee.gotowebinar.com/rt/1909092342220683277>

The hearing is regarding applications for Annexation and Zoning submitted by and on behalf of Karen Lundberg and Virginia Castro, for the properties located at 601 Scott Street and 745 Scott Street.

The City is currently considering a petition to annex and zone the subject properties into the City. The general purpose of the application is to consider the applicant's request to zone the property High Density Residential (R-3).

Any recommendation by the Planning Commission for the Annexation and Zoning shall be forwarded to the City Council for review and a public hearing scheduled for January 17, 2023, at or about the hour of 6:00 p.m. at City Council Chambers and online at the following link: <https://attendee.gotowebinar.com/register/6382995264411204366>.

Interested persons are encouraged to attend the public hearing. Further information on the applications may be obtained from the Community Development Department, (719) 530-2626.

*Please note that it is inappropriate to personally contact individual City Councilors or Planning Commissioners, outside of the public hearing, while an application is pending. Such contact is considered ex parte communication and will have to be disclosed as part of the public hearings on the matter. If you have any questions/comments, you should email or write a letter to staff, or present your concerns at the public meeting via the above GoToWebinar link so your comments can be made part of the record.

Published in The Mountain Mail November 25, 2022



**PLANNING DEPARTMENT
PROJECT REVIEW TRANSMITTAL FORM**

ATTENTION: _____

- ☒ Salida Public Works
- ☒ Salida Fire Chief
- ☒ Salida Police Chief
- ☒ Salida Finance Department
- ☐ U.S. Postal Service
- ☐ U.S. Forest Service
- ☐ CO Dept. of Transportation
- ☐ City Consulting Engineer – Water/Sewer
- ☐ City Attorney
- ☐ Centurylink Communications

DATE: November 21, 2022

- ☐ Xcel Energy
- ☐ Charter Communications
- ☒ Chaffee Co. Planning
- ☐ Army Corps of Engineers
- ☐ Division of Wildlife
- ☐ Town of Poncha Springs
- ☐ Chaffee Co. Building Official
- ☐ Historic Preservation Commission
- ☐ School District R-32-J
- ☐ Atmos Energy

Other: _____

APPLICANT'S: Karen Lundberg and Virginia Castro

PROPERTY LOCATION: 601 Scott Street and 745 Scott Street

PROJECT DESCRIPTION: Annexation and Zoning applications for the two (2) lots consisting of approximately .48 acres. As part of the Lundberg Pre-Annexation and Castro Pre-Annexation agreements the property owners are required to annex their properties at the time they become eligible. The request is to zone the annexed properties as High Density Residential (R-3).

MEETING DATES:

- | | |
|---|----------------------------------|
| ☒ Planning Commission | <u>12/13/2022 @ 6:00 P.M.</u> |
| ☒ City Council | <u>01/17/2023 @ 6:00 P.M.</u> |
| ☐ Board of Adjustment | <u> @ P.M.</u> |
| ☐ Board of Appeals | <u> @ P.M.</u> |

TRANSMITTAL INCLUDES:

- | | |
|---|---------------------------------------|
| ☒ Application Form/Cover Letter | |
| ☐ Vicinity Map | |
| ☐ Site Plan | ☐ Other: _____ |
| ☒ Plat | |

NOTE: A written response, even if only to advise that you have no concerns, is requested.

REPLY: _____

RESPONSE NEEDED BY: 12/06/2022

RECEIVED: _____

From: [Doug Bess](#)
To: [Russ Johnson](#)
Cc: [Kristi Jefferson](#); david.lady@cityofsalida.com; [Renee Thonhoff](#); mcottom@chaffeecounty.org
Subject: Re: Agency review - Lundberg/Castro Annexation and Zoning application
Date: Wednesday, November 23, 2022 11:49:26 AM
Attachments: [image001.png](#)
[image002.png](#)

No concerns from fire.

On Wed, Nov 23, 2022 at 11:48 AM Doug Bess <doug.bess@cityofsalida.com> wrote:
 N concerns from Fire.

On Tue, Nov 22, 2022 at 3:46 PM Russ Johnson <rjohnson@salidapolice.com> wrote:

No issues from PD at this time.

Thanks,



Russ Johnson

Chief, Salida Police Department

rjohnson@salidapolice.com

P: 719-530-2603 | C: 719-207-1602

448 E First Street, Suite 274, Salida, CO 81201

cityofsalida.com

From: Kristi Jefferson <kristi.jefferson@cityofsalida.com>
Sent: Monday, November 21, 2022 4:00 PM
To: david.lady@cityofsalida.com; Russ Johnson <rjohnson@salidapolice.com>; 'Doug Bess' <doug.bess@cityofsalida.com>; 'Renee Thonhoff' <renee.thonhoff@cityofsalida.com>
Cc: mcottom@chaffeecounty.org
Subject: Agency review - Lundberg/Castro Annexation and Zoning application

Attached is the agency review for the Lundberg/Castro Annexation and Zoning applications for the properties located at 601 Scott Street and 745 Scott Street. Please let me know if you have any concerns with the applications.

From: [Russ Johnson](#)
To: [Kristi Jefferson](#); david.lady@cityofsalida.com; ["Doug Bess"](#); ["Renee Thonhoff"](#)
Cc: mcottom@chaffeeconomy.org
Subject: RE: Agency review - Lundberg/Castro Annexation and Zoning application
Date: Tuesday, November 22, 2022 3:46:39 PM
Attachments: [image001.png](#)
[image002.png](#)

No issues from PD at this time.

Thanks,



Russ Johnson
Chief, Salida Police Department

rjohnson@salidapolice.com
P: 719-530-2603 | C: 719-207-1602
448 E First Street, Suite 274, Salida, CO 81201
cityofsalida.com

From: Kristi Jefferson <kristi.jefferson@cityofsalida.com>
Sent: Monday, November 21, 2022 4:00 PM
To: david.lady@cityofsalida.com; Russ Johnson <rjohnson@salidapolice.com>; 'Doug Bess' <doug.bess@cityofsalida.com>; 'Renee Thonhoff' <renee.thonhoff@cityofsalida.com>
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Kristi Jefferson
Senior Planner
City of Salida
448 E. First Street
Suite 112
Salida, CO 81201
(719) 530-2626



Sender and receiver should be mindful that all my incoming and outgoing emails may be subject to the Colorado Open Records Act, § 24-72-100.1, et seq.

From: [DavidL](#)
To: [Kristi Jefferson](#)
Subject: Re: Agency review - Lundberg/Castro Annexation and Zoning application
Date: Monday, November 21, 2022 5:08:04 PM
Attachments: [image001.png](#)
[image007.png](#)

Likely both. TBD

David Lady P.E.
City of Salida
Director of Public Works
719-539-6257

On Nov 21, 2022, at 4:54 PM, Kristi Jefferson
<kristi.jefferson@cityofsalida.com> wrote:

For Illinois or Scott Street or both?

Kristi Jefferson
Senior Planner
City of Salida
448 E. First Street
Suite 112
Salida, CO 81201
(719) 530-2626



Sender and receiver should be mindful that all my incoming and outgoing emails may be subject to the Colorado Open Records Act, § 24-72-100.1, et seq.

From: David Lady [mailto:david.lady@cityofsalida.com]
Sent: Monday, November 21, 2022 4:37 PM
To: 'Kristi Jefferson' <kristi.jefferson@cityofsalida.com>
Subject: RE: Agency review - Lundberg/Castro Annexation and Zoning application

No concerns. I would recommend roadway improvements if/when a development application occurs.



David Lady
Director of Public Works

david.lady@cityofsalida.com
 P: 719-539-6257 | C: 719-239-0048
 340 W. Hwy 291, Salida, CO 81201
 cityofsalida.com

From: Kristi Jefferson [<mailto:kristi.jefferson@cityofsalida.com>]
Sent: Monday, November 21, 2022 4:00 PM
To: david.lady@cityofsalida.com; 'Russ Johnson' <rjohnson@salidapolice.com>; 'Doug Bess' <doug.bess@cityofsalida.com>; 'Renee Thonhoff' <renee.thonhoff@cityofsalida.com>
Cc: mcottom@chaffeeconomy.org
Subject: Agency review - Lundberg/Castro Annexation and Zoning application

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Kristi Jefferson
 Senior Planner
 City of Salida
 448 E. First Street
 Suite 112
 Salida, CO 81201
 (719) 530-2626

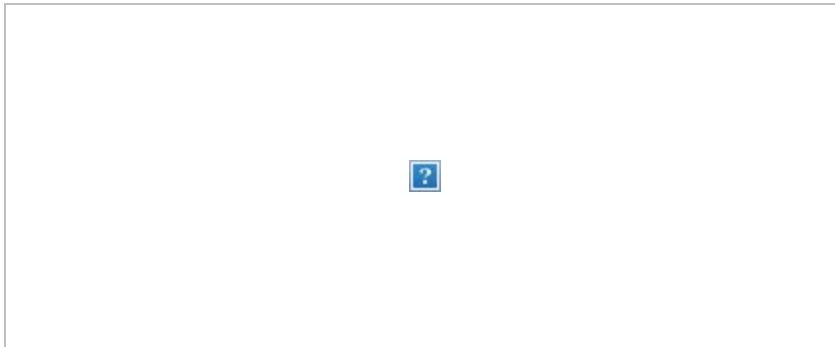


Sender and receiver should be mindful that all my incoming and outgoing emails may be subject to the Colorado Open Records Act, § 24-72-100.1, et seq.

From: [Renee Thonhoff](#)
To: [Kristi Jefferson](#)
Cc: david.lady@cityofsalida.com; [Russ Johnson](#); [Doug Bess](#); mcottom@chaffeeconomy.org
Subject: Re: Agency review - Lundberg/Castro Annexation and Zoning application
Date: Tuesday, November 29, 2022 3:21:57 PM
Attachments: [image002.png](#)

601 Scott Street has a sewer/water utility account. System development fees would need to be paid upon further development.

745 Scott Street has a sewer only utility account. System development fees for water and a water meter will need to be paid. Those fees are as follows: \$8,512 water and \$375 water meter. System development fees would need to be paid upon further development.



Easy ways to pay your utility bill: auto pay with a checking account, phone payments 833.892.0176. or pay online please register at <https://www.municipalonlinepayments.com/salidaco> or download our iOS or Android app MyCivic Utilities. where you can now set up auto pay!

Sender and receiver should be mindful that all my incoming and outgoing emails may be subject to the Colorado Open Records Act, § 24-72-100.1, et seq.

On Mon, Nov 21, 2022 at 4:00 PM Kristi Jefferson <kristi.jefferson@cityofsalida.com> wrote:

Attached is the agency review for the Lundberg/Castro Annexation and Zoning applications for the properties located at 601 Scott Street and 745 Scott Street. Please let me know if you have any concerns with the applications.

From: [Miles Cottom](#)
To: [Kristi Jefferson](#)
Subject: Re: Agency review - Lundberg/Castro Annexation and Zoning application
Date: Tuesday, November 22, 2022 9:55:55 AM
Attachments: [image002.png](#)

Hey Kristi,

I don't have any comments to make on this application.

Thank you!

--

Miles W. Cottom

Planning Director / Asst. County Attorney

Chaffee County Government

Phone: 719-221-3475

On Mon, Nov 21, 2022 at 4:00 PM Kristi Jefferson <kristi.jefferson@cityofsalida.com> wrote:

Attached is the agency review for the Lundberg/Castro Annexation and Zoning applications for the properties located at 601 Scott Street and 745 Scott Street. Please let me know if you have any concerns with the applications.

Kristi Jefferson

Senior Planner

City of Salida

448 E. First Street

Suite 112

Salida, CO 81201

(719) 530-2626



Sender and receiver should be mindful that all my incoming and outgoing emails may be



GENERAL DEVELOPMENT APPLICATION

448 East First Street, Suite 112
Salida, CO 81201
Phone: 719-530-2626 Fax: 719-539-5271
Email: planning@cityofsalida.com

1. TYPE OF APPLICATION (Check-off as appropriate)

- | | |
|--|---|
| ☒ Annexation | ☐ Administrative Review:
(Type) _____ |
| ☐ Pre-Annexation Agreement | ☐ Limited Impact Review:
(Type) _____ |
| ☐ Variance | ☐ Major Impact Review:
(Type) <u>Zoning</u> |
| ☐ Appeal Application | ☐ Other: _____ |
| ☐ Certificate of Approval | |
| ☐ Creative Sign Permit | |
| ☐ Historic Landmark/District | |
| ☐ License to Encroach | |
| ☐ Text Amendment to Land Use Code | |
| ☐ Watershed Protection Permit | |
| ☐ Conditional Use | |

2. GENERAL DATA (To be completed by the applicant)

A. Applicant Information

Name of Applicant: Lundberggardson properties LLC
Virginia Castro
Mailing Address: 601 Archery Lane Salida, CO 81201
745 Scott St. Salida, CO 81201
Telephone Number: 719-207-2321 FAX: _____
970-749-3344
Email Address: KKLundberg@gmail.com
mtgin@hotmail.com
Power of Attorney/ Authorized Representative: _____
(Provide a letter authorizing agent to represent you, include representative's name, street and mailing address, telephone number, and FAX)

B. Site Data

Name of Development: Lundberg/Castro Annexation + Zoning
Street Address: 601 Scott St, 745 Scott St.
Legal Description: Lot 1-3 Block _____ Subdivision Peels (attach description)

Disclosure of Ownership: List all owners' names, mortgages, liens, easements, judgments, contracts and agreements that run with the land. (May be in the form of a current certificate from a title insurance company, deed, ownership and encumbrance report, attorney's opinion, or other documentation acceptable to the City Attorney)

I certify that I have read the application form and that the information and exhibits herewith submitted are true and correct to the best of my knowledge.

Signature of applicant/agent: [Signature] Date: 8-16-22

Signature of property owner: Virginia Castro Date: 8/17/22

To Whom it May Concern,

This is a request to be annexed into the city of Salida Colorado for the properties at 745 Scott Street, Salida Colorado (owned by Virginia Castro) and 601 Scott Street, Salida Colorado (Owned by Lundberg and Son Properties, LLC). Both properties are asking for high density Residential (R3) zoning as we believe that is the type of residential property that best fits with surrounding properties and subdivisions.

Thank You,

Karen Lundberg

Virginia Castro



ANNEXATION APPLICATION

448 East First Street, Suite 112

Salida, CO 81201

Phone: 719-530-2626 Fax: 719-539-5271

Email: planning@cityofsalida.com

1. PROCEDURE (City Code Section 16-9-20)

A. Development Process

1. Pre-Application Conference. Optional.
2. Submit Application.
3. Staff Review for Completeness.
4. Resolution to Accept Application to City Council
5. Establish Public Hearing Date before Council per Colorado Municipal Annexation Act of 1965.
6. Staff Evaluation of Application and Annexation Agreement (if applicable)
7. Establish Public Hearing Date Before the Planning Commission.
8. Public Notice Provided For Hearings.
9. Public Hearing Conducted by Commission.
10. Annexation Ordinance to City Council for 1st and 2nd Reading.

2. APPLICATION CONTENTS (City Code Section 16-9-40)

1. General Development Application

2. Annexation Petition

3. Annexation Map. The preferred scale of the map is one (1) inch equals one hundred (100) feet; the minimum allowable scale is one (1) inch equals two hundred (200) feet. Sheet size shall be twenty-four (24) inches by thirty-six (36) inches. If it is necessary to draw the map on more than one (1) sheet, a sheet index shall be placed on the first sheet. The annexation map shall contain the following:

- a. Annexation Name
- b. Legal description. Legal description of the perimeter
- c. Names and addresses. Names and addresses of the owners, subdivider, land planner and land surveyor registered in the State.
- d. Scale
- e. North arrow
- f. Date. The date the map was prepared.
- g. Boundary lines and dimensions. Boundary lines of the proposed annexation. Distinction of the boundary that is contiguous to the City and the length of the same boundary on the map, including required showing of contiguity in feet.
- h. Platted lots. Lot and block numbers if the area is already platted.
- i. Improvements and easements. The location and dimensions of all existing and proposed streets, alleys, easements, ditches and utilities within or adjacent to the proposed annexation.
- j. Vicinity map. The vicinity map shall show the location of the proposed annexation, in relation to the City.
- k. Acreage. Total acreage to be annexed.
- l. Certificates. Certificates required to appear on the final annexation plat are described in Section 16-9-40 of the Land Use Code.

4. Digital Copy. A digital copy of the plat compatible with the City GIS shall be submitted.

5. Application Fee \$3,000 cash or check made out to City of Salida (\$1,000 application fee + \$2,000 retainer for attorney's fees)

7. Public Notice.

- a) A list shall be submitted by the applicant to the city of adjoining property owners' names and addresses. A property owner is considered adjoining if it is within 175 feet of the subject property regardless of public ways. The list shall be created using the current Chaffee County tax records.
- b) Postage Paid Envelopes. Each name on the list shall be written on a postage-paid envelope. Postage is required for up to one ounce. Return Address shall be: City of Salida, 448 E. First Street, Suite 112, Salida, CO 81201.
- c) Applicant is responsible for posting the property and proof of posting the public notice.

8. Petition for Exclusion from the South Arkansas Fire Protection District (optional)**9. Notarized Special Fee and Cost Reimbursement Agreement completed**

ANNEXATION PETITION

TO THE CITY COUNCIL OF THE CITY OF SALIDA, COLORADO, GREETINGS:

The undersigned hereby petition(s) the City of Salida to annex to the City of Salida the territory shown on the map(s) attached hereto and described on the attachment hereto:

This Petition is signed by the landowners qualified to sign. It is intended that this Petition be a one hundred percent (100%) petition for annexation as described in C. R. S. 1973, Section 31-12-107(l)(g), (as amended).

In support of this petition, the undersigned state(s) and allege(s) as follows, to wit:

1. That it is desirable and necessary that the above-described territory be annexed to the City of Salida.
2. That petitioners are landowners of one hundred percent (100%) of the territory, excluding streets and alleys, herein proposed for annexation to the City of Salida.
3. That no less than one-sixth of the aggregate external boundaries of the above-described territory hereby petitioned to the City of Salida is contiguous to the City limits of the City of Salida.
4. Accompanying this petition are two mylars and twenty copies of the annexation map.
5. That a community of interest exists between the above-described territory and the City of Salida, and that the same is urban, or will be urbanized in the near future, and further that the said territory is integrated or is capable of being integrated in the City of Salida.
6. That the above-described territory does not include any area which is the same or substantially the same area in which an election for an annexation to the City of Salida, was held within the twelve months preceding the filing of this petition.
7. That the above-described territory does not include any area included in another annexation proceeding involving city other than the City of Salida.
8. That the above-described territory is not presently a part of any incorporated city, city and county, or town.
9. That the above area described will (not) result in the detachment of the area from any school district and the attachment of the same to another school district.

ANNEXATION PETITION

"INSERT A"

Beginning at the south-western corner of Lot 1, Peel's Subdivision, from whence the intersection of the north right-of-way of Illinois Avenue and the western right-of-way of Scott Street bears North 17°28'05" west a distance of 182.19 feet;

Thence north 89°07'49" west a distance of 53.84 feet to the western right-of-way of Scott Street;

Thence along said right-of-way of Scott Street north 00°17'02" west a distance of 172.97 more or less to the intersection of the northern right-of-way of Illinois Avenue, extended westerly;

Thence along said right-of-way of Illinois Avenue extended south 89°20'24" east a distance of 57.51 feet to the eastern right-of-way of Scott Street;

Thence continuing on said right-of-way of Illinois Avenue south 89°20'24" east a distance of 137.82 feet;

Thence south 00°52'59" west a distance of 25.00 feet more or less to the southern right-of-way of Illinois Avenue, and the north-east corner of Lot 3, Peels Subdivision;

Thence south 00°52'59" west a distance of 148.65 feet to the south-east corner of said Lot 1;

Thence north 89°07'49" west along the south line of said Lot 1 a distance of 138.07 feet to the point of beginning.

Also known by the following addresses:

601 Scott Street, Salida, CO 81201

And assessor's schedule or parcel number: 380704300022

745 Scott Street, Salida, CO 81201

And assessor's schedule or parcel number: 380704300029

ANNEXATION PETITION

This Section must be filled out if there are multiple properties/property owners petitioning annexation.

Signature of Petitioners Requesting Annexation to the City of Salida, Colorado	Date of Signature of Each Petitioner	Mailing Address of each Petitioner	Description of Property Included the Area Proposed for Annexation Owned by Each person Signing this Petition. (Attach separate sheet, if necessary)
Virginia Castro	8/16/2022	745 Scott, Salida CO	Lot 1, Peels Subdivision
	8/16/22	6017 Archery Ln. Salida, CO	Lot 2+3 Peels Sub.



CITY CLERK’S CERTIFICATE

I HEREBY CERTIFY THAT THIS ANNEXATION MAP ALONG WITH THE ORIGINAL ANNEXATION ORDINANCE FOR THE LUNDBERG/CASTRO ANNEXATION TO THE CITY OF SALIDA WERE ACCEPTED FOR FILING IN MY OFFICE ON THIS ____ DAY OF _____, 2022, AND IS DULY RECORDED.

CITY CLERK

CLERK AND RECORDER’S CERTIFICATE

I HEREBY CERTIFY THAT A CERTIFIED COPY OF THIS ANNEXATION MAP ALONG WITH A CERTIFIED COPY OF THE ANNEXATION ORDINANCE FOR THE LUNDBERG/CASTRO ANNEXATION TO THE CITY OF SALIDA WERE ACCEPTED FOR FILING IN MY OFFICE AT _____,M. ON THIS ____ DAY OF _____, 2022 UNDER RECEPTION NUMBER _____.

CHAFFEE COUNTY CLERK AND RECORDER

CITY COUNCIL APPROVAL

WHEREAS, THE CITY COUNCIL FOR THE CITY OF SALIDA, COLORADO HAS BEEN PRESENTED WITH AN APPLICATION TO ANNEX TERRITORY AS DESCRIBED HEREIN BY KAREN K. LUNDBERG AND VIRGINIA CASTRO, AS OWNERS OF 100 PERCENT OF THE AREA TO BE ANNEXED, EXCEPTING PUBLIC STREETS; AND
WHEREAS, THE CITY COUNCIL BY RESOLUTION ADOPTED ON _____, 20__, DETERMINED THAT THE ANNEXATION APPLICATION SUBSTANTIALLY COMPLIES WITH THE REQUIREMENT OF SECTION 31-12-107(1),
WHEREAS, AFTER NOTICE AND PUBLIC HEARING ON _____, 20__, AS REQUIRED BY SECTION 31-12-108, C.R.S., THE CITY COUNCIL ADOPTED RESOLUTION NO. _____ (SERIES 20__), DETERMINING THAT THE ANNEXATION ELECTION WAS NOT REQUIRED; AND
WHEREAS, ON _____, 20__, THE CITY COUNCIL ADOPTED ORDINANCE NO. _____ (SERIES 20__) APPROVING AND ANNEXING LUNDBERG/CASTRO ANNEXATION TO THE CITY OF SALIDA;
NOW, THEREFORE, THE CITY COUNCIL OF SALIDA, COLORADO DOES HEREBY APPROVE AND ACCEPT THE LUNDBERG/CASTRO ANNEXATION TO THE CITY OF SALIDA AS DESCRIBED HEREIN, TO WIT:

BEGINNING AT THE SOUTH-WESTERN CORNER OF LOT 1, PEEL'S SUBDIVISION, FROM WHENCE THE INTERSECTION OF THE NORTH RIGHT-OF-WAY OF ILLINOIS AVENUE AND THE WESTERN RIGHT-OF-WAY OF SCOTT STREET BEARS NORTH 17°28'05" WEST A DISTANCE OF 182.19 FEET; THENCE NORTH 89°07'49" WEST A DISTANCE OF 53.84 FEET TO THE WESTERN RIGHT-OF-WAY OF SCOTT STREET; THENCE ALONG SAID RIGHT-OF-WAY OF SCOTT STREET NORTH 00°17'02" WEST A DISTANCE OF 172.97, MORE OR LESS, TO THE INTERSECTION OF THE NORTHERN RIGHT-OF-WAY OF ILLINOIS AVENUE, EXTENDED WESTERLY; THENCE ALONG SAID RIGHT-OF-WAY OF ILLINOIS AVENUE EXTENDED SOUTH 89°20'24" EAST A DISTANCE OF 57.51 FEET TO THE EASTERN RIGHT-OF-WAY OF SCOTT STREET; THENCE CONTINUING ON SAID RIGHT-OF-WAY OF ILLINOIS AVENUE SOUTH 89°20'24" EAST A DISTANCE OF 137.82 FEET; THENCE SOUTH 00°52'59" WEST A DISTANCE OF 25.00 FEET MORE OR LESS TO THE SOUTHERN RIGHT-OF-WAY OF ILLINOIS AVE, AND THE NORTH-EAST CORNER OF LOT 3, PEEL'S SUBDIVISION; THENCE SOUTH 00°52'59" WEST A DISTANCE OF 148.65 FEET TO THE SOUTH-EAST CORNER OF SAID LOT 1; THENCE NORTH 89°07'49" WEST ALONG THE SOUTH LINE OF SAID LOT 1 A DISTANCE OF 138.07 FEET TO THE POINT OF BEGINNING.

SIGNED THIS ____ DAY OF _____, 2022.

CITY OF SALIDA

BY: _____
MAYOR

GENERAL NOTES

- 1) BASIS OF BEARING FOR THIS SURVEY IS GRID NORTH FROM COLORADO STATE PLANE COORDINATE SYSTEM CENTRAL ZONE, BASED ON G.P.S. OBSERVATIONS ALONG THE EASTERN BOUNDARY OF "SCOTT STREET" BETWEEN A 1½" ALUMINUM CAP STAMPED "LS 37937" AND A 1¾" STEEL TAG STAMPED "LS 6753" HAVING A BEARING OF NORTH 00°56'02" EAST.
- 2) THIS SURVEY WAS PERFORMED WITHOUT THE BENEFIT OF A TITLE COMMITMENT
- 3) TOTAL AREA TO BE ANNEXED=0.48 ACRES +/-
- 4) THIS ANNEXATION SUBJECT TO THE TERMS & CONDITIONS AS SET FORTH IN THE ANNEXATION AGREEMENT RECORDED AT RECEPTION NO. _____

CERTIFICATION OF TITLE

I _____, A LICENSED TITLE INSURANCE AGENT IN THE STATE OF COLORADO, DO HEREBY CERTIFY THAT I HAVE EXAMINED THE TITLE TO THE PROPERTY HEREBY DEDICATED AND AS SHOWN AND DESCRIBED ON THIS PLAT AND FOUND TITLE OF THE NORTHERN PARCEL VESTED IN LUNDBERG AND SON PROPERTIES, LLC, FREE AND CLEAR OF ALL LIENS AND ENCUMBRANCES EXCEPT AS LISTED BELOW:

DATED THIS ____ DAY OF _____, 2022.

TITLE AGENT

LUNDBERG/CASTRO ANNEXATION
TO THE CITY OF SALIDA

LOCATED WITHIN LOTS 1-3
PEEL’S SUBDIVISION
CHAFFEE COUNTY, COLORADO

LEGEND

- ◎ FOUND MONUMENT AS NOTED
- ◆ SET 1½" ALUMINUM CAP LS 37937
- PREVIOUSLY SET 1½" ALUMINUM CAP LS 37937
- ▲ FOUND 1½" ALUMINUM CAP LS 16117
- X—X— FENCE
- CONCRETE

CERTIFICATE OF DEDICATION AND OWNERSHIP

THIS IS TO CERTIFY THAT VIRGINIA CASTRO ARE THE OWNERS OF 100% OF THE SOUTHERN PARCEL DESCRIBED AND SET FORTH HEREIN, EXCEPT PUBLIC STREETS, THAT SUCH OWNER DESIRES AND APPROVES THE ANNEXATION OF THE TERRITORY DESCRIBED HEREIN TO THE CITY OF SALIDA, COLORADO. THE UNDERSIGNED OWNERS HEREBY DEDICATE AND GRANT FOR PUBLIC USE AS A PUBLIC RIGHT-OF-WAY, PERPETUAL, UNRESTRICTED USE OF OLD STAGE ROAD, AS SHOWN HEREON.

EXECUTED THIS ____ DAY OF _____, 2022.

OWNERS:

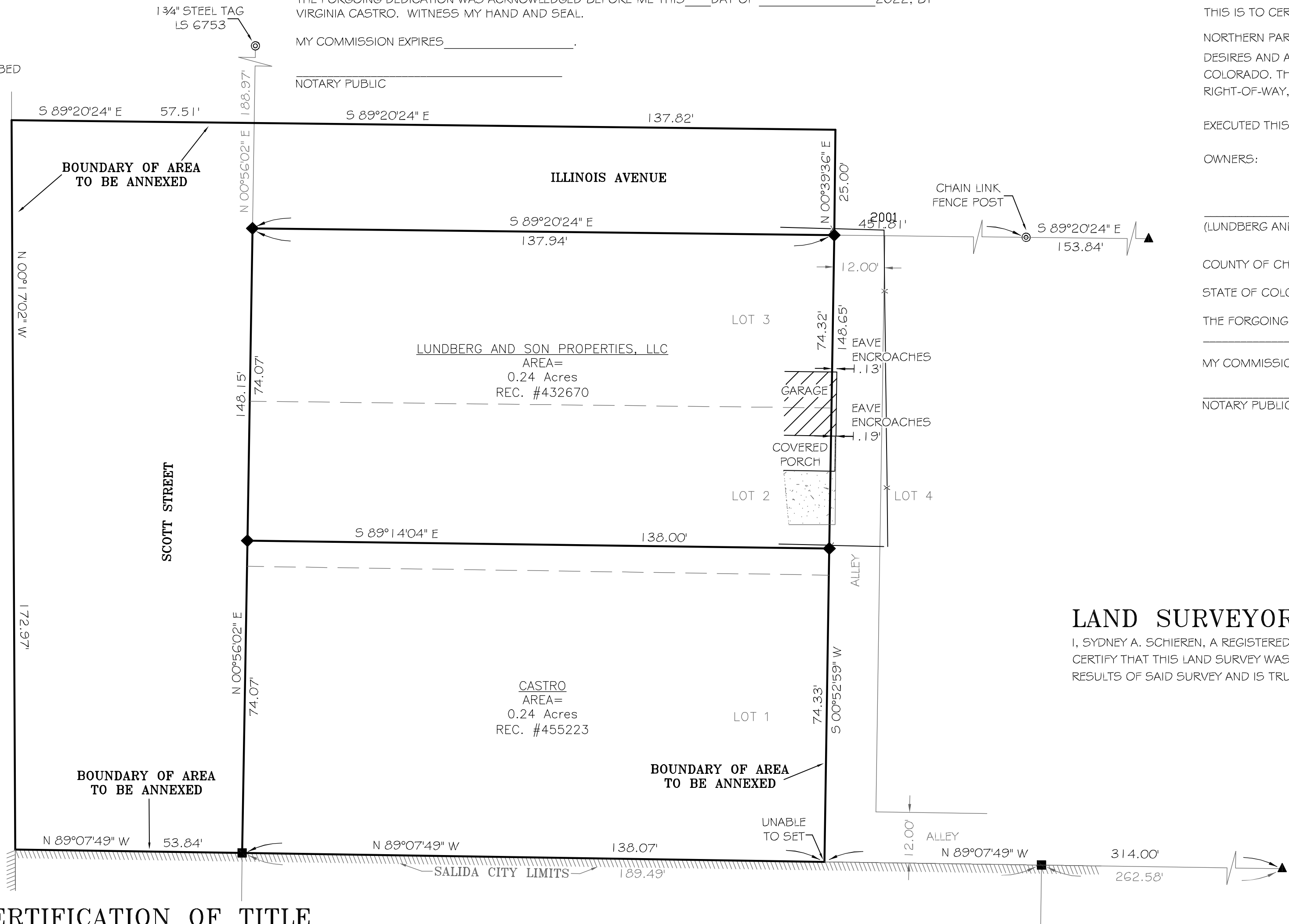
VIRGINIA CASTRO

COUNTY OF CHAFFEE)
) ss.
STATE OF COLORADO)

THE FORGOING DEDICATION WAS ACKNOWLEDGED BEFORE ME THIS ____ DAY OF _____, 2022, BY VIRGINIA CASTRO. WITNESS MY HAND AND SEAL.

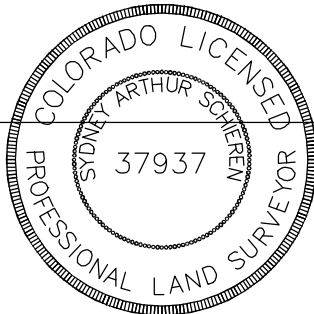
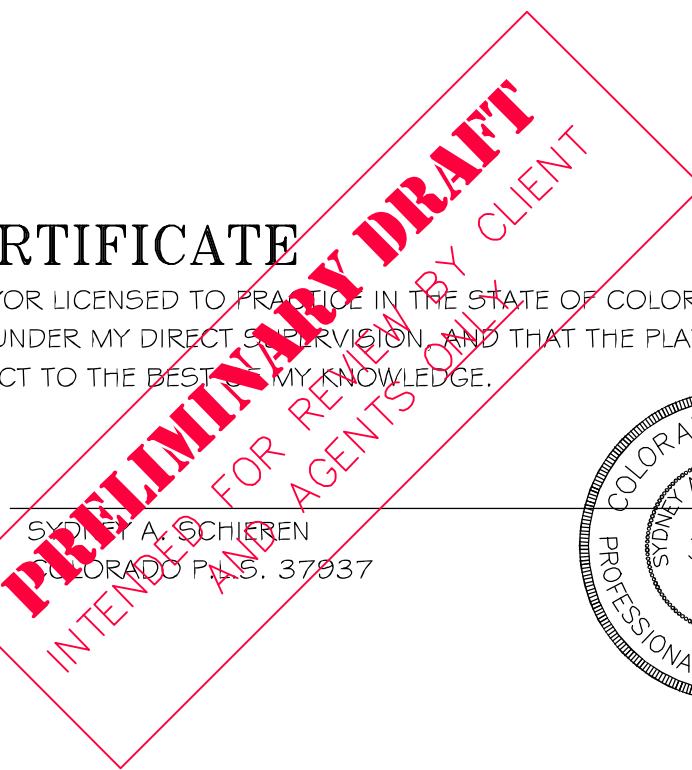
MY COMMISSION EXPIRES _____.

NOTARY PUBLIC



LAND SURVEYOR’S CERTIFICATE

I, SYDNEY A. SCHIEREN, A REGISTERED LAND SURVEYOR LICENSED TO PRACTICE IN THE STATE OF COLORADO, DO HEREBY CERTIFY THAT THIS LAND SURVEY WAS PERFORMED UNDER MY DIRECT SUPERVISION AND THAT THE PLAT REPRESENTS THE RESULTS OF SAID SURVEY AND IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE.



REVISED:	LUNDBERG/CASTRO ANNEXATION TO THE CITY OF SALIDA LOCATED WITHIN LOTS 1-3 PEEL’S SUBDIVISION CHAFFEE COUNTY, COLORADO
DATE: SEPTEMBER 28, 2022	
DATE: DECEMBER 1, 2022	
JOB #22052	LANDMARK SURVEYING & MAPPING P.O. BOX 668 SALIDA, CO 81201 PH 719.539.4021 FAX 719.539.4031
DATE: JUNE 28, 2022	
SHEET 1 OF 1	

TOTAL PERIMETER OF LAND TO BE ANNEXED	541.95 FT
CONTIGUOUS BOUNDARY WITH CITY OF SALIDA	191.91 FT
CONTIGUOUS BOUNDARY REQUIREMENT 1/6= 16.7%	35.4%

NOTICE: ACCORDING TO COLORADO LAW YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF THE SURVEYOR'S STATEMENT CONTAINED HEREON.

JAN 3 '14 PM 2:08

**PRE-ANNEXATION AGREEMENT
745 SCOTT STREET**

THIS AGREEMENT is made and entered into this 18th day of December, 2013, by and between the CITY OF SALIDA, COLORADO, a municipal corporation (hereinafter "City"), and VIRGINIA CASTRO as the owner of the real property described hereafter (hereinafter "Owner");

W I T N E S S E T H:

WHEREAS, Owner is the owner of certain real property located in unincorporated Chaffee County, which property is more particularly described on Exhibit A attached hereto and incorporated herein by this reference (the "Property"); and

WHEREAS, the Property is currently not eligible for annexation and lies within the City of Salida Municipal Services Area; and

WHEREAS, Owner desires to obtain the municipal services hereinafter described from the City at such time, and the City is capable of providing such service; and

WHEREAS, the parties desire to enter into this Agreement pursuant to C.R.S. §31-12-121 to set forth the terms and conditions of the extension of services and annexation of the Property by the City.

NOW THEREFORE, for and in consideration of the mutual promises and covenants herein contained, the parties agree as follows:

1. Service to be Provided. The City agrees to provide Owner with municipal sewer service to the Property for residential uses at in-City rates. In the event City water service becomes available on Scott Street adjacent to the Property, Owner agrees to connect to City water at the then applicable in-City rates.

2. Costs. The City will provide said service subject to the rules, regulations, charges, fees, and ordinances of the City of Salida as are now in effect, or as they may hereafter be amended. All costs of extending service to the Property shall be borne by the Owner including, but not limited to, main and service line extensions. At or prior to the first delivery of municipal service pursuant to this Agreement, the Owner agrees to pay all system improvement fees at the then applicable in-City rate as provided in the Salida Municipal Code.

3. No Precedential Value. Nothing herein shall obligate the City to extend additional service to the Owner or to the Property, other than that service described in Paragraph 1, above. There shall be no expansion of such service without the express written consent of the City. The Owner and its agents, employees, and tenants shall be bound by all of the ordinances of the City of Salida insofar as they may pertain to the conditions of pre-annexation herein described.

4. Annexation. To the maximum extent permitted by law, the parties agree that this Agreement, pursuant to C.R.S. §31-12-121, constitutes an enforceable obligation upon the Owner,

its successors, and assigns to file a petition for annexation prior to or contemporaneous with any additional development of the Property to the extent permitted by law. The Owner further agrees that at such time as the Property is eligible for annexation, Owner shall within sixty (60) days of becoming eligible for annexation file a petition for annexation of the Property.

5. New Development. Owner agrees that during the term of this Agreement all new development or construction on the Property shall be in accordance with the requirements of the Salida Municipal Code.

6. Existing Uses. The Property is currently zoned residential and the Owner intends to continue to use it for that purpose.

7. Payment of Impact Fees. Owner agrees to pay at the time of annexation all applicable fees for the Property in the amounts set forth pursuant to the Salida Municipal Code, or as hereafter amended, and any other fees prescribed by Resolution or Ordinance as may apply to annexations.

8. Termination Upon Annexation. This Agreement shall terminate automatically on the effective date of the annexation to the City of the Property; provided, however, that nothing in this paragraph shall limit any other rights of termination provided in this Agreement.

9. Failure or Refusal to Annex. In the event the Owner fails to annex their Property to the City as required by this Agreement, the City may, at its sole option and without otherwise limiting its legal rights, bring an action at law or equity, including an action for specific performance, to enforce the terms of this Agreement or treat this Agreement as a petition for annexation and annex the Property without consent after thirty (30) days' written notice to Owner. The rights and remedies under this paragraph shall be cumulative. To the extent permitted by law, the Owner hereby appoints the City Clerk as their attorney-in-fact to execute and deliver all documents necessary to annex Owner's Property to the City, should the Owner fail or refuse to annex as required under this Agreement. If the City proceeds to annex the Owner's Property as permitted under this paragraph, it may advance all fees and costs related to the annexation, and shall be entitled to recover the same as a personal obligation of the Owner. Such fees and costs shall also constitute a lien against the Owner's Property, which may be foreclosed as provided by law.

10. Lien Rights. The City shall be entitled to prepare and record a lien against the Owner's Property for the amount of any costs, fees, and other expenses which it has advanced or which the Owner is required to be pay pursuant to this Agreement and/or the Salida Municipal Code.

11. Miscellaneous. The parties agree time is of the essence in the implementation of this Agreement. All of the terms and conditions of this Agreement shall bind the heirs, successors, assigns, or personal representatives of the parties hereto. This Agreement constitutes a covenant which runs with the real Property. This Agreement sets forth the entire understanding between the parties, and any previous agreements, promises, or understandings have been included in this Agreement.

12. Recording; Fees. The City shall record this Agreement upon execution. The Owner shall simultaneously with the execution of this Agreement tender to the City the actual amount of recording fees. (Checks shall be payable to the Chaffee County Clerk and Recorder.)

WITNESS WHEREOF, the parties have executed this Agreement on the day and year first written above.



Audrey Helperi
City Clerk, Deputy

CITY OF SALIDA, COLORADO

By

[Signature]
Mayor

OWNER:

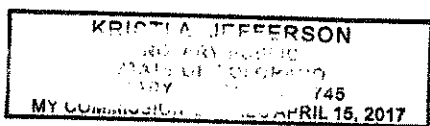
Virginia Castro
Virginia Castro

STATE OF COLORADO)
) ss.
COUNTY OF CHAFFEE)

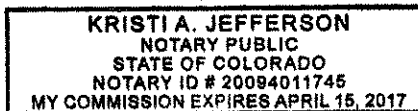
Acknowledged, subscribed, and sworn to before me this 19th day of December, 2013, by James M. Dickson, Mayor, and Audrey Gilpin, City Clerk/Deputy City Clerk, on behalf of the City of Salida, Colorado.

WITNESS my hand and official seal.

My Commission expires: April 15, 2017.



Kristi A. Jefferson
Notary Public

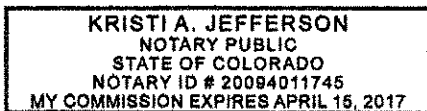


STATE OF Colorado)
) ss.
COUNTY OF Chaffee)

Acknowledged, subscribed, and sworn to before me this 18th day of December, 2013, by Virginia Castro.

WITNESS my hand and official seal.

My Commission expires: April 15, 2017.



Kristi A. Jefferson
Notary Public

EXHIBIT A

LEGAL DESCRIPTION

Lot No. 1 and the southerly 7 feet of Lot No. 2, Peel's Subdivision, situated in the South half of the Northeast quarter of the Southwest quarter (S ½ NE ¼ SW ¼) of Section 4, Township 49 North, Range 9 East of the New Mexico Principal Meridian, County of Chaffee, State of Colorado.

**CITY OF SALIDA, COLORADO
RESOLUTION NO. 35
(Series of 2021)**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SALIDA, COLORADO
AUTHORIZING THE MAYOR TO SIGN A PRE-ANNEXATION AGREEMENT WITH
LUNDBERG AND SON PROPERTIES, LLC (KAREN LUNDBERG) FOR 601 SCOTT
STREET.**

WHEREAS, Lundberg and Son Properties, LLC, represented by Karen Lundberg, are the owners of certain real property in unincorporated Chaffee County, which property is more particularly described on Exhibit A attached hereto and incorporated herein by this reference (the "Property"); and

WHEREAS, the Property is not currently eligible for annexation but lies within the City of Salida Municipal Services Area; and

WHEREAS, the City is capable of providing municipal services to the Property, and the parties desire to enter into a Pre-Annexation Agreement pursuant to C.R.S. §31-12-121 to set forth the terms and conditions of the future extension of services by the City.

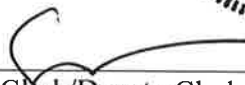
NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SALIDA, COLORADO THAT:

1. The Salida City Council incorporates the foregoing recitals as its conclusions, facts, determinations, and findings.
2. The Pre-Annexation Agreement by and between the City and Lundberg and Son Properties, LLC, attached as Exhibit B, is hereby approved, and the Mayor is authorized to sign the Agreement on behalf of the City.

RESOLVED, APPROVED, AND ADOPTED this 19th day of October, 2021.



[SEAL]
ATTEST:



City Clerk/Deputy Clerk

CITY OF SALIDA, COLOADO

By



Mayor PT Wood

EXHIBIT A

All of Lot No. 3; and

Part of Lot No. 2

PEEL'S SUBDIVISION

Situated in the South Half of the Northeast Quarter of the Southwest Quarter (S1/2 NE1/4 SW ¼) of Section 4, Township 49 North, Range 9 East of the New Mexico Principal Meridian, Chaffee County, Colorado, said Part of

Lot No. 2 described as follows:

Commencing at the Northwest corner of Lot No. 2;

Thence Southerly along the Westerly line of said Lot, a distance of 34 feet;

Thence Easterly and parallel with the Northerly line of said Lot, a distance of 138 feet to the Easterly line of said subdivision;

Thence Northerly 34 feet;

Thence Westerly and along the Northerly line of said Lot, a distance of 138 feet to the point of beginning.

Chaffee County, Colorado

Also known by street address as: 601 Scott Street, Salida, CO 81201

And assessor's schedule or parcel number: 380704300022

EXHIBIT B

**Pre-Annexation Agreement
601 Scott Street**

THIS AGREEMENT is made and entered into this 25th day of October, 2021, by and between the CITY OF SALIDA, COLORADO, a municipal corporation (hereinafter "City"), and LUNDBERG AND SON PROPERTIES, LLC, represented by Karen Lundberg, as the owner of the real property described hereafter (hereinafter "Owner");

W I T N E S S E T H:

WHEREAS, Owner is the owner of certain real property located in unincorporated Chaffee County, which property is more particularly described on **Exhibit A** attached hereto and incorporated herein by this reference (the "Property"); and

WHEREAS, the Property is currently not eligible for annexation and lies within the City of Salida Municipal Services Area; and

WHEREAS, Owner desires to obtain the municipal services hereinafter described from the City at such time, and the City is capable of providing such service; and

WHEREAS, the parties desire to enter into this Agreement pursuant to C.R.S. §31-12-121 to set forth the terms and conditions of the extension of services and annexation of the Property by the City.

NOW THEREFORE, for and in consideration of the mutual promises and covenants herein contained, the parties agree as follows:

1) Services to be Provided. The Owner is currently connected to the City's municipal sewer system. City water services are adjacent to the Property and the City agrees to provide Owner with municipal water services to the Property for residential uses at in-City rates.

2) Costs. The City will provide said service subject to the rules, regulations, charges, fees, and ordinances of the City of Salida as are now in effect, or as they may hereafter be amended. Owner will be required to pay a portion of the water main extension agreement being completed by Harder-Diesslin.

3. No Precedential Value. Nothing herein shall obligate the City to extend additional service to the Owner or to the Property, other than that service described in Paragraph 1, above. There shall be no expansion of such service without the express written consent of the City. The Owner and its agents, employees, and tenants shall be bound by all of the ordinances of the City of Salida insofar as they may pertain to the conditions of pre-annexation herein described.

4. Annexation. To the maximum extent permitted by law, the parties agree that this Agreement, pursuant to C.R.S. §31-12-121, constitutes an enforceable obligation upon the Owner, its successors, and assigns to file a petition for annexation prior to or contemporaneous with any additional development of the Property to the extent permitted by law. The Owner further agrees

that at such time as the Property is eligible for annexation, Owner shall within sixty (60) days of becoming eligible for annexation file a petition for annexation of the Property.

5. New Development. Owner agrees that during the term of this Agreement all new development or construction on the Property shall be in accordance with the requirements of the Salida Municipal Code. The Owner also agrees to annex into the City, should there be any further development, construction or subdivision of the property and agrees to the required Inclusionary Housing, Open Space and Fair Contributions for Public School Sites.

6. Existing Uses. The Property is currently zoned residential within unincorporated Chaffee County and the Owner intends to continue to use it for that purpose.

7. Payment of Impact Fees. Owner agrees to pay at the time of annexation all applicable fees for the Property in the amounts set forth pursuant to the Salida Municipal Code, or as hereafter amended, and any other fees prescribed by Resolution or Ordinance as may apply to annexations.

8. Termination Upon Annexation. This Agreement shall terminate automatically on the effective date of the annexation to the City of the Property; provided, however, that nothing in this paragraph shall limit any other rights of termination provided in this Agreement.

9. Failure or Refusal to Annex. In the event the Owner fails to annex their Property to the City as required by this Agreement, the City may, at its sole option and without otherwise limiting its legal rights, bring an action at law or equity, including an action for specific performance, to enforce the terms of this Agreement or treat this Agreement as a petition for annexation and annex the Property without consent after thirty (30) days' written notice to Owner. The rights and remedies under this paragraph shall be cumulative. To the extent permitted by law, the Owner hereby appoints the City Clerk as their attorney-in-fact to execute and deliver all documents necessary to annex Owner's Property to the City, should the Owner fail or refuse to annex as required under this Agreement. If the City proceeds to annex the Owner's Property as permitted under this paragraph, it may advance all fees and costs related to the annexation, and shall be entitled to recover the same as a personal obligation of the Owner. Such fees and costs shall also constitute a lien against the Owner's Property, which may be foreclosed as provided by law.

10. Lien Rights. The City shall be entitled to prepare and record a lien against the Owner's Property for the amount of any costs, fees, and other expenses which it has advanced or which the Owner is required to be pay pursuant to this Agreement and/or the Salida Municipal Code.

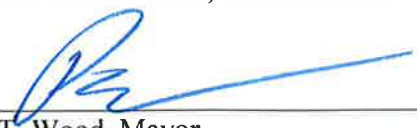
11. Miscellaneous. The parties agree time is of the essence in the implementation of this Agreement. All of the terms and conditions of this Agreement shall bind the heirs, successors, assigns, or personal representatives of the parties hereto. This Agreement constitutes a covenant which runs with the real Property. This Agreement sets forth the entire understanding between the parties, and any previous agreements, promises, or understandings have been included in this Agreement.

12. Recording; Fees. The City shall record this Agreement upon execution. The Owner shall simultaneously with the execution of this Agreement tender to the City the actual amount of recording fees (Checks shall be payable to the Chaffee County Clerk and Recorder).

WITNESS WHEREOF, the parties have executed this Agreement on the day and year first written above.

CITY OF SALIDA, COLORADO

By


P.T. Wood, Mayor

ATTEST:


City Clerk/Deputy City Clerk

LUNDBERG AND SON PROPERTIES, LLC

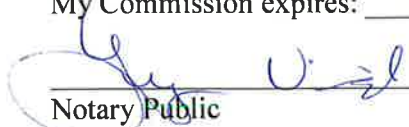

Karen Lundberg, Member and Agent

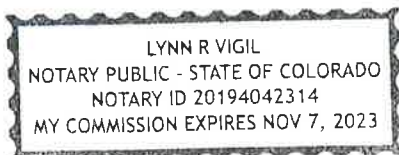
STATE OF Colorado)
) ss.
COUNTY OF Chaffee

Acknowledged, subscribed, and sworn to before me this 25 day of October, 2021, by Karen Lundberg, as Member and Agent of Lundberg and Son Properties, LLC.

WITNESS my hand and official seal.

My Commission expires: 11-7-2023.


Notary Public





STAFF REPORT

MEETING DATE: December 13, 2022
AGENDA ITEM TITLE: Lundberg/Castro Annexation - Zoning Review
AGENDA SECTION: Public Hearing

REQUEST / BACKGROUND:

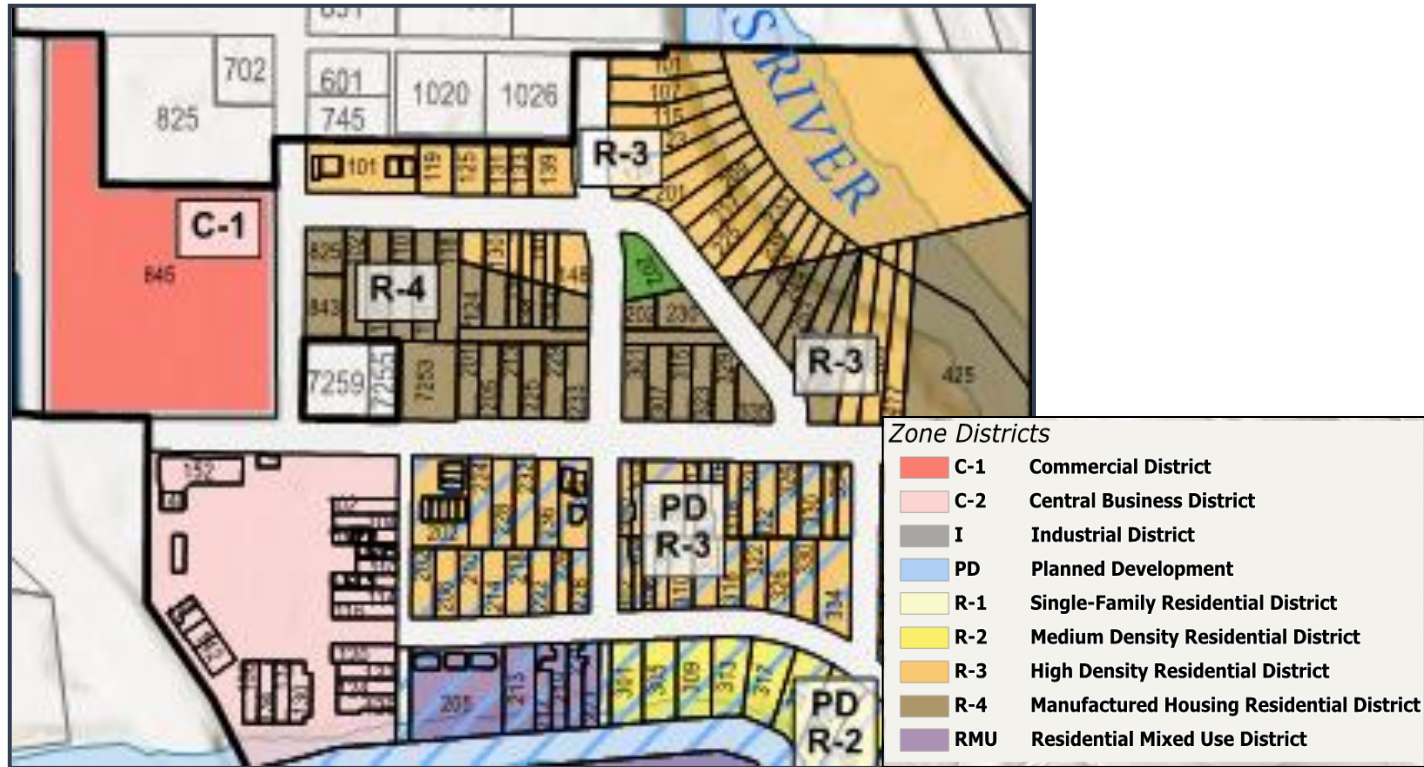
The applicants, Karen Lundberg and Virginia Castro, are required to annex their property when eligible as discussed in the Lundberg/Castro Annexation application. The area annexed must be brought under the municipality's zoning ordinance within 90 days from the effective date of the annexation ordinance.

The applicants have requested approval to have each of their lots (.48 acres total) zoned High-Density Residential (R-3), following approval of annexation of the properties into the City of Salida. The properties are located along Scott Street, as shown on the map below.

A complete legal description is shown as exhibit A with the annexation application.



Surrounding Land Use and Zoning: The site is currently zoned RES (Residential Zone District) in Chaffee County. The properties immediately to the north, east and west remain in Chaffee County and are also zoned RES. The properties to south are within the city limits. The properties to the south are zoned High Density Residential (R-3), Manufactured Housing Residential (R-4) and Commercial (C-1).



REVIEW STANDARDS FOR MAP AMENDMENTS (Section 16-4-210):

1. **Consistent with Comprehensive Plan.** The proposed amendment shall be consistent with the Comprehensive Plan.
 - The Comprehensive Plan includes the goals that new projects should complement the neighborhood's mass and scale; be focused within the Municipal Services Area (MSA) and be developed at maximum densities to make the best use of available infrastructure.
 - The zoning of R-3 would be consistent with the zoning found in the adjacent River Ridge Development and would continue the regular pattern of zone district application.
2. **Consistency with Purpose of Zone District.** The proposed amendment shall be consistent with the purpose of the zone district to which the property is to be designated.
 - Per the land use code, the purpose of the Medium-Density Residential (R-3) zone district is to provide for relatively high density duplex and multi-family residential areas, including primarily triplex, townhouse and apartment uses. Complementary land uses may also

include such supporting land uses as parks, schools, churches, home occupations or day care, amongst other uses.

- The 601 Scott Street property has a single-family double wide mobile home and a detached garage. The owner has indicated that in the future she is planning to build additional residential units on the .24 acre parcel. Currently, with R-3 zoning this parcel is allowed 4 units of density.
 - The 745 Scott Street property has a single-family dwelling and the owner has stated that she has no development plans at this time. Currently, with R-3 zoning this .24 acre parcel is allowed 4 units of density.
 - Staff supports the request to zone the subject property as High-Density Residential (R-3).
3. **Compatibility with Surrounding Zone Districts and Uses.** The development permitted by the proposed amendment shall be compatible with surrounding zone districts, land uses and neighborhood character.
- The zoning classification of High Density (R-3) is consistent and compatible with the zoning of the adjoining River Ridge subdivision.
4. **Changed Conditions or Errors.** The applicant shall demonstrate that conditions affecting the subject parcel or the surrounding neighborhood have changed, or that due to incorrect assumptions or conclusions about the property, one (1) or more errors in the boundaries shown on the Official Zoning Map have occurred.
- The proposed zoning is occurring because of the requirement to zone the property when annexed into the City in accordance with Section 16-4-50 of the Land Use and Development Code.

STAFF RECOMMENDATION:

Staff recommends the Planning Commission recommend City Council approve the proposed zoning of the site as High Density Residential (R-3).

RECOMMENDED MOTION:

“I make a motion to recommend City Council approve the proposed zoning of the subject site to High-Density Residential (R-3) Zone District, as it meets the review standards for a zoning/rezoning.”

**PUBLIC NOTICE
NOTICE OF PUBLIC HEARING BEFORE
THE PLANNING COMMISSION AND CITY
COUNCIL FOR THE CITY OF SALIDA
CONCERNING ANNEXATION AND
ZONING APPLICATIONS**

**TO ALL MEMBERS OF THE PUBLIC
AND INTERESTED PERSONS: PLEASE
TAKE NOTICE** that on December 13, 2022

at or about the hour of 6:00 p.m., a public hearing will be conducted by the City of Salida Planning Commission at City Council Chambers, 448 East First Street, Suite 190, Salida, Colorado and online at the following link: <https://attendee.gotowebinar.com/rt/1909092342220683277>

The hearing is regarding applications for Annexation and Zoning submitted by and on behalf of Karen Lundberg and Virginia Castro, for the properties located at 601 Scott Street and 745 Scott Street.

The City is currently considering a petition to annex and zone the subject properties into the City. The general purpose of the application is to consider the applicant's request to zone the property High Density Residential (R-3).

Any recommendation by the Planning Commission for the Annexation and Zoning shall be forwarded to the City Council for review and a public hearing scheduled for January 17, 2023, at or about the hour of 6:00 p.m. at City Council Chambers and online at the following link: <https://attendee.gotowebinar.com/register/6382995264411204366>.

Interested persons are encouraged to attend the public hearing. Further information on the applications may be obtained from the Community Development Department, (719) 530-2626.

*Please note that it is inappropriate to personally contact individual City Councilors or Planning Commissioners, outside of the public hearing, while an application is pending. Such contact is considered ex parte communication and will have to be disclosed as part of the public hearings on the matter. If you have any questions/comments, you should email or write a letter to staff, or present your concerns at the public meeting via the above GoToWebinar link so your comments can be made part of the record.

Published in The Mountain Mail November 25, 2022

**GENERAL DEVELOPMENT APPLICATION**

448 East First Street, Suite 112

Salida, CO 81201

Phone: 719-530-2626 Fax: 719-539-5271

Email: planning@cityofsalida.com**1. TYPE OF APPLICATION** (Check-off as appropriate)

- ☒ Annexation
☐ Pre-Annexation Agreement
☐ Variance
☐ Appeal Application
☐ Certificate of Approval
☐ Creative Sign Permit
☐ Historic Landmark/District
☐ License to Encroach
☐ Text Amendment to Land Use Code
☐ Watershed Protection Permit
☐ Conditional Use

- ☐ Administrative Review:
(Type) _____
- ☐ Limited Impact Review:
(Type) _____
- ☐ Major Impact Review:
(Type) Zoning
- ☐ Other: _____

2. GENERAL DATA (To be completed by the applicant)**A. Applicant Information**Name of Applicant: Lundberggardson properties LLCMailing Address: Virginia Castro
601 Archery Lane Salida, CO 81201
745 Scott St. Salida, CO 81201Telephone Number: 719-207-2321 FAX: _____
970-749-3344Email Address: KKLundberg@gmail.com
mtgin@hotmail.comPower of Attorney/ Authorized Representative: _____
(Provide a letter authorizing agent to represent you, include representative's name, street and mailing address, telephone number, and FAX)**B. Site Data**Name of Development: Lundberg/Castro Annexation + ZoningStreet Address: 601 Scott St, 745 Scott St.Legal Description: Lot 1-3 Block _____ Subdivision Peels (attach description)

Disclosure of Ownership: List all owners' names, mortgages, liens, easements, judgments, contracts and agreements that run with the land. (May be in the form of a current certificate from a title insurance company, deed, ownership and encumbrance report, attorney's opinion, or other documentation acceptable to the City Attorney)

I certify that I have read the application form and that the information and exhibits herewith submitted are true and correct to the best of my knowledge.

Signature of applicant/agent: [Signature] Date: 8-16-22Signature of property owner: Virginia Castro Date: 8/17/22

To Whom it May Concern,

This is a request to be annexed into the city of Salida Colorado for the properties at 745 Scott Street, Salida Colorado (owned by Virginia Castro) and 601 Scott Street, Salida Colorado (Owned by Lundberg and Son Properties, LLC). Both properties are asking for high density Residential (R3) zoning as we believe that is the type of residential property that best fits with surrounding properties and subdivisions.

Thank You,

Karen Lundberg

Virginia Castro



LIMITED IMPACT & MAJOR IMPACT SUBMITTAL REQUIREMENTS

448 East First Street, Suite 112
Salida, CO 81201
Phone: 719-530-2626 Fax: 719-539-5271
Email: planning@cityofsalida.com

An application is meant to highlight the requirements and procedures of the Land Use Code. With any development application, it is the responsibility of the applicant to read, understand, and follow all of the provisions of the Land Use Code.

1. PROCEDURE (Section 16-3-80)

A. Development Process (City Code Section 16-3-50) Any application for approval of a development permit shall include a written list of information which shall constitute the applicant's development plan, which shall be that information necessary to determine whether the proposed development complies with this Code. The development plan shall include the following, as further specified for each level of review on the pre-application checklist:

1. Pre-Application Conference (Limited Impact and Major Impact Review Applications)
2. Submit Application
3. Staff Review. Staff report or decision forwarded to the applicant (Administrative review)
4. Public Notice
5. Public Hearing with Planning Commission (Limited Impact and Major Impact Review Applications)
6. Public Notice
7. Hearing Conducted by City Council (Major Impact Review)

☒ **B. Application Contents (City Code Section 16-3-50)**

- ☒ 1. A General Development Application
- ☒ 2. A copy of a current survey or the duly approved and recorded subdivision plat covering the subject lots where the proposal is for development on previously subdivided or platted lots;
- ☒ 3. A brief written description of the proposed development signed by the applicant;
- ☐ 4. Special Fee and Cost Reimbursement Agreement completed. **major impact only*
- ☐ 5. Public Notice.
 - a) List. A list shall be submitted by the applicant to the city of adjoining property owners' names and addresses. A property owner is considered adjoining if it is within 175 feet of the subject property regardless of public ways. The list shall be created using the current Chaffee County tax records.
 - b) Postage Paid Envelopes. Each name on the list shall be written on a postage-paid envelope. Postage is required for up to one ounce. Return Address shall be: City of Salida, 448 E. First Street, Suite 112, Salida, CO 81201.
 - c) Applicant is responsible for posting the property and submittal of proof of posting the public notice.

☐ 6. Developments involving construction shall provide the following information:

- (i) A development plan map, at a scale of one (1) inch equals fifty (50) feet or larger with title, date, north arrow and scale on a minimum sheet size of eight and one-half (8½) inches by eleven (11) inches, which depicts the area within the boundaries of the subject lot, including:
 - a. The locations of existing and proposed land uses, the number of dwelling units and the square footage of building space devoted to each use;
 - b. The location and dimensions, including building heights, of all existing and proposed Buildings or structures and setbacks from lot lines or building envelopes where exact dimensions are not available;
 - c. Parking spaces;
 - d. Utility distribution systems, utility lines, and utility easements;
 - e. Drainage improvements and drainage easements;
 - f. Roads, alleys, curbs, curb cuts and other access improvements;
 - g. Any other improvements;
 - h. Any proposed reservations or dedications of public right-of-way, easements or other public lands, and
 - i. Existing topography and any proposed changes in topography, using five-foot contour intervals or ten-foot contour intervals in rugged topography.
- (ii) 24" x 36" paper prints certified by a licensed engineer and drawn to meet City specifications to depict the following:
 - a. Utility plans for water, sanitary sewer, storm sewer, electric, gas and telephone lines;
 - b. Plans and profiles for sanitary and storm sewers; and
 - c. Profiles for municipal water lines; and
 - d. Street plans and profiles.
- (iii) Developments in the major impact review procedure shall provide a development plan map on paper prints of twenty-four (24) inches by thirty-six (36) inches, with north arrow and scale, and with title and date in lower right corner, at a scale of one (1) inch equals fifty (50) feet or larger which depicts the area within the boundaries of the subject lots and including those items in Section 16-3-40(a)(3).

☐ 7. Any request for zoning action, including review criteria for a requested conditional use (Sec. 16-4-190) or zoning variance (Sec. 16-4-180);

- ☐ 8. Any subdivision request including a plat meeting the requirements of Section 16-6-110;
- ☐ 9. Any other information which the Administrator determines is necessary to determine whether the proposed development complies with this Code, including but not limited to the following:

(i) A tabular summary of the development proposal, which identifies the total proposed development area in acres, with a breakdown of the percentages and amounts devoted to specific land uses; total number and type of proposed residential units; total number of square feet of proposed nonresidential space; number of proposed lots; and sufficient information to demonstrate that the plat conforms with all applicable dimensional standards and off-street parking requirements.

(ii) A description of those soil characteristics of the site which would have a significant influence on the proposed use of the land, with supporting soil maps, soil logs and classifications sufficient to enable evaluation of soil suitability for development purposes. Data furnished by the USDA Natural Resource Conservation Service or a licensed engineer shall be used. The data shall include the shrink/swell potential of the soils, the groundwater levels and the resulting foundation requirements. Additional data may be required by the City if deemed to be warranted due to unusual site conditions.

(iii) A report on the geologic characteristics of the area, including any potential natural or man-made hazards which would have a significant influence on the proposed use of the land, including but not limited to hazards from steep or unstable slopes, rockfall, faults, ground subsidence or radiation, a determination of what effect such factors would have, and proposed corrective or protective measures.

(iv) Engineering specifications for any improvements.

(v) A plan for erosion and sediment control, stabilization and revegetation.

(vi) A traffic analysis prepared by a qualified expert, including projections of traffic volumes to be generated by the development and traffic flow patterns, to determine the impacts of a proposed development on surrounding City streets and to evaluate the need for road improvements to be made.

(vii) A storm drainage analysis consisting of the following:

(a) A layout map (which may be combined with the topographic map) showing the method of moving storm sewer water through the subdivision shall be provided. The map shall also show runoff concentrations in acres of drainage area on each street entering each intersection. Flow arrows shall clearly show the complete runoff flow pattern at each intersection. The location, size and grades of culverts, drain inlets and storm drainage sewers shall be shown, as applicable.

(b) The applicant shall demonstrate the adequacy of drainage outlets by plan, cross-section and/or notes and explain how diverted stormwater will be handled after it leaves the subdivision. Details for ditches and culverts shall be submitted, as applicable.

(c) The projected quantity of stormwater entering the subdivision naturally from areas outside of subdivision and the quantities of flow at each pickup point shall be calculated.

(viii) Evidence of adequate water supply and sanitary sewer service - Data addressing the population planned to occupy the proposed subdivision and future development phases and other developments that may need to be served by extensions of the proposed water supply and sewage disposal systems. The resulting domestic, irrigation and fire flow demands shall be expressed in terms of gallons of

water needed on an average day and at peak time, and the resulting amounts of sewage to be treated shall be expressed in gallons per day.

(ix) An analysis shall be submitted addressing how water for domestic use and for fire flows is to be provided, along with the collection and treatment of sewage generated by the property to be subdivided.

(x) A statement shall be submitted addressing the quantity, quality and availability of any water that is attached to the land.

(xi) A preliminary estimate of the cost of all required public improvements, tentative development schedule (with development phases identified), proposed or existing covenants and proposed maintenance and performance guarantees. The applicant shall submit, at least in summary or outline form, any agreements as may be required by Section 16-2-70, relating to improvements and dedications.

(xii) If intending to use solar design in the development, include a description of the steps that have been taken to protect and enhance the use of solar energy in the proposed subdivision. This shall include how the streets and lots have been laid out and how the buildings will be sited to enhance solar energy usage.

(xiii) If applicable, a report shall be submitted identifying the location of the one-hundred-year floodplain and the drainageways near or affecting the property being subdivided. If any portion of a one-hundred-year floodplain is located on the property, the applicant shall also identify the floodway and floodway fringe area. The applicant shall also describe the steps that will be taken to ensure that development locating in the floodway fringe area is accomplished in a manner which meets Federal Insurance Administration standards.

(xiv) If applicable, a report shall be submitted on the location of wetlands, as defined by the U.S. Army Corp of Engineers, on or affecting the property being subdivided. The report shall outline the development techniques planned to ensure compliance with federal, state and local regulations.

(xv) A landscape plan, meeting the specifications of Section 16-8-90.

(xvi) If applicable, a description of how the proposal will comply with the standards of any of the overlays.

(xvii) A site plan for parks, trails and/or open space meeting the requirements of Section 16-6-110 below. If an alternate site dedication or fee in lieu of dedication is proposed, detailed information about the proposal shall be submitted.

(xviii) All development and subdivision naming shall be subject to approval by the City. No development or subdivision name shall be used which will duplicate or be confused with the name of any existing street or development in the City or the County;

☐ 10. An access permit from the Colorado Department of Transportation; and

☐ 11. A plan for locations and specifications of street lights, signs and traffic control devices.

2. REVIEW STANDARDS (If necessary, attach additional sheets)

The application for Limited or Major Impact Review shall comply with the following standards.

1. **Consistency with Comprehensive Plan.** The use shall be consistent with the City's Comprehensive Plan. *Our properties are compatible with the Comprehensive plan and the adjoining properties.*

2. **Conformance to Code.** The use shall conform to all other applicable provisions of this Land Use Code, including, but not limited to:

- a. **Zoning District Standards.** The purpose of the zone district in which it is located, the dimensional standards of that zone district, and any standards applicable to the particular use, all as specified in Article 5, Use and Dimensional Standards.

Existing S/F on each parcel.

- b. **Site Development Standards.** The parking, landscaping, sign and improvements standards.

3. **Use Appropriate and Compatible.** The use shall be appropriate to its proposed location and be compatible with the character of neighboring uses, or enhance the mixture of complementary uses and activities in the immediate vicinity.

The use is compatible with the existing neighbors.

4. **Nuisance.** The operating characteristics of the use shall not create a nuisance and the impacts of the use on surrounding properties shall be minimized with respect to noise, odors, vibrations, glare, and similar conditions.

5. **Facilities.** There shall be adequate public facilities in place to serve the proposed use, or the applicant shall propose necessary improvements to address service deficiencies which the use would cause.

6. **Environment.** The use shall not cause significant deterioration to water resources, wetlands, wildlife habitat, scenic characteristics, or other natural features. As applicable, the proposed use shall mitigate its adverse impacts on the environment.



STAFF REPORT

MEETING DATE: December 13, 2022

AGENDA ITEM TITLE: Smith-Johnson Minor Subdivision – Limited Impact Review

AGENDA SECTION: Public Hearing

REQUEST:

The request is for limited impact review approval to subdivide the lot known as Lot 5 of the Meadow West Subdivision into two (2) lots. The property is located in the Medium Density Residential (R-2) zone district.

APPLICANT:

The applicants are Jan Smith and Stephen Johnson, 1440 L Street, Salida, CO 81201.

LOCATION:

The subject property is known as the Smith-Johnson Minor Subdivision and is located at 1440 L Street, Salida, CO 81201 and is described as: Lot 5 of the Meadow West Subdivision, City of Salida, Chaffee County, Colorado.



PROCESS:

This application is a limited impact review process for a minor subdivision. The purpose of the limited impact review is to assure that the proposal, in adequate detail, is drawn and submitted according to the requirements of the Land Use Code.

A public hearing is conducted by the Planning Commission for the minor subdivision process, after public notice in a newspaper of general circulation and posting on the property 15 days prior. The Commission shall approve, approve with conditions, or deny the application, or remand it back to the applicant with instructions for modification or additional information or action.

Approval of the minor subdivision shall constitute authorization to proceed with recording the plat and commencing with the Subdivision.

OBSERVATIONS:

- 1) The site is zoned Medium Density Residential (R-2) and is not within any overlays.
- 2) The site is surrounded by Medium Density Residential (R-2) zone district. The surrounding land uses are residential in character. Directly west of the site along Holman Avenue is a multi-family structure containing four (4) dwelling units.
- 3) The site currently has one primary residence with an ADU. The ADU serves as an extension of the primary residence and system development fees for the ADU have been suspended by means of a recorded deed restriction (an accessory structure service charge suspension agreement).
- 4) The minor subdivision is required because the applicant is proposing two (2) lots on the existing parcel.



- 5) The maximum driveway width for a single-family home is twelve (12) feet, measured within City right-of-way line to the edge of pavement. The property currently has a non-conforming driveway access. Since the driveway is existing non-conforming, expansion of the paved access will not be allowed.

SUBDIVISION REVIEW STANDARDS: (Section 16-6-120)

1. **Conformance with the Comprehensive Plan.** The proposed subdivision shall carry out the purpose and spirit of the Comprehensive Plan and conform to all of the Plan's applicable objectives, guiding principles and recommended actions. It shall be designed to be compatible with surrounding land uses and to protect neighbors from undesirable noise, glare and shadows, and shall not cause adverse effects on their privacy, solar access and views.

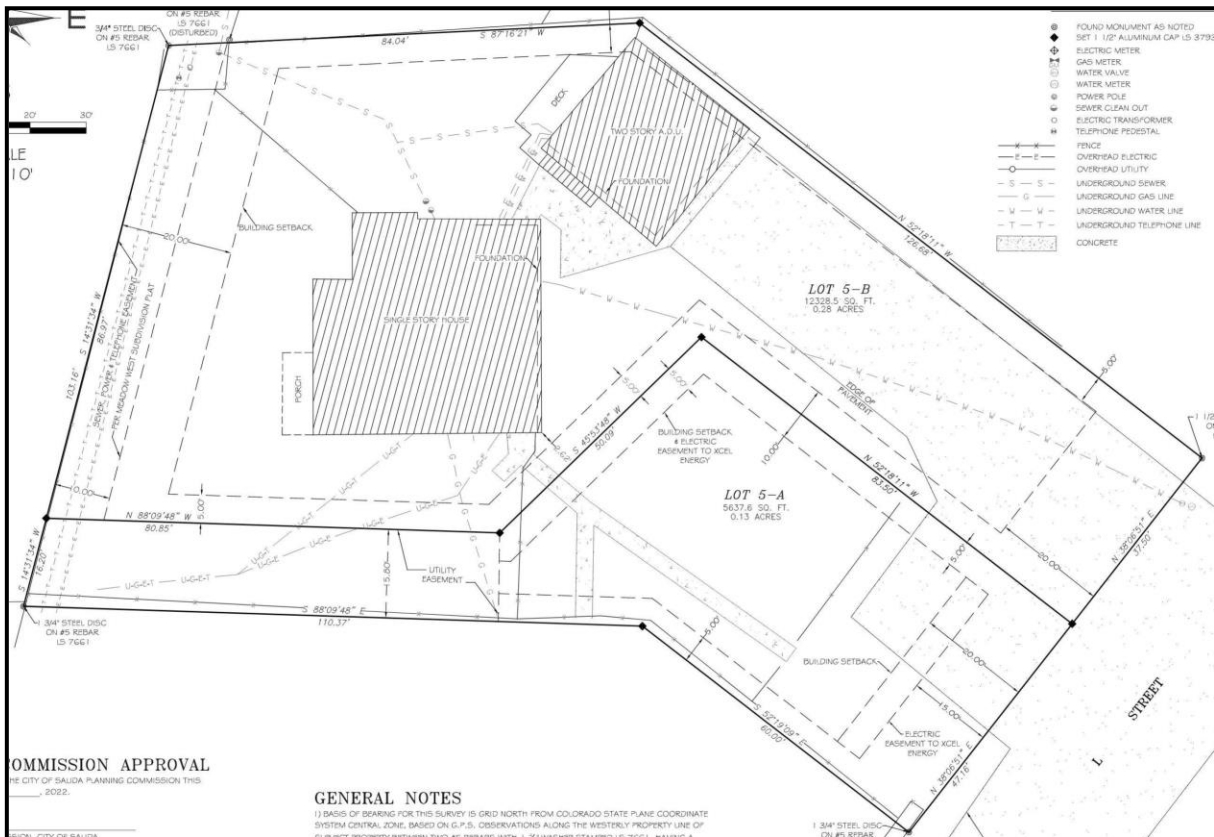
- The Comprehensive Plan identifies this area as medium density residential. Infill, redevelopment and maximizing the density allowances are encouraged in Chapter 3, Land Use and Growth. The proposed minor subdivision creates two (2) lots that encourages infill development.

Policy LU&G-1.2: Infill and redevelopment should be encouraged and will advance the objectives of this plan.

- The property has a detached single-family residence and an ADU located on one lot. Proposed Lot 5-A would be undeveloped. Approval of the subdivision would offer greater opportunity for infill.

Action LU&G-I.2a: Encourage projects to use maximum density allowances to make the best use of the available infrastructure.

- This subdivision proposal makes better use of available infrastructure than the single lot today. In the future, if proposed Lot 5-A is to be developed, one unit may be constructed on the property along with an ADU. If Lot 5-A is to be developed and an inclusionary unit is provided, the density would allow up to two (2) units along with an ADU. The proposed Lot 5-B has the density for up to three (3) units along with an ADU. If Lot 5-B is to provide an inclusionary unit, the density would allow up to four (4) units.
2. **Complies with the Zone District Standards.** The proposed subdivision shall comply with the use and dimensional standards of the underlying zone district and shall provide off-street parking as required for those uses.



- The newly created lots are zoned Medium Density Residential (R-2). The lot size and lot frontage standard have been met. The minimum lot size in the R-2 zone district is 5,625 square feet and the minimum lot frontage is 37'-6".
- The subdivision meets the spirit of the Medium Density Residential (R-2) zone district allowing for a mix of residential building types from detached single-family dwellings to multi-family residences on smaller lots than are permitted in the Single-Family Residential (R-1) zone district, allowing for slightly greater overall densities.
- New development must comply with the zone district standards. In the R-2 zone district detached single-family residences are permitted as long as the applicant can meet the required Dimensional Standards.
- The maximum lot coverage for uncovered parking/access is 15% of the lot in the R-2 zone district. Proposed Lot 5-B will be over the maximum lot coverage for uncovered parking/access in the zone district. The Public Works Director stated, "Approving a variance for this seems to discourage community goals such as landscape/ tree canopy/ etc. It also increases runoff..." Per Section 16-8-20 (e)(7) exemption and conformity. Driveways which are to be repaved can be done to the previous width. The uncovered parking/access does currently meet the R-2 zone district standards for the entire subdivision site.

- The off-street parking requirement is one space for each unit. The current total driveway width on site is 56'-3" measured at the right-of-way. Lot 5-A has a proposed paved access to the right-of-way of 24'-1". Lot 5-B has a proposed paved access to the right-of-way of 32'-2". The total off-street parking spaces required for Lot 5-B is two (2) spaces, one for the primary residence and the other for the ADU. There is adequate space on each of the proposed lots to accommodate any required off street-parking.
 - There is no alley access to the proposed lots. As a condition of approval, staff recommends: Off street parking accessed from a local road must meet the driveway standards of Section 16-8-20(e) for any new residential unit.
- The existing primary residence on the proposed Lot 5-B meets the R-2 zone district dimensional standards created by the subdivision. The nonconforming garage/ADU permitted in 2011 was meeting the accessory side setback standards at the time of permit. The subdivision is not increasing the nonconformity of the structure.

3. **Design Standards.** The proposed subdivision shall be provided with improvements which comply with Article VII and landscaping which complies with Section 16-8-90 of this Chapter.

- a. Streets. Existing and proposed streets shall be suitable and adequate to carry anticipated traffic within and in the vicinity of the proposed subdivision.
 - The existing street is suitable for the proposed subdivision.
 - There is currently no curb, gutter or sidewalks along L Street.
 - As a condition of approval, staff recommends a plat note be added: Per Section 16-8-20 (e)(13)(i) A detached sidewalk of at least five (5) feet wide, with a thickness of at least four (4) inches of concrete, shall be installed along local streets in a limited impact review, or as determined by The Public Works Director, a fee-in-lieu be paid at time of development.
- b. Utilities. Existing and proposed utility services shall be suitable and adequate to meet the needs of the proposed subdivision.
 - Adequate water service is in place to serve the subdivision. Water and sewer service is already existing for proposed Lot 5-B. Proposed Lot 5-A sewer service will either have to be brought up L Street ROW extending the full length of the lot or additional survey/title work would be needed to determine if public access is available from the rear utility easement. Per section 16-8-50 private sewer service extending to a main will require a variance from The Public Works Director. Areas in the City with nonconforming subdivisions that are substantially built out have justification for a variance.

- As a condition of approval, staff recommends: Provision of sewer service for proposed Lot 5-A will need to be resolved to the satisfaction of the Public Works Director, which may require a subdivision improvement agreement for public improvements.
 - The current gas line for the existing primary residence runs across the property to the south (1450 L Street). Atmos has requested that this subdivision would be a good opportunity to protect the private service gas line to the primary residence by either trenching a new line to be completely on the property or a minimum 5' exclusive gas line easement be recorded.
 - As a condition of approval, staff recommends: An exclusive gas service line easement must be recorded or replacement of the gas service line is to be completely on the property prior to recording the plat.
 - c. Phases. If the subdivision is to be developed in phases, each phase shall contain the required parking spaces, landscape areas, utilities and streets that are necessary for creating and sustaining a stable environment.
 - There will not be phases with this development.
4. **Natural Features.** The layout of lots and blocks shall provide desirable settings for structures by making use of natural contours and maintaining existing views, affording privacy for residents and protecting them from adverse noise and vehicular traffic. The system of roadways and the lot layout shall be designed to take advantage of visual qualities of the area. Natural features and native vegetation shall be preserved whenever possible. Tree masses and individual trees of six-inch caliper or greater shall be preserved.
- There are no major natural features located within this subdivision.
5. **Floodplains.** Tracts of land or portions thereof lying within the one-hundred-year floodplain may only be subdivided for open space until the subdivider has shown that compliance with the requirements of the City's floodplain regulations can be met.
- The property is not located within the 100-year floodplain.
6. **Noise Reduction.** Where a subdivision borders on or contains a highway right-of-way, the City shall require adequate provisions for reduction of noise. A parallel street, landscaping, screening, easement, greater lot depth, increased rear yard setbacks and fencing are potentially appropriate solutions, among others.
- This subdivision does not border a highway right-of-way.

7. **Future Streets.** When a tract is subdivided into lots or parcels which are intended for future resubdivision, such lots or parcels shall be arranged so as to permit the logical location and opening of future streets and appropriate resubdivision, with provision for adequate utility easements and connectors for such resubdivision.

➤ No future streets are anticipated if this should be resubdivided in the future.

8. **Parks, Trails and Open Space.** Each subdivision, minor or major, or condominium project with five (5) units or more, shall dedicate and develop land or pay a fee-in-lieu for the purpose of providing active parks, open space, passive recreation facilities and/or recreation trails or other public purposes as determined by the City for the benefit of those who occupy the property and be made accessible to the public. The intent of this regulation is to ensure that a comprehensive, integrated network of parks, trails and open spaces is developed and preserved as the community grows.

➤ The applicants have not proposed dedication of land for parks and open space with this subdivision application. Plat note #6 states: As required under Section 16-6-120(8)(ii) in the Salida Municipal Code, a payment in lieu of the parks, trails and open space dedication shall be paid by the owner of either Lot 5-A or Lot 5-B, within this subdivision, prior to the issuance of building permit for any new residence on such lot.

- As a condition of approval, staff recommends the plat note be modified to “...shall be paid by the owner of each lot within this subdivision, prior to the issuance of building permit for any new residence on such lot.”

9. **Common Recreation Facilities.** Where a development is proposed to contain common recreation facilities, such facilities shall be located within the development so as to be easily accessible to the residents and to least interfere with neighboring developments.

➤ This development does not include any common recreation facilities.

10. Lots and Blocks.

- a. **Pattern.** The size, shape and orientation of lots shall be appropriate to the design and location of the proposed subdivision and to the type of development contemplated. Where appropriate, lots shall be laid out to respect the existing City pattern. Blocks generally shall not be less than three hundred (300) feet nor more than one thousand two hundred (1,200) feet in length.

➤ The proposed lots follow the City grid pattern.

- b. **Frontage.** Residential lots should front only on local streets; however, when necessary, lots designated to face a collector street shall provide adequate means for automobile turnaround within the lot and should provide consolidated access points to the maximum extent feasible.

➤ This standard has been met.

- c. Right angles. Side lot lines shall be approximately at right angles or radial to street lines.

- This standard has been met.

- d. Double frontage lots. Double frontage lots are prohibited, except where they are necessary to provide for the separation of residential development from collector or arterial streets or to overcome specific limitations of topography or orientation. A planting and screening easement of at least ten (10) feet shall be provided along the portion of the lot which abuts such a collector or arterial street. There shall be no right of access across a planting and screening easement. The screening easement shall be maintained by the property owner.

- Double frontage lots are not proposed.

- e. “T” intersections. The building area of lots shall not face directly into the oncoming traffic of an intersecting street of a “T” intersection.

- There will not be any building areas facing a “T” intersection.

- f. Solar energy.

- The existing unit on proposed Lot 5-B will have unabated solar exposure from the south and west. Proposed Lot 5-A will have excellent solar exposure from the south and east.

11. Architecture.

- This standard applies to residential subdivisions of five lots or more.

12. Fair Contributions for Public School Sites.

- Any new residential units built on the lots will be required to pay the fee in lieu at the time of building permit application. Plat note #5 states: As required under Section 16-6-140 of the Salida Municipal Code, a payment in lieu of land dedication for fair contributions for public school sites shall be paid by the owner of each lot within this subdivision, prior to the issuance of building permit for any new residence on such lot.

13. Inclusionary Housing. – 16-13-20 – Minor subdivisions are required to include at least sixteen and seven-tenths (16.7) percent of the total number of residential dwelling units pursuant to requirements set forth in this Article.

- All future residential development must meet the current requirements of Article XIII of the Salida Municipal Code regarding Inclusionary Housing which may require deed restricted affordable housing and/or fees-in-lieu. Plat note #7 states: As required under Section 16-6-30 of the Salida Municipal code, the subdivision must meet the requirements of Article XIII, Inclusionary Housing.

REVIEW AGENCY COMMENTS: The Finance Department, Fire Chief, Police Chief, Public Works Director, Xcel Energy, Atmos Energy, and Salida School District Superintendent were invited to comment on the subdivision plat application. The following comments were received in response to this request.

Finance Department: “1440 L Street is classified as Residential with Restricted ADU and has a water/sewer utility account.”

Salida Fire Department, Kathy Rohrich, Assistant Chief: “No concerns at this time.”

Salida Police Department, Russ Johnson, Chief: “No issues from PD at this point.”

Public Works Director, David Lady: “I have no concerns.... However, in this location I would recommend fees in lieu for this frontage (sidewalks). Due to the non-conforming nature of the neighborhood and built out status, granting a variance to extend a private sewer service across the adjacent lot would be supported. It would, however, be the applicants’ responsibility to obtain all easements and agreements necessary from the adjacent property owner to have legal connection to the sewer main.”

Excel Energy, Christopher Moffett: “Xcel energy would like all set backs on this to be declared easements. Especially around the new lot.” When asked about the front yard easement they came back with: “15’ is best”.

Atmos Energy, Dan Higgins: “The service line that serves 1440 L St. crosses the neighbor’s lot (1450 L St.). An easement is not in place for that line but needs to be, or the line needs to be relocated.”

Salida School District Superintendent, David Blackburn: “The district will accept fees in lieu of land.”

RECOMMENDED FINDINGS: The purpose of the limited impact review process for a minor subdivision is to determine the compliance of the application with the review standards contained in Section 16-6-120.

1. The application complies with the comprehensive plan and the proposed subdivision shall carry out the purpose and spirit of the comprehensive plan and conform to all of the applicable objectives, guiding principles and recommended actions.
2. The applicant has complied with the review standards for subdivisions.

REQUIRED ACTIONS BY THE COMMISSION:

1. The Commission shall confirm that adequate notice was provided and a fee paid.
2. The Commission shall conduct a public hearing.
3. The Commission shall make findings regarding the proposed use in order to ensure the use is consistent with the Comprehensive Plan, conforms to the Land Use Code, is appropriate to its location and compatible with neighboring uses, is served by adequate public facilities and does not cause undue traffic congestion or significant deterioration of the environment.

STAFF RECOMMENDATION:

Staff recommends the Planning Commission approve the minor subdivision application, subject to the following conditions:

1. A plat note be added, Per Section 16-8-20 (e)(13)(i) A detached sidewalk of at least five (5) feet wide, with a thickness of at least four (4) inches of concrete, shall be installed along local streets in a limited impact review, or as determined by The Public Works Director, a fee-in-lieu be paid at time of development.
2. Provision of sewer service for proposed Lot 5-A will need to be resolved to the satisfaction of The Public Works Director, which may require a subdivision improvement agreement.
3. An exclusive gas service line easement must be recorded or replacement of the gas service line is to be completely on the property prior to recording the plat.
4. Off street parking accessed from a local road must meet the driveway standards of Section 16-8-20(e) for any new residential unit.
5. Plat note #6 regarding open space fees needs to be modified as, "... shall be paid by the owner of each lot within this subdivision, prior to the issuance of building permit for any new residence on such lot."

RECOMMENDED MOTION: "I make a motion to approve the Smith-Johnson Minor Subdivision as it meets the review standards for a subdivision, subject to the conditions recommended by staff."

Attachments:

1. Application for Minor Subdivision
2. Smith-Johnson Minor Subdivision Plat
3. Agency Review
4. Proof of Publication



PUBLIC NOTICE
NOTICE OF A PUBLIC HEARING BEFORE
THE PLANNING COMMISSION FOR
THE CITY OF SALIDA CONCERNING A
LIMITED IMPACT REVIEW APPLICATION
TO ALL MEMBERS OF THE PUBLIC AND
INTERESTED PERSONS: PLEASE TAKE
NOTICE that on Tuesday, December 13, 2022 at or about the hour of 6:00 p.m., a public hearing will be conducted by the City of Salida Planning Commission at City Council Chambers, 448 E. 1st Street, Salida, Colorado and online at the following link: <https://attendee.gotowebinar.com/rt/1909092342220683277>

The hearing is regarding a Limited Impact Review application submitted by Jan Smith & Stephen Johnson for approval of a minor subdivision to subdivide the parcel known as 1440 L Street, into two (2) lots.

Interested individuals are encouraged to attend the public hearing or make comments during the public hearing via GoToWebinar at the above link.

Approval of the limited impact review application shall constitute authorization to proceed with recording the plat and commencing with the subdivision. Further information on the application may be obtained from the Community Development Department by calling (719) 530-2638.

*Please note that it is inappropriate to personally contact individual City Councilors or Planning Commissioners, outside of the public hearing, while an application is pending. Such contact is considered ex parte communication and will have to be disclosed as part of the public hearings on the matter. If you have any questions/ comments, you should email or write a letter to staff, or present your concerns at the public meeting via the above GoToWebinar link so your comments can be made part of the record.

Published in The Mountain Mail November 25, 2022



**PLANNING DEPARTMENT
PROJECT REVIEW TRANSMITTAL FORM**

ATTENTION: _____

DATE: 11/15/2022

- ☒ Salida Public Works
- ☒ Salida Fire Chief
- ☒ Salida Police Chief
- ☒ Salida Finance Department
- ☐ U.S. Postal Service
- ☐ U.S. Forest Service
- ☐ CO Dept. of Transportation
- ☐ City Consulting Engineer – Water/Sewer
- ☐ City Attorney
- ☐ Centurylink Communications

- ☒ Xcel Energy
- ☐ Charter Communications
- ☐ Chaffee Co. Planning
- ☐ Army Corps of Engineers
- ☐ Division of Wildlife
- ☐ Town of Poncha Springs
- ☐ Chaffee Co. Building Official
- ☐ Historic Preservation Commission
- ☒ School District R-32-J
- ☒ Atmos Energy

Other: _____

APPLICANT: Jan Smith & Stephen Johnson

PHONE: 303-241-9240

FAX: _____

EMAIL: swimharmony@yahoo.com

PROPERTY LOCATION: 1440 L Street

PROJECT DESCRIPTION: Limited Impact Review Smith-Johnson Minor Subdivision - to subdivide one (1) parcel into two (2) individual lots.

TENTATIVE MEETING DATES:

- | | |
|---|-----------------------------|
| ☒ Planning Commission | <u>12/13/22 @ 6:00 P.M.</u> |
| ☐ City Council | _____ @ _____ P.M. |
| ☐ Board of Adjustment | _____ @ _____ P.M. |
| ☐ Board of Appeals | _____ @ _____ P.M. |

TRANSMITTAL INCLUDES:

- ☒ Application Form/Cover Letter
- ☐ Vicinity Map
- ☐ Site Plan
- ☒ Plat
- ☐ Other: _____

NOTE: A written response, even if only to advise that you have no concerns, is requested.

REPLY: NO CONCERNS AT THIS TIME.

RESPONSE NEEDED BY: 11/29/22

RECEIVED: _____

PLANNING STAFF: Franco Palumbo



Franco Palumbo <franco.palumbo@cityofsalida.com>

Agency Review - 1440 L Street - Minor Subdivision

Russ Johnson <rjohnson@salidapolice.com>

Thu, Nov 17, 2022 at 9:36 AM

To: Franco Palumbo <franco.palumbo@cityofsalida.com>

No issues from PD at this point.

Thanks,



Russ Johnson

Chief, Salida Police Department

rjohnson@salidapolice.com

P: 719-530-2603 | C: 719-207-1602

448 E First Street, Suite 274, Salida, CO 81201

cityofsalida.com

[Quoted text hidden]

Franco Palumbo <franco.palumbo@cityofsalida.com>

Agency Review - 1440 L Street - Minor Subdivision

Higgins, Dan <Daniel.Higgins@atmosenergy.com>
To: Franco Palumbo <franco.palumbo@cityofsalida.com>

Wed, Nov 16, 2022 at 4:40 PM

Franco,

I spoke to Jan Smith about this.

The service line that serves 1440 L St. crosses the neighbor's lot (1450 L st.). An easement is not in place for that line but needs to be, or the line needs to be relocated.

We will work with Jan to resolve the issue.

Other than that, Atmos Energy has no additional comments.

Thanks,
Dan

From: Franco Palumbo <franco.palumbo@cityofsalida.com>
Sent: Tuesday, November 15, 2022 3:36 PM
To: Higgins, Dan <Daniel.Higgins@atmosenergy.com>
Subject: [EXT] Agency Review - 1440 L Street - Minor Subdivision

CAUTION: Don't be quick to click. This e-mail originated from outside of Atmos Energy. Do not click links or open attachments unless you recognize the sender and know the content is safe.

[Quoted text hidden]



Franco Palumbo <franco.palumbo@cityofsalida.com>

Agency Review - 1440 L Street - Minor Subdivision

6 messages

Franco Palumbo <franco.palumbo@cityofsalida.com>

Tue, Nov 15, 2022 at 3:29 PM

To: sterling.s.waugh@xcelenergy.com, christopher.b.moffett@xcelenergy.com

Xcel,
Please see the attached, an agency review needed for a minor subdivision request for 1440 L St.
If you have any questions or comments please let me know.
Review comments are needed by November 29th.
Thanks!

--

Franco Palumbo
Planning Technician



ph: (719) 530.2638



Agency Review.pdf
1887K

Moffett, Christopher B <Christopher.B.Moffett@xcelenergy.com>

Wed, Nov 16, 2022 at 8:43 AM

To: Franco Palumbo <franco.palumbo@cityofsalida.com>, "Waugh, Sterling S" <Sterling.S.Waugh@xcelenergy.com>

Good Morning!

Xcel energy would like all set backs on this to be declared easements. Especially around the new lot.

Thanks

From: Franco Palumbo <franco.palumbo@cityofsalida.com>**Sent:** Tuesday, November 15, 2022 3:29 PM**To:** Waugh, Sterling S <Sterling.S.Waugh@xcelenergy.com>; Moffett, Christopher B <Christopher.B.Moffett@xcelenergy.com>**Subject:** Agency Review - 1440 L Street - Minor Subdivision

EXTERNAL - STOP & THINK before opening links and attachments.

Xcel,

Please see the attached, an agency review needed for a minor subdivision request for 1440 L St.

If you have any questions or comments please let me know.

Review comments are needed by November 29th.

Thanks!

--
Franco Palumbo

Planning Technician

[REDACTED]
ph: (719) 530.2638

Franco Palumbo <franco.palumbo@cityofsalida.com>
To: "Moffett, Christopher B" <Christopher.B.Moffett@xcelenergy.com>

Tue, Nov 22, 2022 at 12:25 PM

The front yard setback is 20'. A typical easement is 10' I thought?

[Quoted text hidden]

Franco Palumbo

Planning Technician



ph: (719) 530.2638

Moffett, Christopher B <Christopher.B.Moffett@xcelenergy.com>
To: Franco Palumbo <franco.palumbo@cityofsalida.com>

Tue, Nov 22, 2022 at 12:29 PM

We are looking for the side lot setbacks to be easements as well.

[Quoted text hidden]

Franco Palumbo <franco.palumbo@cityofsalida.com>
To: "Moffett, Christopher B" <Christopher.B.Moffett@xcelenergy.com>

Tue, Nov 22, 2022 at 12:31 PM

Yeah I understand that. Typical setbacks on the side lot lines are 5'.
But the front setback / easement, how large are you requiring? 10'?

[Quoted text hidden]

Franco Palumbo

Planning Technician



ph: (719) 530.2638

Moffett, Christopher B <Christopher.B.Moffett@xcelenergy.com>
To: Franco Palumbo <franco.palumbo@cityofsalida.com>

Tue, Nov 22, 2022 at 1:27 PM

15' is best.

[Quoted text hidden]



Franco Palumbo <franco.palumbo@cityofsalida.com>

Agency Review - 1440 L Street - Minor Subdivision

David Lady <david.lady@cityofsalida.com>
To: Franco Palumbo <franco.palumbo@cityofsalida.com>

Thu, Nov 17, 2022 at 4:13 PM

I have no concerns. With it being a minor subdivision, you may want to check with Kristi about fees in lieu for sidewalks. I believe they would be required to put them in. However, in this location I would recommend fees in lieu for this frontage.



David Lady
Director of Public Works

david.lady@cityofsalida.com
P: 719-539-6257 | C: 719-239-0048
340 W. Hwy 291, Salida, CO 81201
cityofsalida.com

From: Franco Palumbo [mailto:franco.palumbo@cityofsalida.com]
Sent: Tuesday, November 15, 2022 3:28 PM
To: David Lady <david.lady@cityofsalida.com>
Subject: Agency Review - 1440 L Street - Minor Subdivision

David,

Please see the attached, an agency review needed for a minor subdivision request for 1440 L St.

If you have any questions or comments please let me know.

Review comments are needed by November 29th.

Thanks!

--

Franco Palumbo

Planning Technician

[Redacted Signature]

ph: (719) 530.2638

--
Franco Palumbo
Planning Technician
ph: (719) 530.2638

--
Franco Palumbo
Planning Technician

ph: (719) 530.2638

[Quoted text hidden]

Franco Palumbo <franco.palumbo@cityofsalida.com>
To: David Lady <david.lady@cityofsalida.com>

Fri, Dec 2, 2022 at 11:18 AM

David,
If it comes down to variance for allowing a private sewer service extending to main. What is the justification for this?
Nonconforming buildout of subdivision, the area being substantially builtout?
Thanks!

[Quoted text hidden]

David Lady <david.lady@cityofsalida.com>
To: Franco Palumbo <franco.palumbo@cityofsalida.com>

Mon, Dec 5, 2022 at 4:51 PM

Franco,

Due to the non-conforming nature of the neighborhood and built out status, granting a variance to extend a private service across the adjacent lot would be supported. It would, however, be the applicants responsibility to obtain all easements and agreements necessary from the adjacent property owner to have legal connection to the main.



David Lady
Director of Public Works

david.lady@cityofsalida.com
P: 719-539-6257 | C: 719-239-0048
340 W. Hwy 291, Salida, CO 81201
cityofsalida.com



Franco Palumbo <franco.palumbo@cityofsalida.com>

Agency Review - 1440 L Street - Minor Subdivision

Blackburn, David <dblackburn@salidaschools.org>
To: Franco Palumbo <franco.palumbo@cityofsalida.com>

Tue, Nov 15, 2022 at 5:06 PM

The district will accept fees in lieu of land.

Respectfully,

Dr. D. Blackburn
Superintendent
719.530.5203
719-221-5915
salidaschools.com

[Quoted text hidden]



Franco Palumbo <franco.palumbo@cityofsalida.com>

Agency Review - 1440 L Street - Minor Subdivision

Renee Thonhoff <renee.thonhoff@cityofsalida.com>
To: Franco Palumbo <franco.palumbo@cityofsalida.com>

Tue, Nov 29, 2022 at 3:46 PM

1440 L Street is classified as Residential with Restricted ADU and has a water/sewer utility account.

System development fees would need to be paid for the second lot if and when developed.



Renee Thonhoff
Staff Accountant, Finance Department

renee.thonhoff@cityofsalida.com
P: 719-530-2622 F: 719-539-5271
448 E First Street, Suite 112, Salida, CO 81201
cityofsalida.com

Easy ways to pay your utility bill: auto pay with a checking account. phone payments 833.892.0176. or pay online please register at <https://www.municipalonlinepayments.com/salidaco> or download our iOS or Android app MyCivic Utilities. where you can now set up auto pay!

Sender and receiver should be mindful that all my incoming and outgoing emails may be subject to the Colorado Open Records Act, § 24-72-100.1, et seq.

[Quoted text hidden]



GENERAL DEVELOPMENT APPLICATION

69

448 East First Street, Suite 112

Salida, CO 81201

Phone: 719-530-2626 Fax: 719-539-5271

Email: planning@cityofsalida.com

1. TYPE OF APPLICATION (Check-off as appropriate)

- | | |
|---|--|
| ☐ Annexation | ☐ Administrative Review:
(Type) _____ |
| ☐ Pre-Annexation Agreement | |
| ☐ Variance | |
| ☐ Appeal Application | ☒ Limited Impact Review:
(Type) <u>MINOR SUB-DIVISION</u> |
| ☒ Certificate of Approval | |
| ☐ Creative Sign Permit | ☐ Major Impact Review:
(Type) _____ |
| ☐ Historic Landmark/District | |
| ☐ License to Encroach | ☐ Other: _____ |
| ☐ Text Amendment to Land Use Code | |
| ☐ Watershed Protection Permit | |
| ☐ Conditional Use | |

2. GENERAL DATA (To be completed by the applicant)

A. Applicant Information

Name of Applicant: JAN SMITH / STEPHEN JOHNSONMailing Address: 1440 L. ST. | SALIDA, CO 81201Telephone Number: 303-241-9240 FAX: _____Email Address: SWIM HARMONY @ YAHOO.COMPower of Attorney/ Authorized Representative: _____
(Provide a letter authorizing agent to represent you, include representative's name, street and mailing address, telephone number, and FAX)

B. Site Data

Name of Development: SMITH / JOHNSON SUBDIVISIONStreet Address: 1440 L. ST SALIDA, CO 81201Legal Description: Lot 5 Block _____ Subdivision MEADOW WEST SUBDIVISION (attach description)

Disclosure of Ownership: List all owners' names, mortgages, liens, easements, judgments, contracts and agreements that run with the land. (May be in the form of a current certificate from a title insurance company, deed, ownership and encumbrance report, attorney's opinion, or other documentation acceptable to the City Attorney)

I certify that I have read the application form and that the information and exhibits herewith submitted are true and correct to the best of my knowledge.

Signature of applicant/agent: [Signature] Date 9-20-22Signature of property owner: [Signature] Date 9-20-22



LIMITED IMPACT & MAJOR IMPACT SUBMITTAL REQUIREMENTS

448 East First Street, Suite 112
Salida, CO 81201
Phone: 719-530-2626 Fax: 719-539-5271
Email: planning@cityofsalida.com

An application is meant to highlight the requirements and procedures of the Land Use Code. With any development application, it is the responsibility of the applicant to read, understand, and follow all of the provisions of the Land Use Code.

1. PROCEDURE (Section 16-3-80)

A. Development Process (City Code Section 16-3-50) Any application for approval of a development permit shall include a written list of information which shall constitute the applicant's development plan, which shall be that information necessary to determine whether the proposed development complies with this Code. The development plan shall include the following, as further specified for each level of review on the pre-application checklist:

1. Pre-Application Conference (Limited Impact and Major Impact Review Applications)
2. Submit Application
3. Staff Review. Staff report or decision forwarded to the applicant (Administrative review)
4. Public Notice
5. Public Hearing with Planning Commission (Limited Impact and Major Impact Review Applications)
- ~~6. Public Notice~~
- ~~7. Hearing Conducted by City Council (Major Impact Review)~~

☒ **B. Application Contents (City Code Section 16-3-50)**

- ☒ 1. A copy of a current survey or the duly approved and recorded subdivision plat covering the subject lots where the proposal is for development on previously subdivided or platted lots;
- ☒ 2. A copy of a current survey or the duly approved and recorded subdivision plat covering the subject lots where the proposal is for development on previously subdivided or platted lots;
- ☐ 3. A brief written description of the proposed development signed by the applicant;
- ☐ 4. Special Fee and Cost Reimbursement Agreement completed.
- ☐ 5. Public Notice.
 - a) List. A list shall be submitted by the applicant to the city of adjoining property owners' names and addresses. A property owner is considered adjoining if it is within 175 feet of the subject property regardless of public ways. The list shall be created using the current Chaffee County tax records.
 - b) Postage Paid Envelopes. Each name on the list shall be written on a postage-paid envelope. Postage is required for up to one ounce. Return Address shall be: City of Salida, 448 E. First Street, Suite 112, Salida, CO 81201.
 - c) Applicant is responsible for posting the property and submittal of proof of posting the public notice.

☐ 6. Developments involving construction shall provide the following information:

(i) A development plan map, at a scale of one (1) inch equals fifty (50) feet or larger with title, date, north arrow and scale on a minimum sheet size of eight and one-half (8½) inches by eleven (11) inches, which depicts the area within the boundaries of the subject lot, including:

- a. The locations of existing and proposed land uses, the number of dwelling units and the square footage of building space devoted to each use;
- b. The location and dimensions, including building heights, of all existing and proposed Buildings or structures and setbacks from lot lines or building envelopes where exact dimensions are not available;
- c. Parking spaces;
- d. Utility distribution systems, utility lines, and utility easements;
- e. Drainage improvements and drainage easements;
- f. Roads, alleys, curbs, curb cuts and other access improvements;
- g. Any other improvements;
- h. Any proposed reservations or dedications of public right-of-way, easements or other public lands, and
- i. Existing topography and any proposed changes in topography, using five-foot contour intervals or ten-foot contour intervals in rugged topography.

(ii) 24" x 36" paper prints certified by a licensed engineer and drawn to meet City specifications to depict the following:

- a. Utility plans for water, sanitary sewer, storm sewer, electric, gas and telephone lines;
- b. Plans and profiles for sanitary and storm sewers; and
- c. Profiles for municipal water lines; and
- d. Street plans and profiles.

(iii) Developments in the major impact review procedure shall provide a development plan map on paper prints of twenty-four (24) inches by thirty-six (36) inches, with north arrow and scale, and with title and date in lower right corner, at a scale of one (1) inch equals fifty (50) feet or larger which depicts the area within the boundaries of the subject lots and including those items in Section 16-3-40(a)(3).

☐ 7. Any request for zoning action, including review criteria for a requested conditional use (Sec. 16-4-190) or zoning variance (Sec. 16-4-180);

- ☐ 8. Any subdivision request including a plat meeting the requirements of Section 16-6-110;
- ☐ 9. Any other information which the Administrator determines is necessary to determine whether the proposed development complies with this Code, including but not limited to the following:

(i) A tabular summary of the development proposal, which identifies the total proposed development area in acres, with a breakdown of the percentages and amounts devoted to specific land uses; total number and type of proposed residential units; total number of square feet of proposed nonresidential space; number of proposed lots; and sufficient information to demonstrate that the plat conforms with all applicable dimensional standards and off-street parking requirements.

(ii) A description of those soil characteristics of the site which would have a significant influence on the proposed use of the land, with supporting soil maps, soil logs and classifications sufficient to enable evaluation of soil suitability for development purposes. Data furnished by the USDA Natural Resource Conservation Service or a licensed engineer shall be used. The data shall include the shrink/swell potential of the soils, the groundwater levels and the resulting foundation requirements. Additional data may be required by the City if deemed to be warranted due to unusual site conditions.

(iii) A report on the geologic characteristics of the area, including any potential natural or man-made hazards which would have a significant influence on the proposed use of the land, including but not limited to hazards from steep or unstable slopes, rockfall, faults, ground subsidence or radiation, a determination of what effect such factors would have, and proposed corrective or protective measures.

(iv) Engineering specifications for any improvements.

(v) A plan for erosion and sediment control, stabilization and revegetation.

(vi) A traffic analysis prepared by a qualified expert, including projections of traffic volumes to be generated by the development and traffic flow patterns, to determine the impacts of a proposed development on surrounding City streets and to evaluate the need for road improvements to be made.

(vii) A storm drainage analysis consisting of the following:

(a) A layout map (which may be combined with the topographic map) showing the method of moving storm sewer water through the subdivision shall be provided. The map shall also show runoff concentrations in acres of drainage area on each street entering each intersection. Flow arrows shall clearly show the complete runoff flow pattern at each intersection. The location, size and grades of culverts, drain inlets and storm drainage sewers shall be shown, as applicable.

(b) The applicant shall demonstrate the adequacy of drainage outlets by plan, cross-section and/or notes and explain how diverted stormwater will be handled after it leaves the subdivision. Details for ditches and culverts shall be submitted, as applicable.

(c) The projected quantity of stormwater entering the subdivision naturally from areas outside of subdivision and the quantities of flow at each pickup point shall be calculated.

(viii) Evidence of adequate water supply and sanitary sewer service - Data addressing the population planned to occupy the proposed subdivision and future development phases and other developments that may need to be served by extensions of the proposed water supply and sewage disposal systems. The resulting domestic, irrigation and fire flow demands shall be expressed in terms of gallons of

water needed on an average day and at peak time, and the resulting amounts of sewage to be treated shall be expressed in gallons per day.

(ix) An analysis shall be submitted addressing how water for domestic use and for fire flows is to be provided, along with the collection and treatment of sewage generated by the property to be subdivided.

(x) A statement shall be submitted addressing the quantity, quality and availability of any water that is attached to the land.

(xi) A preliminary estimate of the cost of all required public improvements, tentative development schedule (with development phases identified), proposed or existing covenants and proposed maintenance and performance guarantees. The applicant shall submit, at least in summary or outline form, any agreements as may be required by Section 16-2-70, relating to improvements and dedications.

(xii) If intending to use solar design in the development, include a description of the steps that have been taken to protect and enhance the use of solar energy in the proposed subdivision. This shall include how the streets and lots have been laid out and how the buildings will be sited to enhance solar energy usage.

(xiii) If applicable, a report shall be submitted identifying the location of the one-hundred-year floodplain and the drainageways near or affecting the property being subdivided. If any portion of a one-hundred-year floodplain is located on the property, the applicant shall also identify the floodway and floodway fringe area. The applicant shall also describe the steps that will be taken to ensure that development locating in the floodway fringe area is accomplished in a manner which meets Federal Insurance Administration standards.

(xiv) If applicable, a report shall be submitted on the location of wetlands, as defined by the U.S. Army Corp of Engineers, on or affecting the property being subdivided. The report shall outline the development techniques planned to ensure compliance with federal, state and local regulations.

(xv) A landscape plan, meeting the specifications of Section 16-8-90.

(xvi) If applicable, a description of how the proposal will comply with the standards of any of the overlays.

(xvii) A site plan for parks, trails and/or open space meeting the requirements of Section 16-6-110 below. If an alternate site dedication or fee in lieu of dedication is proposed, detailed information about the proposal shall be submitted.

(xviii) All development and subdivision naming shall be subject to approval by the City. No development or subdivision name shall be used which will duplicate or be confused with the name of any existing street or development in the City or the County;

☐ 10. An access permit from the Colorado Department of Transportation; and

☐ 11. A plan for locations and specifications of street lights, signs and traffic control devices.

2. REVIEW STANDARDS (If necessary, attach additional sheets)

The application for Limited or Major Impact Review shall comply with the following standards.

1. **Consistency with Comprehensive Plan.** The use shall be consistent with the City's Comprehensive Plan.

IS CONSISTENT w/ COMPREHENSIVE PLAN BY
ADDING MORE IN FILL WITHIN THE CITY.

2. **Conformance to Code.** The use shall conform to all other applicable provisions of this Land Use Code, including, but not limited to:

- a. **Zoning District Standards.** The purpose of the zone district in which it is located, the dimensional standards of that zone district, and any standards applicable to the particular use, all as specified in Article 5, Use and Dimensional Standards.

PROPOSED LOTS WILL BE MEETING R-2 ZONE DISTRICT

- b. **Site Development Standards.** The parking, landscaping, sign and improvements standards.

YES.

3. **Use Appropriate and Compatible.** The use shall be appropriate to its proposed location and be compatible with the character of neighboring uses, or enhance the mixture of complementary uses and activities in the immediate vicinity.

THE LOT WILL BE REASONABLY USED FOR R-2 BLDG TYPE.

4. **Nuisance.** The operating characteristics of the use shall not create a nuisance and the impacts of the use on surrounding properties shall be minimized with respect to noise, odors, vibrations, glare, and similar conditions.

THIS SUB DIVISION WILL NOT CREATE A NUISANCE.

5. **Facilities.** There shall be adequate public facilities in place to serve the proposed use, or the applicant shall propose necessary improvements to address service deficiencies which the use would cause.

N/A

6. **Environment.** The use shall not cause significant deterioration to water resources, wetlands, wildlife habitat, scenic characteristics, or other natural features. As applicable, the proposed use shall mitigate its adverse impacts on the environment.

IT WILL NOT BE DETRIMENTAL TO ENVIRONMENT.

Sept 27, 2022

To Whom it May Concern;

We are trying to do a minor subdivision on our property at 1440 L. Street, Salida, CO 81201.

The reasons we are trying to do this subdivision is for financial gain as we near retirement. We have been part of the Salida community for close to twenty years and would like to stay here.

Doing a subdivision will allow us some financial flexibility. We have a large lot and would like to capitalize on the size of the lot.

Sincerely,

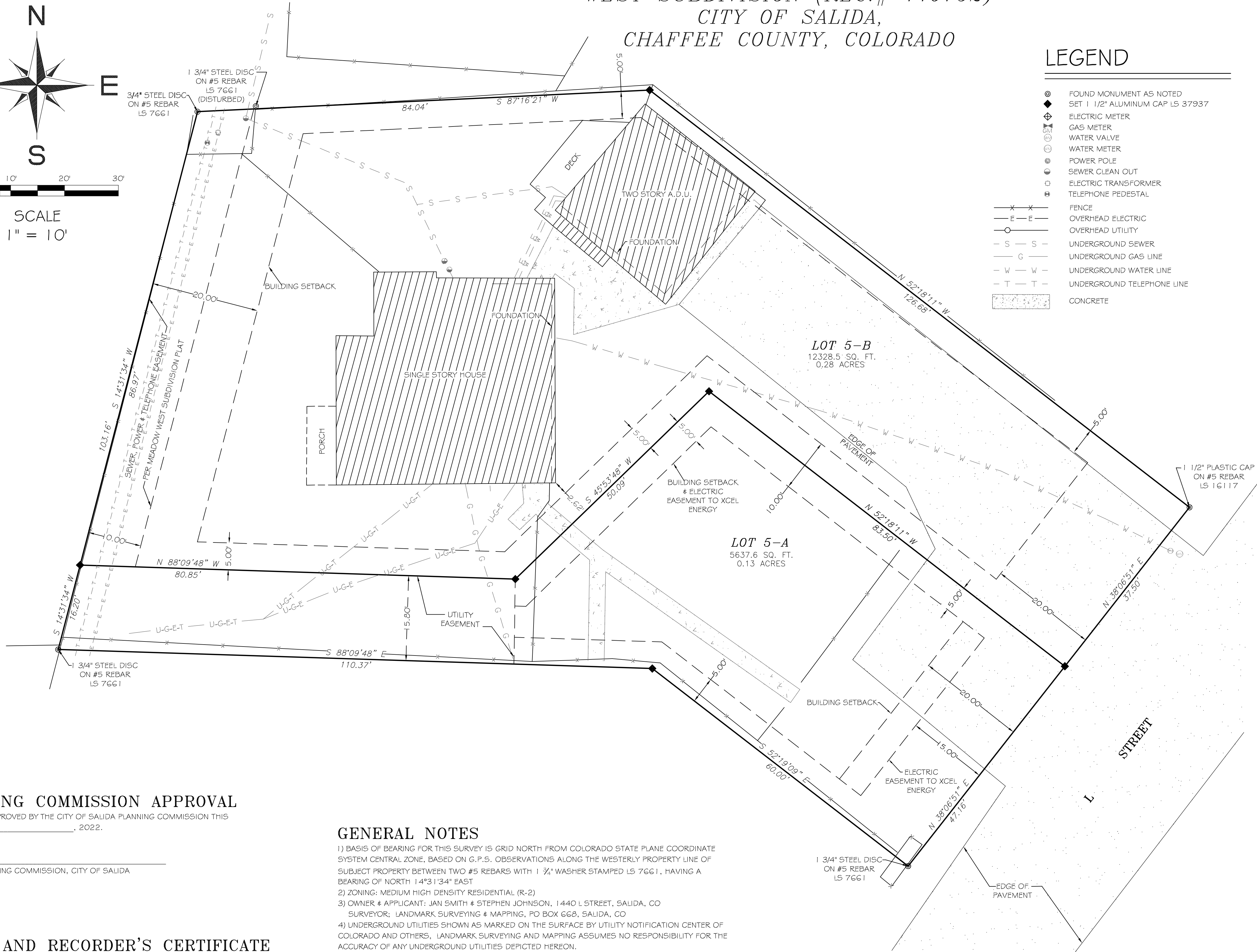
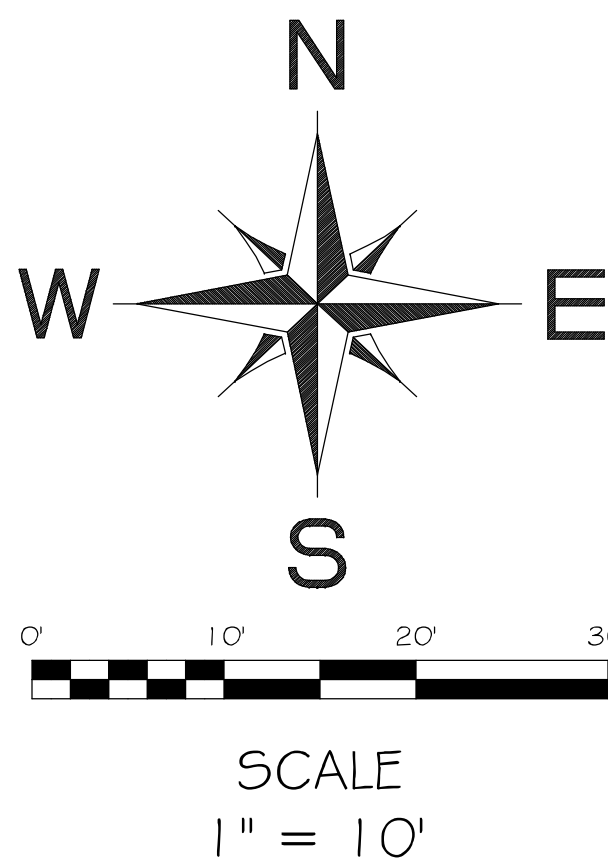
Jan Marie Smith

Stephen L. Johnson

303.241.9240

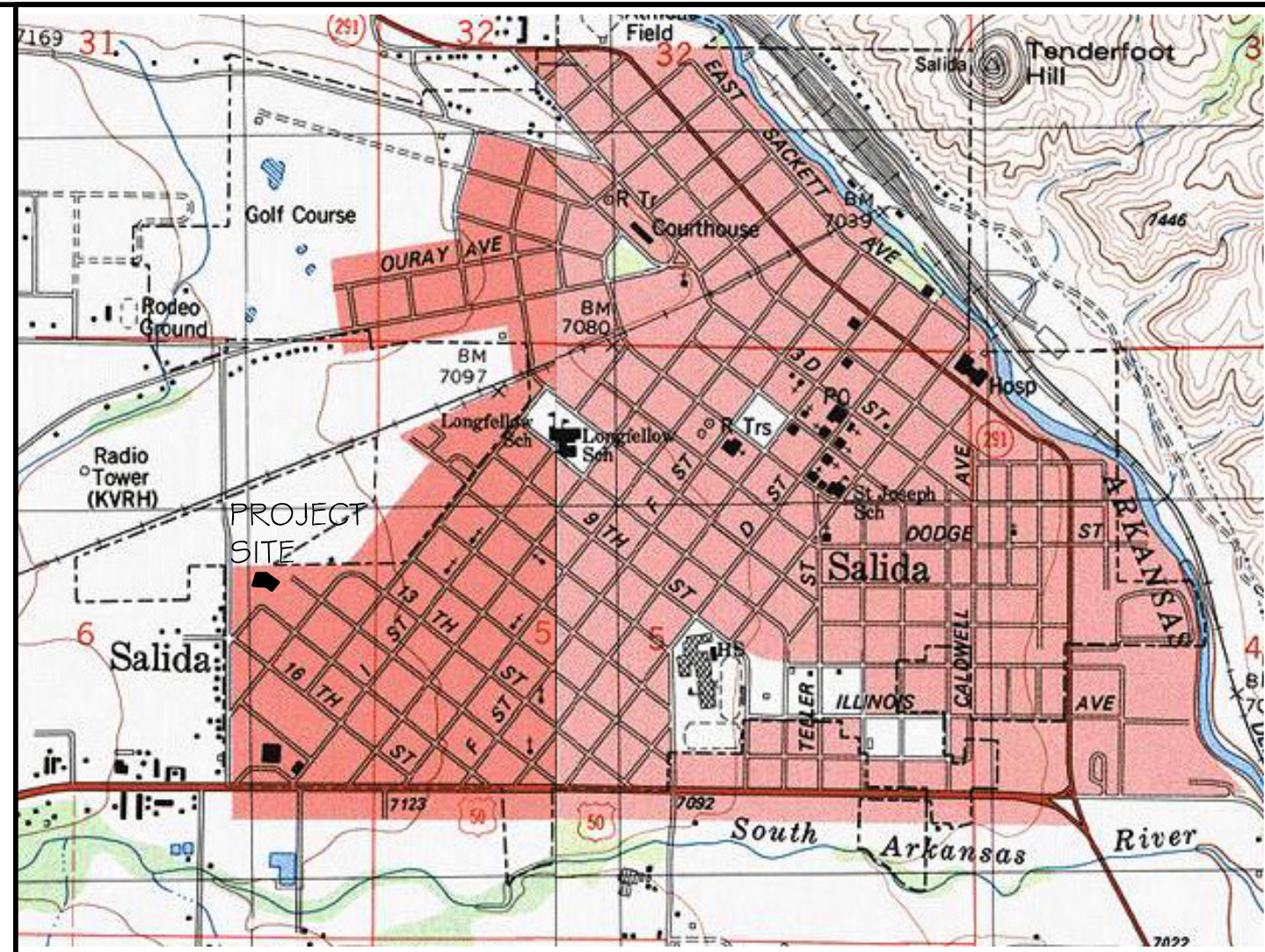
SMITH-JOHNSON MINOR SUBDIVISION

LOCATED WITHIN LOT 5, MEADOW
WEST SUBDIVISION (REC.# 440792)
CITY OF SALIDA,
CHAFFEE COUNTY, COLORADO



LEGEND

- FOUND MONUMENT AS NOTED
- SET 1 1/2" ALUMINUM CAP LS 37937
- ELECTRIC METER
- GAS METER
- WATER VALVE
- WATER METER
- POWER POLE
- SEWER CLEAN OUT
- ELECTRIC TRANSFORMER
- TELEPHONE PEDESTAL
- FENCE
- OVERHEAD ELECTRIC
- OVERHEAD UTILITY
- UNDERGROUND SEWER
- UNDERGROUND GAS LINE
- UNDERGROUND WATER LINE
- UNDERGROUND TELEPHONE LINE
- CONCRETE



VICINITY MAP
NOT TO SCALE

CERTIFICATE OF DEDICATION AND OWNERSHIP

KNOW ALL MEN BY THESE PRESENTS, THAT THE UNDERSIGNED BEING ALL OF THE OWNER, MORTGAGEE, AND LIEN HOLDER OF CERTAIN PARCELS OF LAND IN THE CITY OF SALIDA, CHAFFEE COUNTY, COLORADO, DESCRIBED AS FOLLOWS:

LOT NO. 5, MEADOW WEST SUBDIVISION,
CITY OF SALIDA, CHAFFEE COUNTY, COLORADO

HAVE BY THESE PRESENTS LAID OUT, PLATTED AND SUBDIVIDED THE SAME INTO LOTS, BLOCKS OR TRACTS, AS SHOWN ON THIS PLAT, UNDER THE NAME AND STYLE OF 'SMITH-JOHNSON MINOR SUBDIVISION'. THE UNDERSIGNED HEREBY DEDICATES TO THE PUBLIC UTILITIES THE RIGHT TO INSTALL, MAINTAIN AND OPERATE MAINS, TRANSMISSION LINES, SERVICE LINES AND APPURTENANCES TO PROVIDE SUCH UTILITY SERVICES WITHIN THIS SUBDIVISION OR PROPERTY CONTIGUOUS THERETO, UNDER, ALONG AND ACROSS ROADWAYS AS SHOWN HEREON.

EXECUTED THIS ____ DAY OF ____, 2022.

JAN M. SMITH _____ STEPHEN LEE JOHNSON _____

COUNTY OF CHAFFEE)
) ss.
STATE OF COLORADO)

THE FORGOING DEDICATION WAS ACKNOWLEDGED BEFORE ME THIS ____ DAY OF ____, 2022,
BY JAN M. SMITH & STEPHEN LEE JOHNSON. WITNESS MY HAND AND SEAL.

MY COMMISSION EXPIRES _____.

NOTARY PUBLIC _____

ACKNOWLEDGMENT OF LIEN HOLDER

ROCKET MORTGAGE, AS LIEN HOLDER, HEREBY ACKNOWLEDGES AND APPROVES THE TERMS, CONDITIONS AND DEDICATION AS DISCLOSED UPON THIS PLAT.

REPRESENTATIVE _____ DATE _____

COUNTY OF CHAFFEE)
) ss.
STATE OF COLORADO)

THE FORGOING DEDICATION WAS ACKNOWLEDGED BEFORE ME THIS ____ DAY OF ____, 2022, BY _____, WITNESS MY HAND AND SEAL.

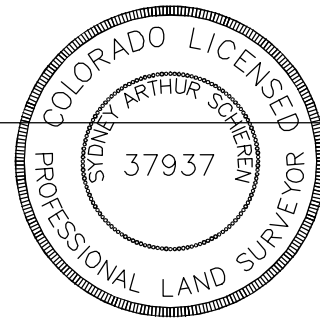
MY COMMISSION EXPIRES _____.

NOTARY PUBLIC _____

LAND SURVEYOR'S CERTIFICATE

I, SYDNEY A. SCHIEREN, A REGISTERED LAND SURVEYOR LICENSED TO PRACTICE IN THE STATE OF COLORADO, DO HEREBY CERTIFY THAT THIS LAND SURVEY WAS PERFORMED UNDER MY DIRECT SUPERVISION, AND THAT THE PLAT REPRESENTS THE RESULTS OF SAID SURVEY AND IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE.

SYDNEY A. SCHIEREN
COLORADO P.L.S. 37937



PLANNING COMMISSION APPROVAL

THIS PLAT IS APPROVED BY THE CITY OF SALIDA PLANNING COMMISSION THIS ____ DAY OF ____, 2022.

CHAIR OF PLANNING COMMISSION, CITY OF SALIDA _____

CLERK AND RECORDER'S CERTIFICATE

THIS PLAT WAS FILED IN THE OFFICE OF THE CLERK AND RECORDER OF CHAFFEE COUNTY, COLORADO, AT ____ M. ON THIS ____ DAY OF ____, 2022 UNDER RECEPTION NUMBER _____.

CHAFFEE COUNTY CLERK AND RECORDER _____

GENERAL NOTES

- 1) BASIS OF BEARING FOR THIS SURVEY IS GRID NORTH FROM COLORADO STATE PLANE COORDINATE SYSTEM CENTRAL ZONE, BASED ON G.P.S. OBSERVATIONS ALONG THE WESTERLY PROPERTY LINE OF SUBJECT PROPERTY BETWEEN TWO #5 REBARS WITH 1 3/4" WASHER STAMPED LS 7661, HAVING A BEARING OF NORTH 14°31'34" EAST.
- 2) ZONING: MEDIUM HIGH DENSITY RESIDENTIAL (R-2)
- 3) OWNER & APPLICANT: JAN SMITH & STEPHEN JOHNSON, 1440 L STREET, SALIDA, CO
SURVEYOR: LANDMARK SURVEYING & MAPPING, PO BOX 668, SALIDA, CO
- 4) UNDERGROUND UTILITIES SHOWN AS MARKED ON THE SURFACE BY UTILITY NOTIFICATION CENTER OF COLORADO AND OTHERS, LANDMARK SURVEYING AND MAPPING ASSUMES NO RESPONSIBILITY FOR THE ACCURACY OF ANY UNDERGROUND UTILITIES DEPICTED HEREON.
- 5) AS REQUIRED UNDER SECTION 16-G-140 OF THE SALIDA MUNICIPAL CODE, A PAYMENT IN LIEU OF LAND DEDICATION FOR FAIR CONTRIBUTIONS FOR PUBLIC SCHOOL SITES SHALL BE PAID BY THE OWNER OF EACH LOT WITHIN THIS SUBDIVISION PRIOR TO ISSUANCE OF A BUILDING PERMIT FOR ANY NEW RESIDENCE ON SUCH LOT.
- 6) AS REQUIRED UNDER SECTION 16-G-120 ((b) ci) IN THE SALIDA MUNICIPAL CODE, A PAYMENT IN LIEU OF THE PARKS, TRAILS AND OPEN SPACE DEDICATION SHALL BE PAID BY THE OWNER OF EITHER LOT 5-A OR LOT 5-B, WITHIN THIS SUBDIVISION, PRIOR TO THE ISSUANCE OF BUILDING PERMIT FOR ANY NEW RESIDENCE ON SUCH LOT.
- 7) AS REQUIRED UNDER SECTION 16-G-30 OF THE SALIDA MUNICIPAL CODE, THIS SUBDIVISION MUST MEET THE REQUIREMENTS OF ARTICLE XIII, INCLUSIONARY HOUSING.



Franco Palumbo <franco.palumbo@cityofsalida.com>

Attention Franko

Sylvia Foster <jsylviafoster@outlook.com>

Thu, Dec 8, 2022 at 4:38 PM

To: "planning@cityofsalida.com" <planning@cityofsalida.com>

John and Sylvia Foster
1435 L Street
Salida, CO 81201

Concerning the subdivision at 1440 L Street into two lots, we want to have our feelings heard since we are unable to attend the meeting.

We're not in favor of the proposed subdivision of the parcel known as 1440 L Street into two lots. The size of the proposed new vacant lot made available would not allow for a residence of comparable size to existing homes in the area even if it were 2 story and would have an adverse effect on our neighboring property values. Also it would increase the already very dense level of building on L Street, further devaluing existing properties.

Sincerely,
John and Sylvia Foster



PLANNING COMMISSION STAFF REPORT

MEETING DATE: December 13, 2022
AGENDA ITEM TITLE: Salida Crossings Planned Development – Major Subdivision
AGENDA SECTION: Public Hearing – (continued from November 8, 2022)

REQUEST SUMMARY:

The request is to subdivide the 3.15 acre property located at 1520 E. Hwy 50 (the Salida Crossings Planned Development) into 22 lots (2 for mixed-use buildings and 20 townhome lots) plus a common outlet that would include HOA-owned and maintained limited common elements such as drive access, parking, and private open space area(s). (This subdivision is also contingent upon final approval of a modification to the existing PD, anticipated to be considered by City Council on December 20th).

The applicant is BV Investments, LLC, 401 Whitewing Ln, Murphy, TX 75094. The representative for the applicant is Bernard Weber.

LOCATION:



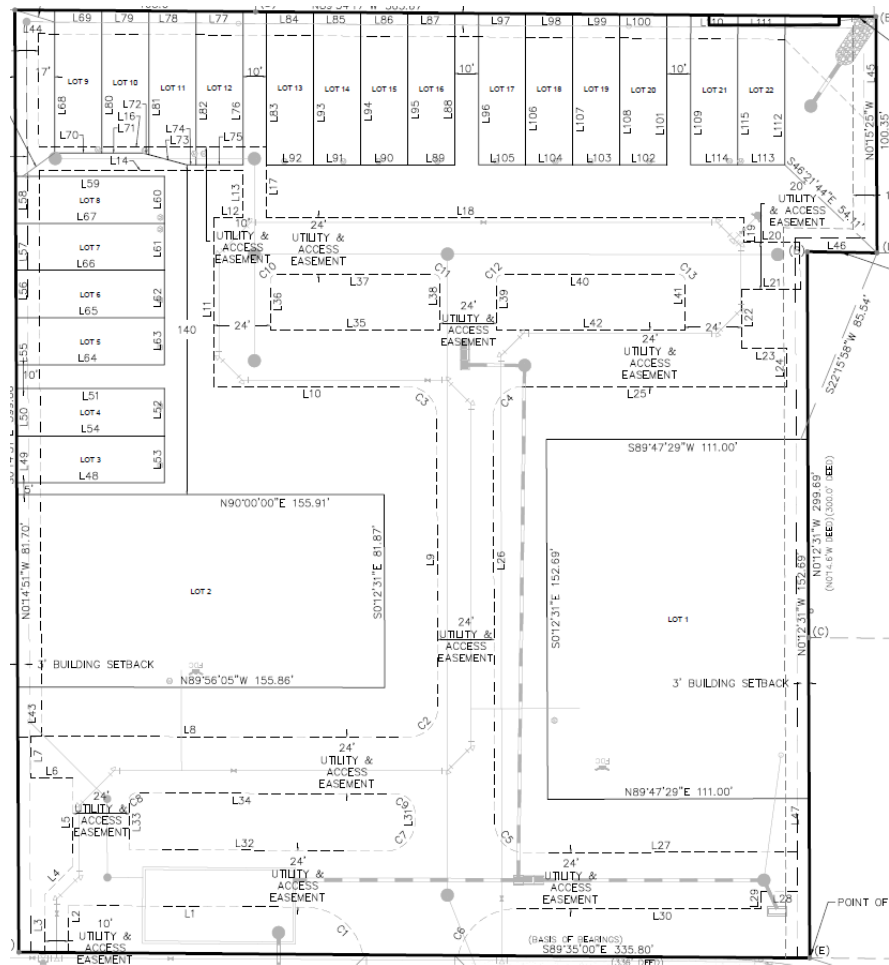


Figure 1: Proposed Subdivision Plat



Figure 2: Proposed Site Plan

BACKGROUND AND PROCESS:

Salida Crossings is a Planned Development (PD) currently approved for 3 mixed-use buildings and a total of 122 residential units on a single lot. The PD was originally approved by the City Council through the adoption of Ordinance 2018-04 on March 20, 2018. The ordinance was referred to a special ballot question on September 25, 2018 and was approved by a vote of the electorate. The approved development and property was sold in August 2021 to BV Investments, LLC, who has requested a modification to the existing Planned Development in order to change the layout and components of the project.

The proposed modified PD would include 2 mixed-use buildings—both with commercial space on the ground floor and two residential floors above. Each mixed-use buildings would have 36 residential units (including 15 one-bedrooms, 17 two-bedrooms, and 4 three-bedroom units) and approximately 4,000 SF and 6,000 SF, respectively. Additionally, the development proposes 20 three-bedroom, ~1,500 SF townhomes located towards the rear/northwest portion of the property. All of the individual buildings (mixed-use and townhomes) are proposed to sit on their own platted lots (22 in all) and take access from the internal private drive. The applicant is proposing that 24 out of the total of 92 residential units (26%) be permanently deed-restricted as affordable.

The overarching PD modification request was considered by Planning Commission at the November 8, 2022 public hearing and received a recommendation of approval with conditions. City Council conducted a first reading of the PD modification request on December 6, 2022 and will conduct a second reading and public hearing for that request on December 20, 2022. The major subdivision request was continued from the November 8, 2022 Planning Commission meeting due to the fact that proper noticing had not been accomplished. The anticipation is that staff will take Planning Commission's recommendation for the major subdivision to City Council to also consider as part of a separate public hearing on December 20, 2022.

MAJOR SUBDIVISION PLAT REVIEW

A major subdivision requires a recommendation from the Planning Commission and final approval by the City Council. In this case, the major subdivision would require final approval (and effectiveness) of the PD modification prior to the subdivision becoming effective. Conversely, approval of the subdivision would also be required before the new development plan (the proposed modified PD) can be recorded.

The proposed major subdivision must comply with the following standards:

1. Comprehensive Plan.

The proposed subdivision is consistent with the Comprehensive Plan, which promotes diverse residential housing types (including affordable housing) and efficient use of existing services via infill. Staff finds that the subdivision's design and proposed use is compatible with surrounding land uses (both residential and commercial) and will not create unreasonable adverse effects on neighboring properties, especially as conditioned by the requirements of the subdivision and PD modification. This standard is met.

2. Zone District Standards.

The proposed subdivision will comply with the underlying C-1 Commercial zone district dimensional standards and other applicable standards of the Land Use and Development Code, with the exceptions specifically granted and detailed in the proposed PD Planned Development (PD) modification. This standard is met.

3. Improvements.

No public streets are proposed for the development, however, one of the conditions of the original PD approval was that the applicant “complete the Highway 50 corridor improvement plan improvements, consisting of sidewalks, parkway, and street lighting for the project’s frontage and continuing to the intersection of Highway 291 (Oak Street). The work shall be complete prior to issuance of any certificate of occupancy for the project, or an appropriate in-lieu amount and agreement is provided.” Much of that work has since been completed as part of a recent project, but no fees-in-lieu have yet been remitted. There is also an area, ranging between approximately 1 and 10 feet wide between the back of the existing sidewalk and the front property line. This area (combined with the proposed landscaping strip for the front few feet of the site) would be ideal for either a depressed bio-swale (to collect and infiltrate stormwater) or a landscape strip (with trees and shrubs) to both soften the visual impact of the parking area and to help further dampen noise from the adjacent highway. Therefore, staff recommends the following conditions of approval, to be included as plat notes:

- *Developer shall remit all fees-in-lieu, as determined by the Public Works Director, for work done along Highway 50, prior to issuance of any certificate of occupancy for the project, as stated in the original PD approval.*
- *Developer shall construct a stormwater-detaining bio-swale and/or landscaping strip for the approximately 1-10 feet of ROW between the back of the existing sidewalk and the subject property, to be reviewed and approved by staff, prior to issuance of any certificate of occupancy for the project. Such landscape strip shall include a minimum of six (6) trees and various shrubbery to be planted and effectively maintained by the developer and HOA. All required trees shall be replaced upon mortality, unless specifically authorized by staff.*

Currently, there is no public water main between the alley immediately west of the adjacent Gateway Inn and Oak Street/Hwy 291. Such water access will be necessary to complete the project and will be constructed by the developer, consistent with Sections 16-2-60 and 16-8-50. Therefore, staff recommends, as a condition of approval:

- *The applicant shall install a water line, consistent with Public Works standards, extending from the alley immediately west of the adjacent Gateway Inn all the way to Oak Street/Hwy 291. The construction will be eligible for some cost reimbursement based upon a formula created by the Public Works director and specified in the Development Improvements Agreement.*

The applicants have indicated that they would like to avoid disturbing any of the newly constructed sidewalks, parkway, or street light infrastructure that has been placed in front of their property and therefore request to locate a portion of the required water line across nearly 330 feet of their property, where it will not impact the recent work. Public Works has reviewed these plans and recommends the following conditions of approval:

- *The applicant may locate a portion of the required water line on the subject property, leaving a minimum of 5-foot clearance on either side of the line and shall dedicate a minimum 10-foot public utility easement (PUE) for access to said utilities on the plat.*

- *Private utility easements shall also be required per review and final approval of local utility providers.*

Regarding access to/from Highway 50, the applicants have applied for an access permit from CDOT, however that agency is considerably behind on processing of such requests. Based upon previous discussions with CDOT, staff has no reason to believe that this project will be denied such a permit, however, staff recommends as a condition of approval:

- *All required access permits from CDOT must be received and reviewed by staff prior to issuance of building permits.*
- *The Developer shall enter into a Subdivision/Development Improvements Agreement to address the improvements required for the project as well as those requirements contained in other conditions of approval, prior to issuance of a building permit.*

Additional detailed review regarding stormwater detention, ADA, and other items that are not anticipated to affect the overall site plan is being conducted currently by engineering staff. Should additional related recommendations/requirements arise out of such review, staff recommends as a condition of approval:

- *The applicant must meet the requirements of the Public Works Director and City engineering consultants, and all additional engineering recommendation/requirements shall be incorporated prior to final approval or, at least, as part of the Subdivision/Development Improvements Agreement.*

All other required improvements are proposed for the subdivision, and no phasing of public improvements is proposed.

4. Natural Features.

The site is flat and void of any trees. Staff is unaware of any extraordinary natural features on the site. The lot layout is designed in a manner to take advantage of views in every direction.

5. Floodplains.

This property does not reside in the floodplain. This standard does not apply.

6. Noise Reduction.

This property borders US Highway 50. The site plan proposes all residential units to be set back from the highway curb by a minimum of approximately 90 feet. The townhomes are to be set back over 200 feet. The landscaping plan shows a number deciduous trees and shrubs between the highway and the buildings. Staff has already recommended additional trees and landscaping at the front of the site to further dampen the noise impacts from highway traffic. As proposed and further conditioned, this standard is met.

7. Future Streets.

The subdivided lots are not intended for future re-subdivision, nor are there any necessary or logical future street connections through the site, especially given its location along the highway and future adjacent road configurations. All other required access and utility easements are provided through this development. This standard is met.

8. Parks, Trails and Open Space.

No public open space dedication is proposed nor desired by the City within this development, due to the location, access, and nature of surrounding development. As noted below, however, the applicant has proposed to provide private open space within the development as part of the PD modification. As a condition of approval, staff recommends the following plat note:

- *“Applicable fees-in-lieu for Open Space and for Fair Contributions to Schools shall be required prior to certificate of occupancy for all units.”*

9. Common Recreation Facilities.

The applicant has proposed a private open space area in the northeast corner of the site. As it is likely that families will occupy this development (and given that recreational and open space opportunities are limited in this particular part of town), staff recommends, as a condition of approval:

- *The developer shall provide a flexible recreational playscape or similar amenities to encourage play and outdoor activity for people of all ages in one of the open space/landscape areas on the site. The facility shall be constructed prior to CO of either mixed-use building. Access to said area(s) shall be provided via sidewalks connecting both mixed-use buildings and the townhomes.*

Furthermore, it is recognized that many of these occupants are likely to have pets, including dogs, and there are few designated areas in the vicinity for active dog exercise and for relieving themselves. In order to avoid potential issues both on and outside the property, related to dog waste, staff recommends the following condition of approval to be included as a plat note:

- *The developer shall identify on the plat the location of an outdoor dog park/relief area of sufficient size and shall construct that facility prior to CO of either mixed-use building. Access to said area(s) shall be provided via sidewalks connecting both mixed-use buildings and the townhomes.*

These areas as proposed and conditioned are not anticipated to interfere with neighboring developments. As such, this standard is met.

10. Lots and Blocks.

The size, shape, and orientation of the lots are appropriate to the design and location of proposed subdivision and type of development contemplated, especially given the lack of a public thru-street. This standard is met.

11. Architecture.

This standard states that it “is intended to prevent monotonous streetscapes and offer consumers a wider choice of housing styles. To avoid uniformity and lack of variety in design among housing units within the subdivision, no residential facade elevation shall be repeated more than once every five (5) lots on the same side of the street (e.g. the first and fifth lots in a row may contain the same façade elevation, but the second, third and fourth lots must contain some different façade elevations... Mirror images of the same residential façade shall not count as two (2) distinctly different facades. In unusual circumstances, the Planning Commission may

grant a petition seeking waiver of this requirement. Such an exception may be granted if the petitioner demonstrates that the proposed plan uses repetition for an architectural purpose, such allusion to historical repetition that would not create a monotonous streetscape of the types this standard seeks to prevent.

The applicants' elevations show the duplexes and fourplexes with nearly the exact same architectural elements. In staff's opinion, the above code language applies primarily to detached units, not so much to multi-plex buildings. Staff recognizes the architectural challenges and costs associated with significant differentiation of units within a singular building. In this case, staff believes it would be more appropriate for the developer to provide some level of architectural differentiation between each four-plex building, rather than between individual units. As a plat note, staff recommends the following condition:

- *The applicant shall provide, at time of building permits, with elevations showing distinct variation between the facades of each four-plex building. Such variation may be provided via differentiated roof styles and/or patio and door and shall be approved by staff. The duplexes, given their physical separation from each other, may maintain the same architectural style, but be differentiated from each adjacent four-plex.*

The applicants' side elevations for the four-plexes do not currently show any window or access fenestration to break up the visual monotony of the walls (the duplexes do show these). Therefore, staff recommends a condition of approval that the following plat note be added:

- *A minimum of two windows or a window and a door shall be incorporated into the design for the sides of all buildings.*

12. Codes.

The subdivision will comply with all applicable City building, fire and safety codes for the proposed development.

13. Inclusionary Housing.

The applicants have proposed to meet the current Inclusionary Housing standards with the construction and deed restriction of 24 out of the 92 units (26%) at between up to 100% - 140% AMI, and all located in the mixed-use buildings. The previous iteration of the PD required 30 out of the 122 units (24.6%) to be deed restricted at 80% AMI or less. While staff supports the overall number of deed-restricted units and the adjustment of AMI levels to meet current needs and financial realities, staff suggests that—in order to provide affordable units that are more representative of the overall development—the applicants provide two (2) duplex units as affordable to a household at up to 160% AMI, in addition to 20 units within the mixed-use buildings, as shown below:

Max AMI Price:	100%	120%	140%	160%
Townhomes:	0	0	0	2
Condominiums	8	8	6	0

Staff recommends the following conditions of approval in regards to Inclusionary Housing to be included on the subdivision plat and in the Inclusionary Housing Agreement (note that these are diversions from what has been reviewed as part of the PD modification, but would be incorporated into that at second reading, if approved):

- *A minimum of two of the townhome units shall be permanently deed-restricted to be sold at prices no greater than what is affordable to households earning 160% of area median income (AMI).*
- *A minimum of 22 of the condominium units shall be permanently deed-restricted to be sold at prices no greater than what is affordable to households earning 100% AMI (8 units); 120% AMI (8 units); and 140% AMI (6 units). Owner of the mixed use building shall disperse the deed-restricted units evenly between buildings and such units shall be dispersed evenly between floors.*
- *If the deed-restricted units are to be rentals, then the provisions of the current Inclusionary Housing policies will control for all units (rents for each of the units would be no more than what is affordable to households earning up to 80% AMI or up to 100% AMI, with at least fifty percent of the units at up to 80% AMI.*
- *HOA fees for deed-restricted units shall not be greater than ordinary fees for utilities, trash services, and the like, and owners of such units shall not be responsible for any special assessments. HOA document language regarding such fees shall be approved by City Attorney.*
- *Consistent with the original PD approval, the deed restrictions shall address income and employment qualifications, proposed lottery or other equitable systems for the initial sale of the units, and be approved by the City Council. The enforcement of the deed restrictions will be by the Chaffee Housing Authority, unless it does not exist (or does not have the capacity) at the time of the first sale of a deed-restricted unit, in which case it shall be the onus of the City of Salida to designate an appropriate entity.*

The applicants have indicated that will need to construct the townhomes first as part of the development and, due to the requirements of the mixed-use buildings, they will not be able to be constructed until towards the end of the project (they intend to build fourteen (14) of the townhomes first, and will begin construction of last six (6) townhomes at the same time as the first mixed-use building. The second mixed-use building will be the final building constructed). This could have bearing on the provision of the deed-restricted units, especially if parts of the project were to languish for considerable time. Upon further discussions with the developer, staff has formulated the following conditions of approval to ensure that the required inclusionary housing units are provided within a reasonable timeframe:

- *Both required deed-restricted townhome units shall be constructed and receive CO prior to the 6th townhome unit receiving CO.*
- *The first mixed-use building (which shall include a minimum of 11 deed-restricted units) shall receive, at minimum, preliminary mechanical inspection approvals (framing walls constructed, etc. prior to drywall) prior to CO for the remaining six (6) townhomes.*

RESPONSE FROM REFERRAL DEPARTMENTS AND AGENCIES:

Fire Department – Assistant Fire Chief, Kathy Rohrich – *Fire Department has no concerns at this time.*

Police Department – Chief Russ Johnson – *No issues from PD.*

Public Works Department – Director, David Lady – See Below:

Public Works has completed review of the Civil Construction Plans dated 10/27/2022.

Plat

- 1) Utility Easements shall extend a minimum of 7.5-ft beyond public utility improvements.*
- 2) Provide a plat for review with utility improvements overlay.*

Drainage Report

- 1) Provide a signed and stamped copy for review.*
- 2) Update existing imperviousness values as the site is soil. Recalculate detention.*

Plans

- 1) Provide a signed and stamped copy for review.*
- 2) The water main connection on the west end will be at Caldwell and not Hunt.*
- 3) Applicant to work with City on water main re-alignment through site.*
- 4) Provide additional detail of existing improvements in CDOT ROW including street lights and sidewalks. Relocate proposed private storm sewer out of CDOT ROW and onto subject property. Avoid new streetscape improvements to the greatest extent possible.*

General

- 1) Provide record of CDOT utility and access permits.*
- 2) Provide record of SUE in CDOT ROW.*

The above items shall be addressed prior to issuance of improvements agreement and/or building permits. A detailed engineering review of the site improvements is recommended. The contractor shall provide product submittals for work occurring in the right-of-way and shall obtain necessary permits. A preconstruction meeting with Public Works shall be scheduled and completed prior to initiation of work.

Finance Department - Renee Thonhoff, Staff Accountant – *No Issues*

Chaffee County Planning Department – Miles Cottom, Planning Director -- *The County does not have any comment to make on this application.*

STAFF RECOMMENDATIONS:

Staff recommends approval of the major subdivision requests subject to the following conditions (to be stated as notes on the plat):

- 1. Developer shall remit all fees-in-lieu, as determined by the Public Works Director, for work done along Highway 50, prior to issuance of any certificate of occupancy for the project, as stated in the original PD approval.*
- 2. Developer shall construct a stormwater-detaining bio-swale and/or landscaping strip for the approximately 1-10 feet of ROW between the back of the existing sidewalk and the subject property, to be reviewed and approved by staff, prior to issuance of any certificate of occupancy for the project. Such landscape strip shall include a minimum of six (6) trees and*

various shrubbery to be planted and effectively maintained by the developer and HOA. All required trees shall be replaced upon mortality, unless specifically authorized by staff.

3. *The applicant shall install a water line, consistent with Public Works standards, extending from the alley immediately west of the adjacent Gateway Inn all the way to Oak Street/Hwy 291. The construction will be eligible for some cost reimbursement based upon a formula created by the Public Works director and specified in the Development Improvements Agreement.*
4. *The applicant may locate a portion of the required water line on the subject property, leaving a minimum of 5-foot clearance on either side of the line and shall dedicate a minimum 10-foot public utility easement (PUE) for access to said utilities on the plat.*
5. *Private utility easements shall also be required per review and final approval of local utility providers.*
6. *All required access permits from CDOT must be received and reviewed by staff prior to issuance of building permits.*
7. *The Developer shall enter into a Subdivision/Development Improvements Agreement to address the improvements required for the project as well as those requirements contained in other conditions of approval, prior to issuance of a building permit.*
8. *The applicant must meet the requirements of the Public Works Director and City engineering consultants, and all additional engineering recommendation/requirements shall be incorporated prior to final approval or, at least, as part of the Subdivision/Development Improvements Agreement.*
9. *Applicable fees-in-lieu for Open Space and for Fair Contributions to Schools shall be required at time of building permit for all units.*
10. *The developer shall provide a flexible recreational playscape or similar amenities to encourage play and outdoor activity for people of all ages in one of the open space/landscape areas on the site. The facility shall be constructed prior to CO of either mixed-use building. Access to said area(s) shall be provided via sidewalks connecting both mixed-use buildings and the townhomes.*
11. *The developer shall identify on the plat the location of an outdoor dog park/relief area of sufficient size and shall construct that facility prior to CO of either mixed-use building. Access to said area(s) shall be provided via sidewalks connecting both mixed-use buildings and the townhomes.*
12. *The applicant shall provide, at time of building permits, with elevations showing distinct variation between the facades of each four-plex building. Such variation may be provided via differentiated roof styles and/or patio and door and shall be approved by staff. The duplexes, given their physical separation from each other, may maintain the same architectural style, but be differentiated from each adjacent four-plex.*
13. *A minimum of two windows or a window and a door shall be incorporated into the design for the sides of all buildings.*

14. *A minimum of two of the townhome units shall be permanently deed-restricted to be sold at prices no greater than what is affordable to households earning 160% of area median income (AMI).*
15. *A minimum of 22 of the condominium units shall be permanently deed-restricted to be sold at prices no greater than what is affordable to households earning 100% AMI (8 units); 120% AMI (8 units); and 140% AMI (6 units). Owner of the mixed use building shall disperse the deed-restricted units evenly between buildings and such units shall be dispersed evenly between floors.*
16. *If the deed-restricted units are to be rentals, then the provisions of the current Inclusionary Housing policies will control for all units (rents for each of the units would be no more than what is affordable to households earning up to 80% AMI or up to 100% AMI, with at least fifty percent of the units at up to 80% AMI.*
17. *HOA fees for deed-restricted units shall not be greater than ordinary fees for utilities, trash services, and the like, and owners of such units shall not be responsible for any special assessments. HOA document language regarding such fees shall be approved by City Attorney.*
18. *Consistent with the original PD approval, the deed restrictions shall address income and employment qualifications, proposed lottery or other equitable systems for the initial sale of the units, and be approved by the City Council. The enforcement of the deed restrictions will be by the Chaffee Housing Authority, unless it does not exist (or does not have the capacity) at the time of the first sale of a deed-restricted unit, in which case it shall be the onus of the City of Salida to designate an appropriate entity.*
19. *Both required deed-restricted townhome units shall be constructed and receive CO prior to the 6th townhome unit receiving CO.*
20. *The first mixed-use building (which shall include a minimum of 11 deed-restricted units) shall receive, at minimum, preliminary mechanical inspection approvals (framing walls constructed, etc. prior to drywall) prior to CO for the remaining six (6) townhomes.*

Additional Conditions/Recommendations (also to be included as plat notes):

21. *The development will be subject to dimensional standards and any other requirements of the approved Salida Crossings Planned Development modification.*
22. *No short-term vacation rental licenses shall be permitted within the development.*
23. *The ground floor space of the two commercial buildings shall include a minimum of 4,000 SF and 6,000 SF of commercial space, respectively.*
24. *The Developer is encouraged (though not required) to provide space within one of the mixed-use buildings specifically for a childcare facility.*
25. *Applicant shall provide updated plat and development plan for review and approval by staff prior to recording.*

26. *Should, for any reason, proper two-way drive aisle width not be feasible within the front or rear parking areas, the developer shall make these drive aisles one-way only (in counter-clockwise direction) and provide appropriate signage and aisle markings.*
27. *The Developer shall provide ample bike parking (minimum one space per unit, in an area with good visibility to the development) for each of the mixed-use buildings.*
28. *The applicant shall indicate on the subdivision plat the area(s) to be considered an "outlot(s)" or Limited Common Element (L.C.E.) for the HOA, outside of the lots intended to be platted.*
29. *The subdivision plat may not be recorded until an approved PD modification plan and approved subdivision improvements agreement are recorded.*
30. *No building permit applications may be approved until the subdivision plat is recorded.*

RECOMMENDED FINDINGS:

The application, as conditioned, is in compliance with the review standards for Major Subdivisions found at Section 16-6-120 of the Land Use Code and is consistent with the efficient development and preservation of the approved PD modification.

RECOMMENDED MOTION:

"I make a motion to recommend the City Council approve the proposed Salida Crossings Major Subdivision, subject to the conditions herein."

Attachments:

Major Subdivision Application Materials and Preliminary Plat
Landscape and Elevation Drawings
Traffic Study
Proof of Notice



GENERAL DEVELOPMENT APPLICATION

448 East First Street, Suite 112

Salida, CO 81201

Phone: 719-530-2626 Fax: 719-539-5271

Email: planning@cityofsalida.com

1. TYPE OF APPLICATION (Check-off as appropriate)

- | | |
|--|--|
| ☐ Annexation | ☐ Administrative Review:
(Type) _____ |
| ☐ Pre-Annexation Agreement | |
| ☐ Appeal Application (Interpretation) | ☐ Limited Impact Review:
(Type) _____ |
| ☐ Certificate of Approval | |
| ☐ Creative Sign Permit | ☒ Major Impact Review:
(Type) _____ |
| ☐ Historic Landmark/District | |
| ☐ License to Encroach | ☐ Other: _____ |
| ☐ Text Amendment to Land Use Code | |
| ☐ Watershed Protection Permit | |
| ☐ Conditional Use | |

2. GENERAL DATA (To be completed by the applicant)

A. Applicant Information

Name of Applicant: Salida Crossings (Bernard Weber)

Mailing Address: 2605 Fairhill LN Flower TX 75022

Telephone Number: 970-390-6902 FAX: _____

Email Address: bwconcept30inc@gmail.com

Power of Attorney/ Authorized Representative: _____
(Provide a letter authorizing agent to represent you, include representative's name, street and mailing address, telephone number, and FAX)

B. Site Data

Name of Development: Salida Crossings

Street Address: 1520 HWY 50 Salida CO

Legal Description: Lot SW 1/4 section 4 Block Subdivision Township 49 North
Range _____ (attach description)

Disclosure of Ownership: List all owners' names, mortgages, liens, easements, judgments, contracts and agreements that run with the land. (May be in the form of a current certificate from a title insurance company, deed, ownership and encumbrance report, attorney's opinion, or other documentation acceptable to the City Attorney)

I certify that I have read the application form and that the information and exhibits herewith submitted are true and correct to the best of my knowledge.

Signature of applicant/agent Bernard Weber Date 10.27.22

Signature of property owner _____ Date _____

- ☐ 12. A plan for locations and specifications of street lights, signs and traffic control devices.

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2. REVIEW STANDARDS (If necessary, attach additional sheets)

The application for Limited or Major Impact Review shall comply with the following standards.

1. Consistency with Comprehensive Plan. The use shall be consistent with the City's Comprehensive Plan.

The Plan is consistent with stated goals in the following ways:

Improved standards for structures, landscaping, and

signage will improve the overall attractiveness and livability of Salida.

2. New development will be focused within or adjacent to the city to preserve the rural, scenic character of the surrounding area's open spaces and agricultural lands.

3. Highway 50 will be an attractive commercial corridor that safely and efficiently accommodates pedestrians, bicycles, and automobiles.

4. Community gateways along major roadway corridors will create a positive and unique identity.

2. Conformance to Code. The use shall conform to all other applicable provisions of this Land Use Code, including, but not limited to:

- a. **Zoning District Standards.** The purpose of the zone district in which it is located, the dimensional standards of that zone district, and any standards applicable to the particular use, all as specified in Article 5, Use and Dimensional Standards.

Highway 50 Corridor Overlay (50 CO).

Building Setbacks. To create a consistent image throughout the corridor, new construction should be developed in a manner that complements the historic pattern of buildings being located close to the highway

Architectural Standards:

1. Materials. With new construction, including an addition, two (2) or more materials must be used for exterior materials excluding roofing. 2. Façade treatment. Long, blank walls must be avoided. 3. Fenestration. A minimum of twenty percent (20%) of the front façade of a building which houses a principal use on the parcel shall be glass. 4. Building Height. Additional height may be considered through the Planned Development process if it results in achieving one (1) or more goals of the Comprehensive Plan regarding infill development,

- b. **Site Development Standards.** The parking, landscaping, sign and improvements standards.

Sidewalks shall be provided within the Highway 50 Corridor Overlay (50 CO). Sidewalks fronting Highway 50 shall be detached

sidewalks with a width of six (6) feet. The parkway located between the curb or travel lane and the sidewalk shall be four (4) feet wide.

Landscaping Standards. The minimum landscape area applicable to any property in the Highway 50 Corridor Overlay (50 CO) shall be that required in the underlying zone district. At a minimum, this landscaping shall be located along the road frontages identified herein and shall also be located within and around the parking areas, as described in Section 16-8-90 below. (i) Highway frontage buffer. There shall be an average of one (1) tree planted per thirty (30) feet of the property's highway frontage adjacent to the highway.

- 3. Use Appropriate and Compatible.** The use shall be appropriate to its proposed location and be compatible with the character of neighboring uses, or enhance the mixture of complementary uses and activities in the immediate vicinity.

The Salida Crossings property is located in the City of Salida, CO. This property currently contains an old service garage and office building and is zoned C-1 Commercial with a PD overlay. Adjacent to the subject property: a 9-unit apartment building and single-family home to the north, 7-11 convenience store and apartments to the east, a mix of residential apartments, a motel, single-family residence and office building to the south, and a motel to the west.

Salida Crossings is an attainable, mixed-use Planned Development on 3.15 ac consisting of retail space, office space, and affordable housing in the City of Salida that is compatible with and enhances the character of neighboring uses by providing an ability to work and live in the same complex or walk and/or commute by bicycle to the downtown area – less than a mile away.

- 4. Nuisance.** The operating characteristics of the use shall not create a nuisance and the impacts of the use on surrounding properties shall be minimized with respect to noise, odors, vibrations, glare, and similar conditions.

Once built, the project will be operated under the direction of an HOA and the impacts on the surrounding properties will be minimized with respect to noise, odors, vibrations, glare or similar conditions. In addition, the project will follow permitted principal or accessory uses as allowed within the C-1 zoning with a PD overlay.

It is expected that during the construction phases of the project, normal construction work hours and days will be established and will follow all City guidelines and rules as outlined in the City of Salida Code of Ordinances.

- 5. Facilities.** There shall be adequate public facilities in place to serve the proposed use, or the applicant shall propose necessary improvements to address service deficiencies which the use would cause.

Existing drainage conditions exhibit characteristics such that adjacent properties to the north and east may experience some flooding resulting from undetained or mitigated runoff from the subject property. Post-development conditions will alleviate a large majority of this condition by re-routing runoff that originates on the subject property to a proposed underground stormwater detention vault which will release stormwater to the existing City drainage system at or below existing runoff rates. A small portion of the drainage that leaves the site in the existing conditions on the north end will be re-directed to an existing drainage swale.

- 6. Environment.** The use shall not cause significant deterioration to water resources, wetlands, wildlife habitat, scenic characteristics, or other natural features. As applicable, the proposed use shall mitigate its adverse impacts on the environment.

The drainage system is designed and will be constructed so that only historic runoff at a maximum, not including historic irrigation, shall be released from the site. Drainage flows in excess of this amount will be detained in an on-site underground detention vault per Sec. 16-8-60 (d).

Further, the site is designed such that height of buildings is minimized to the extent reasonable to preserve scenic sight lines including natural and man-made per Sec. 16-2-30

In addition, the Salida Crossings property will enhance positive impact on the nearby wetlands, wildlife habitat and scenic characteristics while mitigating any adverse impacts on the environment through the selection of native or adapted plant material and locally sourced landscape materials.

November 5, 2022

Mr. Bill Almquist
Community Development Director City of Salida
448 E. First Street, Suite 112
Salida, CO 81201

RE: **Salida Crossings**

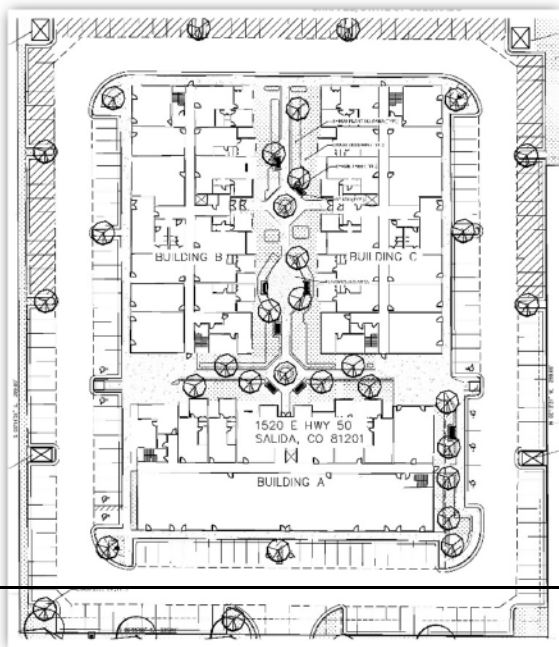
Dear Mr. Almquist,

Background and Zoning Information

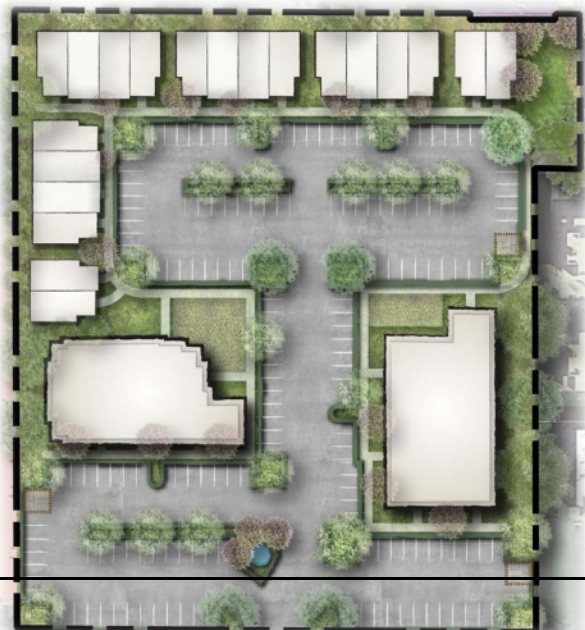
The 3.15 acre property is located in the City of Salida, CO. This property contained an automotive sales center and accompanying garage and infrastructure. The site has since been demolished and currently sits as an unpaved, dirt lot. Adjacent to the subject property are a 9-unit apartment building and single-family home to the north; 7-Eleven and apartment structures to the east; and a motel to the west. The site's entire frontage is on Highway 50.

Proposed Site Plan Comparison

Old Site Plan – 2017



New Site Plan - 2022



The site was zoned C-1 and went through a PD in 2020 allowing for uses as shown in the table below. Since this PD, the site has changed ownership and the new owners seek to revise the approved PD. The existing allowed uses per C-1 zoning and the approved PD are shown in the first two columns in the table. Proposed new uses and amendments to the approved PD are shown in the table in the last two columns. The third column (Rev. PD*) outlines the minimums requested, the fourth column (Rev. PD**) shows what is being provided within the current proposed Site Plan. In addition to the uses shown on the accompanying table, the revised Site Plan provides common gathering areas as well as a dog park area for residents' use.

Site Data Table				
	C-1	PD	Rev. PD*	Rev. PD**
Residential Density (units/lot sf)	2,800	1,125	1,493	1,493
Number of Units	49	122	92	92
Lot Coverage - Buildings	60%	38%	30%	25%
Lot Coverage - Paving	60%	48%	40%	39%
Coverage Cumulative	90%	86%	70%	63%
Minimum Landscape Area	10%	14%	14%	25%
Building Side Setback - Mixed-use(ft)	5	65-75	20	10
Building Side Setback - Townhomes(ft)	5	65-75	20	10
Primary Building Front Setback(ft)	10	75	80	80
Primary Building Rear Setback Mixed-use(ft)	5	50	20	20
Primary Building Rear Setback Townhomes (ft)	5	50	10	10
Accessory Building Side Setback (ft)	3	5	0	0
Accessory Building Rear Setback (ft)	5	5	10	10
Maximum Height Primary Building (ft/in)	35	37/8 - 48/1	35	34/10
Maximum Height Accessory Building (ft)	25	15	25	23/8
Property Size (sq ft)		137,370	137,370	137,370
Min. Lot Frontage (ft)		335'-7"	335'-7"	0' ***

* Minimum requirements

** Provided by current Site Plan

***Off private drive

housing ratio compared to the original Site Plan

- Increased landscaped area

Conclusions

This new, revised Site Plan will provide a more neighborhood-friendly development, reducing blocked mountain vistas with lowered building heights which are strategically placed to limit sun-blockage on neighboring properties, as well as retaining views of a historic mural adjacent to the subject property. Increased affordable housing allows current residents of Salida the ability to take advantage of this new development, and the reduced unit density will not negatively impact traffic in the area. The new development will also make use of low-impact porous landscape detention areas which will decrease storm runoff from the site, allowing for a more sustainable and lower maintenance option for stormwater treatment by using the intrinsic quality of plants to perform this operation.

The current Site Plan revises the approved PD in the following ways.

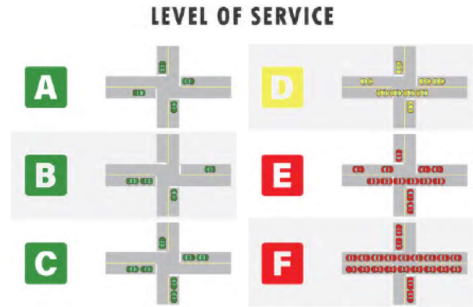
- Lot unit density reduction
- Building height reduction
- Setbacks on buildings

increased

● Diversified structures to better accommodate the needs of the citizens of Salida, which includes 1 to 3 bedroom condos and 3 bedroom townhomes, of which a set amount will be deed restricted.

- Increased affordable

A newly-drafted Traffic Impact Study shows that all turning movements/intersection approaches at the proposed site access intersection with US Highway 50A, and the intersection of US Highway 50A/Oak Street are projected to operate at Level of Service (LOS) C or better during peak periods through the 2042 horizon year. LOS C or better is defined as acceptable by current CDOT design standards.



This newly revised Site Plan makes the best and most efficient use of the vacant land while taking into consideration socioeconomic equity, environmental accountability and maintaining the integrity of the development standards of the City of Salida.

Best regards,

Bernie Weber
Project Development Manager
Salida Crossings

**A PORTION OF THE SW 1/4 OF NW 1/4 OF SW 1/4 SECTION 4, TOWNSHIP 49 NORTH,
RANGE 9 EAST OF THE NEW MEXICO P.M. COUNTY OF
CHAFFEE, STATE OF COLORADO**

KNOW ALL MEN BY THESE PRESENTS, THAT THE UNDERSIGNED, BEING ALL OF THE OWNER(S), MORTGAGEE(S) AND LIEN HOLDER(S) OF CERTAIN LAND IN THE CITY OF SALIDA, CHAFFEE COUNTY, COLORADO, DESCRIBED AS FOLLOWS: BEGINNING

CONTAINING _____ ACRES, MORE OR LESS _____ HAVE BY THESE PRESENTS LAID OUT, PLATTED

AND SUBDIVIDED THE SEVERAL LOTS, BLOCKS OR TRACTS, AS SHOWN ON THE PLAT HEREIN, IN THE STYLE OF

_____ AND DO HEREBY DEDICATE TO THE CITY OF SALIDA AS PUBLIC ROADS, THE STREETS AND ROADS AS

SHOWN ON SAID PLAT, THESE BEING _____ THE UNDERSIGNED HEREBY FURTHER DEDICATE TO THE PUBLIC

ALL UTILITY EASEMENTS ON THE PROPERTY AS DESCRIBED AND AS SHOWN HEREON. THE UNDERSIGNED HEREBY FURTHER

DEDICATE TO THE PUBLIC UTILITIES THE RIGHT TO INSTALL, MAINTAIN AND OPERATE MAINS, TRANSMISSION LINES, SERVICE

PIPS AND APPURTENANCES TO PROVIDE SUCH UTILITY SERVICES WITHIN THIS SUBDIVISION. PROPERTY CONTIGUOUS

THEREWITH AND ADJACENT ACROSS THE CITY OF SALIDA, COLORADO, TO THIS SUBDIVISION, SO UNDERLYING AND

UTILITY EASEMENTS AS SHOWN HEREON, THE LANDS COMPRISING THIS SUBDIVISION ARE SUBJECT TO CERTAIN COVENANTS

WHICH ARE RECORDED IN BOOK _____ AT PAGE _____ OF THE RECORDS OF CHAFFEE COUNTY, COLORADO.

NOTARY PUBLIC

PUBLIC NOTICE IS HEREBY GIVEN THAT NEITHER THE DEDICATED PUBLIC ROADS NOR THE PUBLIC UTILITIES SHOWN ON THIS PLAT WILL BE MAINTAINED BY THE CITY OF SALIDA UNTIL AND UNLESS THE SUBDIVIDER CONSTRUCTS THE STREETS, ROADS AND UTILITIES IN ACCORDANCE WITH THE SUBDIVISION AGREEMENT, IF ANY, AND THE SUBDIVISION REGULATIONS IN EFFECT AT THE DATE OF THE RECORDING OF THIS PLAT, AND APPROVAL OF THE CITY HAS BEEN ISSUED TO THAT EFFECT. WHEN THE CITY APPROVES A STREET OR UTILITY FOR MAINTENANCE, THE STREET OR UTILITY SHALL BECOME PUBLIC IN ALL SENSES OF THE WORD AND THE SUBDIVIDER HAS NO FURTHER OBLIGATIONS IN REGARDS TO THAT PARTICULAR STREET OR UTILITY.

I, _____, A REGISTERED PROFESSIONAL LAND SURVEYOR IN THE STATE OF COLORADO, DO HEREBY CERTIFY THAT THE SURVEY REPRESENTED BY THIS PLAT WAS MADE UNDER MY SUPERVISION, THE MONUMENTS SHOWN THEREON ACTUALLY EXIST AND THIS PLAT ACCURATELY REPRESENTS SAID SURVEY.

TITLE CERTIFICATE:

ATTORNEY AT LAW

COMMENCING AT A POINT ON THE NORTHERLY RIGHT-OF-WAY BOUNDARY OF U.S. HIGHWAY NO. 50, WHENCE THE SOUTHEAST CORNER (BRASS CAP) OF SAID SECTION 4 BEARS SOUTH 72°19'0" EAST 4848.6 FEET, AND WHENCE THE HIGHWAY RIGHT-OF-WAY CORNER (BRASS CAP) OF STATION 2301+112 OF THE CENTERLINE SURVEY OF SAID HIGHWAY BEARS SOUTH 89°35' EAST 127.02 FEET, SAID COMMENCING POINT BEING MARKED BE A POINT IN THE EASTERLY SIDE OF 24 INCH CIP CURB/UTILITY BELT BEING WITNESSED BY A 5/8" INCH STEEL REINFORCING BAR 2 FEET LAND DIVENING INTO THE GROUND AND HAVING A ONE INCH ALUMINUM CAP WHICH IS NORTH 89°35' EAST 3.0 FEET FROM SAID COMMENCING POINT ALSO BEING THE POINT OF BEGINNING OF THE TRACT HEREIN DESCRIBED;

THENCE NORTH 0°14.6' WEST 300.0 FEET TO A REINFORCING BAR AS DESCRIBED ABOVE;

THENCE SOUTH 89°35' EAST 28.8 FEET;

THENCE NORTH 0°14.6' WEST 100.0 FEET;

THENCE NORTH 89°35' WEST 365.4 FEET TO THE NORTHEAST CORNER OF THE TRACT HEREIN DESCRIBED IN BOOK 251 AT PAGE 423 OF THE RECORDS OF CHAFFEE COUNTY, COLORADO;

THENCE SOUTH 89°35' WEST 42.0 FEET ALONG THE EAST BOUNDARIES OF THE TRACTS DESCRIBED IN BOOK 251 AT PAGE 423 AND IN BOOK 280 AT PAGE 184 OF THE RECORDS OF CHAFFEE COUNTY, COLORADO;

THENCE SOUTH 89°35' EAST 336 FEET ALONG THE NORTHERLY RIGHT-OF-WAY BOUNDARY OF U.S. HIGHWAY NO. 50 TO THE POINT OF BEGINNING.



1. NOTICE: ACCORDING TO COLORADO LAW YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT MAY ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF THE CERTIFICATE SHOWN HEREON.

2. THIS SURVEY DOES NOT CONSTITUTE A TITLE SEARCH BY RUBINO SURVEYING TO DETERMINE OWNERSHIP OR EASEMENTS OF RECORD, RIGHT OF WAY OR TITLE OF RECORD. RUBINO SURVEYING RELIED UPON FIRST AMERICAN TITLE INSURANCE COMPANY, FILE NO. 17-05491.

3. THIS SURVEY IS VALID ONLY IF PRINT HAS SEAL AND SIGNATURE OF SURVEYOR.

OWNER:
BV INVESTMENTS
401 WHITEWIGN
MURPHY, TX 75094

DEVELOPER:
LOUCIOS ENTERPRISES LLC
2605 FAIRHILL LANE
FLOWER, TX 75022

CIVIL ENGINEER:
PHELPS ENGINEERING SERVICES, INC.
LONNY PHELPS, P.E.
3522 SOUTH EMMERSON STREET
ENGLEWOOD, CO 80113
PHONE: (303) 298-1644

SURVEYOR:
RUBINO SURVEYING
ROBERT J. RUBINO, PLS 14142
3312 AIRPORT ROAD
BOULDER, CO 80301
(303) 464-9515

TITLE EXCEPTIONS ACCORDING TO FIRST AMERICAN TITLE INSURANCE COMPANY TITLE COMMITMENT NO. 17-05749
EFFECTIVE NOVEMBER 1, 2017:

7. SUBJECT TO ANY VESTED AND ACQUIRED WATER RIGHTS FOR MINING, AGRICULTURAL, MANUFACTURING OR OTHER PURPOSES, AND RIGHTS TO DITCHES AND RESERVOIRS USED IN CONNECTION WITH SUCH WATER RIGHTS AS MAY BE RECOGNIZED AND ACKNOWLEDGED BY THE LOCAL CUSTOMS, LAWS AND DECISIONS OF COURT AND ALSO SUBJECT TO THE RIGHT OF THE PROPRIETOR OF A VEIN OR LODE TO EXTRACT AND REMOVE HIS ORE THEREFROM, SHOULD THE SAME BE FOUND TO PENETRATE OR INTERSECT THE PREMISES HEREBY GRANTED, AS PROVIDED BY LAW, IN U.S. PATENT ISSUED JANUARY 20, 1882 AND RECORDED MARCH 4, 1882 IN BOOK 23 AT PAGE 139. (NOT PLOTTABLE)

8. EASEMENT GRANTED TO PUBLIC SERVICE COMPANY OF COLORADO IN INSTRUMENT RECORDED MARCH 14, 1979 IN BOOK 423 AT PAGE 713.
(PLOTTED AND SHOWN HEREON)

9. EXHIBIT B DEED RESTRICTIONS AS SET FORTH IN DOCUMENT RECORDED SEPTEMBER 5, 2017 AS RECEPTION NO. 437005. (NOT PLOTTABLE)

10. NOTE: THE FOLLOWING NOTICES PURSUANT TO CRS 9-1.5-103 CONCERNING UNDERGROUND FACILITIES HAVE BEEN FILED WITH THE CLERK AND RECORDER. THESE STATEMENTS ARE GENERAL AND DO NOT NECESSARILY GIVE NOTICE OF UNDERGROUND FACILITIES WITHIN THE SUBJECT PROPERTY:

A) MAINLINE BELL TELEPHONE COMPANY - FILED OCTOBER 2, 1981, RECEPTION NO. 212111;
B) PUBLIC SERVICE COMPANY OF COLORADO - FILED NOVEMBER 2, 1981, RECEPTION NO. 211929;
C) UNITED STATES OF AMERICA - RECEIVED MAY 11, 1981, RECEPTION NO. 212569 AND FILED MAY 24, 1985, RECEPTION NO. 234357; (COMPANY NAME AMENDED TO "WESTERN GAS SUPPLY COMPANY" BY CERTIFICATES RECORDED JUNE 27, 1981 IN BOOK 497 AT PAGE 103); MERGED WITH PUBLIC SERVICE COMPANY OF COLORADO PER INSTRUMENT RECORDED JANUARY 25, 1993 IN BOOK 538 IN PAGE 694. (NOT PLOTTABLE - NO SPECIFIC LOCATION GIVEN)
D) GREELLEY GAS COMPANY - FILED NOVEMBER 18, 1981, AT RECEPTION NO. 212196.
(NO SPECIFIC LOCATION GIVEN)
E) LETTER FROM UTILITY NOTIFICATION CENTER OF COLORADO DISCLOSING LOCAL FACILITIES ACCESS THROUGH "ONE CALL SYSTEM" RECORDED SEPTEMBER 14, 1988 IN BOOK 498 AT PAGE 950. (NOT PLOTTABLE)

11. TERMS AND CONDITIONS SET FORTH IN DECLARATION OF UTILITY EASEMENT RECORDED OCTOBER 24, 2017 AS RECEPTION NO. 438348.
(PLOTTED AND SHOWN HEREON)

12. TERMS AND CONDITIONS SET FORTH IN DECLARATION OF UTILITY EASEMENT RECORDED OCTOBER 24, 2017 AS RECEPTION NO. 438348.
(PLOTTED AND SHOWN HEREON)

13. THE EFFECT, IF ANY, OF THE FOLLOWING MATTERS AS SHOWN ON THAT CERTAIN A.L.T.A.N.S.P. LAND TITLE SURVEY PREPARED BY ROBERT RUBINO, PLS 14142, DRAWING NO. 171191.DWG DATED OCTOBER 10, 2017

A) ANY LOSS OR CLAIM RESULTING FROM FAILURE OF EXISTING FENCING TO PRECISELY FOLLOW SUBJECT BOUNDARY LINES.

B) POSSIBLE ENCROACHMENT OF "WOOD WALL" ALONG THE WESTERLY BOUNDARY OF SUBJECT PROPERTY.

C) UTILITY POLES AND OVERHEAD UTILITY LINES AND POSSIBLE UNRECORDED EASEMENTS THEREFOR.

D) ENCROACHMENT OF "BOX CAR" ONTO SUBJECT PROPERTY

NOTE: UPON RECORDATION OF "ENCROACHMENT EASEMENT AGREEMENTS" AS SET FORTH AS A REQUIREMENT IN SCHEDULE B-I HEREIN, THIS EXCEPTION SHALL BE DELETED. (SEE SURVEY)

14. TERMS, CONDITIONS, PROVISIONS AND OBLIGATIONS SET FORTH IN ENCROACHMENT AGREEMENTS RECORDED _____, AS
RECEPTION NO. _____, AND _____ AS RECEPTION NO. _____, AND
_____ AS RECEPTION NO. _____ (NOT ADDRESSED)

SCALE: SEE SHEET

SIGNED BY: JJP

DRAWN BY: ZJD

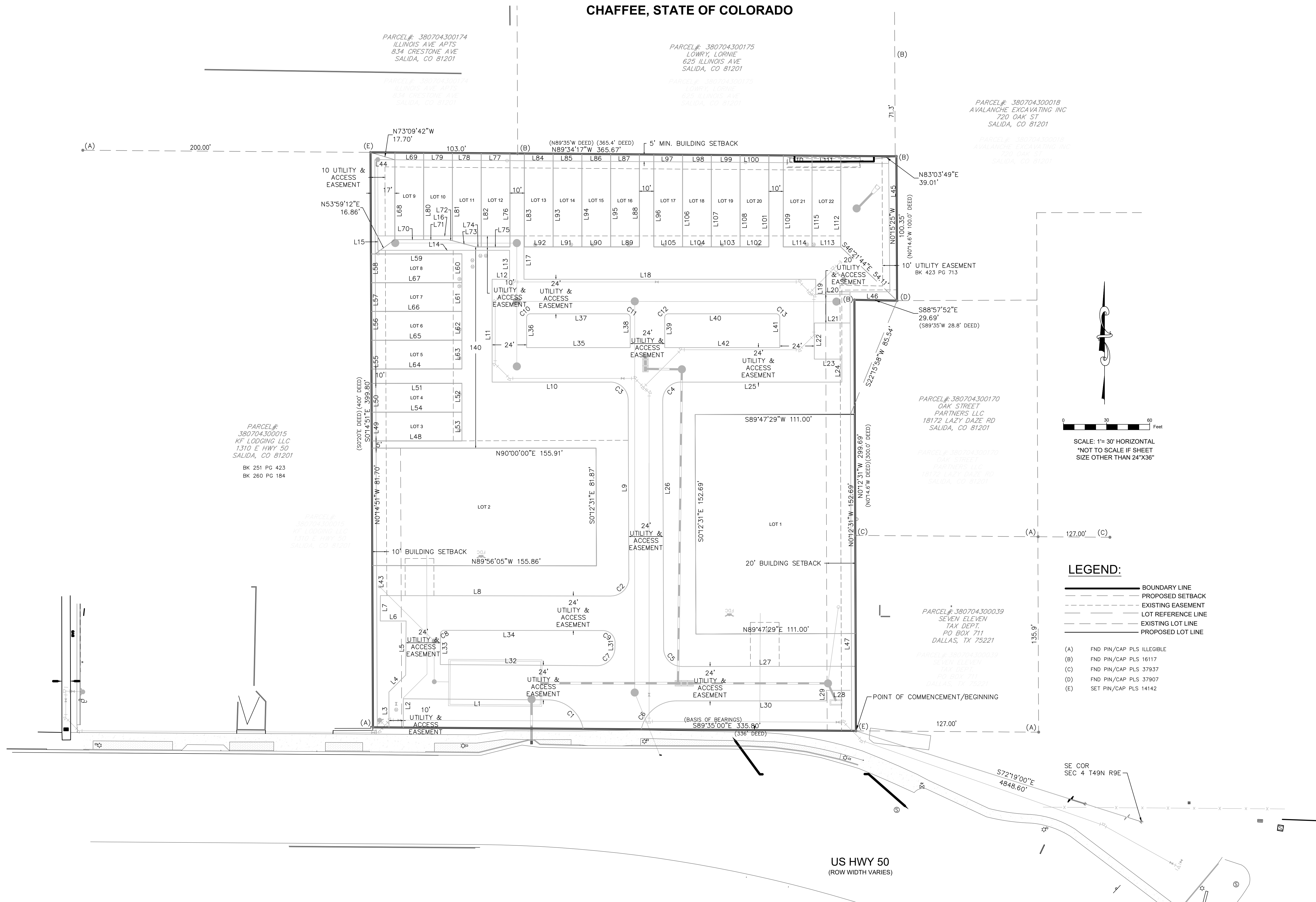
CHECKED BY: RR

FINAL PLAT

**SALIDA CROSSINGS
CITY OF SALIDA
CHAFFEE COUNTY, CO**

DATE
10/27/2022
PROJECT NO.
17202

FINAL PLAT
SALIDA CROSSINGS MINOR SUBDIVISION
A PORTION OF THE SW 1/4 OF NW 1/4 OF SW 1/4 SECTION 4, TOWNSHIP 49 NORTH,
RANGE 9 EAST OF THE NEW MEXICO P.M. COUNTY OF
CHAFFEE, STATE OF COLORADO

The logo for Phelps Engineering is located in the bottom right corner. It features the word "PHELPS" in a large, bold, blue sans-serif font, with the word "ENGINEERING" in a smaller, blue sans-serif font directly below it. To the left of the text is a blue square icon containing a yellow square.

FINAL PLAT

**SALIDA CROSSINGS
CITY OF SALIDA
CHAFFEE COUNTY, CO**

DATE	10/27/2022
PROJECT NO.	17202

FINAL PLAT SITE INFORMATION

LINE TABLE		
LINE	LENGTH	BEARING
L1	100.65	N89°34'55.02"W
L2	19.97	S0°04'44.10"E
L3	24.75	S0°04'44.10"E
L4	16.48	S44°55'54.43"W
L5	37.68	N0°25'04.98"E
L6	18.00	N90°00'00.00"E
L7	17.62	S0°25'04.98"W
L8	160.24	S89°53'41.87"E
L9	123.75	N0°12'31.17"W
L10	82.14	N90°00'00.00"W
L11	71.50	N0°00'00.00"E
L12	12.14	N90°00'00.00"E
L13	20.19	N0°03'43.70"E
L14	91.64	N90°00'00.00"W
L15	10.00	N0°00'00.00"E
L16	101.64	N90°00'00.00"E
L17	30.19	S0°00'22.10"E
L18	202.83	N90°00'00.00"E
L19	10.40	S0°00'01.46"E
L20	23.84	N89°57'57.40"E

LINE TABLE		
LINE	LENGTH	BEARING
L21	24.92	S89°59'12.58"E
L22	25.10	S0°00'00.00"W
L23	19.16	N90°00'00.00"W
L24	16.00	N0°00'00.00"E
L25	112.02	N90°00'00.00"W
L26	172.72	N0°12'31.17"W
L27	118.02	S89°56'29.68"W
L28	16.50	S89°47'28.83"W
L29	7.28	N0°00'00.00"E
L30	134.20	N90°00'00.00"W
L31	0.46	N0°25'04.98"E
L32	108.86	S89°34'55.02"E
L33	21.30	S0°25'04.98"W
L34	110.33	N89°55'42.55"W
L35	72.00	N90°00'00.00"W
L36	21.00	N0°00'00.00"E
L37	67.00	N90°00'00.00"E
L38	21.00	S0°00'00.00"E
L39	21.00	N0°00'00.00"E
L40	75.00	N90°00'00.00"E

LINE TABLE		
LINE	LENGTH	BEARING
L41	21.00	S0°00'00.00"E
L42	80.00	N90°00'00.00"W
L43	394.80	S0°14'50.62"E
L44	357.26	S89°34'17.46"E
L45	89.27	S0°31'19.50"E
L46	27.71	N90°00'00.00"W
L47	305.26	S0°13'08.18"E
L48	62.67	S89°59'17.37"W
L49	20.00	N0°14'50.62"W
L50	20.00	N0°14'50.62"W
L51	62.85	N89°58'48.74"E
L52	20.01	S0°00'00.00"E
L53	20.00	S0°00'00.00"E
L54	62.76	N89°59'17.43"E
L55	20.00	N0°14'50.62"W
L56	20.01	N0°14'50.62"W
L57	19.99	N0°14'50.62"W
L58	20.00	N0°14'50.62"W
L59	63.24	N89°59'17.75"E
L60	20.00	S0°00'00.00"E

CURVE	RADIUS	LENGTH	CHORD BEARING	CHORD	DELTA	TANGENT
C1	25.00'	34.24'	N50°20'42"W	31.63'	78°28'25"	20.42'
C2	12.50'	19.70'	N44°55'53"E	17.72'	90°16'49"	12.56'
C3	12.50'	19.59'	N45°06'16"W	17.65'	89°47'29"	12.45'
C4	12.50'	19.68'	S44°53'44"W	17.71'	90°12'31"	12.55'
C5	12.50'	19.63'	N45°12'31"W	17.68'	90°00'00"	12.50'
C6	25.00'	34.02'	N51°01'02"E	31.45'	77°57'57"	20.23'
C7	12.50'	19.63'	N45°25'05"E	17.68'	90°00'00"	12.50'
C8	2.50'	3.91'	S45°14'41"W	3.52'	89°39'12"	2.48'
C9	8.50'	13.40'	N44°45'19"W	12.06'	90°20'48"	8.55'
C10	2.50'	3.93'	N45°00'00"E	3.54'	90°00'00"	2.50'
C11	2.50'	3.93'	S45°00'00"E	3.54'	90°00'00"	2.50'
C12	2.50'	3.93'	N45°00'00"E	3.54'	90°00'00"	2.50'
C13	2.50'	3.93'	S45°00'00"E	3.54'	90°00'00"	2.50'

Parcel Name	Square Feet	Acres
LOT 1	16468.783	0.378
LOT 2	12502.44	0.287
LOT 3	1194.347	0.027
LOT 4	1196.46	0.027
LOT 5	1198.666	0.028
LOT 6	1200.389	0.028
LOT 7	1202.123	0.028
LOT 8	1203.847	0.028
LOT 9	1109.793	0.025
LOT 10	1107.763	0.025
LOT 11	1169.754	0.027
LOT 12	1201.899	0.028
LOT 13	1197.412	0.027
LOT 14	1194.417	0.027
LOT 15	1191.433	0.027
LOT 16	1188.438	0.027
LOT 17	1183.951	0.027
LOT 18	1180.959	0.027
LOT 19	1177.968	0.027
LOT 20	1174.976	0.027
LOT 21	1170.489	0.027
LOT 22	1167.88	0.027

LINE TABLE		
LINE	LENGTH	BEARING
L61	20.00	S0°00'00.00"°E
L62	20.00	S0°00'00.00"°E
L63	20.00	S0°00'00.00"°E
L64	62.89	N89°59'17.52"°E
L65	62.98	N89°59'17.57"°E
L66	63.06	S89°59'59.42"°E
L67	63.15	N89°59'17.69"°E
L68	60.56	S0°02'07.35"°W
L69	20.00	N89°29'39.85"°W
L70	20.00	N90°00'00.00"°E
L71	17.33	N90°00'00.00"°E
L72	2.76	S75°00'00.00"°E
L73	16.77	S75°00'00.00"°E
L74	3.80	N90°00'00.00"°E
L75	20.00	N90°00'00.00"°W
L76	64.95	S0°02'08.47"°W
L77	20.00	N89°31'47.30"°W
L78	20.00	N89°31'47.30"°W
L79	20.00	N89°31'47.30"°W
L80	60.39	S0°02'20.52"°W

LINE TABLE		
LINE	LENGTH	BEARING
L81	60.94	S0°02'18.30"W
L82	65.11	S0°02'08.52"W
L83	64.95	S0°01'58.76"W
L84	20.00	N89°34'17.46"W
L85	20.00	N89°34'17.46"W
L86	20.00	N89°34'17.46"W
L87	19.96	N89°34'14.80"W
L88	64.35	S0°00'00.00"E
L89	20.00	N90°00'00.00"W
L90	20.00	N90°00'00.00"W
L91	20.00	N90°00'00.00"W
L92	20.00	N90°00'00.00"W
L93	64.80	S0°01'59.03"W
L94	64.65	S0°01'59.87"W
L95	64.50	S0°01'59.58"W
L96	64.27	S0°00'00.00"E
L97	20.04	N89°34'17.46"W
L98	20.00	N89°34'17.46"W
L99	19.96	N89°34'17.46"W
L100	20.04	N89°34'17.46"W

LINE TABLE		
LINE	LENGTH	BEARING
L101	63.67	S0°02'01.13"W
L102	20.00	N90°00'00.00"W
L103	20.00	N90°00'00.00"W
L104	20.00	N90°00'00.00"W
L105	20.00	N90°00'00.00"W
L106	64.12	S0°02'00.28"W
L107	63.97	S0°02'00.56"W
L108	63.82	S0°00'00.00"E
L109	63.60	S0°00'00.00"E
L110	20.04	N89°34'17.46"W
L111	19.97	N89°34'17.46"W
L112	63.30	S0°00'27.80"E
L113	20.01	S89°59'40.53"W
L114	20.00	N90°00'00.00"W
L115	63.45	S0°02'01.56"W

The logo for Phelps Engineering. It features a dark blue square with a yellow square inside it, positioned to the left of the word "PHELPS" in a large, bold, dark blue sans-serif font. Below "PHELPS" is the word "ENGINEERING" in a smaller, dark blue sans-serif font. A light blue horizontal bar is located below the word "ENGINEERING".

SCALE: SEE SHEET

DESIGNED BY: JJP

DRAWN BY: ZJD

CHECKED BY: RR

FINAL PLAT

SALIDA CROSSINGS
CITY OF SALIDA
CHAFFEE COUNTY, CO

DATE
10/27/2022

PROJECT NO.
17202

GENERAL NOTES

MAINTENANCE:

A. THE DEVELOPER, HIS SUCCESSORS AND ASSIGNS, SHALL BE RESPONSIBLE FOR INSTALLATION, MAINTENANCE AND REPLACEMENT OF ALL LANDSCAPING MATERIALS SHOWN OR INDICATED ON THE APPROVED SITE PLAN, INCLUDING THOSE AREAS FOUND IN THE RIGHT-OF-WAY.

B. LANDSCAPING SHALL BE CONTINUOUSLY MAINTAINED INCLUDING NECESSARY WATERING, WEEDING, PRUNING, PEST CONTROL, AND REPLACEMENT OF DEAD OR DISEASE PLANT MATERIAL. REPLACEMENT FOR DEAD OR DISEASED PLANT MATERIAL SHALL BE OF THE SAME TYPE OF PLANT MATERIAL AS SET FORTH IN THE APPROVED SITE PLAN; FOR EXAMPLE, A TREE MUST REPLACE THE TREE, A SHRUB MUST REPLACE A SHRUB, ETC. REPLACEMENT SHALL OCCUR IN THE NEXT PLANTING SEASON, BUT IN ANY EVENT, SUCH REPLACEMENT TIME SHALL NOT EXCEED ONE YEAR.

PLANTING:

A. FINAL PLANT SELECTION AND LAYOUT WILL BE BASED ON SOUND HORTICULTURAL PRACTICES RELATING TO MICROCLIMATE, SOIL, AND WATER REGIMES. ALL TREES WILL BE STAKED SO AS TO REMAIN UPRIGHT AND PALM FOLLOWING INSTALLATION. PLANT SIZE AND QUALITY AT TIME OF PLANTING WILL BE PER THE AMERICAN STANDARD FOR NURSERY STOCK (ANSI Z60.1-1990).

B. ALL PLANTS DEPICTED ON THE LANDSCAPE PLAN SHALL BE OF A VARIETY WHICH IS COMPATIBLE WITH LOCAL CLIMATE AND THE SOILS, DRAINAGE AND WATER CONDITIONS OF THE SITE.

IRRIGATION:
ALL LANDSCAPING WILL BE AUTOMATICALLY IRRIGATED. CONTAINER PLANTINGS WILL BE DRIP IRRIGATED BASED ON THE SPECIFIC HORTICULTURAL REQUIREMENTS OF EACH SPECIES A REDUCED PRESSURE TYPE BACKFLOW PREVENTER WILL BE PROVIDED ON THE IRRIGATION SYSTEM THAT'S REQUIRED PER CODE.

COST ESTIMATE

COST ESTIMATE - MATERIALS AND INSTALLATION			
PLANTS	Quantity	Unit Cost	Total
DECIDUOUS	17	\$ 250	\$ 4,250
EVERGREEN	8	\$ 450	\$ 3,600
SMALL DECIDUOUS	56	\$ 250	\$ 14,000
SHRUBS	1,131	\$ 60	\$ 67,860
NATIVE PLANT MIX	6844	\$ 5	\$ 34,218
TOTAL			\$ 123,928

IRRIGATION	Quantity	Unit Cost	Total
SLEEVING - LF	300	\$ 20	\$ 6,000
MAINLINE - LF	1,046	\$ 75	\$ 78,450
VALVES	6	\$ 250	\$ 1,500
DRIPLINES - LF	5,000	\$ 5	\$ 25,000
TIMER	2	\$ 5,000	\$ 10,000
TOTAL			\$ 120,950

HARDSCAPE	Quantity (SF & CY)	Cost	Total
Unilock Boulevard B Interlocking pavers	2,300	50	\$ 115,000
Crusher Fines	23.66	105	\$ 2,484
TOTAL			\$ 117,484

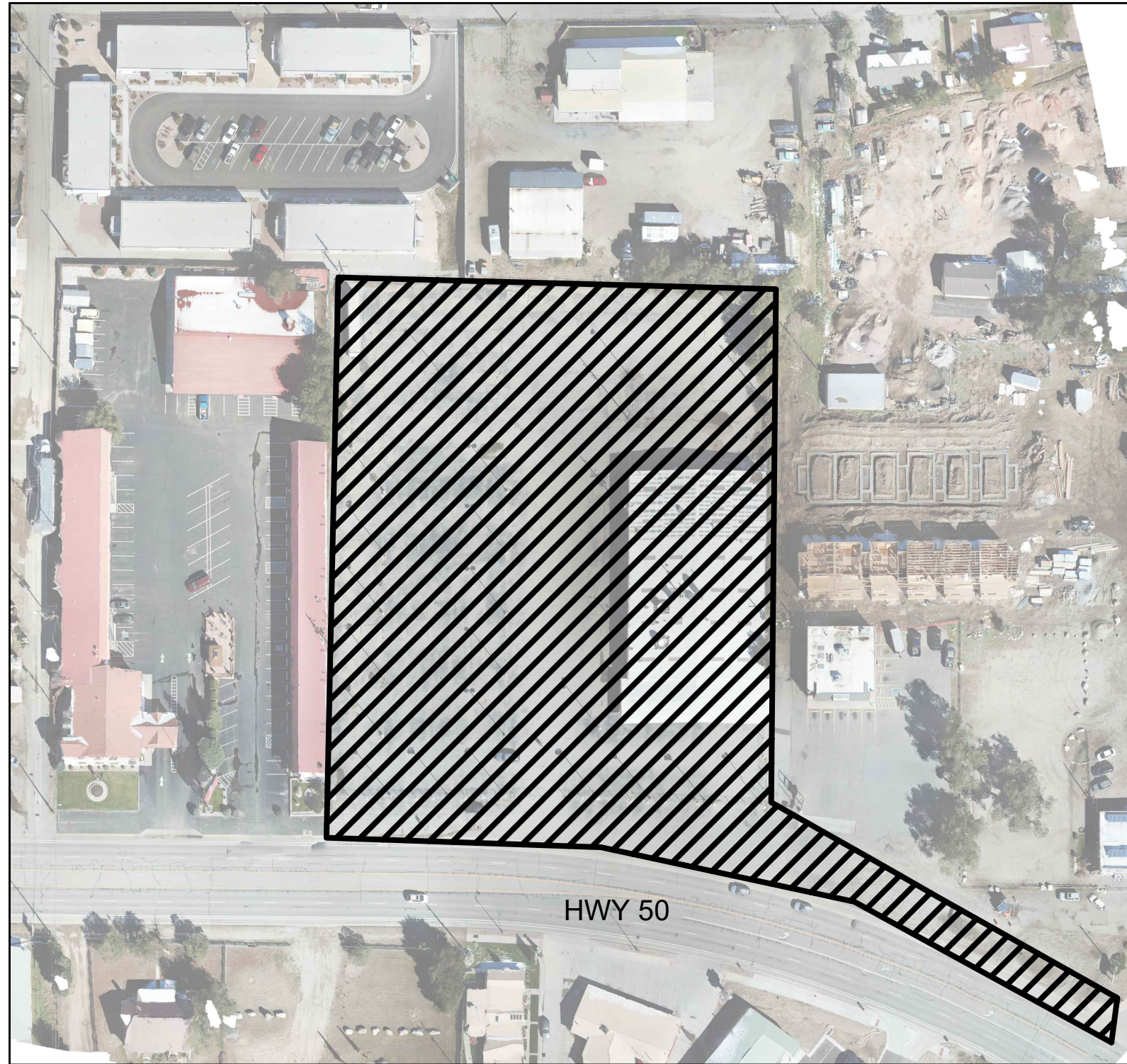
PROJECT ESTIMATED COSTS	\$	362,363
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LANDSCAPE CALCULATIONS

	Acres	SF	Notes	Reference - Salida Code of Ordinances - Version 10/11/22
Total Gross Area of Site	3.14	137,214		
Required Landscape (10%)	0.314	13,721		Code Sec. 16-8-90.A1 - If a property does not utilize the zero-foot setback allowance, the minimum landscape area shall be ten percent (10%) and shall be located in both the front and side yard, where applicable.
Provided Landscape (13%)	0.403	17,555		

	REQUIRED	PROVIDED	
TREES	59	66	Commercial (C-1) - 1 per 300 s.f., 17,555 SF LANDSCAPE/300 = 59 TREES REQ'D
Deciduous - Min. 1.5" Cal.		58	Deciduous trees. Deciduous trees shall be a minimum of one and one-half (1½) inches in caliper
Evergreen - Min. 6' Ht.		8	Coniferous trees. Coniferous trees shall be a minimum of six (6) feet in height.
PARKING LOT TREES	11	15	169 SPOTS, 1 TREE PER 15 SPOTS, 169/15 X 1 = 11 TREES
Total TREES	70	81	
Total SHRUB AREA	10,533 SF	11,086 SF	Code Sec. 16-8-90.C3 - Minimum of sixty percent (60%) of the required landscape area shall be live ground cover.
PARKING LOT SHRUBS	56	382	169 SPOTS, 5 SHRUBS PER 15 SPOTS, 169/15 X 5 = 56 SHRUBS
TOTAL SHRUB COUNT		1,136	Shrubs shall be a minimum two-gallon container.

CONSTRUCTION DOCUMENTS
SALIDA CROSSINGS
A PORTION OF THE SW 1/4 OF NW 1/4 OF SW 1/4 SECTION 4, TOWNSHIP 49 NORTH,
RANGE 9 EAST OF THE NEW MEXICO P.M. COUNTY OF
CHAFFEE, STATE OF COLORADO



VICINITY MAP
SCALE: 1" = 100'

Site Data Table	
	Proposed
Residential Density (units/acre)	28.6
Residential Density (units/lot sf)	1,492
Apartment Units	72
Townhome Units	20
Total Units	92
Total Office/Retail Space	10,274
Lot Coverage - Buildings	24%
Lot Coverage - Paving	39%
Coverage Cumulative	63%
Minimum Landscape Area	10
Primary Building Side Setback min (ft)	3
Primary Building Front Setback min (ft)	5
Primary Building Rear Setback min (ft)	5
Accessory Building Side Setback (ft)	10
Accessory Building Rear Setback (ft)	10
Maximum Height Primary Building (ft/in)	34/9
Maximum Height Accessory Building (ft)	23/7
Property Size (sq. ft)	137,254
Min. Lot Frontage (ft)	335'-7"

Sheet List Table	
Sheet Number	Sheet Title
L-1	LANDSCAPE COVER SHEET
L-2	LANDSCAPE PLAN
L-3	LANDSCAPE DETAILS
I-1	IRRIGATION PLAN
I-2	IRRIGATION DETAILS
	SEE CIVIL DRAWINGS FOR EROSION CONTROL PLAN

SITE TOTAL AREA: 3.15 AC

PARKING REQUIRED - 185
W/ 25% MIXED-USE REDUCTION - 139
PARKING PROVIDED

STANDARD PARKING 9'X18' (10 ADA).....	113 STALLS
COMPACT PARKING 8'X16'.....	46 STALLS

SITE TOTAL.....159 STALLS

TOTAL RETAIL / OFFICE ~ 10,274 SF
TOTAL UNITS = 100
31.75 DU/AC

CONTACTS:

OWNER:

CONCEPT30, INC.
71 GLENMOOR DRIVE
ENGLEWOOD, CO 80113
CONTACT: BERNIE WEBER

SURVEYOR:

RUBINO SURVEYING
3312 AIRPORT ROAD
BOULDER, CO 80301
PHONE: (303) 464-9515
CONTACT: BOB RUBINO

LANDSCAPE ARCHITECT

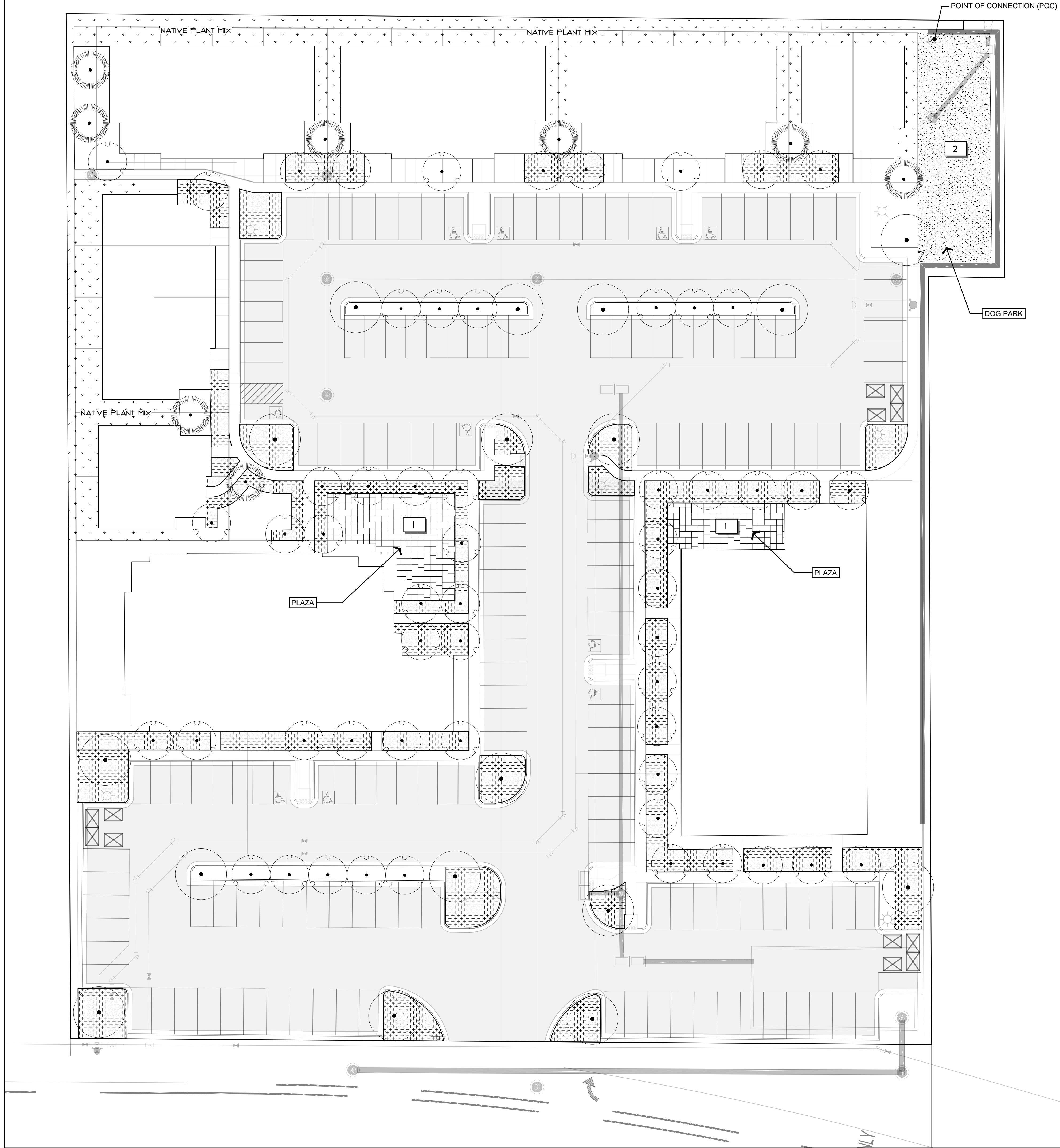
PHELPS ENGINEERING SERVICES
 3522 SOUTH EMERSON STREET
 ENGLEWOOD, CO 80113
 PHONE: (303) 298-1644
 CONTACT: CLAYTON TRAPP

CIVIL ENGINEER

PHELPS ENGINEERING SERVICES
 3522 SOUTH EMERSON STREET
 ENGLEWOOD, CO 80113
 PHONE: (303) 298-1644
 CONTACT: LONNY PHELPS

SUBMITTAL DATES

1ST - 10/27/2022



LANDSCAPE CALCULATIONS

	Acres	SF	Notes	Reference - Salida Code of Ordinances - Version 10/11/22
Total Gross Area of Site	3.14	137,214		
Required Landscape (10%)	0.314	13,721		Code Sec. 16-8-90.A1 - If a property does not utilize the zero-foot setback allowance, the minimum landscape area shall be ten percent (10%) and shall be located in both the front and side yard, where applicable.
Provided Landscape (13%)	0.403	17,555		

	REQUIRED	PROVIDED		
TREES	59	66	Commercial (C-1) - 1 per 300 s.f., 17,555 SF LANDSCAPE/300 = 59 TREES REQ'D	Code Sec. 16-8-90.C5-6
Deciduous - Min. 1.5" Cal.		58		Deciduous trees. Deciduous trees shall be a minimum of one and one-half (1½) inches in caliper
Evergreen - Min. 6' Ht.		8		Coniferous trees. Coniferous trees shall be a minimum of six (6) feet in height.
PARKING LOT TREES	11	15	169 SPOTS, 1 TREE PER 15 SPOTS, 169/15 X 1 = 11 TREES	Code Sec. 16-8-90.D1-3
Total TREES	70	81		
Total SHRUB AREA	10,533 SF	11,086 SF		Code Sec. 16-8-90.C3 - Minimum of sixty percent (60%) of the required landscape area shall be live ground cover.
PARKING LOT SHRUBS	56	382	169 SPOTS, 5 SHRUBS PER 15 SPOTS, 169/15 X 5 = 56 SHRUBS	
TOTAL SHRUB COUNT		1,136		Shrubs shall be a minimum two-gallon container.

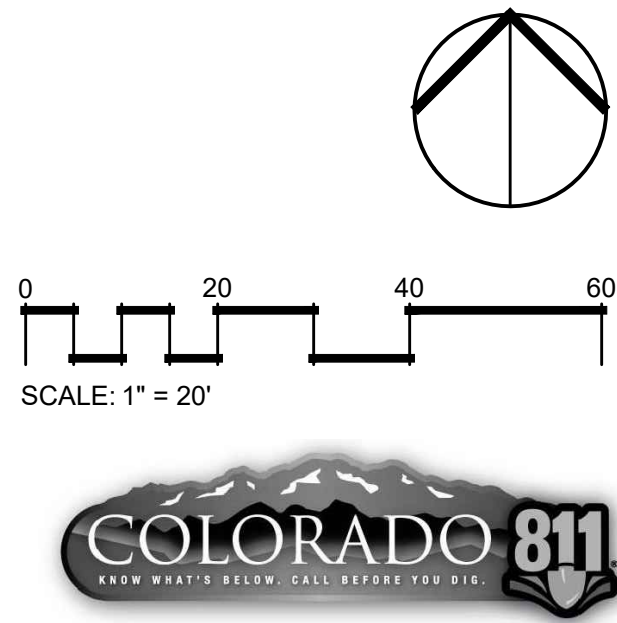
PLANT SCHEDULE

TREES	QTY	BOTANICAL NAME	COMMON NAME	SIZE	CONTAINER	DETAIL
11	DECIDUOUS	QUERCUS TRACANTHOS INERIS 'SKYLINE'	SKYLINE HONEY LOCUST	1.5" CAL	DB	1/L-3
8	EVERGREEN	JUNIPERUS SCOPULORUM	ROCKY MOUNTAIN JUNPER	6' HT.	DB	2/L-3
56	SMALL DECIDUOUS	IRYNDA RETICULATA	JAPANESE TREE LILAC	1.5" CAL	DB	1/L-3
SHRUB AREAS	QTY	BOTANICAL NAME	COMMON NAME	SIZE	CONTAINER	SPACING DETAIL
11,078 SF	SHRUB AREA	ALNORPHIA CANESCENS	LEADPLANT	2 GAL	POT	36" # 34" O.C.
446	ARCTOSTAPHYLOS UVA-URS	HASSACHUSETTS	2 GAL	POT	18" # 30" O.C.	
446	GARYOPTERIS X CLANDONENSIS	BLUEBERRY	2 GAL	POT	36" # 34" O.C.	
48	RUBUS TRILOBATA	SKUNKBUSH BUMAG	2 GAL	POT	18" # 10" O.C.	

BOTANICAL	COMMON	PURE LIVE SEED RATE (LBS/ACRE)	PLANTING RATE PLS (LBS/ACRE)
Agrostis cristatum	Crested Wheatgrass	20	2.5
Bouteloua gracilis	Blue Grama Grass	8	1.6
Elymus lanceolatus	Northern Wheatgrass	17	2.4
Panicum virgatum	Switch Grass	3	0.6
Sporobolus cryptandrus	Sand Dropseed	1	0.15
TOTALS:		1000	8.25
	DRILL SEED RATE:	8.25	PLS/ACRE
	MECHANICAL BROADCAST RATE:	35.5	PLS/ACRE
	HAND BROADCAST RATE:	49.5	PLS/ACRE

REFERENCE NOTES & SCHEDULE

SYMBOL	DESCRIPTION	QTY	DETAIL
UNLOCK BOULEVARD B	UNLOCK BOULEVARD B	2,800 SF	5/L-3
INTERLOCKING PAVERS WITH A SMOOTH FINISH	INTERLOCKING PAVERS WITH A SMOOTH FINISH		
SYMBOL	DESCRIPTION	QTY	DETAIL
CRUSHER FINES - MOUNTAIN GRANITE BREEZE	CRUSHER FINES - MOUNTAIN GRANITE BREEZE	23,66 CY	4/L-3



No.	REVISIONS	DATE	BY

PHelps
ENGINEERING
3522 South Emerson St. Englewood, CO 80113
(303) 295-1644 info@phelpsenr.com phelpsenr.com

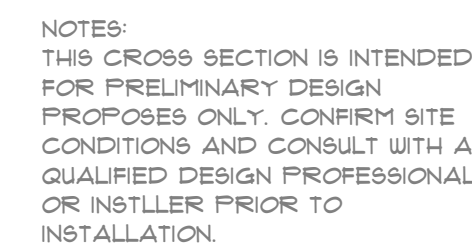
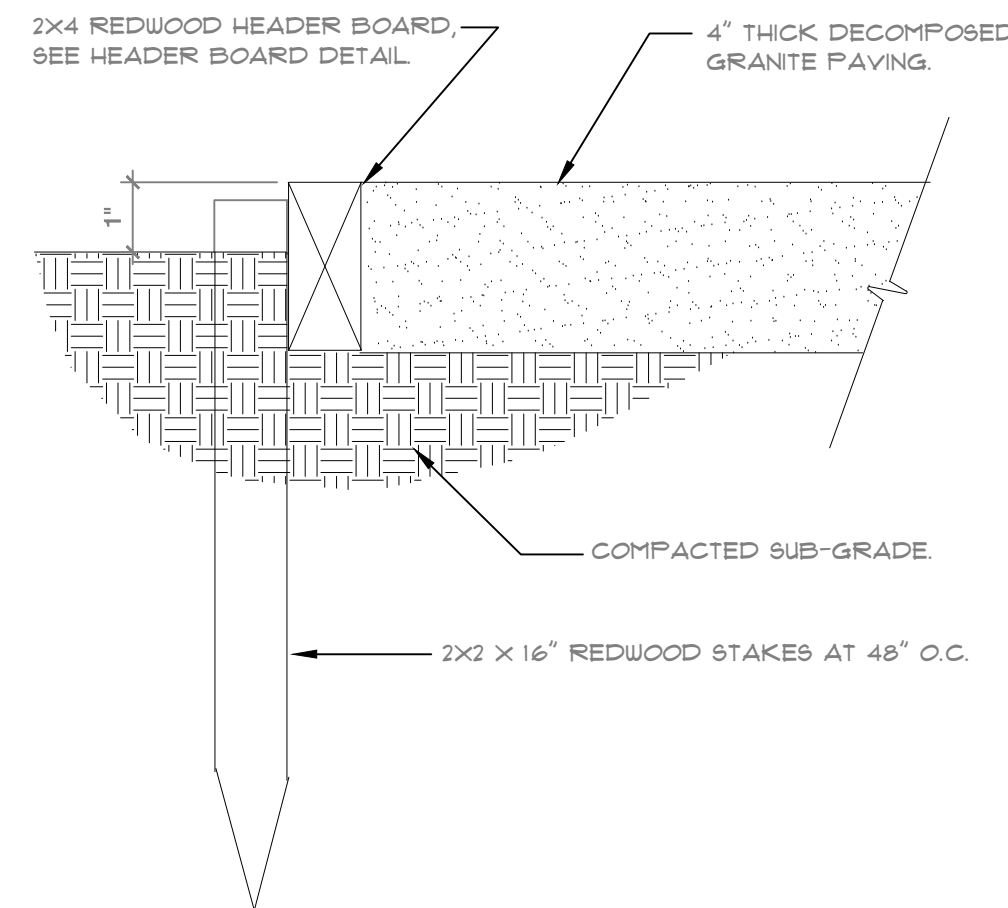
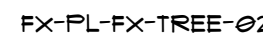
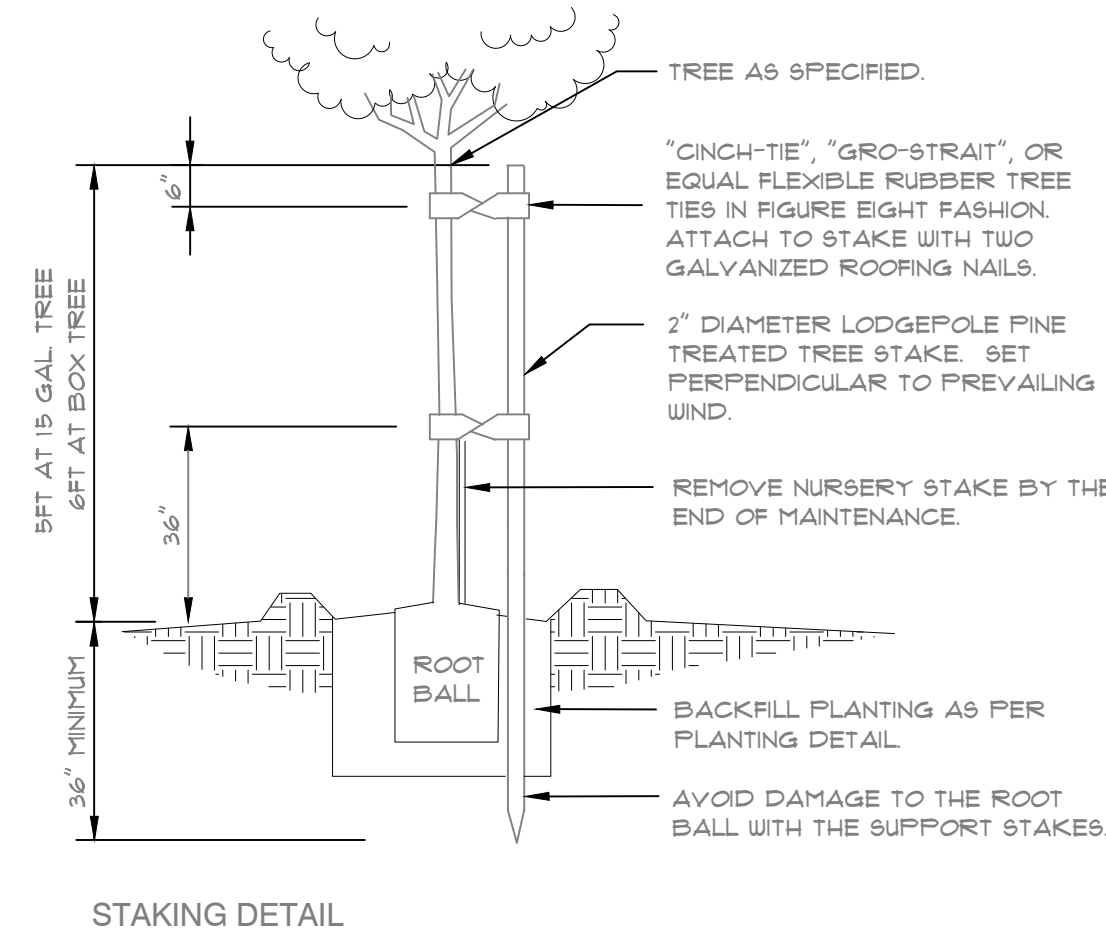
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CONSTRUCTION DOCUMENTS
LANDSCAPE PLAN

SALIDA CROSSINGS
1520 E. RAINBOW BLVD.
CITY OF SALIDA, COLORADO

DATE
10/27/2022
PROJECT NO.
17202

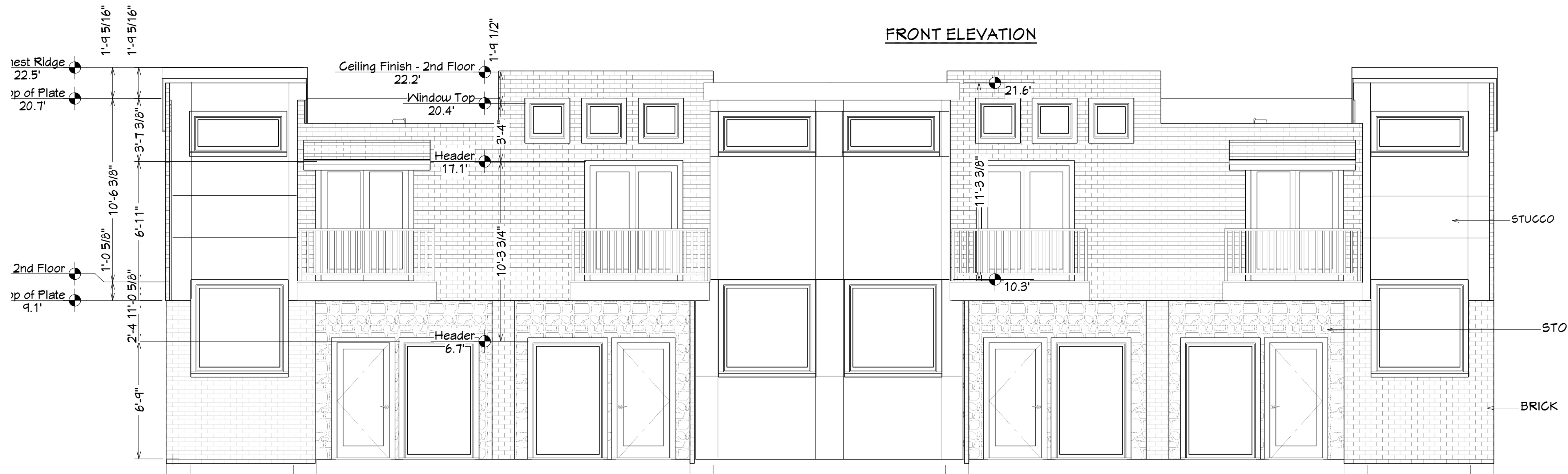
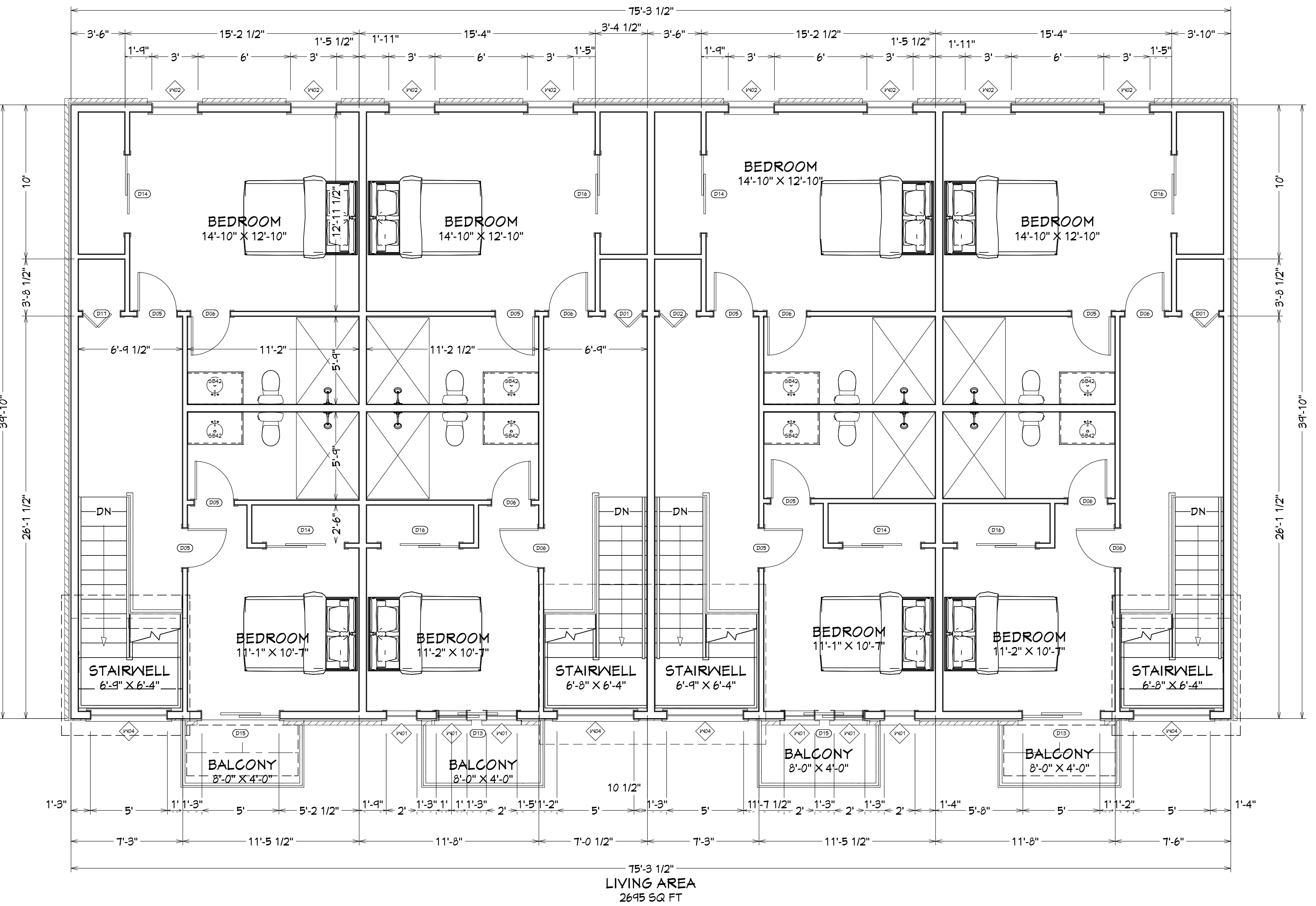
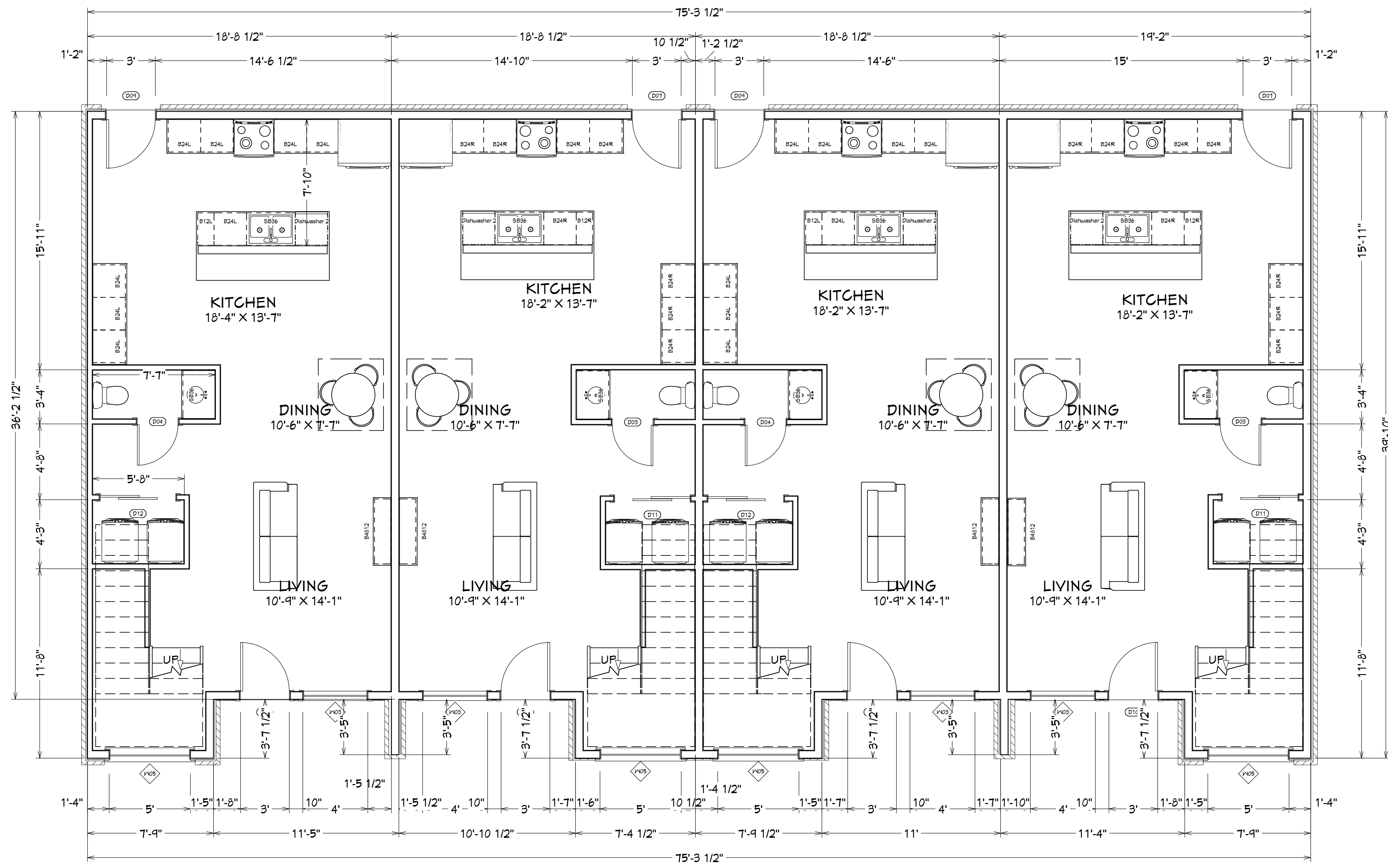
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FX-PL-FX-SHRB-0-

FX-SI-FX-PAY-0

FX-SI-UNLK-INTE-0



			DOOR SCHEDULE				
NUMBER	LABEL	QTY	FLOOR	R/O	DESCRIPTION	HEADER	
D01	2468 L	2	2	2468 L	30° X52 1/2"	2 DR HINGED, LOUVERED	24X36 3/4" (2)
D02	2468 R	2	2	2468 R	30° X52 1/2"	2 DR HINGED, LOUVERED	24X36 3/4" (2)
D03	2668 L	2	1	2668 L RIN	32° X52 1/2"	HINGED-DOOR P04	24X36 3/4" (2)
D04	2668 R	2	1	2668 R RIN	32° X52 1/2"	HINGED-DOOR P04	24X36 3/4" (2)
D05	2668 L	2	1	2668 L RIN	32° X52 1/2"	HINGED-DOOR P04	24X36 3/4" (2)
D06	2668 R	2	1	2668 R RIN	32° X52 1/2"	HINGED-DOOR P04	24X36 3/4" (2)
D07	3068 L	2	1	3068 L EX	38° X58 3/4"	EXT. HINGED-DOOR E21	24X41 1/4" (2)
D08	3068 R	2	1	3068 R EX	38° X58 3/4"	EXT. HINGED-GLASS PANEL	24X41 1/4" (2)
D09	3068 L	2	1	3068 L EX	38° X58 3/4"	HINGED-GLASS PANEL	24X41 1/4" (2)
D10	3068 R	2	1	3068 R EX	38° X58 3/4"	EXT. HINGED GLASS PANEL	24X41 1/4" (2)
D11	4368 L	2	1	4368 L IN	51° 41/6" X62 1/2"	SLIDER-DOOR P04	24X360 41/6" (2)
D12	4368 R	2	1	4368 R IN	51° 41/6" X62 1/2"	SLIDER-DOOR P04	24X360 41/6" (2)
D13	5068 L	2	2	5068 L EX	62° X58 3/4"	EXT. SLIDER GLASS PANEL	24X366 3/4" (2)
D14	5068 R	2	2	5068 R EX	62° X58 3/4"	EXT. SLIDER GLASS PANEL	24X366 3/4" (2)
D15	5068 L	2	2	5068 L EX	62° X58 3/4"	EXT. SLIDER GLASS PANEL	24X366 3/4" (2)
D16	5068 R	2	2	5068 R EX	62° X58 3/4"	EXT. SLIDER GLASS PANEL	24X366 3/4" (2)
D17	5568 L	1	2	5568 R	30° 41/6" X52 1/2"	2 DR BIFOLD, LOUVERED	24X363 3/4" (2)

WINDOW SCHEDULE							
NUMBER	LABEL	QTY	FLOOR	SIZE	R/O	DESCRIPTION	HEADER
W01	2020FX	6	2	2020FX	25"x25"	FIXED GLASS	2X6X28" (2)
W02	3050DH	8	2	3050DH	37X16"	DOUBLE HUNG	2X6X40" (2)
W03	4068FX	4	1	4068FX	44X18"	FIXED GLASS	2X6X32" (2)
W04	5020FX	4	2	5020FX	61X125"	FIXED GLASS	2X6X64" (2)
W05	5050FX	4	1	5050FX	61X16"	FIXED GLASS	2X6X64" (2)

DOOR LABEL/ SIZE: 3060 IS A DOOR THAT IS 3 FT 0 INCHES WIDE BY 6 FEET 0 INCHES TALL. TO FURTHER CLARIFY, THE 3060 LABEL IS TO BE READ AS FEET AND INCHES (WIDTH) AND FEET AND INCHES (HEIGHT). THE DOOR LABEL IS THE ACTUAL SIZE OF THE DOOR ITSELF, NOT THE ROUGH OPENING SIZE. VERIFY THE ROUGH OPENING SIZE WITH THE DOOR MANUFACTURER CHOSEN AT SITE.

WINDOW LABEL SIZE: 3050 IS A WINDOW THAT IS 3 FT 0 INCHES WIDE BY 5 FEET 0 INCHES TALL. TO FURTHER CLARIFY, THE 3050 LABEL IS TO BE READ AS FEET AND INCHES (WIDTH) AND FEET AND INCHES (HEIGHT) THE WINDOW LABEL IS THE ACTUAL SIZE OF THE WINDOW ITSELF, NOT THE ROUGH OPENING SIZE. VERIFY THE ROUGH OPENING SIZE WITH THE WINDOW MANUFACTURER CHOSEN AT SITE.

GENERAL NOTES:

THE BUILDER SHALL VERIFY THAT SITE CONDITIONS ARE CONSISTENT WITH THESE PLANS BEFORE STARTING WORK. WORK NOT SPECIFICALLY DETAILED SHALL BE CONSTRUCTED TO THE SAME QUALITY AS SIMILAR WORK THAT IS DETAILED. ALL WORK SHALL BE DONE IN ACCORDANCE WITH INTERNATIONAL BUILDING CODES AND LOCAL CODES.

WRITTEN DIMENSIONS AND SPECIFIC NOTES SHALL TAKE PRECEDENCE OVER SCALED DIMENSIONS AND GENERAL NOTES. THE ENGINEER/DESIGNER SHALL BE CONSULTED FOR CLARIFICATION IF SITE CONDITIONS ARE ENCOUNTERED THAT ARE DIFFERENT THAN SHOWN, IF DISCREPANCIES ARE FOUND IN THE PLANS OR NOTES, OR IF A QUESTION ARISES OVER THE INTENT OF THE PLANS OR NOTES. CONTRACTOR SHALL VERIFY AND IS RESPONSIBLE FOR ALL DIMENSIONS (INCLUDING ROUGH OPENINGS).

PLEASE SEE ADDITIONAL NOTES CALLED OUT ON OTHER SHEETS

BUILDING PERFORMANCE:

HEAT LOSS CALCULATIONS SHALL COMPLY WITH THE REQUIREMENTS OF REGIONAL AND LOCAL CODES. SEE CALCULATIONS, PORCHES, DECKS, FOUNDATION, FIREPLACE ENCLOSURES, AND GARAGE AREAS NOT INCLUDED IN LIVING AREA. ALL EXHAUST FANS TO BE VENTED DIRECTLY TO THE EXTERIOR. ALL PENETRATIONS OF THE BUILDING ENVELOPE SHALL BE SEALED WITH CAULK OR FOAM.

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THE ENCLOSED INFORMATION IS INTENDED TO ASSIST AND INFORM YOU IN THE CONSTRUCTION OF THIS TOWNHOME. THE CONSTRUCTION PLANS HAVE BEEN DRAWN TO PRESCRIBE TO THE MINIMUM REQUIREMENTS OF THE CITY OF CHICAGO. DETERMINE HOW CONSTRUCTION PLANS ARE DRAWN AND WHAT INFORMATION THEY INCLUDE. CONSTRUCTION PLANS ARE INTENDED AS A GUIDE. THEY ARE NOT INTENDED TO BE A SET OF STEP-BY-STEP INSTRUCTIONS. OVERSIGHT OF THE CONSTRUCTION OF THIS TOWNHOME WITH THE SERVICE OF A PROFESSIONAL BUILDER, WE SUGGEST THAT YOU BECOME THOROUGHLY FAMILIAR WITH READING CONSTRUCTION PLANS AND BEING ABLE TO ASSESS THE QUALITY OF THE WORK. THE CARE AND EFFORT GOES INTO THE DESIGN AND CREATION OF THE CONSTRUCTION PLANS; HOWEVER, BECAUSE OF THE IMPOSSIBILITY OF ANTICIPATING ALL POSSIBLE CONSTRUCTION SITUATIONS, THE SUPERVISION AND CONTROL OVER THE ACTUAL CONSTRUCTION, AND BECAUSE OF THE VARIATIONS IN THE QUALITY OF THE MATERIALS, REQUIREMENTS AND OTHER GEOGRAPHIC LOCAL AND WEATHER CONDITIONS, DRAFTING DREAMZ, LLC, NOR THE AGENTS OR EMPLOYEES OF DRAFTING DREAMZ, LLC, CAN BE HELD RESPONSIBLE FOR ERRORS AND/OR OMISSIONS IN THE DIMENSIONS, AND/OR DRAWINGS CONTAINED IN THE CONSTRUCTION PLANS SHALL BE BOUND TO DRAW THE ATTENTION OF THE CLIENT TO ANY PROBLEMS TO COMMENCEMENT OF CONSTRUCTION. PROCEEDING WITH CONSTRUCTION WITHOUT REVIEW OF THE CONSTRUCTION PLANS, OR CONSTRUCTION DOCUMENTS AS IS' AND ANY DISCREPANCIES, ERRORS, AND/OR OMISSIONS BECOME THE SOLE RESPONSIBILITY OF THE CLIENT. DRAFTING DREAMZ, LLC, DOES NOT GUARANTEE THE CONSTRUCTION OF HOUSE DRAFTING DREAMZ, LLC, WILL BE GIVEN FULL OPPORTUNITY TO CORRECT ANY ERRORS AND/OR OMISSIONS IN THE CONSTRUCTION PLANS. DRAFTING DREAMZ, LLC, DOES NOT GUARANTEE THE MAXIMUM FINANCIAL LIABILITY TO DRAFTING DREAMZ, LLC, CAN NOT EXCEED THE AMOUNT PAID TO DRAFTING DREAMZ, LLC. THE PROFESSIONAL SEAL ADDITIONAL DRAWINGS
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a. REQUIREMENTS FOR VERIFYING LOCATIONS OF SITE UTILITIES, REQUIREMENTS FOR UTILITIES AND CONNECTIONS FEES, OWNER, CONTRACTOR AND SUB-CONTRACTORS TO PAY ALL OF THEIR RELATED CONSTRUCTION PERMIT FEES AS AGREED UPON BETWEEN THE OWNER AND CONTRACTOR.
2. BEFORE EXCAVATION, THE CONTRACTOR SHALL EXAMINE ALL DRAWINGS, MAPS, AND BUILDING SITE TO DETERMINE THE ROUTES OF ALL UNDERGROUND UTILITIES.
3. BEFORE EXCAVATION, THE CONTRACTOR SHALL ADVISE THAT THE OWNER AND OR CONTRACTOR CALL THEIR STATES UTILITY LOCATOR FACILITATOR.
4. IT IS RECOMMENDED THAT THE SITES SOIL BE TESTED FOR COMPRESSION RATING TO DETERMINE FOUNDATION AND FOOTING DESIGN. THE CONTRACTOR SHALL ADVISE THE OWNER OF ALL RESULTS IN ACCORDANCE TO CHAPTER 4 OF THE I.R.C. CODE. FOUNDATION DESIGN TO BE VERIFIED BY A LOCAL PROFESSIONAL OR ENGINEER. CONSULT A LOCAL CIVIL ENGINEER FOR SITE PLANS AND SURVEYS OF EXISTING CONDITIONS. THE CONTRACTOR SHALL BE ADVISED AND BE CONSULTED FOR MORE EXTENSIVE LANDSCAPE DESIGNS.

[illegible]TOWN HOME
PRELIMINARY DESIGN

CONCEPT 30 INC
1520 HWY 50
SALIDA, CO 80221

CUSTOMER:

INGS PROVIDED BY:
DRAFTING DREAMZ
150 QUORUM DR, STE 700
DALLAS, TX 75254
(469)-931-8811
DRAFTINGDREAMZ.COM

DATE _____

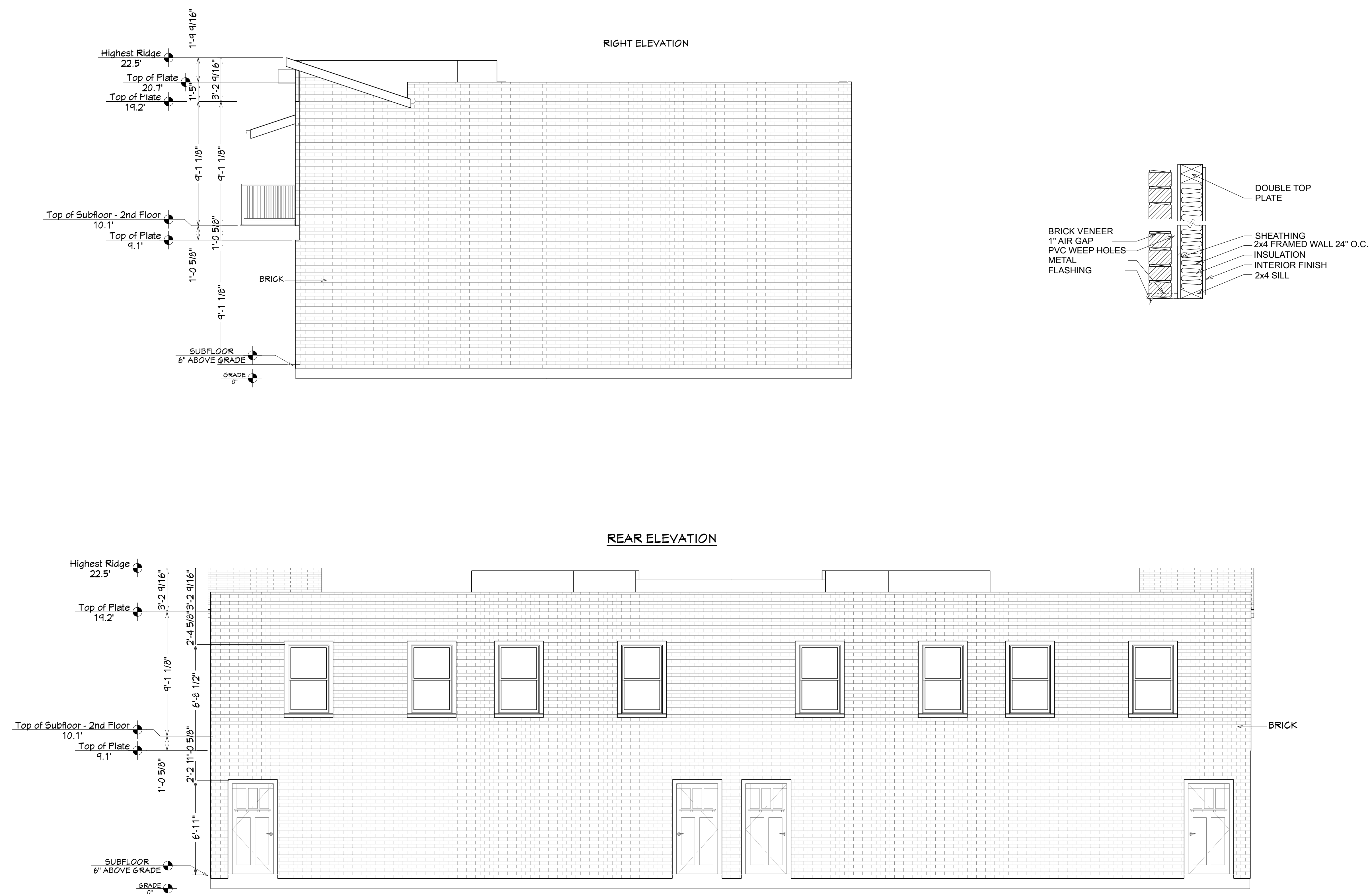
10/14/22

SCALE:

$$1/4'' = 1'$$

SHEET:

A-1



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PAPER SIZE

REVISION TABLE		
NUMBER	DATE	DESCRIPTION

TOWN HOME
PRELIMINARY DESIGN

CONCEPT 30 INC
1520 HWY 50
SALIDA, CO 80221

INGS PROVIDED BY:
DRAFTING DREAMZ
150 QUORUM DR, STE 700
DALLAS, TX 75254
(469)-931-8811
DRAFTINGDREAMZ.COM

DATE:

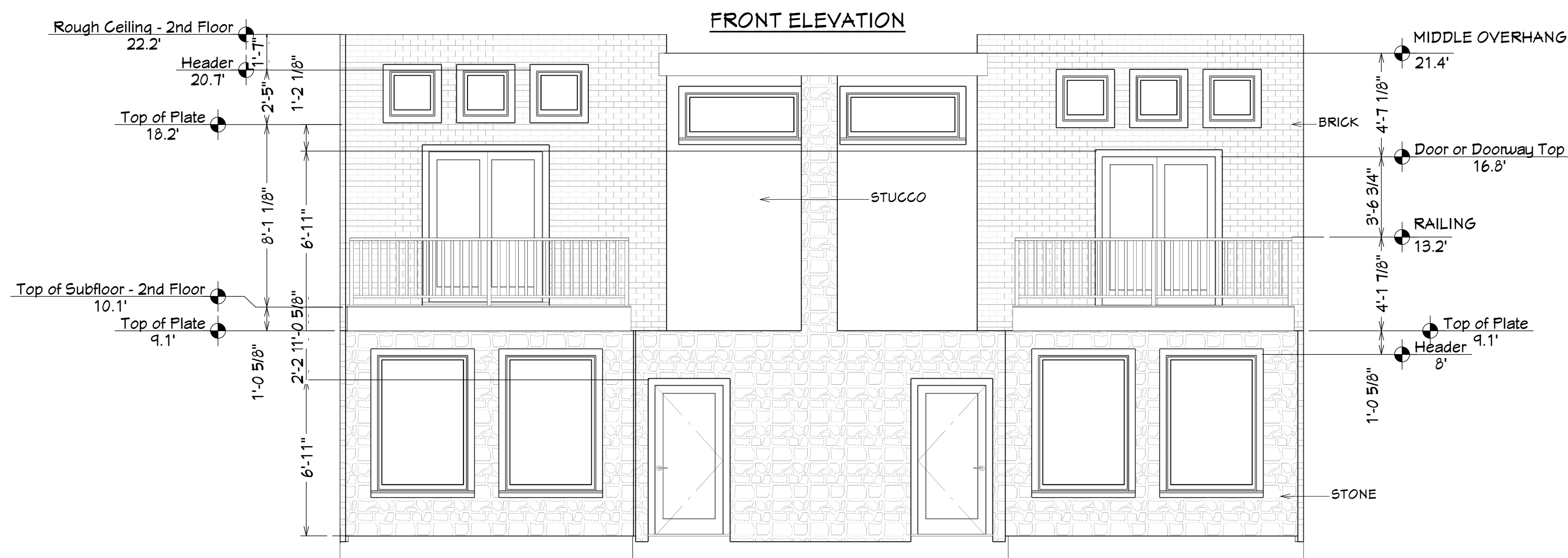
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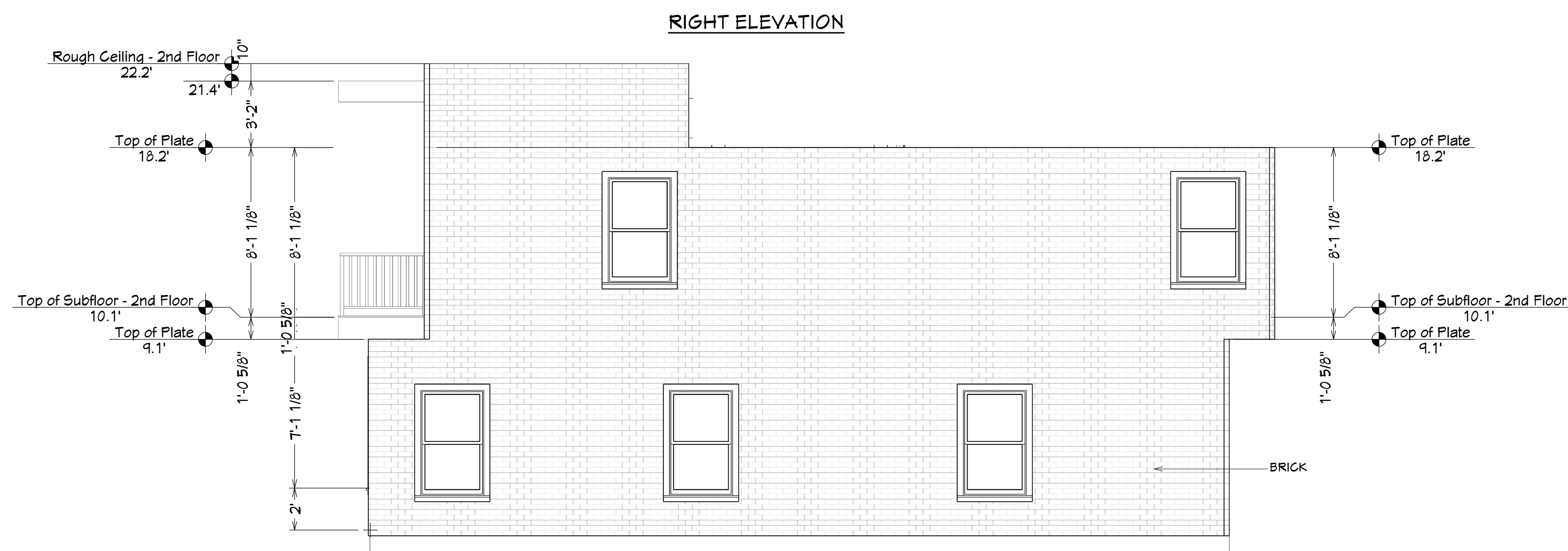
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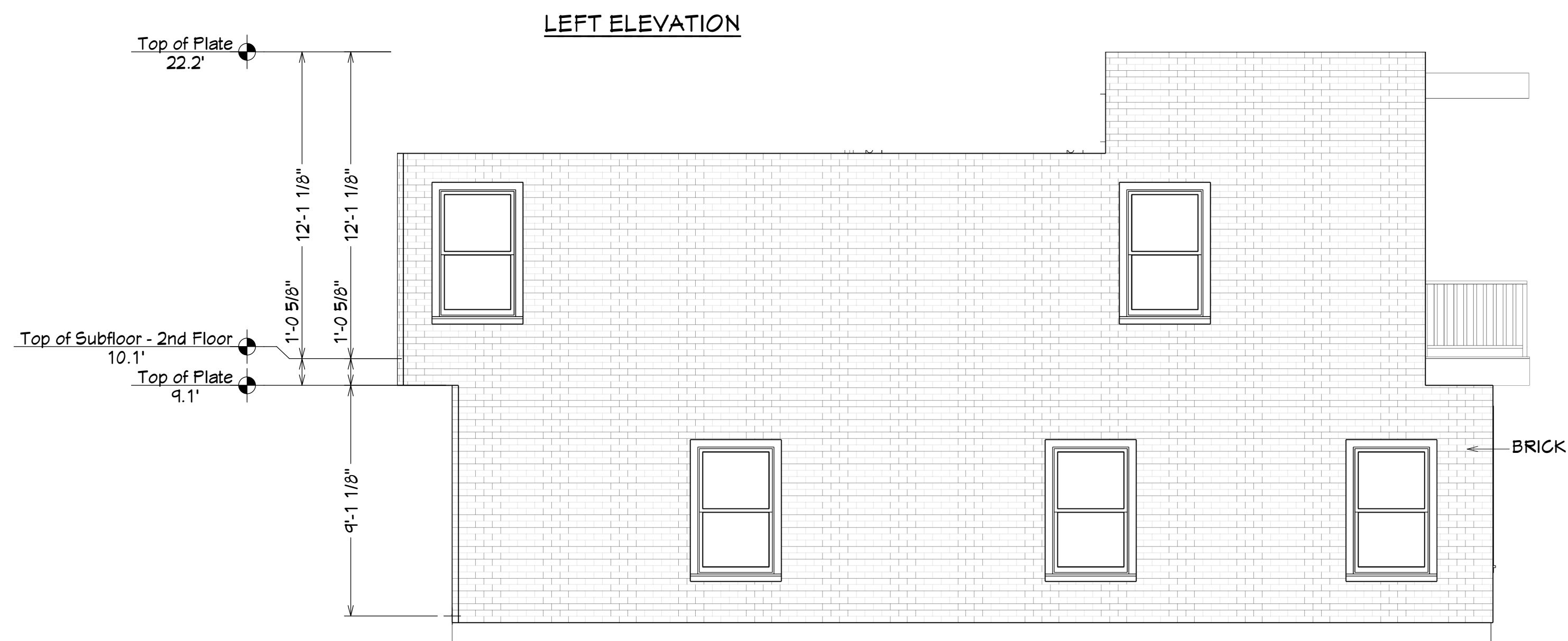
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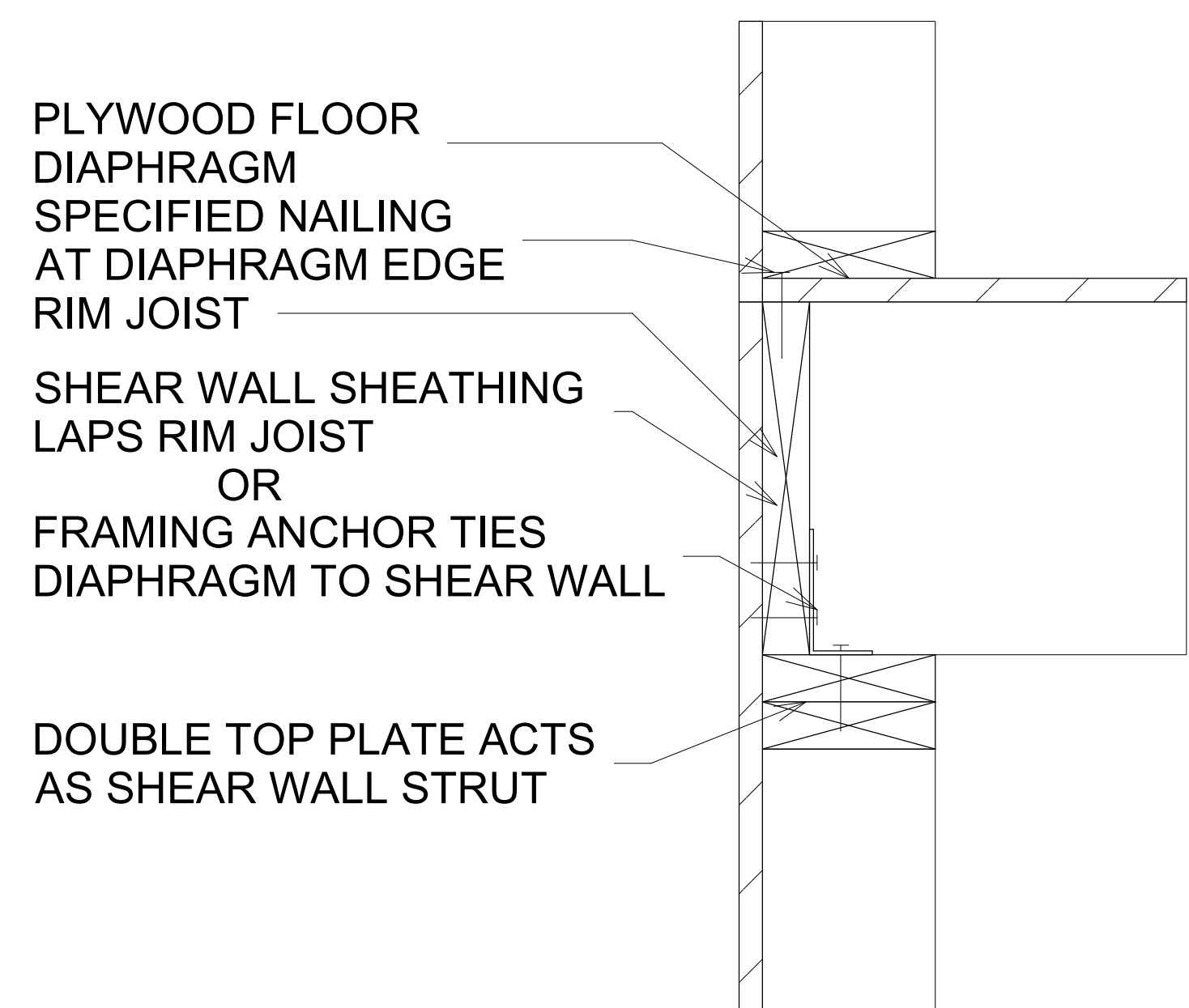
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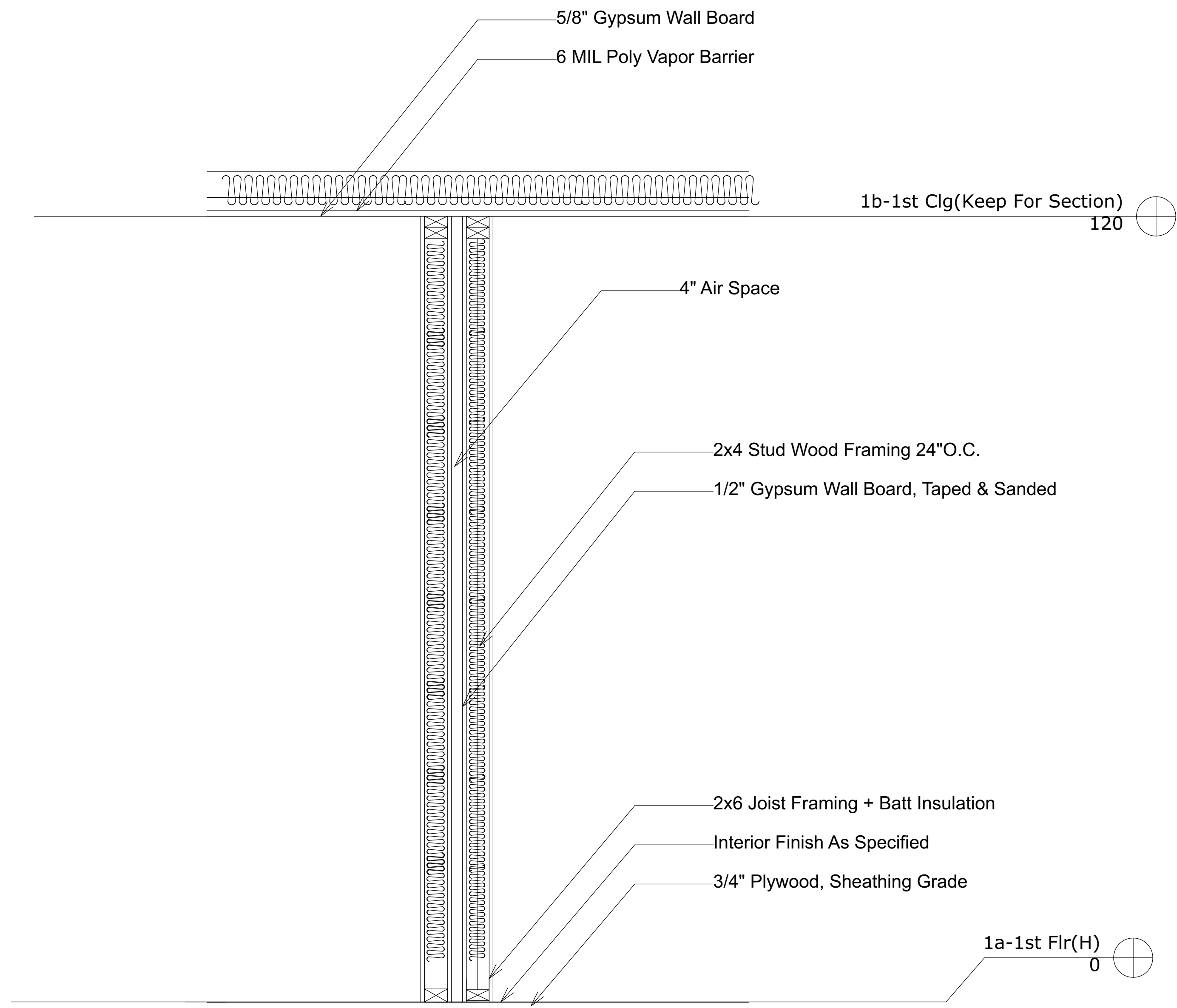
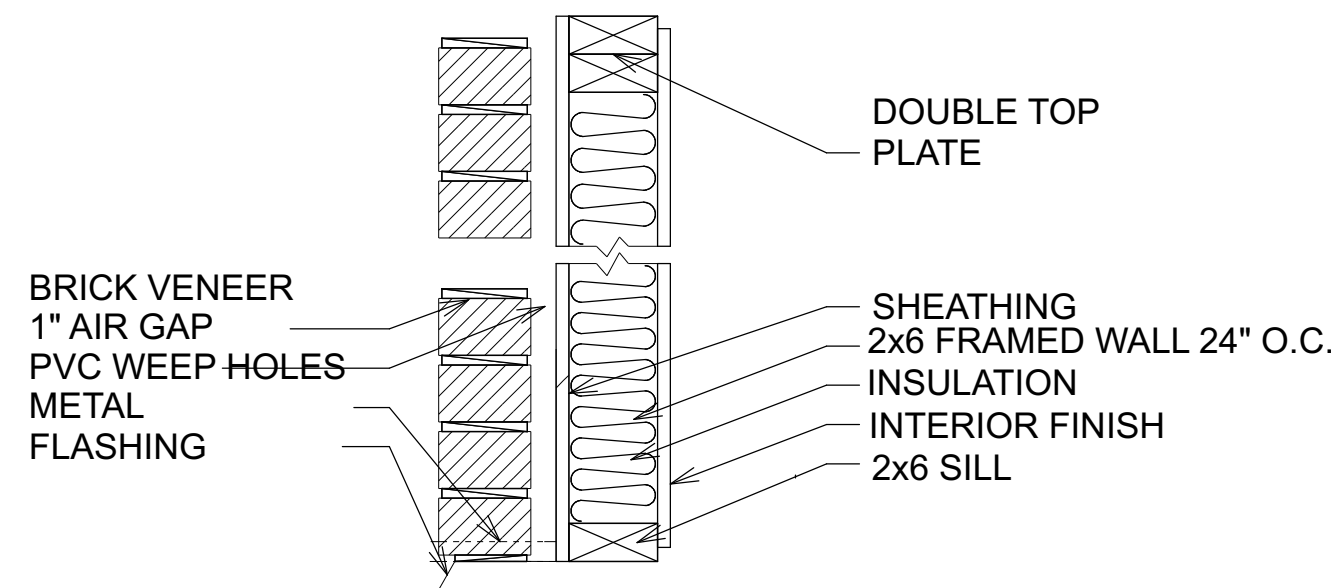
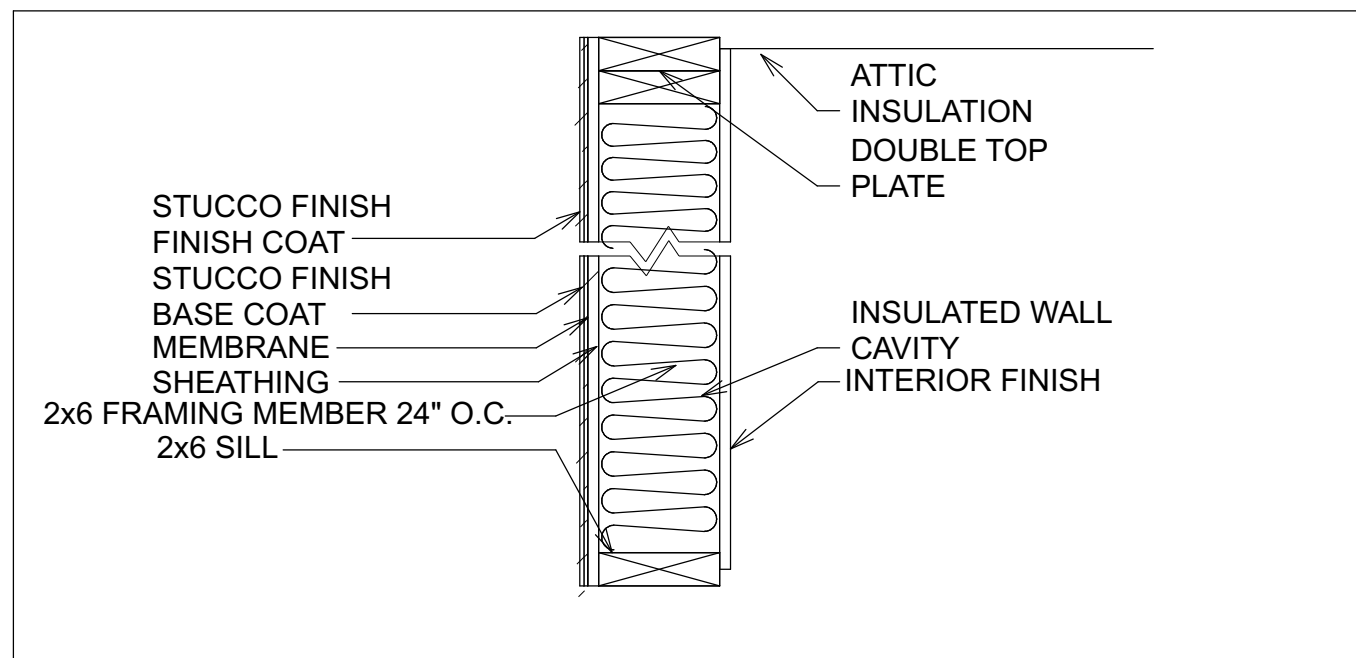
Elevation 2



Elevation 4



Shear Wall: Floor Diaphragm



FIRE WALL DETAIL

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5050 QUORUM DR., STE 700
DALLAS, TX 75254
DRAFTINGDREAMZ.COM

DATE:
10/25/22

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A-2

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SALIDA CROSSINGS

...a proposed mixed-use redevelopment serving the City of Salida, Colorado.



**Traffic Impact Study
October 28, 2022**

Prepared by Phelps Engineering
3522 South Emerson Street
Englewood, CO 80113
Tel: 303-298-1644

On Behalf of BV Investments LLC

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INTRODUCTION

Phelps Engineering Services, Inc. (PES) has prepared this traffic impact study for the proposed Salida Crossings mixed-use redevelopment project. This site is located at 1520 East Highway 50 in Salida, CO at county parcel number 380704300016. Currently, the site is occupied by a vacant car dealership parking lot. The site plan included in this report shows the use of only the current site access to East Rainbow Boulevard (US Highway 50A). No additional access is proposed. This existing access is located approximately 460 feet west of the intersection of East Rainbow Boulevard/Oak Street. This report has been prepared for submittal to the Colorado Department of Transportation (CDOT) and the City of Salida.

The preparation of this report included the following:

- An inventory of existing road and traffic conditions on US Highway 50A adjacent to the site including surface conditions; functional classification; road widths; pavement markings; traffic control signs; posted speed limits; intersection and access spacing; roadway and intersection alignments; curb, gutter, and sidewalk locations; and auxiliary turn lanes.
- Weekday turning movement traffic counts at the intersections of Rainbow Boulevard/Hunt Street, East Rainbow Boulevard/Oak Street, and Oak Street/County Road 105.
- A three-year (2020, 2019 and 2018) crash pattern review for US 50A between milepost 222 and 223, and for CO 291A between milepost 0 and 1.
- CDOT 2021 Annual Average Daily Traffic (AADT) volume data for US Highway 50A (East Rainbow Boulevard) adjacent to the site and SH 291 (Oak Street).
- Projections of 20-year background (baseline) traffic volumes on East Rainbow Boulevard and Oak Street adjacent to the site.
- The existing and proposed site land uses and access plan.
- Estimates of average weekday and weekday peak-hour trip generation for the proposed Salida Crossings redevelopment project and the estimated directional distribution of site-generated vehicle trips on the roadways and intersections adjacent to the site.
- Projected site-generated and resulting total peak-hour intersection traffic volumes at the site access point on East Rainbow Boulevard and at the intersection of East Rainbow Boulevard/Oak Street.
- An on-site parking needs analysis generated by the proposed residential and retail land uses and ADA parking space requirements.
- Intersection level of service analysis at the site access intersection with East Rainbow Boulevard and the intersection of East Rainbow Blvd./Oak St.
- An auxiliary right-/left-turn lane needs analysis based on the projected redevelopment volumes and criteria in the Colorado State Highway Access Code.
- Findings and recommendations.

LAND USE AND ACCESS

Figure 1 shows the site location relative to the adjacent and nearby roadways. A vacant car dealership parking lot currently occupies the site. The existing car dealership parking lot will be replaced with the Salida Crossings redevelopment. Salida Crossings is a planned mixed-use redevelopment project, consisting of seventy-two apartment units, twenty townhome units, and 10,274 square feet of retail space.



Figure 1: The site location relative to the adjacent and nearby roadways.

Figure 2 contains the proposed site plan showing the multi-family home units, townhome units, office/retail spaces, site circulation, and the access point to East Rainbow Boulevard. Site access to East Rainbow Boulevard will be via an existing access located approximately 460 feet west of Oak Street. Use of the access for the redevelopment project will require CDOT approval. Therefore, the applicant will submit a CDOT access permit application.

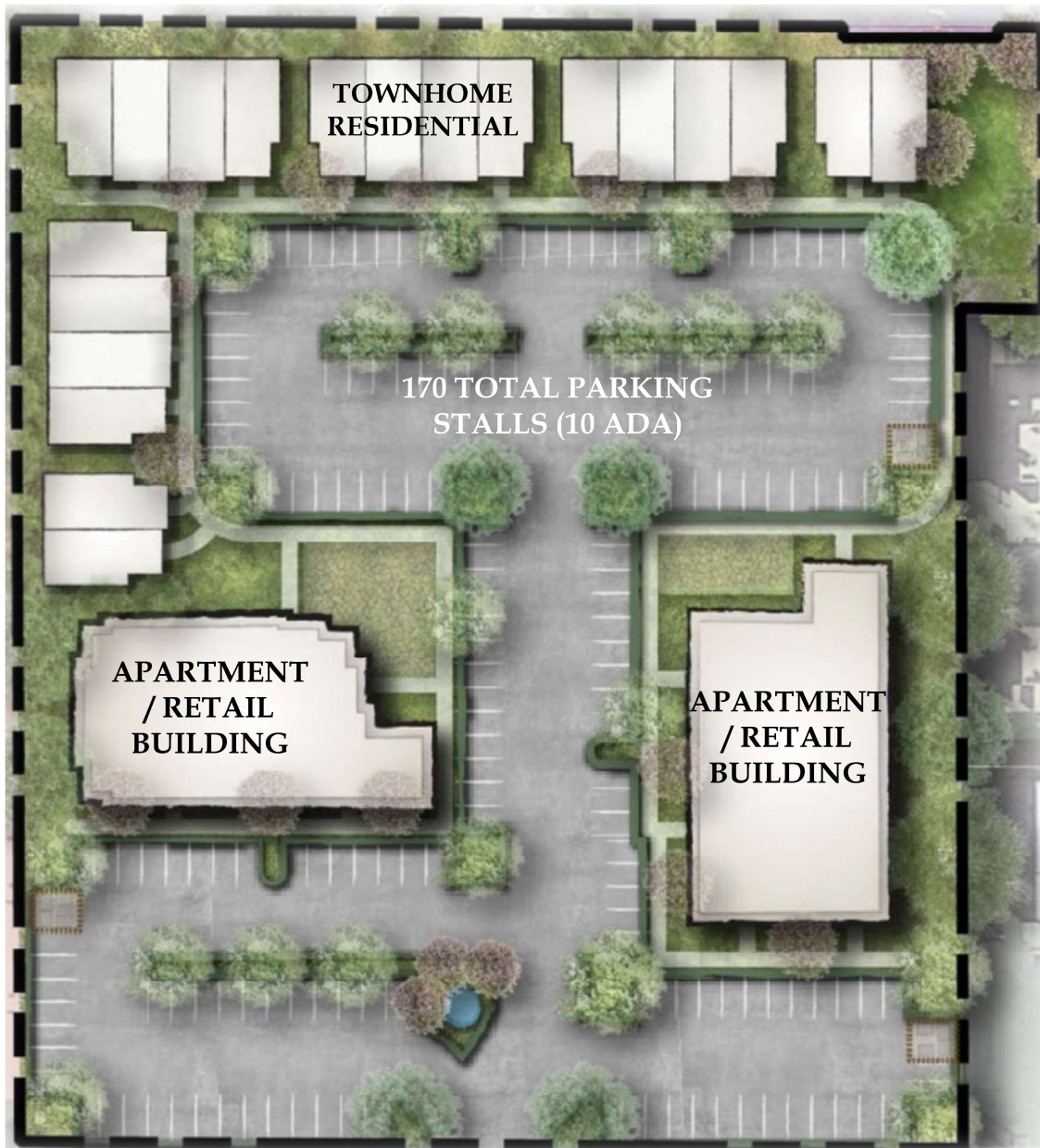


Figure 2: New Mixed-Use Redevelopment Conceptual Site Plan

ROAD AND TRAFFIC CONDITIONS

Figure 1 shows the roads adjacent to and in the vicinity of the site. Roads serving the site are identified below followed by a brief description of each:

- US Highway 50A (East Rainbow Boulevard) is the major roadway providing access to the site. US Highway 50A is an east-west state highway extending across Colorado from the Utah border in Mesa County to the Kansas border in Prowers County. US Highway 50A is classified as NR-A (Non-Rural Principal Highway) in the vicinity of the site. Adjacent to the site, US Highway 50A is a five-lane roadway with a posted speed limit of forty-five miles per hour (mph).

The street cross section includes striping for on-street bike lanes. The painted center median directly adjacent to the site access comprises two sets of dual solid yellow lines, which form a transition between the end of a two-way left-turn lane (TWLTL) and the dedicated eastbound left-turn lane at Oak Street. The applicant is requesting the access be CDOT-access-permitted as a full-movement with the redevelopment of the site.

- State Highway 291 (Oak Street) is classified as a two-lane NR-C (Non-Rural Arterial) in the vicinity of the site. Extending nine miles through Salida from US Highway 50A to US Highway 285, State Highway 291 has a posted speed limit of 35 mph north of US Highway 50A. The intersection of State Highway 291/US Highway 50A is a Stop-sign-controlled, full-movement T-intersection.
- Hunt Street is classified as an urban collector street in the City of Salida. The improvements to the roadway include a 34-foot traveled way, on-street parallel parking, detached sidewalks, curb and gutter, and directional curb ramps. The City Code, Section 1101(2)(a), states: "The speed limits for all streets within the City, unless otherwise posted, shall be 25 miles per hour." The speed limit on Hunt Street is not posted, so it is legally twenty-five mph. The intersection of US Highway 50A/Hunt Street is a Stop-sign-controlled, full-movement T-intersection.
- Chaffee County Road 105 (Old Stage Road) is a rural two-lane roadway with graded shoulders. The posted speed limit is twenty-five mph. The intersection of State Highway 291/County Road 105 is a stop-sign-controlled, full-movement T-intersection.

Existing Traffic Volumes

Figures 3a and 3b show the observed AM and PM peak-hourly traffic volumes at intersections adjacent to the site. Weekday turning movement traffic counts were obtained on Tuesday, April 5, 2022, at the intersections of Rainbow Boulevard (US-50)/Hunt Street, East Rainbow Boulevard (US-50)/Oak Street (SH 291), and Oak Street (SH 291)/County Road 105.

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Version 2022 (SP 0-3)

AM peak-hour traffic volumes at site adjacent intersections

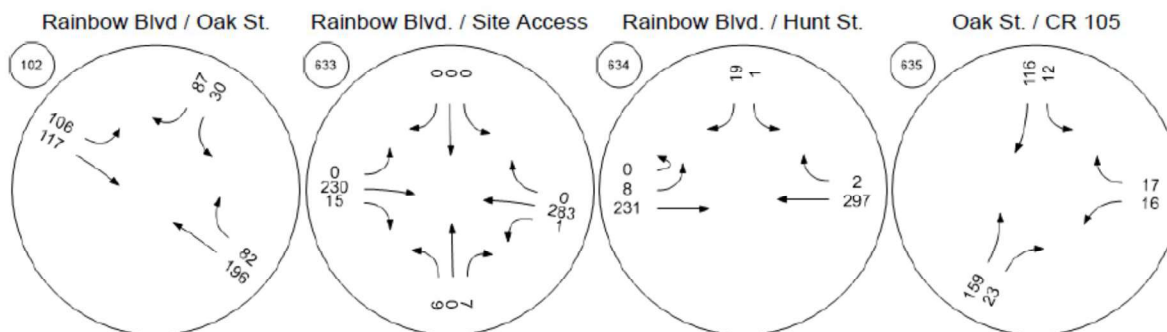
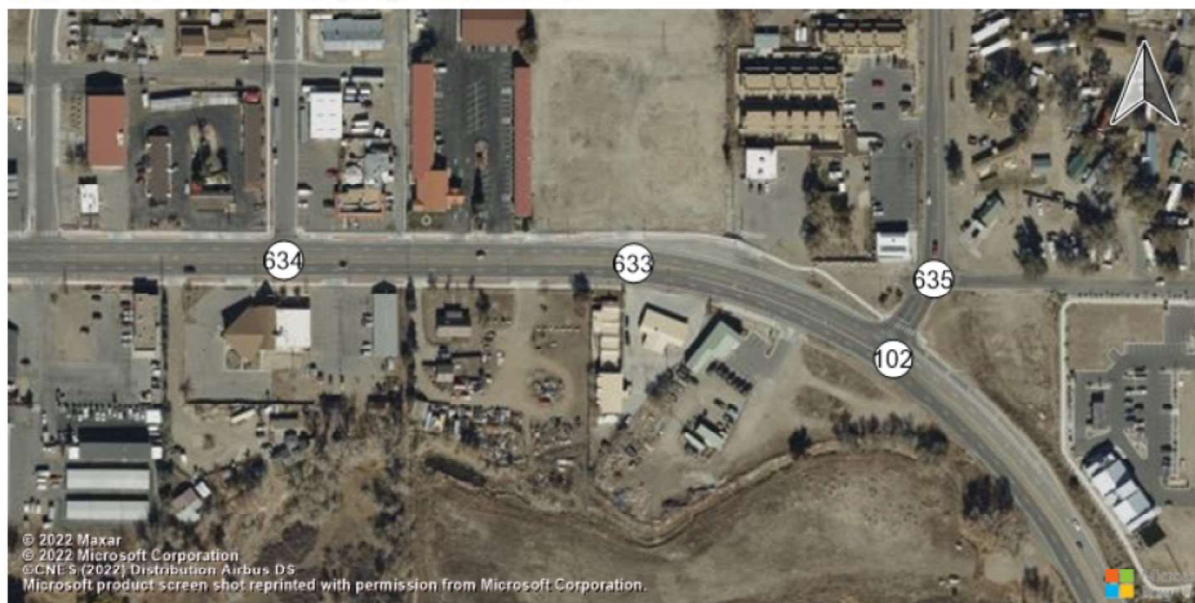


Figure 3a: AM peak-hour traffic volumes at site adjacent intersections.

Crash Pattern Review

CDOT provided crash data through its public website codot.gov. The latest year of crash records available in the CDOT crash database is 2020. To identify potential patterns of crashes on US 50A (Rainbow Boulevard) and CO 291A (Oak Street), three years (2020, 2019 and 2018) of crash records were reviewed for US 50A between milepost 222 and 223, and for CO 291A between milepost 0 and 1. Table 1 summarizes the three-year crash history for each roadway.

Route	Milepost	2020	2019	2018
US 50A	222 to 223	4 PDO Crashes	No Crashes Reported	2 PDO Crashes
CO 291A	0 to 1	No Crashes Reported	No Crashes Reported	No Crashes Reported
PDO = Property Damage Only				

Table 2: Three-year Crash Record Summary

There were two similar crashes at the intersection of US 50A (Rainbow Boulevard) and CO 291A (Oak Street) in 2020. A vehicle heading southbound on Oak St. and making a left turn onto US 50 was hit broadside by another vehicle heading eastbound on US 50 at the intersection. However, this intersection's three-year crash history indicates a low to moderate potential for crash reduction intersection when analyzed using the safety performance functions for a Rural 4-lane Divided Unsignalized 3-leg Intersection.

TRIP GENERATION

Estimates of the vehicle trips projected to be generated by Salida Crossings following redevelopment have been made using the nationally published trip generation rates from *Trip Generation, 10th Edition*, by the Institute of Transportation Engineers (ITE). Land use categories "215 - Single-Family Attached Housing," "220 - Multi-Family Housing (Low-Rise)," and "820 - Shopping Center", along with corresponding trip generation rates, have been used to develop the trip generation estimates for the site redevelopment. Table 3 below presents a summary of the estimated site trip generation. Salida Crossings is projected to generate about 1,694 "driveway" vehicle trips on the average weekday during a 24-hour period, with half entering and half exiting the site. During the morning peak hour, approximately sixty-five entering vehicles and sixty-six exiting vehicles would be generated by the redeveloped site. Approximately seventy-three entering vehicles and sixty-four exiting vehicles would be generated by Salida Crossings during the evening peak hour.

Analysis Period	Weekday		
	In	Out	Total
AM Peak Hour	65	66	131
PM Peak Hour	73	64	136
24-Hours	847	847	1,694

Table 3: Estimated Site Vehicle Driveway Trip Generation

Pass-By and Diverted Trips

The total number of trips generated by the site has also been aggregated by trip type to account for pass-by and diverted trips. A pass-by trip is one made by a motorist who would already be on an adjacent road regardless of the proposed development, but who stops in at the site while passing by. That pass-by motorist would then continue on his or her way to a final destination in the original direction.

Pass-by and diverted trip percentages have been based on data from the Trip Generation Handbook - An ITE Proposed Recommended Practice, 3rd Edition, 2014 by ITE and adjustments by PES for site-specific conditions. Analysis also accounts for diverted trips from the adjacent intersection of US Highway 50A/State Highway 291. These trips are technically considered non-pass-by trips, as they would be added to US Highway 50A and would result in altered turning movements at the nearby major intersection of US Highway 50A/State Highway 291. New trips would also be added to the proposed site access intersection.

The ITE-average percent pass-by and percent diverted trips were modified for this site-specific situation. Due to the site's geographic location on the outskirts of the city of Salida relative to adjacent major thoroughfares to the center of town, separate distributions were applied for entering and exiting vehicles to the site. Some drivers may enter the site eastbound on US Highway 50A but return to the center of town via Oak Street (and vice versa), changing their origin/destination paths.

PES increased the ITE-average proportion of primary trips (42 percent) generated by the shopping center to 60 percent. The ITE average of 34 percent pass-by trips generated by shopping centers was used, while PES decreased the proportion of diverted trips from 24 percent to 6 percent. Analysis accounts for pass-by and diverted trips for shopping center trips only. All residential trips were assumed to be primary.

Trip Reduction Factor

A trip reduction factor of one percent for residential and 3 percent for retail was used to account for trips between the proposed Salida Crossings mixed-use development and adjacent land uses, including motel and commercial uses. Internal trips are those in which both the origin and destination are within the development (trips paired between the proposed residential and commercial land uses).

TRIP DISTRIBUTION AND ASSIGNMENT

Trip Directional Distribution

An estimate of the directional distribution of site-generated vehicle trips to the study area roads and intersections is a necessary component in determining the site's traffic impacts. Table 4 shows the directional distribution estimate for the site-generated trips. The table shows the percentages of the site-generated vehicle trips projected to be oriented to and from the site's major approaches. Estimates have been based on the following factors: the proposed new land uses, the area street and road system serving the site, and the site's geographic location relative to the City of Salida and surrounding area.

Gate	To Salida Crossings	From Salida Crossings
	Share %	Share %
US 50 West of Hunt St.	55.00	65.00
US 50 South of CO 291	5.00	5.00
CO 291 North of CR 105	40.00	30.00

Table 4: Directional distribution estimate for the site-generated trips

Site-Generated Traffic

Redevelopment site-generated traffic volumes at the proposed site access point on US Highway 50A have been calculated by applying the directional distribution percentages estimated by PES (from Table 4) to the trip generation estimates (from Table 3). Figures 4a and 4b show the projected site-generated traffic volumes for the weekday AM and PM peak hours.

Generated with PTV VISTRO

Version 2022 (SP 0-3)

AM Peak-Hour Site Generated Traffic Volumes

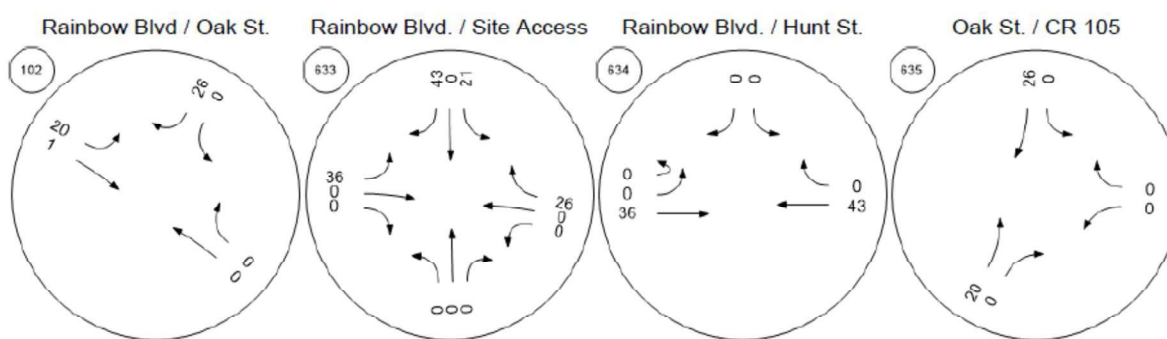


Figure 4a: AM Peak-Hour Site Generated Traffic Volumes

Generated with **PTV VISTRO**

Version 2022 (SP 0-3)

PM Peak-Hour Site Generated Traffic Volumes

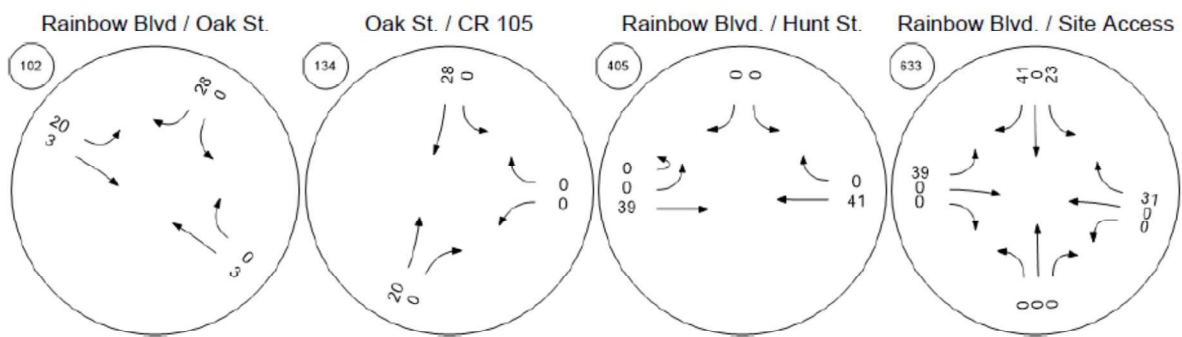
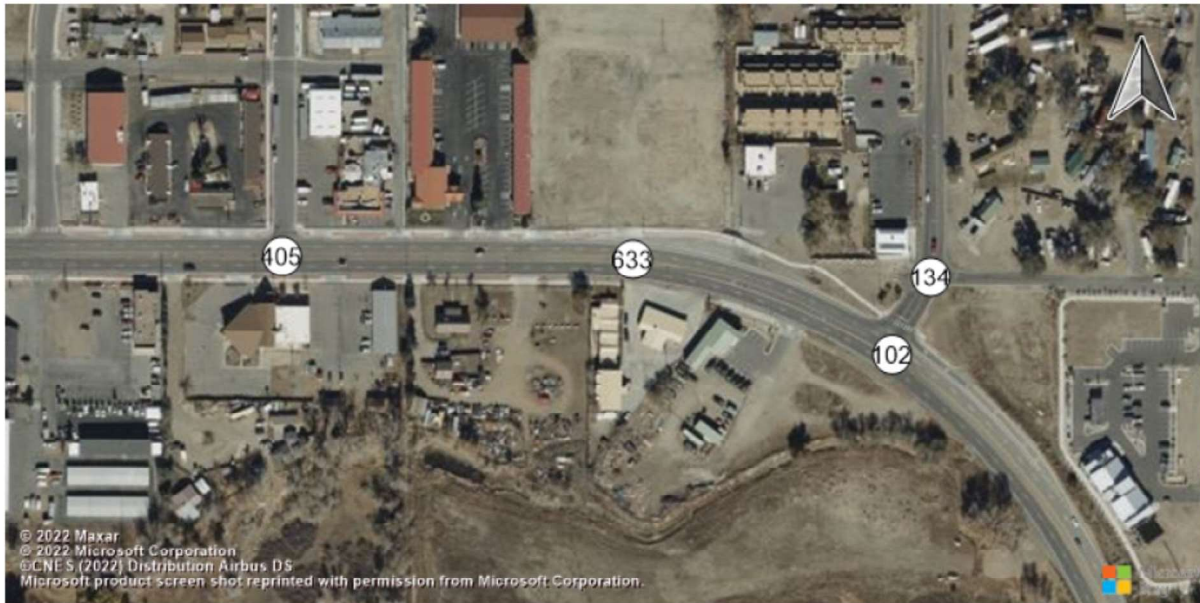


Figure 4b: PM Peak-Hour Site Generated Traffic Volumes

Existing-Plus-Site-Generated Traffic Volumes

Figures 5a and 5b show the sum of the existing traffic volumes (from Figures 3a and 3b) and site-generated peak-hour traffic volumes (shown in Figures 4a and 4b). These volumes represent the projected short-term total traffic following the opening of Salida Crossings.

Generated with **PTV VISTRO**

Version 2022 (SP 0-3)

AM Peak-Hour Existing Plus Site Generated Traffic Volumes

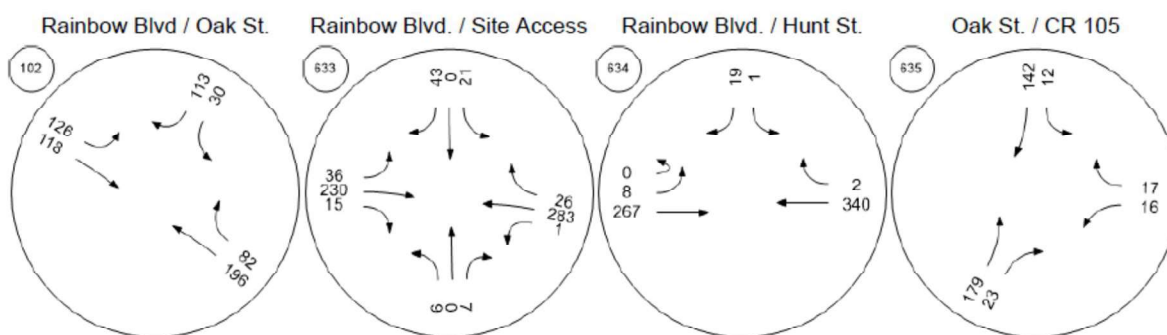
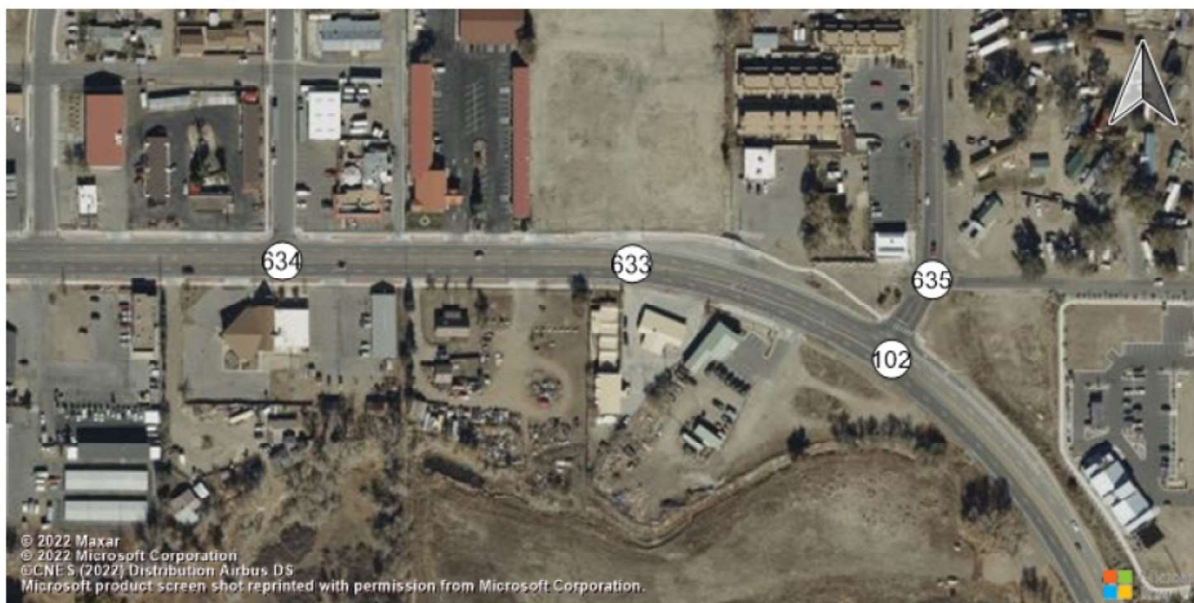


Figure 5a: AM Peak-Hour Existing Plus Site Generated Traffic Volumes

Generated with PTV VISTRO

Version 2022 (SP 0-3)

PM Peak-Hour Existing Plus Site Generated Traffic Volumes

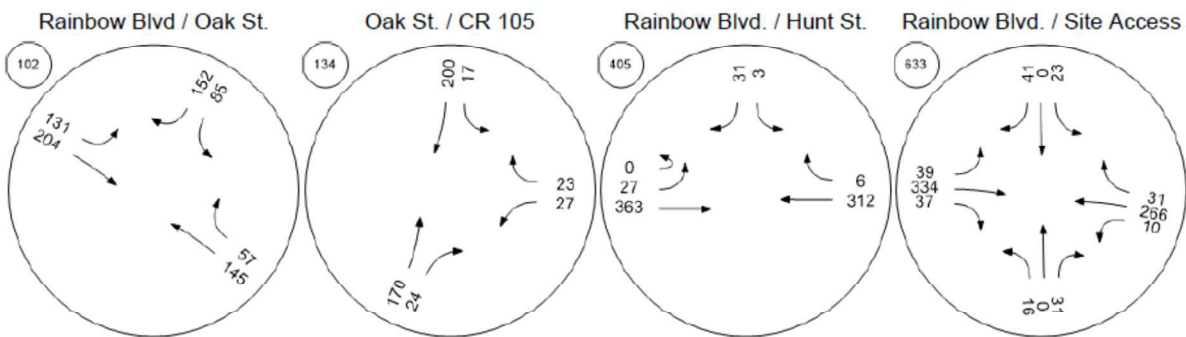
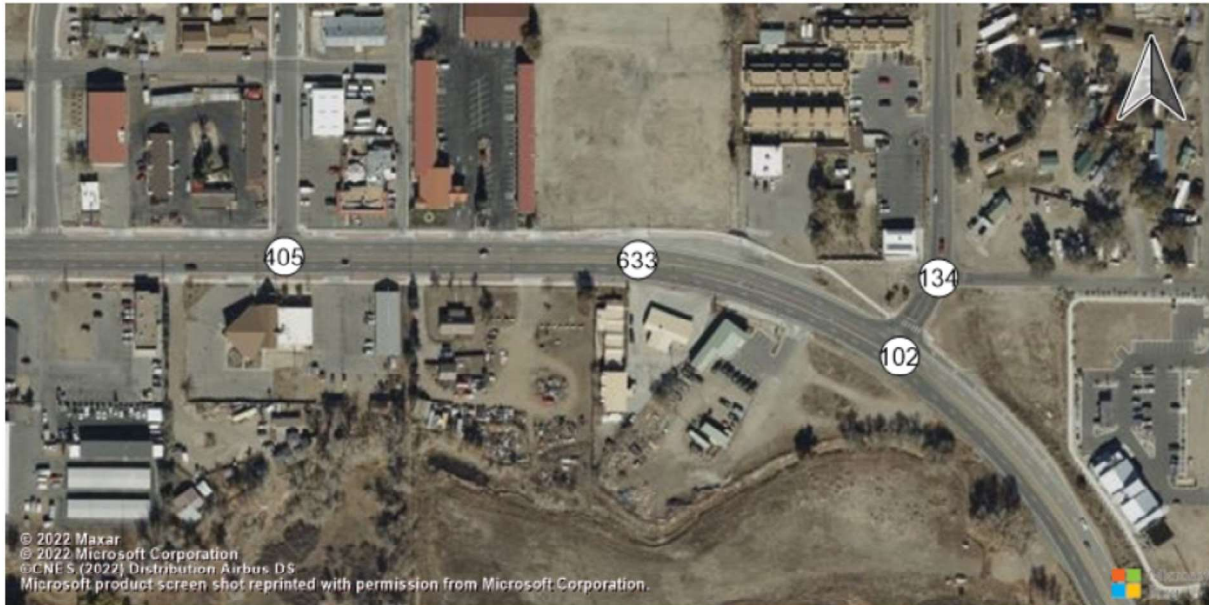


Figure 5b: PM Peak-Hour Existing Plus Site Generated Traffic Volumes

Estimated Future 2042 Background Traffic Volumes

Figures 6a and 6b show the projected 20-year background traffic volumes for the year 2042. The estimated 2042 background eastbound and westbound through traffic volumes on US Highway 50A are based on the CDOT 20-year growth factor of 1.084. The background traffic volumes were calculated by applying this growth factor to the existing traffic volumes. Background traffic volumes do not include projected traffic to be generated by the proposed Salida Crossings mixed-use development.

Generated with **PTV VISTRO**

Version 2022 (SP 0-3)

2042 AM Peak-Hour Background Traffic Volumes

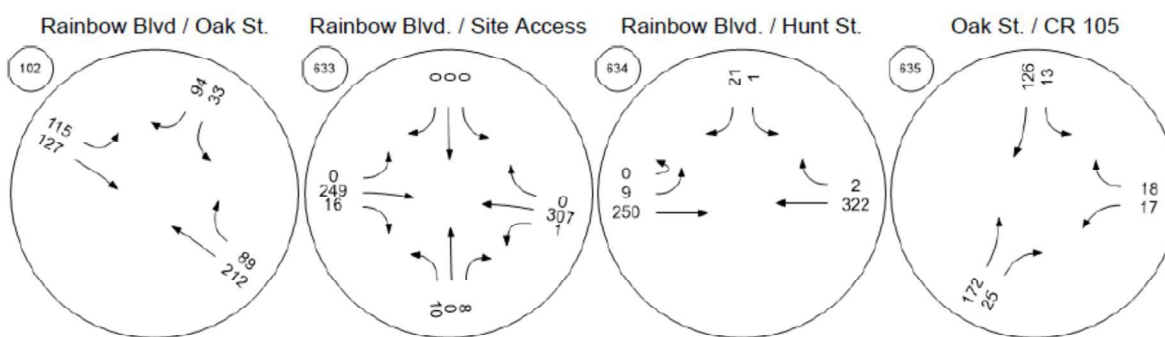


Figure 6a: 2042 AM Peak-Hour Background Traffic Volumes

Generated with **PTV VISTRO**

Version 2022 (SP 0-3)

2042 PM Peak-Hour Background Traffic Volumes

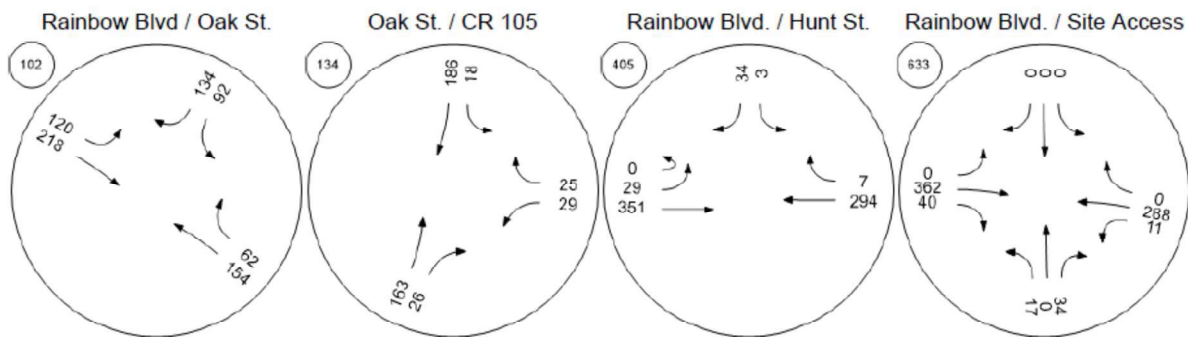
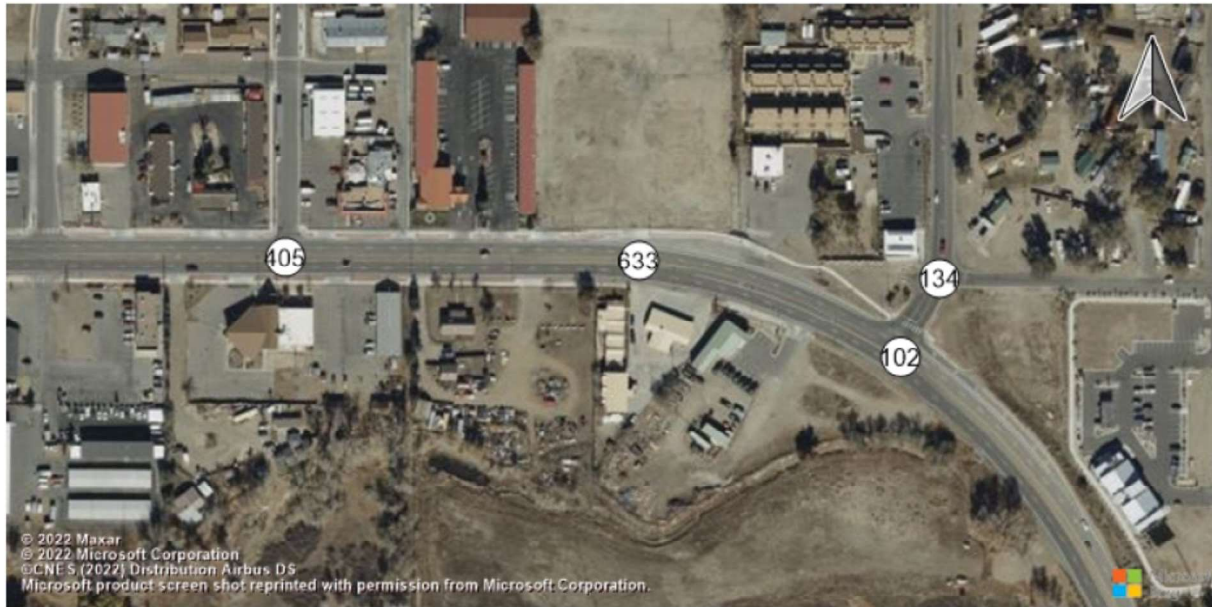


Figure 6b: 2042 PM Peak-Hour Background Traffic Volumes

Future 2042 Total Traffic Volumes

Figures 7a and 7b show the projected 2042 total traffic volumes. These volumes are the sum of 2042 background traffic volumes (from Figures 6a and 6b) plus the site-generated traffic volumes (from Figures 4a and 4b).

Generated with PTV VISTRO

Version 2022 (SP 0-3)

2042 AM Peak-Hour Background Plus Site Generated Traffic Volumes

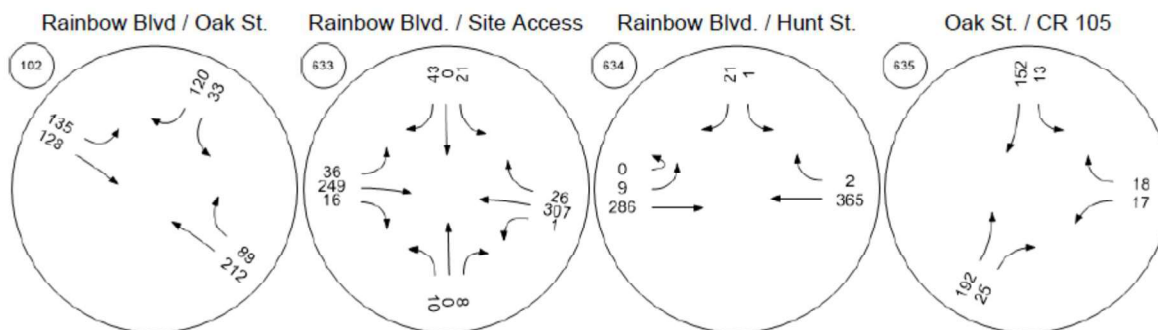


Figure 7a: 2042 AM Peak-Hour Background Plus Site Generated Traffic Volumes

Generated with **PTV VISTRO**

Version 2022 (SP 0-3)

2042 PM Peak-Hour Background Plus Site Generated Traffic Volumes

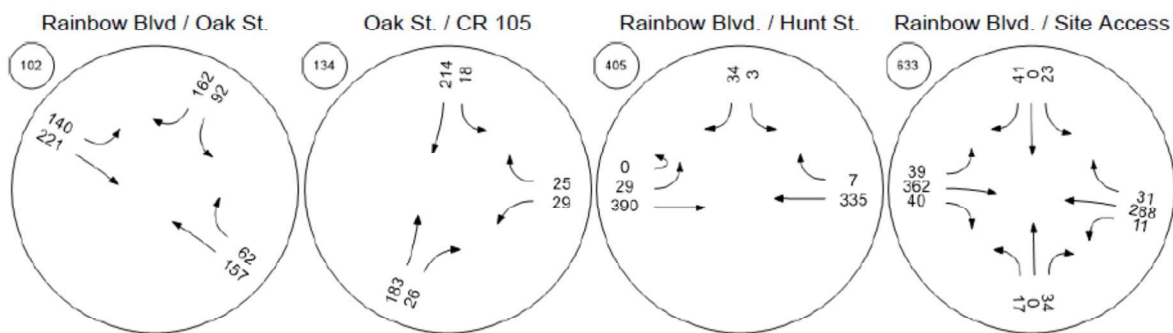
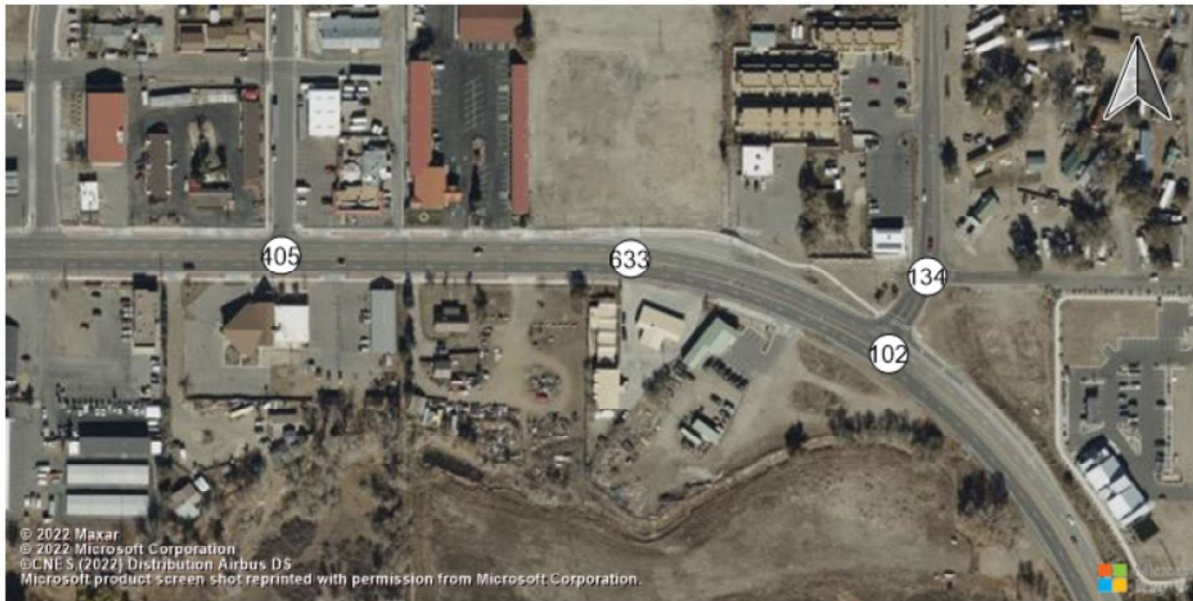


Figure 7b: 2042 PM Peak-Hour Background Plus Site Generated Traffic Volumes

LEVEL OF SERVICE ANALYSIS

The site access intersection and the nearby intersection of East Rainbow Boulevard/Oak Street have been analyzed to determine the projected intersection levels of service for the existing plus-site, 2042 background and 2042 total traffic scenarios for the midday and evening peak hour time periods.

Level of service (LOS) is a quantitative measure of the level of congestion or delay at an intersection and is indicated on a scale from "A" to "F." LOS A is indicative of little congestion or delay. LOS F indicates a high level of congestion or delay. Figure 8 displays what each level of service might look like while observing the intersection.

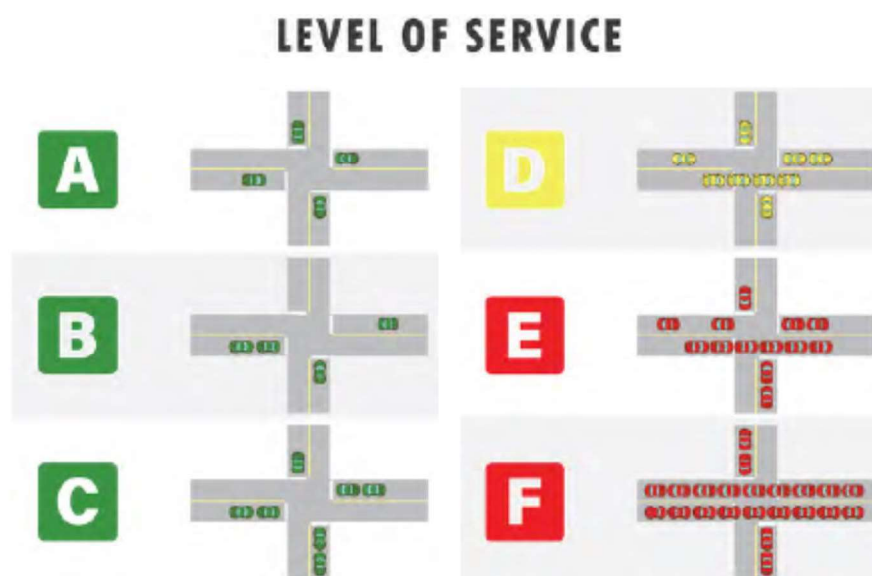


Figure 8: Intersection Levels of Service Graphical Representation

Table 2 shows the level of service delay ranges for signalized and unsignalized intersections.

Level of Service	Signalized Intersections		Unsignalized Intersections
	Average Control Delay (seconds per vehicle)	V/C ⁽¹⁾	Average Control Delay (seconds per vehicle) ⁽²⁾
A	10.0 sec or less	less than 0.60	10.0 sec or less
B	10.1-20.0 sec	0.60-0.69	10.1-15.0 sec
C	20.1-35.0 sec	0.70-0.79	15.1-25.0 sec
D	35.1-55.0 sec	0.80-0.89	25.1-35.0 sec
E	55.1-80.0 sec	0.90-0.99	35.1-50.0 sec
F	80.1 sec or more	1.00 and greater	50.1 sec or more

(1) Source: Transportation Research Circular 212
 (2) For unsignalized intersections if V/C ratio is greater than 1.0 the level of service is LOS F regardless of the projected average control delay per vehicle.

Table 5: Intersection Levels of Service Delay Ranges

The proposed site access intersection with US Highway 50A and the intersection of US Highway 50A/Oak Street have been analyzed to determine the projected levels of service for the key intersection turning movements. A summary of 2022 existing plus site-generated, 2042 background and 2042 background plus site-generated LOS during the weekday midday and evening peak hours are shown in Table 3. Detailed PTV Vistro reports included in Appendix B. Please refer to the PTV Vistro reports for additional details.

Scenario	Site Access/East Rainbow Blvd.				East Rainbow Blvd./Oak St.	
	Intersection Control: TWSC				Intersection Control: TWSC	
	NB	EBL	WBL	SBL	SB	EBL
Weekday Mid-Day Peak Hour						
2022 Existing	B	A	A	A	C	A
2022 Existing + Site	B	A	A	B	B	A
2042 Background	B	A	A	A	C	A
2042 Background + Site	C	A	A	B	C	A
Weekday PM Peak-Hour						
2022 Existing	B	A	A	A	B	A
2022 Existing + Site	B	A	A	C	B	A
2042 Background	B	A	A	A	B	A
2042 Background + Site	C	A	A	C	C	A
NB = Shared Northbound Left/Right Turns EBL = Eastbound Left Turn WBL = Westbound Left Turn SB = Shared Southbound Left/Right Turns TWSC = Two-way, Stop-sign Intersection Traffic Control						

Table 6: Unsignalized Intersection Level of Service (LOS) Analysis Results

As shown in Table 6, all turning movements/intersection approaches at the proposed site access intersection with US Highway 50A, and the intersection of US Highway 50A/Oak Street are projected to operate at LOS C or better during peak periods through the 2042 horizon year.

AUXILIARY TURN LANE RECOMMENDATIONS

US Highway 50A is categorized as an NR-A Non-Rural Principal Highway in the vicinity of the site. According to the criteria contained in section 3.10(7) in the Colorado State Highway Access Code, the following auxiliary turn lanes are prescribed for this access based on the projected hourly turning traffic volumes.

Westbound Right-Turn Deceleration Lane

Per the State Highway Access Code, a dedicated westbound right-turn deceleration lane is required at the site access, consisting of:

- 435 feet of deceleration length
- 162 feet of transition taper (13.5:1 ratio – the transition taper can be included within the deceleration length)

A full-length dedicated right-turn deceleration lane for this access would extend back to the intersection of Oak Street/East Rainbow Boulevard, which is approximately 430 feet to the east.

A continuous right-turn lane could be constructed between the Oak Street intersection and this access; however, given the existing access to the adjacent property to the east and the on-street bicycle lane and the spacing between intersections, PES recommends the right-turn deceleration lane and a shorter-than-standard transition taper begin just west of the northwest corner radius at the intersection of Oak Street/US 50. The width of this lane is twelve feet, not including the existing westbound bike lane. The existing access to the adjacent property may need to be accommodated within this right-turn lane, subject to direction from CDOT. The constructed right-turn deceleration lane may need to be striped for exclusive right-turn lanes for each access, or striped with short-dash striping across the property access to the east.

Left-Turn Deceleration Lane

Per the access code, exclusive left-turn lanes shall be provided for access (including public street road connections to the state highway) on R-A and NR-A Highways with a projected peak-hour ingress left turning volume of greater than ten vehicles per hour (vph). Per the State Highway

Access Code, a dedicated eastbound left-turn lane is required at the site access, consisting of:

- 435 feet of deceleration length
- One hundred feet of storage length
- 162 feet of transition taper (13.5:1 ratio – the transition taper can be included within the deceleration length)

Restriping for a full-length, dedicated left-turn lane for this site to provide the specific access code turn lane elements listed above would interfere with existing striping for existing business access points on East Rainbow Boulevard. Therefore, to accommodate site-generated left-turn movements, PES recommends that the existing center TWLTL (two-way, left-turn lane) striping be extended through the proposed Salida Crossings access point. Striping modifications will need to be made to the west end of the existing striped taper for the eastbound left-turn lane approaching the Oak Street/East Rainbow Boulevard intersection.

Westbound Right-Turn Acceleration Lane

Although a westbound right-turn acceleration lane on US Highway 50A at the site access is prescribed based on the criteria in the State Highway Access Code and the projected peak-hour right-turn volumes, PES does not recommend that a westbound right-turn acceleration lane be required of the applicant. An acceleration lane in this location would be inconsistent with the existing conditions along this street. Moreover, the widening of the street west of the site to add an acceleration lane would not be feasible due to existing access points to businesses, pedestrian access along the north side of the street, landscaping, etc. Level of service for the southbound right-turning movement is projected to be LOS A through the 2042 horizon year without a right-turn acceleration lane.

THE US 50A/CO 291 INTERSECTION IMPROVEMENTS

The intersection was evaluated by the Colorado Department of Transportation and the City of Salida, Colorado in February of 2021. The Colorado Department of Transportation and the City of Salida recognized the need for a more functional and vibrant gateway to the city along CO 291 (Oak St) beginning from the intersection with US 50 (Rainbow Blvd), continuing towards downtown Salida, ending at the intersection with C St.

Currently, Oak St is stop controlled at the Rainbow Blvd intersection. Nearby development and continued growth are predicted to cause this intersection to experience significant traffic delays in the future. Furthermore, the current Oak St corridor into downtown Salida does not comply with State Highway Access Code requirements and is ill-suited for multimodal and aesthetically inviting travel.

This study evaluated various intersection and corridor design configurations which would meet goals set by the City. The preferred intersection configuration was a 5-legged roundabout. The preferred Oak St corridor design contained bike lanes on both sides of the road, sidewalk on the west side, and additional amenities like shade trees, park benches, and dark sky compliant street lighting. The construction of the roundabout has not yet commenced.

ADDITIONAL RECOMMENDATIONS

- A stop-sign should be installed at the site access (to control southbound traffic/traffic exiting the site).
- The access width, radii, and other elements should be constructed per access code standards.
- Any improvements required on any portion of an existing street, which serves as the access for a new development, shall be designed and paid for by the developer of that new development.
- A sidewalk should be added along the site frontage per City/CDOT criteria.

CONCLUSIONS

- The site is projected to generate about 1,694 new driveway vehicle trips on the average weekday.
- During the weekday AM peak hour of adjacent street traffic, 65 vehicles would enter the site while 64 vehicles would exit.
- During the weekday PM peak hour of adjacent street traffic, 73 vehicles would enter the site while 64 vehicles would exit.
- All approaches/turning movements at the proposed site access intersection with US Highway 50A and at the intersection of US 50A/Oak Street are projected to remain at LOS C or better through the 2042 horizon year.
- The projected peak-hour volumes for the eastbound left turn at the site access intersection with US Highway 50A are projected to exceed the 10-vph threshold

requiring an eastbound left-turn lane. Please refer to the “Auxiliary Turn Lane Recommendations” section above for recommended modifications to existing center painted median striping to accommodate site-generated left-turning movements. A CDOT Design Waiver (CDOT Form 102) may be required.

- Although a westbound right-turn acceleration lane on East Rainbow Boulevard at the site access is prescribed based on the projected volumes and criteria in the State Highway Access Code, PES does not recommend that this lane be required. Please refer to the “Auxiliary Turn Lane Recommendations” section above for details.
- A westbound right-turn deceleration lane will be required. Please refer to the “Auxiliary Turn Lane Recommendations” section above for details.
- The access width, radii and other elements should be constructed per access code standards.
- A sidewalk should be added along the site frontage per City/CDOT criteria.
- PES recommends that the site access point be access-permitted as a full-movement, Stop-sign controlled access.

APPENDIX A - TRAFFIC COUNT DATA



(303) 216-2439
www.alltrafficdata.net

Location: 1 HUNT ST & E RAINBOW BLVD AM

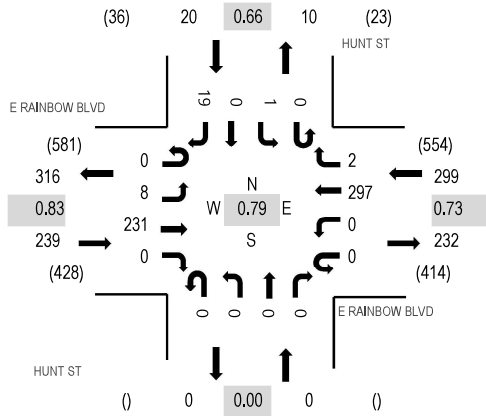
Date: Tuesday, April 5, 2022

Peak Hour: 07:30 AM - 08:30 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

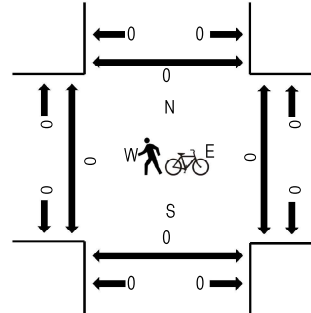
131

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

Interval Start Time	E RAINBOW BLVD Eastbound				E RAINBOW BLVD Westbound				HUNT ST Northbound				HUNT ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	1	39	0	0	0	39	0	0	0	0	0	0	0	0	2	81	491	0	0	0	1
7:15 AM	0	1	41	0	0	0	67	3	0	0	0	0	0	1	0	3	116	553	0	0	0	0
7:30 AM	0	3	49	0	0	0	58	0	0	0	0	0	0	0	0	7	117	558	0	0	0	0
7:45 AM	0	2	70	0	0	0	101	2	0	0	0	0	0	0	0	2	177	540	0	0	0	0
8:00 AM	0	2	65	0	0	0	70	0	0	0	0	0	0	1	0	5	143	527	0	0	0	0
8:15 AM	0	1	47	0	0	0	68	0	0	0	0	0	0	0	0	5	121		0	0	0	0
8:30 AM	0	6	39	0	0	0	52	0	0	0	0	0	0	0	0	2	99		0	0	0	0
8:45 AM	0	1	61	0	0	0	93	1	0	0	0	0	0	1	0	7	164		0	0	0	1
Count Total	0	17	411	0	0	0	548	6	0	0	0	0	0	3	0	33	1,018		0	0	0	2
Peak Hour	0	8	231	0	0	0	297	2	0	0	0	0	0	1	0	19	558		0	0	0	0



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Location: 2 CALDWELL ST & E RAINBOW BLVD AM

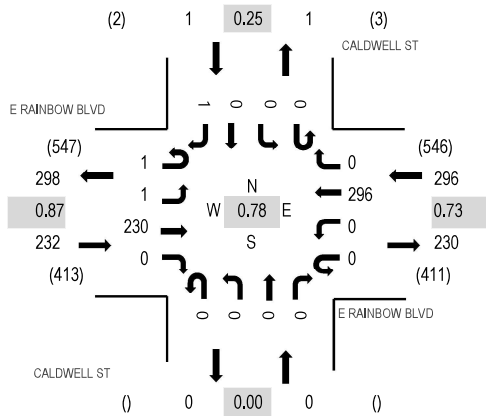
Date: Tuesday, April 5, 2022

Peak Hour: 07:30 AM - 08:30 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

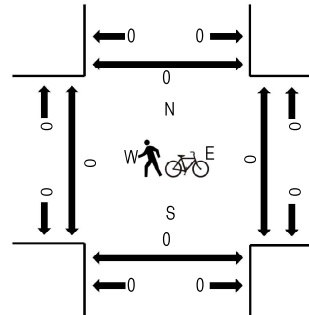
132

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

Interval Start Time	E RAINBOW BLVD Eastbound				E RAINBOW BLVD Westbound				CALDWELL ST Northbound				CALDWELL ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	41	0	0	0	39	0	0	0	0	0	0	0	0	0	80	470	0	0	0	1
7:15 AM	0	0	47	0	0	0	65	1	0	0	0	0	0	0	0	0	113	527	0	0	0	0
7:30 AM	0	0	49	0	0	0	58	0	0	0	0	0	0	0	0	0	107	529	0	0	0	0
7:45 AM	0	0	67	0	0	0	102	0	0	0	0	0	0	0	0	1	170	512	0	0	0	0
8:00 AM	0	1	66	0	0	0	70	0	0	0	0	0	0	0	0	0	137	491	0	0	0	0
8:15 AM	1	0	48	0	0	0	66	0	0	0	0	0	0	0	0	0	115		0	0	0	0
8:30 AM	0	0	37	0	0	0	53	0	0	0	0	0	0	0	0	0	90		0	0	0	0
8:45 AM	0	1	55	0	0	0	92	0	0	0	0	0	0	1	0	0	149		0	0	0	1
Count Total	1	2	410	0	0	0	545	1	0	0	0	0	0	1	0	1	961		0	0	0	2
Peak Hour	1	1	230	0	0	0	296	0	0	0	0	0	0	0	0	1	529		0	0	0	0



(303) 216-2439
www.alltrafficdata.net

Location: 3 OAK ST & E RAINBOW BLVD AM

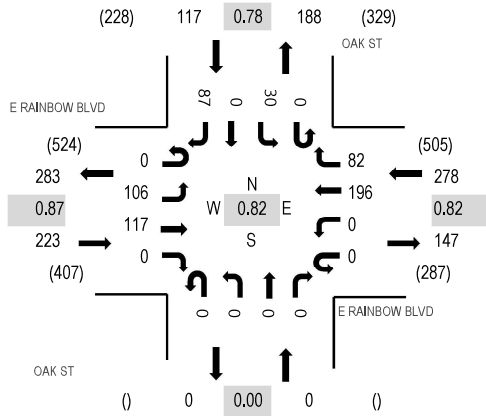
Date: Tuesday, April 5, 2022

Peak Hour: 07:30 AM - 08:30 AM

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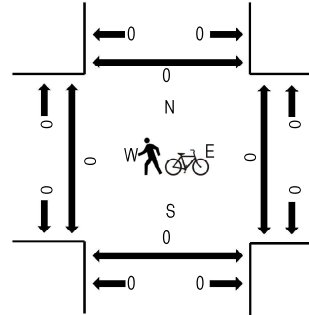
133

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

Interval Start Time	E RAINBOW BLVD Eastbound				E RAINBOW BLVD Westbound				OAK ST Northbound				OAK ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	18	23	0	0	0	24	17	0	0	0	0	0	3	0	17	102	564	0	0	0	0
7:15 AM	1	20	22	0	0	0	48	20	0	0	0	0	0	7	0	21	139	616	0	0	0	0
7:30 AM	0	20	28	0	0	0	43	20	0	0	0	0	0	7	0	17	135	618	0	0	0	0
7:45 AM	0	36	28	0	0	0	60	25	0	0	0	0	0	10	0	29	188	600	0	0	0	0
8:00 AM	0	29	35	0	0	0	41	19	0	0	0	0	0	4	0	26	154	576	0	0	0	0
8:15 AM	0	21	26	0	0	0	52	18	0	0	0	0	0	9	0	15	141		0	0	0	0
8:30 AM	0	12	27	0	0	0	34	16	0	0	0	0	0	9	0	19	117		0	0	0	0
8:45 AM	0	22	39	0	0	0	52	16	0	0	0	0	0	10	0	25	164		0	0	0	0
Count Total	1	178	228	0	0	0	354	151	0	0	0	0	0	59	0	169	1,140		0	0	0	0
Peak Hour	0	106	117	0	0	0	196	82	0	0	0	0	0	30	0	87	618		0	0	0	0



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Location: 4 OAK ST & CR 105 AM

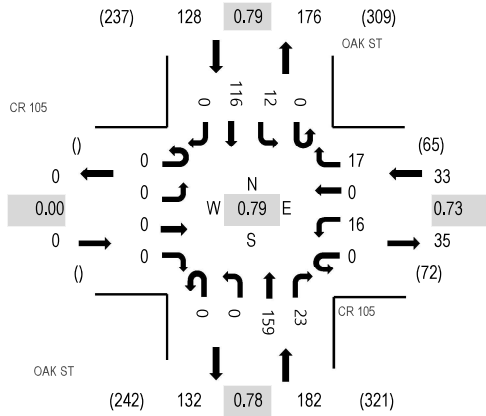
Date: Tuesday, April 5, 2022

Peak Hour: 07:15 AM - 08:15 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

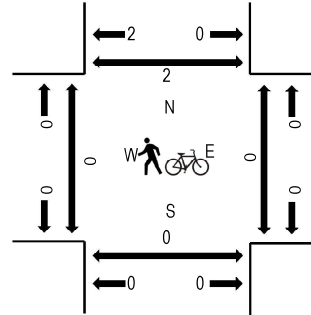
134

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

Interval Start Time	CR 105 Eastbound				CR 105 Westbound				OAK ST Northbound				OAK ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	0	0	0	3	0	1	0	0	29	6	0	0	13	0	52	303	0	0	0	0
7:15 AM	0	0	0	0	0	3	0	1	0	0	36	4	0	1	27	0	72	343	0	0	0	0
7:30 AM	0	0	0	0	0	6	0	2	0	0	36	4	0	0	22	0	70	340	0	0	0	0
7:45 AM	0	0	0	0	0	6	0	7	0	0	49	9	0	5	33	0	109	332	0	0	0	2
8:00 AM	0	0	0	0	0	1	0	7	0	0	38	6	0	6	34	0	92	320	0	0	0	0
8:15 AM	0	0	0	0	0	4	0	5	0	0	35	3	0	5	17	0	69		0	0	0	1
8:30 AM	0	0	0	0	0	1	0	3	0	0	21	6	0	5	26	0	62		0	0	0	0
8:45 AM	0	0	0	0	0	11	0	4	0	0	35	4	0	8	35	0	97		0	0	0	0
Count Total	0	0	0	0	0	35	0	30	0	0	279	42	0	30	207	0	623		0	0	0	3
Peak Hour	0	0	0	0	0	16	0	17	0	0	159	23	0	12	116	0	343		0	0	0	2



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Location: 1 HUNT ST & E RAINBOW BLVD PM

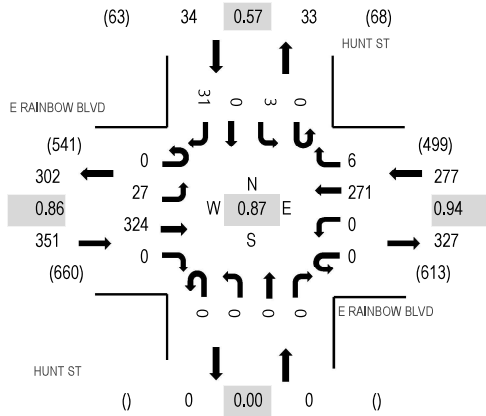
Date: Tuesday, April 5, 2022

Peak Hour: 04:00 PM - 05:00 PM

Peak 15-Minutes: 04:00 PM - 04:15 PM

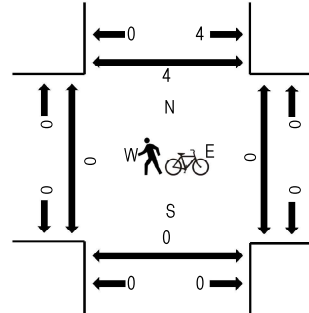
135

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

Interval Start Time	E RAINBOW BLVD Eastbound				E RAINBOW BLVD Westbound				HUNT ST Northbound				HUNT ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	6	96	0	0	0	71	3	0	0	0	0	0	1	0	14	191	662	0	0	0	3
4:15 PM	0	7	72	0	0	0	72	0	0	0	0	0	0	1	0	6	158	637	0	0	0	1
4:30 PM	0	6	73	0	0	0	67	0	0	0	0	0	0	0	0	5	151	633	0	0	0	0
4:45 PM	0	8	83	0	0	0	61	3	0	0	0	0	0	1	0	6	162	607	0	0	0	0
5:00 PM	0	8	86	0	0	0	59	2	0	0	0	0	0	1	0	10	166	560	0	0	0	0
5:15 PM	0	7	72	0	0	0	67	0	0	0	0	0	0	2	0	6	154		0	0	0	1
5:30 PM	0	8	72	0	0	0	36	2	0	0	0	0	0	3	0	4	125		0	0	0	0
5:45 PM	0	6	50	0	0	0	54	2	0	0	0	0	0	0	0	3	115		0	0	0	1
Count Total	0	56	604	0	0	0	487	12	0	0	0	0	0	9	0	54	1,222		0	0	0	6
Peak Hour	0	27	324	0	0	0	271	6	0	0	0	0	0	3	0	31	662		0	0	0	4



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Location: 2 CALDWELL ST & E RAINBOW BLVD PM

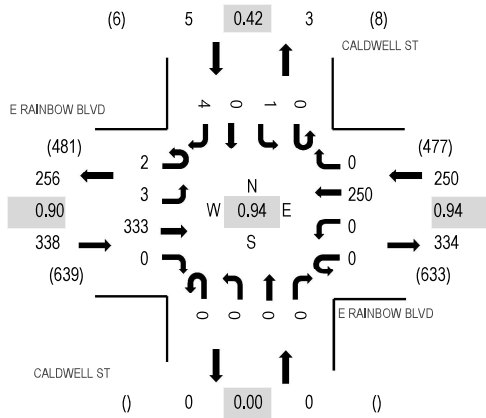
Date: Tuesday, April 5, 2022

Peak Hour: 04:00 PM - 05:00 PM

Peak 15-Minutes: 04:15 PM - 04:30 PM

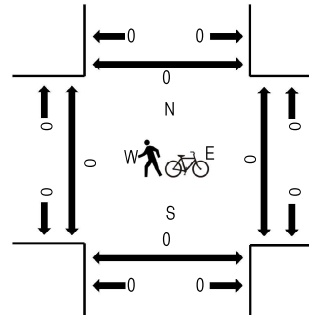
136

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

Interval Start Time	E RAINBOW BLVD Eastbound				E RAINBOW BLVD Westbound				CALDWELL ST Northbound				CALDWELL ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	85	0	0	0	58	0	0	0	0	0	0	0	0	0	143	593	0	0	0	0
4:15 PM	1	1	86	0	0	0	67	0	0	0	0	0	0	0	0	2	157	586	0	0	0	0
4:30 PM	0	1	93	0	0	0	60	0	0	0	0	0	0	0	0	0	154	575	0	0	0	0
4:45 PM	1	1	69	0	0	0	65	0	0	0	0	0	0	1	0	0	139	561	0	0	0	0
5:00 PM	0	3	72	0	0	0	60	1	0	0	0	0	0	0	0	0	136	529	0	0	0	0
5:15 PM	0	0	89	0	0	0	57	0	0	0	0	0	0	0	0	0	146		0	0	0	0
5:30 PM	0	0	79	0	0	0	59	1	0	0	0	0	0	1	0	0	140		0	0	0	1
5:45 PM	0	0	58	0	0	0	49	0	0	0	0	0	0	0	0	0	107		0	0	0	0
Count Total	2	6	631	0	0	0	475	2	0	0	0	0	0	2	0	4	1,122		0	0	0	1
Peak Hour	2	3	333	0	0	0	250	0	0	0	0	0	0	1	0	4	593		0	0	0	0



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Location: 3 OAK ST & E RAINBOW BLVD PM

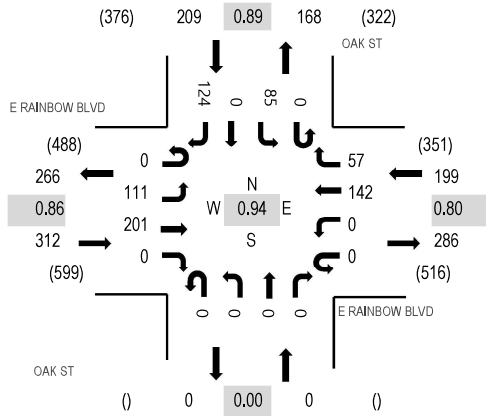
Date: Tuesday, April 5, 2022

Peak Hour: 04:15 PM - 05:15 PM

Peak 15-Minutes: 05:00 PM - 05:15 PM

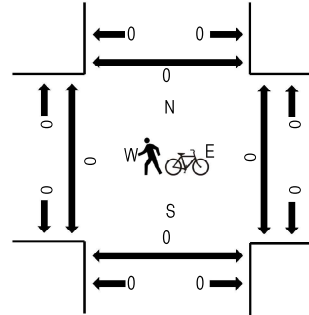
137

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

Interval Start Time	E RAINBOW BLVD Eastbound				E RAINBOW BLVD Westbound				OAK ST Northbound				OAK ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	34	59	0	0	0	37	11	0	0	0	0	0	16	0	32	189	718	0	0	0	0
4:15 PM	0	23	53	0	0	0	42	7	0	0	0	0	0	24	0	26	175	720	0	0	0	0
4:30 PM	0	31	38	0	0	0	41	22	0	0	0	0	0	17	0	33	182	713	0	0	0	0
4:45 PM	0	30	52	0	0	0	30	11	0	0	0	0	0	16	0	33	172	651	0	0	0	0
5:00 PM	0	27	58	0	0	0	29	17	0	0	0	0	0	28	0	32	191	608	0	0	0	0
5:15 PM	0	31	44	0	0	0	28	11	0	0	0	0	0	20	0	34	168		0	0	0	0
5:30 PM	0	27	42	0	0	0	16	10	0	0	0	0	0	6	0	19	120		0	0	0	0
5:45 PM	0	17	33	0	0	0	26	13	0	0	0	0	0	10	0	30	129		0	0	0	0
Count Total	0	220	379	0	0	0	249	102	0	0	0	0	0	137	0	239	1,326		0	0	0	0
Peak Hour	0	111	201	0	0	0	142	57	0	0	0	0	0	85	0	124	720		0	0	0	0



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Location: 4 OAK ST & CR 105 PM

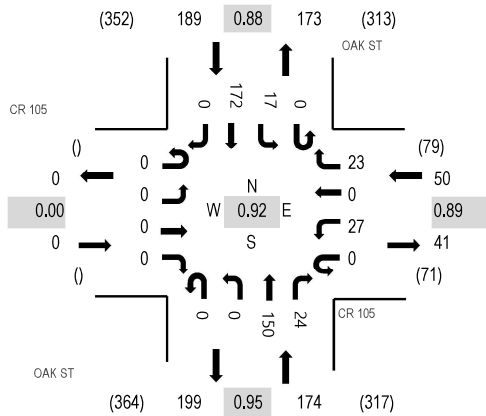
Date: Tuesday, April 5, 2022

Peak Hour: 04:30 PM - 05:30 PM

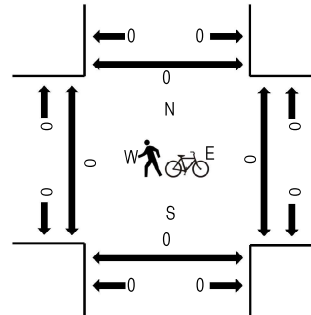
Peak 15-Minutes: 05:00 PM - 05:15 PM

138

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	CR 105 Eastbound				CR 105 Westbound				OAK ST Northbound				OAK ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	0	0	0	4	0	2	0	0	41	5	0	6	46	0	104	389	0	0	2	0
4:15 PM	0	0	0	0	0	1	0	6	0	0	25	3	0	4	50	0	89	397	1	0	0	0
4:30 PM	0	0	0	0	0	5	0	9	0	0	41	4	0	4	34	0	97	413	0	0	0	0
4:45 PM	0	0	0	0	0	8	0	6	0	0	34	6	0	4	41	0	99	385	0	0	0	0
5:00 PM	0	0	0	0	0	11	0	3	0	0	41	5	0	7	45	0	112	359	0	0	0	0
5:15 PM	0	0	0	0	0	3	0	5	0	0	34	9	0	2	52	0	105		0	0	0	0
5:30 PM	0	0	0	0	0	3	0	3	0	0	33	5	0	3	22	0	69		0	0	0	0
5:45 PM	0	0	0	0	0	8	0	2	0	0	28	3	0	1	31	0	73		0	0	0	1
Count Total	0	0	0	0	0	43	0	36	0	0	277	40	0	31	321	0	748		1	0	2	1
Peak Hour	0	0	0	0	0	27	0	23	0	0	150	24	0	17	172	0	413		0	0	0	0

APPENDIX B - PTV VISTRO INTERSECTION CAPACITY REPORTS

Intersection Level Of Service Report
Intersection 102: Rainbow Blvd / Oak St.

Control Type:	Two-way stop	Delay (sec / veh):	15.3
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.098

Intersection Setup

Name	Oak St.				US 50	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	11.48	11.48	11.48	11.48	11.48	11.48
No. of Lanes in Entry Pocket	0	1	1	0	0	1
Entry Pocket Length [ft]	100.00	50.00	400.00	100.00	100.00	350.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Oak St.				US 50	
Base Volume Input [veh/h]	30	87	106	117	196	82
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	30	87	106	117	196	82
Peak Hour Factor	0.8000	0.8000	0.7400	0.8100	0.8200	0.8400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	27	36	36	60	24
Total Analysis Volume [veh/h]	38	109	143	144	239	98
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.12	0.12	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	15.28	9.46	8.30	0.00	0.00	0.00
Movement LOS	C	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.32	0.40	0.39	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	8.08	10.09	9.81	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10.96		4.14		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	3.63					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 633: Rainbow Blvd. / Site Access

Control Type:	Two-way stop	Delay (sec / veh):	11.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.016

Intersection Setup

Name							Rainbow Blvd.					
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name							Rainbow Blvd.					
Base Volume Input [veh/h]	9	0	7	0	0	0	0	230	15	1	283	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	9	0	7	0	0	0	0	230	15	1	283	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	0	2	0	0	0	0	58	4	0	71	0
Total Analysis Volume [veh/h]	9	0	7	0	0	0	0	230	15	1	283	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

[illegible]

Intersection Level Of Service Report
Intersection 634: Rainbow Blvd. / Hunt St.

Control Type:	Two-way stop	Delay (sec / veh):	13.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name	Hunt St.		Rainbow Blvd.			Rainbow Blvd.	
Approach	Southbound		Eastbound			Westbound	
Lane Configuration							
Turning Movement	Left	Right	U-turn	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00			30.00	
Grade [%]	0.00		0.00			0.00	
Crosswalk	Yes		No			No	

Volumes

Name	Hunt St.		Rainbow Blvd.			Rainbow Blvd.	
Base Volume Input [veh/h]	1	19	0	8	231	297	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	19	0	8	231	297	2
Peak Hour Factor	1.0000	0.6800	1.0000	0.4600	0.8300	0.7400	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	7	0	4	70	100	1
Total Analysis Volume [veh/h]	1	28	0	17	278	401	2
Pedestrian Volume [ped/h]	0		0			0	

Intersection Level Of Service Report

Intersection 635: Oak St. / CR 105

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 11.2
 Level Of Service: B
 Volume to Capacity (v/c): 0.034

Intersection Setup

Name	Oak St.		Oak St.		County Road 105	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Oak St.		Oak St.		County Road 105	
Base Volume Input [veh/h]	159	23	12	116	16	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	159	23	12	116	16	17
Peak Hour Factor	0.8100	0.6700	0.7500	0.8500	0.7500	0.7900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	49	9	4	34	5	5
Total Analysis Volume [veh/h]	196	34	16	136	21	22
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.03	0.03
d_M, Delay for Movement [s/veh]	0.00	0.00	7.71	0.00	11.20	9.68
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.03	0.03	0.19	0.19
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.67	0.67	4.85	4.85
d_A, Approach Delay [s/veh]	0.00		0.81		10.42	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	1.34					
Intersection LOS	B					

Intersection Level Of Service Report

Intersection 102: Rainbow Blvd / Oak St.

Control Type:	Two-way stop	Delay (sec / veh):	15.5
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.246

Intersection Setup

Name	Oak Street		East Rainbow Boulevard		US 50	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	11.48	11.48	11.48	11.48	11.48	11.48
No. of Lanes in Entry Pocket	0	1	1	0	0	1
Entry Pocket Length [ft]	100.00	50.00	400.00	100.00	100.00	350.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Oak Street		East Rainbow Boulevard		US 50	
Base Volume Input [veh/h]	85	124	111	201	142	57
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	85	124	111	201	142	57
Peak Hour Factor	0.7600	0.9700	0.9600	0.8600	0.8900	0.6900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	32	29	58	40	21
Total Analysis Volume [veh/h]	112	128	116	234	160	83
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.25	0.13	0.09	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	15.47	9.27	7.95	0.00	0.00	0.00
Movement LOS	C	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.96	0.45	0.28	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	23.94	11.34	7.12	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12.16		2.64		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	4.61					
Intersection LOS	C					

Intersection Level Of Service Report

Intersection 134: Oak St. / CR 105

Control Type: Two-way stop
 Analysis Method: HCM 2010
 Analysis Period: 15 minutes

Delay (sec / veh): 12.1
 Level Of Service: B
 Volume to Capacity (v/c): 0.078

Intersection Setup

Name	Oak Street		Oak Street		CR 105	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	11.48	11.48	11.48	11.48	11.48	11.48
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	62.14		62.14		31.07	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Oak Street		Oak Street		CR 105	
Base Volume Input [veh/h]	150	24	17	172	27	23
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	150	24	17	172	27	23
Peak Hour Factor	0.9100	0.6900	0.6800	0.8300	0.6100	0.6700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	41	9	6	52	11	9
Total Analysis Volume [veh/h]	165	35	25	207	44	34
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.02	0.00	0.08	0.04
d_M, Delay for Movement [s/veh]	0.00	0.00	7.65	0.00	12.06	9.87
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.06	0.06	0.40	0.40
95th-Percentile Queue Length [ft/ln]	0.00	0.00	1.38	1.38	9.88	9.88
d_A, Approach Delay [s/veh]	0.00		0.82		11.11	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	2.07					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 405: Rainbow Blvd. / Hunt St.

Control Type:	Two-way stop	Delay (sec / veh):	13.0
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.011

Intersection Setup

Name	Hunt Street		East Rainbow Boulevard			East Rainbow Boulevard	
Approach	Southbound		Eastbound			Westbound	
Lane Configuration							
Turning Movement	Left	Right	U-turn	Left	Thru	Thru	Right
Lane Width [ft]	11.48	11.48	11.48	11.48	11.48	11.48	11.48
No. of Lanes in Entry Pocket	0	0	1	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		45.00			45.00	
Grade [%]	0.00		0.00			0.00	
Crosswalk	Yes		No			No	

Volumes

Name	Hunt Street		East Rainbow Boulevard			East Rainbow Boulevard	
Base Volume Input [veh/h]	3	31	0	27	324	271	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	31	0	27	324	271	6
Peak Hour Factor	0.5800	1.0000	1.0000	0.9700	0.8400	0.9400	0.5800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	8	0	7	96	72	3
Total Analysis Volume [veh/h]	5	31	0	28	386	288	10
Pedestrian Volume [ped/h]	0		0			0	

Intersection Level Of Service Report
Intersection 633: Rainbow Blvd. / Site Access

Control Type:	Two-way stop	Delay (sec / veh):	13.5
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.036

Intersection Setup

Name							East Rainbow Boulevard			East Rainbow Boulevard		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name							East Rainbow Boulevard			East Rainbow Boulevard		
Base Volume Input [veh/h]	16	0	31	0	0	0	0	334	37	10	266	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	16	0	31	0	0	0	0	334	37	10	266	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	0	8	0	0	0	0	84	9	3	67	0
Total Analysis Volume [veh/h]	16	0	31	0	0	0	0	334	37	10	266	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

[illegible]

Intersection Level Of Service Report
Intersection 102: Rainbow Blvd / Oak St.

Control Type:	Two-way stop	Delay (sec / veh):	16.6
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.109

Intersection Setup

Name	Collegiate Peaks Byway		East Rainbow Boulevard		US 50	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	11.48	11.48	11.48	11.48	11.48	11.48
No. of Lanes in Entry Pocket	0	1	1	0	0	1
Entry Pocket Length [ft]	100.00	50.00	400.00	100.00	100.00	350.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Collegiate Peaks Byway		East Rainbow Boulevard		US 50	
Base Volume Input [veh/h]	30	87	106	117	196	82
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	26	20	1	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	30	113	126	118	196	82
Peak Hour Factor	0.8000	0.8000	0.7400	0.8100	0.8200	0.8400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	35	43	36	60	24
Total Analysis Volume [veh/h]	38	141	170	146	239	98
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.15	0.14	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	16.56	9.64	8.38	0.00	0.00	0.00
Movement LOS	C	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.36	0.54	0.48	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	9.07	13.57	11.95	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	11.11		4.51		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	4.10					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 633: Rainbow Blvd. / Site Access

Control Type:	Two-way stop	Delay (sec / veh):	13.6
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.047

Intersection Setup

Name							East Rainbow Boulevard			East Rainbow Boulevard		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name							East Rainbow Boulevard			East Rainbow Boulevard		
Base Volume Input [veh/h]	9	0	7	0	0	0	0	230	15	1	283	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	21	0	43	36	0	0	0	0	26
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	9	0	7	21	0	43	36	230	15	1	283	26
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	0	2	5	0	11	9	58	4	0	71	7
Total Analysis Volume [veh/h]	9	0	7	21	0	43	36	230	15	1	283	26
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

[illegible]

Intersection Level Of Service Report
Intersection 634: Rainbow Blvd. / Hunt St.

Control Type:	Two-way stop	Delay (sec / veh):	14.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name							
Approach	Southbound		Eastbound			Westbound	
Lane Configuration							
Turning Movement	Left	Right	U-turn	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00			30.00	
Grade [%]	0.00		0.00			0.00	
Crosswalk	Yes		No			No	

Volumes

Name							
Base Volume Input [veh/h]	1	19	0	8	231	297	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	36	43	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	19	0	8	267	340	2
Peak Hour Factor	1.0000	0.6800	1.0000	0.4600	0.8300	0.7400	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	7	0	4	80	115	1
Total Analysis Volume [veh/h]	1	28	0	17	322	459	2
Pedestrian Volume [ped/h]	0		0			0	

Intersection Level Of Service Report

Intersection 635: Oak St. / CR 105

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 11.7
 Level Of Service: B
 Volume to Capacity (v/c): 0.037

Intersection Setup

Name	Collegiate Peaks Byway		Collegiate Peaks Byway		County Road 105	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Collegiate Peaks Byway		Collegiate Peaks Byway		County Road 105	
Base Volume Input [veh/h]	159	23	12	116	16	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	20	0	0	26	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	179	23	12	142	16	17
Peak Hour Factor	0.8100	0.6700	0.7500	0.8500	0.7500	0.7900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	55	9	4	42	5	5
Total Analysis Volume [veh/h]	221	34	16	167	21	22
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.04	0.03
d_M, Delay for Movement [s/veh]	0.00	0.00	7.77	0.00	11.70	9.87
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.03	0.03	0.21	0.21
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.67	0.67	5.15	5.15
d_A, Approach Delay [s/veh]	0.00		0.68		10.76	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	1.22					
Intersection LOS	B					

Intersection Level Of Service Report

Intersection 102: Rainbow Blvd / Oak St.

Control Type:	Two-way stop	Delay (sec / veh):	16.7
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.267

Intersection Setup

Name	Oak Street		East Rainbow Boulevard		US 50	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	11.48	11.48	11.48	11.48	11.48	11.48
No. of Lanes in Entry Pocket	0	1	1	0	0	1
Entry Pocket Length [ft]	100.00	50.00	400.00	100.00	100.00	350.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Oak Street		East Rainbow Boulevard		US 50	
Base Volume Input [veh/h]	85	124	111	201	142	57
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	28	20	3	3	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	85	152	131	204	145	57
Peak Hour Factor	0.7600	0.9700	0.9600	0.8600	0.8900	0.6900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	39	34	59	41	21
Total Analysis Volume [veh/h]	112	157	136	237	163	83
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.27	0.16	0.10	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	16.67	9.44	8.01	0.00	0.00	0.00
Movement LOS	C	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	1.06	0.58	0.34	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	26.56	14.43	8.51	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12.45		2.92		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	5.00					
Intersection LOS	C					

Intersection Level Of Service Report

Intersection 134: Oak St. / CR 105

Control Type: Two-way stop
 Analysis Method: HCM 2010
 Analysis Period: 15 minutes

Delay (sec / veh): 12.7
 Level Of Service: B
 Volume to Capacity (v/c): 0.084

Intersection Setup

Name	Oak Street		Oak Street		CR 105	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	11.48	11.48	11.48	11.48	11.48	11.48
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	62.14		62.14		31.07	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Oak Street		Oak Street		CR 105	
Base Volume Input [veh/h]	150	24	17	172	27	23
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	20	0	0	28	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	170	24	17	200	27	23
Peak Hour Factor	0.9100	0.6900	0.6800	0.8300	0.6100	0.6700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	47	9	6	60	11	9
Total Analysis Volume [veh/h]	187	35	25	241	44	34
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.02	0.00	0.08	0.04
d_M, Delay for Movement [s/veh]	0.00	0.00	7.70	0.00	12.66	10.09
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.06	0.06	0.42	0.42
95th-Percentile Queue Length [ft/ln]	0.00	0.00	1.41	1.41	10.56	10.56
d_A, Approach Delay [s/veh]	0.00		0.72		11.54	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	1.93					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 405: Rainbow Blvd. / Hunt St.

Control Type:	Two-way stop	Delay (sec / veh):	13.8
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.012

Intersection Setup

Name	Hunt Street		East Rainbow Boulevard			East Rainbow Boulevard	
Approach	Southbound		Eastbound			Westbound	
Lane Configuration							
Turning Movement	Left	Right	U-turn	Left	Thru	Thru	Right
Lane Width [ft]	11.48	11.48	11.48	11.48	11.48	11.48	11.48
No. of Lanes in Entry Pocket	0	0	1	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		45.00			45.00	
Grade [%]	0.00		0.00			0.00	
Crosswalk	Yes		No			No	

Volumes

Name	Hunt Street		East Rainbow Boulevard			East Rainbow Boulevard	
Base Volume Input [veh/h]	3	31	0	27	324	271	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	39	41	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	31	0	27	363	312	6
Peak Hour Factor	0.5800	1.0000	1.0000	0.9700	0.8400	0.9400	0.5800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	8	0	7	108	83	3
Total Analysis Volume [veh/h]	5	31	0	28	432	332	10
Pedestrian Volume [ped/h]	0		0			0	

Intersection Level Of Service Report
Intersection 633: Rainbow Blvd. / Site Access

Control Type:	Two-way stop	Delay (sec / veh):	15.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.044

Intersection Setup

Name							East Rainbow Boulevard			East Rainbow Boulevard		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name							East Rainbow Boulevard			East Rainbow Boulevard		
Base Volume Input [veh/h]	16	0	31	0	0	0	0	334	37	10	266	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	23	0	41	39	0	0	0	0	31
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	16	0	31	23	0	41	39	334	37	10	266	31
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	0	8	6	0	10	10	84	9	3	67	8
Total Analysis Volume [veh/h]	16	0	31	23	0	41	39	334	37	10	266	31
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.00	0.04	0.06	0.00	0.05	0.03	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	15.51	16.60	9.92	14.98	16.79	9.84	7.95	0.00	0.00	8.05	0.00	0.00
Movement LOS	C	C	A	B	C	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/l/n]	0.27	0.27	0.27	0.35	0.35	0.35	0.10	0.00	0.00	0.02	0.01	0.00
95th-Percentile Queue Length [ft/l/n]	6.66	6.66	6.66	8.87	8.87	8.87	2.39	0.00	0.00	0.42	0.21	0.00
d_A, Approach Delay [s/veh]	11.82			11.69			0.76			0.26		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	2.05											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 102: Rainbow Blvd / Oak St.

Control Type:	Two-way stop	Delay (sec / veh):	16.4
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.115

Intersection Setup

Name	Collegiate Peaks Byway		East Rainbow Boulevard		US 50	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	11.48	11.48	11.48	11.48	11.48	11.48
No. of Lanes in Entry Pocket	0	1	1	0	0	1
Entry Pocket Length [ft]	100.00	50.00	400.00	100.00	100.00	350.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Collegiate Peaks Byway		East Rainbow Boulevard		US 50	
Base Volume Input [veh/h]	30	87	106	117	196	82
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	33	94	115	127	212	89
Peak Hour Factor	0.8000	0.8000	0.7400	0.8100	0.8200	0.8400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	29	39	39	65	26
Total Analysis Volume [veh/h]	41	118	155	157	259	106
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.13	0.13	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	16.44	9.59	8.43	0.00	0.00	0.00
Movement LOS	C	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.39	0.45	0.44	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	9.68	11.23	11.04	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	11.36		4.19		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	3.72					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 633: Rainbow Blvd. / Site Access

Control Type:	Two-way stop	Delay (sec / veh):	12.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.019

Intersection Setup

Name							East Rainbow Boulevard			East Rainbow Boulevard		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name							East Rainbow Boulevard			East Rainbow Boulevard		
Base Volume Input [veh/h]	9	0	7	0	0	0	0	230	15	1	283	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	0	8	0	0	0	0	249	16	1	307	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	2	0	0	0	0	62	4	0	77	0
Total Analysis Volume [veh/h]	10	0	8	0	0	0	0	249	16	1	307	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

[illegible]

Intersection Level Of Service Report
Intersection 634: Rainbow Blvd. / Hunt St.

Control Type:	Two-way stop	Delay (sec / veh):	14.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name							
Approach	Southbound		Eastbound			Westbound	
Lane Configuration							
Turning Movement	Left	Right	U-turn	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00			30.00	
Grade [%]	0.00		0.00			0.00	
Crosswalk	Yes		No			No	

Volumes

Name							
Base Volume Input [veh/h]	1	19	0	8	231	297	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	21	0	9	250	322	2
Peak Hour Factor	1.0000	0.6800	1.0000	0.4600	0.8300	0.7400	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	8	0	5	75	109	1
Total Analysis Volume [veh/h]	1	31	0	20	301	435	2
Pedestrian Volume [ped/h]	0		0			0	

Intersection Level Of Service Report
Intersection 635: Oak St. / CR 105

Control Type:Two-way stop
Analysis Method:HCM 7th Edition
Analysis Period:15 minutes

Delay (sec / veh):11.5
Level Of Service:B
Volume to Capacity (v/c):0.039

Intersection Setup

Name	Collegiate Peaks Byway		Collegiate Peaks Byway		County Road 105	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Collegiate Peaks Byway		Collegiate Peaks Byway		County Road 105	
Base Volume Input [veh/h]	159	23	12	116	16	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	172	25	13	126	17	18
Peak Hour Factor	0.8100	0.6700	0.7500	0.8500	0.7500	0.7900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	53	9	4	37	6	6
Total Analysis Volume [veh/h]	212	37	17	148	23	23
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.04	0.03
d_M, Delay for Movement [s/veh]	0.00	0.00	7.75	0.00	11.51	9.83
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.03	0.03	0.22	0.22
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.71	0.71	5.42	5.42
d_A, Approach Delay [s/veh]	0.00		0.80		10.67	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	1.35					
Intersection LOS	B					

Intersection Level Of Service Report

Intersection 102: Rainbow Blvd / Oak St.

Control Type:	Two-way stop	Delay (sec / veh):	16.8
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.284

Intersection Setup

Name	Oak Street		East Rainbow Boulevard		US 50	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	11.48	11.48	11.48	11.48	11.48	11.48
No. of Lanes in Entry Pocket	0	1	1	0	0	1
Entry Pocket Length [ft]	100.00	50.00	400.00	100.00	100.00	350.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Oak Street		East Rainbow Boulevard		US 50	
Base Volume Input [veh/h]	85	124	111	201	142	57
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	92	134	120	218	154	62
Peak Hour Factor	0.7600	0.9700	0.9600	0.8600	0.8900	0.6900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	35	31	63	43	22
Total Analysis Volume [veh/h]	121	138	125	253	173	90
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.28	0.14	0.10	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	16.79	9.37	8.03	0.00	0.00	0.00
Movement LOS	C	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	1.16	0.50	0.32	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	28.93	12.51	7.88	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12.84		2.66		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	4.81					
Intersection LOS	C					

Intersection Level Of Service Report

Intersection 134: Oak St. / CR 105

Control Type:	Two-way stop	Delay (sec / veh):	12.5
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.089

Intersection Setup

Name	Oak Street		Oak Street		CR 105	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	11.48	11.48	11.48	11.48	11.48	11.48
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	62.14		62.14		31.07	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Oak Street		Oak Street		CR 105	
Base Volume Input [veh/h]	150	24	17	172	27	23
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	163	26	18	186	29	25
Peak Hour Factor	0.9100	0.6900	0.6800	0.8300	0.6100	0.6700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	45	9	7	56	12	9
Total Analysis Volume [veh/h]	179	38	26	224	48	37
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.02	0.00	0.09	0.04
d_M, Delay for Movement [s/veh]	0.00	0.00	7.69	0.00	12.51	10.10
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.06	0.06	0.45	0.45
95th-Percentile Queue Length [ft/ln]	0.00	0.00	1.46	1.46	11.37	11.37
d_A, Approach Delay [s/veh]	0.00		0.80		11.46	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	2.13					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 405: Rainbow Blvd. / Hunt St.

Control Type:	Two-way stop	Delay (sec / veh):	13.5
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.012

Intersection Setup

Name	Hunt Street		East Rainbow Boulevard			East Rainbow Boulevard	
Approach	Southbound		Eastbound			Westbound	
Lane Configuration							
Turning Movement	Left	Right	U-turn	Left	Thru	Thru	Right
Lane Width [ft]	11.48	11.48	11.48	11.48	11.48	11.48	11.48
No. of Lanes in Entry Pocket	0	0	1	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		45.00			45.00	
Grade [%]	0.00		0.00			0.00	
Crosswalk	Yes		No			No	

Volumes

Name	Hunt Street		East Rainbow Boulevard			East Rainbow Boulevard	
Base Volume Input [veh/h]	3	31	0	27	324	271	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	34	0	29	351	294	7
Peak Hour Factor	0.5800	1.0000	1.0000	0.9700	0.8400	0.9400	0.5800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	9	0	7	104	78	3
Total Analysis Volume [veh/h]	5	34	0	30	418	313	12
Pedestrian Volume [ped/h]	0		0			0	

Intersection Level Of Service Report
Intersection 633: Rainbow Blvd. / Site Access

Control Type:	Two-way stop	Delay (sec / veh):	14.2
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.041

Intersection Setup

Name							East Rainbow Boulevard			East Rainbow Boulevard		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name							East Rainbow Boulevard			East Rainbow Boulevard		
Base Volume Input [veh/h]	16	0	31	0	0	0	0	334	37	10	266	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	17	0	34	0	0	0	0	362	40	11	288	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	0	9	0	0	0	0	91	10	3	72	0
Total Analysis Volume [veh/h]	17	0	34	0	0	0	0	362	40	11	288	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

[illegible]

Intersection Level Of Service Report
Intersection 102: Rainbow Blvd / Oak St.

Control Type:	Two-way stop	Delay (sec / veh):	17.9
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.128

Intersection Setup

Name	Collegiate Peaks Byway		East Rainbow Boulevard		US 50	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	11.48	11.48	11.48	11.48	11.48	11.48
No. of Lanes in Entry Pocket	0	1	1	0	0	1
Entry Pocket Length [ft]	100.00	50.00	400.00	100.00	100.00	350.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Collegiate Peaks Byway		East Rainbow Boulevard		US 50	
Base Volume Input [veh/h]	30	87	106	117	196	82
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	26	20	1	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	33	120	135	128	212	89
Peak Hour Factor	0.8000	0.8000	0.7400	0.8100	0.8200	0.8400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	38	46	40	65	26
Total Analysis Volume [veh/h]	41	150	182	158	259	106
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.13	0.17	0.15	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	17.90	9.78	8.52	0.00	0.00	0.00
Movement LOS	C	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.44	0.59	0.53	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	10.89	14.85	13.29	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	11.52		4.56		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	4.19					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 633: Rainbow Blvd. / Site Access

Control Type:	Two-way stop	Delay (sec / veh):	14.1
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.050

Intersection Setup

Name							East Rainbow Boulevard			East Rainbow Boulevard		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name							East Rainbow Boulevard			East Rainbow Boulevard		
Base Volume Input [veh/h]	9	0	7	0	0	0	0	230	15	1	283	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	21	0	43	36	0	0	0	0	26
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	0	8	21	0	43	36	249	16	1	307	26
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	2	5	0	11	9	62	4	0	77	7
Total Analysis Volume [veh/h]	10	0	8	21	0	43	36	249	16	1	307	26
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.01	0.05	0.00	0.05	0.03	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	13.62	15.00	9.25	14.14	15.34	9.87	8.03	0.00	0.00	7.78	0.00	0.00
Movement LOS	B	B	A	B	C	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/l/n]	0.10	0.10	0.10	0.33	0.33	0.33	0.09	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/l/n]	2.50	2.50	2.50	8.32	8.32	8.32	2.27	0.00	0.00	0.04	0.02	0.00
d_A, Approach Delay [s/veh]	11.68			11.27			0.96			0.02		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	1.71											
Intersection LOS	B											

Intersection Level Of Service Report
Intersection 634: Rainbow Blvd. / Hunt St.

Control Type:	Two-way stop	Delay (sec / veh):	15.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

Name							
Approach	Southbound		Eastbound			Westbound	
Lane Configuration							
Turning Movement	Left	Right	U-turn	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00			30.00	
Grade [%]	0.00		0.00			0.00	
Crosswalk	Yes		No			No	

Volumes

Name							
Base Volume Input [veh/h]	1	19	0	8	231	297	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	36	43	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	21	0	9	286	365	2
Peak Hour Factor	1.0000	0.6800	1.0000	0.4600	0.8300	0.7400	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	8	0	5	86	123	1
Total Analysis Volume [veh/h]	1	31	0	20	345	493	2
Pedestrian Volume [ped/h]	0		0			0	

Intersection Level Of Service Report

Intersection 635: Oak St. / CR 105

Control Type: Two-way stop
 Analysis Method: HCM 7th Edition
 Analysis Period: 15 minutes

Delay (sec / veh): 12.0
 Level Of Service: B
 Volume to Capacity (v/c): 0.042

Intersection Setup

Name	Collegiate Peaks Byway		Collegiate Peaks Byway		County Road 105	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Collegiate Peaks Byway		Collegiate Peaks Byway		County Road 105	
Base Volume Input [veh/h]	159	23	12	116	16	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	20	0	0	26	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	192	25	13	152	17	18
Peak Hour Factor	0.8100	0.6700	0.7500	0.8500	0.7500	0.7900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	59	9	4	45	6	6
Total Analysis Volume [veh/h]	237	37	17	179	23	23
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.04	0.03
d_M, Delay for Movement [s/veh]	0.00	0.00	7.81	0.00	12.04	10.03
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.03	0.03	0.23	0.23
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.71	0.71	5.76	5.76
d_A, Approach Delay [s/veh]	0.00		0.68		11.03	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	1.24					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 102: Rainbow Blvd / Oak St.

Control Type:	Two-way stop	Delay (sec / veh):	18.3
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.310

Intersection Setup

Name	Oak Street		East Rainbow Boulevard		US 50	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	11.48	11.48	11.48	11.48	11.48	11.48
No. of Lanes in Entry Pocket	0	1	1	0	0	1
Entry Pocket Length [ft]	100.00	50.00	400.00	100.00	100.00	350.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name	Oak Street		East Rainbow Boulevard		US 50	
Base Volume Input [veh/h]	85	124	111	201	142	57
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	28	20	3	3	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	92	162	140	221	157	62
Peak Hour Factor	0.7600	0.9700	0.9600	0.8600	0.8900	0.6900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	42	36	64	44	22
Total Analysis Volume [veh/h]	121	167	146	257	176	90
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.31	0.17	0.11	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	18.31	9.54	8.09	0.00	0.00	0.00
Movement LOS	C	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	1.30	0.63	0.38	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	32.44	15.71	9.39	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	13.23		2.93		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	5.22					
Intersection LOS	C					

Intersection Level Of Service Report

Intersection 134: Oak St. / CR 105

Control Type: Two-way stop
 Analysis Method: HCM 2010
 Analysis Period: 15 minutes

Delay (sec / veh): 13.2
 Level Of Service: B
 Volume to Capacity (v/c): 0.096

Intersection Setup

Name	Oak Street		Oak Street		CR 105	
Approach	Northbound		Southbound		Westbound	
Lane Configuration						
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	11.48	11.48	11.48	11.48	11.48	11.48
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	62.14		62.14		31.07	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Oak Street		Oak Street		CR 105	
Base Volume Input [veh/h]	150	24	17	172	27	23
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	20	0	0	28	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	183	26	18	214	29	25
Peak Hour Factor	0.9100	0.6900	0.6800	0.8300	0.6100	0.6700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	50	9	7	64	12	9
Total Analysis Volume [veh/h]	201	38	26	258	48	37
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Free	Free	Stop
Flared Lane			No
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance			No
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.02	0.00	0.10	0.04
d_M, Delay for Movement [s/veh]	0.00	0.00	7.74	0.00	13.15	10.34
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.06	0.06	0.49	0.49
95th-Percentile Queue Length [ft/ln]	0.00	0.00	1.48	1.48	12.18	12.18
d_A, Approach Delay [s/veh]	0.00		0.71		11.93	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	2.00					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 405: Rainbow Blvd. / Hunt St.

Control Type:	Two-way stop	Delay (sec / veh):	14.4
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.013

Intersection Setup

Name	Hunt Street		East Rainbow Boulevard			East Rainbow Boulevard	
Approach	Southbound		Eastbound			Westbound	
Lane Configuration							
Turning Movement	Left	Right	U-turn	Left	Thru	Thru	Right
Lane Width [ft]	11.48	11.48	11.48	11.48	11.48	11.48	11.48
No. of Lanes in Entry Pocket	0	0	1	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		45.00			45.00	
Grade [%]	0.00		0.00			0.00	
Crosswalk	Yes		No			No	

Volumes

Name	Hunt Street		East Rainbow Boulevard			East Rainbow Boulevard	
Base Volume Input [veh/h]	3	31	0	27	324	271	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	39	41	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	34	0	29	390	335	7
Peak Hour Factor	0.5800	1.0000	1.0000	0.9700	0.8400	0.9400	0.5800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	9	0	7	116	89	3
Total Analysis Volume [veh/h]	5	34	0	30	464	356	12
Pedestrian Volume [ped/h]	0		0			0	

Intersection Level Of Service Report
Intersection 633: Rainbow Blvd. / Site Access

Control Type:	Two-way stop	Delay (sec / veh):	16.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.051

Intersection Setup

Name							East Rainbow Boulevard			East Rainbow Boulevard		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			45.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name							East Rainbow Boulevard			East Rainbow Boulevard		
Base Volume Input [veh/h]	16	0	31	0	0	0	0	334	37	10	266	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	23	0	41	39	0	0	0	0	31
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	17	0	34	23	0	41	39	362	40	11	288	31
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	0	9	6	0	10	10	91	10	3	72	8
Total Analysis Volume [veh/h]	17	0	34	23	0	41	39	362	40	11	288	31
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

[illegible]

CERTIFICATE OF PUBLICATION

STATE OF COLORADO } SS

County of Chaffee

I, MERLE J. BARANCZYK, Being first duly sworn according to law, on oath depose and say, that I am, and at all the times herein mentioned, was the publisher of the Mountain Mail and that said Mountain Mail is a bi-weekly newspaper of general circulation, in said County and State, printed and published in the City of Salida, County of Chaffee and State of Colorado, and that copies of each number thereof are, and at all the times herein mentioned were, regularly distributed and delivered, by carrier or mail, to each of the subscribers of said newspaper, in accordance with the customary method of business in newspaper offices. That the annexed NOTICE OF PUBLIC HEARING FROM

THE CITY OF SALIDA

In the matter of MAJOR SUBDIVISION APPLICATION / BV INVESTMENTS, LLC / SALIDA CROSSINGS PLANNED DEVELOPMENT This a true copy

of the original, and the same was regularly published in the newspaper proper and not in a supplement, for the full period of ONE (1) INSERTION of said newspaper, and that the first publication was in the issue dated NOVEMBER 18, 2022 and that the last publication of the same was in the issue dated NOVEMBER 18, 2022

and the said Mountain Mail has been established, printed and published for the full period of fifty-two consecutive weeks, and continuously and uninterruptedly prior to the said date of the first publication of the notice aforesaid, in the City of Salida, County of Chaffee and State of Colorado, and is a newspaper duly qualified for the publishing of said notice within the meaning of an Act of the General Assembly of the State of Colorado, approved May 30th, 1923, and entitled "An act to Amend an Act Entitled 'An Act Concerning Legal Notices, Advertisements and Publications and the Fees of Printers and Publishers thereof, and to Repeal all Acts and Parts of Acts in Conflict with the Provisions of this Act,'" and within the meaning of an Act amendatory thereof, approved May 18th, 1931 and entitled "An Act to Amend Section 4, of Chapter 139, Session Laws of Colorado, 1923, relating to Legal Notices and Advertisements," and within the meaning of any and all other Acts amendatory thereof or supplemental thereto. And further affiant saith not.

Pursuant to C.R.S. 24-70-103(5) this notice has also been posted online and available at: <https://www.themountainmail.com> and posted online and available at Colorado Press Association Network-Colorado Public Notice database at: <https://www.publicnoticecolorado.com>



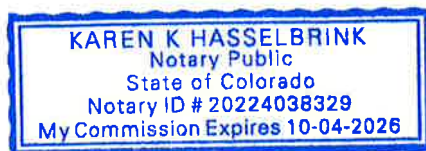
The above certificate of publication was subscribed and sworn to before me by the above named Merle J. Baranczyk who is personally known to me to be the identical person described in the above certificate, on the 18TH day of NOVEMBER, 2022 A.D. FEIN # 84-0718607



KAREN K HASSELBRINK-NOTARY PUBLIC-ID#20224038329

STATE OF COLORADO/COUNTY OF CHAFFEE

My Commission Expires: October 4, 2026



PROOF OF PUBLICATION

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PUBLIC NOTICE
NOTICE OF PUBLIC HEARING BEFORE
THE PLANNING COMMISSION FOR THE
CITY OF SALIDA CONCERNING A
MAJOR SUBDIVISION APPLICATION
TO ALL MEMBERS OF THE PUBLIC AND
INTERESTED PERSONS: PLEASE TAKE
NOTICE that on December 13th, 2022 at or about the hour of 6:00 p.m., a public hearing will be conducted by the City of Salida Planning Commission at City Council Chambers, 448 East First Street, Suite 190, Salida, Colorado on an application submitted by BV Investments, LLC for a Major Subdivision for the Salida Grossings Planned Development. The 3.15 acre property is located at 1520 E. Highway 50 and is legally described as "A portion of the SW ¼ of the NW ¼ or the SW ¼ Section 4, Township 49 North, Range 9 East of the New Mexico P.M. County of Chaffee, State of Colorado".

The proposal is to subdivide the property into 22 lots (including 20 townhome lots and 2 lots for mixed-use buildings) plus common elements/outlots to be owned by an HOA. The subdivision would also require approval of a modification to the previously approved development plan.

Interested persons are encouraged to attend the public hearing in person or online at <https://attendee.gotowebinar.com/rt/1909092342220683277>. Further information on the application may be obtained from the Community Development Department, (719) 530-2634.

*Please note that it is inappropriate to personally contact individual City Councilors or Planning Commissioners outside of the public hearing, while an application is pending. Such contact is considered ex-parte communication and will have to be disclosed as part of the public hearings on the matter. If you have any questions/comments, you should email or write a letter to staff, or present your concerns at the public meeting in-person or via the above

Go to Webinar link so your comments can be made part of the record.

Published in The Mountain Mail November 18, 2022