



CITY COUNCIL REGULAR MEETING

448 E. 1st Street, Room 190 Salida, Colorado 81201
December 06, 2022 - 6:00 PM

AGENDA

Please register for Regular City Council Meeting

<https://attendee.gotowebinar.com/register/6382995264411204366>

After registering, you will receive a confirmation email containing information about joining the webinar.

To watch live

meetings: https://c.streamhoster.com/embed/media/W6sdC9/xAllQfSsmmO/vpfQhcsApYv_5?preview=1

CALL TO ORDER

Pledge of Allegiance

Roll Call

Civility Invocation

1. Civility Invocation

CONSENT AGENDA

2. Approve Agenda

3. Approve November 15, 2022 Minutes

4. On-call Planning and Design Services Contract for Parks and Recreation

5. Award Contract for Planning & Design Services for the South Arkansas River Sub-Area (SARSA) Master Plan

6. Approve Final Settlement for the 2022 Sewer Reconstruction Project

7. Approve A Church Special Event Permits

8. Approve a Multi-Vendor Permit for the Winter Art Market

9. Approve a Hangar Ground Lease Agreements for Harriet Alexander Field

10. Approve Opinion Research Services from Magellan Strategies

CITIZEN COMMENT—Three (3) Minute Time Limit

UNFINISHED BUSINESS / ACTION ITEMS

11. **Ordinance 2022-21** AN ORDINANCE OF THE CITY COUNCIL FOR THE CITY OF SALIDA, COLORADO APPROVING THE 505 OAK STREET MAJOR IMPACT REVIEW FOR A PLANNED DEVELOPMENT OVERLAY AND MAJOR SUBDIVISION OF THE 2.09 ACRE PARCEL LOCATED AT 505 OAK STREET, **FINAL READING AND PUBLIC HEARING**

12. **Ordinance 2022-22** AN ORDINANCE OF THE CITY OF SALIDA, COLORADO ANNEXING TO THE CITY OF SALIDA A CERTAIN TRACT OF LAND IN UNINCORPORATED CHAFFEE COUNTY KNOWN AS THE STRINGER ANNEXATION, **FINAL READING AND PUBLIC HEARING**

13. **Ordinance 2022-23** AN ORDINANCE OF THE CITY OF SALIDA, COLORADO, ZONING CERTAIN REAL PROPERTY KNOWN AS THE STRINGER ANNEXATION AS COMMERCIAL (C-1) ZONE DISTRICT, **FINAL READING AND PUBLIC HEARING**

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.

NEW BUSINESS / ACTION ITEMS

- [14.](#) 2023 Salida Community Grants Process – Chaffee County Community Foundation
- [15.](#) **Resolution 2022-54** A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SALIDA, COLORADO, FINDING THE LUNDBERG-CASTRO ANNEXATION PETITION TO BE IN SUBSTANTIAL COMPLIANCE WITH STATE STATUTES AND SETTING A PUBLIC HEARING ON SAID PETITION
- [16.](#) **Resolution 2022-55** A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SALIDA, COLORADO, MAKING FINDINGS OF FACT, DETERMINATIONS, AND CONCLUSIONS CONCERNING THE STRINGER ANNEXATION
- [17.](#) **Resolution 2022-56** A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SALIDA, COLORADO, APPROVING AN ANNEXATION AGREEMENT WITH PAUL AND REBECCA STRINGER FOR THE ANNEXATION OF CERTAIN REAL PROPERTY INTO THE CITY
- [18.](#) **Ordinance 2022-24** AN ORDINANCE OF THE CITY COUNCIL FOR THE CITY OF SALIDA, COLORADO IMPOSING AND INCREASING CERTAIN OCCUPATION TAXES ON THE BUSINESS OF LEASING OR RENTING SHORT-TERM RENTAL UNITS IN THE CITY, **EMERGENCY ORDINANCE, FIRST READING AND SETTING A PUBLIC HEARING**
- [19.](#) **Ordinance 2022-25** AN ORDINANCE OF THE CITY COUNCIL FOR THE CITY OF SALIDA, COLORADO APPROVING A SUBSTANTIAL MODIFICATION TO THE DEVELOPMENT PLAN FOR THE SALIDA CROSSINGS PLANNED DEVELOPMENT LOCATED AT 1520 E. HIGHWAY 50, **FIRST READING AND SETTING A PUBLIC HEARING**

COUNCILORS, MAYOR AND CITY TREASURER REPORTS

Council Reports

- Critelli, Kasper, Naccarato, Pappenfort, Pollock, Templeton

Mayor Report

Treasurer Report

Attorney Report

Staff Reports

ADJOURN



City Clerk | Deputy City Clerk

Mayor Dan Shore

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CIVILITY INVOCATION

We are here working together to create a thriving community. It is the intention of the Salida City Council to promote civil communication by adopting the following guidelines for speaking to the public in the City Council Chambers. It is our hope that by acting in this manner we can help create a safe space for people to share their perspectives and opinions:

- We honor the opportunity to be engaged in the process of governance for the benefit of our community.
- We acknowledge that each of us brings a unique perspective to this conversation and that our perspectives may differ.
- We challenge ourselves to value varying points of view and hold all contributions as equally important.
- We understand and accept that while we may sometimes disagree, we can always be courteous and kind.
- We commit to respectful language, avoiding rumor, harsh criticism or personal accusation, even when feeling emotionally charged.
- We will, to best of our ability, speak thoughtfully and listen with attention, respect, and curiosity.
- We are confident that there may be even better solutions than any of us have thought of, which may be discovered through civil conversations.
- We commit to the City of Salida being a hate-free zone and declare and affirm a policy of non-discrimination on the basis of a person's race, color, religion, ancestry, national origin, age, sexual orientation, gender, gender identity, marital status, military or veteran status, socio-economic class, medical condition, or physical or mental disability.



CITY COUNCIL REGULAR MEETING

448 E. 1st Street, Room 190 Salida, Colorado 81201
November 15, 2022 - 6:00 PM

MINUTES

CALL TO ORDER

Pledge of Allegiance

Roll Call

PRESENT

Council Member Justin Critelli
Council Member Harald Kasper
Council Member Dominique Naccarato
Council Member Alisa Pappenfort
Council Member Mike Pollock
Council Member Jane Templeton
Mayor Dan Shore
Treasurer Merrell Bergin

Civility Invocation

CONSENT AGENDA

Council Member Templeton moved to combine and approve the items on the Consent Agenda, Seconded by Council Member Kasper.

Voting Yea: Council Member Critelli, Council Member Kasper, Council Member Naccarato, Council Member Pappenfort, Council Member Pollock, Council Member Templeton

THE MOTION PASSED.

Approve Agenda

Approve November 1, 2022 Minutes

CITIZEN COMMENT—Three (3) Minute Time Limit

Madelyne Felsch, Austin Taylor, Marianne Katte, Cory Riggs, and Brandon Becker spoke during Public Comment.

PROCLAMATIONS

Veterans Day Proclamation

After reading the Proclamation, Mayor Shore declared November 11, 2022 as Veterans Day.

Native American Heritage Month

After reading the Proclamation, Mayor Shore declared November 2022 as Native American Heritage Month.

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UNFINISHED BUSINESS / ACTION ITEMS

Ordinance 2022-19 AN ORDINANCE OF THE CITY COUNCIL FOR THE CITY OF SALIDA, COLORADO AMENDING CHAPTER 16, ARTICLE IV OF THE SALIDA MUNICIPAL CODE, REGARDING ZONING VARIANCES, **FINAL READING AND PUBLIC HEARING**

Mayor Shore opened the Public Hearing. City Attorney Nina Williams presented the Ordinance.

Hearing no comment, Shore closed the Public Hearing.

Council discussed the Ordinance.

Council Member Critelli moved to approve the Ordinance, Seconded by Council Member Pappenfort.

Voting Yea: Council Member Critelli, Council Member Kasper, Council Member Naccarato, Council Member Pappenfort, Council Member Pollock, Council Member Templeton

THE MOTION PASSED.

Ordinance 2022-20 AN ORDINANCE OF THE CITY OF SALIDA, COLORADO, REZONING CERTAIN REAL PROPERTY KNOWN AS LOTS 15-21 OF THE RIVER RIDGE SUBDIVISION AND LOTS 1 & 2 OF THE DUTCH RUN SUBDIVISION FROM A MIX OF HIGH DENSITY RESIDENTIAL DISTRICT (R-3) AND MANUFACTURED HOUSING RESIDENTIAL DISTRICT (R-4) TO ENTIRELY HIGH-DENSITY RESIDENTIAL DISTRICT (R-3), **FINAL READING AND A PUBLIC HEARING**

Mayor Shore opened the Public Hearing. Community Development Director Bill Almquist presented the Ordinance.

Hearing no comment, Shore closed the Public Hearing.

Council discussed the Ordinance.

Council Member Kasper moved to approve the Ordinance, Seconded by Council Member Templeton.

Voting Yea: Council Member Critelli, Council Member Kasper, Council Member Naccarato, Council Member Pappenfort, Council Member Pollock, Council Member Templeton

THE MOTION PASSED.

NEW BUSINESS / ACTION ITEMS

Ordinance 2022-21 AN ORDINANCE OF THE CITY COUNCIL FOR THE CITY OF SALIDA, COLORADO APPROVING THE 505 OAK STREET MAJOR IMPACT REVIEW FOR A PLANNED DEVELOPMENT OVERLAY AND MAJOR SUBDIVISION OF THE 2.09 ACRE PARCEL LOCATED AT 505 OAK STREET, **FIRST READING AND SETTING A PUBLIC HEARING**

Council Member Naccarato moved to approve the Ordinance on first reading and set a Public Hearing for December 6, 2022, Seconded by Council Member Pappenfort.

Voting Yea: Council Member Critelli, Council Member Kasper, Council Member Naccarato, Council Member Pappenfort, Council Member Pollock, Council Member Templeton

THE MOTION PASSED.

Ordinance 2022-22 AN ORDINANCE OF THE CITY OF SALIDA, COLORADO ANNEXING TO THE CITY OF SALIDA A CERTAIN TRACT OF LAND IN UNINCORPORATED CHAFFEE COUNTY KNOWN AS THE STRINGER ANNEXATION, **FIRST READING AND SETTING A PUBLIC HEARING**

Council Member Critelli moved to approve the Ordinance on first reading and set a Public Hearing for December 6, 2022, Seconded by Council Member Kasper.

Voting Yea: Council Member Critelli, Council Member Kasper, Council Member Naccarato, Council Member Pappenfort, Council Member Pollock, Council Member Templeton

THE MOTION PASSED.

Ordinance 2022-23 AN ORDINANCE OF THE CITY OF SALIDA, COLORADO, ZONING CERTAIN REAL PROPERTY KNOWN AS THE STRINGER ANNEXATION AS COMMERCIAL (C-1) ZONE DISTRICT, FIRST READING AND SETTING A PUBLIC HEARING

Council Member Pappenfort moved to approve the Ordinance on first reading and set a Public Hearing for December 6, 2022, Seconded by Council Member Templeton.

Voting Yea: Council Member Critelli, Council Member Kasper, Council Member Naccarato, Council Member Pappenfort, Council Member Pollock, Council Member Templeton

THE MOTION PASSED.

COUNCILORS, MAYOR AND CITY TREASURER REPORTS

Reports were given.

ADJOURN

Adjourned at 7:14 p.m.



City Clerk | Deputy City Clerk

Mayor Dan Shore



CITY COUNCIL ACTION FORM

DEPARTMENT Parks and Recreation	PRESENTED BY Diesel Post - Parks and Recreation Director	DATE 12/6/22
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ITEM

Consent Agenda

Council Action - Approve entering into a contract with Valerian, LLC. upon legal team review.

BACKGROUND

The Department of Parks and Recreation enters into many agreements with other organizations and contractors to hold events, complete work, or offer services. Based on the City and Department's needs, the Department included professional services funds to hire an on-call planning and design team to create concepts, develop construction drawings, estimate construction costs, and facilitate RFP development in the 2023 budget. Council approved the 2023 budget with these funds in it. The Department of P&R created a request for proposals (RFP) to solicit the services of a team of professionals to meet the City's needs.

After Proposals were received, a team of evaluators read and assessed them via an evaluation tool. The results of that assessment scored each team, and the top 3 were interviewed.

Final totals	
EV studio	425
Cushing Terrell	512
Design Workshop	631
Dig Studio	607
Mt. Aspect	409
Mundus Bishop	604
Studio CPG	730
Essenza Architecture	625
Valerian	690

After interviews, the team agreed to offer the contract to Valerian, LLC.

STAFF RECOMMENDATION

To approve entering into a contract with Valerian, LLC. for on-call planning and design services.

SUGGESTED MOTION

"I move to combine and approve the Consent agenda."

AGREEMENT FOR PROFESSIONAL SERVICES

This AGREEMENT FOR PROFESSIONAL SERVICES is made this 6th day of December, 2022 between the CITY OF SALIDA, a Colorado municipal corporation ("City"), and **Valerian LLC**. ("Contractor"). The Term Contractor is used solely for convenience and does not imply any additional obligation, role, or responsibility on behalf of either party.

WHEREAS, the City desires that Contractor perform the following services: ***Professional Services for The City of Salida Department of Parks and Recreation for on-call planning and design services***, as an independent contractor, in accordance with the provisions of this Agreement, and more fully described in the job description attached as Exhibit A; and

WHEREAS, Contractor desires to perform such duties pursuant to the terms and conditions provided for in this Agreement; and

WHEREAS, the parties hereto desire to set forth certain understandings regarding the services in writing.

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

1. Scope of Agreement. The City agrees to retain Contractor to provide the services set forth herein, and as further specified in **Exhibit A**, attached hereto and incorporated herein by reference ("Services"), and Contractor agrees to so serve. Contractor represents that it has the requisite authority, capacity, experience, and expertise to perform the Services in compliance with the provisions of this Agreement and all applicable laws and agrees to perform the Services on the terms and conditions set forth herein.

2. Consideration. The City agrees to compensate the Contractor for all fees and expenses, in accordance with the Fee Schedule detailed in **Exhibit B**, hereby incorporated by reference; and not to exceed \$12,000 in 2022, \$80,000 in 2023, and a to be determined amount in 2024. Fees include fees from team sub-firms and contractors engaged by the Contractor. The City shall make payment within thirty (30) days of receipt and approval of invoices submitted by Contractor, which invoices shall be submitted to the City not more frequently than monthly and which shall identify the specific Services performed for which payment is requested.

3. Term and Renewal. The Term of this Agreement shall be effective as of the date of its execution by both parties, as dated above until the Agreement is terminated pursuant to Section 9 of this Agreement; provided, however, that to the extent that the term of this Agreement exceeds one fiscal year, the obligations described herein shall be subject to annual appropriation by the City Council, at its sole discretion.

4. Independent Contractor. The parties agree that the Contractor is an independent contractor and shall not be considered an employee, agent, or servant of the City for any purpose. Contractor is not entitled to workers' compensation benefits from the City and is obligated to pay federal and state income tax on any money earned pursuant to this Agreement. The parties further agree and understand that as an independent contractor, Contractor does not receive the protections of the Colorado Government Immunity Act, that the Contractor is responsible for their own liability insurance, and that the City's insurance coverage does not extend to independent contractors or to the Contractor.

5. Outside Support Services and Sub-Contractor. Any sub-Contractors shall be pre-approved by the City. A rate sheet for such sub-Contractors shall be provided to the City.

6. Standard of Care. The standard of care applicable to the Contractor's services will be the same degree of care, skill, and diligence normally employed by professionals performing the same or similar services. No other warranty, express or implied, is included in this Agreement or in any drawing, specification, or opinion produced pursuant to this Agreement. Contractor shall be responsible for performing services under this Agreement in accordance with the Standard of Care and shall promptly make necessary revisions or corrections to the extent caused by its negligent acts, errors or omissions without additional compensation.

7. Insurance Requirements. Contractor shall procure and keep in force during the duration of this Agreement a policy of comprehensive general liability insurance insuring Contractor and naming the City as an additional insured against any liability for personal injury, bodily injury, damages to property, or death arising out of the performance of the Services with at least One Million Dollars (\$1,000,000) each occurrence. The limits of said insurance shall not, however, limit the liability of Contractor hereunder.

8. Indemnification. Contractor hereby covenants and agrees to indemnify, save, and hold harmless the City, its officers, employees, and agents from any and all liability, loss, costs, charges, obligations, expenses, attorney's fees, litigation, judgments, damages, claims, and demands of any kind whatsoever arising from or out of any negligent act or error and omission or other tortious conduct of Contractor, its officers, subcontractors, employees, or agents in the performance or nonperformance of its obligations under this Agreement.

9. Termination. The City or the Contractor may terminate this Agreement at any time by providing a minimum thirty (30) calendar days' written notice to the other party. If the parties have mutually determined that the work has become infeasible, the parties agree to terminate the Agreement in accordance with this Section. In the event this Agreement is terminated, the Contractor shall be compensated for all work performed to date based on estimate percentage of completion, including the percentage of any and all work items begun but not completed.

10. Entire Agreement. This Agreement, along with any addendums and attachments hereto, constitutes the entire agreement between the parties. The provisions of this Agreement may be amended at any time by the mutual consent of both parties. The parties shall not be bound by any other agreements, either written or oral, except as set forth in this Agreement.

11. Governing Law and Venue. This Agreement shall be governed by the laws of the State of Colorado, and venue for any action instituted pursuant to this Agreement shall be in the County of Chaffee, State of Colorado.

12. Authority. Each person signing this Agreement, and any addendums or attachments hereto, represents and warrants that said person is fully authorized to enter into and execute this Agreement and to bind the party it represents to the terms and conditions hereof.

13. Governmental Immunity Act. No term or condition of this Agreement shall be construed or interpreted as a waiver, express or implied, of any of the immunities, rights, benefits, protections, or other provisions of the Colorado Governmental Immunity Act, C.R.S. §§ 24-10-101, *et seq.*

14. Assignability. Contractor shall not assign this Agreement without the City's prior written consent.

15. Binding Effect. This Agreement shall be binding upon, and shall inure to the benefit of, the parties hereto and their respective heirs, personal representatives, successors, and assigns.

16. Survival Clause. The "Indemnification" provision set forth in this Agreement shall survive the completion of the Services and the satisfaction, expiration, or termination of this Agreement.

17. Severability. In the event a court of competent jurisdiction holds any provision of this Agreement invalid or unenforceable, such holding shall not invalidate or render unenforceable any other provision of this Agreement.

18. Agreement Administration and Notice. For purposes of administering this Agreement, the Mayor will represent the City in carrying out the purposes and intent of this Agreement. Any notices required to be given pursuant to this Agreement shall be delivered as follows:

To the City:

City
Administrator
City of Salida
448 E. 1st Street, Suite 112
Salida, CO 81201

Copy to:

Salida City Attorney Nina P.
Williams c/o Wilson Williams LLP
317 W South Boulder Road, Suite 6
Louisville, CO 80027

To the Contractor:

970 Yuma
Street, Suite 130

Denver, Colorado 80204

19. Responsibilities. The Contractor shall be responsible for all damages to persons or property caused by the Contractor, its agents, employees or sub-Contractors, to the extent caused by its negligent acts, negligent errors or negligent omissions hereunder, and shall indemnify and hold harmless the City from any claims or actions brought against Contractor by reason thereof. Contractor has the right to rely on information provided by or through the City.

20. Attorneys' Fees. Should this Agreement become the subject of litigation between the City and Contractor, the prevailing party shall be entitled to recovery of all actual costs in connection therewith, including but not limited to attorneys' fees and expert witness fees. All rights concerning remedies and/or attorneys' fees shall survive any termination of this Agreement.

IN WITNESS WHEREOF, the parties hereto have hereunto set their hands this _____ day of _____ 20_.

CITY OF SALIDA, COLORADO

By: _____
City Administrator

ATTEST:

City Clerk/Deputy City Clerk

Valerian LLC

By: _____

STATE OF COLORADO)
) ss.
COUNTY OF _____)

The foregoing AGREEMENT FOR PROFESSIONAL SERVICES was acknowledged before me this ____ day of _____ 20__ by _____.

Witness my hand and official seal.

My commission expires: _____

Notary Public



EXHIBIT A

PROFESSIONAL SERVICES SCOPE

Services include park planning and design, trail design, concept renders for presentation, budget estimation, asset upgrade planning and design, site surveying and engineering, on -site visits and regular meetings with the City department to discuss strategy setting and/or upcoming projects.

Services to be provided by the team will include, but not limited to: site inventory and analysis, development and evaluation of conceptual alternatives, development of 30% level plans, development of 60% level plans, development of 90% level plans, facilitation of project plan reviews, collecting and organizing review comments, and development of final bid and construction plans, specifications, special provisions, bid schedule, and engineer's cost estimates for a variety of Parks and Recreation projects. The City reserves the right to negotiate any and all elements of any team proposal.

INTRODUCTION AND BACKGROUND

The City of Salida has many upcoming projects that will require concept design, community input, construction design, cost estimates, etc. some of these projects include:

- Neighborhood park design and construction documents for new subdivisions
- Trail planning
- Marvin park bathroom and pavilion design
- Ice rink facility design
- Vandever ranch sports complex design and construction documents
- Recreation center design
- Parks and Recreation headquarters facility design

A variety of funding is proposed to pay for the construction of the above improvements. The design and preparation of contract documents will be paid for by the City of Salida.

It is the objective of the City to:

1. Enter into a contract with a qualified and capable firm to facilitate design of the above mentioned projects.
2. Develop a long-standing relationship with the firm that facilitates an efficient design process.



SCOPE OF SERVICES

Below are the expected minimum tasks/services to be conducted by the team on any given project unless City staff requests reductions or simplifications. Please provide an example work plan or narrative as an exhibit to explain the team's approach to a project that addresses:

1. Project Site Inventory and Analysis
2. Design Development (30 Percent)
3. Design Development Plans (60 Percent)
4. 90 Percent Review
5. Pre-Advertisement Review and Final Bid Package
6. Meeting Attendance
7. Schedule
8. Construction Administration
9. Construction Budget
10. Deliverables

Scope of Services shall include professional services that provide surveying, design, and engineering services to guide the project from design development through preparation of a complete package for bid and project construction.

The final designs and plans shall be sealed in accordance with the bylaws and rules of procedure of the Colorado State Board of Registration for Professional Engineers and Professional Land Surveyors by the responsible engineer in charge.

The minimum Scope of Services shall include:

Project Site Inventory and Analysis:

An evaluation of the project area shall be conducted to identify all potential constraints and opportunities.

The analysis shall include, but may not be limited to:

- 1) Conduct Subsurface Utility Engineering (SUE) to Quality Level B for locations requiring storm sewer or other excavation requirements;
- 2) Evaluation of topography, grades, and existing vegetation;
- 3) Impacts on floodplain, drainage plans/concepts, and any other pertinent information that will assist with identification of a preferred alternative;
- 4) Identification of opportunities to incorporate innovative design features which support safety and aesthetic treatments and public art locations which define and accentuate the character of this area; .

The analysis process shall be coordinated closely with City staff and shall ensure maximum utilization of existing City data.



A Professional Surveyor, licensed in the State of Colorado, shall provide a topographic site survey appropriate for the design and construction of the project. Site survey shall locate all property boundaries, rights-of-way, existing improvements, utilities, existing vegetation (over 2" caliper), and any other site features as necessary to complete a project design.

Hydraulic and Geotechnical analysis, report, and recommendations shall be completed as necessary for design and construction of a project.

Design Development (30 Percent)

A preliminary design shall be developed by the team in conjunction with City staff. The preliminary design shall take into account aesthetics, user experience, functionality, ADA standards, structural considerations, hydrological considerations, geotechnical considerations, engineering considerations, preliminary project cost estimates, design and boundary survey, as well as the site analysis. The preliminary design shall be developed to a thirty percent level design that sufficiently depicts the concepts and provides sufficient detail for evaluation of the concepts. The team will participate in the facilitation of a public workshop, public information session, or any other type of public meeting to solicit public feedback on a design prior to 60% completion.

Design Development Plans (60 Percent)

Upon review of the 30 percent plan, incorporate all comments and revisions of the thirty percent plans to develop plans to sixty percent design level.

The design plans shall include, as a minimum, the following:

- a. Plan and profile sheets including all horizontal and vertical alignment information;
- b. Plan sheets shall include property lines, and right-of-way as provided and verified by a Professional Land Surveyor;
- c. Electrical plan, lighting layout, and lighting details;
- d. Quantity tabulations, cost estimates, and summary;
- e. Cross sections including earthwork information;
- f. Typical section alternatives and locations selected;
- g. Structural elements, if proposed;(retaining walls, etc.) locations, cross sections, details, calculations, top of structure elevations, toe of structure elevations, bottom of footing elevations;
- h. Utility plan indicating existing utilities;
- i. State Plane coordinates, all horizontal angle break and vertical geometric breaks on grading details;
- j. Outline of applicable specifications, standard special provisions, and project special provisions;
- k. Grading, drainage, and Stormwater Management plans and notes;



- l. Landscape plan and details, location, size ,and species of existing trees greater than 2" caliper to be included on landscape plan;
- m. Irrigation plan and details, as needed;
- n. Signage plan;
- o. Project manual including but not limited to bid form and specifications for bidding of project.

Sixty-percent plans shall contain an appropriate level of structural design for any walls, ramps and other associated elements.

All design, engineering, project plans, specifications, and special provisions shall be completed per City of Salida design and construction standards and policies.

A full lighting plan shall be developed as part of the 60 percent package that includes trail light fixture and base specifications, conduit, wiring, and light locations.

The capacity and adequacy of the existing drainage system shall be assessed and the final drainage design shall meet the criteria of the U.S. Army Corps of Engineers, Federal Emergency Management Agency (FEMA), the City of Salida, and Colorado Department of Transportation. The drainage design shall ensure no modification of historic drainage patterns other than re-routing of stormwater where low points exist. If an Army Corp of Engineers 404 permit is necessary, the team shall provide all required plans and documentation for the 404 permit application. Since it has not yet been determined if a 404 permit will be required, the proposal shall break out a cost and description of services related to obtaining the 404 permit.

Preliminary cost estimate information shall be provided with the 60 percent plans. Preliminary project construction schedule shall be provided with the 60 percent plans.

90 Percent Review:

Upon review of the 60 percent plans, the team shall finalize the construction plans, specifications, standard special provisions, project special provisions, itemized bid schedule, project construction schedule, and cost estimates for review. The 90% submittal shall include any additional information, details, engineering studies, reports, or design required to bid and construct the project.

Permitting, mitigation or any additional requirements required by the environmental clearances will be completed within the Scope of Services.

Per the requirements of the City of Salida and the Colorado Department of Public Health and Environment (CDPHE), a stormwater management plan shall be prepared and submitted for review, and approval. The stormwater management plan shall include all elements required by the City, CDOT, and CDPHE. Team to make revisions as required for the approval and issuance of the permit.



Pre-Advertisement Review and Final Bid Package:

Team shall incorporate all City 90% comments into a complete pre-advertisement package for review, as well as all permit and clearance reporting provisions into a complete pre-advertisement package for review. Any additional comments shall be incorporated into the complete final bid and construction package.

Meeting Attendance:

The selected team shall attend an estimated seven (7) meetings per project. These meetings may be held virtually depending on current restrictions. Meetings shall include:

- 1) Initial internal scoping meeting with city staff and teams involved with concepts and preliminary plans;
- 2) Review of preliminary site plans with city staff;
- 3) Review of site analysis and design development (30 percent plans) with internal city design team and appropriate staff;
- 4) Public meeting to review 30 percent plans;
- 5) Review of 60 percent documents with internal city design team and appropriate staff;
- 6) Public meeting to review 60 percent plans;
- 7) Review of 90 percent documents with internal city design team.

Team shall be responsible for providing meeting minutes, including a summary of comments received, for all meetings.

Additional staff and team phone conferences and/or meetings may be held as needed to facilitate the process.

Schedule:

Conceptual design for the projects will begin in January of 2023 or December of 2022. The order in which projects are addressed will be dependent on Department capacity and City Council approval of the project.

Construction Administration

The construction project will be bid, administered, and managed by City staff. Project construction oversight will be completed by City staff. Team to provide an hourly rate for any additional services required during the construction process. Professional services that may be provided by the team during the construction phase of the project will not be included in this contract.



Construction Budget

The selected team shall prepare a total estimate of construction costs appropriate to level of detail 30%, 60%, 90%, and a final Engineer's Estimate. Based on the final Engineer's Estimate; the team shall work with the City to determine appropriate construction phasing. Plan sets shall be packaged to provide for separate construction bidding of each of the phase. Final cost estimates shall correlate with Project Bid Schedule and itemize costs by bid items, quantities, and estimated unit cost.

Deliverables

Team shall provide 11"x17" electronic version (PDF format) of all Plan sheets for review. Specifications and other written documents should be submitted electronically as Microsoft Word format.

The final bid and construction packages shall be provided as; one (1) set of reproducible stamped originals; and one complete set of 11"x17" digital files. All drawings shall be submitted in both AutoCAD 2010 and PDF format, and all written documents (specifications, special provisions, reports, calculations, etc.) must be submitted in Microsoft Word format.


VALERIAN

SCHEDULE OF 2022 BILLING RATES — VALERIAN LLC

PERSONNEL BILLING RATE	BILLING RATE PER HOUR
Principal	\$ 160.00
Associate Principal	\$ 120.00
AICP Planner	\$ 120.00
Irrigation Designer (CID)	\$ 110.00
Associate	\$ 100.00
Project Landscape Architect	\$ 95.00
Project Designer 1	\$ 90.00
Project Designer 2	\$ 85.00
Project Designer 3	\$ 80.00
Administrative	\$ 60.00

DIRECT EXPENSES

Mileage: \$0.58.5/Mile

PRINTING AND REPRODUCTION

Small Format

<u>SIZE</u>	<u>COLOR</u>	<u>B & W</u>
8.5 X 11	\$0.30	\$0.15
11 X 17	\$1.25	\$0.75

Large Format

<u>SIZE</u>	<u>COLOR</u>	<u>B & W</u>
22 X 34	\$21.00	\$4.50
24 X 36	\$24.00	\$5.00

Presentation Board

<u>SIZE</u>	<u>COLOR</u>
24 X 36	\$125.00

All direct expenses including but not limited to printing, reprographic and phototgraphic reproduction of drawings, postage, deliver services, mileage and out-of-pocket expenses incurred in connection with this project shall be considered reimbursable expenses and shall be paid in addition to the fees for professional services. All reimbursable expenses are billed at cost.

*Hourly rates subject to change annually based on inflation.



CITY COUNCIL ACTION FORM

DEPARTMENT	PRESENTED BY	DATE
Community Development	Bill Almquist - Community Development Director	December 6, 2022

ITEM

Award Contract for Planning & Design Services for the South Arkansas River Sub-Area (SARSA) Master Plan

SUMMARY

In September 2022, a Request for Proposals (RFP) was published to identify a consultant firm to conduct a master plan process for the 100-acre SARSA/City-owned Vandaveer property on the south side of the city, between CR 104 and CR 107. In total, 7 bids were received for the project. 5 of those firms were granted interviews, which took place on November 16th and 17th. The selection committee reviewed and scored the RFP responses and sat in on all interviews. The committee consisted of: City Administrator Drew Nelson, Public Works Director David Lady, Parks & Recreation Director Diesel Post, Assistant City Administrator Christy Doon, Senior Planner Kristi Jefferson, Mayor Dan Shore, Chaffee Housing Authority Director Becky Gray, and Planning Commission Chair Greg Follet, and myself.

Ultimately, Studio Seed LLC was selected to conduct the master plan process for a variety of reasons including (but not limited to) their: proposed public engagement approach/level of detail; capacity to dedicate time to the project; experience and abilities; inclusion of local sub-contractors; experience with similar projects; understanding of current local development and relevant plans; as well as proposed cost (Studio Seed provided the most cost-effective bid of all of the firms who we interviewed). Several reference checks were conducted and Studio Seed and their subs were held in high regard by those we spoke with.

FISCAL NOTE

The cost of the contract is very much in line with that which was budgeted for the project (\$200,000). The 7 lump-sum bids received are captured below:

Bidder	Total Proposed Fee
HB&A*	\$163,095
Studio Seed	\$201,615
Cushing Terrell	\$221,000
SE Group	\$224,969
Logan Simpson Design	\$229,495
Design Workshop	\$257,300
Beecher Development Services*	\$396,111

* Not Interviewed



CITY COUNCIL ACTION FORM

DEPARTMENT	PRESENTED BY	DATE
Community Development	Bill Almquist - Community Development Director	December 6, 2022

STAFF RECOMMENDATION

(Updated December 5th) Per conversations with Cheney Bostic, Studio Seed Owner/Principal, it was determined by both staff and consultant that there may be a need for additional unanticipated modest services (e.g. creation of a third site plan option with renderings, additional assistance with marketing of the final plan to potential developers, etc.). Instead of relying on a potentially process-delaying change order process to accommodate such relatively minor additions, staff recommends awarding the contract for Planning & Design Services for the South Arkansas River Sub-Area (SARSA) Master Plan and authorize the City Administrator to enter into a Professional Services Agreement between the City and Studio Seed, LLC in the amount of \$210,000 (including up to \$8,385 in contingency fund for services yet unrealized and to be mutually agreed upon in writing by the City Administrator and Studio Seed, LLC prior to service). Staff notes that this amount is still over \$10,000 less than the next lowest bid, which also did not specifically include such potential services.

SUGGESTED MOTION

"I move to award the Planning and Design Services contract for the South Arkansas River Sub-Area Master Plan to Studio Seed, LLC."

Attachments:

Professional Services Agreement
Scope of Services
Studio Seed RFP Response and Bid

AGREEMENT FOR PROFESSIONAL SERVICES

This AGREEMENT FOR PROFESSIONAL SERVICES is made this 6th day of December, 2022 between the **CITY OF SALIDA**, a Colorado municipal corporation ("City"), and **Studioseed, LLC**. ("Contractor"). The Term Contractor is used solely for convenience and does not imply any additional obligation, role, or responsibility on behalf of either party.

WHEREAS, the City desires that Contractor perform the following services: **Planning and Design Services for the South Arkansas River Sub-Area Master Plan**, as an independent contractor, in accordance with the provisions of this Agreement, and more fully described in the job description attached as **Exhibit A**; and

WHEREAS, Contractor desires to perform such duties pursuant to the terms and conditions provided for in this Agreement; and

WHEREAS, the parties hereto desire to set forth certain understandings regarding the services in writing.

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

1. Scope of Agreement. The City agrees to retain Contractor to provide the services set forth herein, and as further specified in **Exhibit A**, attached hereto and incorporated herein by reference ("Services"), and Contractor agrees to so serve. Contractor represents that it has the requisite authority, capacity, experience, and expertise to perform the Services in compliance with the provisions of this Agreement and all applicable laws and agrees to perform the Services on the terms and conditions set forth herein.

2. Consideration. The City agrees to compensate the Contractor for all fees and expenses, in accordance with the Fee Schedule as part of the bid response and detailed in **Exhibit B**, hereby incorporated by reference; and not to exceed \$210,000 (including \$8,385 in contingency funds for services yet unrealized and to be mutually agreed upon in writing by City Administrator and Contractor prior to service). Fees include fees from team sub-firms and contractors engaged by the Contractor. The City shall make payment within thirty (30) days of receipt and approval of invoices submitted by Contractor, which invoices shall be submitted to the City not more frequently than monthly and which shall identify the specific Services performed for which payment is requested.

3. Term and Renewal. The Term of this Agreement shall be effective as of the date of its execution by both parties, as dated above until the Agreement is terminated pursuant to Section 9 of this Agreement; provided, however, that to the extent that the term of this Agreement exceeds one fiscal year, the obligations described herein shall be subject to annual appropriation by the City Council, at its sole discretion.

4. Independent Contractor. The parties agree that the Contractor is an independent contractor and shall not be considered an employee, agent, or servant of the City for any purpose. Contractor is not entitled to workers' compensation benefits from the City and is obligated to pay federal and state income tax on any money earned pursuant to this Agreement. The parties further agree and understand that as an independent contractor, Contractor does not receive the protections of the Colorado Government Immunity Act, that the Contractor is responsible for their own liability insurance, and that the City's insurance coverage does not extend to independent contractors or to the Contractor.

5. Outside Support Services and Sub-Contractor. Any sub-Contractors shall be pre-approved by the City. A rate sheet for such sub-Contractors shall be provided to the City.

6. Ownership of Instruments of Service. The City acknowledges the Contractor's work deliverables, including electronic files, are instruments of professional service. Provided that Contractor has been paid in full for its services, the final work product prepared under this Agreement shall become the property of the City upon completion of the services. The City shall indemnify Contractor from any reuse of documents.

7. Standard of Care. The standard of care applicable to the Contractor's services will be the same degree of care, skill, and diligence normally employed by professionals performing the same or similar services. No other warranty, express or implied, is included in this Agreement or in any drawing, specification, or opinion produced pursuant to this Agreement. Contractor shall be responsible for performing services under this Agreement in accordance with the Standard of Care and shall promptly make necessary revisions or corrections to the extent caused by its negligent acts, errors or omissions without additional compensation.

8. Insurance Requirements. Contractor shall procure and keep in force during the duration of this Agreement a policy of comprehensive general liability insurance insuring Contractor and naming the City as an additional insured against any liability for personal injury, bodily injury, damages to property, or death arising out of the performance of the Services with at least One Million Dollars (\$1,000,000) each occurrence. The limits of said insurance shall not, however, limit the liability of Contractor hereunder.

9. Indemnification. Contractor hereby covenants and agrees to indemnify, save, and hold harmless the City, its officers, employees, and agents from any and all liability, loss, costs, charges, obligations, expenses, attorney's fees, litigation, judgments, damages, claims, and demands of any kind whatsoever arising from or out of any negligent act or error and omission or other tortious conduct of Contractor, its officers, subcontractors, employees, or agents in the performance or nonperformance of its obligations under this Agreement.

10. Termination. The City or the Contractor may terminate this Agreement at any time by providing a minimum thirty (30) calendar days' written notice to the other party. If the parties have mutually determined that the work has become infeasible, the parties agree to terminate the Agreement in accordance with this Section. In the event this Agreement is terminated, the Contractor shall be compensated for all work performed to date based on estimate percentage of completion, including the percentage of any and all work items begun but not completed.

11. Entire Agreement. This Agreement, along with any addendums and attachments hereto, constitutes the entire agreement between the parties. The provisions of this Agreement may be amended at any time by the mutual consent of both parties. The parties shall not be bound by any other agreements, either written or oral, except as set forth in this Agreement.

12. Governing Law and Venue. This Agreement shall be governed by the laws of the State of Colorado, and venue for any action instituted pursuant to this Agreement shall be in the County of Chaffee, State of Colorado.

13. Authority. Each person signing this Agreement, and any addendums or attachments hereto, represents and warrants that said person is fully authorized to enter into and execute this Agreement and to bind the party it represents to the terms and conditions hereof.

14. Governmental Immunity Act. No term or condition of this Agreement shall be construed or interpreted as a waiver, express or implied, of any of the immunities, rights, benefits, protections, or other provisions of the Colorado Governmental Immunity Act, C.R.S. §§ 24-10-101, *et seq.*

15. Assignability. Contractor shall not assign this Agreement without the City's prior written consent.

16. Binding Effect. This Agreement shall be binding upon, and shall inure to the benefit of, the parties hereto and their respective heirs, personal representatives, successors, and assigns.

17. Survival Clause. The "Indemnification" provision set forth in this Agreement shall survive the completion of the Services and the satisfaction, expiration, or termination of this Agreement.

18. Severability. In the event a court of competent jurisdiction holds any provision of this Agreement invalid or unenforceable, such holding shall not invalidate or render unenforceable any other provision of this Agreement.

19. Agreement Administration and Notice. For purposes of administering this Agreement, the Mayor will represent the City in carrying out the purposes and intent of this Agreement. Any notices required to be given pursuant to this Agreement shall be delivered as follows:

To the City:	City Administrator City of Salida 448 E. 1 st Street, Suite 112 Salida, CO 81201
Copy to:	Salida City Attorney Nina P. Williams c/o Wilson Williams LLP 317 W South Boulder Road, Suite 6 Louisville, CO 80027
To the Contractor:	23080 Pinecrest Road Golden, Colorado 80401

20. Responsibilities. The Contractor shall be responsible for all damages to persons or property caused by the Contractor, its agents, employees or sub-Contractors, to the extent caused by its negligent acts, negligent errors or negligent omissions hereunder, and shall indemnify and hold harmless the City from any claims or actions brought against Contractor by reason thereof. Contractor has the right to rely on information provided by or through the City.

21. Attorneys' Fees. Should this Agreement become the subject of litigation between the City and Contractor, the prevailing party shall be entitled to recovery of all actual costs in connection therewith, including but not limited to attorneys' fees and expert witness fees. All rights concerning remedies and/or attorneys' fees shall survive any termination of this Agreement.

IN WITNESS WHEREOF, the parties hereto have hereunto set their hands this _____ day of _____, 2022.

CITY OF SALIDA, COLORADO

By: _____
City Administrator

ATTEST:

City Clerk/Deputy City Clerk

Studioseed, LLC

By: _____

STATE OF COLORADO)
) ss.
COUNTY OF _____)

The foregoing AGREEMENT FOR PROFESSIONAL SERVICES was acknowledged before me this ____ day of _____, 2022 by _____.

Witness my hand and official seal.

My commission expires: _____

Notary Public



EXHIBIT A

PROFESSIONAL SERVICES SCOPE

PRIMARY GOALS OF THE PLANNING PROCESS

- Build upon previous efforts, plus new information and opportunities, to develop a detailed and integrated master plan for the South Arkansas River Sub-Area that will include action steps and timelines that can be effectively marketed to the development community for implementation.
- Identify opportunities and feasibility for constructing a mix of housing types (including affordable housing at relevant income levels) that are most needed in the community.
- Identify opportunities and determine feasibility of locating centralized recreational field space and related amenities, especially to replace that which may be relocated (or potentially eliminated) from other areas and to satisfy the current and future needs of the community.
- Identify opportunities and determine feasibility of locating educational facilities within the sub-area.
- Identify essential trail and street connections (and related improvements) both within the neighborhood, as well as to surrounding portions of the city.
- Provide logical and ecologically-sound transitions from sensitive natural areas to the future built environment within the sub-area.
- Provide basic engineering concepts and recommendations such as: schematic configuration of backbone water distribution and wastewater collection infrastructure; preferred roadway cross-sections for backbone transportation network; opportunities for nearby right-of-way improvements; on- and off-site stormwater drainage; and potential sites for additional water storage.
- Identify opportunities and feasibility for sustainable practices and development (including for the backbone infrastructure) within the sub-area

SCOPE OF SERVICES

Project Management

- Coordination of regular meetings with City staff, Planning Commission, and City Council
- Preparation of a detailed schedule of public and internal meetings, community outreach, and milestones for project completion.
- Preparation of meeting materials and project deliverables.
- It is anticipated that the master plan process will take between 6 and 9 months, beginning late 2022. It is desired that the successful bidder will coordinate one (1) in-person meeting with City staff in December of 2022 for familiarization with the site. Schedules and duties may be adjusted as necessary during the process.

Public Engagement

- Development and implementation of a public engagement process that may include surveys, public meetings (including at least one (1) event on-site at the SARSA), and other online input opportunities (e.g. project webpage with updates, story map with opportunity for feedback, etc.).
- A minimum of four (4) public meetings (with staff assistance) are anticipated. It is desired to conduct the first public meeting by end of January 2023.
- Coordination, marketing, and management of meetings and online input, including creation of meeting materials such as renderings/development examples, draft site plans, etc.
- Outreach to key stakeholders/partners for specific input.
- A minimum of three (3) meetings with Planning Commission and/or City Council are anticipated, either in-person or virtually.

Existing Conditions Base Information

- Most, if not all, survey information (including boundaries, topography, and key hydrologic features), title commitments, existing utility connection points based City GIS data, floodplain data, water right decrees, and other related information are anticipated be provided by the City or will be readily available electronically. Selected firm will be expected to utilize such information for developing the master plan and related deliverables.
- Selected firm will be responsible for identifying and documenting (via photos and notes) other important attributes, such as any historically- or culturally-relevant features, important on-site view corridors/sight lines, relevant geotechnical and/or soils data, key topographic or natural challenges to potential construction.
- Other relevant documents to be provided by City staff include: 2022 Housing Needs Assessment; survey and title data; on-site and adjacent stream health assessments; Vandaveer Ranch ODP documents; Comprehensive Plan; Parks & Recreation plans; past public surveys and site plan concepts as necessary; water model report; sewer collection system build-out infrastructure plan; water rights and dry-up reports; as well as other relevant City information and plats and plans.

Neighborhood Master Plan/Preferred Site Plan

- Use existing conditions and other available data/input to identify most desirable and feasible uses within the SARSA, as well as the proportionate acreages needed for each use over the approximately 60 developable acs.
- Determine appropriate/publicly-desirable density levels, housing types, and affordability mix that can also meet a significant portion of the community's housing needs. Provide massing schematics and visual depictions of housing types and "looks" to assist with that process.
- Determine most feasible, desirable, and appropriate centralized active recreational uses/amenities within the sub-area and identify preferred area boundaries for such facilities to be located.
- Determine available acreage, feasible location(s) for educational facilities.
- Identify potential small-scale commercial uses needed and preferred location(s), size, etc.
- Use existing conditions data and preferred site plan to identify logical and feasible infrastructure "backbone" extension locations and water/wastewater/stormwater tie-ins, as well as any potential future infrastructural needs (e.g. water tank, existing roadway expansions, traffic signals, broadband, and other dry utilities).
- Consider relevant existing water right decrees/water features in preferred site plans and processes.
- Consider and document off-site stormwater drainage impacts to the property and potential mitigation options.
- Develop preferred street connections both to existing public roadways as well as those internal to the site. Provide circulation patterns and streetscape concepts.
- Consider and document opportunities and constraints regarding surrounding roadways.
- Provide trail locations/connections to surrounding open spaces, as well as access to CR 104, CR 107, and Highway 50, along with potential below-grade crossing of Highway 50 in the vicinity of CR 104.
- Determine feasibility of construction given existing conditions, including available geotechnical data, soils, available developable area, etc.
- Review existing fluvial hazard documents related to the site and/or river corridor with consideration to site planning. Future mitigation may be anticipated.
- Develop 2-3 site plan options that incorporate the various desired uses within the site to be considered by the public and appointed/elected bodies to result in a preferred site plan. Provide photo-realistic renderings of neighborhood elements (e.g. residential, recreational, educational) to give sense and context to the sub-area.
- Determine approximate boundaries between public property and other developable areas for potential sale and private development.

Sustainability Guidelines/Opportunities

- Identify and document water conservation opportunities (public and private) specific to the sub-area, including BMP's, storage opportunities, alternatives to natural grass, supporting goals identified within the City's Water Operation Master Plan and Water Conservation Plan, etc.

- Identify and document energy conservation and/or on-site generation opportunities.
- Identify and make recommendations regarding opportunities for building in resiliency to natural disasters.
- Take dark skies policies into account with all plans.

Market Analyses and Cost Estimates

- Development of a current and future market analysis for a potential housing mix—rental vs. for-sale; single-family vs. other multi-family options; market vs. deed-restricted; etc.
- Development of a current and future market analysis for small-scale commercial within the sub-area, including restaurants, office space, childcare, and small convenience retail and services (taking into account surrounding uses/anticipated uses).
- Provide feasibility-level cost estimates for the infrastructure “backbone” (inc. street and utilities), for the preferred housing types (pro-forma analysis both with and without affordable units), and preferred recreational amenities, all utilizing local unit pricing as available.

Development Options/Potential Phasing Strategies

- Propose options for financing/constructing the public infrastructure “backbone” identified based on the preferred site plan. Include any potential phasing options that could provide for some level of housing in the short-term.
- Propose options for financing/constructing planned housing portion of master plan, assuming certain amounts of affordability, including likely phasing.
- Propose options for financing/building recreational areas/facilities separate from (or concurrent with) other uses, including likely phasing.
- Work with stakeholders to identify options for building educational facilities separate from (or concurrent with) other uses, potentially including a student housing component.
- Analyze financial and other costs and benefits to working with a singular developer versus a variety of developers (inc. local developers), including time- and cost-efficiencies, etc. and provide recommendations for size/locations for potential subdivision of parcels. Create basic marketing package for potential developer(s) of the site.

Necessary Planned Development Amendments

- Review existing Overall Development Plan (ODP) to identify amendments necessary to build out the adopted master plan.
- Prepare and present an application(s) for necessary amendments to the ODP to Planning Commission and City Council.

OTHER REQUIREMENTS AND GENERAL INFORMATION

- A. The City of Salida is exempt from all local, state, and federal taxes.
- B. The selected consultant must complete a W-9 form (Taxpayer Identification No.).

SOUTH ARKANSAS RIVER SUB-AREA PLAN

PROPOSAL PREPARED FOR:



SUBMITTING TEAM:



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**Does not count toward 20-page limit.*

COVER LETTER

Dear Bill and Members of the Selection Committee:

Studio Seed is excited to submit our proposal for the South Arkansas River Sub-Area (SARSA) Plan. What an exciting opportunity for the City of Salida and Chaffee County! We understand this effort has been a long-time coming, but good things take time - great things take a little longer. This site, and project, has the opportunity to make long-term, sustainable change. In our experience working with communities across Colorado - and continually researching how other places are solving the housing crisis - one thing is clear: control of land is key. Public-owned property isn't common, but it's critical for delivering necessary services, amenities, and workforce and affordable housing options!

We have assembled a team that is excited for the opportunity to work together, in Salida, on a meaningful project. We are long-time colleagues and friends with like-minded missions: to do good work and have fun while doing it. Our team is made up of small, boutique firms located in Salida and the Front Range and we all work in communities similar in scale and character to Salida. We will bring enthusiasm, directly relevant expertise, and *fun* to the process we know the residents of Salida have been waiting for. Our team includes:

Studio Seed Urban Design and Planning (SS) will serve as contract lead for this project. Principal and owner, Cheney Bostic, AICP, has 16 years experience working in the fields of architecture, landscape architecture, planning and urban design. Cheney started Studio Seed in 2018 and has since worked on award-winning planning efforts in the Front Range and mountain communities. Cheney has recently been involved in pro-bono efforts working with Downtown Colorado, Inc. to help small communities with "zoning hacks" to overcome zoning challenges that prevent affordable housing and small-scale commercial.

Crescendo Planning + Design (CPD) is Colorado's newest exceptional urban design firm started by Andy Rutz, CNU-A, former Director of Planning and Design Services at MIG, Inc. Andy is excited to work in smaller-scale communities like Salida on projects that have tangible, short-term action and long-term benefits, to communities. Andy brings past public and private-sector experience, as well as being a professor at CU Denver - where he recently led a studio looking at solving affordable housing challenges in Chaffee County. Andy will work closely with Cheney on project management, engagement, and the development of the site master plan.

Crabtree Group, Inc. (CGI) is a Salida-based multi-disciplinary New Urbanist civil engineering firm. CGI brings in-depth local and site-specific knowledge to the project and will be involved from start to finish. Bill Hussey, PE will manage the project's engineering tasks with assistance from Paul Crabtree. CGI has very similar project experience on site planning and engineering - most recently working on *Gunnison Rising* in Gunnison, CO - but has also worked on similar projects across the country.

Felsburg, Holt and Ullevig (FHU) is also a multidisciplinary firm with expertise in transportation planning, traffic engineering, environmental services, and more. Local resident and remote employee Jodie Snyder, LEED AP joins our team as an environmental scientist and planner. Jodie will assist with environmental planning and engagement. Jodie is also a neighbor of the site and uses it often for walks.

Pel-Ona Architects and Urbanists (Pel-Ona) is an architecture and planning firm located in Boulder, CO. Pel-Ona is well-known for their New Urbanist and affordable housing work in Colorado. Firm founders Korkut Onaran and Ronnie Pelusio will be involved in the project, participating in the community design charrette and offering their expertise as it relates to affordable and workforce neighborhoods as well as assist with bringing in local developer, builder, and housing manufacturing contacts.

ArLand Land Use Economics (ArLand) will assist with the market analysis and financing tasks. Arleen Taniwaki, firm owner, has worked with Cheney Bostic on similar opportunity site studies and subarea plans for the past 5 years. Arleen will work closely with the design team in an iterative process to arrive at a preferred site plan that is not only inspirational, but also achievable.

The following pages provide an overview of our team's relevant experience, references, credentials, and proposed work plan and timeline. We have proposed a four-phased approach to the project with each phase lasting approximately 2.5 months. We can get to work immediately!

We look forward to your review of our proposal and welcome any questions. We are open to modifications to meet particular client needs, such as budget, timeline, or scope changes. Thank you for allowing us to submit on this exciting project!

Kind Regards,



Cheney Bostic, AICP, LEED AP
Principal and Owner, Studio Seed Urban Design & Planning
303-884-0962
cbostic@studioseed.org

Please note the following:

- 1) Studio Seed meets insurance requirements and a Certificate of Insurance is included at the end of the proposal.
- 2) We acknowledge both Addenda issued and have reviewed them. The Statement of Residency form is also included at the end of the proposal.
- 3) Finally, if the schedule is maintained, we will do everything in our power to meet the required interview in-person, however Cheney Bostic will be undergoing surgery that same week and will be under travel restrictions and would need to ask for remote options (or a different date to hopefully attend in-person.)



Site Photograph by Jodie Snyder.

EXPERIENCE AND REFERENCES

WHY CHOOSE OUR TEAM?

Based on our reading the Request for Proposals, responses to subsequent questions, and research on the site, we have assembled a team that we think will best serve the city's scope and the community's vision for this stage of the project. As seen throughout this proposal, we highlight recent relevant work samples with references, key personnel that will be highly involved in the project, and a detailed work plan customized to deliver a high-quality process and final deliverables. Here are a few highlights about our team:

We bring local experience. Our team includes local firms with engaged Salida citizens on the team. We also have team experience working in Salida, Chaffee County, and the region on similar projects solving similar issues.

We are made up of small Colorado firms. We are a consortium of small entrepreneurial shops with offices locally and in the Front Range. We don't just show up to win the project and then put someone else in charge. What you see is what you get – and you will have direct access to every person assigned to this project.

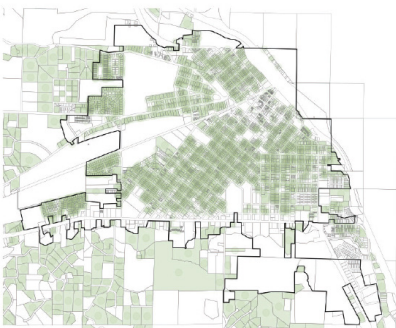
We are Colorado's leading New Urbanists. A unifying thread of our team is that we are New Urbanists. Korkut Onaran, Cheney Bostic, and Ronnie Pelusio served on the board of the CO Chapter of CNU for nearly a decade together and co-authored *Colorado Urbanizing* – a book highlighting over 100 New Urbanist projects in Colorado. Andy Rutz and Paul Crabtree were active members and Crabtree Group has worked on nationally recognized New Urbanist projects across the country.

We are Futurists. We are out-of-the-box thinkers and dreamers that will not bring a "canned" process or set of thinking to this project. For example, Korkut Onaran just finished a book titled *Urbanism for a Difficult Future: Practical Responses to the Climate Crisis* and Cheney Bostic was interviewed as part of a CMC student capstone project titled *Legacy Time Capsule: Viewpoints of the Land Use and Infrastructure in Eagle County during the Next 100 Years*. We will bring a similarly unique thought process to this project.

We wear different hats. Our team is made up of architects, urban planners, urban designers, environmental planners, engineers, and economists who have public and private sector experience. However, we are not only practitioners: we are educators, researchers, authors, and volunteers. We also serve on boards and commissions, teach university-level classes, sit on university committees, and work with developers, non-profits, cities, counties, and states.

We are housing and "community character" experts. Pel-Ona Architects and Urbanists have worked on the most notable affordable housing projects in the state. They are housing experts and are currently utilizing advanced technology solutions like modular construction. They will bring direct relevant experience and contacts – such as local developers and housing manufacturers. Studio Seed and Crescendo both work in historic communities where "community character" is a primary concern. We will bring direct experience and assurance that whatever is built here will contribute positively and authentically to the overall "Salida spirit."

Add-On Development



Chaffee County Missing Middle Housing Toolkit & Fairground Master Plan

Andy Rutz instructed a UCD Master's of Urban and Regional Planning studio in Chaffee County as part of a client-driven project for the County's ongoing update to their Land Use Code. Andy and his student were asked to supplement the County's work by analyzing the current supply of, and future supply for, Missing Middle Housing (MMH) in the County. The team produced an MMH Toolkit for use by Chaffee County, cataloging existing MMH types, proposing potential additional types through case study precedents, and mapping the potential locations for such housing. The team also developed a conceptual Master Plan for the Chaffee County Fairgrounds and its adjacent 72 acres.

WHO WE ARE

We are a team made up of small, award-winning firms located in Salida and the Front Range of Colorado:

studio seed

URBAN DESIGN + PLANNING

Studio Seed Urban Design and Planning is a woman-owned consultancy located in Golden, CO. The firm was established in 2018 to focus on urban design and land use planning combined with thoughtful engagement. Firm owner **Cheney Bostic** has 16 years of experience in urban design, architecture, and landscape architecture.

Our motto is “planting inspiration; growing community.” We strive to **inspire** - by using accessible language and tools to visualize complicated planning concepts; and **empower** - by offering solutions that are grounded in reality and can be implemented.



Pel-Ona Architects & Urbanists are New Urbanists that believe in timeless values in architecture and sustainable urbanism! We believe that our individual lifestyles and our global environment can benefit from compact, walkable, mixed use, mixed income and transit oriented communities. Ronnie's detail-oriented, hands-on approach to architecture and Korkut's years of experience in urbanism and planning create a strong alliance.



ArLand Land Use Economics is a land use economics and planning consulting firm that provides economic, market and financial feasibility studies, economic benefit, fiscal impact analysis, and implementation plans for land use plans (including sub-area, comprehensive plans, and regional planning efforts.) Its findings and recommendations incorporate public policy considerations, opportunities for public-private partnerships, and an understanding of financial tools available for implementation.



Crescendo Planning + Design is a consultancy recently started by **Andy Rutz** - former Director of Planning and Design Services at MIG, Inc. Andy founded Crescendo because he is passionate about *community-oriented design and implementation*. Crescendo focuses on demonstrating short-term progress as a strategic step toward long-term aspirations. **Partnerships and collaboration** are core values for Crescendo. We believe in bringing together people of diverse backgrounds, disciplines, and beliefs to achieve a better outcome for all.



Crabtree Group, Inc. offers a unique portfolio of services that improves schedules and cost efficiency while providing the best quality product. Our integrated services offer planning, engineering and project management in a small, effective team environment. We become your project champions and an integrated part of your team to accomplish the project goals.



Felsburg Holt & Ullevig (FHU) is a multidisciplinary consulting firm specializing in transportation and multimodal planning and operations/safety, traffic engineering, environmental services, water resource engineering, civil engineering, structural design, construction management and rail/transit services.

We are engineers, scientists, and planners committed to the betterment of our communities with the purpose of enhancing and connecting our communities through innovation and collaboration.

RELEVANT PROJECTS AND REFERENCES

The following pages provides relevant projects by firm completed in the past 5 years - with references, as requested. Most of these projects were completed for the City of Salida or other governmental entities.

SALIDA AND CHAFFEE COUNTY PROJECT EXPERIENCE



Before/After of 12th Street showing reconstruction and new sidewalks.



A pop-up event allowed the project team to interact with people that might not otherwise show up for public meetings.

10th & 12th Street Reconstruction – Salida, CO

Crabtree Group coordinated survey efforts and designed civil engineering plans to rebuild 10th and 12th Streets in the City of Salida. Existing pavements on these streets were in various phases of failure, and they lacked pedestrian facilities. Street sections were collaboratively developed with Salida Public Works with the goals of providing pedestrian connectivity, avoiding increases in stormwater runoff, and sizing the street width for low vehicle traffic. The project also included sanitary sewer main reconstruction.

Crabtree Group will assist with similar services for this project, assisting with right-sizing street sections and leading civil engineering tasks.

Timeline: Design started spring 2021, construction 75% complete

Reference: David Lady, Public Works Director
City of Salida
719-539-6257
David.Lady@cityofsalida.com

Downtown Parking Study – Salida, CO

FHU supported the City and the City's prime consultant with stakeholder and public engagement for a Downtown Salida Parking Study in 2019. That study identified existing and future parking needs in a way that balances the community's need to accommodate future growth with its desire to maintain the unique character and sense of place that make Downtown Salida special. FHU facilitated public pop-up events and stakeholder meetings.

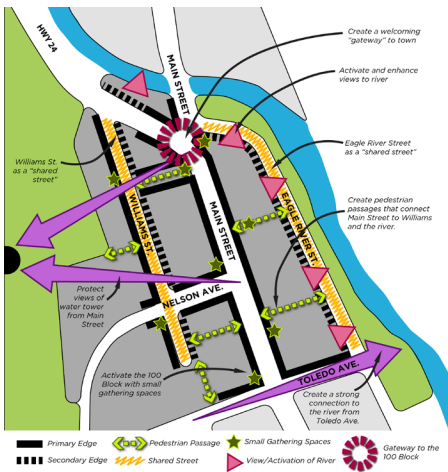
Jodie Snyder of FHU will assist with similar engagement efforts for this project, including pop-up events and stakeholder meetings. FHU has also worked in Chaffee County on the **Chaffee Shuttle San Luis Valley Transit Plan**.

Jodie is also beginning an effort with Chaffee County to update the **Collegiate Peaks Scenic and Historic Byway Corridor Management Plan**.

Timeline: Project completed October 2019

Reference: Kristi Jefferson, Planner
City of Salida
719-539-4555
Kristi.Jefferson@cityofsalida.com

SIMILAR COLORADO MOUNTAIN TOWN PROJECT EXPERIENCE



Framework Diagram explaining key aspects of the design standards and guidelines.

100 Block Design Standards and Guidelines - Minturn, CO

Studio Seed led the recently-adopted Design Standards and Guidelines for the 100 Block (downtown) of Minturn. This process was initiated by an emergency moratoria of development – with imminent development proposals that were not supported by the community. Studio Seed led a community charrette and worked with architects, developers, property owners, commissions and Town Council to ultimately develop a set of design standards and guidelines that ensure future development to be compatible in scale and character with the historic downtown area.

Timeline: Project completed October 2022 (8 month timeline)

Reference: Michelle Metteer, Town Manager
Town of Minturn
970-827-5645 (ext. 8)
manager@minturn.org



A rendering of Miner Street - designed to be a seasonal flexible street - that will function as a pedestrian mall in warmer months.



A rendering of a proposed railroad-themed playground located along a trail that leads to the famous waterwheel.

Downtown Plan - Idaho Springs, CO

Studio Seed led a multidisciplinary team to develop a 20-year Vision and Downtown Plan for the City of Idaho Springs – a National Historic District. This project included recommendations for upgrading public rights-of-way, such as Miner Street – the city's "main street" as a flexible festival street as well as improvements to pedestrianize alleys and initiate a parking structure downtown to solve critical parking issues. Land use and zoning recommendations were also included that invite more housing options without sacrificing the historic character that the community loves.

Cheney Bostic also project managed (with a previous firm) the East End Action Plan - a corridor plan - in Idaho Springs with the same city leadership. **Studio Seed** is working with the city to advance the design of Miner Street from the Downtown Plan.

Timeline: Project completed December 2021 (12 month timeline)

Reference: Jon Cain, Assistant City Administrator
City of Idaho Springs
303-567-4421 (ext. 115)
jcain@idahospingsco.com

SIMILAR COLORADO MOUNTAIN TOWN PROJECT EXPERIENCE



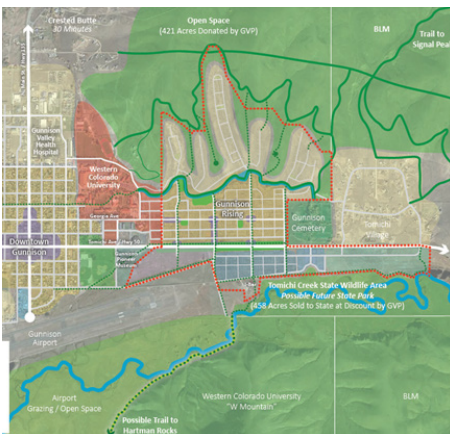
Before/After of a proposed riverfront trail as part of the Downtown Design Plan in Alamosa, CO.

Downtown Design Plan - Alamosa, CO

Andy Rutz (as a part of MIG, Inc.) led the Downtown Design Plan for Alamosa, which received a Governor's Award in 2020 for best planning project. The robust public engagement process included four public meetings – one of which was a community design charrette – in addition to a myriad of intercept events and door-to-door outreach in the downtown. Project tasks included: branding elements, detailed land use mapping, urban design, recommended regulatory changes, a Developer's Toolkit, and a Retail Activation Toolkit. Collaboration with the Colorado Department of Transportation (CDOT) led to the development of a preferred design concept for Main Street and Sixth Street that better balances the corridor's role as SH 160 and the heart of the community; the first phase of which has already been implemented. The Plan included a rich set of amenities to serve the broader Alamosa community, including a new Festival Street and Cultural Trail, improved trail and bicycle facilities along the Rio Grande River, and a sequence of dynamic public spaces tailored for community events

Timeline: Project completed 2019 (15 month timeline)

Reference: Heather Brooks, City Manager
City of Alamosa
719-589-2593
hbrooks@ci.alamosa.co.us



Gunnison Rising context plan highlighting the major property's proximity to Western Colorado University and Downtown Gunnison.

Gunnison Rising - Gunnison, CO

Crabtree Group provided entitlement services, civil engineering design, and construction oversight for this major expansion of the City of Gunnison into adjacent formerly agricultural lands. The planning effort was led by Cascadia Partners. Crabtree Group completed a planned development amendment and civil engineering of phase 1 infrastructure, which is now nearly complete. Phase 1 included a sanitary sewer lift station, Bureau of Land Management office, and a FedEx facility. Crabtree Group has completed civil engineering and managed the submittal of phase 2, which will be a traditional neighborhood development taking advantage of the strategically placed backbone infrastructure from phase 1. Crabtree Group coordinated with stakeholders including the City of Gunnison, Western Colorado University, and the State Land Board.

Timeline: Phase 1 near completion; Phase 2 in design review

Reference: Byron Chrisman, Owner
Gunnison Valley Properties
303-938-8200
byron@chrismanc.com

AFFORDABLE AND WORKFORCE HOUSING PROJECT EXPERIENCE



A portion of a larger site plan for Railyard Leadville highlighting a diversity of building types and densities.



Housing types in Lincoln Park.



Above: completed housing around neighborhood green.

Below: renderings of a carriage house and single family house prototype.

Railyard Leadville - Leadville, CO

Pel-Ona was the lead architect for Railyard Leadville which aims at creating a walkable, diverse, and sustainable neighborhood of approx. 300 residential units and 12 commercial mixed-use lots at a key location in Leadville, Colorado. The development will include a diversity of residential and commercial buildings that respect existing design patterns found in Leadville. The neighborhood is designed to foster a sense of community while protecting and enhancing the inherent value of the property and the surrounding neighborhood. This project is currently under construction.

Reference: John Lichtenegger, Owner
High Country Developers
573-450-0206
john@railyardleadville.com

Lincoln Park - Breckenridge, CO

Located one mile from downtown Breckenridge, Lincoln Park is a 78 unit residential development that provides residents with affordable homes in a community-oriented neighborhood. Lincoln Park is a continuation of the Wellington Neighborhood, designed by Wolff Lyon Architects. **Pel-Ona**, in collaboration with Wolff Lyon Architects, provided planning, entitlement, architectural and construction administration services for the project. Organized to support the local community of Summit County, Lincoln Park offers 11 different home types including affordable single family, duplex, and triplex units. Lincoln Park was completed in 2019.

Peak One - Frisco, CO

Pel-Ona Architects & Urbanists, in collaboration with Wolff Lyon Architects, provided planning and architectural services for the Peak One Neighborhood in Frisco, Colorado. Peak One is a 69-unit, affordable residential neighborhood located within walking distance from the downtown area. Single-family homes and duplexes are connected to community parks and common green spaces through a system of multi-use paths and streets that connect to the local trail system and the existing street grid. Peak One was completed in 2015.

Reference: David O'Neil
Brynn Grey Partners
303-443-4600
doneil@brynnngrey.com

**Note: Reference for Peak One is same as Lincoln Park*

PROJECT ORGANIZATION

KEY PERSONNEL ASSIGNMENTS & CREDENTIALS

The following pages explain our team makeup of small firms with accessible, talented professionals. The following key personnel will be involved in the project from start to finish.



Cheney Bostic, AICP, LEED AP
Principal/Owner,
Studio Seed Urban Design & Planning

Project Assignments:

- Project Contract and Management Lead
- Engagement Lead
- Urban Design/Master Plan
- Sustainability Guidelines
- ODP Amendment

Credentials:

- **16 years** experience
- American Institute of Certified Planners (AICP)
- Leadership in Energy and Environmental Design (LEED AP)
- **Founding Advisory Committee Member and Mentor** for the UC Denver Masters of Urban Design (MUD) Program.
- **MArch**, University of Oregon
- **BArch**, Southern Illinois University
- **Co-author**, *Colorado Urbanizing: Experiencing New Urbanism*

Contact Info:

23080 Pinecrest Road
Golden, CO 80401
303-884-0962
cbostic@studioseed.org



Andy Rutz, CNU-A
Principal/Owner,
Crescendo Planning + Design

Project Assignments:

- Co-Project Manager
- Engagement Support
- Urban Design/Master Plan
- Trails/Connectivity
- ODP Amendment

Credentials:

- **16 years** experience
- Congress for the New Urbanism Accredited (CNU-A)
- **Advisory Committee Member and Mentor** for the UC Denver Masters of Urban Design (MUD) Program.
- **Former Director of Planning & Design Services** at MIG, Inc.
- Worked on multiple **zoning code amendments and Design Guideline efforts** as a Senior Planner at City and County of Denver prior to MIG.
- **MADU**, University of Notre Dame
- **BArch**, University of Notre Dame

Contact Info:

9425 East Prairie Meadow Drive
Denver, CO 80238
708-921-9727
andy@plantocrescendo.com



Jodie Snyder, LEED AP
Senior Environmental Scientist/Planner, FHU

Project Assignments:

- Review previous environmental-related plans for site
- Environmental Site Issues/Opportunities
- Engagement Support
- Resiliency Planning
- Sustainability Guidelines

Credentials:

- **18 years** experience
- Leadership in Energy and Environmental Design (LEED AP)
- **MAS**, Environmental Policy/Management - University of Denver
- **BA**, Geography and Environmental Studies - Augustana College
- **Women in Transportation Seminar (WTS)** member
- **National Assoc. of Environmental Professionals**
- **Greater Arkansas River Nature Association** Board Member
- **Chaffee County Heritage Area** Advisory Board Member
- **Salida Public Schools District** Accountability Committee Member

Contact Info:

1139 E. Rainbow Blvd.
Salida, CO 81201
719-985-4006
jodie.snyder@fhueng.com

KEY PERSONNEL ASSIGNMENTS & CREDENTIALS (CONTINUED)



Bill Hussey

Civil Engineer, Crabtree Group

Project Assignments:

- Backbone Infrastructure Layout
- Civil Engineering Project Manager
- Infrastructure Cost Estimates

Credentials:

- **7 years** experience
- Professional Engineer, Colorado (**PE**)
- **MADU**, University of Notre Dame
- **BS**, University of Wisconsin-Madison

Contact Info:

325 D Street
Salida, CO 81201
719-539-1675
bhussey@crabtreegroupinc.com



Arleen Taniwaki

*Principal,
ArLand Land Use Economics*

Project Assignments:

- Market Analyses
- Feasibility Cost Estimates and Pro Forms
- Financing

Credentials:

- **25 years** experience
- **Masters of City Planning**, University of California - Berkeley
- **BA**, Political Science - University of California - Los Angeles
- UC Berkeley MBA Extension Course in **Real Estate Feasibility Analysis**
- **Habitat for Humanity Metro Denver** Board Member
- **Radian** Board Member
- **ULI** Community Development Product Council
- **Women in Transportation Seminar (WTS)**

Contact Info:

69 W. Floyd Ave.
Englewood, CO 80110
720-244-7678
ataniwaki@arlandllc.com



Park Hill Golf Course Redevelopment Subarea Plan: Denver, CO

ArLand prepared a market study for the City's subarea plan for the now-defunct 150-acre golf course and the neighborhoods surrounding it. The market study examined recent demographic and employment changes occurring in the currently gentrifying neighborhoods surrounding the Park Hill Golf Course. It examined the potential for future residential (including affordable, missing middle, and market rate) and commercial development in light of affordable and missing middle housing needs and the lack of critical services in the area including grocery stores. The analysis was part of a series of technical analysis provided to support the City which prepared the subarea plan. Because of particular requirements posed by the site, the redevelopment plan will need to go to a Citywide vote slated to take place in spring 2023.

KEY PERSONNEL ASSIGNMENTS & CREDENTIALS (CONTINUED)



Korkut Onaran, PhD, CNU-A
Founding Partner, Pel-Ona Architects & Urbanists

Project Assignments:

- Master Plan Support
- Community Roundtable on "Urbanism for a Difficult Future"
- Housing Prototypes
- Charrette Participation

Credentials:

- **25 years** experience
- Congress for the New Urbanism Accredited (CNU-A)
- **PhD**, University of Wisconsin-Madison
- **MArch**, Middle East Technical University
- **BArch**, Middle East Technical University
- **College of Architecture and Planning, CU Denver** - Assistant Professor Adjunct
- Former **Longmont Planning Commissioner**
- Former **Longmont Historic Preservation Commissioner**
- **Co-author**, *Urbanism for a Difficult Future: Practical Response to Climate Crisis; Crafting Form-Based Codes: Resilient Design, Policy and Regulation; and Colorado Urbanizing: Experiencing New Urbanism*

Contact Info:

4696 Broadway
Boulder, CO 80304
303-443-7876
korkut@pel-ona.com

Park Hill Golf Course Reference:

David Gaspers, Principal City Planner
City and County of Denver
720-865-2936
David.Gaspers@denvergov.org



Ronnie Pelusio, AIA, LEED AP
Founding Partner, Pel-Ona Architects & Urbanists

Project Assignments:

- Master Plan Support
- Housing Prototypes
- Charrette Participation
- Rendering Support
- Developer/Builder Interviews

Credentials:

- **20 years** experience
- **Licensed Architect**
- Leadership in Energy and Environmental Design (**LEED AP**)
- **MArch**, Syracuse University
- **BA**, Ithaca College
- **Board Member**, City of Boulder Landmarks Board
- Railyard Leadville **Design Review Committee President**
- **Former President**, Holiday Neighborhood Master HOA
- **Founding Member**, North Broadway Community Forum

Contact Info:

4696 Broadway
Boulder, CO 80304
303-443-7876
ronnie@pel-ona.com

Experience Working Together

Many personnel on the team have worked together on projects in the past. Studio Seed and ArLand have worked closely on similar land use/feasibility studies in Denver on three sub-area plans. Crabtree Group and Pel-Ona are currently working together in Salida and Leadville. Crabtree Group and FHU have worked together as well. Korkut and Andy both teach at University of Colorado - Denver and have co-taught multi-disciplinary studios.

However, what differentiates us is the fact that the majority of the team has been heavily involved throughout our careers in the Congress for the New Urbanism - and consider ourselves "friends" outside of work. Korkut Onaran and Cheney Bostic served as President and Vice President of the Colorado Chapter of CNU for 10 years together and Ronnie Pelusio served on the Board of Directors. Andy Rutz was an active CNU member and Paul Crabtree has been involved in CNU nationally for more than two decades. The unique skillset we collectively bring to deliver the highest quality urban design combined with realistic, feasible, and sustainable solutions for housing, mixed use, walkable neighborhoods, and placemaking is second to none.

WORK PLAN

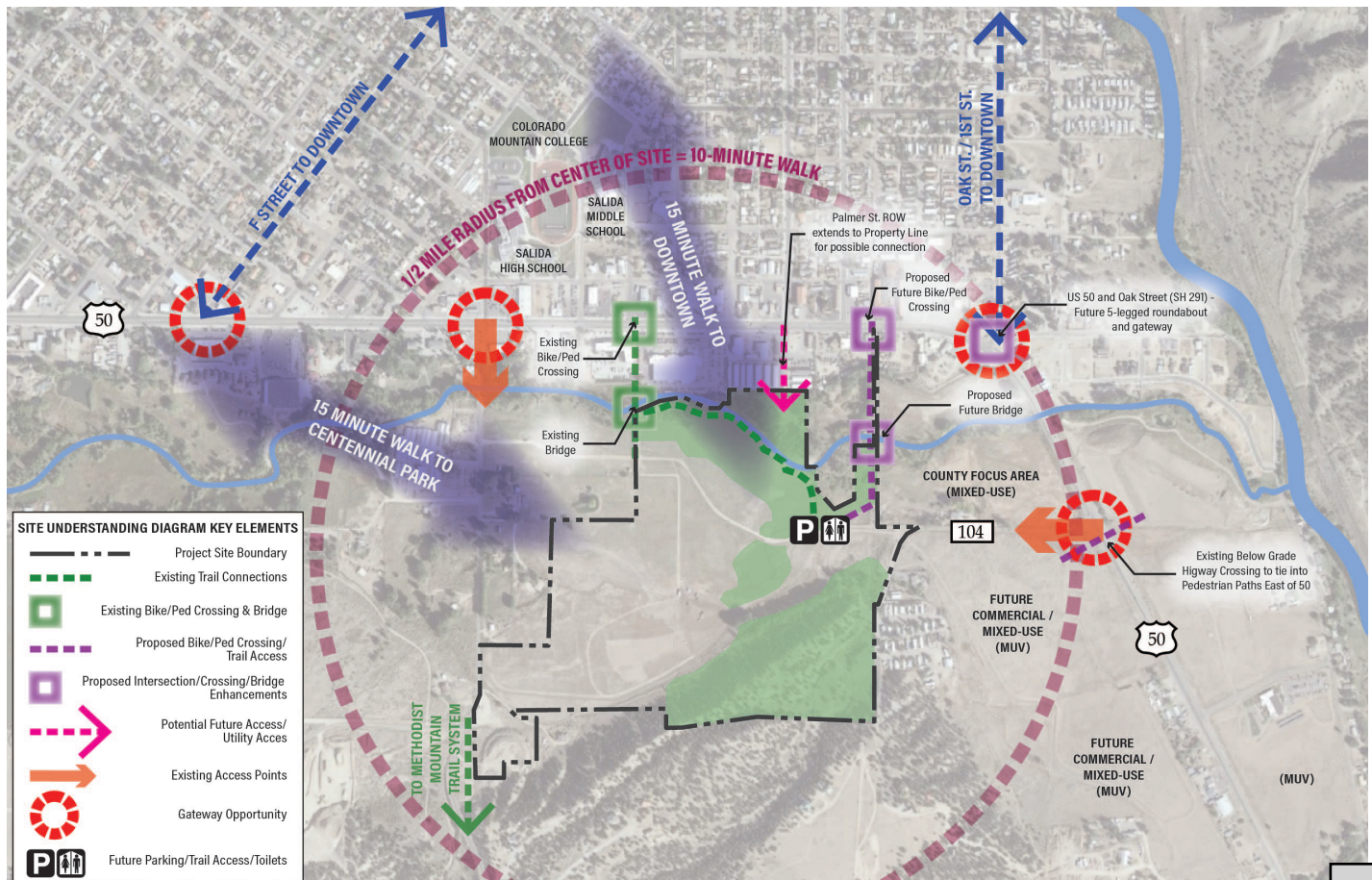
PROJECT UNDERSTANDING

This is a long-anticipated and important project for the City of Salida to embark on. We expect this project will have high visibility and significance to local residents. With an ongoing statewide housing crisis, unprecedented county-wide population growth, changing trends in how people live and work post-pandemic, and a *city-owned* property within one of Colorado's most treasured outdoor recreation destinations, this site has phenomenal opportunities – as well as some challenges.

Opportunities include the potential to contribute much-needed housing choices, placemaking, and recreation amenities to the community. The site itself is a treasure, as evidenced by its frequent use by locals – spectacular views, walking distance to downtown and Centennial Park, existing trails and bridges, minutes from the Methodist Mountain trail system, the South Arkansas River, and multiple access points from Highway 50.

Challenges include the need to bring utilities and infrastructure into the site and to find a delicate balance between meeting the community's vision for housing and services while being realistic about financial feasibility and phasing in order to make good on its promise. While the site has many assets, it lacks visibility from Highway 50, and is surrounded by county-owned, large lot properties.

Timing is of the essence – while construction costs are still extremely high, they do appear to be coming down (lumber, etc.) and there are innovative new methods – especially for housing production – that can bring costs down and shorten the construction window. The momentum of this planning process should set the city up for leading directly into design and construction.



APPROACH NARRATIVE

As stated previously, our approach to this project was to assemble the best possible team of experts relative to the location, context, type of project, and scope of work. We have the credentials, expertise, and availability to assist the city with this important project. We have multiple local staff available to offer “boots on the ground” – to assist with pop-up events, immediate site inquiries, or meetings with staff or others that may inquire about the project and need face-to-face contacts. It is also no secret that the rest of us LOVE to visit Salida and will be no stranger to the city (you might have to tell us to leave!)

PROJECT MANAGEMENT APPROACH

For a project of this significance and an eager timeline to get a realistic strategy for phasing and construction, it demands an experienced project management team. **Cheney Bostic** (Studio Seed) and **Andy Rutz** (Crescendo) have known one another for years. They both started their own urban design companies with a mission and passion to work in smaller communities on projects such as this. Together, they have over 30 years of experience leading projects like this.

Cheney Bostic will serve as the primary point of contact and overall project manager, working closely with Bill Almquist and others at the city. **Andy Rutz** will serve as co-project manager, assisting Cheney with day-to-day duties and tasks. Both Cheney and Andy are urban designers with a background in architecture who are passionate about community-building and authentic engagement. We will bring principal-level leadership to the project, ensuring a smooth process that is enjoyable to be a part of and that is delivered on time and on budget. To ensure the project stays on schedule and budget with subconsultant time being efficiently spent, we will:

- Send out **bi-weekly Project Update emails** to the team and staff – this will include general project status, upcoming deadlines, upcoming engagement, and action items;
- Hold up to 11 monthly **Project Management Team meetings** – at a minimum it is expected that these meetings will include Cheney, Andy, and Bill from the city. We will ask sub-consultants to “hold” the time on their calendars, and bring them in as needed, to be efficient with everyone’s time and budget for the project;
- **Invoices will list any potential risks** to project timeline and budget and action items that need to be addressed by city staff.

COMMUNITY ENGAGEMENT APPROACH

Our community engagement approach will combine online and in-person opportunities. Our experience doing engagement in communities post-pandemic has reinforced the need to shift and adapt. Our approach is designed to fit multiple audiences:

- **The Hands-On Crowd** – for those that are typically engaged and informed in community projects – and hopefully those who aren’t typically engaged – we will offer fun and family-friendly opportunities to engage. We will make sure that these events are located in safe and interesting places, i.e. not another conference room or school cafeteria!
- **The Busy Ones** – for those who lead very busy lives and want to engage, but just can never find the time, we will offer online surveys, a project webpage (hosted by the city), and a Facebook project page to stay up-to-date on the project news as it progresses.
- **The Outliers** – an important audience to engage in this project will be people that do not typically engage in city processes for multiple reasons – they don’t have the resources, they have mistrust in government, they don’t understand the language or subjects being discussed, or other reasons.

We will reach all of these audiences in different ways:

- We anticipate a **project webpage** that is hosted on the city’s website (run by the city with information provided by the team) that will include the project timeline, list upcoming events and ways to talk about the project, online survey links, and more.
- We will create a **Facebook page** dedicated to the project that will link to the webpage and also provide ongoing information and updates for the project. We will reach out to popular online groups like ArkValley Mountain Families, Salida Swap, and others to help spread awareness about the project and join the FB page.
- We will go to **existing community events** and pass out information about the project, use a QR code to direct people to the project page, and generally talk to people in an informal, yet accessible, way.
- We will work with city staff and other community members to develop the best ways to engage with “The Outliers” – this could be setting up a **WhatsApp** texting forum, going to **local food banks** or other **community resource events**, and more.

PROJECT PHASES APPROACH

We have proposed a **4-phased approach** to this project in a **10-month time frame**. Given the start timing of this project over the holidays and colder weather months that may impact our ability to do site analysis work, we do feel that 6 months is not realistic. Nine months may be doable, but knowing city processes for adoption hearings and notice times preceding such hearings, as well as the need to allow more time and online interaction for people to participate – which has proven especially critical in post-pandemic community engagement – we feel that 10 months is more appropriate. Therefore, we anticipate initiating the project with a site visit in **December 2022** and culminating the project with the adoption process in **September 2023**. The proposed Work Plan is described on the following pages.

PROPOSED WORK PLAN

PHASE 1: PROJECT KICK-OFF & ANALYSIS

TASK 1.1: PROJECT KICK-OFF/TRIP #1 (DECEMBER)

PMT #1 - Core team members Cheney, Andy, Bill, and Jodie will meet with staff to kick off the project, review scope of work/timeline, and ask questions.

Site Tour - We will tour the site and surrounding neighborhoods/areas of the city to take photographs, notes, and get a deeper understanding of the site and its context.

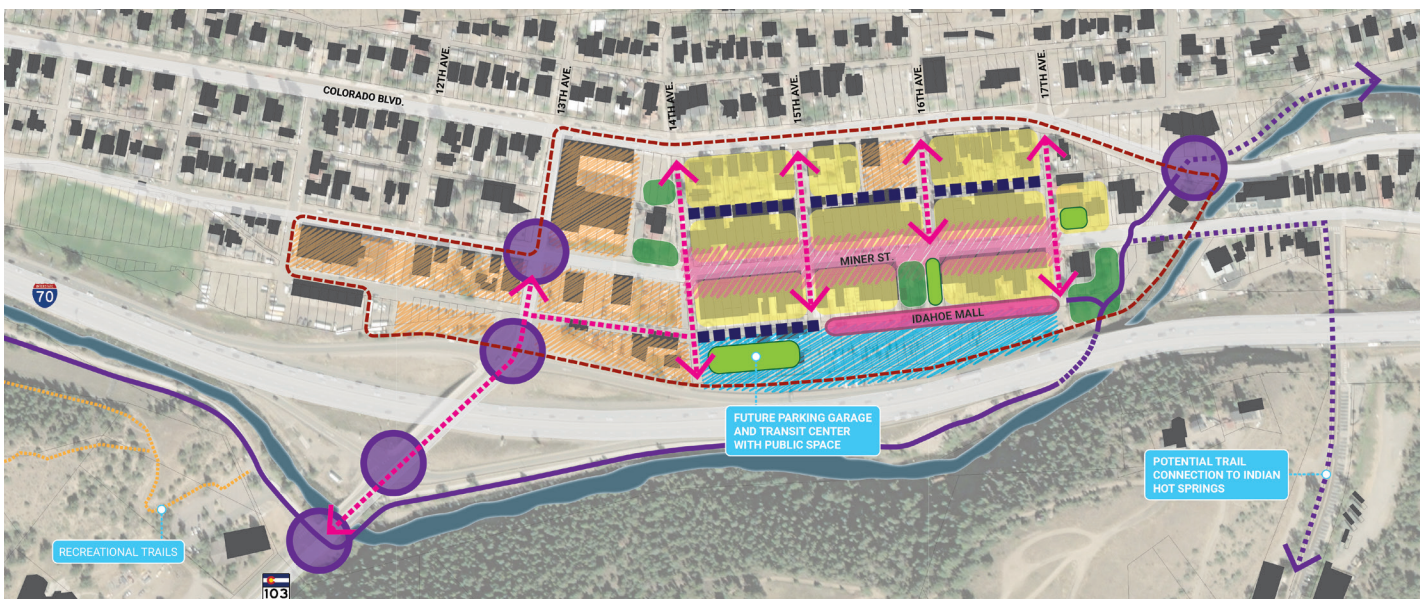
Project Management - SS will set up a collaborative online folder (Dropbox, Teams, etc.) for project documentation - city will provide all requested material that is not readily available online. SS will send bi-weekly (every other week) project updates to team and staff.

TASK 1.2: EXISTING CONDITIONS ANALYSIS (DECEMBER/JANUARY)

Technical Information Review - team will review data from city including, but not limited to: survey information, fluvial hazard documents, soils information available on SGS and USGS, water model report, 2014 South Arkansas Watershed Assessment, 2020 South Arkansas River Stream Health and Fluvial Hazard Assessment, floodplain data, sewer collection system build-out infrastructure plan, water right decrees and dry-up reports, and title commitments.

Previous Plan Review - team will review the 2022 Chaffee County Housing Needs Assessment, existing ODP documents, Comprehensive Plan (city and county), Parks & Recreation plans, Future 50 Re-Vision Rainbow Blvd. Plan, past site plan concepts, and other relevant plats and plans. Review of existing ODP with staff will be critical at this stage to identify anticipated amendments so that we can begin to prepare and align deliverables to the anticipated amendments.

Existing Conditions Basemapping - using a combination of available GIS data (existing roadway, stormwater, and water/sewer locations,) our team will create a series of 2D basemaps to use throughout the process. We will also create a 3D model using SketchUp including available topographic and aerial data available.



Idaho Springs Downtown Plan Issues Site Analysis Issues and Opportunities Diagram

Site Analysis Issues and Opportunities - based on existing conditions data review and the site tour, our team will create a summary of the Site Analysis Issues and Opportunities. This will include, but is not limited to: a natural and environmental features site scan (historically/culturally relevant features, view corridors, topography challenges, fluvial hazards, wetlands, floodplain, and soils conditions.) It will also look at issues and opportunities related to future land use (including surrounding the site), connectivity (roads and trails), placemaking opportunities, and more to set the site plan alternatives up for success.

PMT #2 (virtual) - meet with staff to check-in on project progress and ask questions, as needed.

TASK 1.3 - PHASE 1 ENGAGEMENT/TRIP #2 (DECEMBER - FEBRUARY)

Establish Online Project Awareness - SS will create a FB page for the project and work with the city to provide information to start a project webpage that will be available on the city's website (under "City Projects.") We will work with available databases to establish a contact list which we can use to send out project updates and notices about upcoming engagement opportunities throughout the project. A QR code will be created that will easily direct people to the webpage for information throughout the project.

Develop Project Branding - SS and CPD will work with the city to develop an official project name and branding identity/logo.

Public Open House #1 / Trip #2 - SS, CPD, plus local team members CGI and FHU, along with city staff, will host the first open house for the project. This meeting will be hosted at a safe and fun local venue (Steampunk, local brewery, etc. - TBD) and will include:

- Presentation of Existing Conditions and Site Analysis Issues and Opportunities
- Interactive exercises to establish a "Site Vision and Values" as well as voting preferences for desired housing types, public amenities, and design characteristics

Stakeholder Interviews - Round 1 - The consultant team and PMT will identify and interview selected individuals/organizations necessary for gathering more information. This could include but is not limited to: Colorado Mountain College, Chaffee Housing Trust, Chaffee County Housing Authority, local real estate professionals and developers/builders, hard-to-reach populations/potential future residents, PROST, and others to be determined.

Online Survey #1 - SS and CPD will develop an online survey using Survey Monkey that will mimic the open house with similar voting exercises.

Planning Commission Check-In - SS will provide a general project update to the Salida Planning Commission. Presentation will include general project scope, timeline, ways to get involved, and a summary of Phase 1 engagement.

PHASE 1 DELIVERABLES:

- Existing Conditions Basemaps
- Site Analysis Issues & Opportunities Diagram + narrative
- Project branding/logo
- Posters/Presentation for Open House
- Presentation for Planning Commission Check-In
- PMT and Interview meeting notes

PHASE 1 CITY SERVICES REQUESTED:

- Upload to online portal all necessary existing conditions documents and data not available online.
- Provide GIS data layers (roadway, stormwater, water/sewer) in graphic format (e.g. Adobe Illustrator or PDF)
- Conduct additional GIS mapping, as requested by team/necessary for analysis.
- Secure space (and rental fee, if necessary), provide food/beverages (if desired), and participate in Open House #1.
- Print necessary boards and hard-copy materials for open house workshops.
- Be in charge of creating project webpage on city website and posting content (provided by team.)
- Provide a list of contacts that the team should reach out to for Round 1 interviews.



A recent open house held at a local brewery for a project in Arvada, CO that Studio Seed is involved in.

PHASE 2: MASTER PLAN ALTERNATIVES

TASK 2.1 - SITE FIT STUDIES (FEBRUARY)

Site Fit Studies - based on feedback from the public, the team will produce high-level bubble diagrams for various scenarios based on the most desirable and feasible uses for the site, representative of their proportionate acreages needed. This will be useful as we move into site alternatives and allow the public to understand the amount of space needed for desired uses.

TASK 2.2 - PHASE 2 ENGAGEMENT (FEBRUARY - MARCH)

Phase 1 Engagement Summary - Summarize Phase 1 Engagement (Open House and online surveys)

Social Media and Online Update #1 - SS will provide a project update via online forums (FB page, webpage) the results of Phase 1 survey and open house as well as to promote the upcoming Community Design Charrette.

Community Design Charrette/Trip #3 - the team will design and participate in a 4-day/3-night community design charrette. A potential agenda and schedule of events is listed below:

- **Day 1** (Cheney, Andy, Korkut, Bill, Jodie)
 - » Morning - team travel + arrival
 - » Afternoon - Community Site Walks/Bike Tours (1 per hour x 3 hours). NOTE: This is intended to count as the "on-site" community meeting. If it is desired for this to be more of a gathering, it could take place as a single tour - the idea of one per hour was to give people different options based on their personal schedules.
 - » Afternoon - Design Your Own Site activity (drop in) - drop in on your own time to talk to team members and design your own site with a "gamepiece" activity that will include to-scale footprints of potential uses (housing, natural/recreation amenities, educational building/parking, small-scale commercial/parking, etc.)
 - » Evening - Community Forum - presentation by author and team member Korkut Onaran on "Urbanism for a Difficult Future" followed by a community discussion on topics of sustainability, localism, resiliency, housing, and infrastructure.
- **Day 2** (entire team):
 - » Morning - recap of Day 1
 - » Afternoon - team work session developing site plan alternatives and key concepts.
 - » Afternoon - round 2 stakeholder interviews with real estate professionals, developers, builders, community partners, etc.
 - » Evening - Joint work session #1 with Planning Commission and City Council.
- **Day 3** (entire team):
 - » Morning/Afternoon - team work session - finalize presentation/ materials
 - » Evening - Community Open House #2 (similar to Open House #1, this is expected to be held in a safe and fun community place and will be designed to be interactive and inviting for all.)

- **Day 4** (entire team):

- » Morning - PMT #3
- » Afternoon travel

Social Media and Online Update #2 - SS will provide a project update via online forums (FB page, webpage) summarizing the results of the charrette. During the charrette, we will try to have a heavy online presence as well to provide continuous updates and raise awareness and interest about the overall project.

TASK 2.3: SITE DESIGN REFINEMENT (MARCH - APRIL)

Site Design Layout Refinement/Alternatives - based on feedback and outcomes from the design charrette, the team will study potential alternatives considered and preferred by the community and weigh the site plan options in more detail with regards to: infrastructure layout and costs, sensitive environmental resources, market feasibility, costs, and more. We will refine 2-3 site layout configurations to present to the public and appointed/elected bodies. Each scenario will include a 3D massing model and sketch-level renderings paired with precedent imagery. We recommend saving budget and including the "photo realistic" renderings when we are at the preferred site plan level.

Housing Prototypes - using available models and photographs from Pel-Ona and Studio Seed, we will present examples of proposed housing prototypes for each alternative so the public can understand the types and scale of housing being considered for the site. Based on our database of existing architectural models, we believe we can complete this task very efficiently using existing work which may need to be modified, but not created from scratch.

PHASE 2 DELIVERABLES:

- Phase 1 Engagement Summary
- Charrette materials and photos
- 2-3 Site Plan alternatives + massing models
- 2 sketch-level renderings (in sketch up) per alternative

PHASE 2 CITY SERVICES REQUESTED:

- Secure space (and rental fee, if necessary) and provide food/beverages (if desired) for the 4-day charrette.
- Participate in charrette and invite other city staff/ departments as necessary.

PHASE 3: PREFERRED PLAN AND FEASIBILITY

TASK 3.1 - PHASE 3 ENGAGEMENT/TRIP #4 (APRIL - MAY)

Pop-Up Outreach - local community members Jodie and Bill will participate in local community events where we can pass out information about the plan and alternatives and drive people to the online survey to weigh in.

Online Survey #2 - a second online survey will allow people to vote for their preferred site plan option on their own time.

Public Open House #3 - following the development of site layout alternatives and analysis of pros/cons and feasibility, we will present the options to the community for feedback on a preferred site plan. Like the other open houses, this will be held in a safe and inviting community space.

Stakeholder Breakfast - At this critical site plan alternatives phase of the project, before moving into a preferred site plan, it will be essential to get key stakeholder's feedback. This could include potential housing partners, developers and builders, community leadership (appointed/elected officials), and more to be determined. The goal will be to get feedback at a more in-depth level than the community open house from professionals with a vested interest in the site.

Joint Work Session #2 - following the open house and stakeholder breakfast, we will conduct a similar meeting and check-in with the Planning Commission and City Council to get their feedback on the alternatives and desired preferred site plan.

Social Media and Online Update #3 - SS will provide a project update via online forums (FB page, webpage) that includes the results of Phase 3 engagement (open house/online survey, etc.) and highlights next steps (preferred site plan.)

TASK 3.2 - PREFERRED SITE PLAN (MAY - JUNE)

Preferred Site Plan Development - based on feedback from the public, community partners, and appointed/elected officials, the team will refine the alternatives into a preferred site plan alternative including all desired elements listed in the RFP: fully developed renderings of up to 2 key views of the site and a rendered site plan.

Infrastructure Development - team will develop backbone infrastructure layout and identify future infrastructure needs and costs (e.g. water tank, existing roadway expansions, traffic signals, broadband, other dry utilities, etc.), identify water right decrees/water features, document off-site stormwater drainage impacts and potential mitigation, preferred street sections, trail connections, bridges/underpasses, and geotechnical/soil data.

Sustainability Guidelines - team will develop guidelines for the future site plan which seek to create a sustainable, resilient neighborhood. This deliverable will identify and document water conservation opportunities (public and private) including BMP's, storage opportunities, alternatives to natural grass, and supporting goals from city water master plans. It will also identify energy conservation and/or generation opportunities, dark sky policies, and recommendations for resiliency to natural disasters. This will be at a high-level that will fit into the ODP update.

TASK 3.3 - MARKET ANALYSES AND COST ESTIMATES (JULY)

Market Analyses - ArLand will undertake a market analysis to help confirm the market feasibility of desired potential housing types and commercial services. The goal of the market analysis is to help the key stakeholders, the team, and the Town gauge the potential short-range and long-term demand for a mix of land uses to better align planning with market realities and community dynamics. The market analysis will build upon the previously updated Housing Needs Assessment by tailoring and matching housing demand to the site including affordable, missing middle, and market rate rental and ownership housing. Pel-Ona will assist ArLand with the housing market analysis by using relevant construction costs and other data, as available, from recent projects. The market analysis will also look at the feasibility of small-scale commercial services based on identified community needs like restaurants, coffee shops, day care, medical services, etc. Data sources will include relevant Census and private data sources, stakeholder interviews, and public input gained in parallel from previous tasks.

Cost Estimates - CGI will assist with feasibility-level cost estimates, using local unit pricing as available, for the infrastructure "backbone" (inc. street and utilities) for the preferred housing types (inc. pro forma analysis with and without affordable units), and preferred recreational amenities.



Cheney Bostic working with a stakeholder at a charrette in Sheridan, WY.

PHASE 3 DELIVERABLES:

- Materials/presentations for open house, pop-up engagement, joint work session, and stakeholder breakfast
- Preferred Site Plan (plan view) rendering
- Preferred Site Plan (birds eye and/or eye level views)
- Preferred Site Plan diagrams (circulation/connectivity, land use, open space, etc.)
- Preferred Site Plan Infrastructure Assessment
- Preferred Street Sections
- Sustainability Guidelines
- Housing Types Market Analysis
- Small-Scale Commercial Market Analysis
- Feasibility-level cost estimates for “backbone” infrastructure

PHASE 3 CITY SERVICES REQUESTED:

- Secure space (and rental fee, if necessary), provide food/beverages (if desired), and participate in Open House #3 and Stakeholder Breakfast
- Print necessary boards and hard-copy materials for open house workshops
- Post to project webpage updates, as necessary

*BELOW: Andy Rutz (while at MIG, Inc.) managed a similar sub-area plan - **Brooks Sub-Area Plan** - that envisions redevelopment of the 55-acres adjacent to the State Hospital into a Regional Center focused on job and housing growth, emphasizing strategies that would promote employment and housing choice. The site also includes a small commercial Town Center and community amenities such as trails and open space.*



PHASE 4: SUBAREA PLAN AND ODP AMENDMENT ADOPTION (AUG. - SEPT.)

TASK 4.1 - DEVELOPMENT OPTIONS/PHASING STRATEGIES (AUGUST)

Financing/Phasing Options - In addition to cost estimates, a high level pro-forma analysis of the proposed master plan will be prepared which will help identify potential financing and phasing options. It will also help address the question of pros and cons of how subsequent development and potential partnerships with developers should be pursued by the Town. This task will include proposed financing and phasing for public infrastructure, housing, recreational amenities, and any other uses (educational/commercial) identified in the preferred site plan. It will consider costs and benefits to working with a single developer vs. multiple and consider time and cost efficiencies.

TASK 4.2 - FINAL DELIVERABLE / DEVELOPER MARKETING PACKAGE (AUGUST)

Team will synthesize all previous work into a consolidated and concise document with action steps and timelines for implementing the master plan. We also believe it may be valuable to create a marketing package for the city to use for marketing the site to developer(s).

TASK 4.3 - PHASE 4 ENGAGEMENT/TRIP #5 (AUGUST)

Social Media and Online Update #4 - SS will provide a project update via online forums (FB page, webpage) and invite the public to the final open house/community event.

Public Open House #4/Trip #5 - Once the final preferred site plan is developed and vetted internally and the team has identified market feasibility, costs, financing, and phasing options, we will present the final preferred site plan in an open house format or at an existing community event as a pop-up engagement activity. This final event should be a positive and fun opportunity for the community to celebrate the culmination of the plan. It could even be held on-site (weather permitting).



TASK 4.3 - ODP AMENDMENT AND ADOPTION (AUGUST - SEPTEMBER)

ODP Amendment Redline - SS and CPD will identify necessary amendments to the existing ODP in redline format to build out the desired site plan. Note that this will only identify "necessary" amendments, not "desired" amendments - such as writing new design standards or adding new graphics (unless they are part of the package of deliverables already created, which may be included.)

Planning Commission and City Council - Hearing #1 (virtual) - SS and CPD will present the necessary amendments to the ODP for feedback from Planning Commission and City Council.

ODP Amendment Application - SS and CPD will prepare a final application for necessary amendments to the ODP to present to Planning Commission and City Council.

Planning Commission and City Council - Hearing #2 (virtual) - SS and CPD will present the final amendments to the ODP for adoption from Planning Commission and City Council.

PHASE 4 DELIVERABLES:

- Development Options/Phasing Summary including financing/construction opportunities and constraints
- Developer Marketing Package
- Presentation materials for Open House #4 and final presentations to City Council.
- Draft ODP Amendment
- Final ODP Amendment

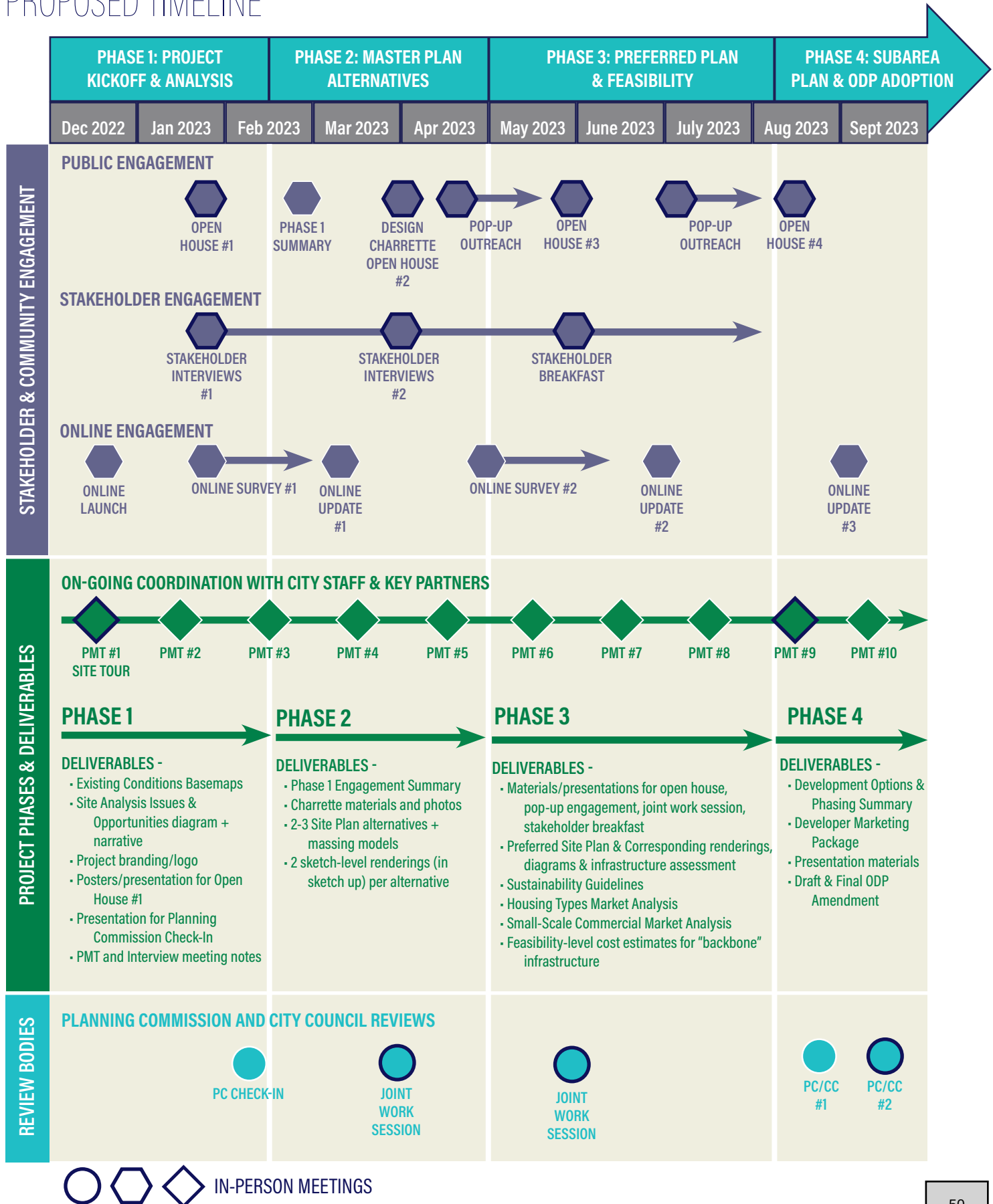
PHASE 4 CITY SERVICES REQUESTED:

- Secure space (and rental fee, if necessary), provide food/beverages (if desired), and participate in Open House #4.
- Print necessary boards and hard-copy materials for open house workshops.
- Post to project webpage updates, as necessary



ABOVE: Studio Seed completed an opportunity site study for Littleton, CO that shows how a site could be phased over time. In this case, the goal was to keep existing commercial uses operating as long as possible while the "mixed-use" portion of the site was built with the housing filling in over-time.

PROPOSED TIMELINE



PROPOSED FEE

	SS Cheney B. \$150/hr.	CPD Andy R. \$125/hr.	CGI Paul C. \$290/hr.	CGI Bill H. \$175/hr.	Pel-Ona Korkut O. \$175/hr.	Pel-Ona Ronnie P. \$175/hr.	FHU Jodie S. \$175/hr.	ArLand Arleen T. \$170/hr.
PHASE 1: PROJECT KICK-OFF								
Task 1.1 - Project Kick-Off / Trip #1	16	12		4			3	
Task 1.2 - Existing Conditions Analysis	20	40		40			16	16
Task 1.3 - Phase 1 Engagement / Trip #2	24	20		16			4	6
PHASE 2: MASTER PLAN ALTERNATIVES								
Task 2.1 - Site Fit Studies	12	12						
Task 2.2 - Phase 2 Engagement / Trip #3	50	50		40	40	32	20	24
Task 2.3 - Site Design Refinement	40	60	5	20	6	12		
PHASE 3: PREFERRED PLAN AND FEASIBILITY								
Task 3.1 - Phase 3 Engagement / Trip #4	20	20		10			10	
Task 3.2 - Preferred Site Plan	60	60	8	14	4	8	6	
Task 3.4 - Market Analyses and Cost Estimates	12		2	15		6		96
PHASE 4: SUBAREA PLAN AND ODP AMENDMENT								
Task 4.1 - Development Options and Phasing	12	24		16	12	8		40
Task 4.2 - Developer Marketing Package	12	12						8
Task 4.3 - Phase 4 Engagement / Trip #5	12	12					4	
Task 4.4 - ODP Amendment and Adoption	30	40						
TOTAL HOURS BY EMPLOYEE	320	362	15	185	62	66	63	190
TOTAL FEE BY FIRM	\$48,000	\$45,250		\$36,725		\$22,400	\$11,025	\$32,300
TOTAL EXPENSES	\$2,265	\$2,015		\$0		\$1,090	\$0	\$545
TOTAL EMPLOYEE HOURS =	1,263							
TOTAL FEE =	\$195,700							
TOTAL FEE (WITH EXPENSES) =	\$201,615							



CHENBOS-01

RENEEW

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY) Item 5.
10/25/2015

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an **ADDITIONAL INSURED**, the policy(ies) must have **ADDITIONAL INSURED** provisions or be endorsed. If **SUBROGATION IS WAIVED**, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER Home Loan & Investment Company 205 North 4th Street Grand Junction, CO 81501	CONTACT NAME: Renee Worrell	
	PHONE (A/C, No, Ext): (970) 254-0863 FAX (A/C, No): (970) 243-3914	
	E-MAIL ADDRESS: reneew@hlic.com	
INSURED Studioseed, LLC 23080 Pinecrest Road Golden, CO 80401	INSURER(S) AFFORDING COVERAGE	NAIC #
	INSURER A : R-T Specialty, LLC	
	INSURER B :	
	INSURER C :	
	INSURER D :	
	INSURER E :	
	INSURER F :	

COVERAGES

CERTIFICATE NUMBER:

REVISION NUMBER:

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	COMMERCIAL GENERAL LIABILITY	X		PSK0439439710	4/9/2022	4/9/2023	EACH OCCURRENCE \$ 1,000,000
	☐ CLAIMS-MADE ☐ OCCUR						DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 250,000
							MED EXP (Any one person) \$ 5,000
							PERSONAL & ADV INJURY \$ 1,000,000
	GEN'L AGGREGATE LIMIT APPLIES PER:						GENERAL AGGREGATE \$ 2,000,000
	☐ POLICY ☐ PRO-JECT ☐ LOC						PRODUCTS - COMP/OP AGG \$ 1,000,000
	OTHER:						HIRED NON OWNED \$ 1,000,000
	AUTOMOBILE LIABILITY						COMBINED SINGLE LIMIT (Ea accident) \$
	☐ ANY AUTO OWNED AUTOS ONLY ☐ SCHEDULED AUTOS						BODILY INJURY (Per person) \$
	☐ HIRED AUTOS ONLY ☐ NON-OWNED AUTOS ONLY						BODILY INJURY (Per accident) \$
							PROPERTY DAMAGE (Per accident) \$
							\$
	UMBRELLA LIAB ☐ OCCUR						EACH OCCURRENCE \$
	EXCESS LIAB ☐ CLAIMS-MADE						AGGREGATE \$
	DED ☐ RETENTION \$						\$
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY Y / N ☐ N / A						PER STATUTE ☐ OTH-ER ☐
	ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) ☐						E.L. EACH ACCIDENT \$
	If yes, describe under DESCRIPTION OF OPERATIONS below						E.L. DISEASE - EA EMPLOYEE \$
							E.L. DISEASE - POLICY LIMIT \$

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)
Certificate holder is an additional insure.

CERTIFICATE HOLDER

CANCELLATION

City of Salida-City Administrator
448 E. 1st Street, Suite 112
Salida, CO 81201

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE



CITY COUNCIL ACTION FORM

DEPARTMENT	PRESENTED BY	DATE
Public Works	David Lady - Public Works Director	December 6, 2022

ITEM

Council Action – Approve Final Settlement for the 2022 Sewer Reconstruction Project
Consent Agenda

BACKGROUND

The 2022 Sewer Reconstruction Project included the removal and replacement of sanitary sewer mains that have reached the end of their useful life. Work occurred in various locations within the service area.

FISCAL NOTE

City Council awarded a Construction Contract to Y&K Excavation, Inc. on March 1, 2022 for the 2022 Sewer Reconstruction Project with a total project budget of \$739,139.00. The final project construction cost was \$702,458.80. The 10% retainage in the amount of \$70,245.88 has been withheld pending approval of final settlement by council. Public Notice of Final Settlement was advertised on November 22nd and November 25th, 2022.

Y&K Excavation, Inc. provided excellent quality of work and coordination with the City throughout the project.

STAFF RECOMMENDATION

To approve final settlement to Y&K Excavation, Inc. in the amount of \$70,245.88 for the 2022 Sewer Reconstruction Project.

SUGGESTED MOTION

A Council person should make a motion to “combine and approve the items on the consent agenda.”

A Church Special Event Application

December 23rd is a musical event featuring Mo Champipple and the Meso Horns. This local band will be playing live music and all ticket sales will be going towards the band and liquor sales will go towards benefiting A Church and local musicians.

December 31st is a patron appreciation New Years Eve party, celebrating the support our community has given us throughout the year.

OFFICE OF THE SECRETARY OF STATE
OF THE STATE OF COLORADO

CERTIFICATE OF FACT OF GOOD STANDING

I, Wayne W. Williams, as the Secretary of State of the State of Colorado, hereby certify that, according to the records of this office,

A Church Inc

is a

Nonprofit Corporation

formed or registered on 10/19/2017 under the law of Colorado, has complied with all applicable requirements of this office, and is in good standing with this office. This entity has been assigned entity identification number 20171780513.

This certificate reflects facts established or disclosed by documents delivered to this office on paper through 11/14/2017 that have been posted, and by documents delivered to this office electronically through 11/15/2017 @ 14:25:46.

I have affixed hereto the Great Seal of the State of Colorado and duly generated, executed, and issued this official certificate at Denver, Colorado on 11/15/2017 @ 14:25:46 in accordance with applicable law. This certificate is assigned Confirmation Number 10554429.



Wayne W. Williams

Secretary of State of the State of Colorado

*****End of Certificate*****
Notice: A certificate issued electronically from the Colorado Secretary of State's Web site is fully and immediately valid and effective. However, as an option, the issuance and validity of a certificate obtained electronically may be established by visiting the Validate a Certificate page of the Secretary of State's Web site, <http://www.sos.state.co.us>, by clicking on the link "Validate a Certificate" and following the instructions displayed. Confirming the issuance of a certificate is merely optional and is not necessary to the valid and effective issuance of a certificate. For more information, visit our Web site, www.sos.state.co.us, click "Businesses, trademarks, trade names" and select "Frequently Asked Questions."

Address number posted
minimum 4" w/contrasting
background

Purchase and install Knox
Box. Provide necessary
keys to gain entrance.

Knox Box, 1000 E. 1st Ave. #100
St. Paul, MN 55101
Phone: 612-222-1111

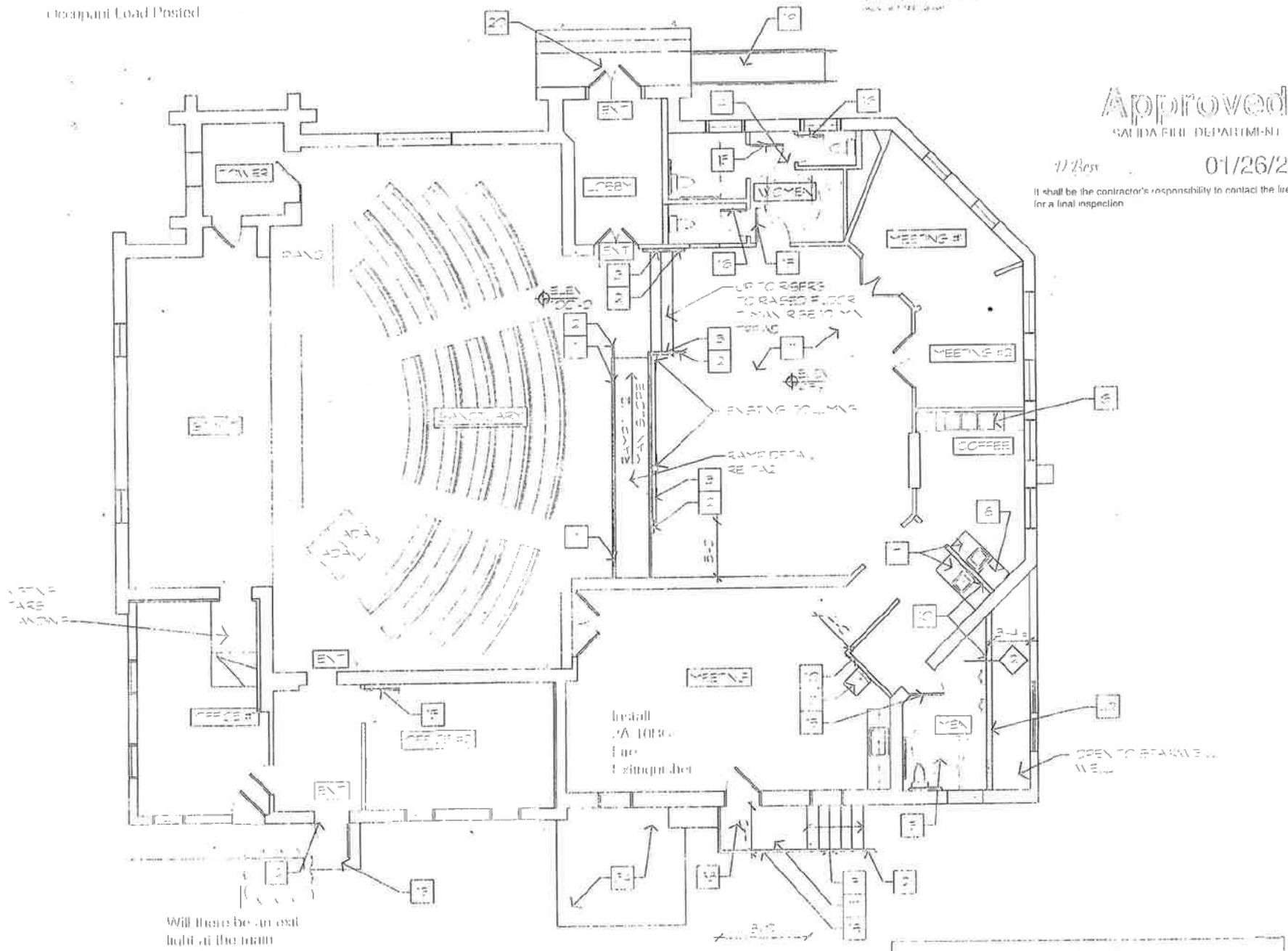
Occupant Load Posted

Approved
SALIDA FIRE DEPARTMENT

11 Revs

01/26/2018

It shall be the contractor's responsibility to contact the fire department
for a final inspection





This fun and festive event returns to the SteamPlant Ballroom just in time for the holidays featuring artists and creatives vending an assortment of visual and photographic art, upcycled totes and wearables, glass objects & ornaments, jewelry, cards and more! No single item priced over \$200.00. Open to the public.

CITY OF SALIDA
ARTS AND CULTURE

STEAMPLANT EVENT CENTER

HOLIDAY

ART MARKET



LOCAL ARTISTS AND CREATIVES OFFERING ITEMS
AND GIFTS JUST IN TIME FOR THE HOLIDAYS!
NO SINGLE ITEM OVER \$200.00.

Saturday, December 10 - 11 a.m. - 6 p.m.

Sunday, December 11 - 10 a.m. - 2 p.m.

SteamPlant Ballroom

WWW.SALIDASTEAMPLANT.COM



City of Salida Multiple Vendor Event Permit Application

Date of Application 11.28.22

Event Name: Winter Art Pop-up Market

1. Event location(s): Salida SteamPlant Event Center

2. Date(s) & times(s) of event: Saturday, Dec. 10, 2022 from 11:00am - 6:00pm

Sunday, Dec. 11, 2022 from 11:00am - 2:00pm

3. Individual or organization sponsor(s): Arts & Culture Department

Address: 220 W. Sackett Ave.

Phone: 719.530.0933 E-mail: patrick.obrien@cityofsalida.com

4. Contact Person: Patrick O'Brien

Phone: 719.530.0933 E-mail: patrick.obrien@cityofsalida.com

5. List Participating Vendors:

**REQUIREMENT: PROVIDE A COPY OF THE CURRENT STATE LICENSE
FOR EACH VENDOR**

Currently have ten (11) vendors registered to participate, but anticipate attracting several more prior to

the event: Amy Rahe, Brice Turnbull, Cheryl Tischer, Jennifer Naylor, Christine Davis, Anne

Englert, Elk Raven Photography, Terrence Bertin, Thordis Simonsen, John Barnholt, Toni Tischer.

(If additional space is needed, please attach a list of participating vendors.)

6. Provide Proof of Insurance (The City Administrator, at his or her discretion, may require the City be named as an additional insured.)

Copy of Insurance Attached (Yes or No) Not Applicable

Required Fees and Checklist:

☐ \$75 Application Fee

☐ \$20 per participating vendor: Number of Vendors ____ X \$20 = ____

☐ Current Colorado Sales Tax License for each participating vendor

☐ Proof of Insurance

Signed:

Event Sponsor: Patrick O'Brien City of Salida: _____

Date: 11.30.22 Date: _____



CITY COUNCIL ACTION FORM

DEPARTMENT	PRESENTED BY	DATE
Administration	Drew Nelson - City Administrator	December 6, 2022

ITEM

Hangar Ground Lease Agreements for Harriet Alexander Field

BACKGROUND

Harriet Alexander Field is owned and operated by a partnership between Chaffee County and the City of Salida. The airport is managed by a board made up of representatives of both the City and County, and the board makes operational recommendations to both the Board of County Commissioners and the City Council.

The Airport Advisory Board routinely recommends approval of ground leases to allow private parties to construct and occupy airplane hangars on the property of Harriet Alexander Field. Recently, two agreements for hangar sites were extended to Salida Airplane Hangar LLC (represented by Philip Sterling) and Mark Klingersmith, respectively. The attached ground leases would allow for establishment of the lease and hangar to Salida Airplane Hangar LLC and Mr. Klingersmith with the same term as other hangar owners. The term for the lease is for twenty (20) years, with an option for both to renew at the end of the term.

FISCAL NOTE

The attached ground leases provide for an annual revenue for the airport of \$0.2111 per square foot of area rented (4,900 and 1,440 square feet respectively). This would equate to \$1,338.32 per year, with adjustments for inflation.

STAFF RECOMMENDATION

Staff recommends that the City Council approve the Ground Lease with Salida Airplane Hangar LLC and Mark Klingersmith, as recommended by the Airport Advisory Board.

SUGGESTED MOTION

A City Councilperson should state, "I move to combine and approve the Consent Agenda", followed by a second and a roll call vote.

Lessee (name): <i>Salida Airplane Hangar LLC</i>	Lessee's mailing address: <i>348 H St Salida CO 81201</i>
Lessee's email: <i>philip.sterling@gmail.com</i>	Lessee's phone: <i>214 727 5494</i>
Date of Agreement: <i>10/20/22</i>	<i>12/1/22 start date</i>

GROUND LEASE

This lease agreement is entered into by and between the City of Salida, Colorado, a municipal corporation, and Chaffee County Colorado/the Board of Commissioners of Chaffee County (collectively "Lessors"), and Lessee (identified above), as of the above date.

RECITALS

- A. Lessors are the owners of that land comprising approximately 210 acres, more or less, known as the Salida/Chaffee County Airport, also known as Harriet Alexander Field (hereinafter "Airport"); and
- B. Lessee desires to lease from Lessors a portion of the Airport for the purpose of constructing and/or occupying an aircraft hangar or other aircraft-related facility as more particularly described below; and
- C. Lessors are willing to lease to Lessee the below described portion of Airport pursuant to the terms and conditions also set forth below.

AGREEMENT

In consideration of the terms, conditions and promises as set forth herein, the parties agree and covenant as follows:

1. Leased Premises. Lessors hereby lease to Lessee that unsubdivided portion of the Airport property described on the attached Exhibit A (the "Leased Premises"). THE LEASED PREMISES CONSIST OF THE FOOTPRINT OF THE BUILDING ALREADY CONSTRUCTED OR TO BE CONSTRUCTED BY THE LESSEE PLUS A MAINTENANCE/ACCESS EASEMENT OF FIVE FEET AROUND SAID FOOTPRINT.

2. Vacant Land. Lessee acknowledges that the Leased Premises are comprised solely of vacant land [and certain improvements] and that Lessors have no obligation to provide Lessee any improvements, services, fixtures or utilities to the Leased Premises, except as expressly provided in this Ground Lease.

3. Use of the Leased Premises. Lessee shall use the Leased Premises solely for the parking, storage and maintenance of Lessee's personal private aircraft, and for associated accessory activities. "Maintenance" shall not include welding, open flame operations, or the use of Class I or Class II liquids as defined in the most recent edition of the Chaffee County Uniform Building Code. Lessee shall not operate or allow commercial business operations of any kind to be performed on the Leased Premises absent Lessors' express written consent and the execution of a Commercial Operator's Agreement. Lessee shall install and properly maintain not less than one fire extinguisher and shall comply with applicable fire code regulations with respect to any structure on the Leased Premises. Except to the extent contained in the fuel tanks of aircraft and automobiles or expressly permitted by this Ground Lease, Lessee may not store any fuel or gasoline or hazardous or dangerous substances on the Leased Premises. Lessee may store up to five gallons of aviation fuel or gasoline on the Leased Premises in an OSHA or UL approved container. Lessee may install antennae not exceeding six feet in height above the highest point on any hangar or structure constructed or placed on the premises by Lessee, so long as such antennae comply in all respects with Federal Aviation Administration ("FAA") regulations and do not create an obstruction or threat to air navigation. New buildings and structures must conform to all adopted FAA regulations, commercial building, fire, mechanical, electrical and plumbing codes as well as the airport architectural

standards. Violations not corrected within 90 days will constitute a violation resulting in cancellation of the lease.

4. Maintenance of Leased Premises. Lessee shall at all times maintain the Leased Premises and all improvements to the Leased Premises in good condition and state of repair and shall not allow fire hazards, ice and snow, weeds, trash, debris or other unsightly objects to accumulate or be stored on or around the Leased Premises or otherwise interfere with the Airport facilities. No outside storage is allowed.

5. Signs. Lessee shall not place any signs, logos or emblems on the Leased Premises or on any improvements to the Leased Premises, except for a sign not larger than four square feet in size that identifies Lessee as the occupant of the Leased Premises. All signs shall be installed in compliance with the building and/or sign regulations of Chaffee County and/or other governing jurisdiction.

6. Term and Option to Renew.

(a) Subject to earlier termination as provided for in this Ground Lease, the initial term of this lease shall begin on the date of this Ground Lease, as set forth above, and terminate twenty years later, unless earlier terminated as provided for in this Ground Lease.

(b) Provided Lessee is not in violation or breach of any terms or conditions of this Ground Lease and provided the lease complies with the then current airport master plan, Lessee may renew and extend this Ground Lease for up to an additional twenty years (the "Option Term") upon written notice to Lessor submitted at least 120 days prior to the expiration of the initial and term. The Option Term shall be subject to the same terms and conditions as set forth in this Ground Lease, except that the rent for the first year of the Option Term shall be adjusted to the prevailing rates, based upon the most recently executed ground lease, adjusted for the then current CPI-U (defined below). The rent for subsequent years of the Option Term shall be adjusted as provided below. In the event Lessee remains in possession of the Leased Premises for any period after the expiration of the 20-year initial lease term, without a written agreement between the parties for an Option Term, a new month-to-month tenancy shall be created subject to the same terms and conditions of this Lease at a monthly rental rate to be determined as provided below, unless otherwise agreed by the parties in writing. Such month-to-month tenancy shall be terminable on thirty (30) days' notice by either party or on longer notice if required by law.

7. Rent.

(a) Lessee shall pay to Lessors total annual rent of \$1034.39 for a total of 4400 sq. ft. As of May 1, 2012, the lease rate was \$0.17 per square foot, which is adjusted annually as of May 1. Beginning April 30, 2013 and every year thereafter for the lease term, the rate adjusts in accordance with subparagraph (b), below. The CPI adjusted rate effective May 1, 2021 will be \$0.2111 per square foot. Lessee shall pay the rent annually, in advance, without notice or demand, with the first payment due on the first day of the lease term, except that for the first year of this Ground Lease, rent shall be pro-rated, if necessary, from the beginning date of this Ground Lease through the following April 30, 20 . For subsequent years, rent shall be due on May 1.

(b) Rent shall be adjusted annually in accordance with any increase in the United States Bureau of Labor Statistics Consumer Price Index for all items and urban consumers (the CPI-U) for the Denver-Boulder area, . The adjustment shall reflect any increase in the CPI-U for annual period beginning from the time rent was last set or adjusted. Should the United States Bureau of Labor Statistics cease publication of the CPI-U for the Denver-Boulder area, then future rent adjustments shall be based upon and correspond to the rate of "local growth" for the annual period as defined in Article X, § 20(2)(g) of the Colorado Constitution and determined by the Chaffee County Assessor pursuant to C.R.S. § 39-5-121(2)(b). In no event shall the rental rate be reduced absent the prior written consent of Lessors, regardless as to any decrease in the CPI-U or local growth rate from the time rent was last set or adjusted. Lessors shall use their best efforts to advise Lessee of the adjusted rent amount at least one month prior to the rent payment due date, but failure of Lessors to so notify Lessee shall not relieve Lessee of its obligation to pay the increased rent.

(c) Lessee shall make and/or direct all rent payments to the location and/or to the person or entity designated by the Airport Manager in writing. If no such designation is made, rent shall be paid to: Chaffee County Airport Fund, c/o Chaffee County, Attention Finance Department, P. O. Box 699, Salida Colorado 81201.

(d) Interest shall accrue on any past due rent payment at the rate of 1.5% per month or 18% per annum. Such interest shall in no event constitute a waiver of Lessee's default with respect to such overdue amount, nor prevent Lessors from exercising any of the other rights and remedies under this Ground Lease.

8. Common Airport Facilities/ CLOSURES. Lessee is granted in common with other lessees, or persons similarly authorized, the non-exclusive use of all common Airport facilities including, but not limited to, the landing field, runways and taxiways (inclusive of any future enlargement or extensions thereof), roadways, aprons, fueling facilities, flood lights, landing lights, beacons, radio aids, and such other airport facilities as may exist and are available for use by the general aviation public. LESSEE ACKNOWLEDGES THAT REPAIRS OR IMPROVEMENTS TO RUNWAYS OR OTHER AIRPORT FACILITIES OR STATE OR FEDERAL MANDATES MAY REQUIRE THE CLOSURE OF THE AIRPORT OR THE TEMPORARY OR PERMANENT RESTRICTION OF ITS USE. SUCH ACTIVITIES SHALL NOT CAUSE ANY REDUCTION IN THE RENT DUE HEREUNDER. LESSEE FURTHER ACKNOWLEDGES THAT THIS LEASE IS SUBJECT TO THE LESSORS CONTINUING TO OPERATE THE AIRPORT FACILITIES IN THEIR CURRENT LOCATION AND LESSORS MAY TERMINATE THIS LEASE, WITHOUT RECOURSE TO LESSORS, IF LESSORS, FOR WHATEVER REASON NO LONGER OPERATE THE AIRPORT IN ITS CURRENT LOCATION.

9. Right of Ingress and Egress. Lessee shall at all times have a right of reasonable ingress to and egress from the Leased Premises over and across the Airport to public ways and roads, which right shall extend to Lessee's employees, agents, customers, guests and other invitees. Such right shall also extend to persons or businesses supplying materials or services to Lessee, and shall include access and egress for vehicles, machinery and equipment reasonably required by Lessee and those persons or entities specified in this paragraph. SUCH RIGHT SHALL NOT BE EXERCISED IN A WAY THAT INTERFERES WITH THE USE OF THE AIRPORT BY OTHERS OR THAT IS IN VIOLATION OF ANY DULY ADOPTED AIRPORT RULES OR POLICIES. LESSEE ACKNOWLEDGES SUCH RIGHT MAY NOT INCLUDE VEHICLE ACCESS TO HANGARS, AS DETERMINED BY THE AIRPORT MANAGER

10. Hangar Construction and Improvements.

(a) If there are no improvements on the Leased Premises, Lessee shall be required to install, improvements on the Leased Premises, such improvements to be limited to one aircraft storage hangar and any accessory hard surfaces (ramp/access taxiway), and/or such other structures as specifically authorized in writing in advance by Lessors. The design and materials to be used in the construction repair, other than routine maintenance, or restoration of any hangar, structure or hard surface shall be approved in advance in writing by Lessors. Within thirty days from the beginning of this Ground Lease, Lessee shall submit a detailed description, inclusive of engineered drawings/plans, to Lessors together with a cost estimate for all structures or other improvements Lessee desires to install, repair or rebuild on the Leased Premises. No installation or construction shall occur on the Leased Premises or upon common Airport property until the Airport Manager has specifically approved same in writing and all necessary third-party permits have been issued, including local building permits and such permits or approvals as may be necessary from the Federal Aviation Administration (e.g., FAA Form 7460, Notice of Proposed Construction). All improvements must be completed per the building department permit timeframe and the Airport Manager has approved the construction.

(b) The installation/construction of all structures and hard surfaces shall comply with the then-current Commercial Building Code, Airport Master Plan, the Minimum Standards for Hangar Construction and the Airport Storm Water Management Plan then in effect for the Airport. No structure shall be constructed within five feet of the perimeter boundary of the Leased Premises. Lessee shall maintain the Leased

Premises in a safe and orderly condition during any and all construction/installation activities, and shall not allow construction materials, activities or debris to invade or impinge upon common Airport facilities (e.g., ramps, taxiways or roadways) or other leased premises. The Airport Manager may, upon request by Lessee and/or in order to minimize the disruption of normal Airport operations, allow or direct the temporary use by Lessee of non-leased Airport property for construction staging and/or material storage during any period of construction/installation. Lessee's installation or extension of any utility lines or services (i.e., water, sewer, electricity or gas) as part of any construction or improvement must be approved in advance and in writing by Lessors.

(c) Lessee shall affirmatively notify all persons or entities undertaking any work on the Leased Premises, including persons engaged in planning, design, construction or repair, and/or persons supplying any labor, materials or equipment pursuant to such work, that as publicly-owned property, the Leased Premises are not subject to lien for a failure to pay for such work, labor or materials, and Lessee shall, in accordance with C.R.S. § 38-22-105(2), post and keep posted a written notice to the same effect in some conspicuous place upon the Leased Premises during any and all such work.

(d) Except as otherwise provided for in this Ground Lease, all hangars, buildings, fixtures, structures or other improvements bought, installed, erected, constructed or placed on the Leased Premises by Lessee shall be deemed to be personal property for purposes of this lease and shall remain the property of Lessee; and Lessee shall, unless otherwise authorized in writing in advance by Lessors, remove such property upon the expiration or termination of the lease, subject to Lessee's obligation to repair all damage, if any, resulting to the Leased Premises or Lessors' property by such removal. Lessee shall be allowed up to sixty days after the expiration or termination of the lease to remove any and all such property, during which time Lessee shall be obliged to continue to pay rent on a prorated basis until such removal is completed. In the discretion of the Lessors, any and all property, inclusive of hangars, buildings and fixtures, not removed by Lessee within the time allotted for same may become part of the Leased Premises and title to such property shall automatically vest in Lessors, individually or jointly, to the extent that Lessors individually or jointly own the land underlying such property. If Lessee abandons any improvement or property on the Leased Premises or fails to remove such improvement or property as required, above, Lessors may, in its sole discretion, take title to or remove same, at any time Lessors may determine, at Lessee's cost.

(e) Any aircraft hangar constructed by Lessee may be used for the temporary storage of motor vehicles while Lessee's aircraft is in use. Lessee may also allow other aircraft owners to temporarily occupy Lessee's hangar while performing maintenance or repairs on their personal aircraft. Collection of rental or sublease fees shall constitute a commercial operation and require a commercial operators agreement.

11. Utilities. Lessee shall timely and fully pay for all utility services installed and used on the Leased Premises. In no event shall a septic system be installed or used on the Leased Premises absent Lessors' written consent and the issuance of all necessary permits. Lessors may require Lessee, at Lessee's cost, to connect any water-using facility on the Leased Premises to a sanitary sewer system if a sanitary sewer main line becomes available within 400 feet of the Leased Premises and to remove any leach fields

12. Taxes and Assessments. Lessee shall timely pay all real and personal property taxes and assessments, including without limitation possessory interest assessments, levied or imposed against the Leased Premises as the result of Lessee's occupancy and/or use of same, and upon any improvements installed and owned by Lessee thereon.

13. Subletting, Assignment and Sales.

(a) Lessee may not assign any of the rights, benefits or obligations, in whole or in part, inhering to it under this Ground Lease, nor may Lessee sell or sublet any area, space or structure to any third party, whether by merge, operation of law or otherwise, absent the prior written consent of Lessors, which consent may be granted or withheld solely within the reasonable discretion of Lessors. Any sublease shall constitute a commercial operation and require a commercial operators agreement.

For the purpose of this section any change of control of Lessee shall be deemed to constitute an assignment.

- (b) If Lessee assigns or sublets under this Ground Lease, Lessee shall continue to remain primarily responsible for its full and timely performance under this lease unless Lessors otherwise specifically consent in writing. If Lessee sells any area, space or structure, the third party shall execute a separate Ground Lease.
- (c) Lessors or either of them may freely and at their convenience assign any or all of its rights, benefits and obligations under this agreement at any time.

14. Compliance with Governmental Regulations.

(a) Lessee shall faithfully and timely abide by and conform to all laws and governmental orders, rules and regulations, including future amendments thereto, controlling or in any manner affecting the use, operations or maintenance of the Airport or the Leased Premises, particularly FAA orders and regulations, and inclusive of local ordinances and airport regulations adopted by Lessors and/or Chaffee County, or any airport commission authorized to oversee operations at the Airport. LESSEE HEREBY ACKNOWLEDGES THE AUTHORITY OF THE AIRPORT MANAGER TO ENFORCE SUCH RULES IN ADDITION TO OTHER DULY APPOINTED PERSONNEL.

(b) Lessee for himself, his heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree that in the event improvements are constructed, maintained, or otherwise operated on the Leased Premises for a purpose for which a Department of Transportation program or activity is extended or for another purpose involving the provision of similar services or benefits, the Lessee shall maintain and operate such improvements and services in compliance with all other requirements imposed pursuant to 49 CFR Part 21, Nondiscrimination in Federally Assisted Programs of the Department of Transportation, and as said Regulations may be amended.

(c) Lessee for himself, his heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree that: (1) no person on the grounds of race, color, or national origin shall be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of the Leased Premises and/or improvements to the Leased Premises, (2) that in the construction of any improvements on, over, or under the Leased Premises and the furnishing of services thereon, no person on the grounds of race, color, or national origin shall be excluded from participation in, denied the benefits of, or otherwise be subjected to discrimination, (3) that the Lessee shall use the Leased Premises and improvements on the Leased Premises in compliance with all other requirements imposed by or pursuant to 49 CFR Part 21, Nondiscrimination in Federally Assisted Programs of the Department of Transportation, and as said Regulations may be amended.

15. Insurance.

(a) Lessee shall at its sole cost and expense procure and maintain in force a policy of general liability insurance insuring the Leased Premises and Lessee against loss or injury to any person or property arising from Lessee's use and/or occupancy of the Leased Premises and any improvements thereon. Such insurance policy shall be issued by a company authorized to do business in Colorado and shall be in an amount not less than those limits of liability established from time to time for governmental entities under the provisions of the Colorado Governmental Immunity Act, C.R.S. § 24-10-114. Currently, such limits are \$387,000.00 per person and \$1,093,000.00 per occurrence. The City of Salida and Chaffee County, at Lessee's sole expense, shall be named co-insureds or additional insureds on all insurance policies required under this lease, and such insurance shall act as primary insurance with respect to all claims, injuries or casualties occurring on or to, or arising from, the Lessee's occupancy and/or use of the Leased Premises. Lessee shall promptly increase its coverage, if necessary, due to changes in the above-described statute or other law and Lessors' failure to inform Lessee of any increased coverage requirements shall not affect Lessee's obligation.

(b) Lessee shall annually furnish the Airport Manager with copies or company-issued certificates of insurance policies obtained by Lessee in compliance with this paragraph 15. The certificates and coverages required by this paragraph 15 shall contain a provision requiring that the companies issuing such policies automatically and directly notify Lessors in writing and at least 30 days in advance of any amendment or cancellation of such policy or policies.

16. Release and Indemnification. Lessee forever releases, waives and discharges Lessors and all persons acting on Lessors' behalf from all claims, suits and causes of action relating to any injury or loss Lessee may sustain in any way connected with the Leased Property, including personal injuries, death or property damage, or injury or loss in connection with Lessee's presence on the Leased Premises, common Airport facilities or other Airport facilities or property, Lessee shall indemnify and hold harmless Lessors and all persons acting on Lessors' behalf against all claims and losses (including interest and attorneys' fees and expenses) resulting from Lessee's use or occupancy of the Airport facilities or property or the Leased Premises; Lessee agrees that if the Lessors, without any fault on their part, shall be made a party to any litigation commenced by or against the Lessee arising from Lessee's use or occupancy of the Airport facilities or property or the Leased Premises, then Lessee shall pay and/or advance all costs in connection with such litigation, including reasonable attorney fees and litigation costs paid by either Lessor.

17. Damage to Improvements. If any improvements owned by Lessee on the Leased Premises are damaged or destroyed, in whole or in part, Lessee shall, within sixty days of the damage or destruction, perform one of the following:

- repair, restore or rebuild same to their condition and operational status as existed prior to such damage or destruction; OR
- furnish a performance and payment bond, in an amount at least equal to the cost of removing all damaged or destroyed improvements and any other debris and restoring the Leased Premises to the conditions existing at the time Lessee first entered onto the Leased Premises, as security for the faithful performance and payment of Lessee's obligations under this Ground Lease.

Rent shall not be reduced or abated during any period in which improvements, or parts of same, are not available for use by Lessee.

18. Right to Mortgage. Lessee may mortgage or otherwise encumber all or any portion of its owned improvements and its leasehold interests under this Ground Lease. Lessors, upon request, may subordinate their interests herein to any lending or financing agency for the term of the lease, provided such subordination cannot and shall not have the effect of permitting a mortgagee or trustee to own or claim an ownership interest in the Leased Premises, and that such mortgagee or trustee is approved in writing in advance by Lessors, which approval shall not be unreasonably withheld. IF, DUE TO FORECLOSURE OR OTHER DEFAULT UNDER THE TERMS OF SUCH MORTGAGE, ANY MORTGAGEE BECOMES THE OWNER OF THE IMPROVEMENTS CONSTRUCTED HEREUNDER, SUCH MORTGAGEE SHALL BE SUBJECT TO THE TERMS AND OBLIGATIONS OF THE LESSEE HEREUNDER.

19. Lessee's Default. If Lessee violates any of the terms or conditions of this Ground Lease, and continues in such violation(s) for a period of 30 days after written notice thereof by certified mail from the Airport Manager to Lessee, then Lessors shall have the election to declare this lease forfeited, and Lessee shall immediately surrender possession of the Leased Premises and any improvements owned and not removed by Lessee to Lessors. The Lessors' written notice shall specify the provision of the lease violated, the information available to Lessors upon which they rely in concluding that a violation exists, and the action required of Lessee to cure the violation.

20. Lessors' Reserved Rights. Lessors, on behalf of themselves and the Federal Aviation Administration, reserve the right and privilege during the term of this agreement to place on the Airport, inclusive of the Leased Premises, whatever instruments and/or equipment they or the FAA may determine are necessary or convenient to the safe and efficient operation of the Airport, so long as said instruments or equipment do not substantially interfere with Lessee's use of the Leased Premises or

reduce the structural integrity of Lessee's hangar or such other building as Lessee may have constructed on the Leased Premises. Lessors additionally reserve the right to further develop and otherwise change or improve the Airport, inclusive of all landing areas, taxiways, or access ways, as it deems necessary, and to take such other actions with respect to the Airport as Lessors see fit without hindrance or interference from Lessee, provided all of such developments or improvements are required by law, federal regulation, and/or are approved by the FAA. Lessors further reserve the right to from time to time temporarily or permanently close the Airport, or parts thereof, for any reason, including without limitation maintenance, construction or public safety purposes, immediately prior to which Lessors will make reasonable efforts to notify Lessee in advance thereof.

21. Subordination. This Ground Lease shall be subordinate to the provisions of any existing or future agreement between Lessors and the United States and/or the State of Colorado for the funding, operation or maintenance of the Airport.

22. Inspection. Lessors or their duly authorized representative shall have the right to inspect the Leased Premises and any improvements at all reasonable times upon reasonable prior notification to Lessee. Lessors shall also be entitled to enter the Leased Premises and any improvements, without prior notice, to make emergency repairs or to take emergency action necessary to protect or preserve human life or the property of the Airport.

23. Notices. In every case where notice is required or permitted in this lease, notice shall be deemed sufficient if (1) personally delivered or (2) mailed by certified mail, postage prepaid, properly addressed to the address contained herein, or such other address as shall be given in writing by one party to the other according to the provisions hereof.

If to Lessors: Chaffee County Commissioners
P.O. Box 699
Salida, CO 81201

With copy to:

Chaffee County Attorney
P.O. Box 699
Salida, CO 81201

If to Lessee, to the person and address listed at the beginning of this Ground Lease.

Notices shall be deemed to be given on the date of receipt, except that if delivery is refused, such notice shall be deemed given on the fifth day after it is sent.

24. Liens. Notwithstanding paragraph 18, above, Lessee shall not allow liens of any kind or duration to be asserted or maintained on the Leased Premises.

25. Attorney Fees. If either party brings an action to enforce the terms of this Ground Lease or declare rights under this Ground Lease, the prevailing party in such action shall be entitled to its reasonable attorney fees and costs against the non-prevailing party.

26. Binding Effect. This Ground Lease shall bind and benefit the parties hereto and their representatives, successors, and permitted assigns.

27. Venue and Severability. This Ground Lease shall be construed under the laws of the State of Colorado. Venue for any legal action between the parties brought to interpret or enforce the provisions of this agreement shall be the Colorado District Court in and for Chaffee County. Any covenant, condition, or provision herein which is held to be invalid by any court of competent jurisdiction shall be considered deleted from the lease, but such deletion shall in no way affect any other covenant, condition, or provision

herein so long as such deletion does not materially prejudice Lessors or Lessee in their respective rights and obligations contained in the valid covenants, conditions, or provisions of the lease,

28. Waivers. One or more waivers by Lessors of any term or condition of this agreement, or of Lessee's breach or violation thereof, shall not be construed or have the effect as a forgiveness or waiver of any other term or condition, or of any future or different breach or violation of the agreement by Lessee.

29. Entire Agreement and Amendments. This Ground Lease reflects and contains the entire agreement of the parties and supersedes all previous agreements entered into or contemplated by the parties with regard to the Airport. No negotiations, understandings, agreement or promises, verbal or otherwise, exist or are enforceable between the parties except as expressly set forth in this agreement, the provisions of which may only be amended, modified, or superseded by written agreement signed by both parties.

30. Counterpart Signature Pages. This Agreement may be signed using counterpart signature pages with the same force and effect as if both parties signed on the same signature page.

31. Personal Guarantee. The undersigned Guarantor acknowledges and understands that by affixing their signature below they assume personal responsibility to Lessor for any and all damages suffered by Lessor in the event of default or noncompliance by Lessee or any assignee of Lessee's with respect to the obligations hereunder. Guarantor's liability is joint and several and Lessor may pursue Guarantor for recovery whether or not Lessor has made any claim against Lessee. Guarantor shall be responsible for any and all of Lessee's obligations under this Lease. Lessee, Lessor and Guarantor acknowledge that this Guarantee is made in order to induce Lessor to enter into this Lease and this Guarantee shall remain in full force and effect unless it is expressly modified in a writing signed by Lessor, Lessee and Guarantor.

The parties acknowledge and agree to the foregoing provisions.

LESSEE

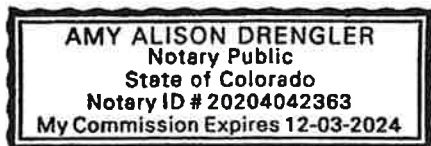
By: 
 Name: Philip Sterling
 Title: Manager

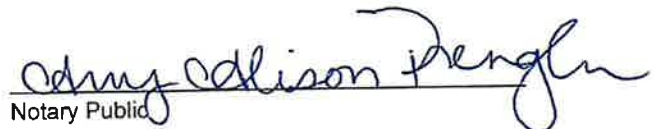
STATE OF Colorado)
 COUNTY OF Chaffee) ss.

The foregoing instrument was acknowledged before me by Philip Sterling as Manager
 this 20th day of October, 2022 of Salida Airplane Hanger LLC

Witness my hand and official seal.

My commission expires: 12-03-2024




 Notary Public

LESSORS**CHAFFEE COUNTY COLORADO/BOARD OF COUNTY COMMISSIONERS**



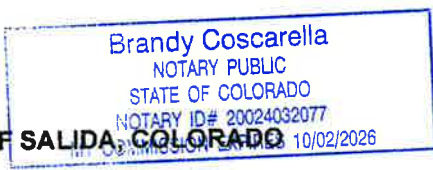
 Greg Felt, Chairman

STATE OF COLORADO)
)ss.
 COUNTY OF CHAFFEE)

The foregoing instrument was acknowledged before me by Greg Felt, this 14th day of November, 2022

Witness my hand and official seal.

My commission expires: 10/2/2026


CITY OF SALIDA, COLORADO



 Notary Public

By: _____
 Mayor

STATE OF COLORADO)
)ss.
 COUNTY OF CHAFFEE)

The foregoing instrument was acknowledged before me by _____
 this _____ day of _____, 20__.

Witness my hand and official seal.

My commission expires:

 Notary Public

Lessee (name): Mark W. Klingensmith	Lessee's mailing address: 1940 Wynkoop Dr. Colo. Spgs., CO 80909
Lessee's email: mklingensmith@earthlink.net	Lessee's phone: (719) 761-3797
Date of Agreement: 11-10-22	Hanger E

GROUND LEASE

This lease agreement is entered into by and between the City of Salida, Colorado, a municipal corporation, and Chaffee County Colorado/the Board of Commissioners of Chaffee County (collectively "Lessors"), and Lessee (identified above), as of the above date.

RECITALS

- A. Lessors are the owners of that land comprising approximately 210 acres, more or less, known as the Salida/Chaffee County Airport, also known as Harriet Alexander Field (hereinafter "Airport"); and
- B. Lessee desires to lease from Lessors a portion of the Airport for the purpose of constructing and/or occupying an aircraft hangar or other aircraft-related facility as more particularly described below; and
- C. Lessors are willing to lease to Lessee the below described portion of Airport pursuant to the terms and conditions also set forth below.

AGREEMENT

In consideration of the terms, conditions and promises as set forth herein, the parties agree and covenant as follows:

1. **Leased Premises.** Lessors hereby lease to Lessee that unsubdivided portion of the Airport property described on the attached Exhibit A (the "Leased Premises"). THE LEASED PREMISES CONSIST OF THE FOOTPRINT OF THE BUILDING ALREADY CONSTRUCTED OR TO BE CONSTRUCTED BY THE LESSEE PLUS A MAINTENANCE/ACCESS EASEMENT OF FIVE FEET AROUND SAID FOOTPRINT.
2. **Vacant Land.** Lessee acknowledges that the Leased Premises are comprised solely of vacant land [and certain improvements] and that Lessors have no obligation to provide Lessee any improvements, services, fixtures or utilities to the Leased Premises, except as expressly provided in this Ground Lease.
3. **Use of the Leased Premises.** Lessee shall use the Leased Premises solely for the parking, storage and maintenance of Lessee's personal private aircraft, and for associated accessory activities. "Maintenance" shall not include welding, open flame operations, or the use of Class I or Class II liquids as defined in the most recent edition of the Chaffee County Uniform Building Code. Lessee shall not operate or allow commercial business operations of any kind to be performed on the Leased Premises absent Lessors' express written consent and the execution of a Commercial Operator's Agreement. Lessee shall install and properly maintain not less than one fire extinguisher and shall comply with applicable fire code regulations with respect to any structure on the Leased Premises. Except to the extent contained in the fuel tanks of aircraft and automobiles or expressly permitted by this Ground Lease, Lessee may not store any fuel or gasoline or hazardous or dangerous substances on the Leased Premises. Lessee may store up to five gallons of aviation fuel or gasoline on the Leased Premises in an OSHA or UL approved container. Lessee may install antennae not exceeding six feet in height above the highest point on any hangar or structure constructed or placed on the premises by Lessee, so long as such antennae comply in all respects with Federal Aviation Administration ("FAA") regulations and do not create an obstruction or threat to air navigation. New buildings and structures must conform to all adopted FAA regulations, commercial building, fire, mechanical, electrical and plumbing codes as well as the airport architectural

standards. Violations not corrected within 90 days will constitute a violation resulting in cancellation of the lease.

4. Maintenance of Leased Premises. Lessee shall at all times maintain the Leased Premises and all improvements to the Leased Premises in good condition and state of repair and shall not allow fire hazards, ice and snow, weeds, trash, debris or other unsightly objects to accumulate or be stored on or around the Leased Premises or otherwise interfere with the Airport facilities. No outside storage is allowed,

5. Signs. Lessee shall not place any signs, logos or emblems on the Leased Premises or on any improvements to the Leased Premises, except for a sign not larger than four square feet in size that identifies Lessee as the occupant of the Leased Premises. All signs shall be installed in compliance with the building and/or sign regulations of Chaffee County and/or other governing jurisdiction.

6. Term and Option to Renew.

(a) Subject to earlier termination as provided for in this Ground Lease, the initial term of this lease shall begin on the date of this Ground Lease, as set forth above, and terminate twenty years later, unless earlier terminated as provided for in this Ground Lease.

(b) Provided Lessee is not in violation or breach of any terms or conditions of this Ground Lease and provided the lease complies with the then current airport master plan, Lessee may renew and extend this Ground Lease for up to an additional twenty years (the "Option Term") upon written notice to Lessor submitted at least 120 days prior to the expiration of the initial and term. The Option Term shall be subject to the same terms and conditions as set forth in this Ground Lease, except that the rent for the first year of the Option Term shall be adjusted to the prevailing rates, based upon the most recently executed ground lease, adjusted for the then current CPI-U (defined below). The rent for subsequent years of the Option Term shall be adjusted as provided below. In the event Lessee remains in possession of the Leased Premises for any period after the expiration of the 20-year initial lease term, without a written agreement between the parties for an Option Term, a new month-to-month tenancy shall be created subject to the same terms and conditions of this Lease at a monthly rental rate to be determined as provided below, unless otherwise agreed by the parties in writing. Such month-to-month tenancy shall be terminable on thirty (30) days' notice by either party or on longer notice if required by law.

7. Rent.

(a) Lessee shall pay to Lessors total annual rent of ~~\$303.98~~ for a total of ~~1440~~ sq. ft. As of May 1, 2012, the lease rate was \$0.17 per square foot, which is adjusted annually as of May 1. Beginning April 30, 2013 and every year thereafter for the lease term, the rate adjusts in accordance with subparagraph (b), below. The CPI adjusted rate effective May 1, 2021 will be \$0.2111 per square foot. Lessee shall pay the rent annually, in advance, without notice or demand, with the first payment due on the first day of the lease term, except that for the first year of this Ground Lease, rent shall be pro-rated, if necessary, from the beginning date of this Ground Lease through the following April 30, 2023. For subsequent years, rent shall be due on May 1.

(b) Rent shall be adjusted annually in accordance with any increase in the United States Bureau of Labor Statistics Consumer Price Index for all items and urban consumers (the CPI-U) for the Denver-Boulder area, . The adjustment shall reflect any increase in the CPI-U for annual period beginning from the time rent was last set or adjusted. Should the United States Bureau of Labor Statistics cease publication of the CPI-U for the Denver-Boulder area, then future rent adjustments shall be based upon and correspond to the rate of "local growth" for the annual period as defined in Article X, § 20(2)(g) of the Colorado Constitution and determined by the Chaffee County Assessor pursuant to C.R.S. § 39-5-121(2)(b). In no event shall the rental rate be reduced absent the prior written consent of Lessors, regardless as to any decrease in the CPI-U or local growth rate from the time rent was last set or adjusted. Lessors shall use their best efforts to advise Lessee of the adjusted rent amount at least one month prior to the rent payment due date, but failure of Lessors to so notify Lessee shall not relieve Lessee of its obligation to pay the increased rent.

(c) Lessee shall make and/or direct all rent payments to the location and/or to the person or entity designated by the Airport Manager in writing. If no such designation is made, rent shall be paid to: Chaffee County Airport Fund, c/o Chaffee County, Attention Finance Department, P. O. Box 699, Salida Colorado 81201.

(d) Interest shall accrue on any past due rent payment at the rate of 1.5% per month or 18% per annum. Such interest shall in no event constitute a waiver of Lessee's default with respect to such overdue amount, nor prevent Lessors from exercising any of the other rights and remedies under this Ground Lease.

8. Common Airport Facilities/ CLOSURES. Lessee is granted in common with other lessees, or persons similarly authorized, the non-exclusive use of all common Airport facilities including, but not limited to, the landing field, runways and taxiways (inclusive of any future enlargement or extensions thereof), roadways, aprons, fueling facilities, flood lights, landing lights, beacons, radio aids, and such other airport facilities as may exist and are available for use by the general aviation public. LESSEE ACKNOWLEDGES THAT REPAIRS OR IMPROVEMENTS TO RUNWAYS OR OTHER AIRPORT FACILITIES OR STATE OR FEDERAL MANDATES MAY REQUIRE THE CLOSURE OF THE AIRPORT OR THE TEMPORARY OR PERMANENT RESTRICTION OF ITS USE. SUCH ACTIVITIES SHALL NOT CAUSE ANY REDUCTION IN THE RENT DUE HEREUNDER. LESSEE FURTHER ACKNOWLEDGES THAT THIS LEASE IS SUBJECT TO THE LESSORS CONTINUING TO OPERATE THE AIRPORT FACILITIES IN THEIR CURRENT LOCATION AND LESSORS MAY TERMINATE THIS LEASE, WITHOUT RECOURSE TO LESSORS, IF LESSORS, FOR WHATEVER REASON NO LONGER OPERATE THE AIRPORT IN ITS CURRENT LOCATION.

9. Right of Ingress and Egress. Lessee shall at all times have a right of reasonable ingress to and egress from the Leased Premises over and across the Airport to public ways and roads, which right shall extend to Lessee's employees, agents, customers, guests and other invitees. Such right shall also extend to persons or businesses supplying materials or services to Lessee, and shall include access and egress for vehicles, machinery and equipment reasonably required by Lessee and those persons or entities specified in this paragraph. SUCH RIGHT SHALL NOT BE EXERCISED IN A WAY THAT INTERFERES WITH THE USE OF THE AIRPORT BY OTHERS OR THAT IS IN VIOLATION OF ANY DULY ADOPTED AIRPORT RULES OR POLICIES. LESSEE ACKNOWLEDGES SUCH RIGHT MAY NOT INCLUDE VEHICLE ACCESS TO HANGARS, AS DETERMINED BY THE AIRPORT MANAGER

10. Hangar Construction and Improvements.

(a) If there are no improvements on the Leased Premises, Lessee shall be required to install, improvements on the Leased Premises, such improvements to be limited to one aircraft storage hangar and any accessory hard surfaces (ramp/access taxiway), and/or such other structures as specifically authorized in writing in advance by Lessors. The design and materials to be used in the construction repair, other than routine maintenance, or restoration of any hangar, structure or hard surface shall be approved in advance in writing by Lessors. Within thirty days from the beginning of this Ground Lease, Lessee shall submit a detailed description, inclusive of engineered drawings/plans, to Lessors together with a cost estimate for all structures or other improvements Lessee desires to install, repair or rebuild on the Leased Premises. No installation or construction shall occur on the Leased Premises or upon common Airport property until the Airport Manager has specifically approved same in writing and all necessary third-party permits have been issued, including local building permits and such permits or approvals as may be necessary from the Federal Aviation Administration (e.g., FAA Form 7460, Notice of Proposed Construction). All improvements must be completed per the building department permit timeframe and the Airport Manager has approved the construction.

(b) The installation/construction of all structures and hard surfaces shall comply with the then-current Commercial Building Code, Airport Master Plan, the Minimum Standards for Hangar Construction and the Airport Storm Water Management Plan then in effect for the Airport. No structure shall be constructed within five feet of the perimeter boundary of the Leased Premises. Lessee shall maintain the Leased

Premises in a safe and orderly condition during any and all construction/installation activities, and shall not allow construction materials, activities or debris to invade or impinge upon common Airport facilities (e.g., ramps, taxiways or roadways) or other leased premises. The Airport Manager may, upon request by Lessee and/or in order to minimize the disruption of normal Airport operations, allow or direct the temporary use by Lessee of non-leased Airport property for construction staging and/or material storage during any period of construction/installation. Lessee's installation or extension of any utility lines or services (i.e., water, sewer, electricity or gas) as part of any construction or improvement must be approved in advance and in writing by Lessors.

(c) Lessee shall affirmatively notify all persons or entities undertaking any work on the Leased Premises, including persons engaged in planning, design, construction or repair, and/or persons supplying any labor, materials or equipment pursuant to such work, that as publicly-owned property, the Leased Premises are not subject to lien for a failure to pay for such work, labor or materials, and Lessee shall, in accordance with C.R.S. § 38-22-105(2), post and keep posted a written notice to the same effect in some conspicuous place upon the Leased Premises during any and all such work.

(d) Except as otherwise provided for in this Ground Lease, all hangars, buildings, fixtures, structures or other improvements bought, installed, erected, constructed or placed on the Leased Premises by Lessee shall be deemed to be personal property for purposes of this lease and shall remain the property of Lessee; and Lessee shall, unless otherwise authorized in writing in advance by Lessors, remove such property upon the expiration or termination of the lease, subject to Lessee's obligation to repair all damage, if any, resulting to the Leased Premises or Lessors' property by such removal. Lessee shall be allowed up to sixty days after the expiration or termination of the lease to remove any and all such property, during which time Lessee shall be obliged to continue to pay rent on a prorated basis until such removal is completed. In the discretion of the Lessors, any and all property, inclusive of hangars, buildings and fixtures, not removed by Lessee within the time allotted for same may become part of the Leased Premises and title to such property shall automatically vest in Lessors, individually or jointly, to the extent that Lessors individually or jointly own the land underlying such property. If Lessee abandons any improvement or property on the Leased Premises or fails to remove such improvement or property as required, above, Lessors may, in its sole discretion, take title to or remove same, at any time Lessors may determine, at Lessee's cost.

(e) Any aircraft hangar constructed by Lessee may be used for the temporary storage of motor vehicles while Lessee's aircraft is in use. Lessee may also allow other aircraft owners to temporarily occupy Lessee's hangar while performing maintenance or repairs on their personal aircraft. Collection of rental or sublease fees shall constitute a commercial operation and require a commercial operators agreement.

11. Utilities. Lessee shall timely and fully pay for all utility services installed and used on the Leased Premises. In no event shall a septic system be installed or used on the Leased Premises absent Lessors' written consent and the issuance of all necessary permits. Lessors may require Lessee, at Lessee's cost, to connect any water-using facility on the Leased Premises to a sanitary sewer system if a sanitary sewer main line becomes available within 400 feet of the Leased Premises and to remove any leach fields

12. Taxes and Assessments. Lessee shall timely pay all real and personal property taxes and assessments, including without limitation possessory interest assessments, levied or imposed against the Leased Premises as the result of Lessee's occupancy and/or use of same, and upon any improvements installed and owned by Lessee thereon.

13. Subletting, Assignment and Sales.

(a) Lessee may not assign any of the rights, benefits or obligations, in whole or in part, inhering to it under this Ground Lease, nor may Lessee sell or sublet any area, space or structure to any third party, whether by merge, operation of law or otherwise, absent the prior written consent of Lessors, which consent may be granted or withheld solely within the reasonable discretion of Lessors. Any sublease shall constitute a commercial operation and require a commercial operators agreement.

For the purpose of this section any change of control of Lessee shall be deemed to constitute an assignment.

- (b) If Lessee assigns or sublets under this Ground Lease, Lessee shall continue to remain primarily responsible for its full and timely performance under this lease unless Lessors otherwise specifically consent in writing. If Lessee sells any area, space or structure, the third party shall execute a separate Ground Lease.
- (c) Lessors or either of them may freely and at their convenience assign any or all of its rights, benefits and obligations under this agreement at any time.

14. Compliance with Governmental Regulations.

(a) Lessee shall faithfully and timely abide by and conform to all laws and governmental orders, rules and regulations, including future amendments thereto, controlling or in any manner affecting the use, operations or maintenance of the Airport or the Leased Premises, particularly FAA orders and regulations, and inclusive of local ordinances and airport regulations adopted by Lessors and/or Chaffee County, or any airport commission authorized to oversee operations at the Airport. LESSEE HEREBY ACKNOWLEDGES THE AUTHORITY OF THE AIRPORT MANAGER TO ENFORCE SUCH RULES IN ADDITION TO OTHER DULY APPOINTED PERSONNEL.

(b) Lessee for himself, his heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree that in the event improvements are constructed, maintained, or otherwise operated on the Leased Premises for a purpose for which a Department of Transportation program or activity is extended or for another purpose involving the provision of similar services or benefits, the Lessee shall maintain and operate such improvements and services in compliance with all other requirements imposed pursuant to 49 CFR Part 21, Nondiscrimination in Federally Assisted Programs of the Department of Transportation, and as said Regulations may be amended.

(c) Lessee for himself, his heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree that: (1) no person on the grounds of race, color, or national origin shall be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of the Leased Premises and/or improvements to the Leased Premises, (2) that in the construction of any improvements on, over, or under the Leased Premises and the furnishing of services thereon, no person on the grounds of race, color, or national origin shall be excluded from participation in, denied the benefits of, or otherwise be subjected to discrimination, (3) that the Lessee shall use the Leased Premises and improvements on the Leased Premises in compliance with all other requirements imposed by or pursuant to 49 CFR Part 21, Nondiscrimination in Federally Assisted Programs of the Department of Transportation, and as said Regulations may be amended.

15. Insurance.

(a) Lessee shall at its sole cost and expense procure and maintain in force a policy of general liability insurance insuring the Leased Premises and Lessee against loss or injury to any person or property arising from Lessee's use and/or occupancy of the Leased Premises and any improvements thereon. Such insurance policy shall be issued by a company authorized to do business in Colorado and shall be in an amount not less than those limits of liability established from time to time for governmental entities under the provisions of the Colorado Governmental Immunity Act, C.R.S. § 24-10-114. Currently, such limits are \$387,000.00 per person and \$1,093,000.00 per occurrence. The City of Salida and Chaffee County, at Lessee's sole expense, shall be named co-insureds or additional insureds on all insurance policies required under this lease, and such insurance shall act as primary insurance with respect to all claims, injuries or casualties occurring on or to, or arising from, the Lessee's occupancy and/or use of the Leased Premises. Lessee shall promptly increase its coverage, if necessary, due to changes in the above-described statute or other law and Lessors' failure to inform Lessee of any increased coverage requirements shall not affect Lessee's obligation.

(b) Lessee shall annually furnish the Airport Manager with copies or company-issued certificates of insurance policies obtained by Lessee in compliance with this paragraph 15. The certificates and coverages required by this paragraph 15 shall contain a provision requiring that the companies issuing such policies automatically and directly notify Lessors in writing and at least 30 days in advance of any amendment or cancellation of such policy or policies.

16. Release and Indemnification. Lessee forever releases, waives and discharges Lessors and all persons acting on Lessors' behalf from all claims, suits and causes of action relating to any injury or loss Lessee may sustain in any way connected with the Leased Property, including personal injuries, death or property damage, or injury or loss in connection with Lessee's presence on the Leased Premises, common Airport facilities or other Airport facilities or property, Lessee shall indemnify and hold harmless Lessors and all persons acting on Lessors' behalf against all claims and losses (including interest and attorneys' fees and expenses) resulting from Lessee's use or occupancy of the Airport facilities or property or the Leased Premises; Lessee agrees that if the Lessors, without any fault on their part, shall be made a party to any litigation commenced by or against the Lessee arising from Lessee's use or occupancy of the Airport facilities or property or the Leased Premises, then Lessee shall pay and/or advance all costs in connection with such litigation, including reasonable attorney fees and litigation costs paid by either Lessor.

17. Damage to Improvements. If any improvements owned by Lessee on the Leased Premises are damaged or destroyed, in whole or in part, Lessee shall, within sixty days of the damage or destruction, perform one of the following:

- repair, restore or rebuild same to their condition and operational status as existed prior to such damage or destruction; OR
- furnish a performance and payment bond, in an amount at least equal to the cost of removing all damaged or destroyed improvements and any other debris and restoring the Leased Premises to the conditions existing at the time Lessee first entered onto the Leased Premises, as security for the faithful performance and payment of Lessee's obligations under this Ground Lease.

Rent shall not be reduced or abated during any period in which improvements, or parts of same, are not available for use by Lessee.

18. Right to Mortgage. Lessee may mortgage or otherwise encumber all or any portion of its owned improvements and its leasehold interests under this Ground Lease. Lessors, upon request, may subordinate their interests herein to any lending or financing agency for the term of the lease, provided such subordination cannot and shall not have the effect of permitting a mortgagee or trustee to own or claim an ownership interest in the Leased Premises, and that such mortgagee or trustee is approved in writing in advance by Lessors, which approval shall not be unreasonably withheld. IF, DUE TO FORECLOSURE OR OTHER DEFAULT UNDER THE TERMS OF SUCH MORTGAGE, ANY MORTGAGEE BECOMES THE OWNER OF THE IMPROVEMENTS CONSTRUCTED HEREUNDER, SUCH MORTGAGEE SHALL BE SUBJECT TO THE TERMS AND OBLIGATIONS OF THE LESSEE HEREUNDER.

19. Lessee's Default. If Lessee violates any of the terms or conditions of this Ground Lease, and continues in such violation(s) for a period of 30 days after written notice thereof by certified mail from the Airport Manager to Lessee, then Lessors shall have the election to declare this lease forfeited, and Lessee shall immediately surrender possession of the Leased Premises and any improvements owned and not removed by Lessee to Lessors. The Lessors' written notice shall specify the provision of the lease violated, the information available to Lessors upon which they rely in concluding that a violation exists, and the action required of Lessee to cure the violation.

20. Lessors' Reserved Rights. Lessors, on behalf of themselves and the Federal Aviation Administration, reserve the right and privilege during the term of this agreement to place on the Airport, inclusive of the Leased Premises, whatever instruments and/or equipment they or the FAA may determine are necessary or convenient to the safe and efficient operation of the Airport, so long as said instruments or equipment do not substantially interfere with Lessee's use of the Leased Premises or

reduce the structural integrity of Lessee's hangar or such other building as Lessee may have constructed on the Leased Premises. Lessors additionally reserve the right to further develop and otherwise change or improve the Airport, inclusive of all landing areas, taxiways, or access ways, as it deems necessary, and to take such other actions with respect to the Airport as Lessors see fit without hindrance or interference from Lessee, provided all of such developments or improvements are required by law, federal regulation, and/or are approved by the FAA. Lessors further reserve the right to from time to time temporarily or permanently close the Airport, or parts thereof, for any reason, including without limitation maintenance, construction or public safety purposes, immediately prior to which Lessors will make reasonable efforts to notify Lessee in advance thereof.

21. Subordination. This Ground Lease shall be subordinate to the provisions of any existing or future agreement between Lessors and the United States and/or the State of Colorado for the funding, operation or maintenance of the Airport.

22. Inspection. Lessors or their duly authorized representative shall have the right to inspect the Leased Premises and any improvements at all reasonable times upon reasonable prior notification to Lessee. Lessors shall also be entitled to enter the Leased Premises and any improvements, without prior notice, to make emergency repairs or to take emergency action necessary to protect or preserve human life or the property of the Airport.

23. Notices. In every case where notice is required or permitted in this lease, notice shall be deemed sufficient if (1) personally delivered or (2) mailed by certified mail, postage prepaid, properly addressed to the address contained herein, or such other address as shall be given in writing by one party to the other according to the provisions hereof.

If to Lessors: Chaffee County Commissioners
P.O. Box 699
Salida, CO 81201

With copy to:

Chaffee County Attorney
P.O. Box 699
Salida, CO 81201

If to Lessee, to the person and address listed at the beginning of this Ground Lease.

Notices shall be deemed to be given on the date of receipt, except that if delivery is refused, such notice shall be deemed given on the fifth day after it is sent.

24. Liens. Notwithstanding paragraph 18, above, Lessee shall not allow liens of any kind or duration to be asserted or maintained on the Leased Premises.

25. Attorney Fees. If either party brings an action to enforce the terms of this Ground Lease or declare rights under this Ground Lease, the prevailing party in such action shall be entitled to its reasonable attorney fees and costs against the non-prevailing party.

26. Binding Effect. This Ground Lease shall bind and benefit the parties hereto and their representatives, successors, and permitted assigns.

27. Venue and Severability. This Ground Lease shall be construed under the laws of the State of Colorado. Venue for any legal action between the parties brought to interpret or enforce the provisions of this agreement shall be the Colorado District Court in and for Chaffee County. Any covenant, condition, or provision herein which is held to be invalid by any court of competent jurisdiction shall be considered deleted from the lease, but such deletion shall in no way affect any other covenant, condition, or provision

herein so long as such deletion does not materially prejudice Lessors or Lessee in their respective rights and obligations contained in the valid covenants, conditions, or provisions of the lease,

28. Waivers. One or more waivers by Lessors of any term or condition of this agreement, or of Lessee's breach or violation thereof, shall not be construed or have the effect as a forgiveness or waiver of any other term or condition, or of any future or different breach or violation of the agreement by Lessee.

29. Entire Agreement and Amendments. This Ground Lease reflects and contains the entire agreement of the parties and supersedes all previous agreements entered into or contemplated by the parties with regard to the Airport. No negotiations, understandings, agreement or promises, verbal or otherwise, exist or are enforceable between the parties except as expressly set forth in this agreement, the provisions of which may only be amended, modified, or superseded by written agreement signed by both parties.

30. Counterpart Signature Pages. This Agreement may be signed using counterpart signature pages with the same force and effect as if both parties signed on the same signature page.

31. Personal Guarantee. The undersigned Guarantor acknowledges and understands that by affixing their signature below they assume personal responsibility to Lessor for any and all damages suffered by Lessor in the event of default or noncompliance by Lessee or any assignee of Lessee's with respect to the obligations hereunder. Guarantor's liability is joint and several and Lessor may pursue Guarantor for recovery whether or not Lessor has made any claim against Lessee. Guarantor shall be responsible for any and all of Lessee's obligations under this Lease. Lessee, Lessor and Guarantor acknowledge that this Guarantee is made in order to induce Lessor to enter into this Lease and this Guarantee shall remain in full force and effect unless it is expressly modified in a writing signed by Lessor, Lessee and Guarantor.

The parties acknowledge and agree to the foregoing provisions.

LESSEE

By: Mark W. Klingensmith
 Name: Mark W. Klingensmith
 Title: Lord

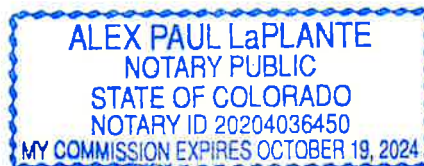
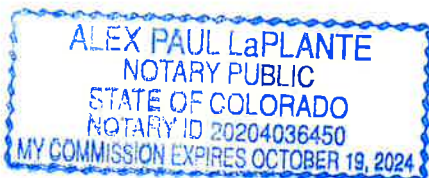
STATE OF Colorado)
 COUNTY OF El Paso) ss.

The foregoing instrument was acknowledged before me by Mark W. Klingensmith
 this 10th day of November, 2022

Witness my hand and official seal.

My commission expires: Oct 19, 2024

Alex LaPlante
 Notary Public



LESSORS

CHAFFEE COUNTY COLORADO/BOARD OF COUNTY COMMISSIONERS

Greg Felt, Chairman

STATE OF COLORADO)
)ss.
COUNTY OF CHAFFEE)

The foregoing instrument was acknowledged before me by Greg Felt, this _____ day of _____,
20__.

Witness my hand and official seal.

My commission expires:

Notary Public

CITY OF SALIDA, COLORADO

By: _____
Mayor

STATE OF COLORADO)
)ss.
COUNTY OF CHAFFEE)

The foregoing instrument was acknowledged before me by _____
this _____ day of _____, 20__.

Witness my hand and official seal.

My commission expires:

Notary Public



CITY COUNCIL ACTION FORM

DEPARTMENT Administration	PRESENTED BY Drew Nelson - City Administrator	DATE December 6, 2022
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ITEM

Approval of a proposal of Opinion Research Services from Magellan Strategies

BACKGROUND

Staff reached out to Magellan Strategies, a public opinion research firm specializing in measuring and understanding resident and voter opinion, after the most recent election. There are two objectives for the survey project. The first is to measure and understand why Salida voters supported or opposed ballot measures 2A, 2B, 2D and 6A. The second objective is to educate and inform voters about having a Home Rule form of government, the process to get there, and measure support and opposition levels. The proposal identifies opportunities to conduct either one or two surveys, based on the number of questions being asked. Surveys would be conducted via text, telephone and potentially email.

FISCAL NOTE

The cost of the surveys is between \$16,000 and \$35,000, depending on whether or not there are one or two separate surveys. The final cost will be determined once the questions have been formulated.

STAFF RECOMMENDATION

In order to accurately gauge the community's interest and support of various funding mechanisms and begin an education campaign regarding Home Rule status, staff recommends moving forward with a professional firm. This will allow staff to negotiate the final agreement with Magellan Strategies to conduct public opinion research.

SUGGESTED MOTION

A Councilmember should state, "I move to combine and approve the Consent Agenda", followed by a second and a roll call vote.



Proposal of Opinion Research Services to the City of Salida

November 22, 2022



Prepared for City Administrator Drew Nelson
Prepared by David Flaherty and Craig Haverback



Magellan Strategies
1685 Boxelder Street, Suite 300 | Louisville, CO 80027
MagellanStrategies.com | 303-861-8585

About Magellan Strategies

Magellan Strategies is a public opinion research firm specializing in measuring and understanding resident and voter opinion. We have conducted research projects for Colorado local governments, school districts, special districts (metro, water, library, fire, recreation), and public policy groups since 2007. We are proud members and supporters of the Colorado City and County Managers Association (CCCMA) and the Colorado Municipal League (CML).



Our team has years of experience managing ballot measure research projects and post-election surveys to understand why voters supported or opposed a local ballot measure. In addition, we have managed four Home Rule survey projects for the Towns of Eagle, Erie, Monument, and the City of Castle Pines. Our firm also managed the City of Salida's 2022 Community Survey earlier this year. We appreciate the opportunity to submit this proposal for voter opinion research services to City Administrator Drew Nelson and the City of Salida.

City of Salida Voter Opinion Survey Project Needs

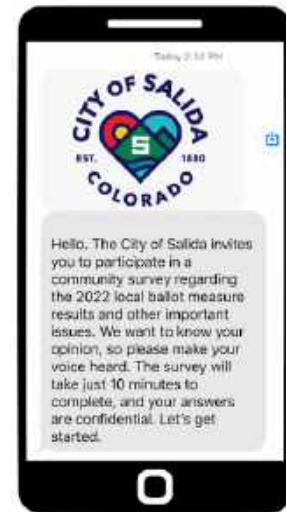
The City of Salida wishes to field a statistically accurate and demographically representative survey of voters. There are two objectives for this survey project. The first is to measure and understand why Salida voters supported or opposed ballot measures 2A, 2B, 2D, and 6A. The second objective is to educate and inform voters about having a Home Rule form of government, the process to get there, and measure support and opposition levels. However, there is a chance two surveys may be needed rather than one. This is due to the need for several Home Rule questions to educate voters about the process thoroughly.

The Strengths of MMS Text Survey Data Collection

For this project, we would utilize Multimedia Messaging Service (MMS) Text, telephone, and, if available, City of Salida email data collection methods to interview respondents. One aspect of a statistically valid and demographically representative survey is providing respondents with multiple opportunities to participate. MMS Text survey data collection meets that standard very well, which is why we have utilized it in our opinion research projects since 2020. It works by sending an MMS text survey invitation to a respondent's cell phone number. Additional benefits of MMS text survey data collection are:

1. **Respondent Engagement** – People from different demographic, ethnic, and socio-economic backgrounds are more likely to participate in a survey when the invitation includes their city's logo. This results in higher survey response rates compared to phone-only data collection.
2. **Larger Sample Sizes** – Stronger participation leads to larger sample sizes. Larger survey sample sizes have lower margins of error and higher confidence levels and produce a more accurate and statistically representative survey.

3. **More Affordable Than a Phone or Mail Survey** – The cost to send an MMS text survey invitation is significantly less than paying a call center \$40 to \$50 for a single cell phone interview. This allows us to pass cost savings on to our clients.
4. **Online/Text Invitation Survey Can Have More Questions** – It takes less time for a respondent to read and answer questions on a cellphone or electronic device than listening to an interviewer read questions and record responses.
5. **A Professional and Friendly Communication from Your Local Government** – An MMS text survey invitation from your local government is a professional and trustworthy communication that residents and respondents appreciate and trust. Moreover, it strengthens and enhances the local government's brand and image.



Participate in the Town of Erie Home Rule Ballot Measure Survey

As a proof of concept of the MMS text invitation experience, we encourage you to participate in a community survey we conducted for the Town of Erie this year for a Home Rule ballot measure. To experience the survey, click the link below or hover your cell phone over the survey QR code.

<https://bit.ly/3yMYJDU>



We Recommend a Limited Number of Senior Phone Interviews

As we mentioned earlier, a statistically valid survey gives respondents several ways of participating and taking the survey. For this survey project, we suggest interviewing a small sample of 35 to 50 senior voters aged 65 or older.

The primary reason being this population subgroup may be a little less likely to participate in the survey using a cell phone or electronic device. However, if the unweighted survey sample contains enough seniors, phone interviews may not be needed.

City of Salida Voter Demographics and Past Turnout Report

Following is our City of Salida voter registration and past election turnout data report. For this project, we would weigh the survey response data to be representative of the City's population.

Magellan Strategies City of Salida General Election Survey Demographics										
Total Registration and Voter Turnout										
Muni	Total Reg.		Nov. 2022		Nov. 2021		Nov. 2020		Nov. 2019	
Ward 1	1,775	34.7%	1,258	36.0%	975	37.8%	1,409	35.4%	950	37.5%
Ward 2	1,722	33.7%	1,196	34.2%	885	34.3%	1,341	33.7%	859	33.9%
Ward 3	1,620	31.7%	1,044	29.8%	722	28.0%	1,228	30.9%	723	28.6%
	5,117		3,498		2,582		3,978		2,532	
Sex	Total Reg.		Nov. 2022		Nov. 2021		Nov. 2020		Nov. 2019	
Female	2,640	51.6%	1,856	53.1%	1,372	53.1%	2,077	52.2%	1,351	53.4%
Male	2,477	48.4%	1,642	46.9%	1,210	46.9%	1,901	47.8%	1,181	46.6%
Total	5,117		3,498		2,582		3,978		2,532	
Age Group	Total Reg.		Nov. 2022		Nov. 2021		Nov. 2020		Nov. 2019	
18-34	1,018	19.9%	477	13.6%	238	9.2%	697	17.5%	237	9.4%
35-44	901	17.6%	567	16.2%	391	15.1%	623	15.7%	322	12.7%
45-54	819	16.0%	557	15.9%	422	16.3%	631	15.9%	388	15.3%
55-64	851	16.6%	642	18.4%	495	19.2%	745	18.7%	589	23.3%
65+	1,528	29.9%	1,255	35.9%	1,036	40.1%	1,282	32.2%	996	39.3%
Total	5,117		3,498		2,582		3,978		2,532	
Party	Total Reg.		Nov. 2022		Nov. 2021		Nov. 2020		Nov. 2019	
Unaffiliated	2,452	47.9%	1,524	43.6%	1,032	40.0%	1,681	42.3%	929	36.7%
Democrat	1,690	33.0%	1,326	37.9%	1,044	40.4%	1,473	37.0%	1,036	40.9%
Republican	888	17.4%	612	17.5%	488	18.9%	775	19.5%	539	21.3%
Libertarian	53	1.0%	26	0.7%	12	0.5%	36	0.9%	15	0.6%
Other	34	0.7%	10	0.3%	6	0.2%	13	0.3%	13	0.5%
	5,117		3,498		2,582		3,978		2,532	

Survey Translation for Spanish Speaking Residents

If a Spanish translation is needed for this project, we partner with Marina La Grave of Colorado Language Access & Cultural Experts (CLACE) for Spanish language translation. CLACE is a Boulder-based intercultural communication and engagement company with over three decades of experience in translation, transcreation, and interpretation services.

Magellan Strategies 2021 Ballot Measure Track Record

One method of evaluating an opinion research firm is how well they have forecasted voter support and opposition for past ballot measures. Following is our ballot measure survey from the 2021 election cycle. The data collection method for all these survey projects was MMS text and telephone.

#	Ballot Measure	Magellan's Forecast	Actual 'Yes'	Percent Difference
1	Town of Monument 2F Police Funding 0.5% Sales Tax Increase	64%	63%	1%
2	Town of Monument 2G Begin Home Rule Process	62%	59%	3%
3	City of Boulder 2I 0.3% Sales Tax Extension for Capital Projects	74%	85%	11%
4	City of Boulder 2J \$110 Million Bond for Capital Projects	65%	79%	14%
5	City of Lafayette 2B 0.27% Sales Tax Increase for Public Safety	67%	66%	1%
6	City of Lafayette 2C 0.1% Sales Tax Increase for Mental Health	72%	71%	1%
7	Town of Vail 2A 0.5% Sales Tax Increase for Affordable Housing	57%	54%	3%
8	Mesa County Valley School District 51 \$115 Million Bond for High School	61%	65%	4%
9	EagleVail Metro District Property Tax Freeze	61%	72%	11%
10	City of Golden 2A Allow Retail Marijuana	54%	51%	3%
11	Moffat County School District RE-1 \$40 Million Bond for Schools	43%	37%	6%

Collaborating With the City of Salida Communication Team

When we manage a survey project for a local government client, we collaboratively work with the communication team to promote the survey. This includes preparing email communications, social media copy, and the distribution of survey QR codes. For this survey project, we anticipate going through these steps.

Magellan Strategies Survey Deliverables

Our survey research project deliverables include a topline document, crosstabs, verbatim responses, a PowerPoint presentation, and a written summary of findings.

Sample Survey Deliverables



City of Salida Ballot Measure Survey Project Pricing

The following survey characteristics determine the cost of a project:

- The survey data collection method. The options are interviewing respondents using a call center, sending MMS text invitations, or a hybrid of both approaches. Phone interviews are much more costly than sending MMS text invitations.
- The number of questions in the survey. Simply put, the more questions in a survey, the higher the cost to complete a phone interview. Furthermore, more questions translate into more time for our staff to process the survey.
- The survey total interview goal. Again, simply put, a survey with a total interview goal of 400 interviews will be less costly than a survey with a total interview goal of 500 interviews.

Following is a range of pricing for different survey options. Furthermore, it is common to exceed our “text goal” and keep all completed interviews. Considering the nature of this survey project, we anticipate completing at least 575 MMS text interviews. Finally, a Spanish survey translation will add \$500 to the pricing below.

600 Interview MMS Text/Telephone Hybrid Survey Pricing

26 to 35 questions, 14-minute phone survey (565 Text, 35 Phone) \$18,500
20 to 25 questions, 12-minute phone survey (565 Text, 35 Phone) \$16,000

MMS Text Message Only Survey Pricing

600 interviews, up to 35 questions.....\$12,500

Summary

We look forward to discussing our proposal with City Administrator Drew Nelson and the City of Salida soon. Following are examples of our past work history, project contact information, and staff biographies.

Magellan Strategies Work History and Experience

As we mentioned earlier, our team has been providing accurate, effective, and affordable voter opinion research to Colorado governments and special districts for a long time. Following is a summary of some of our voter opinion research projects in the past few years with a contact name and email.

Town of Erie, Home Rule and Parks and Recreation Ballot Measure Survey, 2022

We conducted two different surveys for the Town of Erie. The first survey measured voter support for Erie becoming a Home Rule municipality. The second was regarding a property tax extension to continue the Trails, Natural Areas, and Community Character (TNACC) fund. Reference: Gabi Rae, Communications and Community Engagement Director, (303) 926-2719, grae@erieco.gov.

City of Lafayette, Issues 2B and 2C, June 2021

Our voter opinion research services determined support and opposition levels for two ballot measures to raise the sales tax in the City of Lafayette to fund public safety and mental health services in the community. Our survey showed 67% support, and Issue 2B passed with 66% support. For Issue 2C, our survey showed 72% support, which passed with 71% support from the community. Reference: Debbie Wilmot, Director of Communications, debbie.wilmot@lafayetteco.gov.

City of Boulder, Issues 2I and 2J, Nov. 2021

We measured voter support and opposition levels for this project for two ballot measures. The first would extend a 0.3% sales tax to fund capital projects, and the other would allow the city to issue \$110 million in bonds to pay for the projects. We measured support levels at 74% and 65%, respectively, and both measures passed with 79% support. Reference: Devin Billingsley, Interim Finance Director, City of Lafayette (Former Senior Finance Manager, City of Boulder), (303) 661-1245, devin.billingsley@lafayetteco.gov.

City of Boulder, Carbon Pricing Survey, February 2019

We conducted a survey for the City Department of Climate Initiatives & Sustainability Office to measure voter opinion of the City's climate initiative programs, support for a local carbon

pricing policy, and awareness of the City's Climate Action Plan Tax, or "CAP" tax. The research project also measured support and opposition for a local climate tax and a vehicle climate fee proposal. Reference: Alison Ecklund, Community Relations Coordinator, (720) 576-8593, ecklunda@bouldercolorado.gov.

Boulder Valley School District Ballot Measure Survey, May 2022

We conducted a survey measuring voter support for a property tax increase to fund critical facilities needs in Boulder Valley School District. Reference: Susan Cousins, Bond Communications Specialist, (720) 561-5793, susan.cousins@bvsd.org.

City of Castle Pines Community Survey, September 2022

We completed a 56-question community survey to measure and understand Castle Pines residents' thoughts and opinions of city services, programs, budget priorities, and quality of life aspects. The survey established opinion benchmarks of the performance of city services and amenities. Reference: Michael Penny, City Manager, (303) 705-0206, michael.penny@castlepinesco.gov.

Town of Gypsum Community Survey, September 2022

We completed a 76-question community survey to measure and understand Gypsum residents' thoughts and opinions of town services, programs, budget priorities, and quality of life aspects. The survey established opinion benchmarks of the performance of town services and amenities. Reference: Taylor Slauch, Communications & Marketing Manager, (970) 524-1723, taylor@townofgypsum.com.

City of Glenwood Springs Community Survey, September 2021

We completed a 77-question community survey to measure and understand Glenwood Springs residents' thoughts and opinions of city services, programs, budget priorities, and quality of life aspects. The survey established opinion benchmarks of the performance of city services and amenities. Reference: Jennifer Ooton, Assistant City Manager, (970) 384-6404, jenn.ooton@cogs.us.

Town of Monument Community Survey, April 2021

We completed a 76-question community survey to measure and understand Monument residents' thoughts and opinions of town services, programs, budget priorities, and quality of life aspects. The survey established opinion benchmarks of the performance of town services and amenities. Reference: Mike Foreman, Town Manager, (719) 322-3043, mforeman@tomgov.org.

Town of Wellington Community Survey, June 2021

We completed a community survey to measure and understand Wellington residents' thoughts and opinions of town services, programs, budget priorities, and quality of life aspects. The survey established opinion benchmarks of the performance of town services and amenities. Reference: Mahalia Henschel, Communications Specialist, (970) 568-3381, henschem@wellingtoncolorado.gov.

27J Schools Ballot Measure Survey, August 2022

The focus of this survey was to measure and understand voter opinion of the school district and support and opposition levels for an 8-mill increase to fund the recruitment and training of high-quality teachers and enhanced career-focused learning and technical education STEM programs. Reference: Janelle Asmus, District Communications Director, jasmus@sd27.net.

Weld RE-4 School District Post Election Survey, January 2022

In the 2020 election, voters in the Weld RE-4 School District rejected two education funding ballot measures that would have funded school construction projects. The survey aimed to measure and understand the school district's overall image and job approval and why voters rejected these ballot measures. The survey information will be used to seek voter approval again in the 2022 election. Reference: Katie Messerli, katharine.messerli@weldre4.org.

Citizens for Mesa County Valley School District 51, Issue 4B, April 2021

Our voter opinion research services determined support and opposition levels for a ballot measure for a \$115 bond for a new high school in Mesa County Valley School District 51. Our survey showed 61% support, and Issue 4B passed with 65% support. Reference: Sarah Shrader, Citizens for School District 51, sshrader@bonsai-design.com.

Moffat County School District RE-1, April 2021

This school district asked voters to approve an 11.9 mill levy increase to fund \$40 million in school building infrastructure upgrades and repairs. Our survey found a majority of likely voters were opposed to the ballot measure primarily due to the cost being \$170 per year on a home valued at \$200,000. Our survey projected 43% support in November, and the actual result from our survey was 43% 'No.' Reference: Scott Pankow, Superintendent, scott.pankow@moffatsd.org.

Town of Vail, Issue 2A, November 2021

Our voter opinion research services determined support and opposition levels for a ballot measure to raise the sales tax in the Town of Vail to fund affordable housing for the community. Our survey showed 57% support, and Issue 2A passed with 54% support. Reference: Scott Robson, Town Manager, (970) 479-2105, srobson@vailgov.com; Travis Coggin, Vail Town Council, (307) 690-3716, tcoggin@vailgov.com.

Town of Monument, Issue 2F, May 2021

Our voter opinion research services determined support and opposition levels for a ballot measure for a .5% sales tax for public safety in the Town of Monument. Our survey showed 64% support, and Issue 2F passed with 63% support. Reference: Mike Foreman, Town Manager, (719) 322-3043, mforeman@tomgov.org.

Town of Vail, Ballot Issue 2G, November 2020

We helped the Town of Vail with their voter opinion survey to measure support and opposition for a “de-Gallagher” ballot measure that would allow the town to keep the residential assessment rate “flat.” Our survey showed 52% support for the ballot measure after hearing information about it. The ballot measure passed with 54% support. Reference: Suzanne Silverthorne, (970) 479-2115, ssilverthorn@vailgov.com; Patty McKenny, (970) 479-2113, pmckenny@vailgov.com.

Montezuma County, December 2021

Our voter opinion research services determined support and opposition levels for creating a 1.9% county sales tax ballot measure that may be placed on the November 2022 ballot. Reference: Shak Powers, County Administrator, (970) 565-8317, spowers@co.montezuma.co.us.

Buffalo Mountain Metro District, Ballot Issue 6A, November 2020

Buffalo Mountain Metro District in Summit County hired our team to do polling and messaging for a 4% sales tax increase. This was a unique project in that eligible voters were property owners; some lived in the district year-round, while others rented out their properties. Our polling services identified messages that increased support from 42% to 67%. This ballot measure passed with 63% support. Reference: Shellie Duplan, (970) 513-1300, shellie@bmmd.org.

City of Castle Pines, Ballot Issue 2A, November 2020

Our team did extensive opinion research for the City of Castle Pines in 2020, focusing on community support and interest in a potential recreation center, road funding, and other local tax measures under consideration. Our research helped council and staff decide to only put a road funding measure before voters. Although Ballot Issue 2A did not pass, our work helped them make critical decisions. Reference: Michael Penny, City Manager, (720) 312-1396, michael.penny@castlepinesco.gov.

Gunnison County Library District, Issue 6A, November 2019

Our voter opinion research services determined support and opposition levels for a ballot measure to fund the construction of a new library in Gunnison County, Colorado. Our survey showed 58% support, and Issue 6A passed with 56.4% support. Reference: Drew Brookhart, (970) 596-8544.

Magellan Staff Biographies

David Flaherty

David Flaherty is the CEO and founder of Magellan Strategies, a public opinion survey research firm. David has spent his 29-year career designing and conducting hundreds of survey research projects measuring public and voter opinion. He is an expert public opinion pollster, focus group moderator, and voter data analyst.



Before forming Magellan Strategies in 2006, David worked in Washington, DC, for fourteen years. During that time, he learned the art of voter opinion research, questionnaire design, message development, and voter demographic trends while working at the Republican National Committee, the US House of Representatives (Subcommittee on the Census), Americans for Prosperity, and a small government relations firm.

For the past fourteen years, David has led the Magellan team's growth and diversification into survey research services for local governments, school districts, special districts, and public policy organizations. In addition, he is proud to have helped more than 100 Colorado governments and special districts achieve voter approval for a wide array of funding ballot measures.

David is a native of Wellesley, Massachusetts, and is a 1991 graduate of the University of Delaware. He lives in Broomfield, Colorado, with his wife, Jennifer, and their two sons, Jack and Bobby. David is an avid skier, golfer, mountain biking rookie, and reader of political history.

Courtney Sievers, MPA

Senior Director of Survey Research and Data Modeling

Courtney has been with Magellan Strategies since 2009. She is the point person for our quantitative research projects and our team leader for our data modeling clients. During her time at Magellan, Courtney has managed hundreds of opinion research projects and built sophisticated voter models in more than 20 states.



Courtney is an expert in using the statistical software packages of SPSS, Uncle, and R. She also has extensive experience with qualitative focus group projects, attendee recruitment, discussion guide design, and sentiment analysis.

Courtney holds a bachelor's degree in Mathematics with a concentration in Statistics from Colorado Mesa University and a master's degree in Public Administration from the University of Colorado Denver. She and her husband, Jake, live in Arvada with their daughter Riley. In her spare time, she loves to play soccer and ski.

Ryan Winger

Polling Project Manager and Director of Data Analysis

Ryan has been with Magellan Strategies since 2007 and wears several “hats” in our firm. First, Ryan manages and oversees “all things data” for Magellan, including the construction of our in-house resident and voter sample databases for our opinion research projects. Successful opinion research projects begin with a comprehensive and complete master database of the population we are trying to measure. Ryan’s data skills and expertise make that happen.



He is also an expert in applying Facebook advertising and “IP targeting” strategies to help special districts and smaller government clients run more effective ballot measure campaigns. Over the years, Ryan has solved voter data problems for more than 100 Colorado campaign clients. He is also an experienced campaign manager and general consultant.

Ryan is a graduate of the University of Colorado with a degree in Political Science. He resides in Firestone with his wife, Vicki, and their three children, Emmalyn, Easton, and Everly. Ryan is a huge college basketball fan and supporter of the Kansas Jayhawks.

Craig Haverback

Vice President, Operations & Strategy

Craig is our Vice President of Operations & Strategy and one of our polling project managers. He manages projects for our partners and clients in local government, special districts, and public policy groups while growing our business across Colorado and the US.



Craig has an extensive background in high-performing organizations, including the US Department of Homeland Security, PricewaterhouseCoopers (PwC), Hewlett-Packard (HP), and SAP. At PwC, in addition to strategic planning and business development, he was an IT project manager for commercial and federal clients. At HP, he established a Center of Excellence for Project Management and developed and led a Program Management Office to support the US Navy.

Craig has a BA from Colgate University and an MS in the Management of IT from the University of Virginia. He is from Falls Church, VA, and lives outside Washington, DC, with his wife, Heather, and three children, Madeline, Mary, and Ford.



CITY COUNCIL ACTION FORM

DEPARTMENT	PRESENTED BY	DATE
Planning	Kristi Jefferson - Senior Planner	December 6, 2022

ITEM

Ordinance 2022-21 – Second reading and Public Hearing for the 505 Oak Street Major Impact Review application for a Planned Development Overlay and Major Subdivision of the property located at 505 Oak Street.

BACKGROUND

The applicant, Dreamers and Doers LLC, submitted a Major Impact Review application for a Planned Development Overlay and Major Subdivision of the 2.09 acre parcel located at 505 Oak Street. The applicant's representatives are Kent Townsend and John Diesslin. The property is zoned Commercial (C-1) and Highway 291 Established Commercial Overlay.





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The requests are:

A. Major Impact Review approval of a Planned Development Overlay for the following deviations to the Dimensional Standards:

Maximum density - The maximum density allowed in the C-1 zone district for this 2.09 acre parcel is 32 units (91,201 s.f. /2,800=32 units). Because the Inclusionary Housing is provided within the development the density allowance is increased to 37 units (91,201 s.f. /2,450=37 units). The applicant is requesting for up to 44 units of density making the request an approximate 19% increase in density of (44-37=7 (7/37=18.9%).

- The inclusionary housing requirement is 7.3 deed restricted units for the requested 44 units.

The applicants have stated that the intent is to deed restrict six (6) of the apartment rental units and two (2) for-sale units to meet the inclusionary housing requirement of 16.7% which satisfies the requirement.

Minimum lot frontage – All of the proposed lots will front a private road and not on a public street as required by Code. The site plans show the Private Road alignment with Chilcott Street which will not be an extension of the public street but a HOA maintained private road/public access within the development.

The Highway 291 Established Commercial Overlay - Multi-family dwelling units (four (4) units or greater) require conditional use approval. The applicants are requesting the apartments be allowed as a use by right.

Minimum lot size - Reduced minimum lot size for the proposed multi-family lots 11-17. The minimum lot size requirement in the C-1 zone district is 5,063 square feet. The proposed lots range from 3,176 square feet to 4,207 square feet.

It appears all other dimensional and parking requirements can be met by the development.

B. Approval of a Major Subdivision to subdivide the above described property into 18 residential lots.



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The 505 Oak Street property adjoins the Spectrum Cable Company on the north and the Arkansas River Mobile Estates on the east. There are a few commercial uses across the street from the property. The City recently purchased and annexed the property that adjoins the south side of the property and in the near future the new Fire Station will be constructed. Currently, there is one single-family residence (to be removed) and the remaining parcel is undeveloped.

The applicant is requesting deviations from Table 16-F Schedule of Dimensional Standards to be allowed zero public street frontage for the proposed lots to front a private drive, a 19% increase in density and reduced minimum lots size for Lots 11-17.

The private road is shown on the plat as an out-lot. This is not considered an “out-lot” but a private road. The plat will need to be updated to remove “out-lot” and have the private road named.

A Conceptual Review Meeting with the Planning Commission and City Council occurred on December 20, 2021. At the work session the applicant was showing 10 duplex lots and one (1) large lot to accommodate the apartment units. The deed restricted units need to be on individual lots in order for the applicant to sell or rent the remainder of the units.

The current request is for approval of ten (10) duplex lots with 10 for-sale units and eight (8) lots for the 34 apartment rental units. Proposed Lots 9 & 10 will have the deed restricted duplex and Lot 18 will have the 6 deed restricted affordable rental units.

The Planning Commission reviewed the Major Impact Review and Major Subdivision applications and held a public hearing on October 11, 2022.

A. PROPOSED PLANNED DEVELOPMENT

A Planned Development is an overlay which allows flexibility in the underlying zoning district standards to “...permit the application of more innovative site planning and design concepts than may be possible under the application of standard zone districts.”

The applicant is requesting Planned Development approval to allow deviations from Table 16-F Schedule of Dimensional Standards to be allowed zero public street frontage for all of the proposed lots to front a private drive, a 19% increase in density and reduced minimum lots size for Lots 11-18. All other dimensional standards are anticipated to be met.



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THE CITY OF SALIDA COMPREHENSIVE PLAN:

Generally zoning should be consistent with the community's comprehensive plan. The following Policies, Actions and Principles apply to the proposal:

Policy LU&G-I.2: Infill and redevelopment should be encouraged and will advance the objectives of this plan.

The 2.09 acre property has a single-family residence (to be removed) with the remaining parcel undeveloped. Approval of the planned development overlay would offer greater opportunity for infill rather than the mostly vacant lot.

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

The proposed project is requesting a 19% increase in the allowed residential density.

Action LU&G-I.2c: Focus new development in the Salida area within the Municipal Services Area to ensure adequate provision of services and limit sprawl development around the city.

The site is within the MSA.

Policy H-I.1: Provide a mix of housing types and densities throughout the city to address a variety of incomes and lifestyles.

The majority of housing types in this specific area are single-family homes and mobile homes within the mobile home park on the east side of this parcel. With the proposal the applicant will have a variety of housing types providing rental housing for occupants meeting the 80%-100% AMI and two for-sale units to occupants meeting the average of 140% AMI.

Policy H-II.1: Promote new development projects that contain a variety of housing, including affordable units. See above.

Action H-II.3.d: When affordable housing units are provided, ensure the city has a mechanism or partner organization to keep track of and enforce the deed restrictions or land ownership arrangements to ensure the housing remains attainable in the long-term for low and moderate income residents. The Chaffee County Housing Authority will be charged with qualifying residents for the deed restricted units, and enforce the standards.

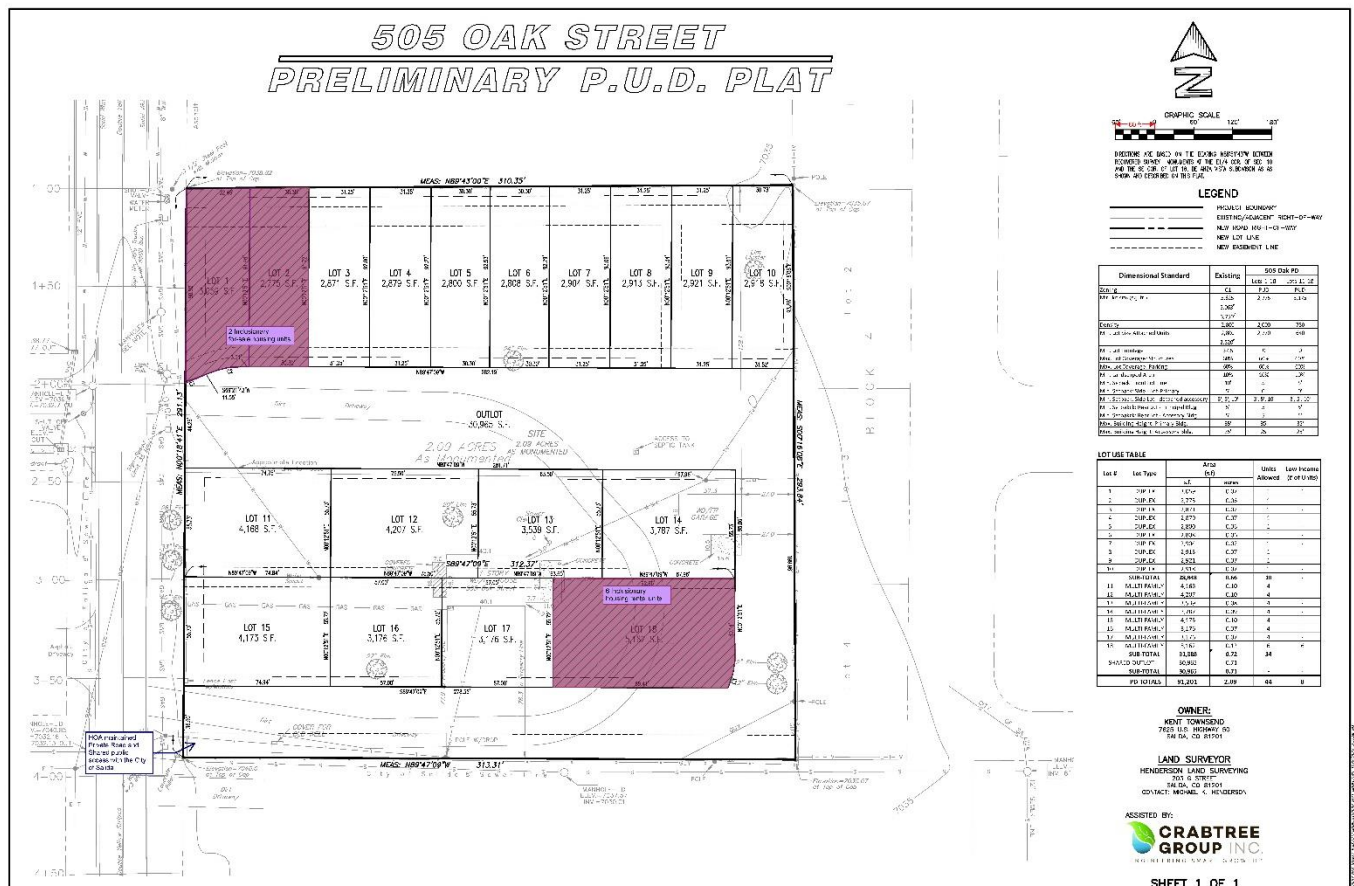


CITY COUNCIL ACTION FORM

DEPARTMENT Planning	PRESENTED BY Kristi Jefferson - Senior Planner	DATE December 6, 2022
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The Comprehensive Plan Land Use Map shows the 505 Oak Street property as Medium Density Residential (R-2).

505 Oak Street property





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PLANNED DEVELOPMENT EVALUATION CRITERIA:

Section 16-7-40 (b) of the City of Salida Land Use and Development Code states “the PD Development Plan shall meet the following criteria...unless the applicant can demonstrate that one or more of them is not applicable or that another practical solution has been otherwise achieved.” The applicant’s requests and staff’s comments are listed below.

(1) Minimum dimensional standards. In addition to the request to eliminate the public street frontage requirement, the applicants are also requesting to increase the density 19% and reduce the required minimum lot size for Lots 11-17.

- The requested deviations will not impact the property’s ability to provide adequate access and fire protection, to ensure proper ventilation, light and air between buildings and should be compatible with other developments in the area.

Dimensional Standard	Existing	505 Oak PD	
		Lots 1-10	Lots 11-18
Zoning	C1	PUD	PUD
Min. lot size (sq. ft.)	5,625 5,063 ⁶ 3,750 ⁷	2,775	3,175
Density	2,800	2,000	750
Min. Lot Size Attached Units	2,800 2,520 ⁶	2,770	640
Min. Lot Frontage	37.5	0	0
Max. Lot Coverage: Structures	60%	60%	60%
Max. Lot Coverage: Parking	60%	60%	60%
Min. Landscaped Area	10%	10%	10%
Min. Setback: Front Lot Line	10'	5'	5'
Min. Setback: Side - Lot-Primary	5'	0'	0'
Min. Setback: Side Lot - detached accessory	3', 5', 10'	3', 5', 10'	3', 5', 10'
Min. Setback: Rear Lot - Principal Bldg	5'	5'	5'
Min. Setback: Rear Lot - Accessory Bldg	5'	5'	5'
Max. Building Height: Primary Bldg.	35'	35'	35'
Max. Building Height: Accessory Bldg.	25'	25'	25'

(2) Trails. The closest trail near the 505 Oak Street property is along Scott Street. The applicants have agreed to provide public access on the southeast corner of the property for a connection to the Scott Street trail.

(3) Ownership and Maintenance. The developers will have a homeowners association to maintain the private drive and utilities within the development.

(4) Water and Sewer. The developer shall provide municipal water and sewer facilities within the PD as required by the City.

- The applicants have provided improvement plans that include designs for private HOA maintained water and sewer services to serve the interior of the site. The plans have been reviewed by the Public Works Director and the City Engineers JVA, their comments are attached to the staff report.



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(5) Residential Density. The maximum density allowed in the C-1 zone district for this 2.09 acre parcel is 32 units (91,201 s.f. /2,800=32 units). Because the Inclusionary Housing is provided within the development the density allowance is increased to 37 units (91,201 s.f. /2,450=37 units). The applicants are requesting for up to 44 units of density making the request approximately a 19% increase in density. In this case the increased density is being requested to be able to provide the 2 for-sale and 6 rental deed restricted housing units. This criterion is satisfied.

(6) Relationship to the Subdivision Regulations. The provisions of these regulations concerning a Planned Development will not eliminate or replace the requirements applicable to the subdivision of land or air space, as defined in state statutes and the ordinances and regulations of the City. The applicant submitted an 18 lot major subdivision to be reviewed concurrent with this planned development application. This criterion is satisfied.

(7) Improvement Standards. The PD may deviate from the Design Standards described in Article VIII of this Chapter, including specifications for the width and surfacing of streets, public ways, public utility rights-of-way, curbs and other standards, only if the reasons for such deviations are well documented and are necessary for realizing the purposes described in the objectives of development.

- The only deviation the applicant is requesting from in Article VIII is to be allowed a private HOA maintained road to meet the lot frontage requirement and to provide access for all of the lots created with the subdivision.

(8) Maximum height. The applicant is not requesting a deviation to maximum height standards. This criterion is not applicable.

(9) Gross Building Floor Area. There are no uses proposed other than residential. This criterion is not applicable.

(10) Permitted Uses. In the Hwy 291 Established Commercial Overlay multi-family dwelling units (four (4) units or greater) require conditional use approval. The applicants are requesting the apartments be allowed as a use by right.

(11) Transportation design. The development provides direct access to Oak Street, a collector street, which is designed to support the anticipated additional traffic generated by the proposed



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number of units. The Fire and Public Works Departments have no concerns regarding the private road within the development. This criterion is satisfied.

- In February the applicants submitted an application to CDOT for their access to Highway 291 and have not received a response. Staff has also submitted the agency review and have not received a response from CDOT.
- Staff has added a condition that CDOT access permit must be approved by CDOT and submitted to staff prior to recording the Planned Development and Subdivision Plat.

(12) Development Standards. As mentioned above, the applicant is requesting deviation from the requirement to have frontage onto a public street and is proposing to have the individual lots take access from the proposed private drive.

(13) Energy Efficient Design. The construction of new buildings will be required to meet the energy standards of the building codes.

(14) Variety in Housing Types. The applicants are proposing a major subdivision of 18 lots and will be constructing 5 duplex buildings resulting in 10 for-sale residential units (2 will be deed restricted) and 34 apartment rental units (6 will be deed restricted) on the remaining 8 lots.

(15) Fiscal Impacts. The private drive and utilities are to be maintained by the homeowners association. The City will provide police and fire protection and serve the project with water and sewer through public mains. Water and sewer system development fees will help offset long term costs of expanding those systems. The fees for Fair Contributions for Public School Sites will be required per residential unit to help offset impacts on the school district, and open space fees will be required for each unit.

(16) Higher levels of amenities. There are no private or public parks or recreational areas proposed within the planned development but the applicant has agreed to provide trail access from the southeast corner of the property to the public trail on Scott Street.

(17) Physical Conditions or Constraints. The size of the lot, depth of the lot, existing private drive access, and the standard requirement for frontage on a public street are the primary physical conditions or constraints that would warrant a departure from the standard regulation requirements.



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(18) Adjacent and nearby developments. Staff has not found that there are any detrimental effects on the neighborhood.

EVALUATION STANDARDS FOR MINOR PLANNED DEVELOPMENTS

Section 16-7-40(d) states that “In addition to the above evaluation standards in Subsection (a) of this Section that apply to all PD applications, the following standards or requirements shall govern the application of a minor planned development and shall be utilized by the Planning Commission and the City Council in evaluating any minor PD plan:

- (1) Staging of Development: There shall be no staging of development in a minor PD.
 - No phases are proposed with this development.
- (2) Types of Uses: A minimum of 25% of the floor area of the project is recommended for non-residential, commercial uses.
 - The applicants are not proposing any non-residential uses.
- (3) Public Places. Public gathering places should be provided to reinforce community identity and support civic engagement.
 - There are no public gathering places proposed in the development.
- (4) Economic Opportunity: The PD provides a unique economic opportunity or provides a service, industry, or housing type that will benefit the City and would not be possible under the existing zone districts or dimensional standards of the City.
 - Given the size of this parcel it is challenging to have additional density because the standards for street frontage. This PD will allow the applicant to create additional lots for up to 44 residential units on the 18 proposed lots and provide 8 units of deed restricted inclusionary housing. This would be done by eliminating the requirement for public street frontage, and allowing access to each lot via a private road.
- (5) Open Space: A Minor PD is not required to provide a dedication of open space on the site, however, it is required that any PD contribute to meeting the goals for open space through a negotiated fee-in-lieu of open space or other contribution.



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Planning	Kristi Jefferson - Senior Planner	December 6, 2022

- No open space is dedicated or required through this development with the exception of the Scott Street trail access on the southeast corner of the property. The applicants acknowledge the required open space fees-in-lieu will be paid at the time of building permit submittal for each residential unit.

B. MAJOR SUBDIVISION PLAT REVIEW

A major subdivision requires a recommendation from the Planning Commission and final approval by the City Council. The applicants are requesting that the Planning Commission recommend approval of the 18-lot residential subdivision, along with a private road to be commonly-owned by the homeowners association. The proposed subdivision must comply with the following standards:

1. Comprehensive Plan. The proposed subdivision is consistent with the Comprehensive Plan, which promotes diverse residential housing (including affordable for-sale and rental units) and access to nearby trails and schools. Staff finds that the development is compatible with surrounding land uses and will not create unreasonable adverse effects on neighboring properties.
2. Zone District Standards. The applicants are requesting exemptions from the public street frontage, minimum lot size, density and the multi-family units be allowed as a use by right in the Highway 291 Overlay. Deviations to such standards have been requested through the concurrent Planned Development application.
 - The proposed subdivision and development of the lots will comply with the underlying C-1 zone district and the Highway 291 Overlay requirement.
 - The 10 duplex lots range from 2,775 s.f. to 3,059 s.f. and the applicant intends to construct duplexes on the property line with shared walls that must be verified by a licensed surveyor prior to certificate of occupancy. With the remaining 8 lots the applicant is proposing to build 34 apartment rental units.
 - The landscape plan that was submitted with the application does not meet the requirements of Sec. 16-8-90(b) of the Land Use Code. An updated landscape plan meeting Land Use Code Sec. 16-8-90(b) must be submitted prior to building permit submittal for any units within the development.
3. Improvements. The proposed subdivision shall be provided with improvements which comply with 16-2-60 and landscaping which complies with Section 16-8-90 of this Chapter.



CITY COUNCIL ACTION FORM

DEPARTMENT	PRESENTED BY	DATE
Planning	Kristi Jefferson - Senior Planner	December 6, 2022

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 streets are adequate to carry anticipated traffic generated by future development of this subdivision. The private road is adequate for the proposed 18 lots.
- Normally sidewalks would be required along the Oak Street frontage but the Public Works Director is requiring fees in lieu of improvements. This section of Oak Street is part of the Highway 291 Streetscape project slated to begin within the next couple of years.
- Per David Lady - It has been discussed that the developer provide fees in lieu of improvements to the ROW which would include a sidewalk and driveway apron. The 291 sidewalk/storm/apron will be constructed with the local agency CDOT project. The developer will provide a temporary asphalt driveway to tie into existing 291. It was discussed that the developer should anticipate the sidewalk at asphalt driveway to be ~4 to 6" above the existing edge of asphalt along SH-291.

b. Utilities. Existing and proposed utility services shall be suitable and adequate to meet the needs of the proposed subdivision.

- The applicants are proposing to connect to the water main in Chilcott Street and loop it through the private road to serve the proposed lots. The Public Works Director requires the water to be looped to Scott Street via an existing utility easement.
- The applicants will connect to the sewer main that is located within the easement along the east side of the 505 Oak Street property.

c. Phases. No phases are proposed with this development.

4. Natural Features. Staff is unaware of any extraordinary natural features on the site.

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



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6. Noise Reduction. This property borders State Highway 291 which is known as Oak Street and is a two-lane highway. The speed and noise level are not the same as standard highway. The applicants are showing trees and landscaping along the Highway 291 frontage which should help with the reduction of noise.
7. Future Streets. As discussed in the report for the PD, a future private road is planned off of Oak Street which will align with but not extend Chilcott Street. There is no need for a public street connection within this property. The proposed private drive will provide access to the property and on the east side of the property public access will be provided for the City Fire Department property. All other required access and utility easements are provided through this development.
8. Parks, Trails and Open Space. No public open space dedication is proposed nor desired within this development with the exception of the Scott Street Trail connection. The applicants have agreed to provide public access on the southeast corner of the property for a connection to the trail on Scott Street. The applicants will be required to pay a fee-in-lieu for open space at the time of building permit submittal for each residential unit constructed on the property.
9. Common Recreation Facilities. This development does not include any common recreation facilities.
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. This standard is met.
11. Architecture. The following architectural standard is intended to prevent monotonous streetscapes and office consumers a wider choice of housing styles. To avoid uniformity and lack of variety in design among housing units within the subdivision, no residential façade 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 faced elevations). No residential elevation shall be repeated directly across the street from the same façade elevation. 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 the requirement. Such an exception may be granted if the petitioner demonstrates that the proposed plan uses repetition for an architectural purpose, such as allusion to historical repetition that would not create a monotonous streetscape of the type this standard seeks to prevent.



CITY COUNCIL ACTION FORM

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Land Use Code Sec. 16-5-50(d)(4) State Highway 291 Corridor Overlay - Architectural Standards for Established Commercial. With new construction, including an addition, two (2) or more materials must be used for exterior materials within the 291 CO, excluding roofing and structural materials. Exposed tilt-up concrete is prohibited, and metal shall not exceed twenty-five percent (25%) of the surface area of exterior materials, excluding roofs. Specifically exempt from the requirement of using two (2) or more materials are single-family residences, duplex family residences and the accessory structures for single-family and duplex family development.

- The proposed development must meet LUC Sec 16-5-50(d)(4).
- The applicants are aware of the architectural standards requirement and are proposing that the apartment buildings on Lots 11-18 be similar in form to the Tailwinds apartment buildings in Poncha Springs.
- As a plat note, staff recommends the following condition:
 - The development must provide a diversity in architectural elements such as roof types and pitches, differentiated front entries and exterior materials (excludes different color) At time of building permit submittals, the applicant shall provide elevations of any and all existing homes (or homes under construction) along the same side of the street and (if applicable) the home(s) directly across the street, to ensure that the subdivision architectural standards will be met.



TAILWINDS APARTMENTS -
PONCHA SPRINGS





CITY COUNCIL ACTION FORM

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- To meet the architectural standards for the duplexes, the applicants are proposing varied architectural details similar to the duplex units built in the Tailwinds Subdivision in Poncha Springs and the triplex built at 401-405 Wood Avenue.
- The applicants submitted photos of examples of different architectural elements that are proposed to be used within the Planned Development.



TRIPLEX at 401-405
WOOD



DUPLEXES IN THE TAILWINDS
SUBDIVISION –PONCHA SPRINGS



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



CITY COUNCIL ACTION FORM

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13. Inclusionary Housing. Land Use Code Sec. 16-13-20 - Any application brought under planned development and major subdivision sections of this code are required to include at least sixteen and seven tenths (16.7) percent of the total number of residential dwelling units as affordable dwelling units, pursuant to requirements set forth in Article XIII.

- The applicants have stated that their intent is to deed restrict six (6) of the apartment rental units and one of the duplexes with two (2) residential for-sale units to meet the inclusionary housing requirement of 16.7%. The inclusionary housing requirement is 7.3 deed restricted units for the requested 44 units. The applicants are satisfying the Inclusionary Housing requirement with the proposed dedication.
- Staff has added conditions of approval for the timing of the construction of the required Inclusionary Housing units.

RESPONSE FROM REFERRAL DEPARTMENTS AND AGENCIES:

Salida Fire Department: Kathy Rohrich, Assistant Fire Chief responded "Fire has no concerns at this time."

Salida School District: No response received

Salida Utilities: Renee Thonhoff, Staff Accountant stated "505 Oak Street currently has one ¾" commercial water tap valued at \$8,512.00 and ¾" meter valued at \$352. Development would require per unit system development fees to be paid."

Atmos Energy: Mark Cristelli, Atmos Energy's comments are attached to the end of the staff report.

Salida Public Works Department: Public Works Director, David Lady's comments are attached to the end of the staff report.

JVA Engineering Consultants: JVA's full review and comments are attached to the end of the staff report.

Xcel Energy: Sterling Waugh submitted Xcel Energy's comments after the Planning Commission meeting and are attached to the staff report.



CITY COUNCIL ACTION FORM

DEPARTMENT Planning	PRESENTED BY Kristi Jefferson - Senior Planner	DATE December 6, 2022
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RECOMMENDED FINDINGS:

1. This application is consistent with the purposes and objectives of planned developments stated in Section 16-7-10 and because it meets the criteria of Section 16-7-40, with the conditions herein.
2. This application meets the requirements of a Major Impact Review and, with the conditions herein, meets the subdivision review standards of Section 16-6-120.

STAFF RECOMMENDATIONS

A. PROPOSED PLANNED DEVELOPMENT

Staff recommends Council approve the 505 Oak Planned Development application with the following conditions:

Conditions for the Planned Development:

1. A certificate of occupancy must be issued for the required two (2) for-sale Inclusionary Housing units prior to issuance of certificate of occupancy of the 7th market rate for-sale unit.
2. A certificate of occupancy must be issued for the six (6) inclusionary housing rental units on Lot 18 prior to certificate of occupancy of the fourth (4th) apartment building.
3. The applicant must meet the requirements of the Public Works Director and City Engineering Consultants prior to Council approval of the Subdivision Improvement and Inclusionary Housing Agreement.

DUPLEX UNITS:			
Market Rate Unit	Deed Restricted Unit		
Running Total	Running Total	The <i>latest</i> DR units can be C.O.'ed:	
1		1st	Market Rate
2		2nd	Market Rate
3		3rd	Market Rate
4		4th	Market Rate
5		5th	Market Rate
6		6th	Market Rate
	1	7th	Deed Restricted at 120%
	2	8th	Deed Restricted at 160%
7		9th	Market Rate
8		10th	Market Rate



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4. An updated landscape plan meeting Land Use Code Sec. 16-8-90(b) must be submitted prior to building permit submittal for any units within the development.
5. CDOT access permit must be approved by CDOT and submitted to staff prior to recording the Planned Development and Subdivision plats.

Conditions for the Major Subdivision:

1. The subdivision plat meeting Land Use Code Sec. 16-6-110 with all of the required certificates must be submitted for review prior to printing the mylars.
2. The following plat notes must be added to the Major Subdivision Plat prior to recording the subdivision:
 - a. 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 prior to issuance of a building permit for any new residence constructed.
 - b. As required under Section 16-6-120(8), Parks, Trails and Open Space of the Salida Municipal Code, a fee in lieu shall be provided for open space prior to the issuance of a building permit for any new residence constructed. The applicants have agreed to provide public access on the southeast corner of the property for a connection to the trail on Scott Street. The trails public access must be shown on the plat.
 - c. As required under Section 16-6-120(11), No residential façade elevation shall be repeated more than once every five (5) lots on the same side of the street. The development must provide a diversity in architectural elements such as roof types and pitches, differentiated front entries and exterior materials (excludes different color) At time of building permit submittals, the applicant shall provide elevations of any and all existing homes (or homes under construction) along the same side of the street and (if applicable) the home(s) directly across the street, to ensure that the subdivision architectural standards will be met. The developer shall add architectural elements on windows and doors for the apartments to break up the façade elevation.
3. A name for the private road be added to the plat and "out-lot" removed.



CITY COUNCIL ACTION FORM

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4. Prior to issuance of any Certificate of Occupancy for units within the subdivision the applicant shall pay a fee in lieu of providing the Oak Street Streetscape improvements in an amount determined by the Public Works Director. Or, or upon further approval by the City, complete the improvements as designed as part of the Oak Street Improvement Plans.
5. The applicant must meet the requirements of the Public Works Director and City Engineering Consultants prior to Council approval of the Subdivision Improvement and Inclusionary Housing Agreement.
6. Prior to recordation of the subdivision plat, developer shall enter into a Subdivision Improvement and Inclusionary Housing agreement that guarantees the construction of the public improvements that are required for the project and that Article XIII Inclusionary Housing of the Land Use Code requirements are met.
7. The City Attorney shall propose language about the appropriate share of inclusionary housing HOA unit dues and assessments so as to unencumber the deed restricted buildings to the extent permissible by law.
8. The developer agrees to work with the City regarding the joint access easement along the south side of the property.
9. The developer voluntarily agrees to add language to the Subdivision Improvement and Inclusionary Housing agreement that lots 11 through 18 remain rental buildings or must go before the Planning Commission for approval to condominiumize any of buildings in the future.

PLANNING COMMISSION RECOMMENDATION

A public hearing with the Planning Commission was held October 11, 2022 and the Commission recommended Council approve the proposed 505 Oak Street Planned Development and Major Subdivision with staffs recommended conditions, amending Conditions 2. (a) & (b) and added condition numbers 7, 8 and 9.

SUGGESTED MOTION

A council person should make the motion to “approve Ordinance 2022-21 on second reading”, followed by a second and a roll call vote.



CITY COUNCIL ACTION FORM

DEPARTMENT	PRESENTED BY	DATE
Planning	Kristi Jefferson - Senior Planner	December 6, 2022

Attachments: Planning Commission minutes October 11, 2022

Ordinance 2022-21

Proof of Publication

Agency review comments

Planned Development Plat

505 Oak Street Major Subdivision

PD Application Materials

Traffic study

Email from Jerry Raski

**The updated civil engineer drawings and drainage report are included as part of the permanent record and are available from the Community Development Department upon request.

**CITY OF SALIDA, COLORADO
ORDINANCE NO. 21
SERIES OF 2022**

**AN ORDINANCE OF THE CITY COUNCIL FOR THE CITY OF SALIDA,
COLORADO APPROVING THE 505 OAK STREET MAJOR IMPACT REVIEW FOR
A PLANNED DEVELOPMENT OVERLAY AND MAJOR SUBDIVISION OF THE 2.09
ACRE PARCEL LOCATED AT 505 OAK STREET**

WHEREAS, the City of Salida Planning Commission conducted a public hearing on the Major Impact Review Application request on October 11, 2022 for a Planned Development Overlay and Major Subdivision for the property located at 505 Oak Street and forwarded to the City Council its recommendation that the subject property be approved, with conditions, as a Planned Development Overlay pursuant to the attached 505 Oak Street Planned Development Plat (Exhibit A); and

WHEREAS, the City of Salida Planning Commission reviewed and recommended approval, with conditions, the 505 Oak Street Major Subdivision an eighteen (18) lot subdivision within the planned development overlay, illustrated on Exhibit B; and

WHEREAS, the project is consistent with the purpose, conditions and evaluation standards for planned development districts; and

WHEREAS, the proposal for the subject property is consistent with the policies and goals of the City's land use regulations and Comprehensive Plan, and will advance the public interest and welfare; and

WHEREAS, after the positive recommendation was forwarded to the City Council, a public hearing was held by the Salida City Council on December 06, 2022.

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

Section One

That the entirety of the property comprising the 505 Oak Street Planned Development, to wit, the 2.09 acres is hereby zoned Commercial (C-1) with a Planned Development Overlay as shown on the 505 Oak Street Planned Development plat and Major Subdivision attached to this ordinance as Exhibit A and Exhibit B.

Section Two

Upon this approval by the City Council, the 505 Oak Street Planned Development Overlay shall be considered a site specific development plan and granted a vested property right. The City Council is approving the vested property right subject to the terms and conditions contained in the development plan and this ordinance and failure to abide by such terms and conditions may, at the option of the City Council, after a public hearing, result in the forfeiture of vested property rights.

Section Three

Upon this approval by the City Council, the applicant shall submit a final Mylar of Exhibit A and Exhibit B; and incorporating the following conditions of approval for the Mayor's signature and recordation.

Conditions for the Planned Development:

1. A certificate of occupancy must be issued for the required two (2) for-sale Inclusionary Housing units prior to issuance of certificate of occupancy of the 7th market rate for-sale unit.
2. A certificate of occupancy must be issued for the six (6) inclusionary housing rental units on Lot 18 prior to certificate of occupancy of the fourth (4th) apartment building.
3. The applicant must meet the requirements of the Public Works Director and City Engineering Consultants prior to Council approval of the Subdivision Improvement and Inclusionary Housing Agreement.
4. An updated landscape plan meeting Land Use Code Sec. 16-8-90(b) must be submitted prior to building permit submittal for any units within the development.
5. CDOT access permit must be approved by CDOT and submitted to staff prior to recording the Planned Development and Subdivision plats.

Conditions for the Major Subdivision:

1. The subdivision plat meeting Land Use Code Sec. 16-6-110 with all of the required certificates must be submitted for review prior to printing the mylars.
2. The following plat notes must be added to the Major Subdivision Plat prior to recording the subdivision:
 - a. 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 prior to issuance of a building permit for any new residence constructed.
 - b. As required under Section 16-6-120(8), Parks, Trails and Open Space of the Salida Municipal Code, a fee in lieu shall be provided for open space prior to the issuance of a building permit for any new residence constructed. The applicants have agreed to provide public access on the southeast corner of the property for a connection to the trail on Scott Street. The trails public access must be shown on the plat.
 - c. As required under Section 16-6-120(11), No residential façade elevation shall be repeated more than once every five (5) lots on the same side of the street. The development must provide a diversity in architectural elements such as roof types and pitches, differentiated front entries and exterior materials (excludes different color) At time of building permit submittals, the applicant shall provide elevations of any and all existing homes (or homes under construction) along the same side of the street and (if applicable) the home(s) directly across the street, to ensure that the subdivision architectural standards will be met. The developer shall add architectural elements on windows and doors for the apartments to break up the façade elevation.

3. A name for the private road be added to the plat and “out-lot” removed.
4. Prior to issuance of any Certificate of Occupancy for units within the subdivision the applicant shall pay a fee in lieu of providing the Oak Street Streetscape improvements in an amount determined by the Public Works Director. Or, or upon further approval by the City, complete the improvements as designed as part of the Oak Street Improvement Plans.
5. The applicant must meet the requirements of the Public Works Director and City Engineering Consultants prior to Council approval of the Subdivision Improvement and Inclusionary Housing Agreement.
6. Prior to recordation of the subdivision plat, developer shall enter into a Subdivision Improvement and Inclusionary Housing agreement that guarantees the construction of the public improvements that are required for the project and that Article XIII Inclusionary Housing of the Land Use Code requirements are met.
7. The City Attorney shall propose language about the appropriate share of inclusionary housing HOA unit dues and assessments so as to unencumber the deed restricted buildings.
8. The developer agrees to work with the City regarding the joint access easement along the south side of the property.
9. The developer voluntarily agrees to add language to the Subdivision Improvement and Inclusionary Housing agreement that lots 11 through 18 remain rental buildings or must go before the Planning Commission for approval to condominiumize any of buildings in the future.

Section Four

The City Clerk is hereby directed to undertake the following actions upon the adoption of this Ordinance:

1. Publish this Ordinance in a newspaper of general circulation in the City of Salida.
 2. Following recording of the Mylar, the Clerk shall promptly amend the official city zoning district map to incorporate and reflect the planned development overlay of the subject property.
- Vertical metal baluster

Section Five

This Ordinance shall not have any effect on existing litigation and shall not operate as an abatement of any action or proceeding now pending under or by virtue of any ordinance repealed or amended as herein provided, and the same shall be construed and concluded under such prior ordinances.

Section Six

The provisions of this Ordinance are severable and the invalidity of any section, phrase, clause or portion of the Ordinance as determined by a court of competent jurisdiction shall not affect the validity or effectiveness of the remainder of the Ordinance.

INTRODUCED ON FIRST READING on this __ day of _____, 2022, ADOPTED and ORDERED PUBLISHED IN FULL in a newspaper of general circulation by the City Council on this ____ day of _____, 2022, and set for second reading and public hearing on the __ day of _____, 2022.

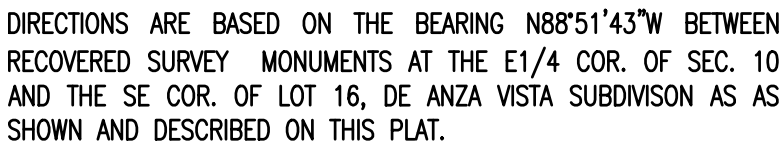
INTRODUCED ON SECOND READING FINALLY ADOPTED and ORDERED PUBLISHED BY TITLE ONLY, by the City Council on this __ day of _____, 2022.

City of Salida

Mayor Dan Shore

ATTEST:

City Clerk/Deputy City Clerk



PROJECT BOUNDARY
EXISTING/ADJACENT RIGHT-OF-WAY
NEW ROAD RIGHT-OF-WAY
NEW LOT LINE
NEW EASEMENT LINE

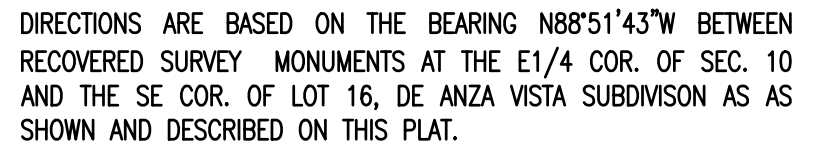
LOT USE TABLE					
Lot #	Lot Type	Area (s.f)		Units Allowed	Low Income (# of Units)
		s.f.	acres		
1	DUPLEX	3,059	0.07	1	1
2	DUPLEX	2,775	0.06	1	1
3	DUPLEX	2,871	0.07	1	-
4	DUPLEX	2,879	0.07	1	-
5	DUPLEX	2,800	0.06	1	-
6	DUPLEX	2,808	0.06	1	-
7	DUPLEX	2,904	0.07	1	-
8	DUPLEX	2,913	0.07	1	-
9	DUPLEX	2,921	0.07	1	-
10	DUPLEX	2,918	0.07	1	-
	SUB-TOTAL	28,848	0.66	10	-
11	MULTI-FAMILY	4,168	0.10	4	-
12	MULTI-FAMILY	4,207	0.10	4	-
13	MULTI-FAMILY	3,539	0.08	4	-
14	MULTI-FAMILY	3,787	0.09	4	-
15	MULTI-FAMILY	4,173	0.10	4	-
16	MULTI-FAMILY	3,176	0.07	4	-
17	MULTI-FAMILY	3,176	0.07	4	-
18	MULTI-FAMILY	5,162	0.12	6	6
	SUB-TOTAL	31,388	0.72	34	-
	SHARED OUTLOT	30,965	0.71	-	-
	SUB-TOTAL	30,965	0.71	-	-
	PD TOTALS	91,201	2.09	44	8

KENT TOWNSEND
7625 U.S. HIGHWAY 50
SALIDA, CO 81201

HENDERSON LAND SURVEYING
203 G STREET
SALIDA, CO 81201
CONTACT: MICHAEL K. HENDERSON



**CRABTREE
GROUP INC**
ENGINEERING SMART GROWTH™



	DENOTES	PROJECT BOUNDARY
	DENOTES	EXISTING/ADJACENT RIGHT-OF-WAY
	DENOTES	NEW ROAD RIGHT-OF-WAY
	DENOTES	NEW LOT LINE
	DENOTES	NEW EASEMENT LINE
	DENOTES	FENCELINE
	DENOTES	RECOVERED 5/8" REBAR WITH A 1-1/2" ALUMINUM CAP STAMPED '10721'
	DENOTES	RECOVERED 5/8" REBAR WITH A 1-1/2" ALUMINUM CAP STAMPED 'LS 16177'
	DENOTES	RECOVERED 5/8" REBAR WITH A 1" ALUMINUM CAP STAMPED 'PROPERTY CORNER ILS 1776'
	DENOTES	MONUMENT TO BE SET PRIOR TO FILING OF FINAL PLAT.

PLAT NOTES:

1. ALL LOTS SHALL BE SUBJECT TO A DECLARATION OF COVENANTS AND HOME OWNERS ASSOCIATION (H.O.A) AS SET FORTH IN RECEPTION NO. _____ OF THE CHAFFEE COUNTY RECORDS.
2. OUTLOT AND COMMON FACILITIES, INCLUDING PARKING, DRAINAGE, SIDEWALKS, AND LANDSCAPING, SHALL BE OWNED BY THE 505 OAK STREET HOMEOWNERS' ASSOCIATION, WHO SHALL BE RESPONSIBLE FOR ALL REQUIRED REPLACEMENT AND MAINTENANCE COST OF THE INFRASTRUCTURE.
3. OUTLOT SHALL SERVE AS AN EXCLUSIVE DRAINAGE AND UTILITY EASEMENT FOR THE LOTS SHOWN HERON.

LAND SURVEYOR
HENDERSON LAND SURVEYING
 203 G STREET
 SALIDA, CO 81201
 CONTACT: MICHAEL K. HENDERSON



**CRABTREE
GROUP INC.**
ENGINEERING SMART GROWTH™

**PUBLIC NOTICE
NOTICE OF PUBLIC HEARINGS BEFORE
THE CITY OF SALIDA CITY COUNCIL
CONCERNING A MAJOR IMPACT REVIEW
APPLICATION**

**TO ALL MEMBERS OF THE PUBLIC
AND INTERESTED PERSONS: PLEASE**

TAKE NOTICE: that on December 6, 2022 at or about the hour of 6:00 p.m., a public hearing will be conducted by the City of Salida City Council at City Council Chambers, 448 East First Street, Suite 190, Salida, Colorado and online at the following link: <https://attendee.gotowebinar.com/register/6382995264411204366>

The applicants 505 Oak St. LLC, represented by Kent Townsend, have submitted a major impact review application for the property located at 505 Oak Street. The property is located in the Commercial (C-1) zone district and the Highway 291 Established Commercial Overlay. The applicants are requesting approval of a Planned Development Overlay and Major Subdivision.

The requests include:

A. Approval of a Planned Development Overlay to allow a subdivision with lots fronting off of a private road, to increase allowed density by 19% and reduced minimum lot size for the proposed multi-family lots 11-17.

B. Approval of a Major Subdivision to subdivide the 2.09 acre property into 18 residential lots with a HOA owned and managed private road.

The Planning Commission has recommended approval of the application, with conditions. Interested persons are encouraged to attend the public hearing. Further information on the application 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 18, 2022



**PLANNING DEPARTMENT
PROJECT REVIEW TRANSMITTAL FORM**

ATTENTION: _____

DATE: August 22, 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
☐ 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: 505 Oak Street, LLC (Kent Townsend) PHONE: 719-530-1088EMAIL: kent@kenttownsend.comPROPERTY LOCATION: 505 Oak StreetPROJECT DESCRIPTION: Major Impact Review for a Planned Development Overlay and Major Subdivision

TENTATIVE MEETING DATES:

- ☒ Planning Commission
☐ City Council
☐ Board of Adjustment
☐ Board of Appeals

09/26/22 @ 6:00 P.M. (Tentatively)
 _____ @ _____ P.M.
 _____ @ _____ P.M.
 _____ @ _____ 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: September 12, 2022

RECEIVED: _____

PLANNING STAFF: Kristi Jefferson

From: [Renee Thonhoff](#)
To: [Kristi Jefferson](#)
Cc: [Doug Bess](#); [Kathy Rohrich](#); [Russ Johnson](#); [David Lady](#)
Subject: Re: 505 Oak Street Planned Development and Major Subdivision
Date: Friday, August 26, 2022 7:53:40 AM
Attachments: [image003.png](#)

505 Oak Street currently has one 3/4" commercial water tap valued at \$8,512, 3/4" meter valued at \$352. Development would require per unit system development fees to be paid.

Renee M. Thonhoff M.B.A.
Staff Accountant
City of Salida
448 East First Street, Suite 112
Salida , Colorado 81201
719.530.2622 phone
719.539.5271 fax
Renee.Thonhoff@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.

On Tue, Aug 23, 2022 at 11:57 AM Kristi Jefferson <kristi.jefferson@cityofsalida.com> wrote:

Attached is the agency review for the 505 Oak Street Planned Development and Major Subdivision applications. Please let me know if you have any concerns with the PD or Subdivision requests.

Kristi Jefferson
Senior Planner

From: [Kristi Jefferson](#)
To: "[Kristi Jefferson](#)"
Subject: RE: Agency Review
Date: Monday, September 19, 2022 12:51:55 PM
Attachments: [image001.png](#)

From: Diesel Post [mailto:diesel.post@cityofsalida.com]
Sent: Monday, September 19, 2022 12:44 PM
To: Kristi Jefferson <kristi.jefferson@cityofsalida.com>
Subject: Re: Agency Review

Based on the Plat, I would concur. Definitely want to ensure access to the trail.

Mike 'Diesel' Post
Director of Parks and Recreation
City of Salida
719-966-9378

On Fri, Sep 16, 2022 at 4:23 PM Kristi Jefferson <kristi.jefferson@cityofsalida.com> wrote:

Diesel,

I completely forgot to include you when I emailed out the agency review for the 505 Oak Street Planned Development and Major Subdivision. This is a fairly small (2.09 acre) parcel that they are proposing 44 units on so there isn't much room for open space. The applicant has agreed to provide a public access on the southeast corner of the property for a connection to the trail on Scott Street but we are going to recommend collecting fees in lieu of providing open space.

Thank you,

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: [Cristelli, Mark](#)
To: [Kristi Jefferson](#)
Cc: [Higgins, Dan](#)
Subject: RE: [EXT] 505 Oak Street Planned Development
Date: Friday, September 9, 2022 10:23:57 AM
Attachments: [image001.png](#)

Kristi,

I have reviewed the plan set for the planned development at 505 Oak St, Salida, CO. My comments are as follows:

1. I did not see anything in the notes concerning utility easements. I do notice the 5' front lot easements on all lots. I assume (hopefully accurately) that the area marked "Outlot" contains utility easement? If so, that should give sufficient room for all utilities. If not accurate, I see no way for all utilities to successfully install within a 5' easement. This may sound ridiculous to presume, however it is important to get written confirmation that the Outlot contains utility easement. If it states such in the paperwork, I apologize in advance for missing it in the documents.
2. Assuming (again hopefully accurately) that the Outlot contains utility easement, what are the developer's thoughts of natural gas lines being buried under asphalt? Will it be acceptable to cut asphalt in order to install service lines? Or will it be expected to have natural gas stubbed into each structure (finished or not) prior to paving? If the latter is correct, I will defer to Atmos Ops Supervisor in the area to comment on the feasibility of that request.
3. Is natural gas being considered to be part of this planned development, or is this review merely procedural as part of the planned development approval process?

I will leave it to Dan Higgins, Atmos Ops Supervisor, to submit additional comments if he so chooses to do so.

Regards,

Mark

Mark Cristelli

Project Specialist

Atmos Energy Corporation

Colorado/Kansas Division

105 McCormick Parkway

Canon City, CO 81212

Cell: 719-429-8977

mark.cristelli@atmosenergy.com

Natural Gas: Safe, Clean, Economical, Ecologically friendly, Abundant and Dependable. In short, natural gas is the REAL green energy solution.

#The Blue Flame = The Green Solution

From: [Waugh, Sterling S](#)
To: [Kristi Jefferson](#)
Cc: [Moffett, Christopher B](#)
Subject: RE: 505 Oak Street Planned Development and Major Subdivision
Date: Wednesday, October 12, 2022 4:25:49 PM
Attachments: [image001.png](#)
[image002.png](#)

Hello Kristi,

Thanks for letting us be a little late to the game. Please let me know if you have any questions.

Lot 10 east property line, due to the existing OH utilities, Xcel would like a 7.5' easement on the east property line, below in blue.

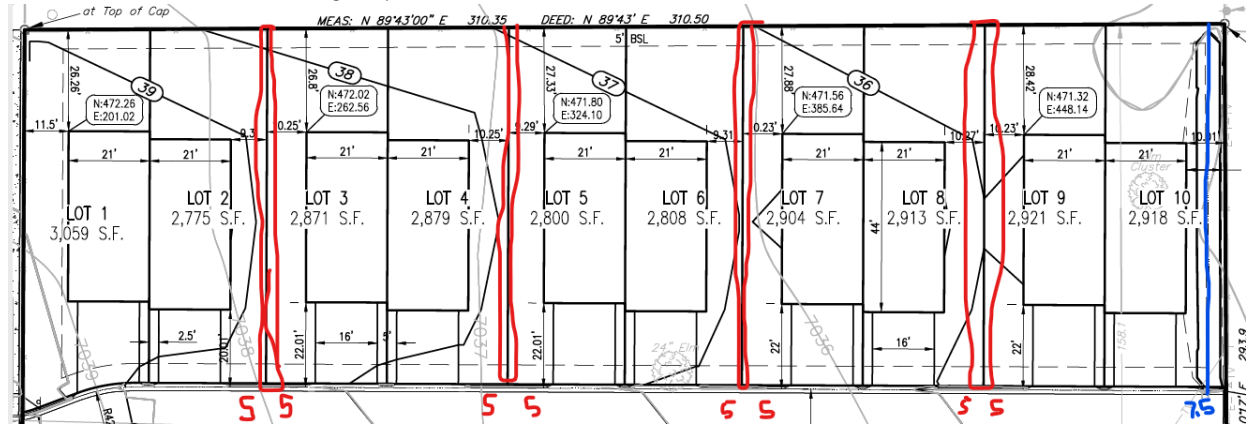
I may have missed this but just in case, Outlot also be a utility easement.

10' front lot easements and any property line that is adjacent to a road.

5' rear lot easements on all rear lots

Lots 11-18 5' side lot easements. For side easements see below for lot 1-10

Customer to relocate or remove existing utility lines into easements at their cost.



Thanks,

Sterling S Waugh C:719-717-0041 Mon-Thurs 7-5:30

BLUE BOOK LINK BELOW

<https://www.xcelenergy.com/staticfiles/xcel-responsive/Admin/Managed Documents & PDFs/Xcel-Energy-Standard-For-Electric-Installation-and-Use.pdf>

APPLICATION REQUEST

[Building and Remodeling](#) | [Partner Resources](#) | [Xcel Energy](#)

From: Kristi Jefferson <kristi.jefferson@cityofsalida.com>

Sent: Tuesday, August 23, 2022 12:01 PM

To: 'Higgins, Dan W' <Daniel.Higgins@atmosenergy.com>; Waugh, Sterling S <Sterling.S.Waugh@xcelenergy.com>; Moffett, Christopher B <Christopher.B.Moffett@xcelenergy.com>; Mark.Cristelli@atmosenergy.com; 'Blackburn, David' <dblackburn@salidaschools.org>

Subject: 505 Oak Street Planned Development and Major Subdivision

EXTERNAL - STOP & THINK before opening links and attachments.

Attached is the agency review for the 505 Oak Street Planned Development and Major Subdivision applications. Please let me know if you have any concerns with the PD or Subdivision requests.

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

From: [David Lady](#)
To: "[Kristi Jefferson](#)"; "[Mark G. Rocheleau](#)"
Subject: RE: 505 Oak Street
Date: Monday, November 7, 2022 2:00:18 PM
Attachments: [image002.png](#)

The water connection notes need to be modified due to our mapping and understanding of our public adjacent mains being incorrect. Tracy is working on revising that and I don't expect it to affect Mark's review. Other than that, I don't have any additional concerns.



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: Tuesday, November 1, 2022 3:13 PM
To: 'Mark G. Rocheleau' <mrocheleau@jvajva.com>; 'David Lady' <david.lady@cityofsalida.com>
Subject: FW: 505 Oak Street

Mark and David,

Below is the dropbox link for the 505 Oak Street PD and Major Subdivision updated civil plans. If you are unable to open it let me know and I will figure out a way to forward the file.

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: Tracy Vandaveer [<mailto:tvandaveer@crabtreegroupinc.com>]
Sent: Tuesday, November 1, 2022 2:58 PM
To: Kristi Jefferson (kristi.jefferson@cityofsalida.com) <kristi.jefferson@cityofsalida.com>

From: [David Lady](#)
To: ["Kristi Jefferson"](#); ["Mark G. Rocheleau"](#)
Subject: RE: 505 Oak Street Planned Dev.
Date: Thursday, September 1, 2022 9:18:57 AM
Attachments: [image001.png](#)

I'd recommend proceeding with conditions.

My requested conditions.

Move FH 3+72 to end of the stub to the south (on prior review comments)

Connect water main loop to Scott Street via existing utility easement

One water/sewer service per lot

Provide plan updates per engineering review prior to Final Plat approvals

David Lady, P.E., Director of Public Works
340 W. Hwy 291
Salida, CO 81201
719-539-6257
david.lady@cityofsalida.com

From: Kristi Jefferson [mailto:kristi.jefferson@cityofsalida.com]
Sent: Thursday, September 1, 2022 9:00 AM
To: 'David Lady' <david.lady@cityofsalida.com>; 'Mark G. Rocheleau' <mrocheleau@jvaja.com>
Subject: 505 Oak Street Planned Dev.

David and Mark,

Attached are the updated civils for the 505 Oak Planned Development (the civils are in 2 separate emails because the file was too big to email). Mark, please look through the materials and let me know if Tracy has submitted everything you were requesting. I will be on vacation after tomorrow and need to get the public noticing ready today if you deem the civils complete.

Thank you,

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

From: [David Lady](#)
To: ["Mark G. Rocheleau"](#); ["Kristi Jefferson"](#); ["Kevin E. Vecchiarelli"](#)
Subject: RE: 505 Oak LLC - Planned Development civil plans
Date: Monday, June 27, 2022 10:09:53 AM
Attachments: [image001.png](#)
[image002.png](#)

Mark,

A couple of items to note:

- 1) It has been discussed that they shall provide fees in lieu of improvements to the ROW which would include a sidewalk and driveway apron. Please have them submit quantities for this. The 291 sidewalk/storm/apron would be constructed with the local agency CDOT project. The developer will provide a temporary asphalt driveway to tie into existing 291. It was discussed that the developer should anticipate the sidewalk at asphalt driveway to be ~4 to 6" above the existing edge of asphalt along SH-291.
- 2) I do not yet have a final set of plans for the tie-in grade of the driveway or roadway improvements in general. They are in progress and should be available soon. Ultimately, the 291 plans are intended to capture the drainage that has historically been conveyed onto the lot. I haven't discussed this with their engineer but I would think their site plan should allow for surface conveyance across their site. I would also suggest that as much as possible, if not all, be routed to where ever they are planning detention so that at least the smaller storm events can be captured. There is not an easy for feasible solution to re-route this along 291 until that project happens.
- 3) We did discuss that the water shall be connected and looped on 291 which appears to be shown on SH-5. However, it will need stubbed out to the south (Fire Station lot) in the south east corner where the dumpsters are shown. The hydrant at 3+72 should be on the dead end on the south side of the driveway near STAT 4+18. This will ultimately need to be coordinated with the 291 plans but it should be safe to have it ~8 ft off property line which will put it in the future parkway between curb and sidewalk. The valves shown along 291 may also need shifted to avoid the future c&g.

I will request a .dwg from our engineer to coordinate the driveways, C&G, and s/w locations on 291.

Please let me know if you have any questions.

David Lady, P.E., Director of Public Works
340 W. Hwy 291
Salida, CO 81201
719-539-6257
david.lady@cityofsalida.com

From: Mark G. Rocheleau [mailto:mrocheleau@jvajva.com]
Sent: Monday, June 27, 2022 9:31 AM
To: Kristi Jefferson <kristi.jefferson@cityofsalida.com>; Kevin E. Vecchiarelli <kvecchiarelli@jvajva.com>

MEMO

To: City of Salida Development Services, Attn: Kristi Jefferson

From: Tracy Vandaveer

CC: Mark Rocheleau, Kent Townsend, John Diesslin

Date: November 1, 2022

Re: 505 Oak Street Development Application

We have received your comments on the 505 Oak Street development application, dated September 9, 2022. Below, we have repeated your original comment with a response on how it was addressed following:

1. We assume that all other reviewing agencies have had opportunity to comment and any required changes to the plans that come from these comments will be made.

RESPONSE: Noted.

2. Plat documents need to clearly address ownership and maintenance of all improvements, public utilities, and accesses, include common elements and outlots.

RESPONSE: Plat notes addressing Ownership and maintenance have been added to the Subdivision Plat.

3. The following conditions need to be met prior to recommendation to planning commission:
 - a. Easements:
 - i. All building elements (foundation elements [including footings], eaves/soffits, other architectural elements) are forbidden from within a utility. Revise as required.

RESPONSE: Noted.

- ii. Stormwater easements required for common storm drainage infrastructure and conveyances, including underground detention systems. Provide minimum 10-foot wide drainage easement to paved surface for future maintenance purposes.

RESPONSE: The requested easements are shown on the Subdivision Plat.



September 9, 2022

Kristi Jefferson, Senior Planner
City of Salida
448 East 1st Street
Salida, Colorado 80201
Via email: Kristi.jefferson@cityofsalida.com

www.jvajva.com

RE: 505 Oak Street Major Impact Review and Planned Development Engineering Comments
JVA Job# 3121.17c

Dear Kristi:

JVA Inc. has reviewed the 505 Oak Street Major Impact Review and Planned Development application submitted through email dated September 9, 2022 for conformance with the City of Salida Code of Ordinances (Code), and City of Salida Design and Construction Standards. Upon review, we are providing conditions that need to be met prior to recommendation of planning commission. Additionally, we have provided comments for informational purposes to consider on engineering plans for future Subdivision Improvement Agreement (SIA) review and approval.

1. We assume that all other reviewing agencies have had opportunity to comment and any required changes to the plans that come from these comments will be made.
2. Plat documents need to clearly address ownership and maintenance of all improvements, public utilities, and accesses, include common elements and outlots.
3. The following conditions need to be met prior to recommendation to planning commission:
 - a. Easements:
 - i. All building elements (foundation elements [including footings], eaves/soffits, other architectural elements) are forbidden from within a utility. Revise as required.
 - ii. Stormwater easements required for common storm drainage infrastructure and conveyances, including underground detention systems. Provide minimum 10-foot wide drainage easement to paved surface for future maintenance purposes.
 - iii. Private utilities such as gas, electricity and communications will be required to be in a utility easement or outlot
 - b. Utilities:
 - i. Provide plan and profiles, with crossings, of public water and sewer sewer mains
 - ii. Per previous comment, the fire hydrant located at STA 3+72 shall be shifted south to be at the water main cap near STA 4+18. Coordinate final location with public works and fire department
 - iii. Coordinate with Public Works to ensure that water main valves within Highway 291 are not in conflict with future street improvements
 - iv. Provide landscape irrigation water meter with supporting calculations confirming water meter size or confirm that irrigation will be provided separately for each lot.



- v. The 505 Oak Street PUD Written Description states that a fire hydrant is to be provided at the northeast corner of the site how does not appear on the Utility Plan. Provide as required
- vi. Clarify note 49 on sheet number 4 in regards to dual meter. Plans show single meter
- c. Provide information for fee in lieu ROW improvement quantities and pricing
- d. Emergency Services: Provide confirmation from fire department emergency vehicular turning movements through site, and fire protection improvements
- e. Drainage Report and layout Drainage Map.
 - i. Revise Drainage Basin DA-1 to provide accurate time of concentration calculations. Staff does not agree with 300-feet of overland flow since the majority of DA-1 is conveyed through channelized flow.
 - ii. Drainage Basin DA-2 shall have channelized flow time of concentration
 - iii. Provide curb and gutter calculations confirming major storm even capacity
 - iv. Provide calculations that 12" ADS N12 pipe and inlets have capacity to flow major storm peak flows.
 - 1. In the event of clogging of 18" Area Drain, provide analysis of overflow path to stormwater to underground detention system.
 - v. Provide information in drainage report in regards to overflow path design considerations.
 - vi. MHFD spreadsheet detention volume does not match ADS design details. Revise as necessary for conformance.
 - vii. Provide clarification on Detention Basin Outlet Structure Design worksheet in regards to orifice designs, and how this does not impact major storm capacity to underground detention system.
 - viii. Provide clarification within conclusion of comment stating that peak flows will reduce. Post-development peak flows are higher than pre-development stormwater flows.
 - ix. Infiltration testing shall be completed at approximate depth of drainage rock to ensure ADS Stormtech system can infiltrate detention and water quality volumes within Colorado Water Law time requirements. Provide infiltration test results and calculations confirmed full infiltration of detained stormwater.
 - x. Detail operation and maintenance information for underground detention areas
- f. Drainage and Grading:
 - i. Underground Stormwater Detention
 - 1. Grading plans and ADS Stormtech elevations do not concur with each other. ADS design elevations should match with Grading Plan elevations. Ensure that ADS system has appropriate cover
 - 2. Clarify drainage basin nomenclature elevations as invert elevations are not provided on Drainage Plan.
 - ii. Provide information along property line of tie in elevations, specifically along north and east property lines
 - 1. Curb and gutter along east property line appears higher than existing elevations



- iii. Trees should not be placed in underground stormwater detention, revise plans as necessary
- iv. Clarify intent with curb terminus along east property line. Stormwater calculations show this going to the underground detention system, however a curb height of zero is shown. Point discharges offsite will not be permitted.
 - 1. Per previous comment stormwater point discharges offsite will not be acceptable
- v. Per previous comment, additional information should be provided of how emergency overflow stormwater will leave 505 Oak Street property and continue to Scott Street.
 - 1. Drainage Easements may be required if development conveys onsite generated stormwater through neighboring sites
- vi. Northeast Stormwater Control Method:
 - 1. Provide information within plans and drainage report of dirt swale intent
- g. Provide landscape islands per Section 16-8-90 (d)
- 4. Prior to SIA review and approval, the following comments will be required to be addressed / clarified.
 - a. CDOT Access and Utility Permits
 - b. Water minimum bury depth is 5-feet. Revise details for consistency across plans
 - c. Provide information on how existing utilities servicing 505 Oak Street will be capped, demolished, abandoned, etc.
 - d. Provide information to cap and abandon existing concrete headwall across from Chilcott Street within ROW
 - e. Record with City an Operation and Maintenance Plan for the storm facilities, including storm infiltration systems.
- 5. The following contains informational comments for consideration
 - a. Persistent to CDPHE General Permit for Stormwater Discharges Associated with Construction Activity”, all projects involving an earth disturbance of 1-acre or more require a Stormwater Management Plan (SWMP). The applicant must develop a SWMP prior to the commencement of any construction activity.
- 6. Applicant should provide responses to comments to accompany future submittals.
- 7. Applicant may be subject to additional comments upon future review of future submittals.

We look forward to verifying the above comments in a future submittal. Please feel free to reach out to us if you have any comments or questions.

Sincerely,
JVA, INCORPORATED

By: 
Mark G. Rocheleau, P.E., CFM
Senior Project Engineer



The above comments may not reflect all changes required to meet City of Salida municipal ordinances, and design and construction standards. The plan and document review by the City of Salida does not necessarily include confirmation of design calculations, project approach or every project design element. Therefore, authorization from the City of Salida to proceed with construction of the project does not constitute unconditional acceptance or approval of the submitted plans or documents, particularly if specific aspects are later discovered to not be in compliance with the City of Salida municipal ordinances, and design and construction standards in effect at the time such authorization was granted. The responsibility for compliance with the City of Salida municipal ordinances, and design and construction standards rests solely with the developer, their design engineer and their engineer's consultants. Neither the City of Salida nor JVA, Inc, accept responsibility for the project design and/or construction of this development nor any other design consideration or standard utilized in the project.

- iii. Private utilities such as gas, electricity and communications will be required to be in a utility easement or outlot

RESPONSE: *Easements have been provided on the Subdivision Plat.*

b. Utilities:

- i. Provide plan and profiles, with crossings, of public water and sewer sewer mains

RESPONSE: *Construction plans have been revised to include plan and profile drawings.*

- ii. Per previous comment, the fire hydrant located at STA 3+72 shall be shifted south to be at the water main cap near STA 4+18. Coordinate final location with public works and fire department

RESPONSE: *Fire Hydrant has been moved as requested.*

- iii. Coordinate with Public Works to ensure that water main valves within Highway 291 are not in conflict with future street improvements

RESPONSE: *Valve locations will be coordinated with Public Works.*

- iv. Provide landscape irrigation water meter with supporting calculations confirming water meter size or confirm that irrigation will be provided separately for each lot.

RESPONSE: *Irrigation meter has been added*

- v. The 505 Oak Street PUD Written Description states that a fire hydrant is to be provided at the northeast corner of the site how does not appear on the Utility Plan. Provide as required

RESPONSE: *Referenced fire hydrant is located on Water Line B, Sta. 3+92.85*

- vi. Clarify note 49 on sheet number 4 in regards to dual meter. Plans show single meter

RESPONSE: *Note has been revised to reference City of Salida Standard Detail*

- c. Provide information for fee in lieu ROW improvement quantities and pricing

RESPONSE: *Attached is the "Opinion of Probable Cost" for the improvements within the Highway*

- d. Emergency Services: Provide confirmation from fire department emergency vehicular turning movements through site, and fire protection improvements

RESPONSE: *Email from the Fire Chief is attached.*

- e. Drainage Report and layout Drainage Map.
- i. Revise Drainage Basin DA-1 to provide accurate time of concentration calculations. Staff does not agree with 300-feet of overland flow since the majority of DA-1 is conveyed through channelized flow.

RESPONSE: *Overland flow lengths have been revised.*

- ii. Drainage Basin DA-2 shall have channelized flow time of concentration

RESPONSE: *Flow type has been revised.*

- iii. Provide curb and gutter calculations confirming major storm even capacity

RESPONSE: *Calculations for curb and gutter flow capacities have been added.*

- iv. Provide calculations that 12" ADS N12 pipe and inlets have capacity to flow major storm peak flows.

RESPONSE: *Requested information has been added to the Drainage Report.*

1. In the event of clogging of 18" Area Drain, provide analysis of overflow path to stormwater to underground detention system.

RESPONSE: *Requested Analysis has been added to the Drainage Report.*

- v. Provide information in drainage report in regards to overflow path design considerations.

RESPONSE: *Requested Analysis has been added to the Drainage Report*

- vi. MHFD spreadsheet detention volume does not match ADS design details. Revise as necessary for conformance.

RESPONSE: *Design Volumes have been updated.*

- vii. Provide clarification on Detention Basin Outlet Structure Design worksheet in regards to orifice designs, and how this does not impact major storm capacity to underground detention system.

RESPONSE: *Outflow is via overflow of the swale, which acts as a long weir, dispersing flows.*

- viii. Provide clarification within conclusion of comment stating that peak flows will reduce. Post-development peak flows are higher than pre-development stormwater flows.

RESPONSE: *Has been revised in the drainage report*

- ix. Infiltration testing shall be completed at approximate depth of drainage rock to ensure ADS Stormtech system can infiltrate detention and water quality volumes within Colorado Water Law time requirements. Provide infiltration test results and calculations confirmed full infiltration of detained stormwater.

RESPONSE: *Infiltration tests were conducted by Cesare Inc. on 11/1/2022. Soil was presoaked the day before, with water for the test being added via a garden hose, with a measured output of 5 gallons per minute. Cesare was not able to get the water to rise in the pipe, therefore minimum percolations rate was reported as 5 gallons per minute.*

- x. Detail operation and maintenance information for underground detention areas

RESPONSE: *Operations and Maintenance Plan has been attached.*

- f. Drainage and Grading:
 - i. Underground Stormwater Detention
 - 1. Grading plans and ADS Stormtech elevations do not concur with each other. ADS design elevations should match with Grading Plan elevations. Ensure that ADS system has appropriate cover

RESPONSE: *Elevations on ADS Plans have been updated. The surface will be graded from the back of curb to property line where higher than existing ground.*

- 2. Clarify drainage basin nomenclature elevations as invert elevations are not provided on Drainage Plan.

RESPONSE: *Drainage Plan has been revised*

- ii. Provide information along property line of tie in elevations, specifically along north and east property lines

RESPONSE: *Tie elevations have been added to the plan at the property line*

- 1. Curb and gutter along east property line appears higher than existing elevations

RESPONSE: *The back of curb height varies from 0" to 6" above the existing ground to provide enough grade for the curb to drain. Finished ground will slop from the back of curb to existing grade at the property line.*

- iii. Trees should not be placed in underground stormwater detention, revise plans as necessary

RESPONSE: *Trees have been removed from the detention area.*

- iv. Clarify intent with curb terminus along east property line. Stormwater calculations show this going to the underground detention system, however a curb height of zero is shown. Point discharges offsite will not be permitted.

RESPONSE: *0" curb height at the north end of the easterly curb is an artifact left from previous submittal. the error and has been corrected. The 0" curb height at the south end of the easterly curb is due to the transition at the end of the curb, which prevents damage if a vehicle strikes the curb.*

1. Per previous comment stormwater point discharges offsite will not be acceptable

RESPONSE: *A swale along the easterly and northeasterly boundaries was added to disperse flows in an overflow event.*

- v. Per previous comment, additional information should be provided of how emergency overflow stormwater will leave 505 Oak Street property and continue to Scott Street.

RESPONSE: *If an overflow event should occur, stormwater would collect in the shallow swale in the northeast corner of the site. Since the elevation along the boundary in the northeast corner is flat, the overflow would be dispersed.*

1. Drainage Easements may be required if development conveys onsite generated stormwater through neighboring sites

RESPONSE: *The applicants are pursuing a defined easement with the adjoining properties to the north and northeast of the site, and believe that they will be able to come to an agreement with those property owners. However, per Colorado Law, there exists a "Natural Easement" which allows the water to continue to Scott Street. The legal principles of a "Natural Easement" are explained in USDCM; Volume 1, section 1.2. Additionally, this principle has been upheld by the Colorado Courts, most recently in Bittersweet Farms, Inc. v. Zimbelman, 976P.2d 326 (1998).*

- vi. Northeast Stormwater Control Method:

1. Provide information within plans and drainage report of dirt swale intent

RESPONSE: *Note has been added to the drawings and explained in the drainage report.*

- g. Provide landscape islands per Section 16-8-90 (d)

RESPONSE: *Landscape islands have been provided at the ends of the parking.*

4. Prior to SIA review and approval, the following comments will be required to be addressed / clarified.

- a. CDOT Access and Utility Permits

RESPONSE: *Applicant has applied for the Access Permit and is awaiting a response from CDOT.*

- b. Water minimum bury depth is 5-feet. Revise details for consistency across plans

RESPONSE: *Details have been revised*

- c. Provide information on how existing utilities servicing 505 Oak Street will be capped, demolished, abandoned, etc.

RESPONSE: *Utilities will be capped at the main with service lines abandoned in place.*

- d. Provide information to cap and abandon existing concrete headwall across from Chilcott Street within ROW

RESPONSE: *Referenced Concrete headwall is within the CDOT right of way and therefore should be incorporated into the highway improvement project.*

- e. Record with City an Operation and Maintenance Plan for the storm facilities, including storm infiltration systems.

RESPONSE: *Applicant will draft an Operation and Maintenance Plan for recordation with the City.*

5. The following contains informational comments for consideration

- a. Persistent to CDPHE General Permit for Stormwater Discharges Associated with Construction Activity”, all projects involving an earth disturbance of 1-acre or more require a Stormwater Management Plan (SWMP). The applicant must develop a SWMP prior to the commencement of any construction activity.

RESPONSE: *The Applicant is aware of the requirements to obtain a stormwater permit prior to construction and intends to do so.*

6. Applicant should provide responses to comments to accompany future submittals.

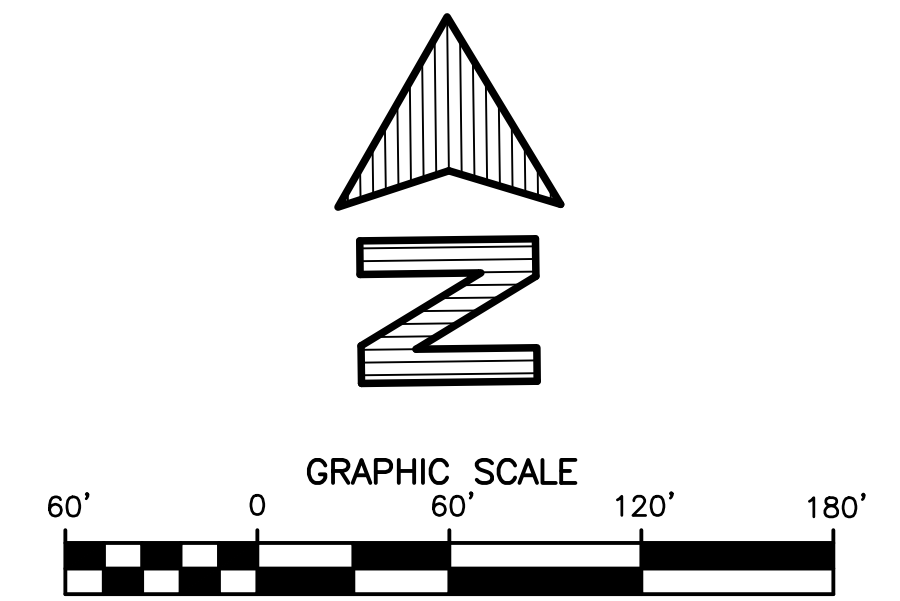
RESPONSE: *These are the requested responses.*

7. Applicant may be subject to additional comments upon future review of future submittals.

RESPONSES: Noted.

505 OAK STREET

PRELIMINARY P.U.D. PLAT



DIRECTIONS ARE BASED ON THE BEARING N88°51'43"W BETWEEN RECOVERED SURVEY MONUMENTS AT THE E1/4 COR. OF SEC. 10 AND THE SE COR. OF LOT 16, DE ANZA VISTA SUBDIVISION AS SHOWN AND DESCRIBED ON THIS PLAT.

LEGEND

- PROJECT BOUNDARY
- EXISTING/ADJACENT RIGHT-OF-WAY
- NEW ROAD RIGHT-OF-WAY
- NEW LOT LINE
- NEW EASEMENT LINE

Dimensional Standard	Existing	505 Oak PD	
		Lots 1-10	Lots 11-18
Zoning	C1	PUD	PUD
Min. lot size (sq. ft.)	5,625 5,063 ³ 3,750 ⁷	2,775	3,175
Density	2,800	2,000	750
Min. Lot Size Attached Units	2,800 2,520 ⁶	2,770	640
Min. Lot Frontage	37.5	0	0
Max. Lot Coverage: Structures	60%	60%	60%
Max. Lot Coverage: Parking	60%	60%	60%
Min. Landscaped Area	10%	10%	10%
Min. Setback: Front Lot Line	10'	5'	5'
Min. Setback: Side - Lot-Primary	5'	0'	0'
Min. Setback: Side Lot - detached accessory	3', 5', 10'	3', 5', 10'	3', 5', 10'
Min. Setback: Rear Lot - Principal Bldg	5'	5'	5'
Min. Setback: Rear Lot - Accessory Bldg	5'	5'	5'
Max. Building Height: Primary Bldg.	35'	35'	35'
Max. Building Height: Accessory Bldg.	25'	25'	25'

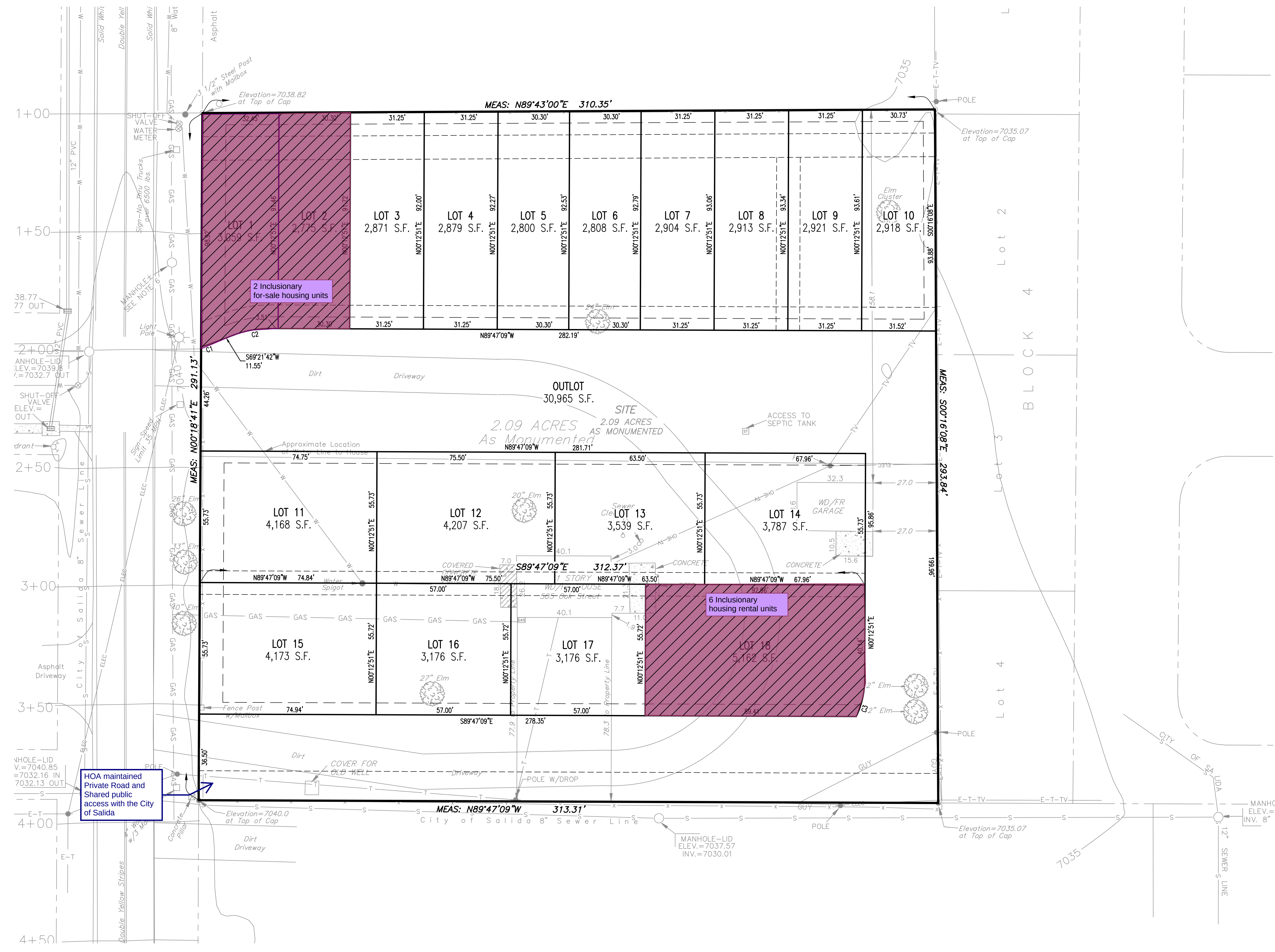
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8	DUPLEX	2,913	0.07	1	-
9	DUPLEX	2,921	0.07	1	-
10	DUPLEX	2,918	0.07	1	-
SUB-TOTAL		28,848	0.66	10	-
11	MULTI-FAMILY	4,168	0.10	4	-
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13	MULTI-FAMILY	3,539	0.08	4	-
14	MULTI-FAMILY	3,787	0.09	4	-
15	MULTI-FAMILY	4,173	0.10	4	-
16	MULTI-FAMILY	3,176	0.07	4	-
17	MULTI-FAMILY	3,176	0.07	4	-
18	MULTI-FAMILY	5,162	0.12	6	6
SUB-TOTAL		31,388	0.72	34	-
SHARED OUTLOT		30,965	0.71	-	-
SUB-TOTAL		30,965	0.71	-	-
PD TOTALS		91,201	2.09	44	8

OWNER:
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7625 U.S. HIGHWAY 50
SALIDA, CO 81201

LAND SURVEYOR
HENDERSON LAND SURVEYING
203 G STREET
SALIDA, CO 81201
CONTACT: MICHAEL K. HENDERSON

ASSISTED BY:
 CRABTREE GROUP INC.
ENGINEERING SMART GROWTH™



S:\122007 505 OAK STREET PUD\040 WORKS\122007 PUD\ MODEL.DWG 11/27/2023 10:59 AM



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) <u>Planned Development + Major Subdivision</u> |
| ☐ 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: "Dreamer & Doers" 505 OAK ST LLC.

Mailing Address: 7025 Hwy 50 Salida

Telephone Number: 719 530 1088 FAX: _____

Email Address: Ken@KenTownsend.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: 505 OAK ST

Street Address: 505 OAK ST

Legal Description: Lot _____ Block _____ 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 6-20-2022

Signature of property owner _____ Date _____

505 Oak Street PUD Written Description

The 505 Oak Street PUD proposes to create 18 lots non a 2.09 Acre Parcel of land in the C1 Zone district. Lots 1-10 are intended to be Duplex lots, and a total of 34 multifamily units will be constructed on Lots 11-18. Access, multi-family parking, and utilities for the development will be located in an Outlot, which will be shared by the entire development.

Access to the site will be gained from Oak Street (Highway 291), with the south access lane being shared between the proposed development and the new Fire department building, with is expected to be constructed on the lot south of the site.

There is an existing water main at the northwest corner of the property. To provide water service for the development, this main will be extended south within the Oak Street (Highway 291) right-of-way along the entire property frontage. To service the development, an 8" water main will be looped through the Outlot, with service connections being provided to each building. Fire hydrants will be located near the southwest and northeast corners of the site to provide fire protection for the site.

An existing sewer main runs along the southern boundary of the site. A manhole will be inserted into the main near the southeast corner of the site, with an 8" sewer main extending through the site to provide service.

The access road and parking will be paved, with concrete sidewalks around the perimeter of the multi-family lots to provide for pedestrian circulation. A concrete sidewalk will also be installed along the entire Oak Street frontage. This will encourage the future connection of neighboring properties, thereby expanding pedestrian access in the area.



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
4. Staff Review. Staff report or decision forwarded to the applicant (Administrative review)
5. Public Notice
6. Public Hearing with Planning Commission (Limited Impact and Major Impact Review Applications)
7. Public Notice
8. Hearing Conducted by City Council (Major Impact Review)

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

- ☐ 1. A General Development Agreement completed.
- ☒ 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. 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.

☒ 7. 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).

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

- ☒ 9. Any subdivision request including a plat meeting the requirements of Section 16-6-110;
- ☒ 10. 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 drainage ways 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;

- ☒ 11. An access permit from the Colorado Department of Transportation; and
Application has been submitted but permit has not been received.
- ☒ 12. 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.

The proposed development provides a mix of housing types and affordable housing units in compliance with the Comprehensive Plan

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.

The site is currently Zoned C1. in this Zone, Duplex and residential dwellings with up to 4 units are allowed with an Administrative Review.

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

The site standards, parking, and landscaping are shown in the engineering drawing.

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 existing site is unoccupied but has historically been used for residential dwelling. The area around the site is a mixture of commercial and residential uses. The proposed design will enhance the area by creating high quality housing and landscaping on a currently unmaintained site.

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.

The site use will be residential and is not expected to generate nuisance noise, odor, vibrations, or glare.

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.

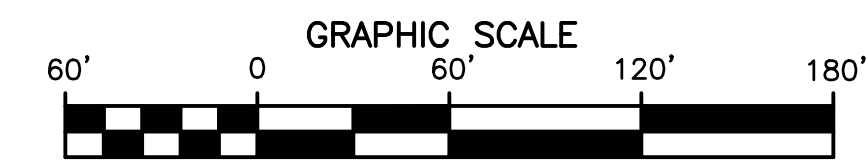
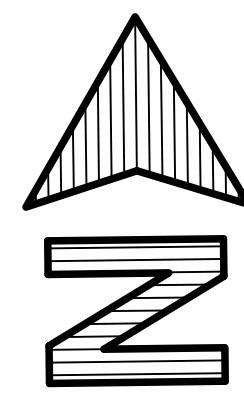
Public infrastructure is being extended through the site to provide the required services.

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 existing site is unmaintained. Development of the site will enhance the overall environmental conditions by providing ground cover that reduces soil migration from the site during wind and storm runoff events.

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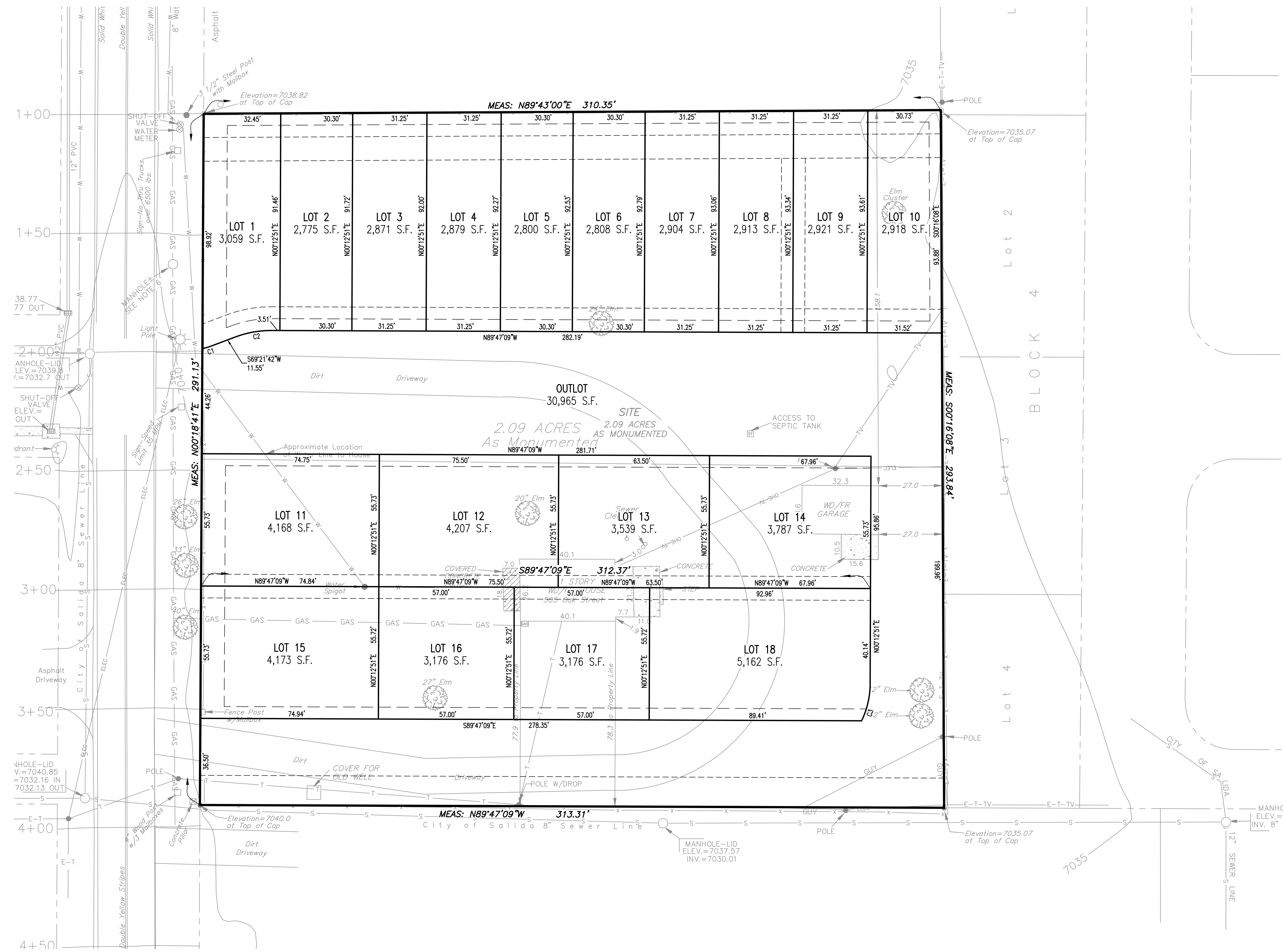
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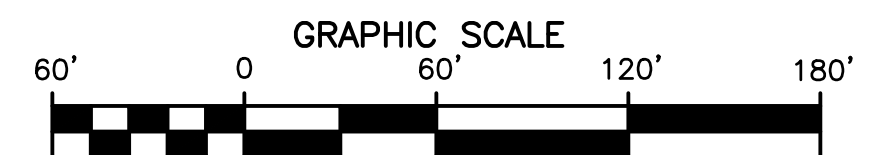
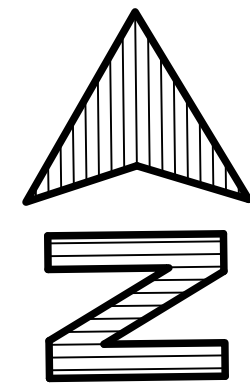
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	DENOTES EXISTING/ADJACENT RIGHT-OF-WAY
	DENOTES NEW ROAD RIGHT-OF-WAY
	DENOTES NEW LOT LINE
	DENOTES NEW EASEMENT LINE
	DENOTES FENCELINE
	DENOTES RECOVERED 5/8" REBAR WITH A 1-1/2" ALUMINUM CAP STAMPED '10721'
	DENOTES RECOVERED 5/8" REBAR WITH A 1-1/2" ALUMINUM CAP STAMPED 'LS 16177'
	DENOTES RECOVERED 5/8" REBAR WITH A 1" ALUMINUM CAP STAMPED 'PROPERTY CORNER ILS 1776'
	DENOTES MONUMENT TO BE SET PRIOR TO FILING OF FINAL PLAT.

CURVE TABLE

CURVE #	RADIUS	DELTA	LENGTH	CHORD	CHORD BRNG
C1	19.00	010°25'17"	3.46	3.45	S74°34'20"W
C2	43.04	020°22'55"	15.31	15.23	S80°01'06"W
C3	36.00	025°39'35"	16.12	15.99	N13°02'39"E

PLAT NOTES:

- ALL LOTS SHALL BE SUBJECT TO A DECLARATION OF COVENANTS AND HOME OWNERS ASSOCIATION (H.O.A) AS SET FORTH IN RECEPTION NO. _____ OF THE CHAFFEE COUNTY RECORDS.
- OUTLOT AND COMMON FACILITIES, INCLUDING PARKING, DRAINAGE, SIDEWALKS, AND LANDSCAPING, SHALL BE OWNED BY THE 505 OAK STREET HOMEOWNERS' ASSOCIATION, WHO SHALL BE RESPONSIBLE FOR ALL REQUIRED REPLACEMENT AND MAINTENANCE COST OF THE INFRASTRUCTURE.
- OUTLOT SHALL SERVE AS AN EXCLUSIVE DRAINAGE AND UTILITY EASEMENT FOR THE LOTS SHOWN HERON.

OWNER:

KENT TOWNSEND
7625 U.S. HIGHWAY 50
SALIDA, CO 81201

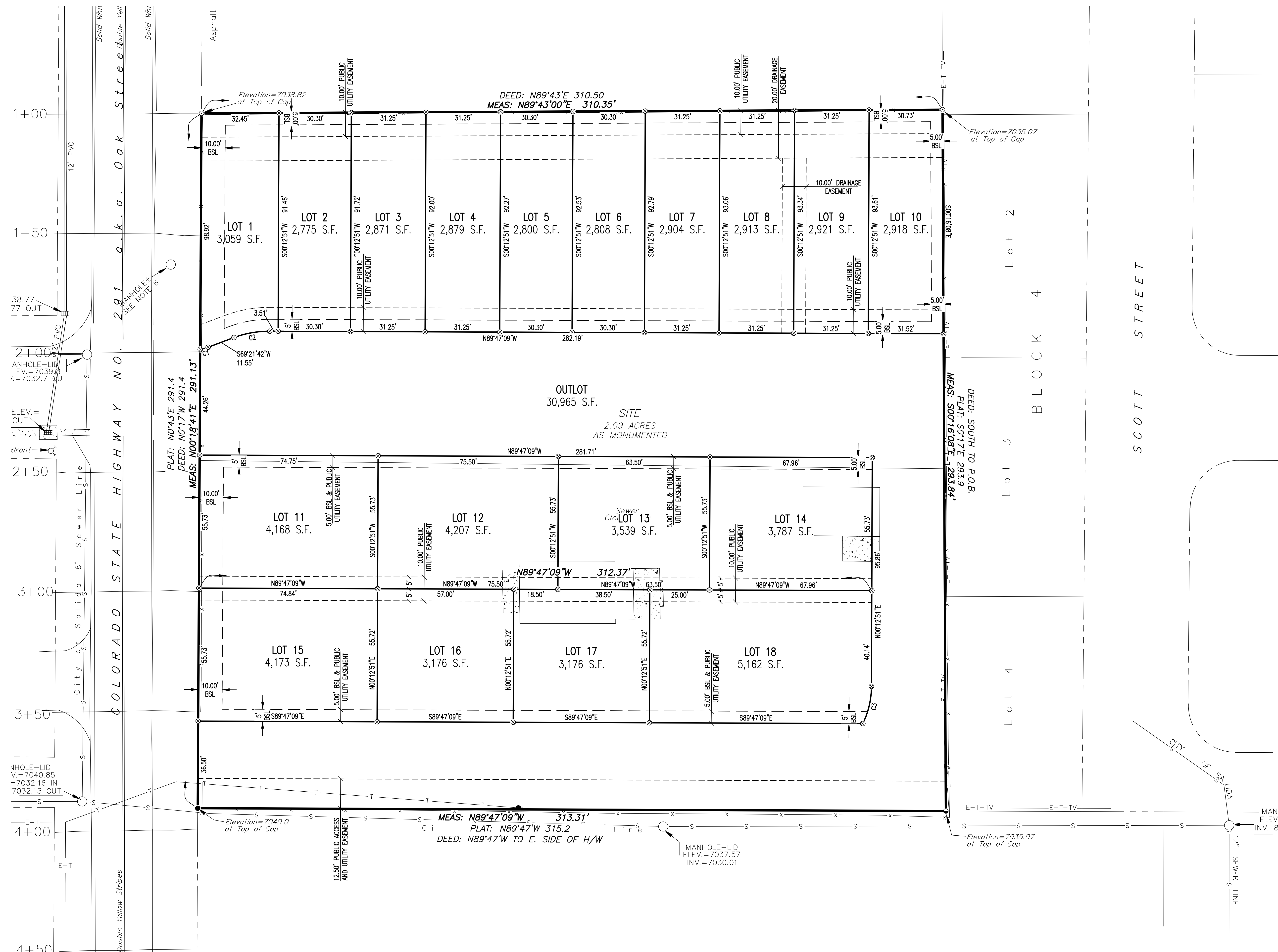
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ASSISTED BY:

CRABTREE GROUP INC.
ENGINEERING SMART GROWTH™

SHEET 1 OF 1



Traffic Impact Study

505 Oak Street

Salida, Colorado

Prepared for:
Crabtree Group, Inc.

Kimley»Horn

T R A F F I C I M P A C T S T U D Y

505 Oak Street

Salida, Colorado

Prepared for
Crabtree Group, Inc.
325 D. Street
P.O. Box 924
Salida, Colorado 81201

Prepared by
Kimley-Horn and Associates, Inc.
4582 South Ulster Street
Suite 1500
Denver, Colorado 80237
(303) 228-2300



August 2022

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

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1.0 EXECUTIVE SUMMARY

The 505 Oak Street project is proposed to be located on the east side of the Chilcott Street and Oak Street (SH-291) intersection in Salida, Colorado. This development is proposed to include 34 apartment units and 10 duplex units. It is expected that the 505 Oak Street project will be completed in the next several years. Therefore, analysis was conducted for the 2025 short-term buildout horizon as well as the 2045 long-term twenty-year planning horizon.

The purpose of this traffic study is to identify project traffic generation characteristics to determine potential project traffic related impacts on the local street system and to develop the necessary mitigation measures required for the identified traffic impacts. The following intersections were incorporated into this traffic study in accordance with the City of Salida and State of Colorado Department of Transportation (CDOT) standards and requirements:

- Chilcott Street & Oak Street (SH-291) (#1)
- Rainbow Blvd (US-50) & Oak Street (SH-291) (#2)

In addition, the proposed full movement access along Oak Street (SH-291) (#3) was evaluated.

Regional access to 505 Oak Street will be provided by US-50, US-285 and State Highway 291 (SH-291). Primary access will be provided by Rainbow Boulevard (US-50) and Oak Street (SH-291). Direct access will be provided by a proposed full movement access to be constructed as the east leg of the Chilcott Street and Oak Street (SH-291) (#1) intersection and a new full movement access to be located on the east side of Oak Street (SH-291) approximately 165 feet to the south of the Chilcott Street and Oak Street (SH-291) (#1) intersection, measured center to center.

The 505 Oak Street project is expected to generate approximately 302 weekday daily trips, with 19 of these trips occurring during the morning peak hour and 23 of these trips occurring during the afternoon peak hour.

Based on the analysis presented in this report, Kimley-Horn believes the 505 Oak Street project will be successfully incorporated into the existing and future roadway network. Analysis of the existing street network, the proposed project development, and expected traffic volumes resulted in the following conclusions and recommendations:

- The threshold for requiring an access permit along Colorado Department of Transportation (CDOT) roadways occurs when project traffic is anticipated to increase the existing access traffic volumes by more than 20 percent or when an access is proposed to be improved or constructed. Based on traffic projections, the addition of project traffic on the east leg of the Chilcott Street/Oak Street (SH-291) (#1) intersection is anticipated to increase existing traffic by more than 20 percent. Therefore, an access permit is anticipated to be required for this access. In addition, with construction of the South Access (#3), an access permit at this access is anticipated to be required. Of note, the addition of project traffic to the Rainbow Boulevard (US-50) and Oak Street (SH-291) (#2) intersection is not anticipated to increase the existing access traffic volumes by more than 20 percent, with the largest anticipated percent increase on the north leg on Oak Street (SH-291) during the morning peak hour with 1.7 percent (6/363 vehicles).
- Two full movement accesses are proposed on the east side of Oak Street (SH-291). The North Access is proposed to be constructed to align with the west leg of the Chilcott Street and Oak Street (SH-291) (#1) intersection, while the South Access (#3) is proposed to be located about 165 feet south of this intersection, measured center to center. It is recommended that R1-1 “STOP” signs be installed on the exiting westbound approach for vehicles exiting the development at both of these accesses. Turning movements into the North Access (#1) in the northbound and southbound direction are recommended to be provided from the shared left/through/right turn lane. Turning movements into the South Access (#3) in the northbound and southbound directions are recommended to be provided from the existing through lane. Shared westbound left/right turn lanes are recommended to be provided at each access for vehicles exiting the development.
- Any onsite or offsite improvements should be incorporated into the Civil Drawings and conform to standards of the City of Salida, CDOT, and the Manual on Uniform Traffic Control Devices (MUTCD) – 2009 Edition.

2.0 INTRODUCTION

Kimley-Horn and Associates, Inc. has prepared this report to document the results of a Traffic Impact Study for the 505 Oak Street project proposed to be located on the east side of the Chilcott Street and Oak Street (SH-291) intersection in Salida, Colorado. A vicinity map illustrating the 505 Oak Street development location is shown in **Figure 1**. 505 Oak Street is proposed to include 34 apartment units and 10 duplex units. A conceptual site plan is attached in **Appendix E**. It is expected that 505 Oak Street will be completed in the next several years; therefore, analysis was conducted for the 2025 short-term buildout horizon as well as the 2045 long-term twenty-year planning horizon.

The purpose of this traffic study is to identify project traffic generation characteristics to determine potential project traffic related impacts on the local street system and to develop the necessary mitigation measures required for the identified traffic impacts. The following intersections were incorporated into this traffic study in accordance with the City of Salida and State of Colorado Department of Transportation (CDOT) standards and requirements:

- Chilcott Street & Oak Street (SH-291) (#1)
- Rainbow Blvd (US-50) & Oak Street (SH-291) (#2)

In addition, the proposed full movement access along Oak Street (SH-291) (#3) was evaluated.

Regional access to 505 Oak Street will be provided by US-50, US-285 and State Highway 291 (SH-291). Primary access will be provided by Rainbow Boulevard (US-50) and Oak Street (SH-291). Direct access will be provided by a proposed full movement access to be constructed as the east leg of the Chilcott Street and Oak Street (SH-291) (#1) intersection and a new full movement access to be located on the east side of Oak Street (SH-291) approximately 165 feet to the south of the Chilcott Street and Oak Street (SH-291) (#1) intersection, measured center to center.

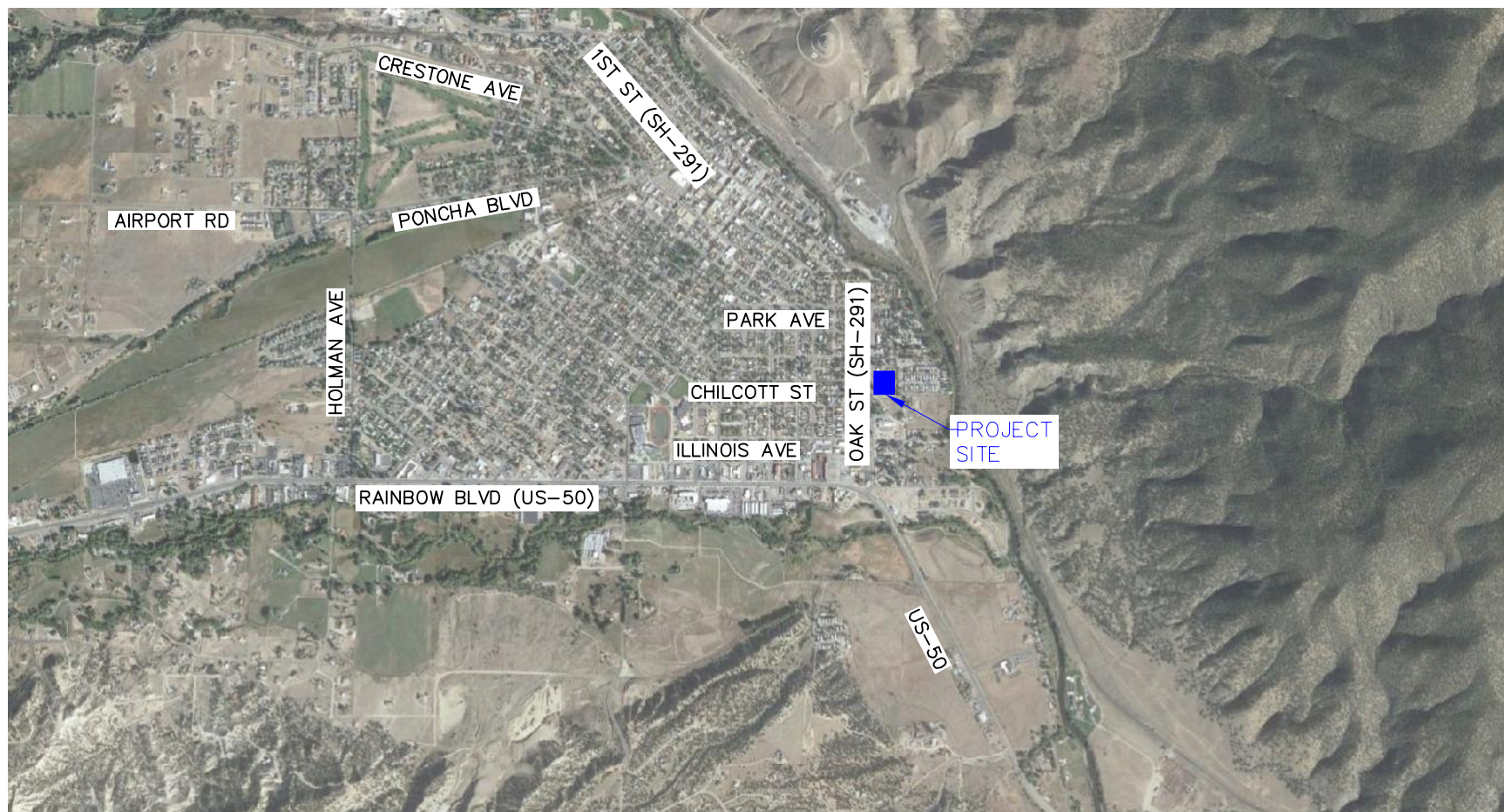


FIGURE 1
505 OAK STREET
SALIDA, COLORADO
VICINITY MAP

3.0 EXISTING AND FUTURE CONDITIONS

3.1 Existing Study Area

The existing site is comprised of a single family home. Generally surrounding the area are additional single-family homes. Directly to the north and to the west of the site are some commercial uses.

3.2 Existing Roadway Network

US-50 is also known as Rainbow Boulevard within the City of Salida. Rainbow Boulevard (US-50) is mainly an east/west roadway and provides two through lanes in each direction and a two-way left turn lane within the study area. In this area, the posted speed limit is 45 miles per hour. This roadway is categorized as an NR-A (Non-Rural Principal Highway) facility by the State of Colorado Department of Transportation (CDOT).

Oak Street (SH-291) extends north/south and provides one through lane in each direction. The posted speed limit in this area is 35 miles per hour. This roadway is categorized by CDOT as an NR-C (Non-Rural Arterial) facility.

Chilcott Street extends east/west and provides one through lane in each direction. The posted speed limit along this roadway is 25 miles per hour.

The unsignalized intersection of Chilcott Street and Oak Street (SH-291) (#1) operates with stop control on the eastbound and westbound Chilcott Street approaches. Each of the four approaches to this intersection provide shared left/through/right turning movements in a single lane. Of note, the east leg of this intersection, while present, is a driveway entrance to the existing single family home which occupies the project site.

The unsignalized 'T'-intersection of Rainbow Boulevard (US-50) and Oak Street (SH-291) (#2) operates with stop control on the southbound Oak Street (SH-291) approach. The southbound Oak Street (SH-291) approach provides a left turn lane and a right turn lane. The eastbound Rainbow Boulevard (US-50) approach provides a left turn lane and two through lanes. The westbound Rainbow Boulevard (US-50) approach provides two through lanes and a right turn lane. It is known that the City of Salida and CDOT have been working together to develop plans for improvements to this intersection and several alternatives have been proposed, however, it

has been noted that construction is not imminent. It is anticipated that CDOT will be preparing detailed plans and performing the analysis of each scenario at this intersection.

The intersection lane configuration and control for the study area intersections are shown in **Figure 2**.

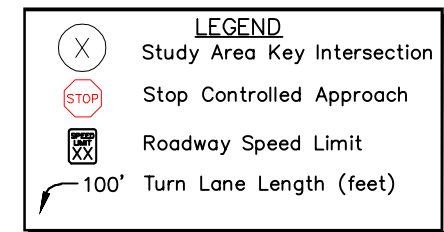
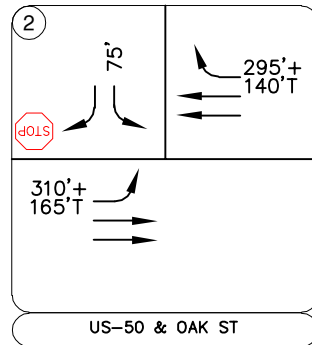
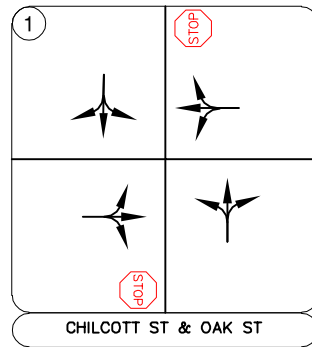


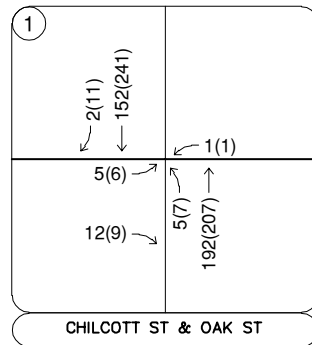
FIGURE 2
505 OAK STREET
SALIDA, COLORADO
EXISTING GEOMETRY AND CONTROL

3.3 Existing Traffic Volumes

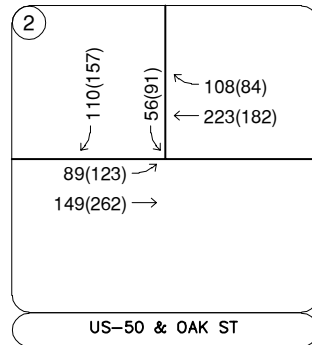
Existing turning movement counts were conducted at the study intersections on Tuesday, August 2, 2022 during the weekday morning and afternoon peak hours. The counts were conducted during the morning and afternoon peak hours of adjacent street traffic in 15-minute intervals from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM on this count date. The existing intersection traffic volumes are shown in **Figure 3** with count sheets provided in **Appendix A**.

3.4 Unspecified Development Traffic Growth

According to information provided on the website for the Colorado Department of Transportation (CDOT), the 20-year growth factor along Oak Street (SH-291) and Rainbow Boulevard (US-50) in the vicinity of the site is between 1.08 and 1.09. This 20-year growth factor equates to an average annual growth rate of 0.40 percent. Traffic information from the CDOT Online Transportation Information System (OTIS) website is included in **Appendix B**. To be conservative, an annual growth rate of 0.50 percent was used to estimate near term 2025 and long term 2045 traffic volume projections at the key intersections. Background traffic volumes for 2025 and 2045 are shown in **Figures 4** and **5**, respectively.



Tuesday, August 2, 2022
7:30 to 8:30AM (4:15 to 5:15PM)



Tuesday, August 2, 2022
7:30 to 8:30AM (4:15 to 5:15PM)



LEGEND

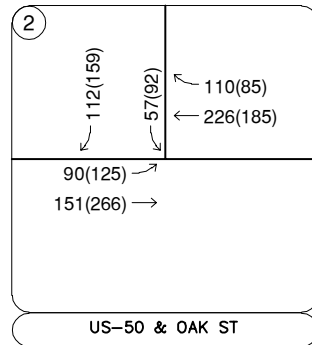
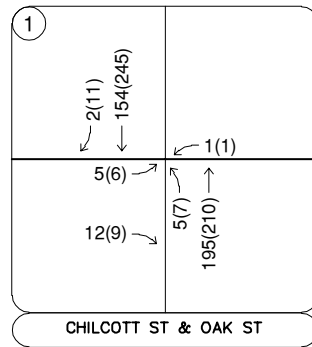
(X) Study Area Key Intersection

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

[XX,X00] Estimated Daily Traffic Volume

FIGURE 3
505 OAK STREET
SALIDA, COLORADO
2022 EXISTING TRAFFIC VOLUMES





LEGEND

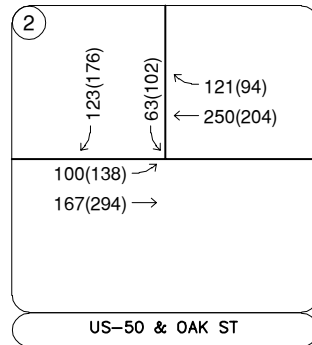
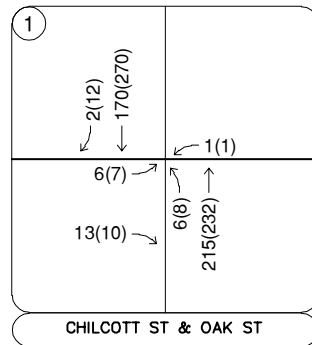
(X) Study Area Key Intersection

xxx(XXX) Weekday AM(PM)
Peak Hour Traffic Volumes

[xx,x00] Estimated Daily Traffic Volume



FIGURE 4
505 OAK STREET
SALIDA, COLORADO
2025 BACKGROUND TRAFFIC VOLUMES



LEGEND

(X) Study Area Key Intersection

xxx(XXX) Weekday AM(PM)
Peak Hour Traffic Volumes

[xx,x00] Estimated Daily Traffic Volume

FIGURE 5
505 OAK STREET
SALIDA, COLORADO
2045 BACKGROUND TRAFFIC VOLUMES



4.0 PROJECT TRAFFIC CHARACTERISTICS

4.1 Trip Generation

Site-generated traffic estimates are determined through a process known as trip generation. Rates and equations are applied to the proposed land use to estimate traffic generated by the development during a specific time interval. The acknowledged source for trip generation rates is the *Trip Generation Manual*¹ published by the Institute of Transportation Engineers (ITE). ITE has established trip rates in nationwide studies of similar land uses. For this study, Kimley-Horn used the ITE Trip Generation Report average rates that apply to Single-Family Attached Housing (ITE Land Use Code 215) and Multifamily Low-Rise Housing (ITE Land Use Code 220) for traffic associated with the development.

The 505 Oak Street project is expected to generate approximately 302 weekday daily trips, with 19 of these trips occurring during the morning peak hour and 23 of these trips occurring during the afternoon peak hour. Calculations were based on the procedure and information provided in the ITE *Trip Generation Manual, 11th Edition – Volume 1: User's Guide and Handbook*, 2021.

Table 1 summarizes the estimated trip generation for the 505 Oak Street. The trip generation worksheets are included in **Appendix C**.

Table 1 – 505 Oak Street Traffic Generation

Land Use and Size	Weekday Vehicle Trips						
	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Single-Family Attached Housing (ITE 215) – 10 Dwelling Units	72	1	4	5	3	3	6
Multifamily Low-Rise Housing (ITE 220) – 34 Dwelling Units	230	3	11	14	11	6	17
Total Project Trips	302	4	15	19	14	9	23

¹ Institute of Transportation Engineers, *Trip Generation Manual*, Eleventh Edition, Washington DC, 2021.

4.2 Trip Distribution

Distribution of site traffic on the street system was based on the area street system characteristics, existing traffic patterns, existing and anticipated surrounding demographic (employment, school, and attraction) information, and the proposed access system for the project. The directional distribution of traffic is a means to quantify the percentage of site-generated traffic that approaches the site from a given direction and departs the site back to the original source. The project trip distribution for the proposed development is illustrated in **Figure 6**.

4.3 Traffic Assignment

505 Oak Street project traffic assignment was obtained by applying the project trip distribution to the estimated traffic generation of the development shown in **Table 1**. Traffic assignment is shown in **Figure 7**.

4.4 Total (Background Plus Project) Traffic

Site traffic volumes were added to the background volumes to represent estimated traffic conditions for the short-term 2025 buildout horizon and long-term 2045 twenty-year planning horizon. These total traffic volumes for the study area are illustrated for the 2025 and 2045 horizon years in **Figures 8 and 9**, respectively.

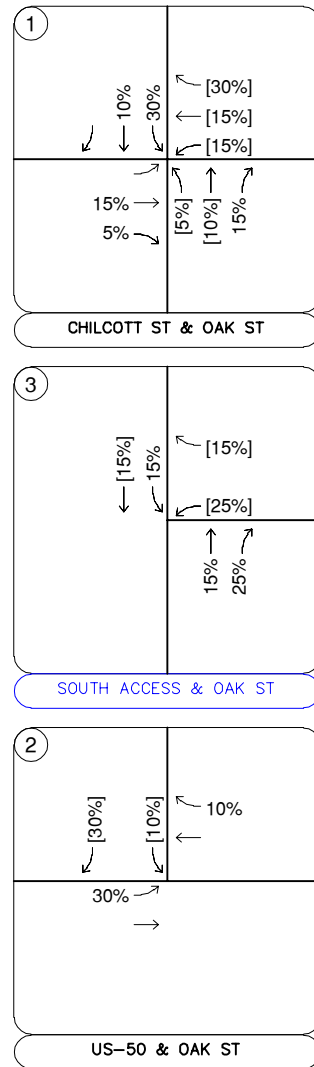
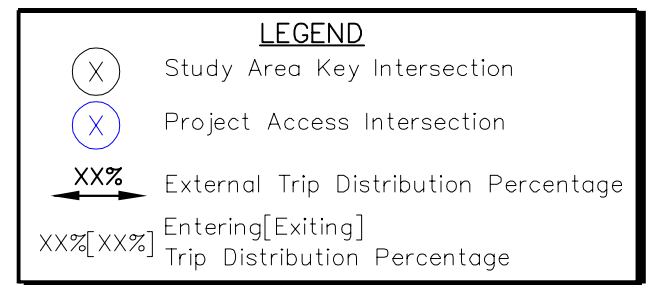
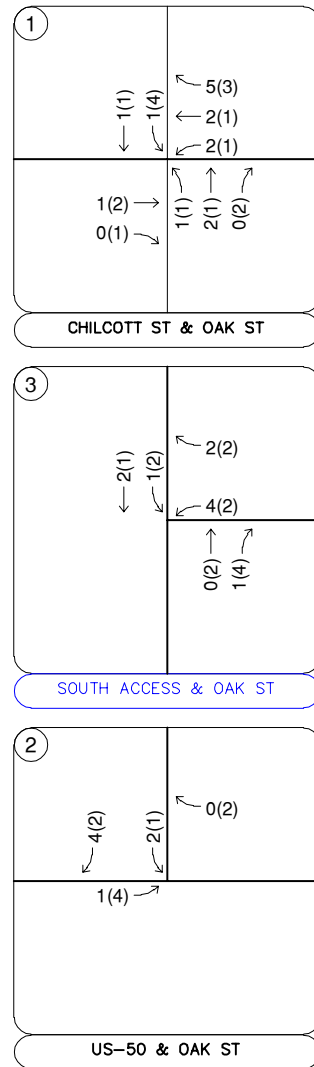


FIGURE 6
505 OAK STREET
SALIDA, COLORADO
PROJECT TRIP DISTRIBUTION





LEGEND

- (X) Study Area Key Intersection
- (X) Project Access Intersection
- XXX(XXX) Weekday AM(PM)
Peak Hour Traffic Volumes
- [XX,X00] Estimated Daily Traffic Volume

FIGURE 7
505 OAK STREET
SALIDA, COLORADO
PROJECT TRAFFIC ASSIGNMENT

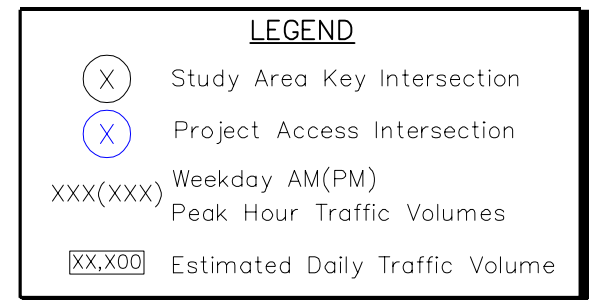
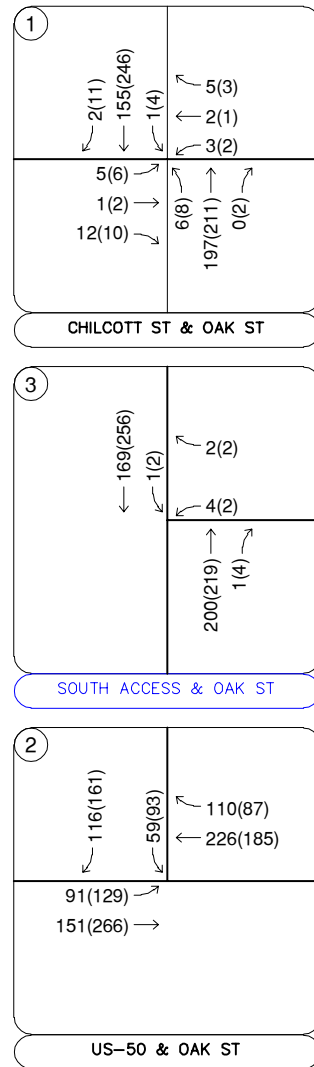


FIGURE 8
505 OAK STREET
SALIDA, COLORADO
2025 TOTAL TRAFFIC VOLUMES

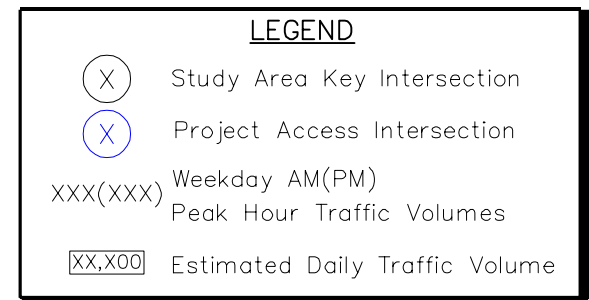
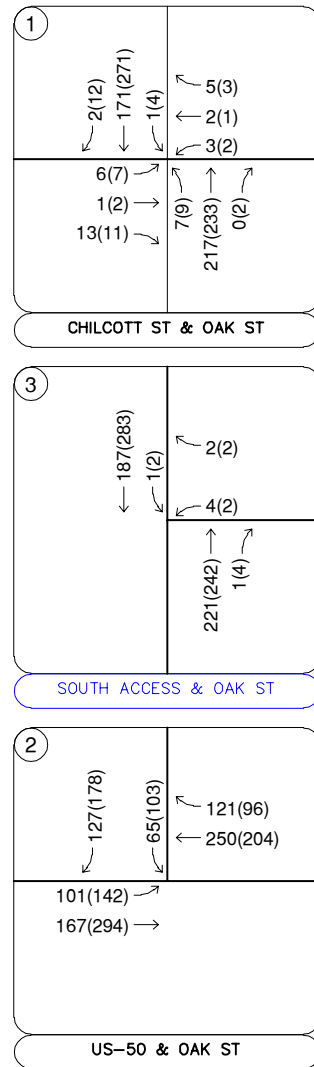


FIGURE 9
505 OAK STREET
SALIDA, COLORADO
2045 TOTAL TRAFFIC VOLUMES



5.0 TRAFFIC OPERATIONS ANALYSIS

Kimley-Horn's analysis of traffic operations in the site vicinity was conducted to determine potential capacity deficiencies in the 2025 and 2045 development horizons at the identified key intersections. The acknowledged source for determining overall capacity is the current edition of the *Highway Capacity Manual (HCM)*².

5.1 Analysis Methodology

Capacity analysis results are listed in terms of Level of Service (LOS). LOS is a qualitative term describing operating conditions a driver will experience while traveling on a particular street or highway during a specific time interval. It ranges from A (very little delay) to F (long delays and congestion). For intersections and roadways in this study area, standard traffic engineering practice recommends overall intersection LOS D and movement/approach LOS E as the minimum desirable thresholds for acceptable operations. **Table 2** shows the definition of level of service for unsignalized intersections.

Table 2 – Level of Service Definitions

Level of Service	Unsignalized Intersection Average Total Delay (sec/veh)
A	≤ 10
B	> 10 and ≤ 15
C	> 15 and ≤ 25
D	> 25 and ≤ 35
E	> 35 and ≤ 50
F	> 50

Definitions provided from the Highway Capacity Manual, Sixth Edition, Transportation Research Board, 2016.

Study area intersections were analyzed based on average total delay analysis for unsignalized intersections. Under the unsignalized analysis, the LOS for a two-way stop-controlled intersection is determined by the computed or measured control delay and is defined for each minor movement. LOS for a two-way stop-controlled intersection is not defined for the intersection as a whole.

² Transportation Research Board, *Highway Capacity Manual*, Sixth Edition, Washington DC, 2016.

5.2 Key Intersection Operational Analysis

Calculations for the operational level of service at the key intersections for the study area are provided in **Appendix D**. The existing year analysis is based on the lane geometry and intersection control shown in **Figure 2**. Existing peak hour factors were utilized in the existing, 2025, and 2045 horizon analysis years. Synchro traffic analysis software was used to analyze the unsignalized key intersections for HCM level of service.

Chilcott Street and Oak Street (SH-291) (#1)

The intersection of Chilcott Street and Oak Street (SH-291) (#1) is unsignalized with stop control on the eastbound and westbound approaches. The intersection movements operate acceptably at LOS B or better during both peak hours under existing conditions. With project traffic, all movements are anticipated to continue operating at an acceptable level of service throughout the 2045 horizon. Therefore, no improvements or modifications are anticipated to be needed at this intersection based on the addition of project traffic and this operational level of service analysis. **Table 3** provides the results of the LOS analysis conducted at this intersection.

Table 3 – Chilcott Street & Oak Street (SH-291) (#1) LOS Results

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2022 Existing				
Northbound Left	7.6	A	7.8	A
Eastbound Approach	10.0	B	11.0	B
Westbound Approach	11.8	B	12.7	B
2025 Background				
Northbound Left	7.6	A	7.8	A
Eastbound Approach	10.0	B	11.0	B
Westbound Approach	11.8	B	12.8	B
2025 Background Plus Project				
Northbound Left	7.6	A	7.8	A
Eastbound Approach	10.2	B	11.3	B
Westbound Approach	10.8	B	11.3	B
Southbound Left	7.7	A	7.7	A
2045 Background				
Northbound Left	7.7	A	7.9	A
Eastbound Approach	10.3	B	11.5	B
Westbound Approach	12.3	B	13.5	B
2045 Background Plus Project				
Northbound Left	7.7	A	7.9	A
Eastbound Approach	10.5	B	11.8	B
Westbound Approach	11.1	B	11.7	B
Southbound Left	7.8	A	7.8	A

Rainbow Boulevard (US-50) and Oak Street (SH-291) (#2)

The intersection of Rainbow Boulevard (US-50) and Oak Street (SH-291) (#2) is unsignalized with stop control on the southbound Oak Street (SH-291) approach. The intersection movements operate acceptably at LOS B or better during both peak hours under existing conditions. With project traffic, all movements are anticipated to continue operating at an acceptable level of service throughout the 2045 horizon. It is known that the City of Salida and CDOT have been working together to develop plans for improvements to this intersection and several alternatives have been proposed, however, it has been noted that construction is not imminent. The possible improvements being shared have included a future south leg with signal control, a five-legged roundabout incorporating CR-105 as the fifth leg, and a couplet four-legged roundabout. It is anticipated that CDOT will be preparing detailed plans and performing the analysis of each scenario at this intersection. **Table 4** provides the results of the LOS analysis conducted at this intersection.

Table 4 – Rainbow Boulevard (US-50) & Oak Street (SH-291) (#2) LOS Results

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2022 Existing				
Eastbound Left	8.4	A	8.2	A
Southbound Left	12.7	B	14.2	B
Southbound Right	9.6	A	9.7	A
2025 Background				
Eastbound Left	8.4	A	8.2	A
Southbound Left	12.7	B	14.3	B
Southbound Right	9.7	A	9.7	A
2025 Background Plus Project				
Eastbound Left	8.4	A	8.2	A
Southbound Left	12.8	B	14.5	B
Southbound Right	9.7	A	9.7	A
2045 Background				
Eastbound Left	8.6	A	8.3	A
Southbound Left	13.4	B	15.5	C
Southbound Right	9.8	A	9.9	A
2045 Background Plus Project				
Eastbound Left	8.6	A	8.3	A
Southbound Left	13.5	B	15.6	C
Southbound Right	9.9	A	9.9	A

Project Accesses

With completion of the 505 Oak Street project, two full movement accesses are proposed on the east side of Oak Street (SH-291). The North Access is proposed to be constructed to align with the west leg of the Chilcott Street and Oak Street (SH-291) (#1) intersection, while the South Access (#3) is proposed to be located about 165 feet south of this intersection, measured center to center. It is recommended that R1-1 “STOP” signs be installed on the exiting westbound approach for vehicles exiting the development at each of these accesses. **Table 5** provides the results of the level of service for the South Access (#3)—the results for the North Access (#1) were included previously in the Chilcott Street and Oak Street (SH-291) (#1) results in **Table 3**. As shown in **Table 5**, the South Access intersection along Oak Street (SH-291) (#3) is anticipated to have all movements operating with acceptable LOS B or better during the peak hours in both the buildout year 2025 and the 2045 long term horizons.

Table 5 – 505 Oak Street South Access (#3) Level of Service Results

Intersection	2025 Total				2045 Total			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
South Access (#3)								
Westbound Approach	10.5	B	10.8	B	10.8	B	11.1	B
Southbound Left	7.7	A	7.7	A	7.7	A	7.8	A

5.3 CDOT Turn Bay Length Analysis

The threshold for requiring an access permit along Colorado Department of Transportation (CDOT) roadways occurs when project traffic is anticipated to increase the existing access traffic volumes by more than 20 percent or when an access is proposed to be improved or constructed. Based on traffic projections, the addition of project traffic on the east leg of the Chilcott Street/Oak Street (SH-291) (#1) intersection is anticipated to increase existing traffic by more than 20 percent. Therefore, an access permit is anticipated to be required for this access. In addition, with construction of the South Access (#3), an access permit at this access is anticipated to be required. Of note, the addition of project traffic to the Rainbow Boulevard (US-50) and Oak Street (SH-291) (#2) intersection is not anticipated to increase the existing access traffic volumes by more than 20 percent, with the largest anticipated percent increase on the north leg on Oak Street (SH-291) during the morning peak hour with 1.7 percent (6/363 vehicles).

Oak Street (SH-291) is categorized as an NR-C roadway with a 35 mile per hour (mph) speed limit in the study area, as such turn lanes requirements are to be designed per the State Highway Access Code (SHAC). According to the State Highway Access Code for category Non-Rural Arterial (NR-C) roadways with a posted speed of 40 mph or less, the turn lane warrants are as follows:

- A left turn deceleration lane and taper is required for any access with a projected peak hour ingress turning volume greater than 25 vehicles per hour (vph).
- A right turn deceleration lane and taper is required for any access with a projected peak hour ingress turning volume greater than 50 vph.

Based on the 2025 traffic volume projections, turn lane requirements at the project access intersections along Oak Street (SH-291) are as follows:

Chilcott Street & Oak Street (SH-291) (#1)

- A southbound left turn lane **is not** warranted and does not exist at the Chilcott Street and Oak Street (SH-291) (#1) intersection based on projected 2025 background plus project traffic volumes being 4 vehicles during the peak hour and the threshold being 25 vph.
- A northbound right turn lane **is not** warranted and does not exist at the Chilcott Street and Oak Street (SH-291) (#1) intersection based on projected 2025 background plus project traffic volumes being 2 vehicles during the peak hour and the threshold being 50 vph.

South Access & Oak Street (SH-291) (#3)

- A southbound left turn lane **is not** warranted and does not exist at the South Access and Oak Street (SH-291) (#3) intersection based on projected 2025 background plus project traffic volumes being 2 vehicles during the peak hour and the threshold being 25 vph.
- A northbound right turn lane **is not** warranted and does not exist at the South Access and Oak Street (SH-291) (#3) intersection based on projected 2025 background plus project traffic volumes being 4 vehicles during the peak hour and the threshold being 50 vph.

5.4 Vehicle Queuing Analysis

A vehicle queuing analysis was conducted for the study area intersections. The queuing analysis was performed using Synchro presenting the results of the 95th percentile queue lengths. Results are shown in the following **Table 6** with calculations provided within the level of service operational sheets of **Appendix D** for the unsignalized intersections.

Table 6 – Turn Lane Queuing Analysis Results

Intersection Turn Lane	Existing Turn Lane Length (feet)	2025 Calculated Queue (feet)	2025 Recommended Length (feet)	2045 Calculated Queue (feet)	2045 Recommended Length (feet)
US-50 & Oak Street (#2)					
Eastbound Left	310'+165'T	25'	310'+165'T	25'	310'+165'T
Westbound Right	295'+140'T	0'	295'+140'T	0'	295'+140'T
Southbound Left	75'	25'	75'	25'	75'
Southbound Right	C	25'	C	25'	C

T = Taper Length; C = Continuous

As shown in **Table 6**, all vehicle queues are anticipated to remain within the existing turn lane lengths through 2045. Therefore, no improvements or modifications to these turn lane lengths are anticipated to be needed at this intersection based on the addition of project traffic and this queuing analysis. As noted previously, it is known that the City of Salida and CDOT have been working together to develop plans for improvements to this intersection and several alternatives have been proposed, however, it has been noted that construction is not imminent.

5.5 Improvement Summary

Based on the results of the intersection operational and vehicle queuing analysis, the key intersection recommended improvements and control are shown in **Figure 10**.

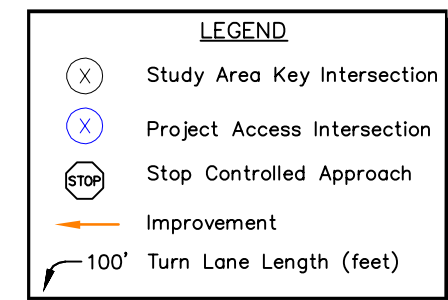
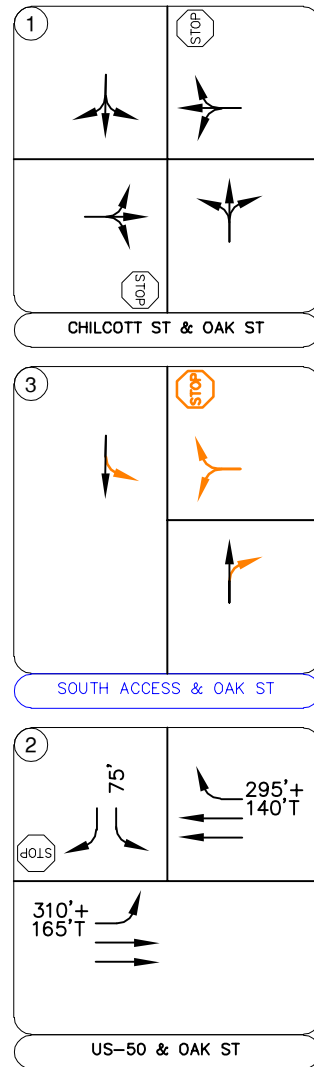


FIGURE 10
505 OAK STREET
SALIDA, COLORADO
RECOMMENDED GEOMETRY AND CONTROL

6.0 CONCLUSIONS AND RECOMMENDATIONS

Based on the analysis presented in this report, Kimley-Horn believes the 505 Oak Street project will be successfully incorporated into the existing and future roadway network. Analysis of the existing street network, the proposed project development, and expected traffic volumes resulted in the following conclusions and recommendations:

- The threshold for requiring an access permit along Colorado Department of Transportation (CDOT) roadways occurs when project traffic is anticipated to increase the existing access traffic volumes by more than 20 percent or when an access is proposed to be improved or constructed. Based on traffic projections, the addition of project traffic on the east leg of the Chilcott Street/Oak Street (SH-291) (#1) intersection is anticipated to increase existing traffic by more than 20 percent. Therefore, an access permit is anticipated to be required for this access. In addition, with construction of the South Access (#3), an access permit at this access is anticipated to be required. Of note, the addition of project traffic to the Rainbow Boulevard (US-50) and Oak Street (SH-291) (#2) intersection is not anticipated to increase the existing access traffic volumes by more than 20 percent, with the largest anticipated percent increase on the north leg on Oak Street (SH-291) during the morning peak hour with 1.7 percent (6/363 vehicles).
- Two full movement accesses are proposed on the east side of Oak Street (SH-291). The North Access is proposed to be constructed to align with the west leg of the Chilcott Street and Oak Street (SH-291) (#1) intersection, while the South Access (#3) is proposed to be located about 165 feet south of this intersection, measured center to center. It is recommended that R1-1 “STOP” signs be installed on the exiting westbound approach for vehicles exiting the development at each of these accesses. Turning movements into the North Access (#1) in the northbound and southbound direction are recommended to be provided from the shared left/through/right turn lane. Turning movements into the South Access (#3) in the northbound and southbound directions are recommended to be provided from the existing through lane. Shared westbound left/right turn lanes are recommended to be provided at each access for vehicles exiting the development.
- Any onsite or offsite improvements should be incorporated into the Civil Drawings and conform to standards of the City of Salida, CDOT, and the Manual on Uniform Traffic Control Devices (MUTCD) – 2009 Edition.

APPENDICES



Transportation Impact Study Methodology Form

Prior to starting a traffic impact study, a Methodology Form must be submitted for review and signed by the Region 5 Access Engineer. It shall be included as part of the study.

CONTACT INFORMATION

Consultant: Name: Curtis Rowe / Kimley-Horn and Associates, Inc.
Telephone: (303) 228 -2304
Email: curtis.rowe@kimley-horn.com
Developer/Owner Name: Crabtree Group, Inc.

PROJECT INFORMATION

Project Name	505 Oak Street
Project Location	505 Oak Street, Salida CO 81201
Project Description (Attached proposed site plan)	Redevelopment of existing 2.09 acre single-family home property; proposed to have 34 apartment units and 10 duplex units
State Highway	US-50, SH-291
County	Chaffee
Mile Post	SH-291, MP 0.38
Posted Speed Limit	35

TIS ASSUMPTIONS

Study Years	Current Year:2022	Buildout Year:2025	Long Term Year:2045
Traffic Assessment Level (Provide justification)	Full traffic impact study		
Study Intersections	1.Chilcott St & Oak St (SH-291)	6.	
	2.US-50 & Oak St (SH-291)	7.	
	3.Project access on Oak St (SH-291)	8.	
	4.	9.	
	5.	10.	
Future Growth Rate	☒ OTIS0.40%	☐ Regional TDM	☐ Other
Seasonal Adjustment Factor	N/A		



COLORADO

Department of Transportation

Region 5

ASSUMPTIONS CONTINUED

Project Trip Distribution (State assumptions and attach sketch that shows individual movements.)	See attached. Assumed: 30% from west leg of US-50/Oak St, 10% from east leg of US-50/Oak St, 20% from Chilcott St, 40% from north leg of Chilcott St/Oak St			
Trip Reduction Percentage	Internal Capture:	N/A	Pass By:	N/A
	Multi-Modal:	N/A	Other:	N/A
Study Time Periods	☒ AM (7-9)		☒ PM (4-6)	
(Check all that apply)	☐ SAT (Midday)		☐ Weekday	
Existing and Proposed ITE Trip Generation Land Use	For 10 duplex units: 215 Single-Family Attached For 34 apartment units: 220 Multifamily Low-Rise Trip Generation sheets attached			
Analysis Methods (Check all that apply)	☒ Synchro or ☐ HCS (isolated intersections only)		☐ SimTraffic or ☐ Other (closely spaced intersections or when known/expected queuing issue)	
	☐ Signal Warrants		☐ Pedestrian/Transit/Bicycle	
	☐ Safety/Sight Distance		☒ Queuing and Storage	
	☐ Other			
Notes and Other Assumptions				
Crash Data	CDOT will perform a crash data analysis for the highway in the vicinity of the proposed access and provide to the consultant. As a part of the study consultant shall recommend mitigation measures for any identified safety issues.			
Simulation Input Files	Consultant to provide computer files used for analysis with a signed and sealed copy of the study.			

CDOT INTERNAL USE ONLY

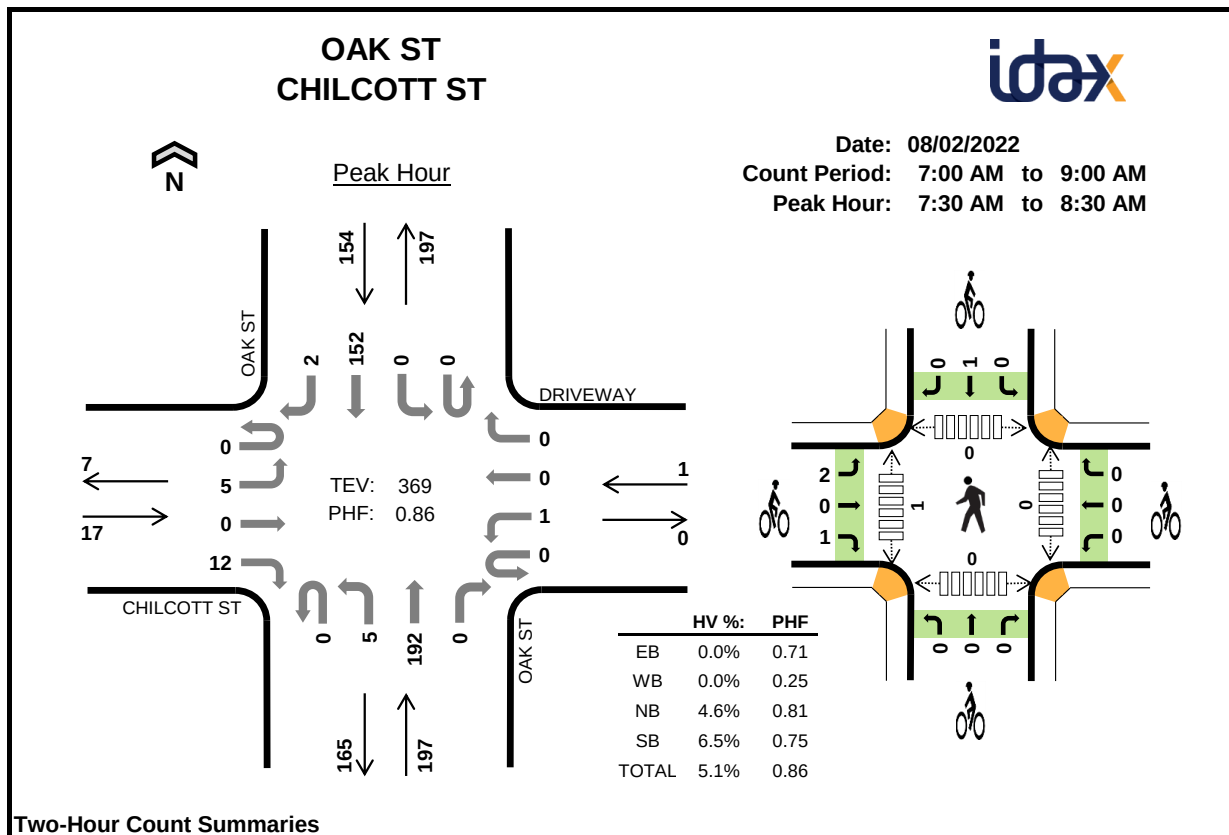
Review Comments

☐ Revise and Resubmit

Engineer Signature/Date ☐ Approved

APPENDIX A

Intersection Count Sheets

**Two-Hour Count Summaries**

Interval Start		CHILCOTT ST				DRIVEWAY				OAK ST				OAK ST				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	0	0	2	0	1	0	0	0	2	29	0	0	0	21	0	55	0
7:15 AM		0	1	0	4	0	0	0	0	0	1	36	0	0	0	27	1	70	0
7:30 AM		0	2	0	2	0	1	0	0	0	0	51	0	0	0	50	1	107	0
7:45 AM		0	0	0	4	0	0	0	0	0	1	60	0	0	0	28	0	93	325
8:00 AM		0	1	0	2	0	0	0	0	0	1	36	0	0	0	37	1	78	348
8:15 AM		0	2	0	4	0	0	0	0	0	3	45	0	0	0	37	0	91	369
8:30 AM		0	2	0	1	0	0	0	0	0	0	46	0	0	0	42	0	91	353
8:45 AM		0	0	0	0	0	0	0	0	0	0	42	0	0	0	48	0	90	350
Count Total		0	8	0	19	0	2	0	0	0	8	345	0	0	0	290	3	675	0
Peak Hour	All	0	5	0	12	0	1	0	0	0	5	192	0	0	0	152	2	369	0
	HV	0	0	0	0	0	0	0	0	0	0	9	0	0	0	10	0	19	0
	HV%	-	0%	-	0%	-	0%	-	-	-	0%	5%	-	-	-	7%	0%	5%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	0	1	1	0	0	0	0	0	1	1	0	0	2
7:15 AM	1	0	0	4	5	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	1	1	2	1	0	0	0	1	0	0	0	0	0
7:45 AM	0	0	2	1	3	0	0	0	1	1	0	0	0	0	0
8:00 AM	0	0	2	6	8	2	0	0	0	2	0	0	0	0	0
8:15 AM	0	0	4	2	6	0	0	0	0	0	0	1	0	0	1
8:30 AM	0	0	1	1	2	0	0	1	0	1	0	0	0	0	0
8:45 AM	0	0	1	2	3	0	0	1	0	1	0	0	0	0	0
Count Total	1	0	11	18	30	3	0	2	1	6	1	2	0	0	3
Peak Hour	0	0	9	10	19	3	0	0	1	4	0	1	0	0	1

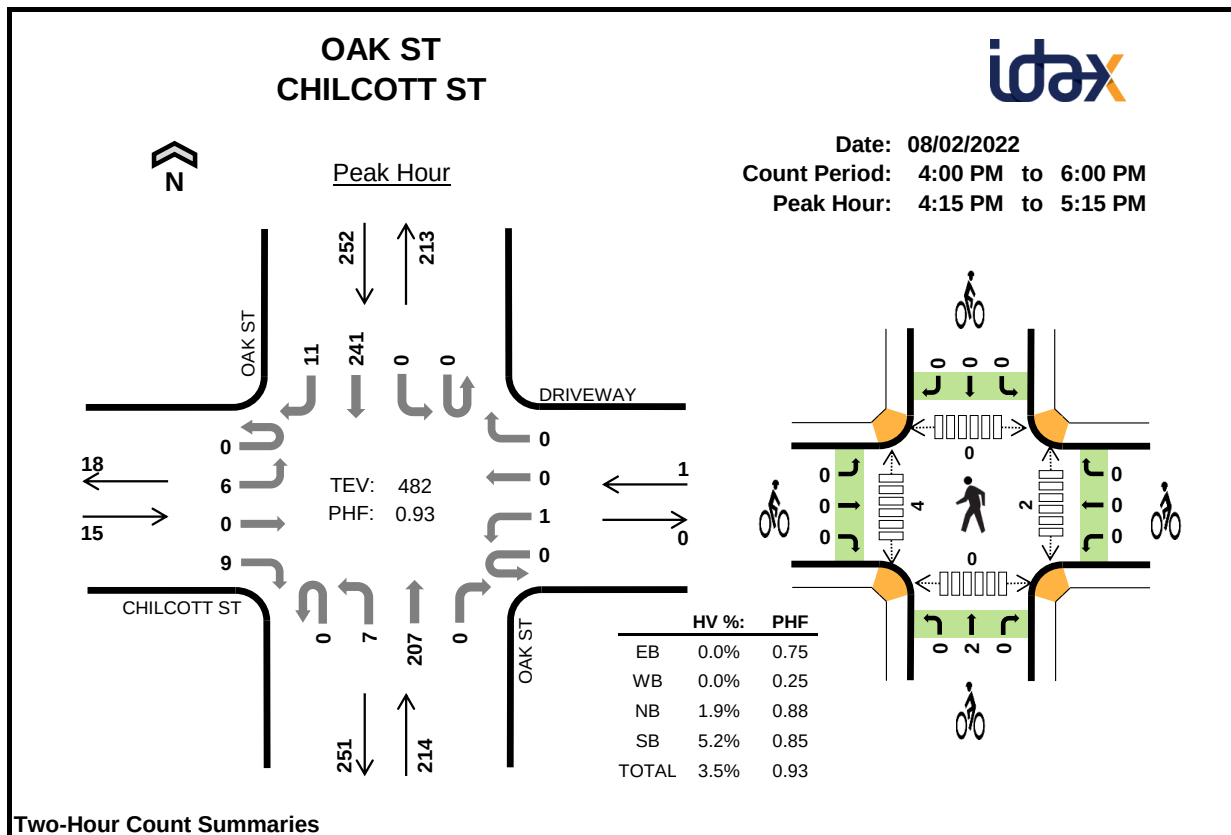
Two-Hour Count Summaries - Heavy Vehicles

Interval Start	CHILCOTT ST				DRIVEWAY				OAK ST				OAK ST				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	5	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	3	11
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	6	0	8	18
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	2	0	6	19
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	19
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3	19
Count Total	0	1	0	0	0	0	0	0	0	0	0	11	0	0	0	18	0	30	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	10	0	19	0

Two-Hour Count Summaries - Bikes

Interval Start	CHILCOTT ST			DRIVEWAY			OAK ST			OAK ST			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	2
8:00 AM	2	0	0	0	0	0	0	0	0	0	0	0	2	4
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
8:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	4
8:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	4
Count Total	2	0	1	0	0	0	0	2	0	0	1	0	6	0
Peak Hour	2	0	1	0	0	0	0	0	0	0	1	0	4	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

**Two-Hour Count Summaries**

Interval Start		CHILCOTT ST				DRIVEWAY				OAK ST				OAK ST				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	0	0	0	0	0	0	0	0	1	48	0	0	0	60	1	110	0
4:15 PM		0	1	0	2	0	0	0	0	0	3	58	0	0	0	45	1	110	0
4:30 PM		0	1	0	3	0	0	0	0	0	1	50	0	0	0	71	3	129	0
4:45 PM		0	2	0	3	0	0	0	0	0	2	52	0	0	0	65	4	128	477
5:00 PM		0	2	0	1	0	1	0	0	0	1	47	0	0	0	60	3	115	482
5:15 PM		0	1	0	3	0	1	0	0	0	3	40	0	0	0	46	2	96	468
5:30 PM		0	0	0	3	0	1	0	0	0	2	42	0	0	0	58	0	106	445
5:45 PM		0	0	0	2	0	0	0	0	0	3	39	0	0	0	40	3	87	404
Count Total		0	7	0	17	0	3	0	0	0	16	376	0	0	0	445	17	881	0
Peak Hour	All	0	6	0	9	0	1	0	0	0	7	207	0	0	0	241	11	482	0
	HV	0	0	0	0	0	0	0	0	0	0	4	0	0	0	12	1	17	0
	HV%	-	0%	-	0%	-	0%	-	-	-	0%	2%	-	-	-	5%	9%	4%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	2	0	2	0	0	0	0	0	0	1	0	0	1
4:15 PM	0	0	0	4	4	0	0	1	0	1	1	0	0	0	1
4:30 PM	0	0	0	5	5	0	0	1	0	1	0	2	0	0	2
4:45 PM	0	0	3	3	6	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	1	1	2	0	0	0	0	0	1	2	0	0	3
5:15 PM	0	0	3	1	4	0	0	0	0	0	0	0	0	0	0
5:30 PM	1	0	1	1	3	0	0	1	0	1	0	0	0	0	0
5:45 PM	1	0	1	0	2	0	0	0	1	1	1	0	0	0	1
Count Total	2	0	11	15	28	0	0	3	1	4	3	5	0	0	8
Peak Hour	0	0	4	13	17	0	0	2	0	2	2	4	0	0	6

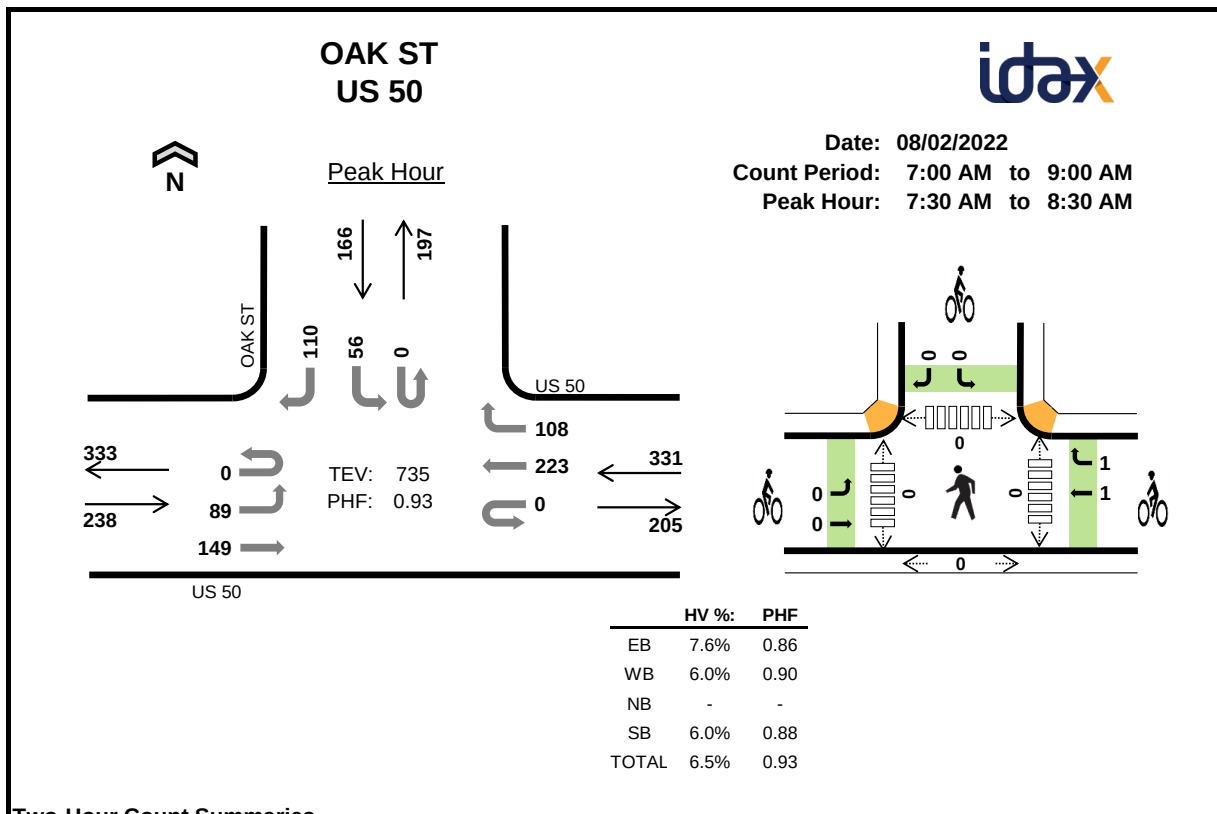
Two-Hour Count Summaries - Heavy Vehicles

Interval Start	CHILCOTT ST				DRIVEWAY				OAK ST				OAK ST				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	5	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	6	17
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	17
5:15 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	4	17
5:30 PM	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	3	15
5:45 PM	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	2	11
Count Total	0	0	0	2	0	0	0	0	0	0	11	0	0	0	14	1	28	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	4	0	0	0	12	1	17	0

Two-Hour Count Summaries - Bikes

Interval Start	CHILCOTT ST			DRIVEWAY			OAK ST			OAK ST			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0
4:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	2
Count Total	0	0	0	0	0	0	0	3	0	0	0	1	4	0
Peak Hour	0	0	0	0	0	0	0	2	0	0	0	0	2	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

**Two-Hour Count Summaries**

Interval Start		US 50				US 50				n/a				OAK ST				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	12	21	0	0	0	35	22	0	0	0	0	0	8	0	18	116	0
7:15 AM		0	22	29	0	0	0	42	16	0	0	0	0	0	10	0	18	137	0
7:30 AM		0	24	36	0	0	0	50	31	0	0	0	0	0	16	0	31	188	0
7:45 AM		0	27	37	0	0	0	58	34	0	0	0	0	0	13	0	26	195	636
8:00 AM		0	12	33	0	0	0	53	17	0	0	0	0	0	18	0	22	155	675
8:15 AM		0	26	43	0	0	0	62	26	0	0	0	0	0	9	0	31	197	735
8:30 AM		0	17	49	0	0	0	38	21	0	0	0	0	0	14	0	23	162	709
8:45 AM		0	21	47	0	0	0	68	23	0	0	0	0	0	17	0	37	213	727
Count Total		0	161	295	0	0	0	406	190	0	0	0	0	0	105	0	206	1,363	0
Peak Hour	All	0	89	149	0	0	0	223	108	0	0	0	0	0	56	0	110	735	0
	HV	0	2	16	0	0	0	17	3	0	0	0	0	0	2	0	8	48	0
	HV%	-	2%	11%	-	-	-	8%	3%	-	-	-	-	-	4%	-	7%	7%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	1	4	0	0	5	0	0	0	0	0	0	1	0	0	1
7:15 AM	4	3	0	2	9	0	0	0	0	0	0	0	0	0	0
7:30 AM	6	4	0	2	12	0	1	0	0	1	0	0	0	0	0
7:45 AM	5	5	0	0	10	0	0	0	0	0	0	0	0	0	0
8:00 AM	4	6	0	5	15	0	0	0	0	0	0	0	0	0	0
8:15 AM	3	5	0	3	11	0	1	0	0	1	0	0	0	0	0
8:30 AM	2	3	0	3	8	1	1	0	0	2	0	0	0	0	0
8:45 AM	4	8	0	2	14	0	0	0	0	0	0	0	0	0	0
Count Total	29	38	0	17	84	1	3	0	0	4	0	1	0	0	1
Peak Hr	18	20	0	10	48	0	2	0	0	2	0	0	0	0	0

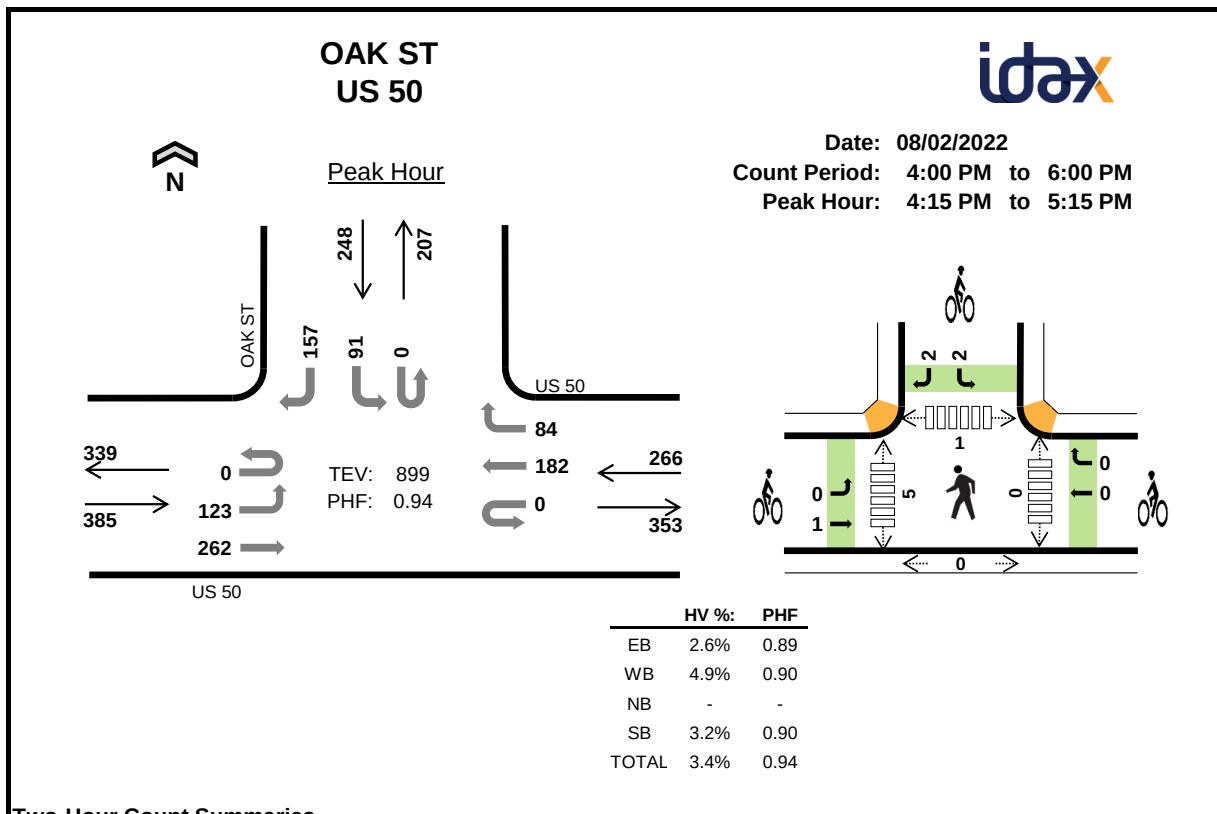
Two-Hour Count Summaries - Heavy Vehicles

Interval Start	US 50				US 50				n/a				OAK ST				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0	5	0
7:15 AM	0	2	2	0	0	0	3	0	0	0	0	0	0	0	0	2	9	0
7:30 AM	0	1	5	0	0	0	4	0	0	0	0	0	0	0	1	0	12	0
7:45 AM	0	0	5	0	0	0	4	1	0	0	0	0	0	0	0	0	10	36
8:00 AM	0	0	4	0	0	0	6	0	0	0	0	0	0	0	1	0	15	46
8:15 AM	0	1	2	0	0	0	3	2	0	0	0	0	0	0	0	0	11	48
8:30 AM	0	0	2	0	0	0	2	1	0	0	0	0	0	0	2	0	8	44
8:45 AM	0	1	3	0	0	0	8	0	0	0	0	0	0	0	1	0	14	48
Count Total	0	5	24	0	0	0	34	4	0	0	0	0	0	0	5	0	84	0
Peak Hour	0	2	16	0	0	0	17	3	0	0	0	0	0	0	2	0	48	0

Two-Hour Count Summaries - Bikes

Interval Start	US 50			US 50			n/a			OAK ST			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	1	2
8:30 AM	1	0	0	0	0	1	0	0	0	0	0	0	2	3
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Count Total	1	0	0	0	1	2	0	0	0	0	0	0	4	0
Peak Hour	0	0	0	0	1	1	0	0	0	0	0	0	2	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

**Two-Hour Count Summaries**

Interval Start		US 50				US 50				n/a				OAK ST				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	34	53	0	0	0	44	20	0	0	0	0	0	24	0	40	215	0
4:15 PM		0	31	70	0	0	0	36	26	0	0	0	0	0	16	0	36	215	0
4:30 PM		0	26	53	0	0	0	52	22	0	0	0	0	0	28	0	36	217	0
4:45 PM		0	25	72	0	0	0	49	18	0	0	0	0	0	18	0	45	227	874
5:00 PM		0	41	67	0	0	0	45	18	0	0	0	0	0	29	0	40	240	899
5:15 PM		0	28	60	0	0	0	53	15	0	0	0	0	0	23	0	32	211	895
5:30 PM		0	19	54	0	0	0	43	17	0	0	0	0	0	26	0	26	185	863
5:45 PM		0	24	45	0	0	0	38	20	0	0	0	0	0	13	0	40	180	816
Count Total		0	228	474	0	0	0	360	156	0	0	0	0	0	177	0	295	1,690	0
Peak Hour	All	0	123	262	0	0	0	182	84	0	0	0	0	0	91	0	157	899	0
	HV	0	1	9	0	0	0	11	2	0	0	0	0	0	3	0	5	31	0
	HV%	-	1%	3%	-	-	-	6%	2%	-	-	-	-	-	3%	-	3%	3%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	3	5	0	0	8	0	0	0	0	0	0	0	0	0	0
4:15 PM	3	1	0	3	7	1	0	0	0	1	0	0	0	0	0
4:30 PM	2	4	0	3	9	0	0	0	0	0	0	0	0	0	0
4:45 PM	3	7	0	2	12	0	0	0	1	1	0	1	1	0	2
5:00 PM	2	1	0	0	3	0	0	0	3	3	0	4	0	0	4
5:15 PM	3	3	0	0	6	1	0	0	0	1	0	0	1	0	1
5:30 PM	4	2	0	2	8	0	0	0	0	0	0	0	1	0	1
5:45 PM	0	2	0	1	3	0	0	0	0	0	0	0	0	0	0
Count Total	20	25	0	11	56	2	0	0	4	6	0	5	3	0	8
Peak Hr	10	13	0	8	31	1	0	0	4	5	0	5	1	0	6

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	US 50				US 50				n/a				OAK ST				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	3	0	0	0	3	2	0	0	0	0	0	0	0	0	8	0
4:15 PM	0	0	3	0	0	0	1	0	0	0	0	0	0	1	0	2	7	0
4:30 PM	0	0	2	0	0	0	4	0	0	0	0	0	0	2	0	1	9	0
4:45 PM	0	1	2	0	0	0	5	2	0	0	0	0	0	0	0	2	12	36
5:00 PM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3	31
5:15 PM	0	0	3	0	0	0	2	1	0	0	0	0	0	0	0	0	6	30
5:30 PM	0	0	4	0	0	0	1	1	0	0	0	0	0	0	0	2	8	29
5:45 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	3	20
Count Total	0	1	19	0	0	0	18	7	0	0	0	0	0	3	0	8	56	0
Peak Hour	0	1	9	0	0	0	11	2	0	0	0	0	0	3	0	5	31	0

Two-Hour Count Summaries - Bikes

Interval Start	US 50			US 50			n/a			OAK ST			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	2
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	2	3	5
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	5
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Count Total	0	2	0	0	0	0	0	0	0	2	0	2	6	0
Peak Hour	0	1	0	0	0	0	0	0	0	2	0	2	5	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

APPENDIX B

Future Traffic Projections

ROUTE	REFPT	ENDREFPT	AADT	AADTYR	OFFPKTRK	YR20FACTOR	GROWTHRATE	DHV	LOCATION
291A	0	0.865	4100	2021	4.5	1.08	0.39%	11.5	ON SH 291 OAK ST N/O SH 50 SALIDA
050A	222.198	222.399	8400	2021	7.0	1.08	0.39%	11.5	ON SH 50 W/O SH 291 OAK ST SALIDA
050A	222.399	233.62	6200	2021	6.9	1.09	0.43%	11.0	ON SH 50 SE/O SH 291 OAK ST SALIDA
Average						1.08	0.40%		

APPENDIX C

Trip Generation Worksheets



Project 505 Oak Street
 Subject Trip Generation for Single-Family Attached Housing
 Designed by TJD Date August 10, 2022 Job No. 096802001
 Checked by _____ Date _____ Sheet No. 1 of 1

TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 11th Edition, Average Rate Equations

Land Use Code - Single-Family Attached Housing (215)

Independent Variable - Dwelling Units (X)

$$X = 10$$

T = Average Vehicle Trip Ends

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (200 Series Page 239)

Average Weekday Directional Distribution: 26% ent. 74% exit.
 (T) = 0.48(X) T = 5 Average Vehicle Trip Ends
 (T) = 0.48 * (10.0) 1 entering 4 exiting
 1 + 4 = 5

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (200 Series Page 240)

Average Weekday Directional Distribution: 57% ent. 43% exit.
 (T) = 0.57 (X) T = 6 Average Vehicle Trip Ends
 (T) = 0.57 * (10.0) 3 entering 3 exiting
 3 + 3 = 6

Weekday (200 Series Page 238)

Average Weekday Directional Distribution: 50% ent. 50% exit.
 (T) = 7.20 (X) T = 72 Average Vehicle Trip Ends
 (T) = 7.20 * (10.0) 36 entering 36 exiting
 36 + 36 = 72



Project 505 Oak Street
 Subject Trip Generation for Multifamily Housing (Low-Rise)
 Designed by TJD Date August 10, 2022 Job No. 096802001
 Checked by _____ Date _____ Sheet No. 1 of 1

TRIP GENERATION MANUAL TECHNIQUES

ITE Trip Generation Manual 11th Edition, Average Rate Equations

Land Use Code - Multifamily Housing (Low-Rise) (220)

Independent Variable - Dwelling Units (X)

$$X = 34$$

T = Average Vehicle Trip Ends

Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. (200 Series Page 255)

Average Weekday	Directional Distribution:	24% ent.	76% exit.
(T) = 0.40 (X)	T = 14	Average Vehicle Trip Ends	
(T) = 0.40 * (34.0)	3 entering	11	exiting
	3 + 11 = 14		

Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. (200 Series Page 256)

Average Weekday	Directional Distribution:	63% ent.	37% exit.
(T) = 0.51(X)	T = 17	Average Vehicle Trip Ends	
(T) = 0.51 * (34.0)	11 entering	6	exiting
	11 + 6 = 17		

Weekday (200 Series Page 254)

Average Weekday	Directional Distribution:	50% entering, 50% exiting
(T) = 6.74 (X)	T = 230	Average Vehicle Trip Ends
(T) = 6.74 * (34.0)	115 entering	115 exiting
	115 + 115 = 230	

APPENDIX D

Intersection Analysis Worksheets

Intersection

Int Delay, s/veh 0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	0	12	1	0	0	5	192	0	0	152	2
Future Vol, veh/h	5	0	12	1	0	0	5	192	0	0	152	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2	5	5	5	6	6	6
Mvmt Flow	6	0	14	1	0	0	6	223	0	0	177	2

Major/Minor	Minor2		Minor1		Major1		Major2		Major2		Major2	
Conflicting Flow All	413	413	178	420	414	223	179	0	0	223	0	0
Stage 1	178	178	-	235	235	-	-	-	-	-	-	-
Stage 2	235	235	-	185	179	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.15	-	-	4.16	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.245	-	-	2.254	-	-
Pot Cap-1 Maneuver	549	529	865	544	529	817	1379	-	-	1323	-	-
Stage 1	824	752	-	768	710	-	-	-	-	-	-	-
Stage 2	768	710	-	817	751	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	547	526	865	533	526	817	1379	-	-	1323	-	-
Mov Cap-2 Maneuver	547	526	-	533	526	-	-	-	-	-	-	-
Stage 1	820	752	-	764	706	-	-	-	-	-	-	-
Stage 2	764	706	-	804	751	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10	11.8	0.2	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1379	-	-	739	533	1323	-
HCM Lane V/C Ratio	0.004	-	-	0.027	0.002	-	-
HCM Control Delay (s)	7.6	0	-	10	11.8	0	-
HCM Lane LOS	A	A	-	B	B	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-

Intersection

Int Delay, s/veh 0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	0	9	1	0	0	7	207	0	0	241	11
Future Vol, veh/h	6	0	9	1	0	0	7	207	0	0	241	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	5	5	5
Mvmt Flow	6	0	10	1	0	0	8	223	0	0	259	12

Major/Minor	Minor2	Minor1	Major1	Major2
Conflicting Flow All	504	504	265	509
Stage 1	265	265	-	239
Stage 2	239	239	-	270
Critical Hdwy	7.12	6.52	6.22	7.12
Critical Hdwy Stg 1	6.12	5.52	-	6.12
Critical Hdwy Stg 2	6.12	5.52	-	6.12
Follow-up Hdwy	3.518	4.018	3.318	3.518
Pot Cap-1 Maneuver	478	470	774	475
Stage 1	740	689	-	764
Stage 2	764	708	-	736
Platoon blocked, %				
Mov Cap-1 Maneuver	476	467	774	466
Mov Cap-2 Maneuver	476	467	-	466
Stage 1	735	689	-	759
Stage 2	759	703	-	727

Approach	EB	WB	NB	SB
HCM Control Delay, s	11	12.7	0.3	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1292	-	-	619	466	1328	-
HCM Lane V/C Ratio	0.006	-	-	0.026	0.002	-	-
HCM Control Delay (s)	7.8	0	-	11	12.7	0	-
HCM Lane LOS	A	A	-	B	B	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-

Intersection

Int Delay, s/veh 0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	0	12	1	0	0	5	195	0	0	154	2
Future Vol, veh/h	5	0	12	1	0	0	5	195	0	0	154	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2	5	5	5	6	6	6
Mvmt Flow	6	0	14	1	0	0	6	227	0	0	179	2

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	419	419	180	426	420	227	181	0	0	227	0	0
Stage 1	180	180	-	239	239	-	-	-	-	-	-	-
Stage 2	239	239	-	187	181	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.15	-	-	4.16	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.245	-	-	2.254	-	-
Pot Cap-1 Maneuver	544	525	863	539	525	812	1376	-	-	1318	-	-
Stage 1	822	750	-	764	708	-	-	-	-	-	-	-
Stage 2	764	708	-	815	750	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	542	522	863	528	522	812	1376	-	-	1318	-	-
Mov Cap-2 Maneuver	542	522	-	528	522	-	-	-	-	-	-	-
Stage 1	818	750	-	760	704	-	-	-	-	-	-	-
Stage 2	760	704	-	802	750	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10	11.8	0.2	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1376	-	-	735	528	1318	-
HCM Lane V/C Ratio	0.004	-	-	0.027	0.002	-	-
HCM Control Delay (s)	7.6	0	-	10	11.8	0	-
HCM Lane LOS	A	A	-	B	B	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-

Intersection

Int Delay, s/veh 0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	0	9	1	0	0	7	210	0	0	245	11
Future Vol, veh/h	6	0	9	1	0	0	7	210	0	0	245	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	5	5	5
Mvmt Flow	6	0	10	1	0	0	8	226	0	0	263	12

Major/Minor	Minor2		Minor1		Major1		Major2		Major2		Major2	
Conflicting Flow All	511	511	269	516	517	226	275	0	0	226	0	0
Stage 1	269	269	-	242	242	-	-	-	-	-	-	-
Stage 2	242	242	-	274	275	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.15	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.245	-	-
Pot Cap-1 Maneuver	473	466	770	470	462	813	1288	-	-	1325	-	-
Stage 1	737	687	-	762	705	-	-	-	-	-	-	-
Stage 2	762	705	-	732	683	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	471	463	770	462	459	813	1288	-	-	1325	-	-
Mov Cap-2 Maneuver	471	463	-	462	459	-	-	-	-	-	-	-
Stage 1	732	687	-	757	700	-	-	-	-	-	-	-
Stage 2	757	700	-	723	683	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	11		12.8		0.3		0	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1288	-	-	614	462	1325	-
HCM Lane V/C Ratio	0.006	-	-	0.026	0.002	-	-
HCM Control Delay (s)	7.8	0	-	11	12.8	0	-
HCM Lane LOS	A	A	-	B	B	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-

HCM 6th TWSC
1: Oak St (SH-291) & Chilcott St

2025 Total

Item 11.

08/10/2022

Intersection

Int Delay, s/veh 0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	1	12	3	2	5	6	197	0	1	155	2
Future Vol, veh/h	5	1	12	3	2	5	6	197	0	1	155	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2	5	5	5	6	6	6
Mvmt Flow	6	1	14	3	2	6	7	229	0	1	180	2

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	430	426	181	434	427	229	182	0	0	229	0	0
Stage 1	183	183	-	243	243	-	-	-	-	-	-	-
Stage 2	247	243	-	191	184	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.15	-	-	4.16	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.245	-	-	2.254	-	-
Pot Cap-1 Maneuver	535	520	862	532	520	810	1375	-	-	1316	-	-
Stage 1	819	748	-	761	705	-	-	-	-	-	-	-
Stage 2	757	705	-	811	747	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	526	516	862	520	516	810	1375	-	-	1316	-	-
Mov Cap-2 Maneuver	526	516	-	520	516	-	-	-	-	-	-	-
Stage 1	814	747	-	756	701	-	-	-	-	-	-	-
Stage 2	745	701	-	796	746	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	10.2		10.8		0.2		0	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1375	-	-	710	632	1316	-
HCM Lane V/C Ratio	0.005	-	-	0.029	0.018	0.001	-
HCM Control Delay (s)	7.6	0	-	10.2	10.8	7.7	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-

Intersection

Int Delay, s/veh 0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	2	10	2	1	3	8	211	2	4	246	11
Future Vol, veh/h	6	2	10	2	1	3	8	211	2	4	246	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	5	5	5
Mvmt Flow	6	2	11	2	1	3	9	227	2	4	265	12

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	527	526	271	532	531	228	277	0	0	229	0	0
Stage 1	279	279	-	246	246	-	-	-	-	-	-	-
Stage 2	248	247	-	286	285	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.15	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.245	-	-
Pot Cap-1 Maneuver	462	457	768	458	454	811	1286	-	-	1322	-	-
Stage 1	728	680	-	758	703	-	-	-	-	-	-	-
Stage 2	756	702	-	721	676	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	455	452	768	446	449	811	1286	-	-	1322	-	-
Mov Cap-2 Maneuver	455	452	-	446	449	-	-	-	-	-	-	-
Stage 1	722	677	-	752	697	-	-	-	-	-	-	-
Stage 2	746	696	-	706	673	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.3	11.3	0.3	0.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR	
Capacity (veh/h)	1286	-	-	588	576	1322	-	-
HCM Lane V/C Ratio	0.007	-	-	0.033	0.011	0.003	-	-
HCM Control Delay (s)	7.8	0	-	11.3	11.3	7.7	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	0	13	1	0	0	6	215	0	0	170	2
Future Vol, veh/h	6	0	13	1	0	0	6	215	0	0	170	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2	5	5	5	6	6	6
Mvmt Flow	7	0	15	1	0	0	7	250	0	0	198	2

Major/Minor	Minor2		Minor1		Major1		Major2		Major2		Major2	
Conflicting Flow All	463	463	199	471	464	250	200	0	0	250	0	0
Stage 1	199	199	-	264	264	-	-	-	-	-	-	-
Stage 2	264	264	-	207	200	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.15	-	-	4.16	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.245	-	-	2.254	-	-
Pot Cap-1 Maneuver	509	496	842	503	495	789	1354	-	-	1293	-	-
Stage 1	803	736	-	741	690	-	-	-	-	-	-	-
Stage 2	741	690	-	795	736	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	506	493	842	492	492	789	1354	-	-	1293	-	-
Mov Cap-2 Maneuver	506	493	-	492	492	-	-	-	-	-	-	-
Stage 1	798	736	-	737	686	-	-	-	-	-	-	-
Stage 2	737	686	-	781	736	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	10.3		12.3		0.2		0	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1354	-	-	696	492	1293	-
HCM Lane V/C Ratio	0.005	-	-	0.032	0.002	-	-
HCM Control Delay (s)	7.7	0	-	10.3	12.3	0	-
HCM Lane LOS	A	A	-	B	B	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-

Intersection

Int Delay, s/veh 0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	0	10	1	0	0	8	232	0	0	270	12
Future Vol, veh/h	7	0	10	1	0	0	8	232	0	0	270	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	5	5	5
Mvmt Flow	8	0	11	1	0	0	9	249	0	0	290	13

Major/Minor	Minor2	Minor1	Major1	Major2
Conflicting Flow All	564	564	297	569
Stage 1	297	297	-	267
Stage 2	267	267	-	302
Critical Hdwy	7.12	6.52	6.22	7.12
Critical Hdwy Stg 1	6.12	5.52	-	6.12
Critical Hdwy Stg 2	6.12	5.52	-	6.12
Follow-up Hdwy	3.518	4.018	3.318	3.518
Pot Cap-1 Maneuver	436	435	742	433
Stage 1	712	668	-	738
Stage 2	738	688	-	707
Platoon blocked, %				
Mov Cap-1 Maneuver	433	432	742	424
Mov Cap-2 Maneuver	433	432	-	424
Stage 1	706	668	-	732
Stage 2	732	682	-	697

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.5	13.5	0.3	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1258	-	-	573	424	1299	-
HCM Lane V/C Ratio	0.007	-	-	0.032	0.003	-	-
HCM Control Delay (s)	7.9	0	-	11.5	13.5	0	-
HCM Lane LOS	A	A	-	B	B	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-

HCM 6th TWSC
1: Oak St (SH-291) & Chilcott St

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Intersection

Int Delay, s/veh 0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	1	13	3	2	5	7	217	0	1	171	2
Future Vol, veh/h	6	1	13	3	2	5	7	217	0	1	171	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2	5	5	5	6	6	6
Mvmt Flow	7	1	15	3	2	6	8	252	0	1	199	2

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	474	470	200	478	471	252	201	0	0	252	0	0
Stage 1	202	202	-	268	268	-	-	-	-	-	-	-
Stage 2	272	268	-	210	203	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.15	-	-	4.16	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.245	-	-	2.254	-	-
Pot Cap-1 Maneuver	501	492	841	498	491	787	1353	-	-	1290	-	-
Stage 1	800	734	-	738	687	-	-	-	-	-	-	-
Stage 2	734	687	-	792	733	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	492	488	841	485	487	787	1353	-	-	1290	-	-
Mov Cap-2 Maneuver	492	488	-	485	487	-	-	-	-	-	-	-
Stage 1	794	733	-	733	682	-	-	-	-	-	-	-
Stage 2	721	682	-	776	732	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	10.5		11.1		0.2		0	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1353	-	-	673	601	1290	-
HCM Lane V/C Ratio	0.006	-	-	0.035	0.019	0.001	-
HCM Control Delay (s)	7.7	0	-	10.5	11.1	7.8	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-

HCM 6th TWSC
1: Oak St (SH-291) & Chilcott St

2045 Total

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Intersection

Int Delay, s/veh 0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	2	11	2	1	3	9	233	2	4	271	12
Future Vol, veh/h	7	2	11	2	1	3	9	233	2	4	271	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	5	5	5
Mvmt Flow	8	2	12	2	1	3	10	251	2	4	291	13

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	580	579	298	585	584	252	304	0	0	253	0	0
Stage 1	306	306	-	272	272	-	-	-	-	-	-	-
Stage 2	274	273	-	313	312	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.15	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.245	-	-
Pot Cap-1 Maneuver	426	426	741	422	423	787	1257	-	-	1295	-	-
Stage 1	704	662	-	734	685	-	-	-	-	-	-	-
Stage 2	732	684	-	698	658	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	419	420	741	410	418	787	1257	-	-	1295	-	-
Mov Cap-2 Maneuver	419	420	-	410	418	-	-	-	-	-	-	-
Stage 1	698	659	-	727	679	-	-	-	-	-	-	-
Stage 2	721	678	-	682	655	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	11.8		11.7		0.3		0.1	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1257	-	-	551 541	1295	-	-
HCM Lane V/C Ratio	0.008	-	-	0.039 0.012	0.003	-	-
HCM Control Delay (s)	7.9	0	-	11.8 11.7	7.8	0	-
HCM Lane LOS	A	A	-	B B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1 0	0	-	-

HCM 6th TWSC
2: Rainbow Blvd (US-50) & Oak St (SH-291)

2022 Existing

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Intersection

Int Delay, s/veh 3.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	89	149	223	108	56	110
Future Vol, veh/h	89	149	223	108	56	110
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	325	-	-	300	75	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	8	8	6	6	6	6
Mvmt Flow	96	160	240	116	60	118

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	356	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.26	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.28	-	-
Pot Cap-1 Maneuver	1157	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1157	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	3.1	0	10.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1157	-	-	-	530	896
HCM Lane V/C Ratio	0.083	-	-	-	0.114	0.132
HCM Control Delay (s)	8.4	-	-	-	12.7	9.6
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.3	-	-	-	0.4	0.5

HCM 6th TWSC
2: Rainbow Blvd (US-50) & Oak St (SH-291)

2022 Existing

Item 11.

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Intersection

Int Delay, s/veh 4.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	123	262	182	84	91	157
Future Vol, veh/h	123	262	182	84	91	157
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	325	-	-	300	75	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	3	3	5	5	3	3
Mvmt Flow	131	279	194	89	97	167

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	283	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.16	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.23	-	-
Pot Cap-1 Maneuver	1269	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1269	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	2.6	0	11.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1269	-	-	-	487	937
HCM Lane V/C Ratio	0.103	-	-	-	0.199	0.178
HCM Control Delay (s)	8.2	-	-	-	14.2	9.7
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.3	-	-	-	0.7	0.6

Intersection

Int Delay, s/veh 3.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	90	151	226	110	57	112
Future Vol, veh/h	90	151	226	110	57	112
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	325	-	-	300	75	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	8	8	6	6	6	6
Mvmt Flow	97	162	243	118	61	120

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	361	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.26	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.28	-	-
Pot Cap-1 Maneuver	1152	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1152	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	3.1	0	10.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1152	-	-	-	526	894
HCM Lane V/C Ratio	0.084	-	-	-	0.117	0.135
HCM Control Delay (s)	8.4	-	-	-	12.7	9.7
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.3	-	-	-	0.4	0.5

Intersection

Int Delay, s/veh 4.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	125	266	185	85	92	159
Future Vol, veh/h	125	266	185	85	92	159
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	325	-	-	300	75	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	3	3	5	5	3	3
Mvmt Flow	133	283	197	90	98	169

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	287	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.16	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.23	-	-
Pot Cap-1 Maneuver	1265	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1265	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	2.6	0	11.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1265	-	-	-	483	934
HCM Lane V/C Ratio	0.105	-	-	-	0.203	0.181
HCM Control Delay (s)	8.2	-	-	-	14.3	9.7
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.4	-	-	-	0.8	0.7

HCM 6th TWSC
2: Rainbow Blvd (US-50) & Oak St (SH-291)

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Intersection						
Int Delay, s/veh	3.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	91	151	226	110	59	116
Future Vol, veh/h	91	151	226	110	59	116
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	325	-	-	300	75	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	8	8	6	6	6	6
Mvmt Flow	98	162	243	118	63	125

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	361	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.26	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.28	-	-
Pot Cap-1 Maneuver	1152	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1152	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	3.2	0	10.7
HCM LOS	B		

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1152	-	-	-	525	894
HCM Lane V/C Ratio	0.085	-	-	-	0.121	0.14
HCM Control Delay (s)	8.4	-	-	-	12.8	9.7
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.3	-	-	-	0.4	0.5

HCM 6th TWSC
2: Rainbow Blvd (US-50) & Oak St (SH-291)

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Intersection

Int Delay, s/veh 4.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	129	266	185	87	93	161
Future Vol, veh/h	129	266	185	87	93	161
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	325	-	-	300	75	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	3	3	5	5	3	3
Mvmt Flow	137	283	197	93	99	171

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	290	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.16	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.23	-	-
Pot Cap-1 Maneuver	1261	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1261	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	2.7	0	11.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1261	-	-	-	478	934
HCM Lane V/C Ratio	0.109	-	-	-	0.207	0.183
HCM Control Delay (s)	8.2	-	-	-	14.5	9.7
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.4	-	-	-	0.8	0.7

Intersection

Int Delay, s/veh 3.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	100	167	250	121	63	123
Future Vol, veh/h	100	167	250	121	63	123
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	325	-	-	300	75	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	8	8	6	6	6	6
Mvmt Flow	108	180	269	130	68	132

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	399	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.26	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.28	-	-
Pot Cap-1 Maneuver	1114	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1114	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	3.2	0	11
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1114	-	-	-	494	876
HCM Lane V/C Ratio	0.097	-	-	-	0.137	0.151
HCM Control Delay (s)	8.6	-	-	-	13.4	9.8
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.3	-	-	-	0.5	0.5

Intersection

Int Delay, s/veh 4.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	138	294	204	94	102	176
Future Vol, veh/h	138	294	204	94	102	176
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	325	-	-	300	75	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	3	3	5	5	3	3
Mvmt Flow	147	313	217	100	109	187

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	317	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.16	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.23	-	-
Pot Cap-1 Maneuver	1233	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1233	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	2.7	0	12
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1233	-	-	-	451	921
HCM Lane V/C Ratio	0.119	-	-	-	0.241	0.203
HCM Control Delay (s)	8.3	-	-	-	15.5	9.9
HCM Lane LOS	A	-	-	-	C	A
HCM 95th %tile Q(veh)	0.4	-	-	-	0.9	0.8

HCM 6th TWSC
2: Rainbow Blvd (US-50) & Oak St (SH-291)

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Intersection

Int Delay, s/veh 3.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	101	167	250	121	65	127
Future Vol, veh/h	101	167	250	121	65	127
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	325	-	-	300	75	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	8	8	6	6	6	6
Mvmt Flow	109	180	269	130	70	137

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	399	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.26	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.28	-	-
Pot Cap-1 Maneuver	1114	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1114	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	3.2	0	11.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1114	-	-	-	493	876
HCM Lane V/C Ratio	0.097	-	-	-	0.142	0.156
HCM Control Delay (s)	8.6	-	-	-	13.5	9.9
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.3	-	-	-	0.5	0.6

HCM 6th TWSC
2: Rainbow Blvd (US-50) & Oak St (SH-291)

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Intersection

Int Delay, s/veh 4.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	142	294	204	96	103	178
Future Vol, veh/h	142	294	204	96	103	178
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	325	-	-	300	75	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	3	3	5	5	3	3
Mvmt Flow	151	313	217	102	110	189

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	319	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.16	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.23	-	-
Pot Cap-1 Maneuver	1231	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1231	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	2.7	0	12
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1231	-	-	-	447	921
HCM Lane V/C Ratio	0.123	-	-	-	0.245	0.206
HCM Control Delay (s)	8.3	-	-	-	15.6	9.9
HCM Lane LOS	A	-	-	-	C	A
HCM 95th %tile Q(veh)	0.4	-	-	-	1	0.8

HCM 6th TWSC
3: Oak St (SH-291) & South Access

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Intersection

Int Delay, s/veh 0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	2	200	1	1	169
Future Vol, veh/h	4	2	200	1	1	169
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	2	217	1	1	184

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	404	218	0
Stage 1	218	-	-
Stage 2	186	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	603	822	-
Stage 1	818	-	-
Stage 2	846	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	602	822	-
Mov Cap-2 Maneuver	602	-	-
Stage 1	818	-	-
Stage 2	845	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	661	1352
HCM Lane V/C Ratio	-	-	0.01	0.001
HCM Control Delay (s)	-	-	10.5	7.7
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0

HCM 6th TWSC
3: Oak St (SH-291) & South Access

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Intersection

Int Delay, s/veh 0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	2	219	4	2	256
Future Vol, veh/h	2	2	219	4	2	256
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	2	238	4	2	278

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	522	240	0
Stage 1	240	-	-
Stage 2	282	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	515	799	-
Stage 1	800	-	-
Stage 2	766	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	514	799	-
Mov Cap-2 Maneuver	514	-	-
Stage 1	800	-	-
Stage 2	764	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.8	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	626	1324
HCM Lane V/C Ratio	-	-	0.007	0.002
HCM Control Delay (s)	-	-	10.8	7.7
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0

HCM 6th TWSC
3: Oak St (SH-291) & South Access

2045 Total
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Item 11.

Intersection

Int Delay, s/veh 0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	2	221	1	1	187
Future Vol, veh/h	4	2	221	1	1	187
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	2	240	1	1	203

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	446	241	0
Stage 1	241	-	-
Stage 2	205	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	570	798	-
Stage 1	799	-	-
Stage 2	829	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	569	798	-
Mov Cap-2 Maneuver	569	-	-
Stage 1	799	-	-
Stage 2	828	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.8	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	629	1326
HCM Lane V/C Ratio	-	-	0.01	0.001
HCM Control Delay (s)	-	-	10.8	7.7
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0

HCM 6th TWSC
3: Oak St (SH-291) & South Access

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Intersection

Int Delay, s/veh 0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	2	242	4	2	283
Future Vol, veh/h	2	2	242	4	2	283
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	2	263	4	2	308

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	577	265	0
Stage 1	265	-	-
Stage 2	312	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	478	774	-
Stage 1	779	-	-
Stage 2	742	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	477	774	-
Mov Cap-2 Maneuver	477	-	-
Stage 1	779	-	-
Stage 2	741	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.1	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	590	1297
HCM Lane V/C Ratio	-	-	0.007	0.002
HCM Control Delay (s)	-	-	11.1	7.8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0

APPENDIX E

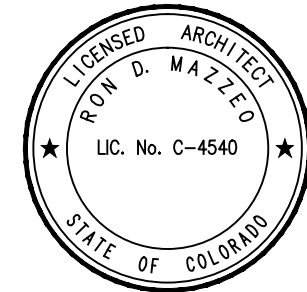
Conceptual Site Plan



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PROJECT NAME
STATE HWY 291 (OAK STREET)
SALIDA, CO



NOV. 24, 2021

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REVISIONS

SITE PLAN

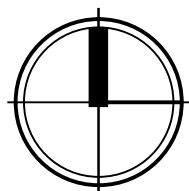
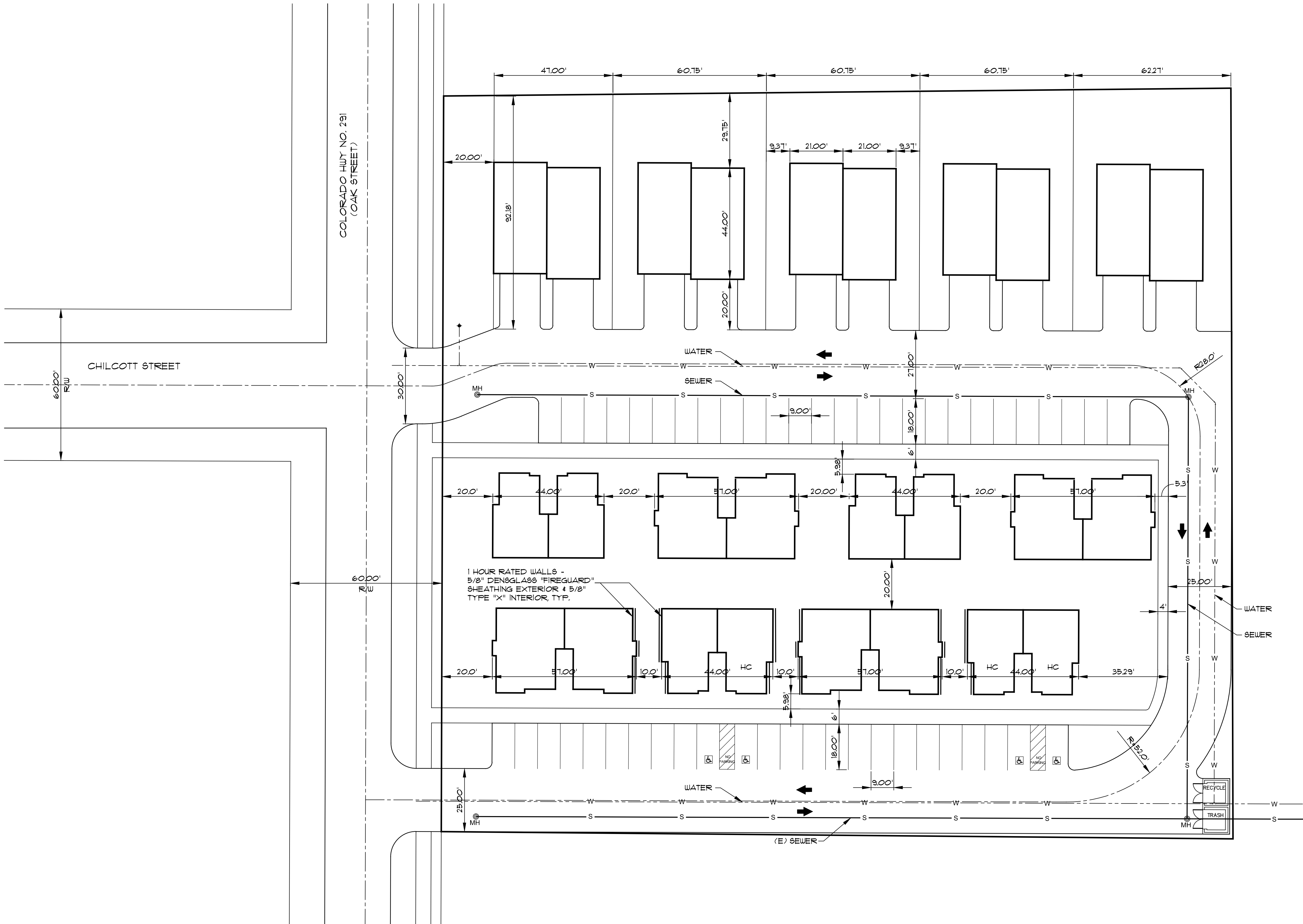
JOB NO.	21142
DATE	NOV. 24, 2021
DESIGN BY	R.MAZZEO
DRAWN BY	DMD

SHEET NUMBER

A100

SITE PLAN NOTES

1. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS, GRADES, AND OTHER SITE CONDITIONS PRIOR TO COMMENCING WORK. IF ANY DISCREPANCY EXISTS, HE SHALL NOTIFY THE ARCHITECT IMMEDIATELY.
2. CONTRACTOR MAY ADJUST PLACEMENT OF RESIDENCE IF NECESSARY AS LONG AS ALL MINIMUM SETBACKS ARE OBSERVED. (WITH OWNER'S APPROVAL.)
3. THE GENERAL CONTRACTOR IS RESPONSIBLE FOR LOCATING ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION. THE GENERAL CONTRACTOR SHALL CONTACT UTILITY COMPANIES TO FIELD LOCATE ALL UTILITIES. LOCATIONS OF UTILITIES SHOWN ON THE PLANS ARE APPROXIMATE ONLY. UTILITIES SHOWN DO NOT NECESSARILY REPRESENT ALL UTILITIES WHICH MAY BE ENCOUNTERED DURING CONSTRUCTION.
4. ALL NEW UTILITIES ARE TO BE BURIED UNDERGROUND, USE COMMON TRENCH WHERE APPLICABLE.
5. BUILDING ORIENTATION AND LOCATION TO BE VERIFIED ON SITE BY ARCHITECT AND OWNER BEFORE CONSTRUCTION. GENERAL CONTRACTOR IS RESPONSIBLE FOR FINAL SURVEYED PLACEMENT OF BUILDING ON SITE.
6. SLOPE FINISH GRADE AWAY FROM BUILDING 1/2" PER FOOT MINIMUM.
7. FENCE AND PROTECT ALL LANDSCAPING (TREES, GROUND VEGETATION, ETC.) AROUND CONSTRUCTION SITE. REPLACE LANDSCAPING IF DAMAGED DURING CONSTRUCTION.
8. SELECTIVE THINNING OF LANDSCAPING (TREES, GROUND VEGETATION, ETC.) TO BE DECIDED BY OWNER.
9. ALL SITE PLAN INFORMATION PROVIDED BY OWNER SHALL BE CONSIDERED VERIFIED AS ACCURATE BY OWNER. ARCHITECT TAKES NO RESPONSIBILITY SHOULD THAT INFORMATION BE INACCURATE.
10. GENERAL CONTRACTOR SHALL PROVIDE DRAINAGE SWALES TO ACCOMMODATE EXISTING NATURAL DRAINAGE AS WELL AS ANY DRAINAGE INCREASE CREATED BY NEW GRADE CHANGES.
11. GENERAL CONTRACTOR SHALL REMOVE ALL DEBRIS: STUMPS, SLASH, CONCRETE, ASPHALT, ETC. FROM SITE PRIOR TO LANDSCAPE WORK.
12. DETERMINE DRIVEWAY LOCATIONS & GRADES ARE NOT THE RESPONSIBILITY OF THE ARCHITECT.
13. ANY ADDITIONAL WORK AS REQUIRED BY LOCAL AND STATE CODES AND REGULATIONS, SUCH AS FIRE MITIGATION, SUBDIVISION COVENANTS REGULATIONS, ETC. SHALL BE COMPLETED BY GENERAL CONTRACTOR.
14. THE SITE NEEDS TO BE GRADED TO THE ELEVATIONS SHOWN. GENERAL CONTRACTOR MUST ADD OR DISPOSE OF EXCESS EARTH, AS NECESSARY.
15. GENERAL CONTRACTOR MUST VERIFY SOIL COMPACTION REQUIREMENTS FROM SOILS ENGINEER, PRIOR TO BACKFILLING.
16. ANY SURVEY MONUMENT WITHIN THE AREA OF CONSTRUCTION SHALL BE PRESERVED OR RESET BY A REGISTERED CIVIL ENGINEER OR A LICENSED LAND SURVEYOR.
17. ANY UTILITIES REQUIRING RELOCATION SHALL BE THE RESPONSIBILITY AND AT THE EXPENSE OF THE CONTRACTOR.
18. GRADE DIFFERENTIALS MAY REQUIRE SUPPORT BY AN ENGINEERED & APPROVED RETAINING WALL.
19. FINAL STAKING OF HOUSE TO BE VERIFIED WITH ARCHITECT.



SITE PLAN - OPTION 1

SCALE: 1" = 20'-0"

From: [Jerry Raski](#)
To: kristi.jefferson@cityofsalida.com
Subject: Traffic concerns over Oak street developments.
Date: Monday, November 28, 2022 10:33:06 AM

Kristi,

I'm writing about two developments the City of Salida is planning on State Highway 291 (also known as Oak street) near mile marker 0.20. The two developments are a high density housing development of 44 units at 505 Oak street and a new City of Salida fire station at 611 Oak adjacent to the 505 Oak street development.

I have three concerns:

1.) The developer is asking to put 44 units on 505 Oak street. The 44 units are planned to have one single access to SH 291 by a future, private road.

I'm not a traffic engineer, but an ITE trip generation calculation for this intersection would be: 44 units of single family homes creating 421 daily trips. 10% will be peak hour trips, 42 peak hour trips total. 63% will be entering the development from Hwy 291 (26 trips) and 37% will be leaving the development onto Hwy 291 (16 trips).

This significant increase in peak hour trips on Hwy 291 might necessitate the installation of a left hand turn lane and/or right hand merge lane.

The developer, Dreamers and Doers LLC, say they applied for a Highway access permit in February, but have not received one. Nevertheless, the City of Salida is preparing to pass ordinance 2022-21 to approve this development.

2.) The City of Salida is also planning to develop a new City of Salida Fire Station south of, and adjacent to, the 505 Oak Street development. The Fire Station will have 11 bays for emergency vehicles and is over 20,000 square feet in size. Access to the fire station parking lot will be from SH 291. The parking lot access road is directly adjacent to the planned development at 505 Oak street.

The SH 291 access for the Oak street development and the SH 291 access for the fire station road are only 110 feet apart. Two busy SH 291 access points only 110 feet apart will cause traffic issues.

3.) A Salida Middle School at 627 Oak Street is just south of these two planned developments on Hwy 291. There is school traffic and the road is posted as a school zone.

I'm concerned that the Salida Middle School at 627 Oak, along with the new Salida fire station at 611 Oak and the new high density development at 505 Oak will considerably slow traffic on SH 291 during peak hours.

I'd like to ask the City of Salida postpone the approval of these developments until traffic studies can be performed and highway access permits can be granted.

Jerry Raski
Salida, CO

From: [Kristi Jefferson](#)
To: ["Jerry Raski"](#)
Subject: RE: Traffic concerns over Oak street developments.
Date: Monday, November 28, 2022 11:57:04 AM
Attachments: [image003.png](#)
[image006.png](#)

Jerry,

I am currently working on the 505 Planned Development and Subdivision which is scheduled for public hearing before the City Council on December 6th and you are more than welcome to come to the meeting to voice your concerns. I will include your email of your concerns in the packet materials for the Council to consider but I wanted to clarify a couple of things. The 505 Oak Street project will have two accesses off of Oak Street and the access on the south side of the property will be a shared access with the Fire Department. The applicants have submitted an engineered traffic study which shows a total of 302 daily trips as shown in the table below.

Table 1 – 505 Oak Street Traffic Generation

Land Use and Size	Weekday Vehicle Trips						
	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Single-Family Attached Housing (ITE 215) – 10 Dwelling Units	72	1	4	5	3	3	6
Multifamily Low-Rise Housing (ITE 220) – 34 Dwelling Units	230	3	11	14	11	6	17
Total Project Trips	302	4	15	19	14	9	23

Thank you,

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: Jerry Raski [mailto:j.raski@gmail.com]
Sent: Monday, November 28, 2022 10:33 AM
To: kristi.jefferson@cityofsalida.com
Subject: Traffic concerns over Oak street developments.

Kristi,

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I'd like to ask the City of Salida postpone the approval of these developments until traffic studies can be performed and highway access permits can be granted.

Jerry Raski
Salida, CO



CITY COUNCIL ACTION FORM

DEPARTMENT	PRESENTED BY	DATE
Planning	Franco Palumbo - Planning Technician	December 6, 2022

ITEM

Ordinance 2022-22: Second Reading and Public Hearing on the proposed Stringer Annexation of the property located at 1730 Holman Avenue.

BACKGROUND

The applicants, Paul and Rebecca Stringer submitted a complete application on September 08, 2022 to annex their property located at 1730 Holman Avenue, along with an application for zoning to be considered during a separate hearing.



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;



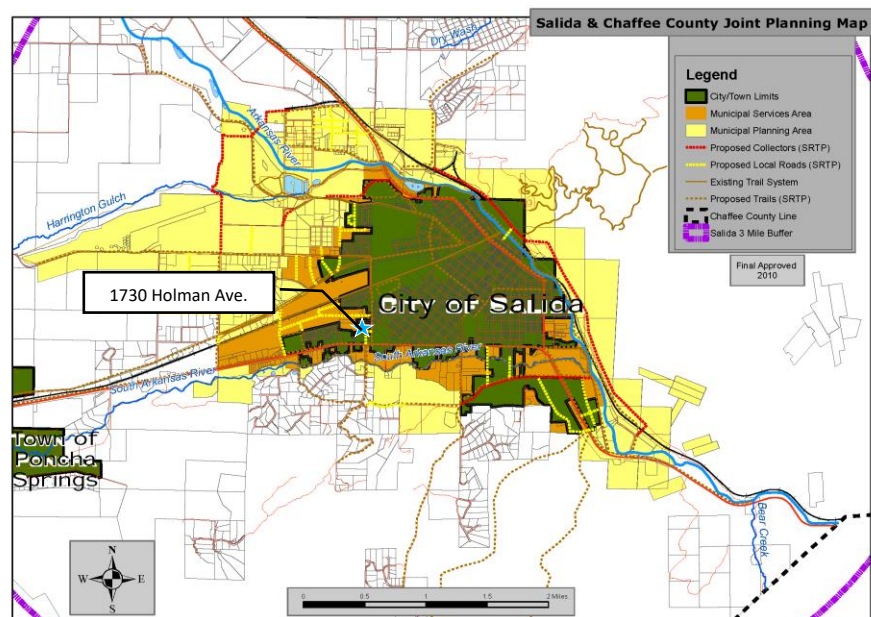
CITY COUNCIL ACTION FORM

DEPARTMENT	PRESENTED BY	DATE
Planning	Franco Palumbo - Planning Technician	December 6, 2022

- On October 18, 2022 City Council adopted Resolution 2022-51 finding the Annexation petition in compliance with city and state statutes and set the public hearing date for December 06, 2022.
- 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 approve the proposed zoning.

FINDINGS OF FACT:

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 the intergovernmental agreement (IGA) with Chaffee County approved in 2010. According to the Comprehensive plan, the MSA "Is an area adjacent to the city's boundary that is eligible for annexation and can be served by city utilities and infrastructure." The annexation of the property is consistent with the vision and goals set forth in the Comprehensive Land Use Plan. Specifically, to promote infill / redevelopment projects that contain a variety of uses, housing, including affordable units.





CITY COUNCIL ACTION FORM

DEPARTMENT	PRESENTED BY	DATE
Planning	Franco Palumbo - Planning Technician	December 6, 2022

The applicant will be required to meet the Inclusionary Housing Ordinance with any new development on the property.

In addition, the proposal will provide for a logical extension of the City boundary to support the demand for commercially-zoned land, which will provide potential for both commercial and residential opportunities.

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.

The timeline for the related requests to the annexation are as follows:

Proposed Action	Planning Commission Recommendation	City Council First Reading	City Council Final Action
Annexation Ordinance 2022-22	11/08/22	11/15/2022	12/06/2022
Resolution on Findings of Fact 2022-55			12/06/2022
Annexation Agreement Resolution 2022-56			12/06/2022
Zoning Ordinance 2022-16	11/08/22	11/15/2022	12/06/2022

RESPONSE FROM REFERRAL DEPARTMENTS AND AGENCIES:

- Salida Fire Department: Fire Chief, Doug Bess, responded "No issues with Fire."
- Salida Police Department: Police Chief, Russ Johnson, responded "No issues from PD."
- Chaffee County Development Services: Planning Director, Miles Cottom, responded "Planning & Zoning does not have any comments or concerns about this proposed annexation/zoning application."
- Salida Public Works Department: Public Works Director David Lady, responded "No concerns, Coordinate necessary permits and service line installations with Public Works."
- Salida Utility Finance Department: Staff Account Renee Thonhoff, responded "The system development fees required for 1730 Holman Avenue are as follows, water \$8,512, high zone fee \$1,936, sewer \$5,206, meter \$352 for a total of \$16,006."



CITY COUNCIL ACTION FORM

DEPARTMENT	PRESENTED BY	DATE
Planning	Franco Palumbo - Planning Technician	December 6, 2022

PLANNING COMMISSION RECOMMENDATION

A public hearing with the Planning Commission was held November 08, 2022 and the Commission recommended Council approve the proposed Stringer Annexation with staffs recommended conditions.

STAFF RECOMMENDATION

Staff recommends approval of the proposed annexation, subject to Council approval of an annexation agreement with the following conditions:

1. Owner shall meet the inclusionary housing requirements of Article XIII of Chapter 16 of the Salida Municipal Code at the time of building permit submittal for additional units constructed on the property.
2. Owner agrees to pay at the time of building permit all applicable fees for the property in the amounts set forth pursuant to the Salida Municipal Code, or as hereafter amended, namely the building plan review; water and sewer system development fees; and the Fair Contribution to School Sites per Section 16-6-140 of the Salida Municipal Code (SMC)).
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.

SUGGESTED MOTION

A council person should make the motion to “approve Ordinance 2022-22 approving the annexation of the 0.17 acre parcel of land to the City of Salida known as the Stringer Annexation and ordering the ordinance to be published by title only.”

Attachments:

Ordinance 2022-22

Agency review

Draft Minutes from the November 08, 2022 Planning Commission meeting

Stringer Annexation petition and Annexation plat

**CITY OF SALIDA, COLORADO
ORDINANCE NO. 22
SERIES OF 2022**

AN ORDINANCE OF THE CITY OF SALIDA, COLORADO ANNEXING TO THE CITY OF SALIDA A CERTAIN TRACT OF LAND IN UNINCORPORATED CHAFFEE COUNTY KNOWN AS THE STRINGER ANNEXATION

WHEREAS, on September 08, 2022, representatives (the “Owners”) of the Stringer Annexation filed a General Development Application (the “Petition”) to commence proceedings to annex to the City of Salida (the “City”) a certain unincorporated tract of land comprised of 0.17 acres located at 1730 Holman Avenue, Salida, in the County of Chaffee, State of Colorado, and being more particularly described on Exhibit A, attached hereto and incorporated herein by reference (the “Property”); and

WHEREAS, pursuant to C.R.S. §31-12-108, the City Council by Resolution No. 51, Series of 2022 specified that the City Council would hold a hearing on the proposed annexation at its regular meeting on December 06, 2022, commencing at the hour of 6 p.m. in the City Council Chambers, 448 East First Street, Salida, Colorado; and

WHEREAS, pursuant to C.R.S. §31-12-108 to -110, the City Council on December 06, 2022 held a duly-noticed public hearing to consider the proposed annexation; and

WHEREAS, notice of such hearing was published on October 28, 2022, November 04, 2022, November 11, 2022, and November 18, 2022 in *The Mountain Mail* newspaper; and

WHEREAS, C.R.S. §31-12-105(1)(e) provides that prior to the completion of any annexation within a three-mile area, the municipality shall have in place a plan for that area, which generally describes the proposed location, character, and extent of streets, subways, bridges, waterways, waterfronts, parkways, playgrounds, squares, parks, aviation fields, other public ways, grounds, open spaces, public utilities and terminals for water, light, sanitation, transportation and power to be provided by the municipality and the proposed land uses for the area; and

WHEREAS, the City hereby sets forth its Findings of Fact, Determinations, and Conclusions with regard to annexation to the City of the Stringer Annexation; and

WHEREAS, the City currently has in place a Comprehensive Plan and other long-range planning documents which constitute the City's annexation plan.

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

1. The City incorporates the foregoing recitals as findings and determinations by the City Council.

2. The City hereby approves the annexation of Property described on Exhibit A, attached hereto with the following conditions of approval, and such real Property is hereby annexed to and made a part of the City of Salida.

1. Owner shall meet the inclusionary housing requirements of Article XIII of Chapter 16 of the Salida Municipal Code at the time of building permit submittal for additional units constructed on the property.
2. Owner agrees to pay at the time of building permit all applicable fees for the property in the amounts set forth pursuant to the Salida Municipal Code, or as hereafter amended, namely the building plan review; water and sewer system development fees; and the Fair Contribution to School Sites per Section 16-6-140 of the Salida Municipal Code (SMC).
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.

3. Within ten (10) days after final publication of this Ordinance, the City Clerk of the City of Salida, Colorado, on behalf of the City shall:

- A. File one (1) copy of the Annexation Plat and the original of this Annexation Ordinance in the office of the City Clerk of the City of Salida, Colorado;
- B. File for recording three (3) certified copies of this Annexation Ordinance and three (3) copies of the Annexation Plat, containing a legal description of the annexation parcel, with the County Clerk and Recorder of Chaffee County, Colorado, with directions to the Chaffee County Clerk and Recorder to file one certified copy of this Annexation Ordinance and one copy of the Annexation Map with the Division of Local Government of the Department of Local Affairs of the State of Colorado and one certified copy of this Annexation Ordinance and one copy of the Annexation Map with the Colorado Department of Revenue; and
- C. File one certified copy of this Annexation Ordinance and one copy of the Annexation Map in the office of the County Assessor of Chaffee County, Colorado.

INTRODUCED ON FIRST READING, on November 15, 2022, ADOPTED and set for second reading and public hearing on the 6th day of December, 2022.

CITY OF SALIDA, COLORADO

Dan Shore, Mayor

[SEAL]

ATTEST:

City Clerk/Deputy Clerk

PUBLISHED IN FULL in the Mountain Mail after First Reading on the ____ day of _____, 2022, and BY TITLE ONLY, after final adoption on the ____ day of _____, 2022.

City Clerk/Deputy City Clerk

EXHIBIT A

PART OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER [NW1/4 SE1/4] OF SECTION 6, TOWNSHIP 49 NORTH, RANGE 9 EAST OF THE NEW MEXICO PRINCIPAL MERIDIAN, CHAFFEE COUNTY, COLORADO, DESCRIBED AS FOLLOWS, TO-WIT:
 BEGINNING AT A POINT ON THE EAST LINE OF THE NW 1/4 SE 1/4, A DISTANCE OF 496 FEET NORTHERLY FROM THE SOUTHEAST CORNER OF THE SAID NW 1/4 SE 1/4;
 THENCE NORTH 88°51' WEST 150 FEET;
 THENCE NORTH 1°09' EAST 50 FEET;
 THENCE SOUTH 88°51' WEST 150 FEET TO THE SAID EAST LINE OF THE NW1/4 SE1/4;
 THENCE SOUTH 1°09' WEST 50 FEET TO THE POINT OF BEGINNING.

ALSO DESCRIBED AS:

A TRACT OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER (NW1/4 SE1/4) OF SECTION 6, TOWNSHIP 49 NORTH, RANGE 9 EAST OF THE NEW MEXICO PRINCIPAL MERIDIAN, CHAFFEE COUNTY, COLORADO,

DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF THE SAID NW1/4 SE1/4;
 THENCE NORTH 0°51'07" WEST 68.4 FEET TO A BRASS CAPPED HIGHWAY RIGHT-OF-WAY MARKER;
 THENCE CONTINUING NORTH 0°51'07" WEST ALONG THE CORPORATE BOUNDARY OF THE CITY OF SALIDA, 427.6 FEET TO THE POINT OF BEGINNING OF THE TRACT HEREIN DESCRIBED;
 THENCE SOUTH 89°20'45" WEST 150.23 FEET;
 THENCE NORTH 50.0 FEET;
 THENCE NORTH 89°20' 44" EAST 149.49 FEET;
 THENCE SOUTH 0°51.7' EAST 50.0 FEET TO THE POINT OF BEGINNING.
 DIRECTIONS ARE BASED ON A BEARING OF SOUTH 89°40'28" WEST FOR THE CENTERLINE OF U.S. HIGHWAY NO. 50.

TOGETHER WITH ONE-HALF OF THE WELL RIGHTS IN THE MCGOWAN WELL NO. 1 (DRILLED MARCH 15, 1956), STATE ENGINEERS WELL NO. 86046, FILED FEBRUARY 28, 1973 IN THE DISTRICT COURT FOR WATER DIVISION NO. 2, STATE OF COLORADO, CASE NO. W-1359.
 ALSO TOGETHER WITH AN EASEMENT ACROSS PROPERTY KNOWN AS 1724 HOLMAN AVENUE, SALIDA, CHAFFEE COUNTY, COLORADO, LYING NORTH OF PROPERTY DESCRIBED ABOVE, FOR THE JOINT USE OF SAID WELL, TOGETHER WITH ALL WELL EQUIPMENT, TO INCLUDE, BUT NOT LIMITED

TO PUMPS, WATER AND ELECTRIC LINES AND SHALL PROVIDE FOR THE RIGHT OF MAINTENANCE, REPAIR AND REPLACEMENT OF SAID EQUIPMENT.

Also known by the following address:

1730 Holman Avenue, Salida, CO 81201

And assessor's schedule or parcel number: 380706400111



Franco Palumbo <franco.palumbo@cityofsalida.com>

Agency Review - 1730 Holman Ave. - Annexation and Zoning

Miles Cottom <mcottom@chaffeecounty.org>
To: franco.palumbo@cityofsalida.com

Tue, Oct 18, 2022 at 11:17 AM

Hey Franco,

Chaffee County Planning & Zoning does not have any comments or concerns about this proposed annexation/zoning application.

Thank you,

--



Miles W. Cottom

Planning Director /

Assistant County Attorney

Chaffee County Government

Phone: 719-221-3475

mcottom@chaffeecounty.org

www.chaffeecounty.org

Business Hours: Please note that the standard business hours for Chaffee County Government are Monday - Thursday, 7:30am - 5:30pm.

Confidentiality Note: This email is intended only for the person or entity to which it is addressed and may contain information that is privileged, confidential, or otherwise protected from disclosure.



**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: October 05, 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: Rebecca & Paul StringerPROPERTY LOCATION: 1730 Holman Ave.

PROJECT DESCRIPTION: Annexation and Zoning applications for the 0.17 acre parcel located at 1730 Holman Ave. The request is to zone the annexed property as Commercial District (C-1).

MEETING DATES:

- | | |
|---|-----------------------------------|
| ☒ Planning Commission | <u>11/08/2022 @ 6:00 P.M.</u> |
| ☒ City Council | <u>12/06/2022 @ 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
☒ Plat
- ☐ Other: _____

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

REPLY: NO CONCERNS AT THIS TIMERESPONSE NEEDED BY: 10/24/2022

RECEIVED: _____

PLANNING STAFF: Franco Palumbo



Franco Palumbo <franco.palumbo@cityofsalida.com>

Agency Review - 1730 Holman Ave. - Annexation and Zoning

Russ Johnson <rjohnson@salidapolice.com>

Thu, Oct 6, 2022 at 8:58 AM

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

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

[Quoted text hidden]



Franco Palumbo <franco.palumbo@cityofsalida.com>

Agency Review - 1730 Holman Ave. - Annexation and Zoning

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

Wed, Nov 2, 2022 at 3:29 PM

No concerns.

Note: Coordinate necessary permits and service line installations with Public Works.



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: Wednesday, November 2, 2022 12:04 PM
To: David Lady <david.lady@cityofsalida.com>
Subject: Re: Agency Review - 1730 Holman Ave. - Annexation and Zoning

David,

I never received any agency review for this.

I need this by tomorrow. This needs to go into my packet for next planning commission meeting.

On Wed, Oct 5, 2022 at 3:39 PM Franco Palumbo <franco.palumbo@cityofsalida.com> wrote:

David,

Please see the attached, an agency review needed for an annexation and zoning request for [1730 Holman Ave.](#)

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

Review comments are needed by October 24th.

Thanks!

--

Franco Palumbo

Planning Technician

[REDACTED]
ph: (719) 530.2638

--

Franco Palumbo

Planning Technician

[REDACTED]
ph: (719) 530.2638



Franco Palumbo <franco.palumbo@cityofsalida.com>

Agency Review - 1730 Holman Ave. - Annexation and Zoning

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

Tue, Oct 18, 2022 at 4:06 PM

Good afternoon Franco,

The system development fees required for [1730 Holman Avenue](#) are as follows, water \$8,512, high zone fee \$1,936, sewer \$5,206, meter \$352 for a total of \$16,006. Please let me know if you have any questions or concerns.

Thank you,



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.

On Wed, Oct 5, 2022 at 3:38 PM Franco Palumbo <franco.palumbo@cityofsalida.com> wrote:

[Quoted text hidden]



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

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. **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–**
- D. **Applicant's Presentation**
- E. **Public Input –**
- F. **Close Public Hearing –pm**
- G. **Commissioner Discussion –**

H. Commission Decision –

Motion made by Commissioner Dockery, Seconded by Commissioner Kriebel.

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

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 – pm**
- B. **Proof of Publication -**
- C. **Staff Review of Amendment–**
- D. **Applicant's Presentation**
- E. **Public Input –**
- F. **Close Public Hearing –pm**
- G. **Commissioner Discussion –**
- H. **Commission Recommendation –**

Motion made by Commissioner Walker, Seconded by Commissioner Dockery.

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

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 – pm**
- B. **Proof of Publication -**
- C. **Staff Review of Amendment–**
- D. **Applicant's Presentation**
- E. **Public Input –**
- F. **Close Public Hearing –pm**
- G. **Commissioner Discussion –**
- H. **Commission Recommendation –**

Motion made by Commissioner Walker, Seconded by Commissioner Kriebel.

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

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 – pm**
- B. **Proof of Publication -**
- C. **Staff Review of Amendment–**

- D. Applicant's Presentation**
- E. Public Input –**
- F. Close Public Hearing –pm**
- G. Commissioner Discussion –**
- H. Commission Recommendation –**

Motion made by Vice-Chair Bomer, Seconded by Commissioner Kriebel.

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

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.

Motion made by Vice-Chair Bomer, Seconded by Commissioner Dockery.

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

UPDATES

- 6. Discuss 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

DRAFT

ATT: Bill Almquist

Item 12.



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: PAUL STRINGER

Mailing Address: PO Box 605 Rye, Colo 81069 Location Address: 1730 Holman Salida, Colo

Telephone Number: 719 646-4330 FAX: _____

Email Address: ryeranch@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: Home 1730 Holman Salida Colo Address currently in County We want to annex it to City of Salida, to hook up to city water & sewer on Holman St.

Street Address: 1730 Holman Salida Colo

Legal Description: Lot _____ Block _____ Subdivision _____ (attach description)
Paul & Rebecca Stringer own 1730 Holman, no mortgage

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: Paul & Rebecca Stringer Date: 6-2-2021

Signature of property owner: Paul & Rebecca Stringer Date: 6-2-2021

Enclosed find narrative letter to support annexation application for 1730 Holman Salida, Colorado

The annexation of 1730 Holman into the city of Salida would increase the continuity of community services to benefit the total community. The city of Salida will benefit from the tap fees, and on going revenue paid by the homeowner. We are not requesting annexation of vacant land. We are not completing any public facilities. The home at 1730 Holman is surrounded by city lots on three sides. The home is a brick home and has been in its current location for fifty years and complies with comprehensive plan. We are requesting C1 zoning for 1730 Holman to increase available options for people of all income levels.

Thank You
Paul & Rebecca Dringer

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

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

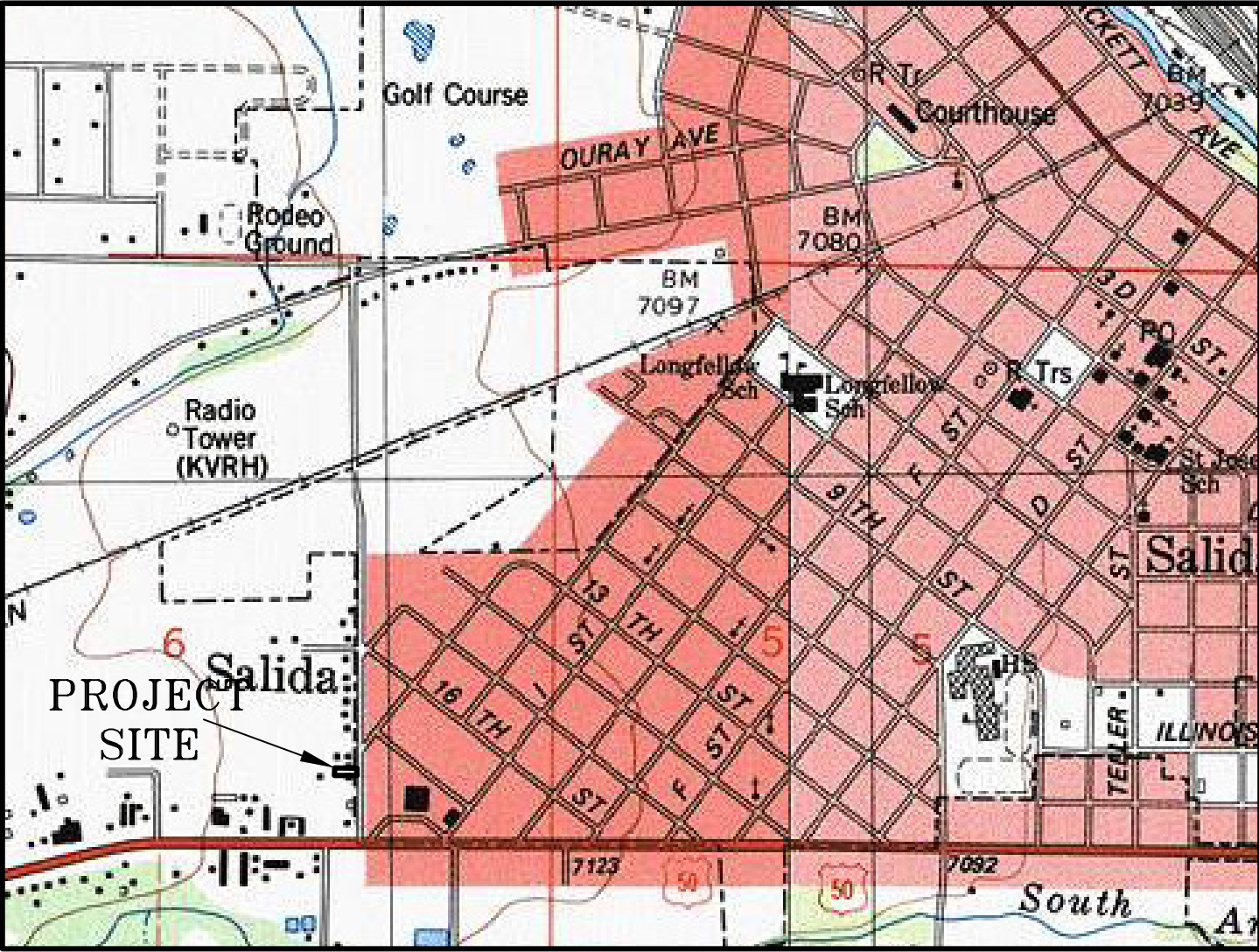
Signature of Petitioners Requesting Annexation to the City of Salida, Colorado	Date of Signature of Each Petitioner	Mailing Address of each Petitioner	Description of Property Included the Area Proposed for Annexation Owned by Each person Signing this Petition. (Attach separate sheet, if necessary)
Rebecca J Stringer	9-8-2022	PO Box 605 Rye, Colo 81069	Legal description attached
Paul H. Stringer	9-8-2022	PO Box 605 Rye, Colo 81069	Legal description attached
		(SAME)	

"INSERT A"

(Description of territory proposed for annexation)

(I have this)
already.

STRINGER ANNEXATION TO THE
CITY OF SALIDA
LOCATED WITHIN THE NORTHWEST QUARTER OF THE
SOUTHEAST QUARTER OF SECTION 6, TOWNSHIP 49 NORTH,
RANGE 9 EAST OF THE NEW MEXICO PRINCIPAL MERIDIAN,
CHAFFEE COUNTY, COLORADO



VICINITY MAP
NOT TO SCALE

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 PAUL R. STRINGER AND REBECCA J. STRINGER, 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 STRINGER ANNEXATION TO THE CITY OF SALIDA;
NOW, THEREFORE, THE CITY COUNCIL OF SALIDA, COLORADO DOES HEREBY APPROVE AND ACCEPT THE 'STRINGER ANNEXATION TO THE CITY OF SALIDA' AS DESCRIBED HEREIN, TO WIT:

PART OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER (NW1/4SE1/4) OF SECTION 6, TOWNSHIP 49 NORTH, RANGE 9 EAST OF THE NEW MEXICO PRINCIPAL MERIDIAN, CHAFFEE COUNTY, COLORADO, DESCRIBED AS FOLLOWS, TO-WIT:
BEGINNING AT A POINT ON THE EAST LINE OF THE NW1/4SE1/4, A DISTANCE OF 496 FEET NORTHERLY FROM THE SOUTHEAST CORNER OF THE SAID NW1/4SE1/4;
THENCE NORTH 88°51' WEST 150 FEET;
THENCE NORTH 1°09' EAST 50 FEET;
THENCE SOUTH 88°51' WEST 150 FEET TO THE SAID EAST LINE OF THE NW1/4SE1/4;
THENCE SOUTH 1°09' WEST 50 FEET TO THE POINT OF BEGINNING.
ALSO DESCRIBED AS:
A TRACT OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER (NW1/4SE1/4) OF SECTION 6, TOWNSHIP 49 NORTH, RANGE 9 EAST OF THE NEW MEXICO PRINCIPAL MERIDIAN, CHAFFEE COUNTY, COLORADO, DESCRIBED AS FOLLOWS:
COMMENCING AT THE SOUTHEAST CORNER OF THE SAID NW1/4SE1/4;
THENCE NORTH 0°51'07" WEST 68.4 FEET TO A BRASS CAPPED HIGHWAY RIGHT-OF-WAY MARKER;
THENCE CONTINUING NORTH 0°51'07" WEST ALONG THE CORPORATE BOUNDARY OF THE CITY OF SALIDA, 427.6 FEET TO THE POINT OF BEGINNING OF THE TRACT HEREIN DESCRIBED;
THENCE SOUTH 89°20'45" WEST 150.23 FEET;
THENCE NORTH 50.0 FEET;
THENCE NORTH 89°20'44" EAST 149.49 FEET;
THENCE SOUTH 0°51.7' EAST 50.0 FEET TO THE POINT OF BEGINNING.
DIRECTIONS ARE BASED ON A BEARING OF SOUTH 89°40'28" WEST FOR THE CENTERLINE OF U.S. HIGHWAY NO. 50, TOGETHER WITH ONE-HALF OF THE WELL RIGHTS IN THE MCGOWAN WELL NO. 1 (DRILLED MARCH 15, 1956), STATE ENGINEERS WELL NO. 86046, FILED FEBRUARY 28, 1973 IN THE DISTRICT COURT FOR WATER DIVISION NO. 2, STATE OF COLORADO, CASE NO. W-1359.
ALSO TOGETHER WITH AN EASEMENT ACROSS PROPERTY KNOWN AS 1724 HOLMAN AVENUE, SALIDA, CHAFFEE COUNTY, COLORADO, LYING NORTH OF PROPERTY DESCRIBED ABOVE, FOR THE JOINT USE OF SAID WELL, TOGETHER WITH ALL WELL EQUIPMENT, TO INCLUDE, BUT NOT LIMITED TO PUMPS, WATER AND ELECTRIC LINES AND SHALL PROVIDE FOR THE RIGHT OF MAINTENANCE, REPAIR AND REPLACEMENT OF SAID EQUIPMENT.

SIGNED THIS ____ DAY OF _____, 2022.

CITY OF SALIDA

BY: _____
MAYOR

CITY CLERK'S CERTIFICATE

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

CITY CLERK

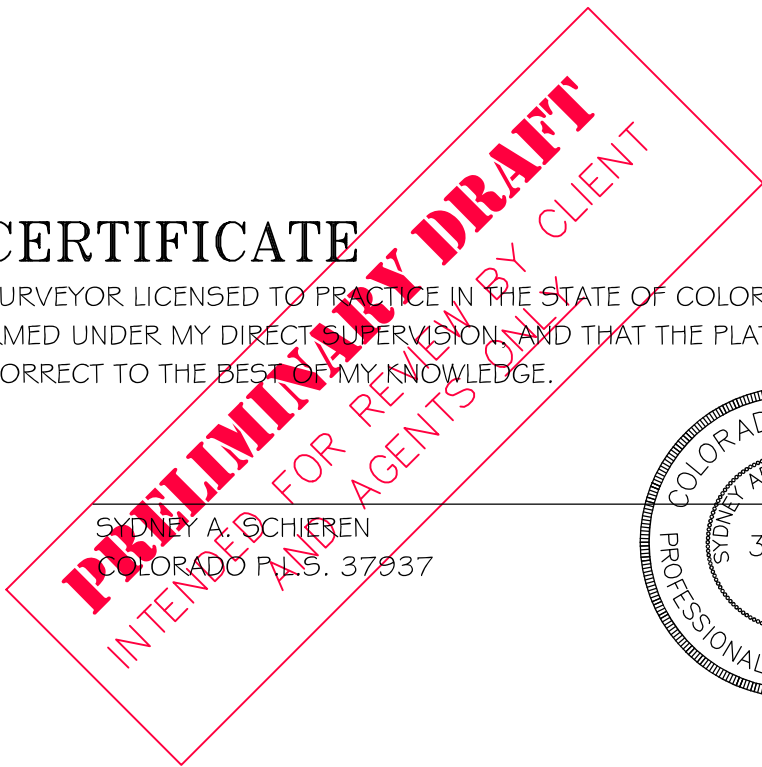
CLERK AND RECORDER'S CERTIFICATE

I HEREBY CERTIFY THAT A CERTIFIED COPY OF THIS ANNEXATION MAP ALONG WITH A CERTIFIED COPY OF THE ANNEXATION ORDINANCE FOR THE STRINGER ANNEXATION WERE ACCEPTED FOR FILING IN MY OFFICE AT _____M. ON THIS ____ DAY OF _____, 2022 UNDER RECEPTION NUMBER _____.

CHAFFEE COUNTY CLERK AND RECORDER

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.



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 WEST RIGHT OF WAY OF HOLMAN BETWEEN A 1 1/2" ALUMINUM CAP STAMPED LS 7653 AND A 1 1/2" STEEL DISC, ILLEGIBLE, HAVING A BEARING OF SOUTH 00°04'03" WEST
- 2) THIS SURVEY WAS PERFORMED WITHOUT THE BENEFIT OF A TITLE COMMITMENT
- 3) TOTAL AREA TO BE ANNEXED=0.17 ACRES +/-
- 4) THIS ANNEXATION SUBJECT TO THE TERMS & CONDITIONS AS SET FORTH IN THE ANNEXATION AGREEMENT RECORDED AT RECEPTION NO. _____

TOTAL PERIMETER OF LAND TO BE ANNEXED	400.14 FT
CONTIGUOUS BOUNDARY WITH CITY OF SALIDA	250.40 FT
CONTIGUOUS BOUNDARY REQUIREMENT 1/6= 16.7%	62.6%

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 VESTED IN PAUL R. STRINGER AND REBECCA J. STRINGER, FREE AND CLEAR OF ALL LIENS AND ENCUMBRANCES EXCEPT AS LISTED BELOW:

DATED THIS ____ DAY OF _____, 2022.

TITLE AGENT

CERTIFICATE OF DEDICATION AND OWNERSHIP

THIS IS TO CERTIFY THAT PAUL R. STRINGER AND REBECCA J. STRINGER ARE THE OWNERS OF 100% OF THE LAND 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.

EXECUTED THIS ____ DAY OF _____, 2022.

OWNERS:

PAUL R. STRINGER

REBECCA J. STRINGER

COUNTY OF CHAFFEE)
)
STATE OF COLORADO) ss.

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

MY COMMISSION EXPIRES _____.

NOTARY PUBLIC

REVISED:	STRINGER ANNEXATION TO THE CITY OF SALIDA LOCATED WITHIN THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 6, TOWNSHIP 49 NORTH, RANGE 9 EAST OF THE NEW MEXICO PRINCIPAL MERIDIAN, CHAFFEE COUNTY, COLORADO
DATE: AUGUST 8, 2022	
JOB # 21128	 LANDMARK SURVEYING & MAPPING P.O. BOX 668 SALIDA, CO 81201 PH 719.539.4021 FAX 719.539.4031
DATE: MARCH 30, 2022	
SHEET 1 OF 2	



1 1/2" ALUM. CAP-
ON #5 REBAR
LS 10721

LOCATED WITHIN THE NORTHWEST QUARTER OF THE
SOUTHEAST QUARTER OF SECTION 6, TOWNSHIP 49 NORTH,
RANGE 9 EAST OF THE NEW MEXICO PRINCIPAL MERIDIAN,
CHAFFEE COUNTY, COLORADO



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.

A circular seal for a Colorado Licensed Professional Land Surveyor. The outer ring contains the text "COLORADO LICENSED" at the top and "PROFESSIONAL LAND SURVEYOR" at the bottom. The inner circle contains the name "SYDNOR ARTHUR SCHIEM" and the number "37937" in the center.

*STRINGER ANNEXATION TO
THE CITY OF SALIDA*

LOCATED WITHIN THE NORTHWEST
QUARTER OF THE SOUTHEAST
QUARTER OF SECTION 6, TOWNSHIP 49
NORTH, RANGE 9 EAST OF THE NEW
MEXICO PRINCIPAL MERIDIAN,
CHAFFEE COUNTY, COLORADO



LANDMARK
SURVEYING & MAPPING

P.O. BOX 668 SALIDA, CO 81201
PH 719.539.4021 FAX 719.539.4031



CITY COUNCIL ACTION FORM

DEPARTMENT	PRESENTED BY	DATE
Planning	Franco Palumbo - Planning Technician	December 6, 2022

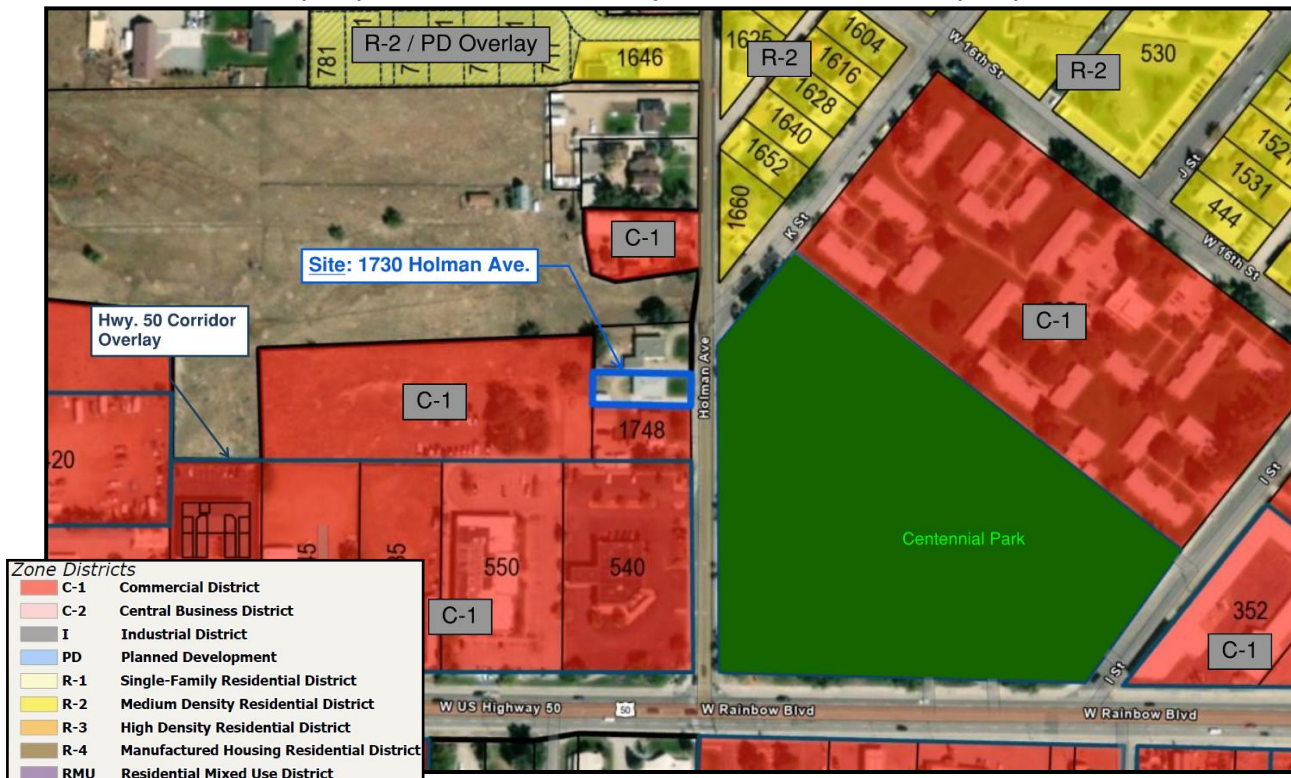
ITEM

Ordinance 2022-23: Second reading and public hearing for the proposed zoning of Commercial District (C-1) for the Stringer Annexation.

BACKGROUND

The applicants, Paul and Rebecca Stringer, submitted an application to zone the Stringer Annexation site located at 1730 Holman Avenue as Commercial District (C-1). The request was heard by the Planning Commission on November 08, 2022 and the Commission recommended approval of the request.

SURROUNDING LAND USE AND ZONING: The site is currently zoned RES (Residential Zone District) in Chaffee County. The property immediately to the north remains in Chaffee County and is also zoned RES. The properties to the south and west are within the city limits and are zoned Commercial District (C-1). Directly across Holman Avenue is Centennial Park, with a zoning designation of Commercial District (C-1). Properties going north along Holman Avenue are a mix of Commercial District (C-1) and Medium Density Residential District (R-2).





CITY COUNCIL ACTION FORM

DEPARTMENT	PRESENTED BY	DATE
Planning	Franco Palumbo - Planning Technician	December 6, 2022

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 property in close proximity to the Highway 50 corridor and situated along one of five (5) total collector streets identified in The Comprehensive Plan.
- The zoning of C-1 would be consistent with the zoning found in the adjacent parcels to the south and west, this 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 Commercial (C-1) zone district is to provide for commercial and service businesses in a pattern that allows ease of access by both vehicles and pedestrians. Typically, residential uses are administrative reviews within a C-1 zone district. Areas designated Commercial (C-1) are located primarily along the City's main entrance corridors.
- The parcel being annexed has a single-family residence. The applicants have indicated that there are no plans for future development on the property.
- Staff supports the request to zone the subject property as Commercial District (C-1).



CITY COUNCIL ACTION FORM

DEPARTMENT	PRESENTED BY	DATE
Planning	Franco Palumbo - Planning Technician	December 6, 2022

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 Commercial District (C-1) is consistent and compatible with the zoning of the adjoining properties directly to the south and west.

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.

PLANNING COMMISSION RECOMMENDATION

A public hearing with the Planning Commission was held November 08, 2022 and the Commission recommended Council approve the proposed zoning of the site as Commercial District (C-1).

STAFF RECOMMENDATION

Staff recommends approval of the proposed zoning of the Stringer Annexation site as Commercial District (C-1).

SUGGESTED MOTION

A council person should make the motion to “approve Ordinance 2022-23 on second reading.”

Attachments:

Ordinance 2022-23
Application materials

**CITY OF SALIDA, COLORADO
ORDINANCE NO. 23
SERIES OF 2022**

**AN ORDINANCE OF THE CITY OF SALIDA, COLORADO, ZONING CERTAIN REAL
PROPERTY KNOWN AS THE STRINGER ANNEXATION AS COMMERCIAL (C-1)
ZONE DISTRICT**

WHEREAS, on September 08, 2022, representatives (the “Owners”), of Stringer Annexation filed a General Development Application (the “Petition”) to commence proceedings to annex to the City of Salida (the “City”) a certain unincorporated tract of land comprised of 0.17 acre located at 1730 Holman Avenue, Salida, in the County of Chaffee, State of Colorado, and being more particularly described on Exhibit A, attached hereto and incorporated herein by reference (the “Property”); and

WHEREAS, by Ordinance No.22, Series of 2022 the City of Salida annexed the Stringer Annexation to the City; and

WHEREAS, Petitioner has filed an application to zone the Property within the Commercial (C-1) zone district, and on November 08, 2022 the City of Salida Planning Commission considered the zoning application for the Property at a duly noticed public hearing and recommended that the City Council zone it as Commercial (C-1); and

WHEREAS, as required by the Salida Municipal Code, the public hearing on the zoning application for the Stringer Annexation will be held on December 06, 2022 at a regularly scheduled meeting of the Salida City Council.

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

1. The aforementioned recitals are hereby fully incorporated herein.
2. The Property described on Exhibit A is hereby zoned Commercial District (C-1).
3. Promptly following adoption of this Ordinance, the City Administrator shall cause the terms of this Ordinance to be incorporated into the Official Zoning Map of the City pursuant to Section 16-4-210 of the Salida Municipal Code. The signed original copy of the Zoning Map shall be filed with the City Clerk. The Clerk shall also record a certified copy of this Ordinance with the Chaffee County Clerk and Recorder. The City staff is further directed to comply with all provisions of the Salida Land Use Regulations, SMC §16-1-10, et seq., to implement the provisions of this Ordinance.

INTRODUCED ON FIRST READING, on November 15, 2022, ADOPTED and set for second reading and public hearing on the 6th day of December, 2022.

CITY OF SALIDA, COLORADO

Dan Shore, Mayor

[SEAL]

ATTEST:

City Clerk/Deputy Clerk

PUBLISHED IN FULL in the Mountain Mail after First Reading on the ____ day of _____, 2022, and BY TITLE ONLY, after final adoption on the ____ day of _____, 2022.

City Clerk/Deputy City Clerk

EXHIBIT A

PART OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER [NW1/4 SE1/4) OF SECTION 6, TOWNSHIP 49 NORTH, RANGE 9 EAST OF THE NEW MEXICO PRINCIPAL MERIDIAN, CHAFFEE COUNTY, COLORADO, DESCRIBED AS FOLLOWS, TO-WIT:
 BEGINNING AT A POINT ON THE EAST LINE OF THE NW 1/4 SE 1/4, A DISTANCE OF 496 FEET NORTHERLY FROM THE SOUTHEAST CORNER OF THE SAID NW 1/4 SE 1/4;
 THENCE NORTH 88°51' WEST 150 FEET;
 THENCE NORTH 1°09' EAST 50 FEET;
 THENCE SOUTH 88°51' WEST 150 FEET TO THE SAID EAST LINE OF THE NW1/4 SE1/4;
 THENCE SOUTH 1°09' WEST 50 FEET TO THE POINT OF BEGINNING.

ALSO DESCRIBED AS:

A TRACT OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER (NW1/4 SE1/4) OF SECTION 6, TOWNSHIP 49 NORTH, RANGE 9 EAST OF THE NEW MEXICO PRINCIPAL MERIDIAN, CHAFFEE COUNTY, COLORADO,

DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF THE SAID NW1/4 SE1/4;
 THENCE NORTH 0°51'07" WEST 68.4 FEET TO A BRASS CAPPED HIGHWAY RIGHT-OF-WAY MARKER;
 THENCE CONTINUING NORTH 0°51'07" WEST ALONG THE CORPORATE BOUNDARY OF THE CITY OF SALIDA, 427.6 FEET TO THE POINT OF BEGINNING OF THE TRACT HEREIN DESCRIBED;
 THENCE SOUTH 89°20'45" WEST 150.23 FEET;
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 THENCE NORTH 89°20' 44" EAST 149.49 FEET;
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 DIRECTIONS ARE BASED ON A BEARING OF SOUTH 89°40'28" WEST FOR THE CENTERLINE OF U.S. HIGHWAY NO. 50.

TOGETHER WITH ONE-HALF OF THE WELL RIGHTS IN THE MCGOWAN WELL NO. 1 (DRILLED MARCH 15, 1956), STATE ENGINEERS WELL NO. 86046, FILED FEBRUARY 28, 1973 IN THE DISTRICT COURT FOR WATER DIVISION NO. 2, STATE OF COLORADO, CASE NO. W-1359.
 ALSO TOGETHER WITH AN EASEMENT ACROSS PROPERTY KNOWN AS 1724 HOLMAN AVENUE, SALIDA, CHAFFEE COUNTY, COLORADO, LYING NORTH OF PROPERTY DESCRIBED ABOVE, FOR THE JOINT USE OF SAID WELL, TOGETHER WITH ALL WELL EQUIPMENT, TO INCLUDE, BUT NOT LIMITED TO PUMPS, WATER AND ELECTRIC LINES AND SHALL PROVIDE FOR THE RIGHT OF MAINTENANCE, REPAIR AND REPLACEMENT OF SAID EQUIPMENT.

Also known by the following address:
1730 Holman Avenue, Salida, CO 81201
And assessor's schedule or parcel number: 380706400111

ATT: Bill Almquist

Item 13.



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: Paul Stringer

Mailing Address: PO Box 605 Rye, Colo 81069 Location Address: 1730 Holman Salida, Colo

Telephone Number: 719 646-4330 FAX: _____

Email Address: ryeranch@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: Home 1730 Holman Salida Colo Address currently in County We want to annex it to City of Salida, to hook up to city water & sewer on Holman St.

Street Address: 1730 Holman Salida Colo

Legal Description: Lot _____ Block _____ Subdivision _____ (attach description)
Paul & Rebecca Stringer own 1730 Holman, no mortgage

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: Paul & Rebecca Stringer Date: 6-2-2021

Signature of property owner: Paul & Rebecca Stringer Date: 6-2-2021

Enclosed find narrative letter to support annexation application for 1730 Holman Salida, Colorado

The annexation of 1730 Holman into the city of Salida would increase the continuity of community services to benefit the total community. The city of Salida will benefit from the tap fees, and on going revenue paid by the homeowner. We are not requesting annexation of vacant land. We are not completing any public facilities. The home at 1730 Holman is surrounded by city lots on three sides. The home is a brick home and has been in its current location for fifty years and complies with comprehensive plan. We are requesting C1 zoning for 1730 Holman to increase available options for people of all income levels.

Thank You
Paul & Rebecca Dringer



CITY COUNCIL ACTION FORM

DEPARTMENT	PRESENTED BY	DATE
Administration	Drew Nelson - City Administrator	December 6, 2022

ITEM

2023 Salida Community Grants Process – Chaffee County Community Foundation

BACKGROUND

As you may be aware, the City of Salida has had an agreement with the Chaffee County Community Foundation since 2019 to allow CCCF to manage the City's Donor Advised Fund, which provides funding to local non-profits and service organizations. During the 2022 Annual Budget process this fall, the City Council supported a request from CCCF to increase the City's annual contribution to the Donor Advised Fund to match one percent (1%) of the General Fund revenues that the City receives. This amount – approximately \$97,100 – was included in the approved 2023 Annual Budget. In addition, certain organizations (including the Boys and Girls Club, GARNA, Salida Mountain Trails, and the Chaffee Housing Trust) have typically been included separately due to the close nature of their operations to the City's activities.

CCCF's Executive Director, Betsy Dittenber, will be coordinating this year's Donor Advised Fund review process. Per the attached letter, certain steps must occur in the coming weeks to ensure the grant process is smooth and non-profits are provided funding prior to expenditure. A timeline and process is included in the letter for your review. Critical deadlines include the program launch on January 9th, application deadline of February 10th, and awards distributed by April 30th. Any funds remaining in the Donor Advised Fund (such as through an organization not accepting the awarded funds) must stay in the Fund until future years. In 2022, there was \$2,999.60 remaining in the Donor Advised Fund that can be used in 2023 or future years. Of note, CCCF has requested an increase in the administrative fee from 2% to 4% of the total amount funded, or \$3,886.56.

FISCAL NOTE

As noted in the attached letter, the funding request is for \$97,164 (approximately 1% of General Fund revenues) for 2023. With the existing \$2,999.60 in the Fund, and with the increased 4% administrative fee for CCCF, the total amount available for applications is \$96,277.04, an increase of 9.33% over 2022.

STAFF RECOMMENDATION

Staff recommends that the Salida City Council approve the requested community grants process and funding amount for its Donor Advised Fund as presented by the Chaffee County Community Foundation.

SUGGESTED MOTION

A City Councilperson should state, "I move to approve the community grants process and funding in the amount of \$97,164, with a carryover of \$2,999.60 from 2022, for the Chaffee County Community Foundation in support of the City of Salida's Donor Advised Fund," followed by a second and a roll call vote.



2023 Salida Community Grants

Mr. Mayor, City Councilmembers, and staff,

It is with great excitement that I submit this proposal to you for \$97,164 in funding for the City's 2023 Community Grants, to be managed by the Chaffee County Community Foundation. Since the 2020 grant cycle, much has changed in our community, nation, and world. The partnership between the City of Salida and CCCF has facilitated high impact investment in our local nonprofit organizations through a transparent, community reviewed process. We are honored to be considered again for 2023 to steward the community grants funds to organizations providing a great benefit to our local residents and community.

Over the years of our partnership we have made significant adjustments which have allowed the community grants program to be more effective:

- Funding of operating support fills a necessary gap in available funding for our local organizations, allowing them to have the resources they need to operate effective programs.
- Creating a streamlined application process that encompasses both Buena Vista and Salida Grants reduces the strain on nonprofit leaders and creates a streamlined review process.
- The adjusted timeline allowed for notable systemic improvements including allowing the budget processes for each municipality to fully run their course prior to launching applications.
- This year we are requesting an increase in the administrative fee from 2% to 4% to more accurately reflect the time and effort required to administer the grants program. While the fee does not cover our full costs it allows CCCF to be in a more balanced position in the partnership.

We look forward to another year of partnership with the City of Salida. Thank you for your stewardship and leadership of this incredible community.

Sincerely,

Betsy Dittenber
Executive Director

2023 Community Grants Process & Budget

Budget

2023 Funding Request:	\$97,164
CCCF 4% Administration Fee:	\$3,886.56
2022 Grants Roll Over:	\$2,999.60

Amount Available for 2023 Community Grants Program: \$96,277.04

Process

Timeline

- Application Launch: January 9th
- Deadline: February 10th
- Recommendations Deadline: April 4th
- Awards distributed by April 30th

2023 Grant Review Committee

- 2 CCCF Grants Committee Members
- 1 BV Trustee
- 1 Salida Councilmember
- 2 BV Residents
- 2 Salida Residents

Process

- 1) Initial committee meeting: First week in February
 - a) Conflicts of Interest disclosed
 - b) Training on online portal and grant making considerations
- 2) CCCF conducts initial eligibility screening
 - a) Review for complete applications and meet basic requirements of IRS and Colorado Registrations.
- 3) Applications assigned for review – Monday, Feb. 13
 - a) Conflicts of interest did not get assigned review
 - b) Reviewers evaluate the impact of each proposal, the potential for organizations to achieve their described impact, identify follow-up questions, and their recommended funding amount.
- 4) Post-review Committee Meeting – Week of Mar. 6
 - a) As applicable, follow-up questions compiled & assigned
- 5) Follow-ups completed by March 15th via phone calls, emails and site visits.
- 6) Final work sessions conducted – Week of March 27th
 - a) Hold two 2-hour meetings to review impact and make funding decisions
- 7) Council decision – Tuesday, April 4th
- 8) CCCF to execute awards within 5 business days of executed grant agreements

2022 Community Grants Summary

- 37 applications for funding. Five applicants were not recommended for funding. 33 organizations were allocated funding from the Salida Community Grants Fund totaling \$85,857.
- The average award size from the City of Salida fund was \$2,600. Thirty of the applicants were also awarded funding by the Town of Buena Vista with a total of \$135,563 invested in the community. The average gift size with both funding sources factored in was \$2,078.
- Six organizations were funded through line-item funding. During the initial review process, the grant review committee was not informed of the line-item funding so that the applicants could be considered for competitive funds as well. When allocating awards, the line item was used as the bottom baseline for funding (i.e. the award amount could not be less than the line item) and the difference between the recommended and the line-item was allocated out of the competitive funds.
- The review committee did not recommend funding at an amount higher than the line-item allocations from the Salida Fund.
- The 2022 Grant process shifted from project-based funding that places an undue burden on the organization to operating funding which fills a need in the nonprofit sector to cover the hard to pay for expenses that are inherently necessary for their program to exist. Organizations were evaluated on their total impact - not on the impact of a particular project. The exception to this organization other than 501c3's and faith-based organizations which applied for a specific charitable activity.
- The Grant Review Committee consisted of 8 volunteers who contributed at least 25 hours of their time to review applicants and make funding recommendations. CCCF is incredibly grateful for these dedicated volunteers who made it possible to have a balanced and in-depth review of the applicants.
- The Grant Review committee strived to base all decisions on objective and defensible data. Inevitably tough decisions were made in order to meet the budget available and were based on a formula or an objective data source.



CITY COUNCIL ACTION FORM

DEPARTMENT	PRESENTED BY	DATE
Planning	Kristi Jefferson - Senior Planner	December 6, 2022

TEM

Resolution 2022-54: A resolution declaring the Lundberg/Castro Annexation is in substantial compliance with city ordinances and state statutes and setting a public hearing for January 17, 2023.

BACKGROUND

On November 19, 2013 City Council approved the Castro Pre-Annexation agreement with Resolution 2013-79 and on October 19, 2021 City Council approved the Lundberg Pre-Annexation agreement. Section 4 of the agreements require the owners to annex their properties within 60 days of becoming eligible via contiguity. The Castro property located at 745 Scott Street became eligible for annexation at the time that the Treat-Mesch Annexation was approved. The Lundberg property located at 601 Scott Street is eligible with the Castro Annexation.



Staff received an application from Karen Lundberg and Virginia Casto to annex their properties located at 601 Scott Street and 745 Scott Street. A conceptual review meeting was not required with this application since the pre-annexation agreement required the annexation application.



CITY COUNCIL ACTION FORM

DEPARTMENT	PRESENTED BY	DATE
Planning	Kristi Jefferson - Senior Planner	December 6, 2022

When annexing a property, the City must follow adopted state laws which provide a framework and procedures to follow. Below is a brief summary of the steps and standards that need to be followed according to Colorado Revised Statutes.

- 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;
- The 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;
- Council adopts a resolution stating the proposed findings on the annexation;
- Council approves an annexation agreement; and
- Council holds a public hearing on the proposed zoning.

FISCAL NOTE

STAFF RECOMMENDATION

Staff finds the proposed annexation in substantial compliance with city and state statutes and recommends Council adopt the proposed resolution setting a public hearing for January 17, 2023.

SUGGESTED MOTION

A Council person should make a motion to “approve Resolution 2022-54 declaring the Lundberg/Castro Annexation is in substantial compliance with city ordinances and state statutes and setting a public hearing for January 17, 2023.”

Attachment: Resolution 2022-54
 Lundberg/Castro Annexation petition
 Annexation plat
 Lundberg Pre-Annexation Agreement
 Castro Pre-Annexation Agreement

**CITY OF SALIDA, COLORADO
RESOLUTION NO. 54
SERIES OF 2022**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SALIDA, COLORADO,
FINDING THE LUNDBERG-CASTRO ANNEXATION PETITION TO BE IN
SUBSTANTIAL COMPLIANCE WITH STATE STATUTES AND SETTING A PUBLIC
HEARING ON SAID PETITION.**

WHEREAS, on August 16, 2022, Karen Lundberg and Virginia Castro filed a General Development Application (the “Petition”) to commence proceedings to annex to the City of Salida (the “City”) a certain unincorporated tract of land comprised of .48 acres located at 601 Scott Street and 745 Scott Street in the County of Chaffee, State of Colorado (the “Properties”), and being more particularly described on Exhibit A, attached hereto and incorporated herein by reference; and

WHEREAS, after review of the annexation Petition and map, the City planning staff advised the City Council that the Petition and map are in substantial compliance with the state statutes, as required by C.R.S. § 31-12-101 *et seq.*; and

WHEREAS, the Petition alleges as follows:

1. It is desirable and necessary that the territory described above be annexed to the City of Salida, Colorado.
2. The requirements of C.R.S. § 31-12-104, as amended, exist or have been met, including without limitation the following:
 - a. Not less than 1/6th of the perimeter of the area proposed to be annexed is contiguous with the City of Salida, Colorado.
 - b. A community of interest exists between the area proposed to be annexed and the City of Salida, Colorado.
 - c. The area proposed to be annexed is urban or will be urbanized in the near future.
 - d. The area proposed to be annexed is integrated with or is capable of being integrated with the City of Salida, Colorado.
3. The requirements of C.R.S. § 31-12-105, as amended, exist or have been met, including without limitation the following:
 - a. In establishing the boundaries of the area proposed to be annexed, no land held in identical ownership, whether consisting of one tract or parcel of real estate or two or more contiguous tracts or parcels of real estate:
 - i. has been divided into separate parts or parcels without the written consent of the landowner or landowners thereof.

- ii. comprising twenty (20) acres or more (which together with buildings and improvements situated thereon having a valuation for assessment in excess of \$200,000.00 for ad valorem tax purposes for the year preceding the proposed annexation), has been included without the written consent of the landowners.
- b. No annexation proceedings have been commenced for the annexation to a municipality other than the City of Salida, Colorado, of all or part of the territory proposed to be annexed.
- c. The annexation proposed in the Petition will not result in the detachment of area from any school district and the attachment of the same area to another school district.
- d. The annexation proposed in the Petition will not have the effect of extending the municipal boundary of the City of Salida more than three (3) miles in any direction from any point on the current municipal boundary of the City in any one year; and

WHEREAS, the City finds that the Petition is in compliance with Salida Municipal Code (SMC) §§ 16-9-10 through 16-9-40; and

WHEREAS, the City has or will have in place a plan meeting the requirements of C.R.S. §31-12-105(e) prior to the effective date of the proposed annexation; and

WHEREAS, no election for annexation of the area proposed to be annexed to the City of Salida has been held in the preceding twelve (12) months; and

WHEREAS, the signers of the Petition are the owners of one hundred percent (100%) of the territory proposed to be annexed, exclusive of public streets and alleys; and

WHEREAS, the annexation to the City of Salida, Colorado of the area proposed to be annexed will not result in a change of county boundaries; and

WHEREAS, the names and mailing addresses of the signers of the Petition and date of signing are included in the Petition, and the legal descriptions of the land owned by Petitioner is attached to the Petition. No signature on the Petition is dated more than 180 days prior to the date of filing of the Petition for annexation with the City Clerk; and

WHEREAS, the Petition is accompanied by four (4) or more copies of an Annexation Map containing, among other things, the following information:

- 1. A written legal description of the boundaries of the area proposed to be annexed to the City of Salida, Colorado;
- 2. The boundary of the area proposed to be annexed to the City of Salida, Colorado;

3. Within the annexation boundary map, a showing of the location of each ownership tract in un-platted land and, if part or all of the area is platted, the boundaries and the plat numbers of plots or of lots and blocks; and
4. Next to the boundary of the area proposed to be annexed, a drawing of the contiguous boundary of the City of Salida, Colorado; and

WHEREAS, none of the area proposed to be annexed to the City of Salida, Colorado, is presently a part of any incorporated city, city and county, or town, and is not contiguous to any other incorporated city, city and county, or town; and

WHEREAS, it appears that the Petition filed as aforesaid is in substantial compliance with the requirements of the Municipal Annexation Act of 1965, C.R.S. § 31-12-107(1), as amended.

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

1. The City incorporates the foregoing recitals as findings by the City Council.
2. The Petition is in substantial compliance with the requirements of the Municipal Annexation Act of 1965, C.R.S. § 31-12-107(1), as amended.
3. The City Council of the City of Salida, Colorado, will hold a hearing upon the Petition for the purpose of determining and finding whether the area proposed to be annexed meets the applicable requirements of C.R.S. § 31-12-104, § 31-12-105, and SMC §§ 16-9-10 through 16-9-40, all as amended, and is considered eligible for annexation. The hearing shall be held on January 17, 2023 commencing at the hour of 6 p.m. in the City Council Chambers, 448 East First Street, Salida, Colorado.
4. Any person may appear at such hearing and present evidence upon any matter to be determined by the City Council of the City of Salida, Colorado.

RESOLVED, APPROVED AND ADOPTED this 6th day of December, 2022.

CITY OF SALIDA, COLORADO

Dan Shore, Mayor

[SEAL]
ATTEST:

City Clerk/Deputy City Clerk

EXHIBIT 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 $17^{\circ}28'05''$ west a distance of 182.19 feet;

Thence north $89^{\circ}07'49''$ 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 $00^{\circ}17'02''$ 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 $89^{\circ}20'24''$ 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 $89^{\circ}20'24''$ east a distance of 137.82 feet;

Thence south $00^{\circ}52'59''$ 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 $00^{\circ}52'59''$ west a distance of 148.65 feet to the south-east corner of said Lot 1;

Thence north $89^{\circ}07'49''$ 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

.

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 $17^{\circ}28'05''$ WEST A DISTANCE OF 182.19 FEET;
THENCE NORTH $89^{\circ}07'49''$ 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 $00^{\circ}17'02''$ 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 $89^{\circ}20'24''$ 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 $89^{\circ}20'24''$ EAST A DISTANCE OF 137.82 FEET;
THENCE SOUTH $00^{\circ}52'59''$ 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 $00^{\circ}52'59''$ WEST A DISTANCE OF 148.65 FEET TO THE SOUTH-EAST CORNER OF SAID LOT 1;
THENCE NORTH $89^{\circ}07'49''$ WEST ALONG THE SOUTH LINE OF SAID LOT 1 A DISTANCE OF 138.07 FEET TO THE POINT OF BEGINNING.

**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: |
| ☐ Pre-Annexation Agreement | (Type) _____ |
| ☐ Variance | ☐ Limited Impact Review: |
| ☐ Appeal Application | (Type) _____ |
| ☐ Certificate of Approval | ☐ Major Impact Review: |
| ☐ Creative Sign Permit | (Type) <u>Zoning</u> |
| ☐ Historic Landmark/District | ☐ Other: _____ |
| ☐ 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 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



ANNEXATION APPLICATION

448 East First Street, Suite 112

Salida, CO 81201

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

Email: planning@cityofsalida.com

Item 15.

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

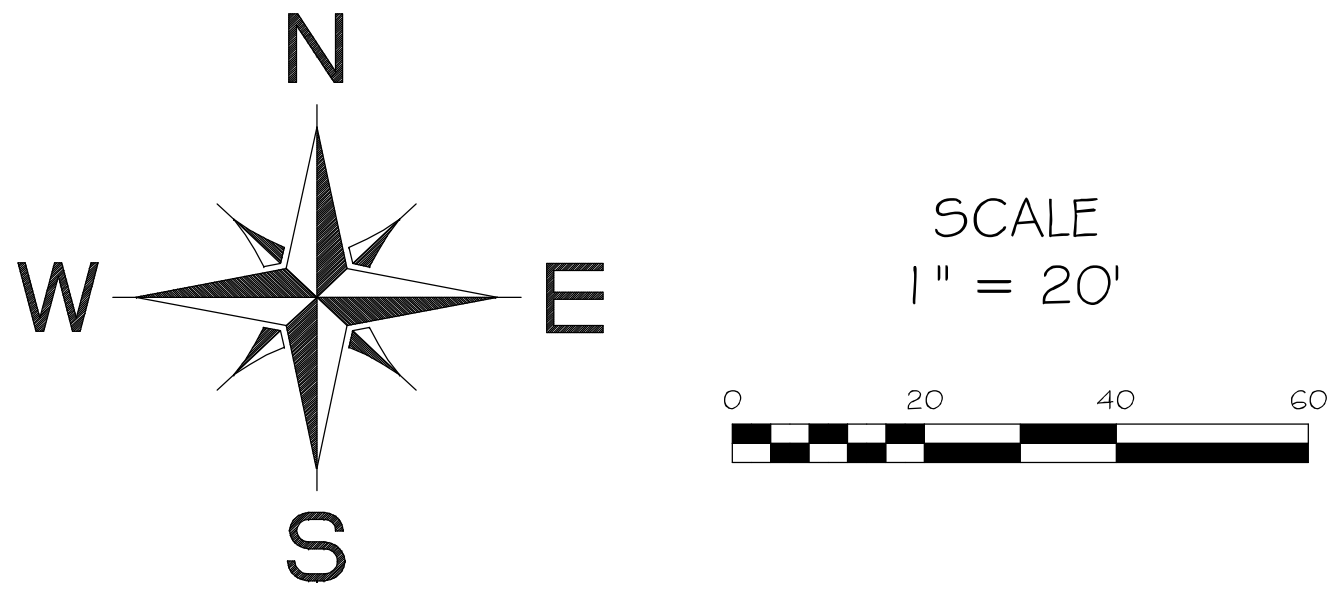
"INSERT A"

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



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 1 1/2" ALUMINUM CAP STAMPED "LS 37937" AND A 1 3/4" 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

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.

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 1 1/2" ALUMINUM CAP LS 37937
- PREVIOUSLY SET 1 1/2" ALUMINUM CAP LS 37937
- ▲ FOUND 1 1/2" ALUMINUM CAP LS 16117
- × × × 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:

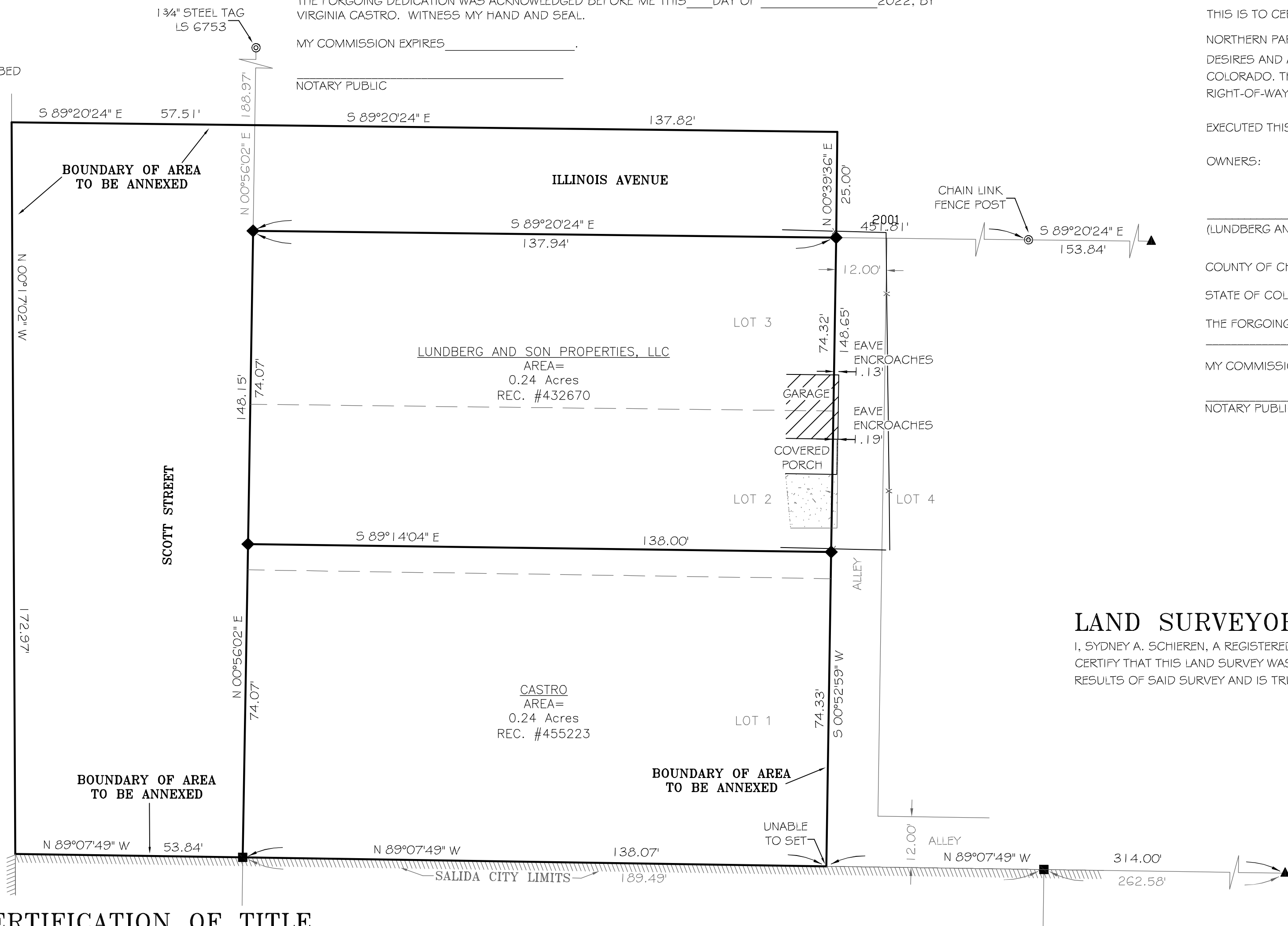
VIRGINIA CASTRO

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 _____.

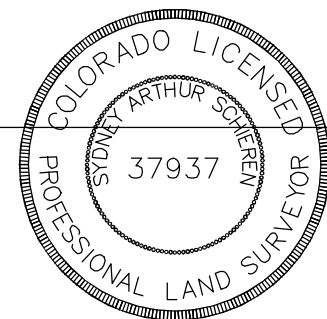
NOTARY PUBLIC



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.

PRELIMINARY DRAFT
INTENDS FOR REVIEW ONLY
SYDNEY A. SCHIEREN
COLORADO P.L.S. 37937



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%

REVISED:
DATE: SEPTEMBER 28, 2022
DATE: DECEMBER 1, 2022

JOB #22052
DATE: JUNE 28, 2022
SHEET 1 OF 1

LUNDBERG/CASTRO ANNEXATION TO THE CITY OF SALIDA

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

LANDMARK
SURVEYING & MAPPING

P.O. BOX 668 SALIDA, CO 81201
PH 719.539.4021 FAX 719.539.4031

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 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.

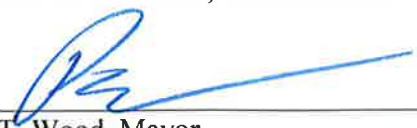
11. Miscellaneous. The parties agree time is of the essence in the implementation of this Agreement. All of the terms and conditions of this Agreement shall bind the heirs, successors, assigns, or personal representatives of the parties hereto. This Agreement constitutes a covenant which runs with the 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

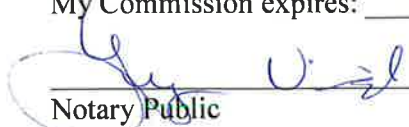

Karen Lundberg, Member and Agent

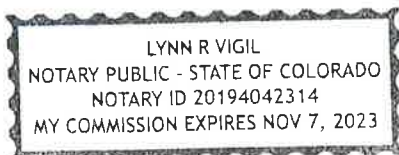
STATE OF Colorado)
) ss.
COUNTY OF Chaffee

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



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:

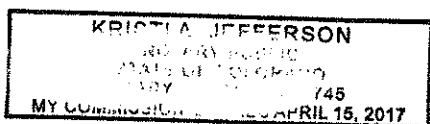
Virginia Castro
Virginia Castro

STATE OF COLORADO)
) ss.
COUNTY OF CHAFFEE)

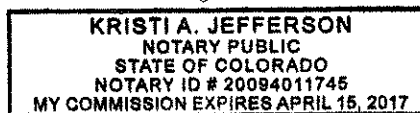
Acknowledged, subscribed, and sworn to before me this 19th day of December, 2013, by James M. Dickson, Mayor, and Audrey Gilpin, City Clerk/Deputy City Clerk, on behalf of the City of Salida, Colorado.

WITNESS my hand and official seal.

My Commission expires: April 15, 2017.



Kristi A. Jefferson
Notary Public

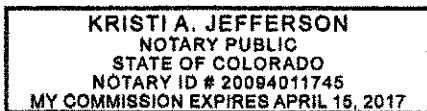


STATE OF Colorado)
) ss.
COUNTY OF Chaffee)

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 COUNCIL ACTION FORM

DEPARTMENT	PRESENTED BY	DATE
Planning	Franco Palumbo - Planning Technician	December 6, 2022

ITEM

Resolution 2022-55: Approving the Findings of Fact of the Stringer Annexation.

BACKGROUND

The proposed actions for the Stringer Annexation are as follows:

Proposed Action	Planning Commission Recommendation	City Council First Reading	City Council Final Action
Annexation Ordinance 2022-22	11/08/22	11/15/2022	12/06/2022
Findings of Fact Resolution 2022-55			12/06/2022
Annexation Agreement Resolution 2022-56			12/06/2022
Zoning Ordinance 2022-23	11/08/22	11/15/2022	12/06/2022

State statutes require cities to approve findings that the proposed annexation has met the requirements of the State of Colorado. The proposed annexation consists of 0.17 acres located at 1730 Holman Avenue. The findings include:

- Notice in the paper for four consecutive weeks: the proposed annexation was published in the Mountain Mail on October 28, 2022, November 04, 2022, November 11, 2022, and November 18, 2022.
- Mail notice by registered mail to County Clerk, County Attorney, Salida School District, HRRMC Hospital District, Upper Arkansas Water Conservancy District, Salida Regional Library, Colorado Mountain College-Salida District and South Arkansas Fire Protection District. The letters were mailed on November 04, 2022.
- City Council held a public hearing on the annexation ordinance, 2022-22, on December 06, 2022 and determined the area to be annexed complies with state statutes including:
 - That not less than one-sixth of the perimeter of the area is adjacent to Salida's boundary;
 - The property has not been divided since starting the annexation;
 - No other annexation proceedings including the property have been started by another municipality;
 - The annexation will not cause the property to be detached from the school district; and
 - The annexation is not three miles beyond our municipality and there is a Three Mile Plan in place.



CITY COUNCIL ACTION FORM

DEPARTMENT	PRESENTED BY	DATE
Planning	Franco Palumbo - Planning Technician	December 6, 2022

STAFF RECOMMENDATION

All of the findings have been met and staff recommends the Council adopt Resolution 2022-55

SUGGESTED MOTION

A council person should make the motion to “adopt Resolution 2022-55 approving the findings of facts for the Stringer Annexation.”

Attachment:

Resolution 2022-55

**CITY OF SALIDA, COLORADO
RESOLUTION NO. 55
SERIES OF 2022**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SALIDA, COLORADO,
MAKING FINDINGS OF FACT, DETERMINATIONS, AND CONCLUSIONS CONCERNING
THE STRINGER ANNEXATION.**

WHEREAS, on September 08, 2022, representatives of Stringer Annexation (the “Owners”), filed a General Development Application (the “Petition”) to commence proceedings to annex to the City of Salida (the “City”) a certain unincorporated tract of land comprised of 0.17 acres located at 1730 Holman Avenue, Salida, in the County of Chaffee, State of Colorado, and being more particularly described on Exhibit A, attached hereto and incorporated herein by reference; and

WHEREAS, the City Council, by Resolution 51, Series of 2022, found that the Petition is in substantial compliance with § 31-12-107(1) of the Colorado Revised Statutes; and

WHEREAS, the City Clerk has provided notice of public hearing on the proposed annexation by publication once per week for four successive weeks and by registered mail to the Clerk of the Board of County Commissioners, the County Attorney, the school district, and to any special district having territory in the area to be annexed; and

WHEREAS, the City Council has completed a public hearing on December 06, 2022, to determine if the proposed annexation complies with Article II, Section 30 of the Colorado Constitution and Sections 31-12-104 and 105, Colorado Revised Statutes, to establish eligibility for annexation.

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

That the City Council hereby finds and concludes with regard to the annexation of the territory described in Exhibit A attached hereto and incorporated herein, that not less than one-sixth of the perimeter of the area proposed to be annexed is contiguous with the existing boundaries of the City and because of such contiguity, a community of interest exists between the territory proposed to be annexed and the City; and

BE IT FURTHER RESOLVED:

That the City Council finds and determines that no land held in identical ownership has been divided or included without written consent of the owner thereof; that no annexation proceedings have been commenced by another municipality; that the annexation will not result in the detachment of area from a school district; that the annexation will not result in the extension of a municipal boundary more than three miles; that the City has in place a plan for said three-mile area; and that in establishing the boundaries of the area to be annexed the entire width of any street or alley is included with the area annexed.

BE IT FURTHER RESOLVED:

That an election is not required, and no additional terms or conditions are to be imposed upon the area to be annexed.

RESOLVED, APPROVED AND ADOPTED this 6th day of December, 2022.

CITY OF SALIDA, COLORADO

Dan Shore, Mayor

[SEAL]
ATTEST:

City Clerk/Deputy City Clerk

EXHIBIT A

PART OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER [NW1/4 SE1/4] OF SECTION 6, TOWNSHIP 49 NORTH, RANGE 9
EAST OF THE NEW MEXICO PRINCIPAL MERIDIAN, CHAFFEE COUNTY, COLORADO,
DESCRIBED AS FOLLOWS, TO-WIT:
BEGINNING AT A POINT ON THE EAST LINE OF THE NW 1/4 SE 1/4, A DISTANCE OF 496
FEET NORTHERLY FROM THE SOUTHEAST
CORNER OF THE SAID NW 1/4 SE 1/4;
THENCE NORTH 88°51' WEST 150 FEET;
THENCE NORTH 1°09' EAST 50 FEET;
THENCE SOUTH 88°51' WEST 150 FEET TO THE SAID EAST LINE OF THE NW1/4 SE1/4;
THENCE SOUTH 1°09' WEST 50 FEET TO THE POINT OF BEGINNING.

ALSO DESCRIBED AS:

A TRACT OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER (NW1/4 SE1/4)
OF SECTION 6, TOWNSHIP 49 NORTH, RANGE 9
EAST OF THE NEW MEXICO PRINCIPAL MERIDIAN, CHAFFEE COUNTY, COLORADO,

DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF THE SAID NW1/4 SE1/4;
THENCE NORTH 0°51'07" WEST 68.4 FEET TO A BRASS CAPPED HIGHWAY RIGHT-OF-WAY
MARKER;
THENCE CONTINUING NORTH 0°51'07" WEST ALONG THE CORPORATE BOUNDARY OF
THE CITY OF SALIDA, 427.6 FEET TO THE POINT
OF BEGINNING OF THE TRACT HEREIN DESCRIBED;
THENCE SOUTH 89°20'45" WEST 150.23 FEET;
THENCE NORTH 50.0 FEET;
THENCE NORTH 89°20' 44" EAST 149.49 FEET;
THENCE SOUTH 0°51.7' EAST 50.0 FEET TO THE POINT OF BEGINNING.
DIRECTIONS ARE BASED ON A BEARING OF SOUTH 89°40'28" WEST FOR THE CENTERLINE
OF U.S. HIGHWAY NO. 50.

TOGETHER WITH ONE-HALF OF THE WELL RIGHTS IN THE MCGOWAN WELL NO. 1
(DRILLED MARCH 15, 1956), STATE ENGINEERS WELL
NO. 86046, FILED FEBRUARY 28, 1973 IN THE DISTRICT COURT FOR WATER DIVISION NO.
2, STATE OF COLORADO, CASE NO. W-1359.
ALSO TOGETHER WITH AN EASEMENT ACROSS PROPERTY KNOWN AS 1724 HOLMAN
AVENUE, SALIDA, CHAFFEE COUNTY, COLORADO,
LYING NORTH OF PROPERTY DESCRIBED ABOVE, FOR THE JOINT USE OF SAID WELL,
TOGETHER WITH ALL WELL EQUIPMENT, TO INCLUDE, BUT NOT LIMITED TO PUMPS,
WATER AND ELECTRIC LINES AND SHALL PROVIDE FOR THE RIGHT OF MAINTENANCE,
REPAIR AND REPLACEMENT OF SAID EQUIPMENT.

Also known by the following address:
1730 Holman Avenue, Salida, CO 81201
And assessor's schedule or parcel number: 380706400111



CITY COUNCIL ACTION FORM

DEPARTMENT	PRESENTED BY	DATE
Planning	Franco Palumbo - Planning Technician	December 6, 2022

ITEM

Resolution No. 2022-56 – A Resolution of the City Council of the City of Salida, Colorado, Approving an Annexation Agreement with Rebecca and Paul Stringer for the Annexation of Certain Real Property into the City.

BACKGROUND

The applicants Rebecca and Paul Stringer made an application to annex their property located at 1730 Holman Avenue.

The request was heard by the Planning Commission on November 08, 2022 and the Commission recommended the property be annexed.

At the November 08, 2022 Planning Commission hearing for the proposed annexation, staff suggested the annexation agreement would include the following conditions:

1. New residential dwelling units constructed on the annexed property shall meet the inclusionary housing requirements of Article XIII of Chapter 16 of the Salida Municipal Code. The applicants volunteer and agrees to provide an in-lieu fee at the rate in effect at the time of building permit application of any new residential dwelling units on the annexed site within the Stringer Annexation.
2. Annexor agrees that any new residential dwelling units constructed on the annexed site shall meet the requirements of Land Use Code Sec. 16-6-140, Fair Contributions to Public School Sites, at the time of building permit submittal.

Section 5.4 of the Agreement includes the two recommended conditions.





CITY COUNCIL ACTION FORM

DEPARTMENT	PRESENTED BY	DATE
Planning	Franco Palumbo - Planning Technician	December 6, 2022

STAFF RECOMMENDATION

Staff recommends approval of the annexation agreement for the Stringer Annexation.

SUGGESTED MOTION

A council person should make the motion to “approve Resolution 2022-56 approving the Stringer Annexation agreement.”

Attachments:

Resolution 2022-56
Stringer Annexation Agreement

**CITY OF SALIDA, COLORADO
RESOLUTION NO. 56
(Series of 2022)**

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SALIDA, COLORADO, APPROVING AN ANNEXATION AGREEMENT WITH PAUL AND REBECCA STRINGER FOR THE ANNEXATION OF CERTAIN REAL PROPERTY INTO THE CITY.

WHEREAS, Paul and Rebecca Stringer are the “Owners” of certain real property located at 1730 Holman Avenue, in unincorporated Chaffee County, Colorado (the “Property”); and

WHEREAS, the Property is eligible for annexation under C.R.S. § 31-12-104, and the Owners desire to annex the Property into the City of Salida (the “City”); and

WHEREAS, the Owners desire that the City provide municipal services at the Property on the same terms and conditions as those services are provided throughout the rest of the City; and

WHEREAS, the City and the Owners desire to enter into an Annexation Agreement, attached as Exhibit A and incorporated herein by this reference, pursuant to C.R.S. §31-12-101 *et seq.* to set forth the terms and conditions of the Property’s annexation into the City.

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

1. Incorporation of Recitals. The City incorporates the foregoing recitals as findings and determinations by the City Council.
2. Enactment. The City Council finds it is in the best interests of the City, approves the attached Annexation Agreement, and authorizes the Mayor to sign it.

RESOLVED, APPROVED AND ADOPTED this 6th day of December, 2022.

CITY OF SALIDA, COLORADO

Dan Shore, Mayor

[SEAL]

ATTEST:

City Clerk/Deputy City Clerk

STRINGER ANNEXATION AGREEMENT

THIS ANNEXATION AGREEMENT (“Agreement”) is made and entered into this _____ day of _____, 2022, by and between the CITY OF SALIDA, COLORADO, a Colorado statutory city (“City”), and Paul Stringer and Rebecca Stringer (together, “Annexor”), each a “Party” and together the “Parties.”

Section 1 - Recitals

- 1.1 The Annexor is the fee title owner of 100% of certain lands known as the “Stringer Annexation” and more particularly described on attached **Exhibit A**, which is incorporated herein by this reference (the “Property”).
- 1.2 The Property is contiguous to the current municipal boundaries of the City and contains approximately 0.17 acres, more or less, in unincorporated Chaffee County, Colorado.
- 1.3 The Annexor desires to have the Property annexed to the City, and the City desires to annex the Property on the terms and conditions set forth herein.
- 1.4 Under Colorado law, the City may not annex the Property without the consent of the Annexor.
- 1.5 On September 08, 2022, the Annexor filed with the City Clerk a petition for annexation of the Property (“Annexation Petition”).
- 1.6 The City has determined that the Annexation Petition complies with the Colorado Municipal Annexation Act of 1965, as amended, Colorado Revised Statutes sections 31-12-101 through -123 (the “Annexation Act”), and Article IX of the City’s Land Use and Development Code.
- 1.7 The City has accepted the Annexation Petition, has given all notices and conducted all hearings required by the Annexation Act, has determined that the Property is eligible for annexation to the City, and has made all necessary findings in support of the annexation of the Property.
- 1.8 On November 08, 2022, the Salida Planning Commission held a public hearing and reviewed the annexation map and all required supportive information and has submitted a written recommendation to the City Council to approve the proposed annexation.
- 1.9 On December 06, 2022 the City Council adopted Ordinance No. 2022-22 annexing the Property to the City; and Ordinance No. 2022-23, zoning the Property as Commercial District (C-1).
- 1.10 The City and the Annexor desire to enter into this Agreement to set forth their agreements concerning the terms and conditions of the annexation of the Property to the City and the zoning and development of the Property.
- 1.11 The City and the Annexor acknowledge that the terms and conditions hereinafter set forth are

reasonable; within the authority of each to perform; necessary to protect, promote, and enhance the health, safety, and general welfare of the residents and property owners of the City; and mutually advantageous.

NOW, THEREFORE, for and in consideration of the mutual promises and covenants contained herein, and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the City and the Annexor agree as follows:

Section 2 – Definitions

As used in this Agreement, the following terms have the following meanings:

- 2.1 “Agreement” means this Annexation Agreement. The Recitals in Section 1 above are fully incorporated into this Agreement and made a part hereof by this reference.
- 2.2 “Annexation Act” means sections 31-12-101 through -123, Colorado Revised Statutes.
- 2.3 “Annexation Petition” means the Petition for Annexation of the Property filed of record with the City Clerk on September 08, 2022.
- 2.4 “Annexor” means Paul Stringer and Rebecca Stringer, and any and all successor(s), assigns and agent(s) and subsequent owners of the Property.
- 2.5 “City” means the City of Salida, a Colorado statutory City.
- 2.6 “City Code” means the City of Salida Municipal Code (SMC).
- 2.7 “City Council” means the City Council of the City of Salida, Colorado.
- 2.8 “Effective Date” means the date on which City Council adopted a resolution approving the execution of this Agreement. On the Effective Date, this Agreement will become binding upon and enforceable by the City and the Annexor.
- 2.9 “Final Annexation Approval” means that all of the following have occurred:
 - 2.9.1 City Council has adopted a resolution approving the execution of this agreement;
 - 2.9.2 The effective date of Ordinance No. 2022-22, annexing the Property to the City, has occurred; and
 - 2.9.3 The effective date of Ordinance No. 2022-23, zoning the Property as Commercial District (C-1) has occurred.
- 2.10 “Property” means the land that is described as the Stringer Annexation in the Annexation Petition and that is legally described in attached **Exhibit A**.

- 2.11 “Reimbursable Costs and Fees” means all fees and costs incurred by the City in connection with the City’s processing and review of the proposed annexation, including without limitation processing and review of the Annexation Petition, zoning applications, and development proposals; and the City’s drafting, review, and execution of this Agreement.

Section 3 – Purpose of Agreement and Binding Effect

- 3.1 The purpose of this Agreement is to establish a contractual relationship between the City and the Annexor with respect to the annexation of the Property, and to establish the terms and conditions upon which the Property will be annexed, zoned, and developed. The terms, conditions, and obligations described herein, including without limitation restrictions upon the zoning and development of the Property, are contractual obligations of the Parties, and the Parties waive any objection to the enforcement of the terms of this Agreement as contractual obligations.
- 3.2 This Agreement benefits and is binding upon the City, the Annexor, and the Annexor’s successor(s), assign(s) and subsequent owner(s). Unless otherwise specified herein, the Annexor’s obligations under this Agreement constitute a covenant running with the Property. As described in Section 9.13 below, the Annexor shall record this Agreement with the Clerk and Recorder of Chaffee County, Colorado.

Section 4 – Annexation of Property

- 4.1 The Annexor agrees to the Annexation of the Property, and the City agrees that it will annex the Property, only in accordance with the terms and conditions of this Agreement.

Section 5 – Terms and Conditions for Annexation of Property

- 5.1 All terms and conditions imposed by this Agreement are in addition to and not in place of any and all requirements of the City Code, the Annexation Act, and all other applicable laws and regulations.
- 5.2 Annexation of the Property to the City will not be effective until both of the following conditions have been met:
- 5.2.1 The Annexor and the City have mutually executed and delivered this Agreement; and
- 5.2.2 Final Annexation Approval has occurred.
- 5.3 Zoning of Property.
- 5.3.1 On November 08, 2022, the Salida Planning Commission recommended zoning the Property as Commercial District (C-1).

5.3.2 At its December 06, 2022 meeting, the City Council approved Ordinance 2022-23 zoning the Property as Commercial District (C-1).

5.3.3 Nothing in this Agreement limits, restricts, or abrogates in any way, and this Agreement is not to be construed to limit, restrict, or abrogate in any way, the power or authority of the City to rezone the Property or any portion thereof at any time after annexation, either on the City's own motion or in response to a zoning petition.

5.4 Development of Property.

5.4.1 The lot contains a single-family dwelling built in 1957.

5.4.2 New residential dwelling units constructed on the Property shall meet the inclusionary housing requirements of Article XIII of Chapter 16 of the Salida Municipal Code. The applicants volunteer and agree to provide an in-lieu fee at the rate in effect at the time of building permit application of any new residential dwelling units on the Property.

5.4.3 Annexor agrees that any new residential dwelling units constructed on the Property shall meet the requirements of Land Use Code Sec. 16-6-140, Fair Contributions to Public School Sites, at the time of building permit submittal.

5.5 Utilities and Municipal Services. The City shall provide the Property the usual and customary municipal services provided by the City within its municipal limits generally, in accordance with the City Code and City policies. Limitations upon the availability of City utility service may exist from time to time. The Property is and will remain subject to all policies, ordinances, rules, regulations, platting restrictions, and permitting procedures currently in effect or enacted in the future to allocate or regulate the use of the City's utility resources generally throughout the City.

5.5.1 Water and Wastewater Service. The City shall provide water and wastewater treatment services to the Property upon the same basis as such services are provided to other properties within the City, subject to the rules and regulations and specifications required in Section 13 of the City Code, as it exists now and as it may be amended. Connection to the City's treated water and wastewater treatment facilities will be at the then-prevailing fees and rates for such connection and service.

5.5.2 Fire Protection Services. The City shall provide fire protection services to the Property upon the same basis as such services are provided to other properties within the City.

5.5.3 Police Services. The City shall provide police services to the Property upon the same basis as such services are provided to other property within the City.

5.5.4 Electric, Natural Gas, Telephone, Cable TV, and Other Utility Services. The City does not provide electric, natural gas, telephone, or cable TV facilities or services. Such

services are available within the City from private entities. The extension of such services to the Property is not the obligation or responsibility of the City.

- 5.5.5 Streets and Roads. Within its municipal boundaries, the City shall maintain any duly dedicated and accepted public streets and roads that serve the Property, both on- and off-site, upon the same basis as such services are provided to other properties within the City.
- 5.6 Fees. The Annexor shall pay to the City the fees described below at the time set forth below:
- 5.6.1 Annexor's Reimbursement of Processing Fees. The Annexor shall reimburse the City for all fees and actual costs incurred by the City in connection with the City's processing and review of the proposed annexation, including without limitation processing and review of the Annexation Petition, zoning applications, and development proposals, and the City's drafting, review, and execution of this Agreement ("Reimbursable Costs and Fees"). The Reimbursable Costs and Fees include but are not limited to the City's costs incurred for engineering, surveying, and legal services, including the services of outside City consultants and/or counsel; recording fees; printing and publication costs; and any and all other reasonable costs incurred by the City. Interest will be imposed at rate of 1.5% per month on all balances not paid to the City within thirty (30) days of the effective date of the City's invoicing of the Annexor for the Reimbursable Costs and Fees, with that effective date determined in accordance with Section 9.8 below. In addition to any and all remedies available to the City and in the event the City is forced to pursue collection of any amounts due and unpaid under this provision or under this Agreement, the City shall be entitled to collect attorney's fees and costs incurred in said collection efforts in addition to the amount due and unpaid.
- 5.6.2 Payment of Currently Existing Fees as a Condition of Annexation. The Annexor shall pay to the City any fees required to be paid under this Agreement or the currently existing City Code, regardless of whether the relevant provisions of the City Code are later amended, repealed, or declared to be invalid. Payment of such fees pursuant to this Agreement is agreed to by and between the Parties as a condition of the annexation, and as a pre-condition to any development review. The Annexor further agrees not to contest any ordinance imposing such fees as they pertain to the Property.

Section 6 – Zoning

- 6.1 The Annexor requests and consents to Commercial District (C-1). Upon Final Annexation Approval, the Property will be subject to and must adhere to all applicable zoning regulations of the City, as those regulations may be amended. The Annexor shall cease and desist from any non-conforming uses on the Property within one (1) year from the date of Final Annexation Approval. In that one (1) year period, there must be no expansion of any non-conforming use.

Section 7 – Breach by Annexor and City’s Remedies

- 7.1 In the event of a breach of any of the terms and conditions of this Agreement by the Annexor, the City may take any action necessary or appropriate to enforce its rights, including without limitation any or all of the following:
- 7.1.1 The refusal to issue any building permit or Certificate of Occupancy to the Annexor; provided, however, that this remedy will be unavailable to the City until after the affidavit described in Section 7.1.2 below has been recorded; and provided further that this remedy will not be available against a bona fide third party.
 - 7.1.2 The recording with the Chaffee County Clerk and Recorder of a first affidavit approved in writing by the City Attorney and signed by the City Administrator or the City Administrator’s designee, declaring that the terms and conditions of this Agreement have been breached by the Annexor. At the next regularly scheduled City Council meeting following recording of such first affidavit, the City Council shall either approve the filing of said first affidavit or direct the City Administrator to file a second affidavit declaring that the default has been cured and nullifying the first affidavit. Upon the recording of a first affidavit, no parcels or portions thereof on the Property may be sold until the default has been cured. An affidavit signed by the City Administrator or the City Administrator’s designee and approved by the City Council declaring that the default has been cured will remove this restriction and be sufficient evidence when recorded that the default has been cured.
 - 7.1.3 The refusal to allow further development review for the Property.
 - 7.1.4 Any other remedy available in equity or at law.
- 7.2 Unless immediate action is necessary to protect the health, safety, or welfare of the City’s residents, the City shall give the Annexor ten (10) days’ written notice of the City’s intent to take any action under this Section 7, during which 10-day period the Annexor may cure the breach described in said notice and prevent further remedial action by the City. In the event the breach is not cured within the 10-day period, the City will consider whether the Annexor has undertaken reasonable steps to timely complete the cure if additional time is required.
- 7.3 The District Court of the County of Chaffee, State of Colorado, will have exclusive jurisdiction to resolve any dispute over this Agreement.
- 7.4 Any waiver by the City of one or more terms of this Agreement will not constitute, and is not to be construed as constituting, a waiver of other terms. A waiver of any provision of this Agreement in any one instance will constitute, and is not to be construed as constituting, a waiver of such provision in other instances.

Section 8 – Indemnification and Release

- 8.1 **Release of Liability.** The Annexor acknowledges that the City cannot be legally bound by the representations of any of its officers or agents or their designees except in accordance with the City Code, City ordinances, and the laws of the State of Colorado. The Annexor further acknowledges that it acts at its own risk with respect to relying or acting upon any representation or undertaking by the City or its officers or agents or their designees, which representation or undertaking subsequently is held unlawful by a court of competent jurisdiction. Accordingly, the Annexor expressly waives and releases any current or future claims related to or arising from any such representation or undertaking by the City or its officers or agents or their designees.
- 8.2 **Indemnification.**
- 8.2.1 The Annexor shall indemnify, hold harmless and release the City, and the City's officers, agents, employees, and their designees, from and against any and all claims, damages, losses, and expenses, including but not limited to attorneys' fees and costs, arising from or in connection with the following: (a) the City's approval of the proposed annexation, (b) the City's approval of the proposed zoning, (c) any approval given during development review of the Property; (d) except to the extent of any actual negligence on the part of the City, and the City's officers, agents, employees, and their designees, any road or sidewalk enlargement, extension, realignment, improvement, or maintenance, or approval thereof; or (e) any other item contained in this Agreement.
- 8.2.2 The Annexor shall reimburse the City for all fees, expenses, and costs, including attorneys' fees and costs, incurred in any action brought against the City as a result of the City's approval of the proposed annexation and proposed zoning. Nothing in this Agreement obligates or compels the City to proceed with any action or referendum position, other than as the City Council, in its sole discretion, directs.

Section 9 – General Provisions

- 9.1 **Waiver of Defects.** In executing this Agreement, the Annexor waives all objections it may have to any defects in the form or execution of this Agreement concerning the power of the City to impose conditions on the Annexor as set forth herein. The Annexor further waives all objections it may have to the procedure, substance, and form of the ordinances or resolutions adopting this Agreement.
- 9.2 **Final Agreement.** This Agreement supersedes and controls all prior written and oral agreements and representations of the Parties with respect to the subject matter hereof, and is the total integrated agreement between the Parties.

- 9.3 Modifications. This Agreement may be modified only by a subsequent written agreement executed by both Parties.
- 9.4 Voluntary Agreement. The Annexor agrees to comply with all of the terms and conditions of this Annexation Agreement on a voluntary and contractual basis, as a condition of annexation of the Property to the City.
- 9.5 Election. The Annexor represents and submits that to the extent an election would be required by the Annexation Act to approve the annexation or impose terms and conditions upon the Property to be annexed, the Annexor owns one hundred percent (100%) of the Property to be annexed, and would vote to approve the annexation and all terms and conditions as set forth herein. Thus, any election necessarily would result in a majority of the electors' approval to the annexation and the terms and conditions.
- 9.6 Annexor's Representations. All representations of the Annexor, either oral or as set forth in the Annexation Petition and zoning application, and all documents previously or subsequently submitted with reference thereto, are to be considered incorporated into this Annexation Agreement as if set forth in full herein.
- 9.7 Survival. The City's and the Annexor's representations, covenants, warranties, and obligations set forth herein, except as they may be fully performed before or on the Effective Date, will survive the Effective Date and are enforceable at law or in equity.
- 9.8 Notice. All notices required under this Agreement must be in writing and must be hand-delivered or sent by registered or certified mail, return receipt requested, postage prepaid, to the addresses of the Parties as set forth below. All notices so given will be considered effective immediately upon hand-delivery, and seventy-two (72) hours after deposit in the United States Mail with the proper address as set forth below. Either Party by notice so given may change the address to which future notices are to be sent.

Notice to the City: City of Salida
 Attn: City Administrator and City Attorney
 448 East First Street
 Salida, CO 81201

Notice to the Annexors: Paul and Rebecca Stringer
 PO Box 605
 Rye, CO 81069

- 9.9 Terms and Conditions as Consideration for Annexation. The Annexor acknowledges that the City's decision to annex the Property is at the City's sole discretion. In consideration for the City's agreement to annex, the Annexor agrees to be bound by all of the terms and conditions of such annexation contained herein, and further acknowledges that such terms and conditions are requisite to the City's decision to annex the Property. The Annexor further agrees and acknowledges that its decision to proceed with annexation is a voluntary act of the Annexor,

and that the Annexor has the sole and absolute discretion to withdraw its petition for annexation in lieu of such voluntary act.

- 9.10 Applicable Laws, Ordinances, and Regulations. The Annexor understands and agrees that the Property, upon annexation, and all subsequent development of the Property, will be subject to and bound by the applicable provisions of laws, ordinances, resolutions, regulations, and policies of the City or the State as they exist at the time of annexation and as they may from time to time be amended or adopted. Nothing in this Agreement constitutes or is to be construed as constituting a repeal of existing ordinances or regulations, or as a waiver or abnegation of the City's legislative, governmental, or police powers to protect the health, safety, and general welfare of the City and its inhabitants.
- 9.11 Termination. In the event that the annexation of the Property is for any reason not completed, this Agreement will terminate and become null and void and of no force and effect. In such an event, the Annexor shall pay all Reimbursable Costs and Expenses incurred by the City to the time of termination. Otherwise, unless and until the Property is disconnected from the City in accordance with Colorado law, including without limitation sections 31-12-601 through -605, the term of this Agreement is perpetual.
- 9.12 Severability. The terms of this Agreement are severable. If a court of competent jurisdiction finds any provision hereof to be invalid or unenforceable, the remaining terms and conditions of the Agreement will remain in full force and effect.
- 9.13 Recording. The Annexor shall record this Agreement with the Clerk and Recorder of Chaffee County, Colorado.
- 9.14 No Third-Party Beneficiaries. Nothing in this Agreement, express or implied, confers or is intended to confer any rights or remedies whatsoever upon any person or entity other than the City, the Annexor, and the Annexor's successor(s).

WHEREFORE, the parties hereto have executed duplicate originals of this Agreement on the day and year first written above.

CITY OF SALIDA, COLORADO

By _____
Dan Shore, Mayor

ATTEST:

City Clerk/Deputy City Clerk

STATE OF COLORADO)
) ss.
COUNTY OF CHAFFEE)

Acknowledged, subscribed, and sworn to before me this _____ day of _____ 2022 by _____, as Mayor, and by _____, as Clerk, on behalf of the City of Salida, Colorado.

WITNESS my hand and official seal.
My Commission expires: _____.

Notary Public

By _____
Paul Stringer

Rebecca Stringer

STATE OF COLORADO)
) ss.
COUNTY OF)

Acknowledged, subscribed, and sworn to before me this _____ day of _____, 2022
by Paul Stringer and Rebecca Stringer as owners of 1730 Holman Avenue, Salida, CO 81201.

WITNESS my hand and official seal.
My Commission expires:_____.

Notary Public

EXHIBIT A

PART OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER [NW1/4 SE1/4]
 OF SECTION 6, TOWNSHIP 49 NORTH, RANGE 9
 EAST OF THE NEW MEXICO PRINCIPAL MERIDIAN, CHAFFEE COUNTY, COLORADO,
 DESCRIBED AS FOLLOWS, TO-WIT:
 BEGINNING AT A POINT ON THE EAST LINE OF THE NW 1/4 SE 1/4, A DISTANCE OF 496
 FEET NORTHERLY FROM THE SOUTHEAST
 CORNER OF THE SAID NW 1/4 SE 1/4;
 THENCE NORTH 88°51' WEST 150 FEET;
 THENCE NORTH 1°09' EAST 50 FEET;
 THENCE SOUTH 88°51' WEST 150 FEET TO THE SAID EAST LINE OF THE NW1/4 SE1/4;
 THENCE SOUTH 1°09' WEST 50 FEET TO THE POINT OF BEGINNING.

ALSO DESCRIBED AS:

A TRACT OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER (NW1/4
 SE1/4) OF SECTION 6, TOWNSHIP 49 NORTH, RANGE 9
 EAST OF THE NEW MEXICO PRINCIPAL MERIDIAN, CHAFFEE COUNTY, COLORADO,

DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF THE SAID NW1/4 SE1/4;
 THENCE NORTH 0°51'07" WEST 68.4 FEET TO A BRASS CAPPED HIGHWAY RIGHT-OF-
 WAY MARKER;
 THENCE CONTINUING NORTH 0°51'07" WEST ALONG THE CORPORATE BOUNDARY
 OF THE CITY OF SALIDA, 427.6 FEET TO THE POINT
 OF BEGINNING OF THE TRACT HEREIN DESCRIBED;
 THENCE SOUTH 89°20'45" WEST 150.23 FEET;
 THENCE NORTH 50.0 FEET;
 THENCE NORTH 89°20' 44" EAST 149.49 FEET;
 THENCE SOUTH 0°51.7' EAST 50.0 FEET TO THE POINT OF BEGINNING.
 DIRECTIONS ARE BASED ON A BEARING OF SOUTH 89°40'28" WEST FOR THE
 CENTERLINE OF U.S. HIGHWAY NO. 50.

TOGETHER WITH ONE-HALF OF THE WELL RIGHTS IN THE MCGOWAN WELL NO. 1
 (DRILLED MARCH 15, 1956), STATE ENGINEERS WELL
 NO. 86046, FILED FEBRUARY 28, 1973 IN THE DISTRICT COURT FOR WATER DIVISION
 NO. 2, STATE OF COLORADO, CASE NO. W-1359.

ALSO TOGETHER WITH AN EASEMENT ACROSS PROPERTY KNOWN AS 1724
 HOLMAN AVENUE, SALIDA, CHAFFEE COUNTY, COLORADO,
 LYING NORTH OF PROPERTY DESCRIBED ABOVE, FOR THE JOINT USE OF SAID
 WELL, TOGETHER WITH ALL WELL EQUIPMENT, TO INCLUDE, BUT NOT LIMITED TO
 PUMPS, WATER AND ELECTRIC LINES AND SHALL PROVIDE FOR THE RIGHT OF
 MAINTENANCE, REPAIR AND REPLACEMENT OF SAID EQUIPMENT.

Also known by the following address:

1730 Holman Avenue, Salida, CO 81201

And assessor's schedule or parcel number: 380706400111



CITY COUNCIL ACTION FORM

DEPARTMENT	PRESENTED BY	DATE
Administration	Drew Nelson - City Administrator	December 6, 2022

ITEM

Ordinance 2022-24 – An Ordinance of the City Council for the City of Salida, Colorado Imposing and Increasing Certain Occupation Taxes on the Business of Leasing or Renting Short-Term Rental Units in the City, Emergency Ordinance, First Reading and Setting a Public Hearing

BACKGROUND

A general election was held in Salida on November 8, 2022 in which two ballot measures referred to the voters by the Salida City Council were approved. Ballot measures 2A and 2B (which would impose an annual \$1,000 tax on STR permits, and impose a nightly rate for STR rentals of \$15 per bedroom or sleeping area, respectively) were approved by the voters and the Clerk has certified the vote. In the wake the two measures passing, the Salida Municipal Code must now be amended to reflect the will of the voters.

Attached is a draft of Ordinance 2022-24, which would amend Sections 4-6-10 and 4-6-20 of the SMC to identify the Occupation Tax as well as where the revenues would be directed and how they would be used. Specifically, the Ordinance notes that the revenues will be used to promote affordable housing in the City, and shall be deposited in the City's Housing Fund that was created by Ordinance 2018-14. Monies in that fund can only be used for affordable housing purposes, and all expenditures will be tracked accordingly.

Finally, as this Occupation Tax is set to commence on January 1, 2023, as approved by voters, the Ordinance needs to be passed as an Emergency Ordinance in order to take effect immediately. However, we are proposing two readings of the Ordinance to allow for ample notice and any additional feedback from the public ahead of implementation. We have scheduled the second reading and public hearing for December 20, 2022. As this is an Emergency Ordinance, approval must be given by three-quarters of the City Council.

FISCAL NOTE

City staff has estimated that revenues from Ballot Measures 2A and 2B would generate approximately \$800,000 to be used for affordable housing purposes.

STAFF RECOMMENDATION

Staff recommends that the City Council approve Ordinance 2022-24 to implement the direction of the electorate from the November 8, 2022 general election results for Ballot Measures 2A and 2B and to impose changes to the Occupation Tax, to be made effective January 1, 2023.

SUGGESTED MOTION

A City Councilperson should state, "I move approve Ordinance 2022-24 as an Emergency Ordinance and schedule a second reading and public hearing for December 20, 2022", followed by a second and a roll call vote.

CITY OF SALIDA, COLORADO
ORDINANCE NO. 24
(Series of 2022)

**AN ORDINANCE OF THE CITY COUNCIL FOR THE CITY OF SALIDA,
 COLORADO IMPOSING AND INCREASING CERTAIN OCCUPATION TAXES
 ON THE BUSINESS OF LEASING OR RENTING SHORT-TERM RENTAL
 UNITS IN THE CITY**

WHEREAS, the City of Salida, Colorado (the “City”) is a statutory city, duly organized and existing under the laws of the State of Colorado; and

WHEREAS, pursuant to C.R.S. § 31-15-501(1)(c), the City possesses the authority “[t]o license, regulate, and tax, subject to any law of this state, any lawful occupation, business place, amusement, or place of amusements and to fix the amount, terms, and manner of issuing and revoking licenses issued therefor;” and

WHEREAS, pursuant to Article X, Section 20 of the Colorado Constitution, voter approval is required for the imposition of new taxes and for the increase of existing taxes; and

WHEREAS, the City is currently experiencing a severe shortage of permanent housing and long-term rental units for its residents the local workforce, and the diversion of the existing housing stock for short-term rentals contributes to the City’s housing shortage and has a direct and indirect impact on affordability and the availability of housing; and

WHEREAS, the City Council has determined that the imposition of new taxes and increasing existing taxes on short-term rental license holders and diverting this revenue towards affordable housing efforts will improve the availability of affordable housing for the local workforce and residents; and

WHEREAS, the City Council found it desirable and appropriate, and in the best interest of the general health, safety, and welfare of its residents to submit to the electors of the City, certain ballot questions concerning the imposition and increase of certain occupation taxes on the business of leasing or renting short-term units; and

WHEREAS, at a City election held on November 8, 2022, the electors of the City of Salida approved imposition of an annual occupation tax of one-thousand dollars and a tax of fifteen dollars per bedroom per night that a short-term rental unit is occupied, on the business of leasing or renting short term rental units in the City; and

WHEREAS, furthermore, in order to have this ordinance take effect by January 1, 2023, as directed by the electors of the City, the City Council determines that it is necessary that this ordinance be adopted as an emergency ordinance, so that it may take effect immediately, rather than being delayed in taking effect in the usual manner; and

WHEREAS, the City Council accordingly finds, determines and declares that this ordinance is necessary for the immediate preservation of the public health, safety and welfare and that this ordinance should therefore become effective immediately upon adoption, as provided by C.R.S. 31-16-105.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL FOR THE

CITY OF SALIDA, COLORADO AS FOLLOWS:

Section 1. The foregoing recitals are hereby incorporated as conclusions, facts, determinations, and findings by the City Council.

Section 2. Salida Municipal Code Section 4-6-10, concerning Tax levied, is amended by the addition of a new subsection to read as follows:

Sec. 4-6-10. - Tax levied.

(a) There is hereby levied an occupation tax on the business of leasing or renting of rooms or other accommodations within the City of Salida for less than thirty (30) consecutive days at the rate of four dollars and eighty-two cents (\$4.82) per night per occupied room. The person or entity furnishing such short-term accommodations shall pay the tax to the City. All sums of money due pursuant to this Section shall be and remain public money and the property of the City held in trust for the sole use and benefit of the City.

(b) Commencing January 1, 2023, pursuant to C.R.S. 31-15-501(1)(c), there is levied an occupation tax on the business of leasing or renting short-term rental units, as that term is defined in Sec. 6-6-10 of this Code, within the City of Salida, in lieu of the tax imposed by subsection (a) of this Section, as follows:

- i. An annual payment of one-thousand dollars (\$1000.00), to be collected at the time of permit issuance or renewal, and
- ii. A tax of fifteen dollars (\$15.00) per bedroom, as that term is defined in Sec. 16-1-80 of this Code, in the short-term rental unit, for each night that the short-term rental unit is occupied, to be collected pursuant to Section 4-6-30.

The person or entity furnishing such short-term rental unit shall pay the tax to the City. All sums of money due pursuant to this subsection (b) shall be and remain public money and the property of the City. As directed by City voters at an election held on November 8, 2022, the proceeds of the tax levied in this subsection (b) shall be used to promote affordable housing in the City, as further described in Section 4-6-20(b).

Section 3. Salida Municipal Code Section 4-6-20, concerning Tax revenues pledged for certain purposes, is amended by the addition of a new subsection to read as follows:

Sec. 4-6-20. - Tax revenues pledged for certain purposes.

(a) The proceeds of the occupational lodging tax described in Section 4-6-10(a), together with investment earnings thereon, shall be used primarily for capital improvements and operations expenses for parks and recreation and arts facilities in the City, including, without limitation, the Aquatic Center and the SteamPlant Theater.

(b) The proceeds of the occupation tax on the business of leasing or renting short-term rental units described in Section 4-6-10(b), together with investment earnings thereon, shall be deposited into the City's Housing Fund created by Ord. No. 2018-14, and shall be used to promote affordable housing in the City.

Section 4. Severability. The provisions of this ordinance are severable and the invalidity of any section, phrase, clause, or portion of the ordinance as determined by a court of competent jurisdiction shall not affect the validity or effectiveness of the remainder of this ordinance.

Section 5. Emergency declaration. Pursuant to C.R.S. § 31-16-105, the City Council hereby finds, determines and declares that an emergency exists and that this ordinance is necessary for the immediate preservation of the public health, safety and welfare and the financial well-being of the City because at a City election held on November 8, 2022, the electors of the City of Salida approved the applicable imposition of these annual occupation taxes with an effective date of January 1, 2023, and therefore, in order to have this ordinance take effect by January 1, 2023, as directed by the electors of the City, this ordinance must be passed as an emergency ordinance.

INTRODUCED ON FIRST READING on this 6th day of December, 2022, ADOPTED and ORDERED PUBLISHED IN FULL in a newspaper of general circulation by the City Council on this ____ day of _____, 2022, and set for second reading and public hearing on the 20th day of December, 2022.

INTRODUCED ON SECOND READING FINALLY ADOPTED and ORDERED PUBLISHED BY TITLE ONLY, by the City Council on this 20th day of December 2022.

City of Salida

Mayor Dan Shore

ATTEST:

City Clerk/Deputy City Clerk



CITY COUNCIL ACTION FORM

DEPARTMENT	PRESENTED BY	DATE
Community Development	Bill Almquist - Community Development Director	December 6, 2022

ITEM:

First Reading and Setting of a Public Hearing for Ordinance 2022-25: An Ordinance of the City Council for the City of Salida, Colorado Approving a Substantial Modification to the Development Plan for the Salida Crossings Planned Development Located at 1520 E. Highway 50

REQUEST SUMMARY:

The request is to amend the currently approved Salida Crossings Planned Development (PD) to: reduce the number of mixed-use buildings from 3 to 2; reduce the height of the mixed-use buildings; reduce the overall unit count from 122 to 92 (inc. 72 condominiums in the two mixed-use buildings and 20 newly incorporated townhomes); reconfigure the site layout; and subdivide the property into 22 lots (inc. the 2 mixed-use building lots and 20 townhome lots) plus common elements/tracts.

[Note: Although a major subdivision application was submitted along with the initial PD modification application, no noticing was published for the major subdivision prior to the Planning Commission hearing. Therefore, Planning Commission reviewed and made a recommendation for the PD modification but continued the review and public hearing of the Major Subdivision until their December 13th meeting. Assuming that a public hearing for the PD modification is set for December 20th, and that Planning Commission makes a recommendation regarding the major subdivision request, both items will be presented for final approval on December 20th, since the major subdivision would only require a single reading with public hearing. The applicant was in support of doing it this way, for expediency's sake.]

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

SITE LOCATION: 1520 E. Hwy 50, Salida, CO.





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DEPARTMENT	PRESENTED BY	DATE
Community Development	Bill Almquist - Community Development Director	December 6, 2022

PHOTO OF SUBJECT AREA:



PROCESS:

An application for a substantial modification to an approved Planned Development must follow a two-step process. The request is first addressed by the Planning Commission through a public hearing process. The Commission makes a recommendation of approval, approval with conditions, or denial of the request to City Council. The Commission may also remand the application back to the applicant for further information or amendment.

The City Council has final decision-making authority in such applications. During the review of any proposed substantial modification to the PD, the City Council may require such new conditions of approval as are necessary to ensure that the development will be compatible with the current community standards and regulations. This shall include, but not be limited to, applying the portions of the PD which have not obtained building permits, or are subject to the proposed amendment, any new community policies or regulations which have been implemented since the PD was originally approved. An applicant may withdraw a proposed modification at any time during the review process. A request for a substantial modification shall be accompanied by the same type and quality of information as was necessary for the original PD Development Plan approval and shall include a map of the entire PD Development Plan area which clearly defines that portion which is proposed for modification and a written justification of the proposed modification, including a discussion of any changes in impact which would result from the modification.



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BACKGROUND AND DETAILS OF REQUEST:

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 City- and voter-ratified PD allowed for additional density and building height, and required a total of 30 affordable deed restricted units (nearly 25%), greater setbacks, and nearby highway right-of-way improvements, among other requirements. 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.

Progress on the project has languished due to a variety of factors including financing, labor shortage, building materials costs, design amendments, and public improvements being conducted by the City along Highway 50. The original owner, Salida Crossings 134, LLC (represented by Duane Cozart), requested and received two time extensions to the project in 2020 and 2021 and an administrative approval for a minor PD modification, also in 2021. The development and property was sold in August 2021 to BV Investments, LLC, who requested and received additional time extensions in May and October of this year, the latter primarily to allow for the review of the proposed PD modification and major subdivision.

The current ownership is interested in revising the site layout and related components, to address current financial realities and to provide what they perceive to be a less impactful and more appealing site plan—while still meeting some of the original goals of the approved PD (such as providing needed housing and a relatively high percentage of deed-restricted housing).

The proposed modified PD would include 2 mixed-use buildings with approximately 4,000 SF – 6,000 SF of commercial space on the ground floor and two residential floors above. Each mixed-use building would have 36 units, including 15 one-bedrooms, 17 two-bedrooms, and 4 three-bedroom units. Additionally, the development proposes 20 three-bedroom, 1500 SF townhomes located towards the rear/northwest portion of the property. Each of the buildings (mixed-use and townhomes) would sit on their own platted lots (22 in all) and take access from the internal private drive. A total of 24 of the units (25%) are proposed to be deed-restricted at a variety of maximum area median income (AMI) levels between 100% AMI and 140% AMI and all located within the mixed-use buildings. A total of 159 parking spaces would be provided for all the residential units, as well as the commercial uses. The amount of (unpaved/structureless) landscaping area would be increased by approximately 10%, including an approximately 4,500 SF private open space that would be provided for residents in the northeast corner of the site.

Specifically, the applicant's proposal would require the following modifications to the currently approved PD:

For the overall site boundaries:

- A reduction in the number of mixed-use buildings from 3 to 2;



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- A reduction in the maximum allowed height from 48' 1" to the 35' generally allowed in the C-1 zone district (buildings would go from 4 stories to 3);
- The addition of (20) three-bedroom 1,500 SF attached townhomes in duplex and fourplex configurations (to be constructed by the applicant).
- A reduction in the number of total units from 122 to 92;
- A reduction in the overall density (from 1,124 SF/unit to 1,491 SF/unit);
- The re-inclusion of up to eight (8) total three-bedroom condominium units in the mixed-use buildings (originally permitted but removed through a minor modification); and removing studios from the mix;
- A 22-lot subdivision, including 2 lots for the multi-use buildings and 20 townhome lots, plus limited common elements/outlot(s) for access to the site, parking, and private open space;
- A reduction in the maximum allowable lot coverage for all buildings from 38% to 30%;
- A reduction in the maximum allowable access/parking coverage from 48% to 40%;
- A reduction in the maximum cumulative coverage (buildings and access/parking) from 86% to 70%;
- An increase in the minimum front setback for primary buildings from 75 feet to 80 feet;
- A reduction in the minimum side setback for primary buildings from 65-75 feet to 10 feet (20 feet for the mixed-use buildings);
- A reduction in the minimum rear setback for primary buildings from 50 feet to 10 feet (20 feet for the mixed-use buildings);
- A reduction in the number of deed-restricted affordable units from 30 to 24, though this represents a slight increase in the percentage of such units (from 24.6% to 26.1%);
- That the 24 deed-restricted units be listed between 100% AMI -140% AMI (instead of at 80% AMI as originally required), with 8 at 100% AMI, 8 at 120% AMI, and 8 at 140% AMI, all located within the mixed-use buildings;
- Reducing the amount of overall commercial space from 13,759 SF to 10,000 SF;
- A reduction in the number of overall required parking spaces from 225 to 159 (1.5 spaces per residential unit, plus 33 spaces for general commercial uses, and subtracting 25 for shared mixed-use)

For individual platted lots/lot boundaries:

- Zero lot frontage on public streets for internal lots (allowing lots to take access off a shared internal private drive);



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DEPARTMENT Community Development	PRESENTED BY Bill Almquist - Community Development Director	DATE December 6, 2022
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- Reduction of the front setback on the townhome lots from 10 feet to 5 feet – the applicant is proposing a minimum 10-foot rear setbacks on the townhome lots (and 20 feet on the mixed-use lots) where 5-feet would normally be required in C-1;
- That required parking for the townhomes be provided on-site, within limited common elements, instead of on the townhome lot, which would normally require 1 space (applicant is providing 1.5 spaces per townhome lot);
- Reduction in side setback for accessory buildings from 3 feet to 0 feet;
- Increase in rear setback for accessory buildings from 5 feet to 10 feet.

A comparison of the currently approved PD site plan and the proposed modified site plan is shown below:

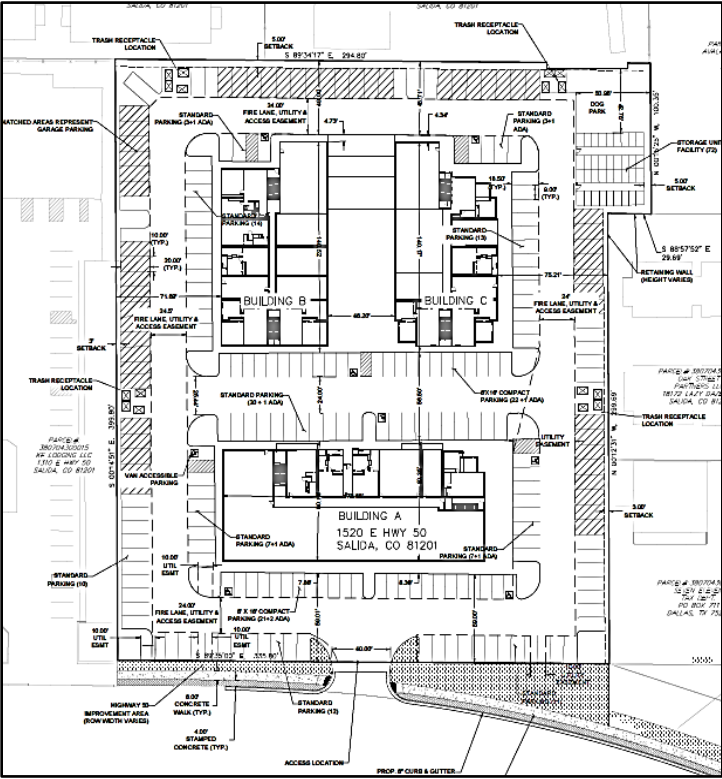


Figure 1: Currently Approved PD Plan

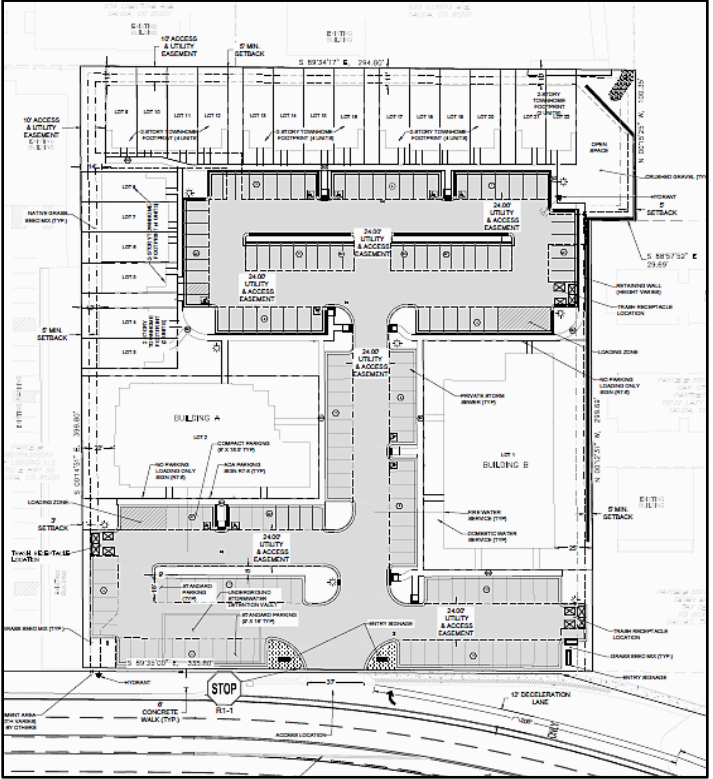


Figure 2: Proposed Modified PD Plan



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Figure 3: Colorized Representation of Proposed Site Plan

REQUIREMENTS FOR APPROVAL OF SUBSTANTIAL MODIFICATIONS TO A PD:

Section 16-7-150 Modifications describes the conditions of when and how a PD may be modified.

(a) All provisions of the PD Development Plan authorized to be enforced by the City may be modified, removed or released by the City subject to the following:

- (1) No modification, removal or release of the provisions of the PD Development Plan by the City shall affect the rights of the residents, occupants and owners of the PD to maintain and enforce those provisions in law or in equity; and
- (2) No substantial modification removal or release of the provisions of a PD Development Plan by the City shall be permitted except upon a finding by the City Council, following a public hearing upon notice as required by this Chapter, that the modification, removal or release is:
 - (i) Consistent with the efficient development and preservation of the entire PD;



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- (ii) Does not affect in a substantially adverse manner either the enjoyment of land abutting upon or across the street from the PD or the public interest; and
- (iii) Is not granted solely for a special benefit upon any person.

Staff: In regards to (1), there are currently no residents within the Salida Crossings PD, and the owners would be required to maintain and enforce such provisions in law or in equity. In regards to (2), overall, the proposed modification is a de-intensification of the currently approved PD with fewer overall residential units, reduced heights, less commercial space, less parking, and significantly more landscaping. Staff believes the modification would be consistent with the efficient development and preservation of the entire PD. The modifications also do not affect the enjoyment of land abutting upon or across the street from the PD in a substantially adverse manner, as the maximum height of the mixed-use buildings are proposed to be reduced by approximately 13 feet (to just under 35 feet, which is the maximum allowable height in the underlying C-1 Commercial zone district); the number of mixed-use buildings are proposed to be reduced from 3 to 2; and the amount of landscaping is proposed to be increased substantially. The biggest difference and potential impact to abutting properties is from the 20 proposed townhomes; however, the maximum height of those buildings are only approximately 24 feet and they are proposed to be setback from abutting properties up to twice what would normally be required in the underlying C-1 Commercial zone district (10 feet instead of 5 feet). The mixed-use buildings remain a minimum of 20 feet from any abutting property. Although the reduction in parking spaces from the originally approved PD is noteworthy, it should also be noted that the originally approved PD was “overparked” above what would have been required by code and did not take into account any practical reductions for mixed-uses that could share spaces between daytime and nighttime/overnight. The proposed modification appears consistent with the goals of the Comprehensive Plan and would not be granted solely for the benefit of a single individual.

- (b) Residents and owners of land in the PD, may to the extent and in the manner expressly authorized by the provisions of the PD Development Plan, modify, remove or release their rights to enforce the provisions of the plan; but no such action shall affect the right of the City to enforce the provisions of the plan.

Staff: No such modification shall affect the right of the City to enforce provisions of the plan as approved.

- (c) An insubstantial modification to an approved PD Development Plan may be authorized by the Administrator. However, insubstantial modifications may only be approved if they promote the terms, purposes and conditions of the original PD Development Plan and approval. The applicant shall make a written request to the Administrator justifying the proposed modification and clearly showing on the PD Development Plan and accompanying written narrative that portion which is proposed for modification. A record of such approved insubstantial modification shall be filed and recorded in the same manner as the original. The following shall NOT be considered an insubstantial modification:

- (1) A change in land use or development concept.
- (2) An increase in residential density levels or building coverage of nonresidential uses.



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- (3) An increase in the permitted height.
- (4) A realignment of major circulation patterns or a change in functional classification of the street network.
- (5) A reduction in approved open space or common amenities.
- (6) Other significant changes which involve policy questions or issues of overriding importance to the community.

Staff: The proposed modification is not an insubstantial modification of the PD. This criterion is not applicable.

- (d) During the review of any proposed substantial modification to the PD, the City Council may require such new conditions of approval as are necessary to ensure that the development will be compatible with the current community standards and regulations. This shall include, but not be limited to, applying the portions of the PD which have not obtained building permits, or are subject to the proposed amendment, any new community policies or regulations which have been implemented since the PD was originally approved. An applicant may withdraw a proposed modification at any time during the review process. A request for a substantial modification shall be accompanied by the same type and quality of information as was necessary for the original PD Development Plan approval and shall include a map of the entire PD Development Plan area which clearly defines that portion which is proposed for modification and a written justification of the proposed modification, including a discussion of any changes in impact which would result from the modification.

Staff: Staff is recommending a number of new conditions that may be recommended by the Planning Commission and adopted by City Council and would replace (or reword) most of those imposed by the original approval. Some of the most noteworthy pertain to certain fees, required public improvements within Highway 50, and the proposed 24 deed-restricted units. To this last point, although the applicant has proposed locating all of the deed-restricted units in the two mixed-use buildings and making them affordable to households earning from no more than 100% AMI to no more than 140% AMI, staff believes that a slightly wider breadth of income levels could be met in a slightly greater variety of housing types. For instance, staff proposes that two of the townhome units be deed-restricted with both units at no more than 160% AMI. The remaining 22 deed-restricted condominium units would be split between no more than 100% AMI, no more than 120% AMI, and no more than 140% AMI. (See a summary table of these recommendations below):

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

Staff would also recommend, as a condition, that if the deed-restricted units were to be rentals, that the provisions of the current Inclusionary Housing policies would control (rent prices for each of the units would be no more than 80% AMI or 100% AMI, with at least fifty percent of the units at no more than 80% AMI).



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The applicant has made a complete application that defines which portions are proposed for modification. As conditioned, the modification meets the above requirements.

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.*



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PLANNING COMMISSION RECOMMENDATION

Planning Commission reviewed the PD Modification proposal at a public hearing on November 8, 2022 and unanimously recommended approval subject to the following staff-provided conditions, with recommended additions and changes shown in red:

1. The Development Plan shall not be recorded until after the related major subdivision proposal is approved by City Council, substantially similar to what is shown by the PD modification development plan.
2. The applicant shall show on the PD plan 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.
3. The applicant must meet the requirements of the Public Works Director and City Engineering Consultants.
4. A plat note shall be added that states that "Fees-in-lieu for Open Space shall be paid at the time of building permit submittal of any residential units."
5. A plat note shall be added that states that "Fees-in-lieu for Fair Contributions for Public School Sites shall be paid at the time of building permit submittal of any residential units."
6. A plat note shall be added that states "No short-term vacation rental licenses shall be permitted in the development."
7. The applicant 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 (not to be between buildings).
8. The following changes shall be made to the Site Data Table on the PD Plan:
 - a. Side setbacks for the mixed-use buildings shall be a minimum of 20 feet.
 - b. The minimum lot frontage for all lots (both mixed-use and townhomes) shall be zero, recognizing frontage off of the internal private drive.
 - c. (If needed) The minimum front setback for the townhome lots shall be 7 feet.
 - d. Property size can be removed from the table.
 - e. Accessory building side setbacks shall be minimum of 3 feet, not 0 feet.
 - f. **The rear setback for accessory buildings shall be increased from 5 feet to 10 feet.**
9. In regards to the 24 proposed deed-restricted units, the breakdown should be as follows (and a plat note shall be added stating the following):
 - a. 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); and



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Community Development	Bill Almquist - Community Development Director	December 6, 2022

- b. 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).
 - c. If the deed-restricted units were to be rentals ~~prior to sale~~, 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).
 - d. Owner of the mixed use building shall disperse the deed-restricted units evenly between buildings and such units shall be dispersed evenly between floors.
10. 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.**
 11. At least one of the mixed-use buildings (along with the required portion of deed-restricted units) shall be constructed and receive CO prior to the 9th townhome on the site receiving CO.
 12. The second mixed-use building (along with the required portion of deed-restricted units) shall be constructed and receive CO prior to the 15th townhome receiving CO.
 13. Both deed-restricted townhome units shall be constructed and receive CO prior to the 11th townhome unit receiving CO.
 14. 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.
 15. Conditions #4 and #6 of the original conditions (shown on the PD plan) shall be added as a plat note.
 16. The applicant shall remove all other conditions from the original PD approval from the development plan and replace them with conditioned plat notes included above.
 17. A Development Agreement/Subdivision Improvements Agreement/Inclusionary Housing Agreement shall be required before building permits may be issued.
 18. All required access permits from CDOT must be received and reviewed by staff prior to issuance of building permits.

RECOMMENDED FINDINGS:

The application, as conditioned, 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 and is consistent with the efficient development and preservation of the entire PD; does not affect in a substantially adverse manner either the enjoyment of land abutting upon or across the street from the PD or the public interest; and is not granted solely for a special benefit upon any person.



CITY COUNCIL ACTION FORM

DEPARTMENT	PRESENTED BY	DATE
Community Development	Bill Almquist - Community Development Director	December 6, 2022

RECOMMENDED MOTION:

"I make a motion to approve, on first reading, Ordinance 2022-25 to approve a Substantial Modification to the Development Plan for the Salida Crossings Planned Development Located at 1520 E. Highway 50, with conditions recommended by Planning Commission and staff, and to set the second reading and public hearing for December 20th, 2022."

Attachments:

Ordinance 2022-25
 Application materials for Substantial Modification
 Draft Planned Development Plan for the Proposed Modification
 Approved Site Plan for 2021 Minor Modification
 Original PD Plan – 2018

**ORDINANCE NO. 25
(Series 2022)**

AN ORDINANCE OF THE CITY COUNCIL FOR THE CITY OF SALIDA, COLORADO APPROVING A MAJOR IMPACT REVIEW FOR A MODIFICATION TO A DEVELOPMENT PLAN FOR THE SALIDA CROSSINGS PLANNED DEVELOPMENT LOCATED AT 1520 E. HIGHWAY 50 AND REPEALING AND REPLACING ORDINANCE 2018-04

WHEREAS, the Salida Crossings Planned Development was originally approved by the City Council through the adoption of Ordinance 2018-04 on March 20, 2018 and subsequently referred to and approved by a vote of the electorate via a special ballot question on September 25, 2018; and

WHEREAS, the originally approved development plan consists of three (3) mixed-use buildings and a total of 122 residential units (including provisions for additional density and building height) on a single lot, among other requirements and allowances; and

WHEREAS, pursuant to Salida Municipal Code 16-7-150, Modifications, the property owners have submitted a ~~the~~ modified Planned Development (PD) development plan consisting of two (2) mixed-use buildings and a total of 92 residential units (with less additional allowable density and no additional allowable building height than the originally approved development plan) on a total of 22 lots, plus other common elements/tracts, among other requirements and allowances; and

WHEREAS, the City of Salida Planning Commission held a duly noticed public hearing on November 8, 2022 and recommended Council approve the requested modifications to the PD Development Plan with certain conditions pursuant to the attached Salida Crossings modified development plan, including Exhibit A: Salida Crossings Development Plan, dated _____; Exhibit B: Salida Crossings Architectural Plans, dated _____; and Exhibit C: Conditions of Approval; and

WHEREAS, the project is consistent with the purpose, conditions and evaluation standards for modifications to PD development plans as set forth within Chapter 16, Article VII of the Salida Municipal Code; and

WHEREAS, the City Council held a public hearing on the ~~proposal~~ requested modifications on December 20, 2022; and

WHEREAS, the proposal for the subject territory is consistent with the policies and goals of the City's land use regulations and Comprehensive Plan, and will advance the public interest and welfare; and

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL FOR THE CITY OF SALIDA, COLORADO as follows:

Section One

That the entirety of the **modified** Salida Crossings Planned Development, located at 1520 E. Hwy 50, be and is hereby approved with the modifications shown by Exhibit A: Salida Crossings Development Plan, dated _____; Exhibit B: Salida Crossings Architectural Plans, dated _____; and Exhibit C: Conditions of Approval. All exhibits are attached to this ordinance.

Section Two

Upon approval by the City Council of the **subject** Final Development Plan for the Salida Crossings Planned Development modification, it shall be considered a site specific development plan and granted a vested property right. The City Council is approving the vested property right subject to the terms and conditions contained in the development plan and this ordinance and failure to abide by such terms and conditions may, at the option of the City Council, after a public hearing, result in the forfeiture of vested property rights.

Section Three

Upon approval by the City Council the applicant shall have one hundred eighty (180) days to submit a final Mylar of Exhibits A and B; and incorporating the conditions of approval attached as Exhibit C for the Mayor's signature and recordation.

Section Four

The City Clerk is hereby directed to undertake the following actions upon the adoption of this Ordinance:

1. Publish this Ordinance in a newspaper of general circulation in the City of Salida.

Section Five

This Ordinance shall not have any effect on existing litigation and shall not operate as an abatement of any action or proceeding now pending under or by virtue of any ordinance repealed or amended as herein provided, and the same shall be construed and concluded under such prior ordinances.

Section Six

The provisions of this Ordinance are severable and the invalidity of any section, phrase, clause or portion of the Ordinance as determined by a court of competent jurisdiction shall not affect the validity or effectiveness of the remainder of the Ordinance.

Section Seven

City of Salida Ordinance 2018-04, and all of its approvals, attachments and exhibits, is hereby repealed and replaced by this Ordinance 2022-25.

INTRODUCED ON FIRST READING, ADOPTED and ORDERED PUBLISHED IN FULL in a newspaper of general circulation in the City of Salida by the City Council on December 6, 2022 and set for second reading and public hearing on the 20th day of December, 2022.

**INTRODUCED ON SECOND READING, FINALLY ADOPTED and ORDERED
PUBLISHED BY TITLE ONLY**, by the City Council on the 20th day of December, 2022.

CITY OF SALIDA

By: _____
Mayor

ATTEST: _____ (SEAL)
City Clerk

PUBLISHED IN FULL in the Mountain Mail after First Reading on the _____, 2022 and **BY TITLE ONLY**, after Final Adoption on the _____, 2022.

By: _____
City Clerk



GENERAL DEVELOPMENT APPLICATION

448 East First Street, Suite 112

Salida, CO 81201

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

Email: planning@cityofsalida.com

Item 19.

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 _____

November 5, 2022

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

RE: **Salida Crossings**

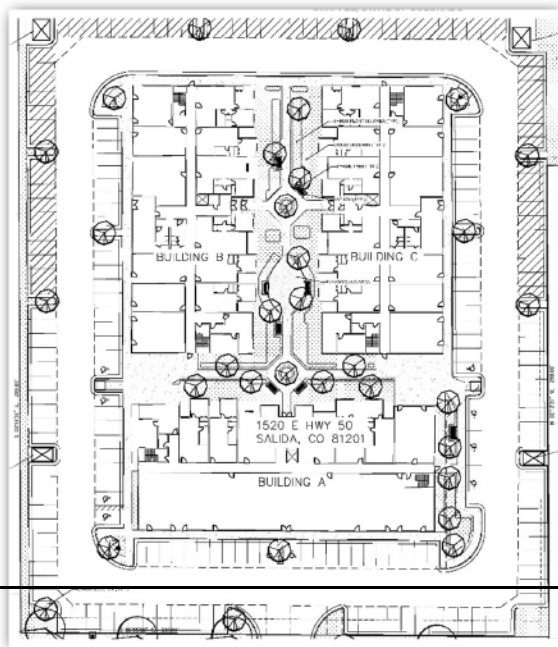
Dear Mr. Almquist,

Background and Zoning Information

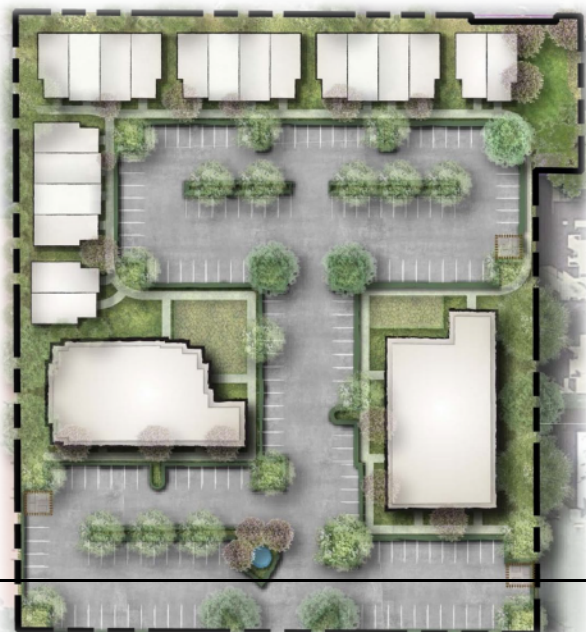
The 3.15 acre property is located in the City of Salida, CO. This property contained an automotive sales center and accompanying garage and infrastructure. The site has since been demolished and currently sits as an unpaved, dirt lot. Adjacent to the subject property are a 9-unit apartment building and 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.

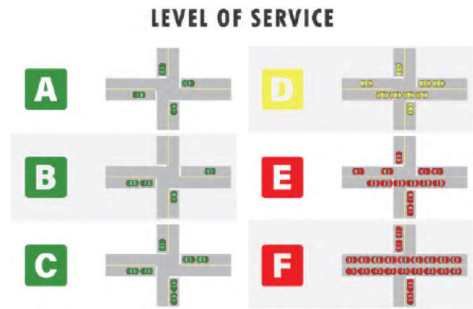
- Lot unit density reduction
- Building height reduction
- Setbacks on buildings

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

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

PES
S, F PA

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.

Drawing name: C:\Users\JPucilio\OneDrive - Phelps Engineering Services\Company\Entitlement Engineering\17202 - Salida Commons\CAD\Sheets\cover sheet.dwg COVER SHEET Nov 04, 2022 2:13pm by: JPucilio

FINAL DEVELOPMENT PLAN
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

CERTIFICATE OF DEDICATION AND OWNERSHIP

KNOW ALL PERSONS BY THESE PRESENTS THAT SALIDA CROSSINGS 134, LLC, IS THE FEE OWNER OF THE FOLLOWING DESCRIBED PROPERTY:

A TRACT OF LAND LOCATED IN THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER (SW4NW1/4 SW1/4) OF SECTION 4, TOWNSHIP 49 NORTH, RANGE 9 EAST OF THE NEW MEXICO PRINCIPAL MERIDIAN, CHAFFEE COUNTY, COLORADO, BEING DESCRIBED AS FOLLOWS:
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 MARKER (BRASS CAP) OF STATION 2301+12 OF THE CENTERLINE SURVEY OF SAID HIGHWAY BEARS SOUTH 89°35' EAST 127.0 FEET, SAID COMMENCING POINT BEING MARKED BY A POINT IN THE EASTERLY SIDE OF 24 INCH C.M.P. CULVERT AND BEING WITNESSED BY A 5/8 INCH STEEL REINFORCING BAR 2 FEET LAND DRIVEN INTO THE GROUND AND HAVING A ONE INCH ALUMINUM CAP WHICH IS NORTH 89°35' WEST 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 0°20' EAST 400 FEET ALONG THE EAST BOUNDARIES OF THE TRACTS DESCRIBED IN BOOK 251 AT PAGE 423 AND IN BOOK 260 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.

EXECUTED THIS _____ DAY OF _____, 20____

BY: _____

COUNTY OF CHAFFEE)
) SS.
STATE OF COLORADO)

THE FOREGOING DEDICATION WAS ACKNOWLEDGED BEFORE ME THIS _____ DAY OF _____, 20____, BY DUANE COZART AS SALIDA CROSSINGS 134, LLC, MANAGING MEMBER, WITNESS MY HAND AND SEAL.

MY COMMISSION EXPIRES _____

CERTIFICATION OF TITLE

I _____, A LICENSED 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 FINAL DEVELOPMENT PLAN AND FOUND THE TITLE VESTED IN SALIDA CROSSINGS 134, LLC, FREE AND CLEAR OF ALL LIENS AND ENCUMBRANCES EXCEPT AS LISTED BELOW:

DATED THIS _____ DAY OF _____, 20____

TITLE AGENT _____

CITY COUNCIL APPROVAL

THIS DEVELOPMENT PLAN IS APPROVED FOR FILING ON THIS _____ DAY OF _____, 20____

MAYOR _____

PLANNING COMMISSION APPROVAL

THIS DEVELOPMENT PLAN IS APPROVED BY THE CITY OF SALIDA PLANNING COMMISSION ON THIS _____ DAY OF _____, 20____

CHAIRMAN _____

CLERK AND RECORDER'S CERTIFICATE

THIS FINAL DEVELOPMENT PLAN WAS FILED IN THE OFFICE OF THE CLERK AND RECORDER OF CHAFFEE COUNTY, COLORADO AT _____, _M ON THIS _____ DAY OF _____, 20____ UNDER RECEPTION NUMBER _____

CHAFFEE COUNTY CLERK AND RECORDER _____

LAND SURVEYOR'S CERTIFICATE

I _____ 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.

_____, DATE _____

COLORADO P.L.S. _____



VICINITY MAP
SCALE: 1" = 100'

ORDINANCE 2018-04		
EXHIBIT B: DEVELOPMENT PLAN		
Exhibit	Sheet Title	Page
1	Cover Sheet	1 of 2
2	Existing Conditions	*
3	Existing Zoning Map	*
4	Phasing Plan	n/a
5	Site Plan	2 of 2
6	Grading Plan	*
7	Utility Plan	*
8	Landscape Plan	*

EXHIBIT C: SALIDA CROSSINGS ARCHITECTURAL PLANS		
1	Plan Calculations page A0	*
2	First Floor Plan Building A page A1	*
3	Upper Floor Plan Building A page A2	*
4	First Floor Plan Building B & C page A3	*
5	Middle Floor Plans Building B & C page A4	*
6	North and South Elevation Building A page A5	*
7	West and East Elevation Building A page A6	*
8	East and West Elevation Building B & C; South and North Elevation Building B page A7	*
9	Fourth Floor Plan Buildings B & C page A8	*
*	These Exhibits shall be on record with the Salida City Clerk	

CONTACTS:

OWNER:

BV INVESTMENTS
401 WHITEWING LANE
MURPHY, TX 75084
CONTACT: BERNIE WEBER

DEVELOPER:

LOUCIOS ENTERPRISES, LLC
2605 FAIRHILL LANE
FLOWER, TX 75022

SURVEYOR:

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

CIVIL ENGINEER

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

SUBMITTAL DATES

1st - DECEMBER 18, 2017
2nd - FEBRUARY 5, 2018

Proposed Land Use		*
Property Size (Sq. Ft.)		137,370
Building A		
Building Size (Sq. Ft.)		14,853
No. of Dwellings		36
3-Bedroom Units		4
2-Bedroom Units		17
1-Bedroom Units		15
Commercial Size (Sq. Ft.)		5,896
Building Height		34'-9"
Building B		
Building Size (Sq. Ft.)		13,374
No. of Dwellings		36
3-Bedroom Units		4
2-Bedroom Units		17
1-Bedroom Units		15
Office/Retail (Sq. Ft.)		4,104
Building Height		34'-9"
Townhomes		
Building Size (Sq. Ft.)		1,500 ea.
No. of Dwellings		20
3-Bedroom Units		20
Office/Retail (Sq. Ft.)		n/a
Building Height		** 23'-7"
Parking Requirements		
Retail Parking (10,000 SF/300 SF per space)		33 spaces
1.5 spaces per building per mixed-use units		108 spaces
1.5 spaces per townhome		30 spaces
Subtotal Spaces Required		171 spaces
25% Reduction for retail		-25 spaces
Total Spaces Required		146 spaces
Total Spaces Provided		159 spaces
Total Covered Spaces Provided		n/a

* AMENDED BY CONDITION 9

** AMENDED BY CONDITIONS 10 & 11

TRIP GENERATION RATES

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

ORDINANCE 2018-04

EXHIBIT D: CONDITIONS OF APPROVAL FOR SALIDA CROSSINGS PD (TO BE UPDATED PER CONDITIONS OF MODIFIED PD)

- THE OWNER SHALL PAY IN LIEU OF LAND DEDICATION OR CONVEYANCE FOR A PUBLIC SCHOOL FACILITY AN AMOUNT OF ~~THREE HUNDRED FIFTY-FOUR DOLLARS (\$354.00)~~ PER RESIDENTIAL DWELLING UNIT. THE OWNER MAY ELECT FOR SUCH AMOUNT TO BE PAID BY THE OWNER OF A PARTICULAR LOT AND/OR UNIT AT THE TIME A RESIDENTIAL BUILDING PERMIT IS OBTAINED.
- THE DEVELOPMENT PLAN FOR THE ENTIRE SITE SHALL CONSIST OF THE "DEVELOPMENT PLAN, SALIDA CROSSINGS" DATED 11/20/2017; "SALIDA CROSSINGS" ARCHITECTURAL PLANS ~~DATED 3/7/2018~~ AND THESE CONDITIONS OF APPROVAL.
- AT THE TIME OF ISSUANCE OF A BUILDING PERMIT FOR THE PROJECT, THE DEVELOPER SHALL SUBMIT THE TOTAL OF PARKS, TRAILS AND OPEN SPACE IN LIEU FEES ~~TOTALING \$2,000 PER UNIT~~ APPLICABLE AT THE TIME OF DEVELOPMENT.
- DEVELOPER SHALL AGREE TO 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.
- A MINIMUM OF THIRTY OF THE PROPOSED RESIDENTIAL UNITS SHALL BE DEED RESTRICTED FOR WORK FORCE HOUSING; GENERALLY AS DESCRIBED BELOW:
 - PHASE 1 (BUILDING A) WILL HAVE FOUR (4) UNITS (1 BEDROOM AND 1 BATH) RESTRICTED TO HOUSEHOLDS EARNING 70% OR LESS OF THE CHAFFEE COUNTY AVERAGE MEDIAN INCOME (AMI) AND SIX (6) UNITS (2 BEDROOM AND 1 BATH) RESTRICTED TO HOUSEHOLDS EARNING 70% OR LESS AMI;
 - PHASE 2 (BUILDING B) WILL HAVE FIVE (5) UNITS (1 BEDROOM AND 1 BATH) RESTRICTED TO HOUSEHOLDS EARNING 70% OR LESS OF THE AMI; FOUR (4) UNITS (2 BEDROOM AND 1 BATH) RESTRICTED TO HOUSEHOLDS EARNING 70% OR LESS AMI AND ONE (1) UNIT (2 BEDROOM AND 2 BATH) RESTRICTED TO HOUSEHOLDS EARNING 80% OR LESS AMI;
 - PHASE 3 (BUILDING C) WILL HAVE FIVE (5) UNITS (1 BEDROOM AND 1 BATH) RESTRICTED TO HOUSEHOLDS EARNING 70% OR LESS OF THE AMI; FOUR (4) UNITS (2 BEDROOM AND 1 BATH) RESTRICTED TO HOUSEHOLDS EARNING 70% OR LESS AMI AND ONE (1) UNIT (2 BEDROOM AND 2 BATH) RESTRICTED TO HOUSEHOLDS EARNING 80% OR LESS AMI; AND
 - THE MAXIMUM AMI STATED ABOVE MAY BE INCREASED OR DECREASED UP TO 10% FOR INDIVIDUAL HOUSEHOLDS. A CONDITION OF THE SUBSEQUENT DEVELOPMENT AGREEMENT (CONDITION #8) SHALL BE THAT THE DEVELOPER MAKE ANNUAL REPORTS TO THE CITY COUNCIL DETAILING CHANGES IN THE PRICING MODEL BASED UPON CHANGES TO THE COLORADO HOUSING AND FINANCE AUTHORITY COUNTY INCOME AND RENT TABLES FOR CHAFFEE COUNTY; AND
 - THE DEVELOPER WILL MAKE A GOOD FAITH EFFORT TO DISPERSE THE UNITS WITHIN THE FIRST THREE FLOORS OF EACH BUILDING.
 - THE HOA DUES FOR THE DEED RESTRICTED UNITS SHALL BE DISCOUNTED BY A MINIMUM OF 25%.
- THE DEED RESTRICTION SHALL ADDRESS INCOME AND EMPLOYMENT QUALIFICATIONS; PROPOSED LOTTERY OR OTHER EQUITABLE SYSTEM FOR THE INITIAL SALE OF THE UNITS, AND BE APPROVED BY THE CITY COUNCIL. THE ENFORCEMENT OF THE DEED RESTRICTIONS WILL BE BY THE FUTURE CHAFFEE COUNTY HOUSING OFFICE, UNLESS IT DOES NOT EXIST 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.
- DEVELOPER SHALL MAKE CORRECTIONS TO THE IMPROVEMENT PLANS AS DESCRIBED BY THE PUBLIC WORKS DIRECTOR.
- DEVELOPER SHALL ENTER INTO A DEVELOPMENT AGREEMENT TO ADDRESS THE IMPROVEMENTS REQUIRED FOR THE PROJECT AS WELL AS THOSE REQUIREMENTS CONTAINED IN CONDITIONS ABOVE PRIOR TO ISSUANCE OF A BUILDING PERMIT.
- THE GROUND FLOOR SPACE OF BUILDING A SHALL INCLUDE A MINIMUM OF ~~7,545~~ ^{5,800} SQUARE FEET OF RETAIL USES AND SERVICES. BUILDINGS B ~~AND C~~ SHALL HAVE A MINIMUM OF ~~3,322~~ ^{4,800} SQUARE FEET OF OFFICE AND/OR RETAIL USES. THERE SHALL BE NO SHORT TERM RENTALS ALLOWED IN THE DEVELOPMENT.
- THE FINAL DEVELOPMENT PLAN SHALL BE AMENDED TO REDUCE THE NUMBER OF DWELLING UNITS TO A MAXIMUM OF ~~122~~ ⁹² INCREASE THE REQUIRED PARKING TO A RANGE OF ~~256-268~~ ¹⁵⁹ SPACES WHICH INCLUDES SPACES PROVIDED UNDER BUILDINGS B ~~AND C~~, AND REMOVE REQUIREMENT FOR COVERED OUTDOOR PARKING
- ~~THE REQUIRED PARKING MAY BE REDUCED TO 225 IF THE FORMER PARKING AREA IS UTILIZED FOR REQUIRED OPEN SPACE FOR A STATE CERTIFIED DAY-CARE CENTER.~~

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%	35%
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

Item 1.9.			
1	PER CITY COMMENTS	2/6/2018	JP
2	PER CITY COMMENTS	8/9/2019	JP
3	PER CITY COMMENTS	4/8/2020	JP
4	MINOR AMENDMENT	10/31/2022	JP
No.	REVISIONS	DATE	BY

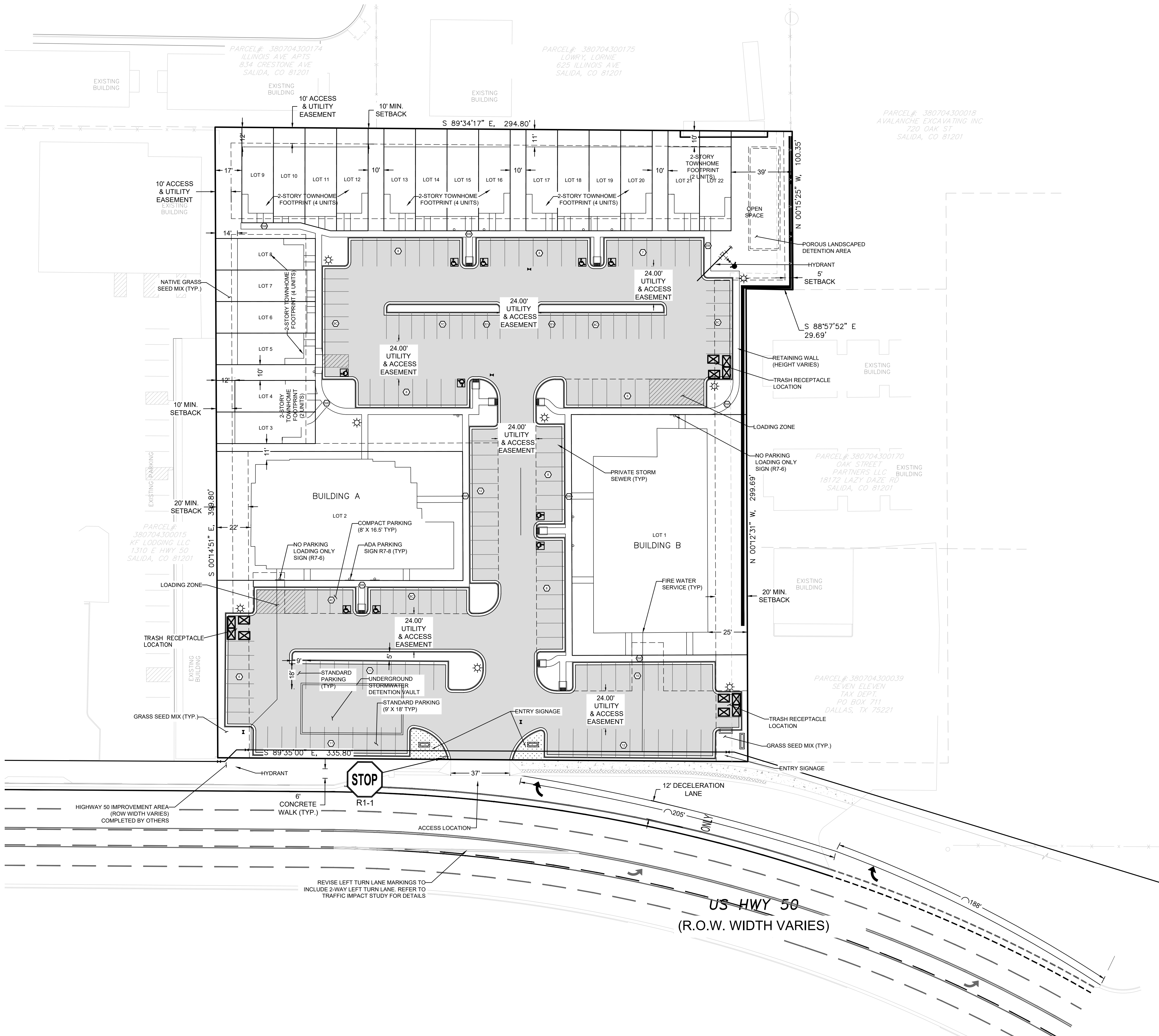
PHELPS ENGINEERING
3522 South Emerson St, Englewood, CO 80113
(303) 298-1644 info@phelpsengineering.net phelpsengineering.net

SCALE: SEE SHEET
DESIGNED BY: JP
DRAWN BY: JP
CHECKED BY: LP

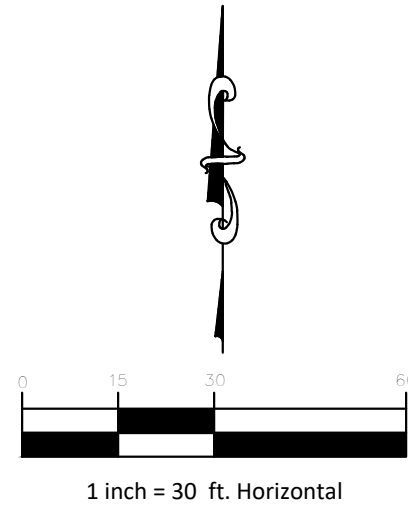
FINAL DEVELOPMENT PLAN
COVER SHEET

SALIDA CROSSINGS
CITY OF SALIDA, COLORADO

DATE
4/8/2020
PROJECT NO.
17202



TABULAR DATA			
SITE TOTAL AREA: 3.15 AC			
PARKING REQUIRED - 171			
W 25% RETAIL REDUCTION - 146			
PARKING PROVIDED			
STANDARD PARKING 9'X18' (10 ADA)			113 STALLS
COMPACT PARKING 8'X16'			46 STALLS
SITE TOTAL			159 STALLS
TOTAL RETAIL / OFFICE ~ 10,000 SF			
TOTAL RESIDENTIAL UNITS = 92			
29.21 DU/AC			



LEGEND:

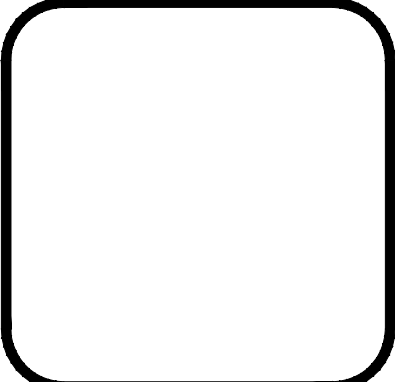
- EXISTING CONTOURS
- PROPOSED CONTOURS
- PROPOSED STORM SEWER W/INLET AND FES
- PROPOSED WATER LINE W/FIRE HYDRANT
- FUTURE WATER LINE W/FIRE HYDRANT
- PROPOSED SANITARY SEWER W/MANHOLE
- FUTURE SANITARY SEWER W/MANHOLE
- DRAINAGE FLOWLINE
- PROPOSED BOUNDARY LINE
- PROPOSED TRACT
- PROPOSED EASEMENT LINE
- PROPOSED ROAD CENTER LINE
- PROPOSED RIGHT-OF-WAY
- PROPOSED EDGE OF PAVEMENT
- PROPOSED CURB & GUTTER
- EXISTING TRASH ENCLOSURE
- EXISTING LIGHT POLE
- EXISTING STORM SEWER MANHOLE
- EXISTING INLET
- EXISTING FIRE HYDRANT
- EXISTING WATER VALVE
- EXISTING SANITARY SEWER MANHOLE
- EXISTING UTILITY POLE
- EXISTING UNDERGROUND WATER LINES
- EXISTING UNDERGROUND GAS LINES
- EXISTING UNDERGROUND SANITARY SEWER LINES
- EXISTING OVERHEAD UTILITY LINES
- EXISTING FENCE

SITE KEY NOTES & ABBREVIATIONS:

- 4-FT WIDE SIDEWALK
- PARKING COUNT (STANDARD)
- PARKING COUNT (COMPACT)

NOTES:
• STORM SEWER LAYOUT IS PRELIMINARY AND SUBJECT TO CHANGE BASED ON HYDROLOGIC CALCULATIONS

Item 1.9.			
1	PER CITY COMMENTS	2/6/2018	JP
2	PER CITY COMMENTS	8/9/2019	JP
3	PER CITY COMMENTS	4/9/2020	JP
4	MINOR AMENDMENT	10/31/2022	JP
		REVISIONS	DATE
		No.	BY



SCALE: SEE SHEET	
DESIGNED BY: JP	
DRAWN BY: JP	
CHECKED BY: LP	

FINAL DEVELOPMENT PLAN
SITE PLAN

SALIDA CROSSINGS
CITY OF SALIDA, COLORADO

DATE 4/8/2020
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 DISEASED 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

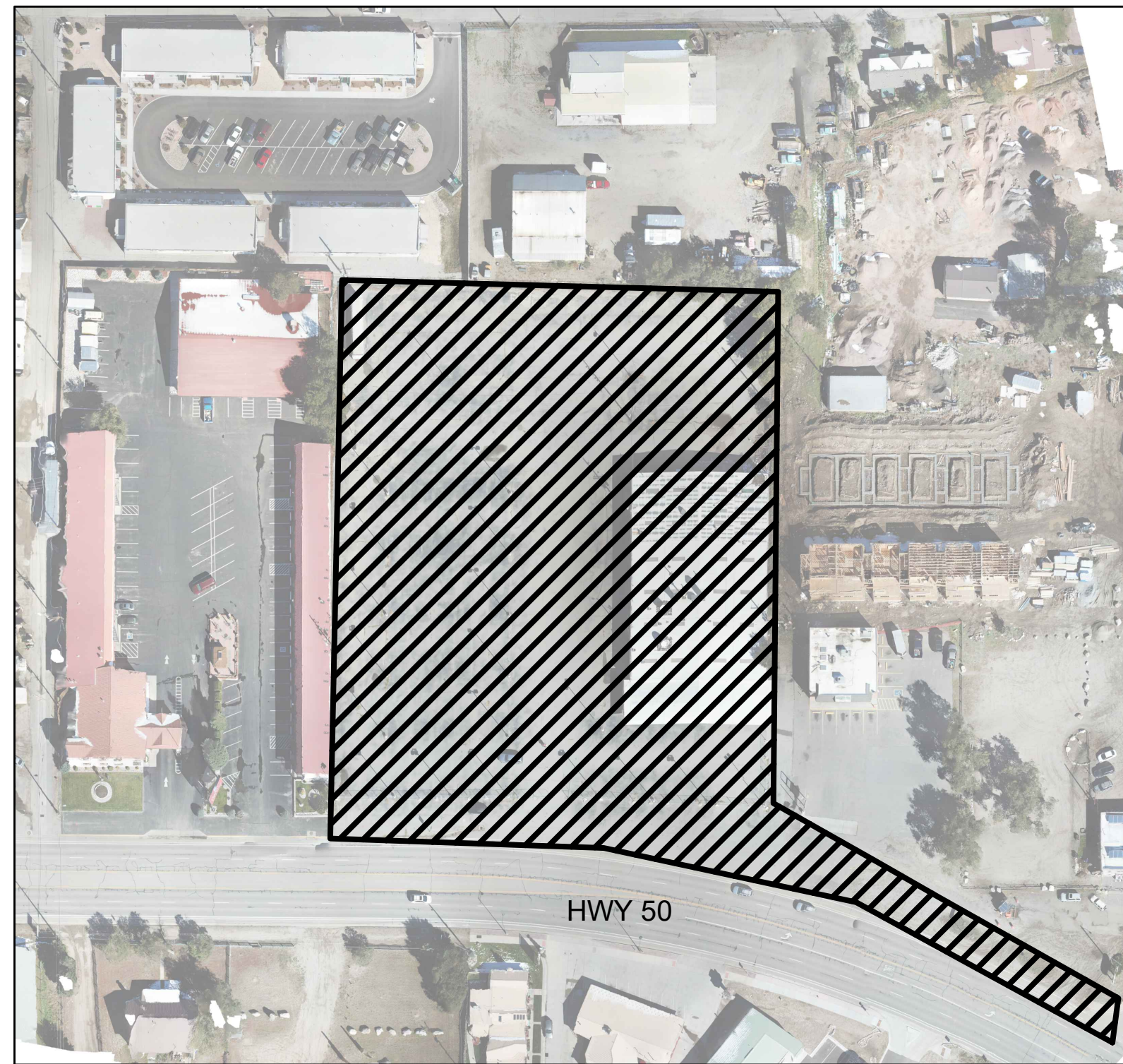
PROJECT ESTIMATED COSTS	\$	362,363
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LANDSCAPE CALCULATIONS

	Acre	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.

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

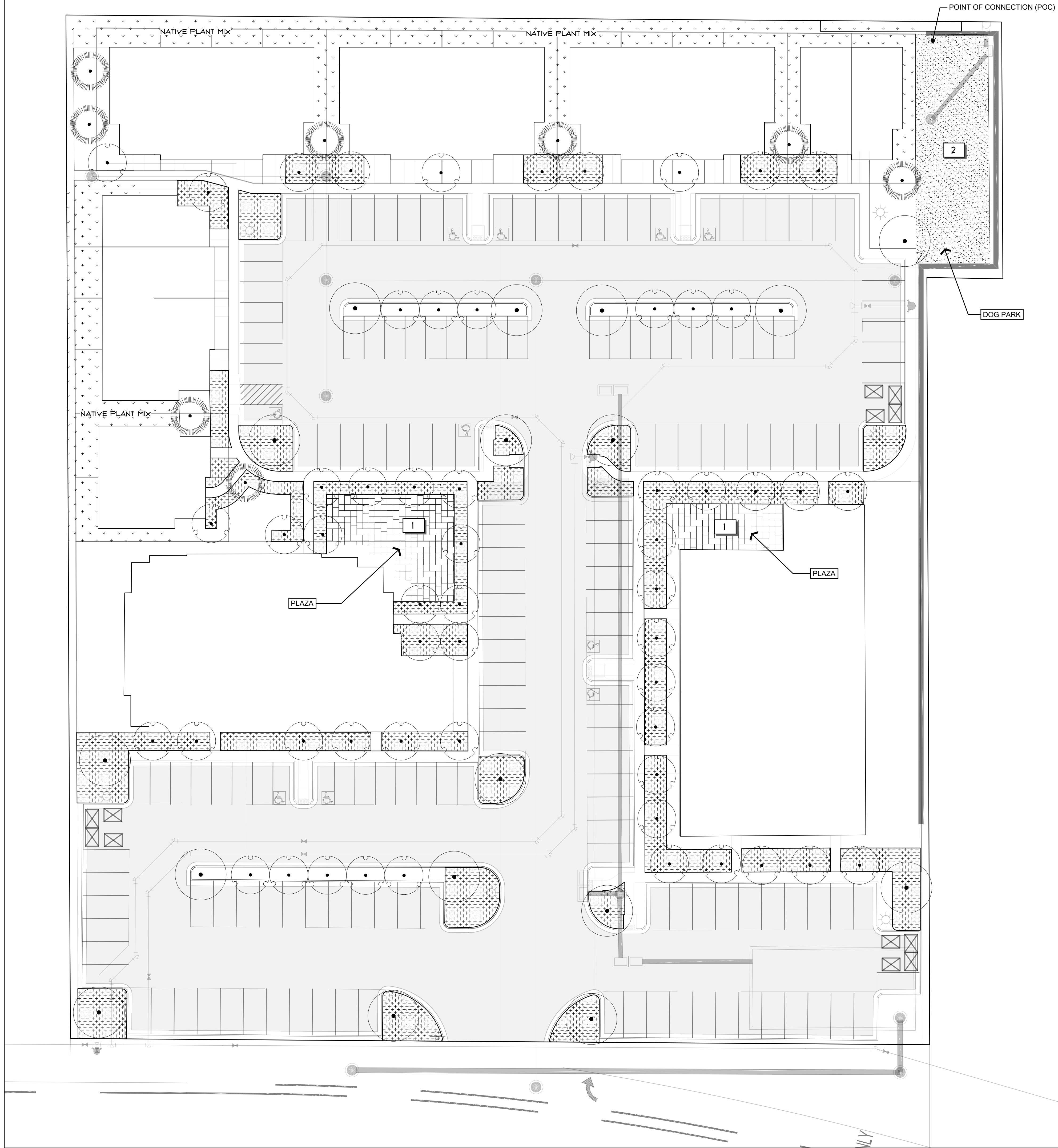
PHELPS ENGINEERING SERVICES
 3522 SOUTH EMERSON STREET
 ENGLEWOOD, CO 80113
 PHONE: (303) 298-1644
 CONTACT: CLAYTON TRAPP

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.
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	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.

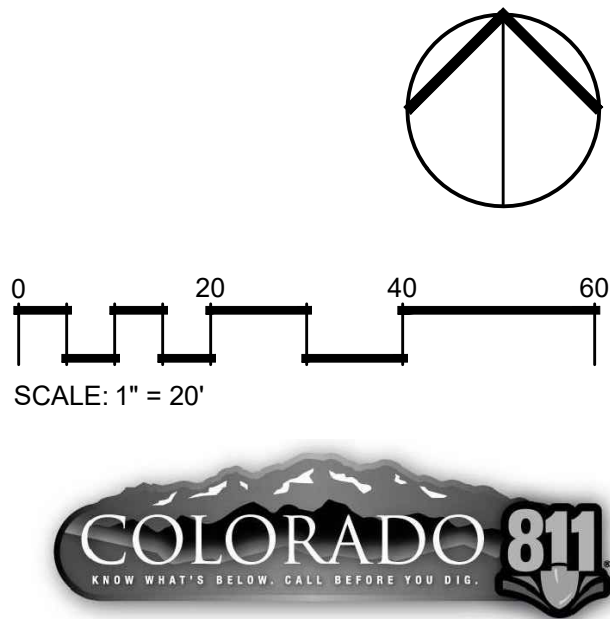
PLANT SCHEDULE

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 JUNIPER	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
446	SHRUB AREA	ARCEUTHOBIA CANESCENS	LEADPLANT	2 GAL	POT	36" # 34" O.C.
19	ARCEUTHOBIA CANESCENS	ARCEUTHOBIA CANESCENS	LEADPLANT	2 GAL	POT	18" # 30" O.C.
446	GARYOPTERIS X CLANDONENSIS	BLUEBEARD	BLUEBEARD	2 GAL	POT	36" # 34" O.C.
48	RUBUS TRILOBATA	SKUNKBUSH SUMAC	SKUNKBUSH SUMAC	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	Nuttall's Wheatgrass	17	3.4
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:		36.5	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



Item 19.

BY

DATE

REVISIONS

No.

PHelps

ENGINEERING

3522 South Emerson St. Englewood, CO 80113

(303) 295-1644 info@phelpsenr.com phelpsenr.com

SCALE: SEE SHEET

DESIGNED BY:KM

DRAWN BY:KM

CHECKED BY:CT

CONSTRUCTION DOCUMENTS

LANDSCAPE PLAN

SALIDA CROSSINGS

1520 E. RAINBOW BLVD.

CITY OF SALIDA, COLORADO

DATE

10/27/2022

PROJECT NO.

17202

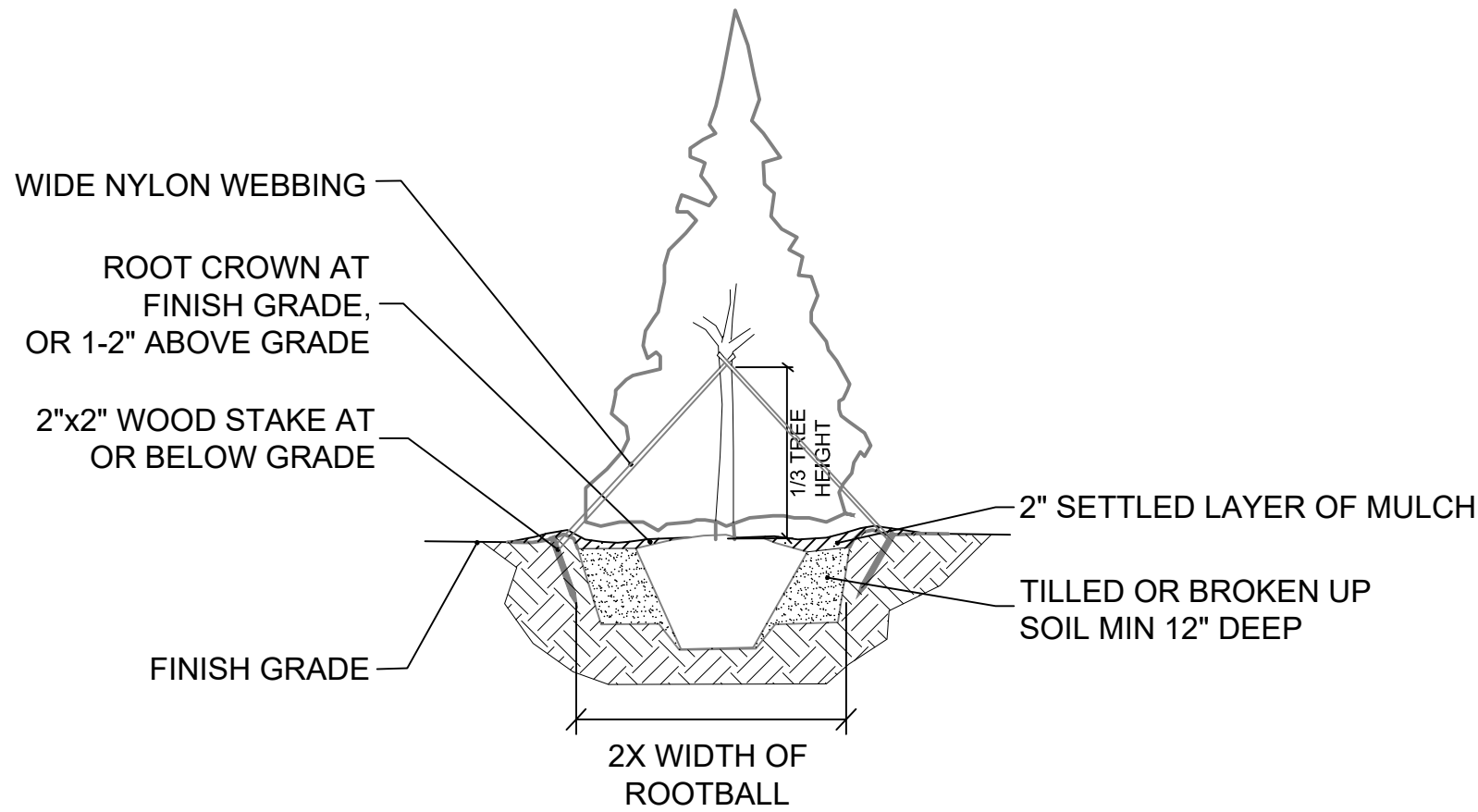
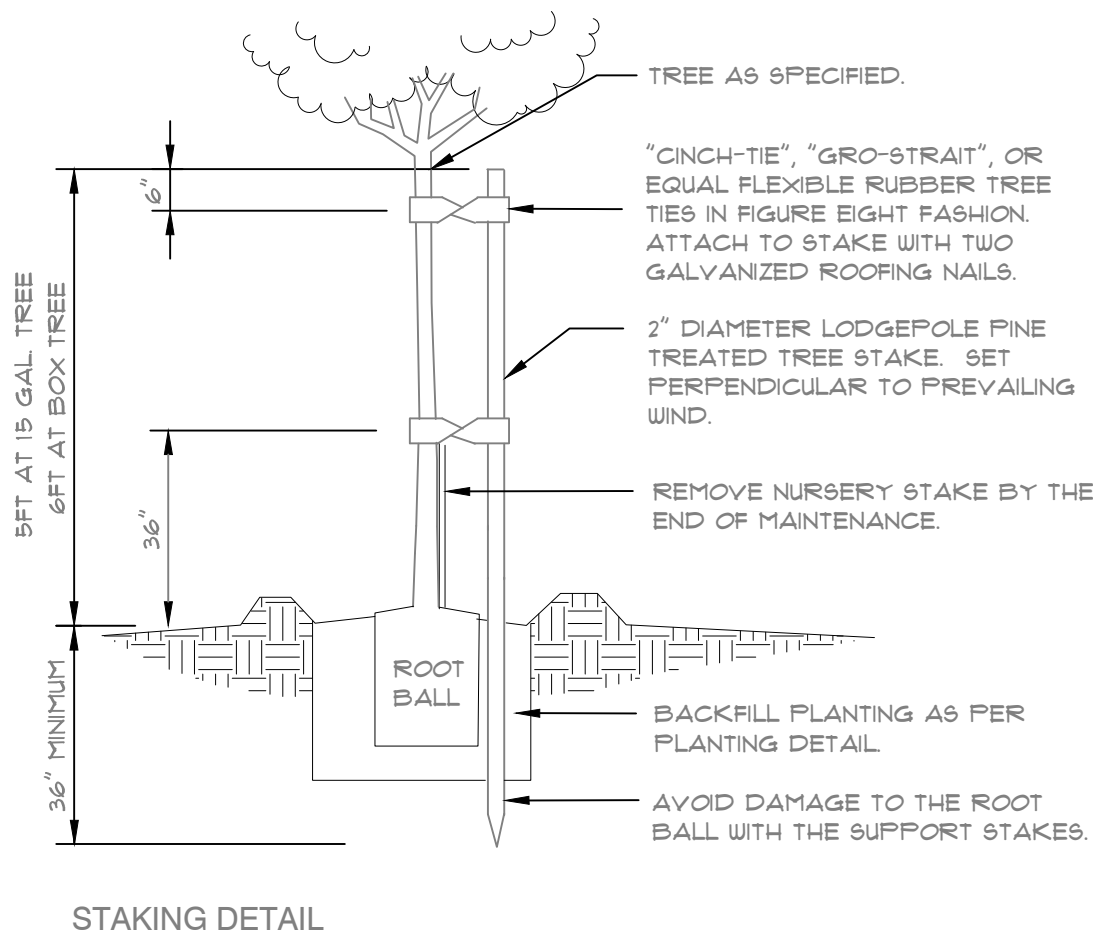
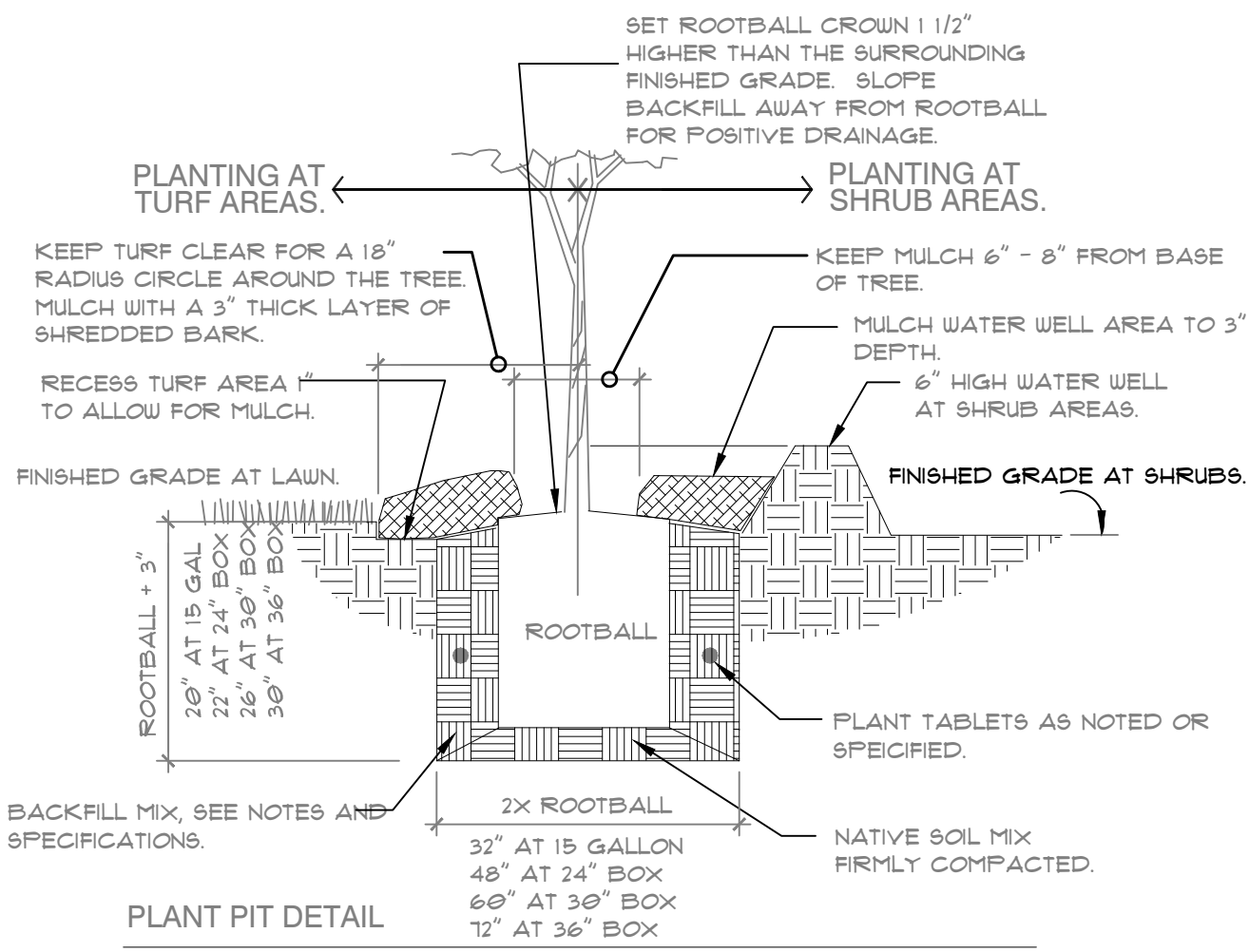
L-2

2 of 3

811

KNOW WHAT'S BELOW. CALL BEFORE YOU DIG.

Drawing name: C:\Users\Kelly — Work\OneDrive — Phelps Engineering Services\Company\Entitlement Engineering\17202 — Salda Landscape Plan.dwg L-3 DETAILS Oct 25, 2022 10:32pm by: Kelly — Work



1 TREE SINGLE STAKE PLANTING

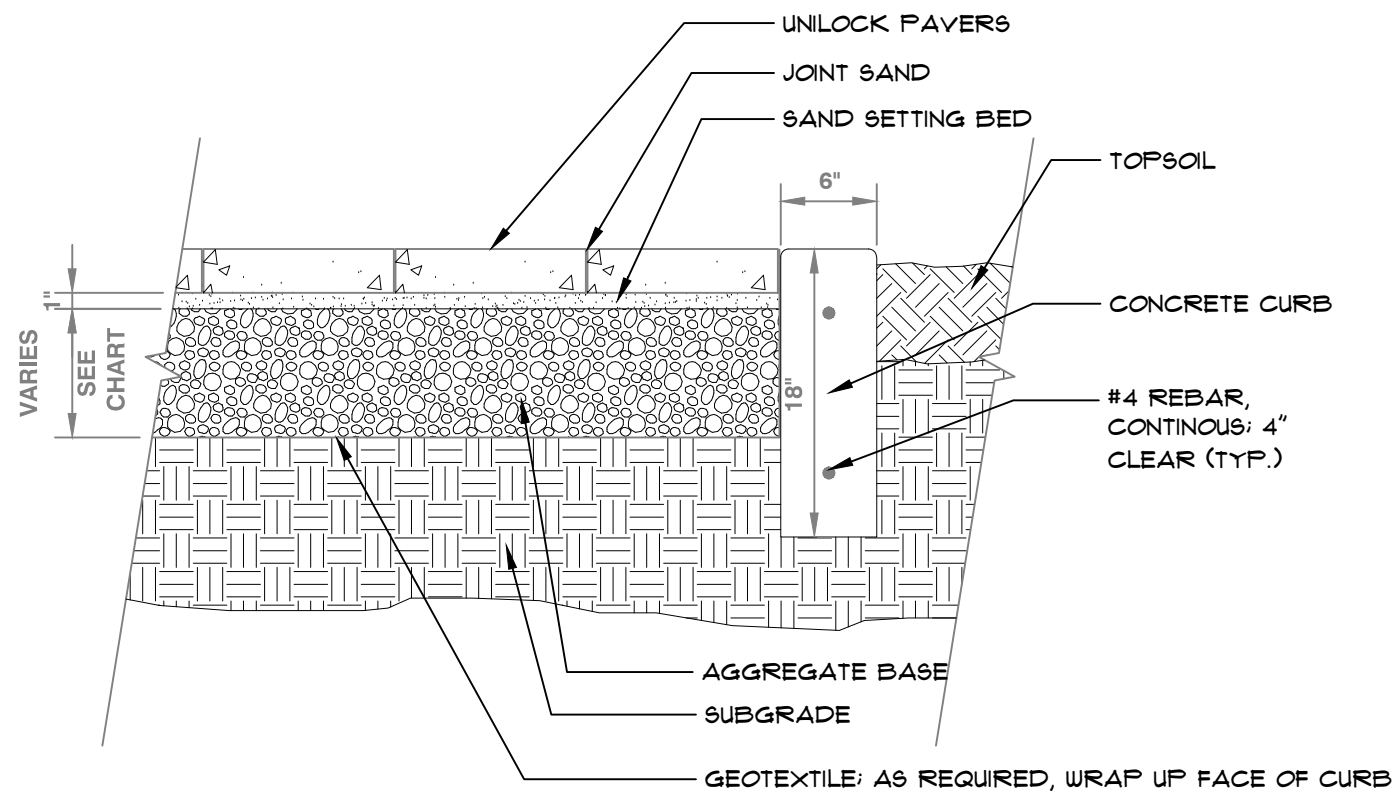
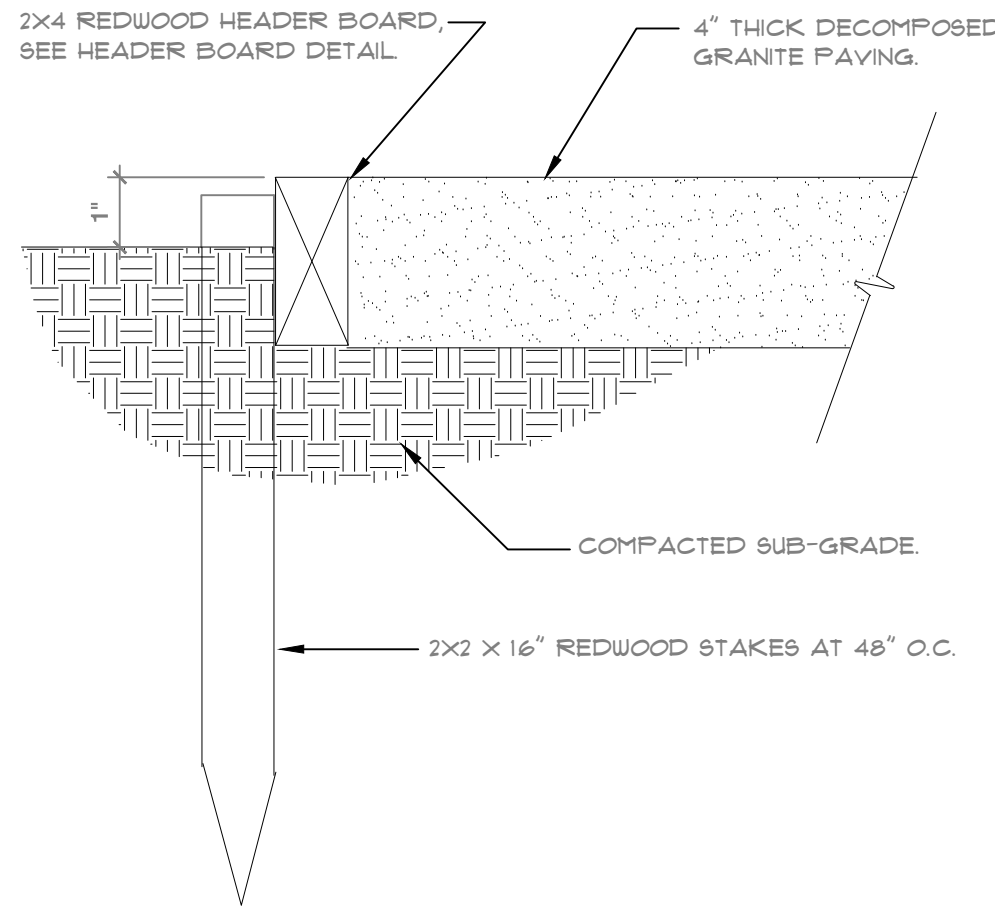
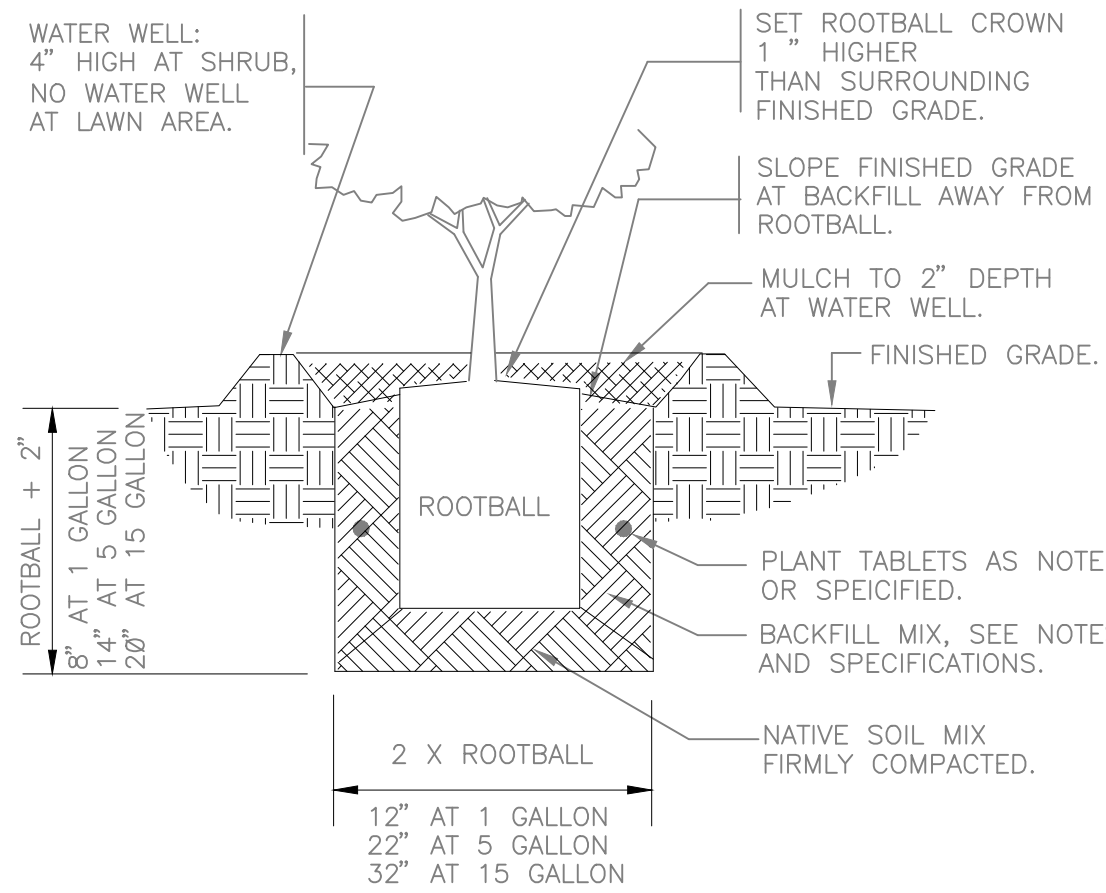
1" = 1'-0"

FX-PL-FX-TREE-02

2 EVERGREEN TREE PLANTING

1/4" = 1'-0"

32 3343.25-01



COMMERCIAL USE	MINIMUM BASE THICKNESS
SIDEWALK	6" (150 MM)
PLAZA	8" (200 MM)
OTHER	CONTACT UNLOCK

NOTES:
THIS CROSS SECTION IS INTENDED FOR PRELIMINARY DESIGN PROPOSES ONLY. CONFIRM SITE CONDITIONS AND CONSULT WITH A QUALIFIED DESIGN PROFESSIONAL OR INSTALLER PRIOR TO INSTALLATION.

3 SHRUB PLANTING

1" = 1'-0"

FX-PL-FX-SHRB-01

4 EDGE AT DECOMPOSED GRANITE PAVING

3" = 1'-0"

FX-SI-FX-PAV-01

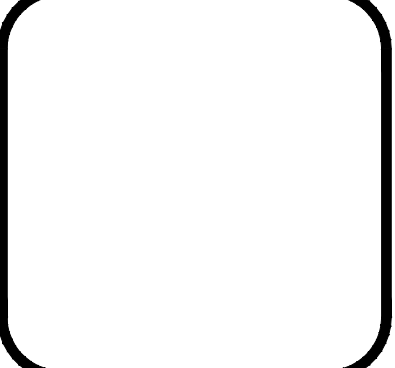
5 COMMERCIAL APPLICATION PAVER DETAIL

1" = 1'-0"

FX-SI-UNLK-INTE-01

REVISIONS	DATE	BY

PHelps
ENGINEERING
3572 South Emerson St. Englewood, CO 80113
(303) 295-1844 info@phelpsenr.com phelpsenr.com



SCALE: SEE SHEET
DESIGNED BY: KM
DRAWN BY: KM
CHECKED BY: CT

CONSTRUCTION DOCUMENTS
LANDSCAPE PLAN
DETAILS

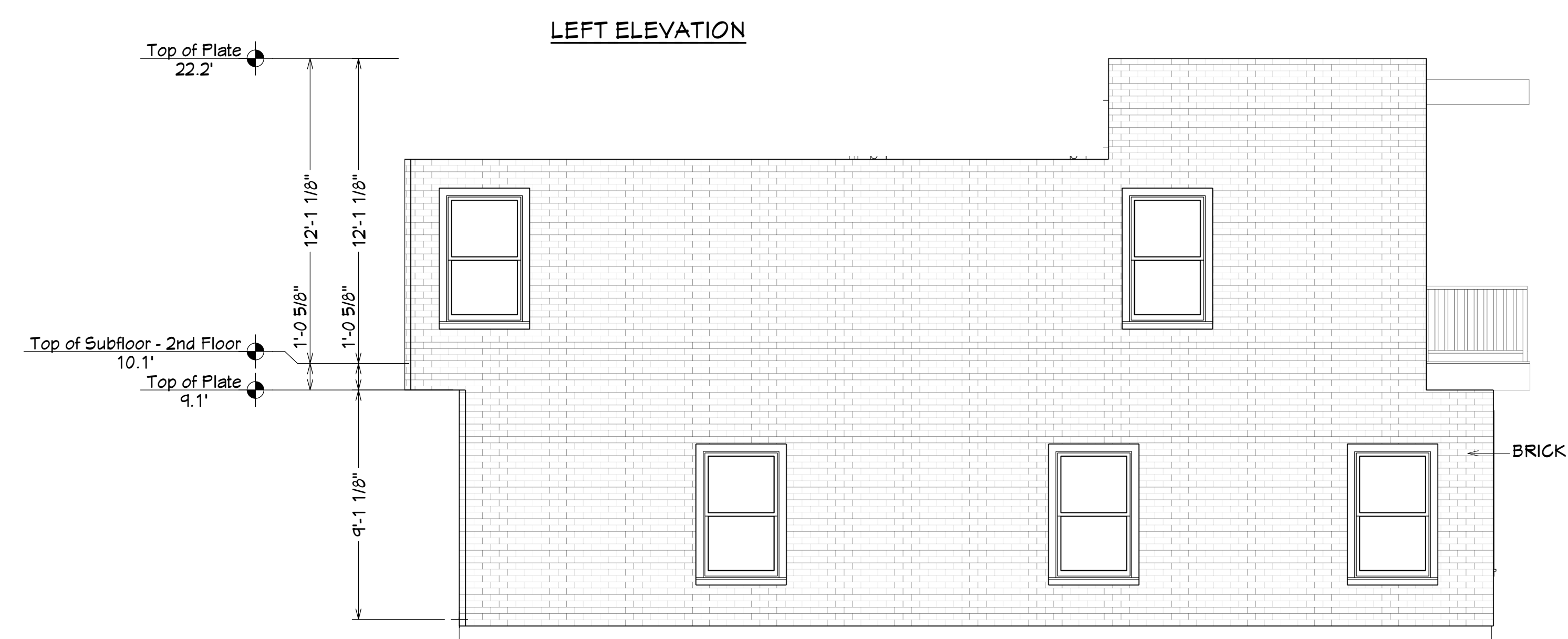
SALIDA CROSSINGS
1520 E. RAINBOW BLVD.
CITY OF SALIDA, COLORADO

DATE 10/27/2022
PROJECT NO. 17202

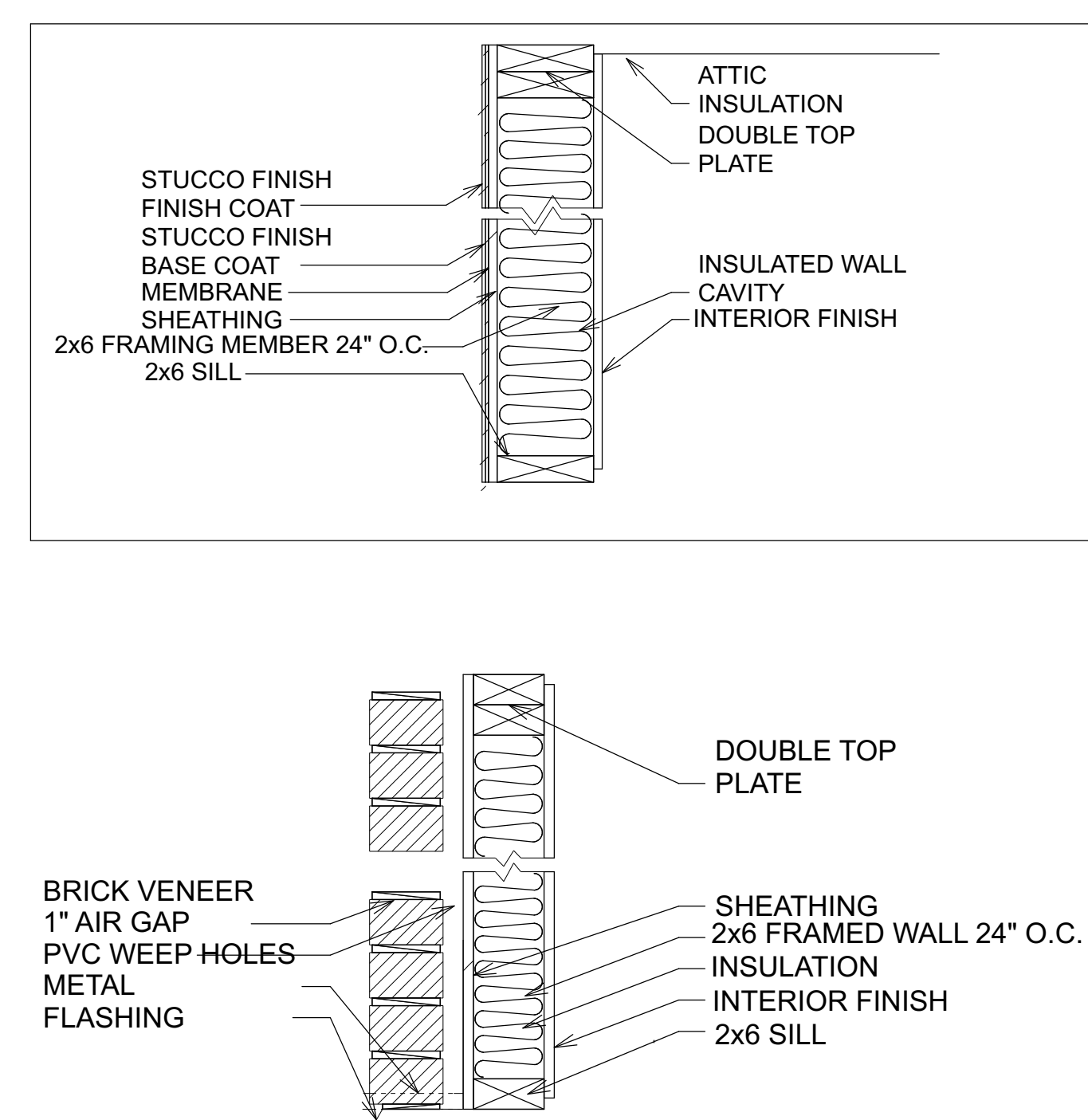




Elevation 3



Elevation 4



5/8" Gypsum Wall Board

6 MIL Poly Vapor Barrier

1b-1st Clg(Keep For Section)

120

4" Air Space

2x4 Stud Wood Framing 24"O.C.

1/2" Gypsum Wall Board, Taped & Sanded

2x6 Joist Framing + Batt Insulation

Interior Finish As Specified

3/4" Plywood, Sheathing Grade

1a-1st Flr(H)

0

FIRE WALL DETAIL

36 X 48
PAPER SIZE

PROJECT:

CUSTOMER:

DRAWINGS PROVIDED BY:
DRAFTING DR
5050 QUORUM DR,
DALLAS, TX 7
DRAFTINGDREAM

DATE:

10/25/22

SCALE:

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

SHEET:

A-2

DRAFTING

COPYRIGHT NOTICE:
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DRAFTING DREAMZ, LLC

36 X 48
PAPER SIZE

NUMBER	DATE	REVISION TABLE	REVISION BY	DESCRIPTION

PROJECT:

CUSTOMER:

DRAWINGS PROVIDED BY:
DRAFTING DREAMZ
5050 QUORUM DR., STE 700
DALLAS, TX 75254
DRAFTINGDREAMZ.COM

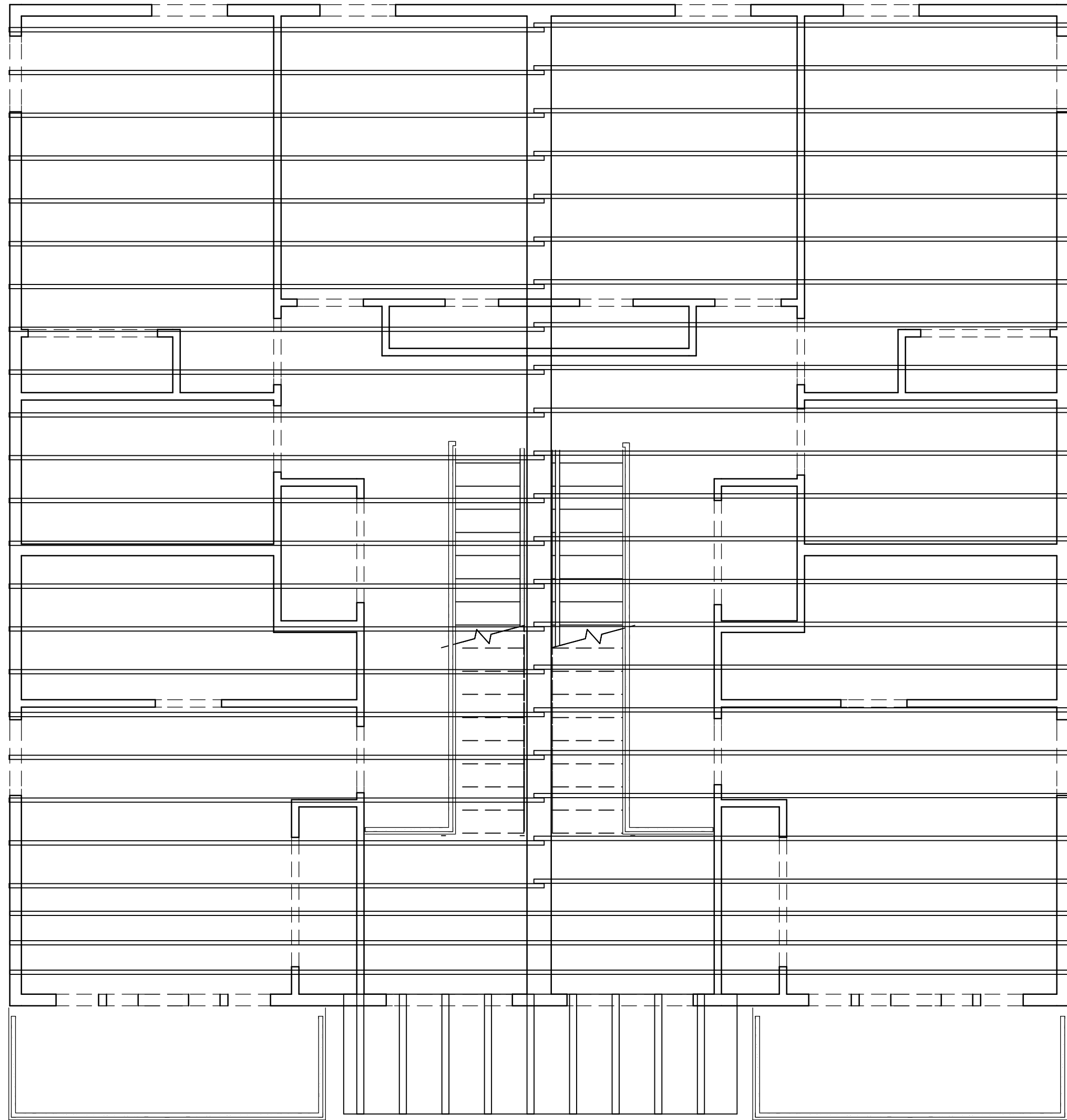
DATE:

10/25/22

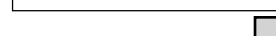
SCALE:

1/4" = 1'

SHEET:



Working Plan View



36 X 48
PAPER SIZE

REVISION TABLE	
NUMBER	DATE

TOWN HOME
PRELIMINARY DESIGN

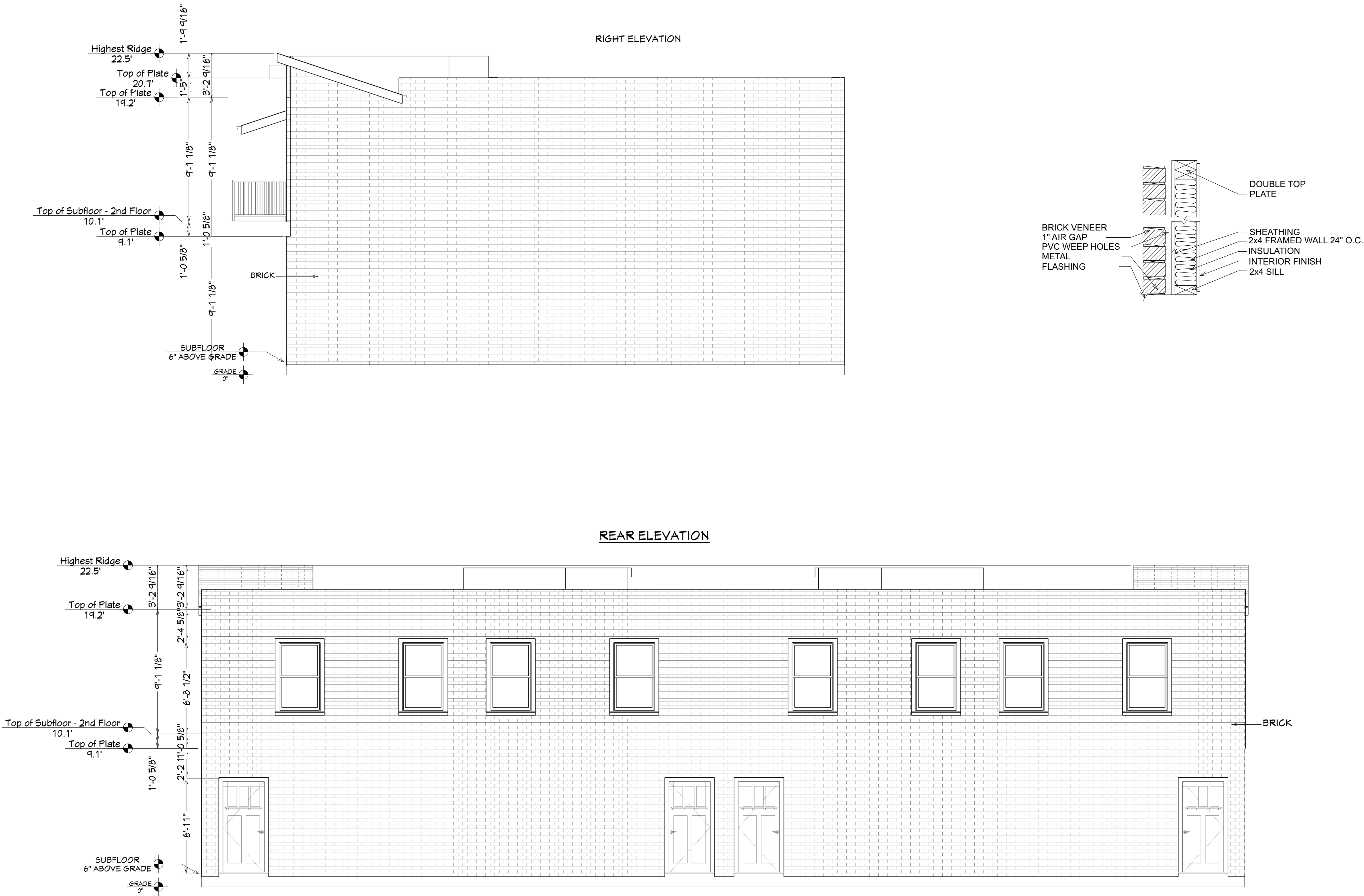
CUSTOMER:
CONCEPT 30 INC
1530 HWY 50
SALIDA, CO 80221

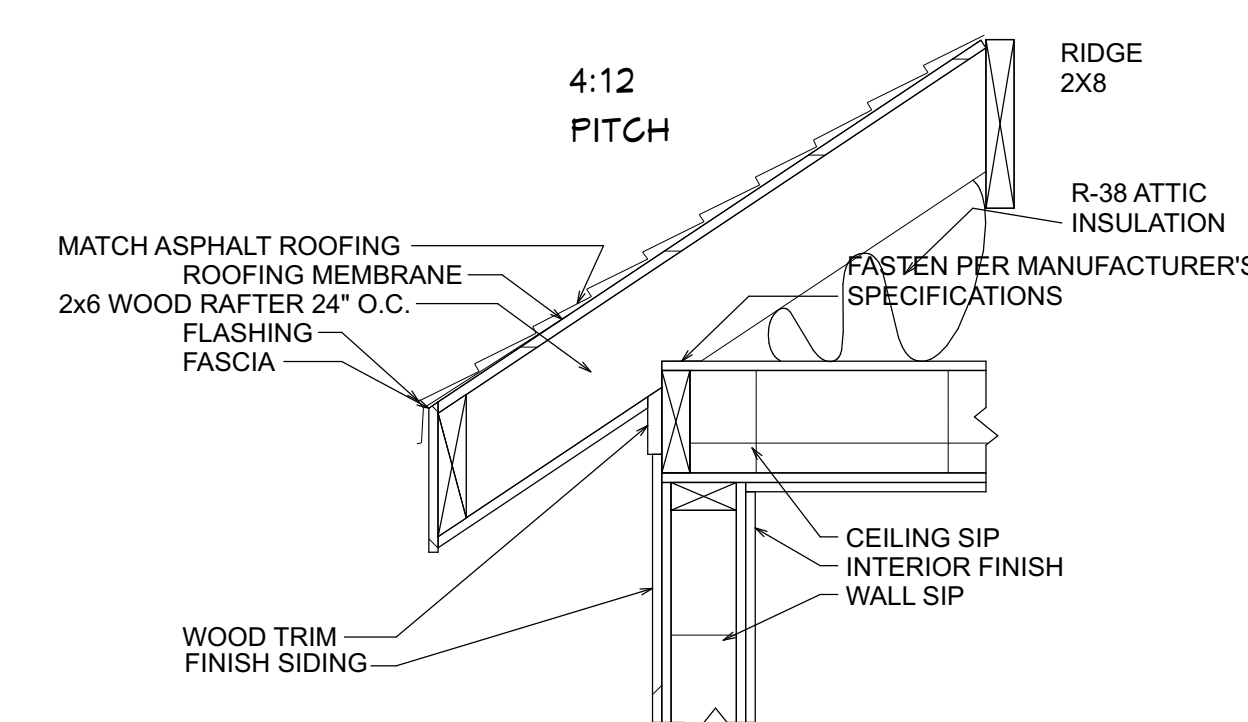
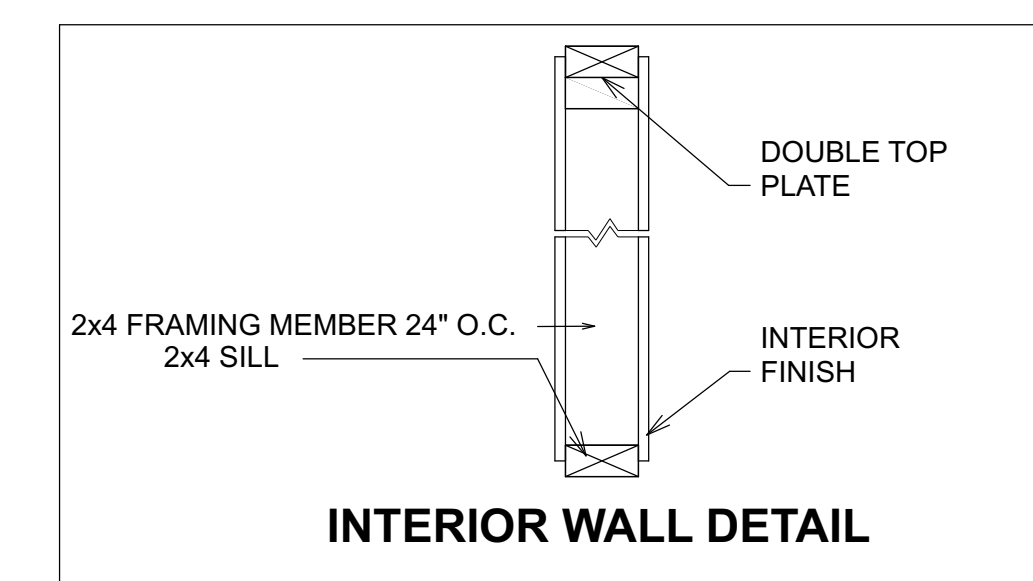
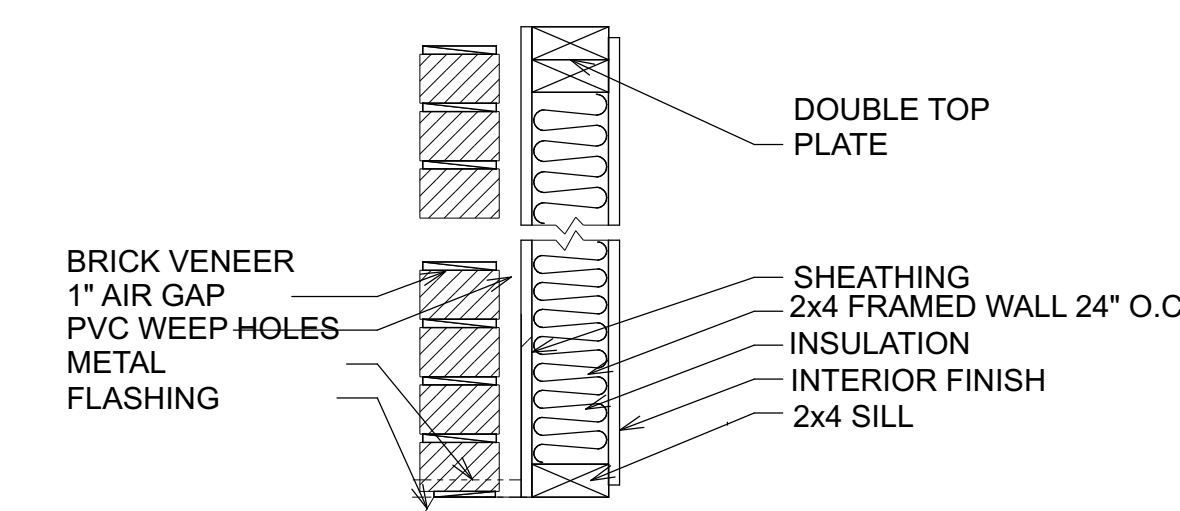
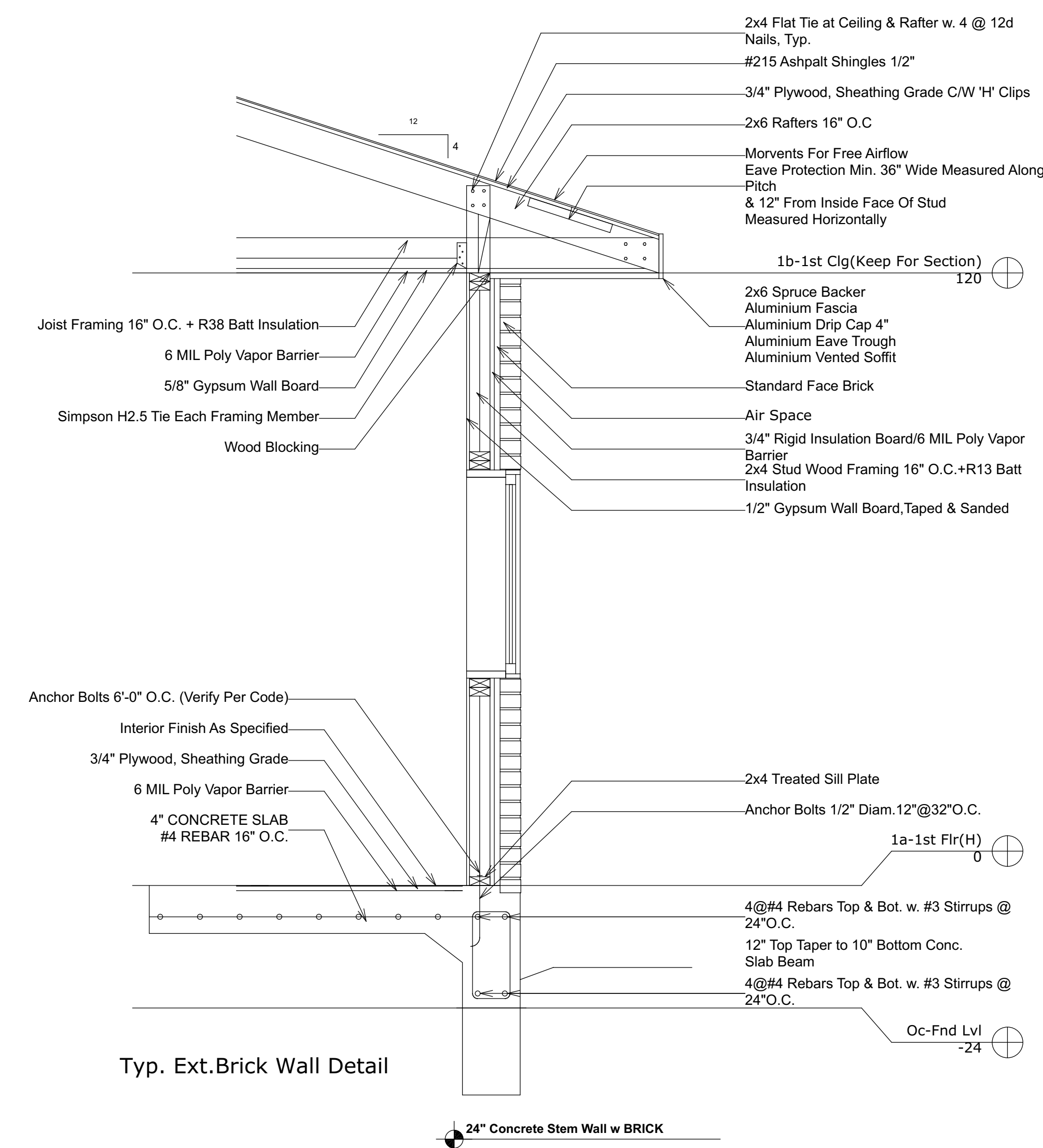
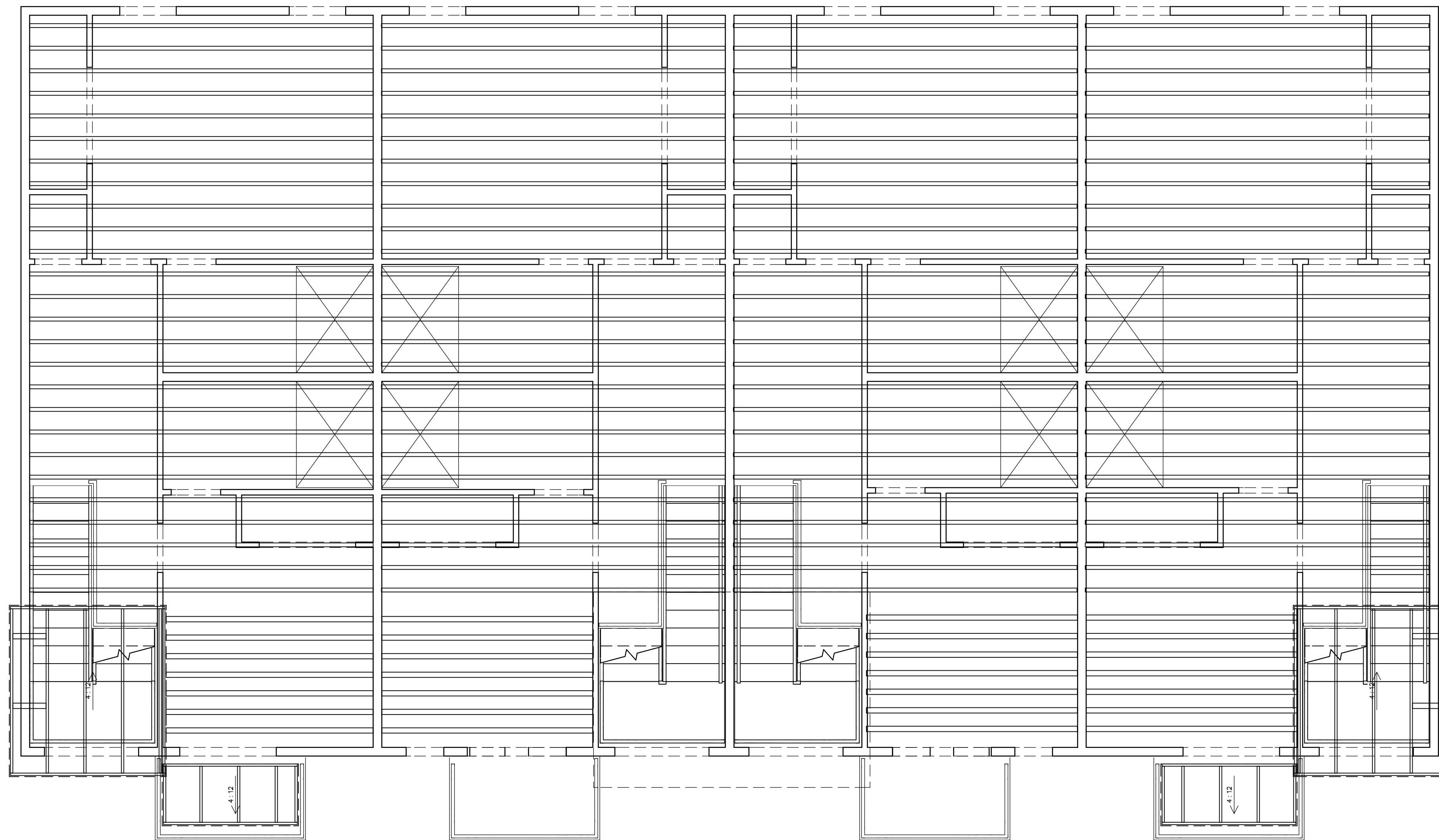
DRAWINGS PROVIDED BY:
DRAFTING DREAMZ
5050 QUORUM DR., STE 700
DALLAS, TX 75234
(469) 551-8811
DRAFTINGDREAMZ.COM

DATE:
10/14/22

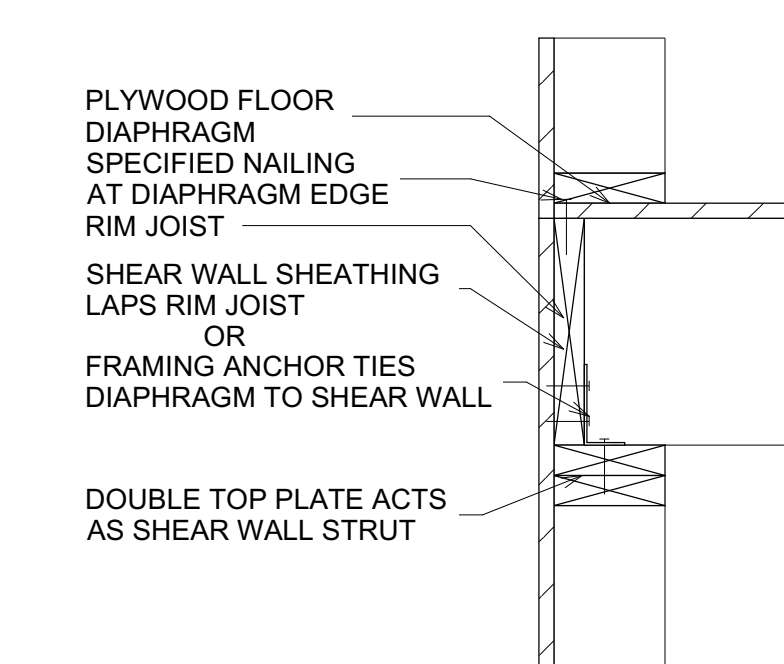
SCALE:
1/4" = 1'

SHEET:
A-4

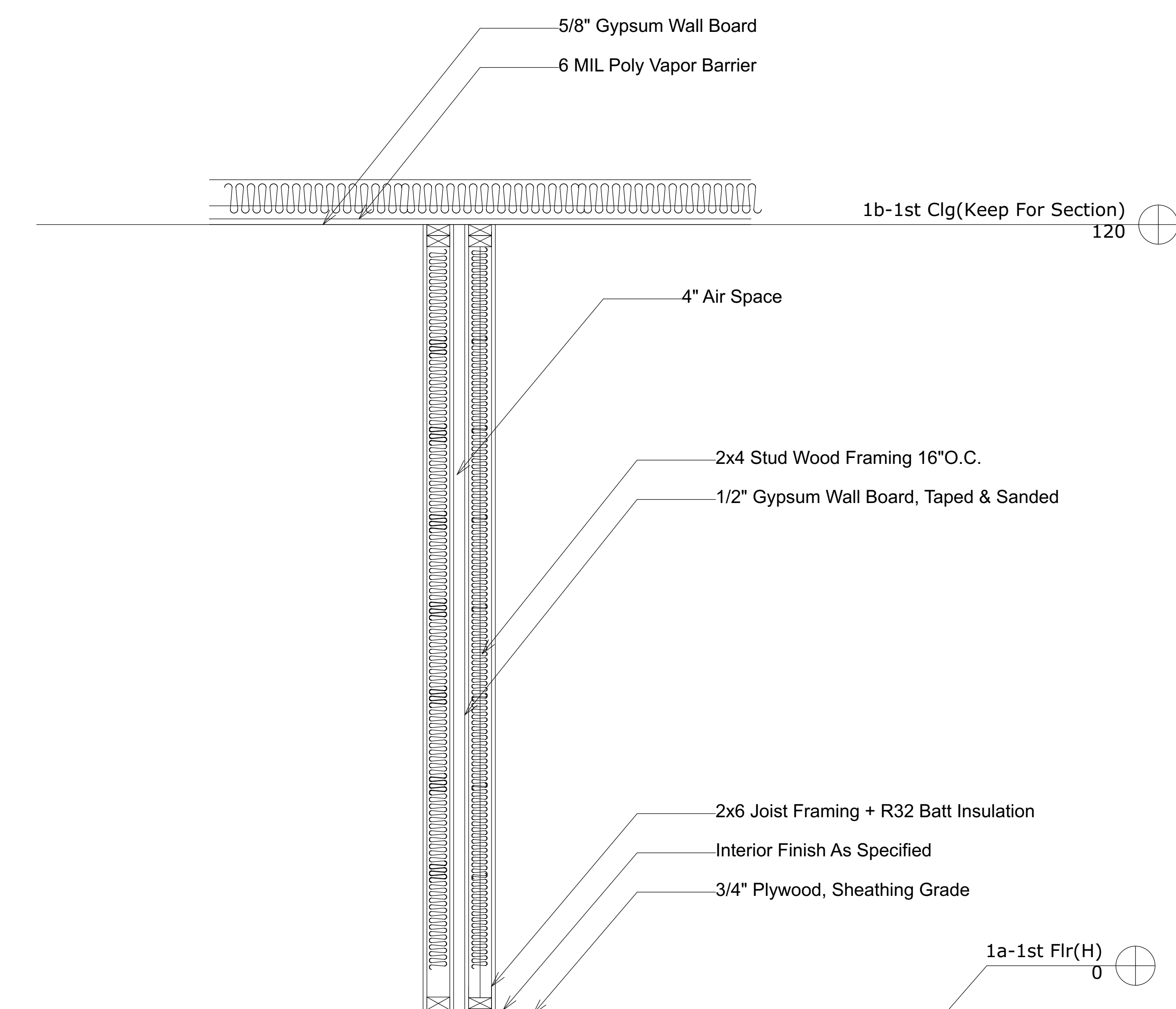




Roof Eave Detail with Panel Ceiling



Shear Wall: Floor Diaphragm

36 X 48
PAPER SIZE

REVISION TABLE	NUMBER	DATE	REVISION	DESCRIPTION

TOWN HOME
PRELIMINARY DESIGNCUSTOMER:
CONCEPT 30 INC
1530 HWY 50
SALIDA, CO 80221DRAWINGS PROVIDED BY:
DRAFTING DREAMZ
5050 QUORUM DR., STE 700
DALLAS, TX 75234
(469) 551-8811
DRAFTINGDREAMZ.COM

DATE:

10/14/22

SCALE:

1/4" = 1'

SHEET:

A-3

Drawing name: C:\Users\Zach\OneDrive - Phelps Engineering Services\Company\Entitlement Engineering\17202 - Salida\Commons\CAD\Sheets\PRELIM PLAT\17202 - COVER PLAT.dwg COVER SHEET Oct 27, 2022 11:39am by: Zach

FINAL PLAT
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

CERTIFICATE OF TITLE INSURANCE:

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 SAME INTO LOTS, BLOCKS OR TRACTS, AS SHOWN ON THIS PLAT, UNDER THE NAME AND 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 LINES AND APPURTENANCES TO PROVIDE SUCH UTILITY SERVICES WITHIN THIS SUBDIVISION OR PROPERTY CONTIGUOUS THERETO, UNDER, ALONG AND ACROSS PUBLIC ROADS AS SHOWN ON THIS PLAT AND ALSO UNDER, ALONG AND ACROSS 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.

EXECUTED THIS _____ DAY OF _____, 20__.

OWNER(S): _____ MORTGAGEE(S)/LIENHOLDER(S): _____

COUNTY OF CHAFFEE)
) SS. _____
STATE OF COLORADO)

THE FOREGOING DEDICATION WAS ACKNOWLEDGED BEFORE ME THIS _____ DAY OF _____, 20__, BY _____, WITNESS MY HAND AND SEAL.

MY COMMISSION EXPIRES _____.

NOTARY PUBLIC _____

CERTIFICATE OF STREET AND UTILITY MAINTENANCE:

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.

SURVEYOR'S CERTIFICATE:

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.

REGISTERED LAND SURVEYOR _____

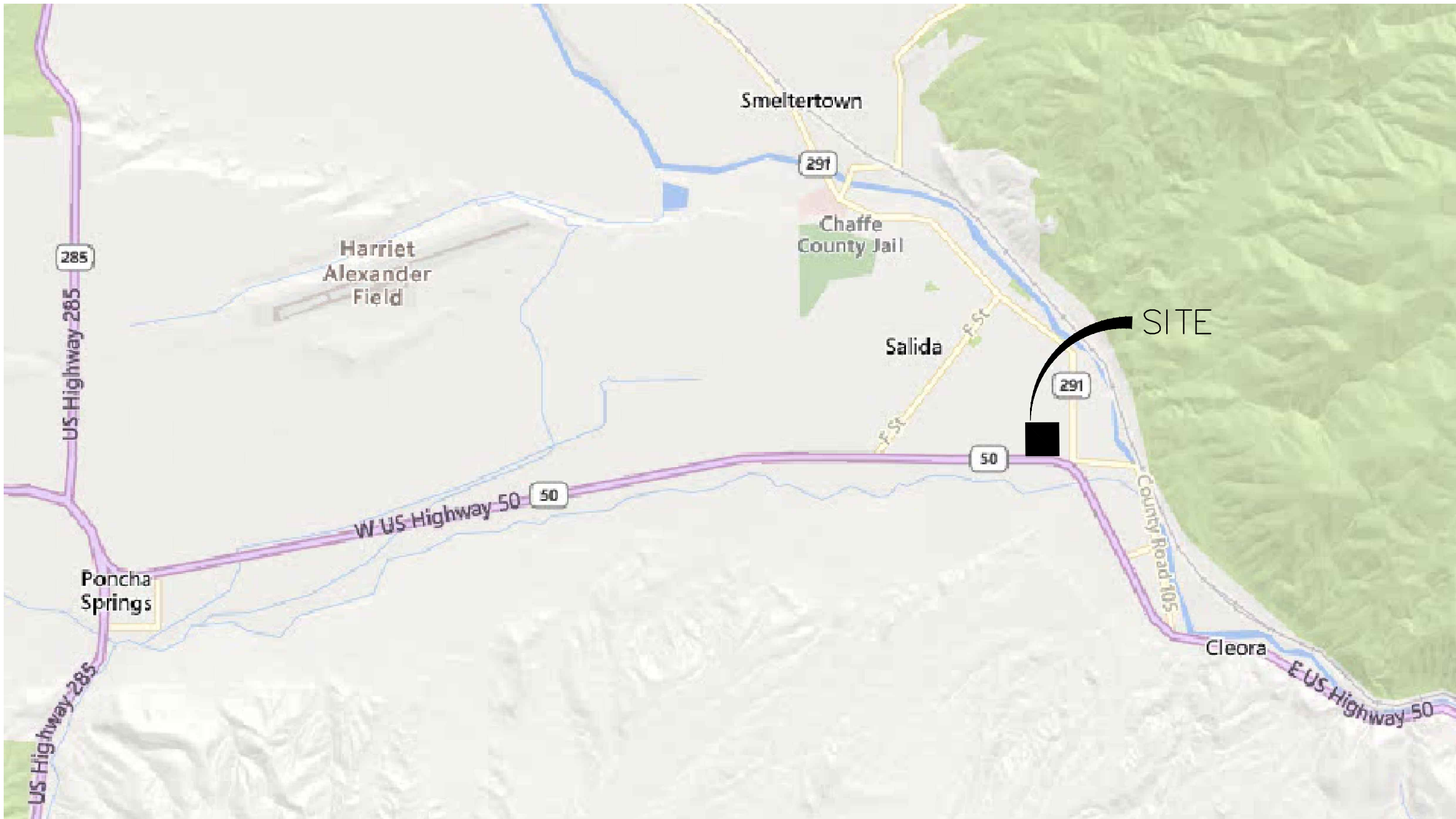
TITLE CERTIFICATE:

I, _____, AN (ATTORNEY AT LAW DULY LICENSED TO PRACTICE BEFORE THE COURTS OF RECORD OR A LICENSED TITLE INSURANCE AGENT REPRESENTING _____) IN THE STATE OF COLORADO, CERTIFY THAT I HAVE EXAMINED TITLE TO THE PROPERTY DESCRIBED HEREIN AND THAT IN MY OPINION TITLE TO THE ABOVE DESCRIBED REAL PROPERTY IS HELD BY _____.
SIGNED THIS _____ DAY OF _____, 20__.

ATTORNEY AT LAW _____

LEGAL DESCRIPTION:

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+12 OF THE CENTERLINE SURVEY OF SAID HIGHWAY BEARS SOUTH 89°35' EAST 127.0 FEET, SAID COMMENCING POINT BEING MARKED BE A POINT IN THE EASTERLY SIDE OF 24 INCH CMP CULVERT AND BEING WITNESSED BY A 5/8 INCH STEEL REINFORCING BAR 2 FEET LAND DRIVEN INTO THE GROUND AND HAVING A ONE INCH ALUMINUM CAP WHICH IS NORTH 89°35' WEST 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 0°20' EAST 400 FEET ALONG THE EAST BOUNDARIES OF THE TRACTS DESCRIBED IN BOOK 251 AT PAGE 423 AND IN BOOK 260 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.



PROJECT CONTACTS:

OWNER:
BY INVESTMENTS
401 WHITEWIG
MURPHY, TX 75094
CIVIL ENGINEER:
PHELPS ENGINEERING SERVICES, INC.
LONNY PHELPS, P.E.
3522 SOUTH EMMERSON STREET
ENGLEWOOD, CO 80113
PHONE: (303) 298-1644

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

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 ACCRUED 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) MOUNTAIN BELL TELEPHONE COMPANY - FILED OCTOBER 2, 1981, RECEPTION NO. 211211;
B) PUBLIC SERVICE COMPANY OF COLORADO - FILED NOVEMBER 2, 1981, RECEPTION NO. 211929;
C) WESTERN SLOPE GAS COMPANY - DECEMBER 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, 1988 IN BOOK 497 AT PAGE 103); MERGED WITH PUBLIC SERVICE COMPANY OF COLORADO PER INSTRUMENT RECORDED JANUARY 25, 1993 IN BOOK 531 AT PAGE 694. (NOT PLOTTABLE - NO SPECIFIC LOCATION GIVEN)
D) GREELEY GAS COMPANY - FILED NOVEMBER 18, 1981, AT RECEPTION NO. 212196. (NOT PLOTTABLE - 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.S. 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 RECDORDATION OF "ENCROACHMENT EASEMENT AGREEMENTS" AS SET FORTH AS A REQUIREMENT IN SCHEDULE B-I HEREIN, THIS EXCEPTION SHALL BE DELTED. (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)

GENERAL NOTES:

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.

CITY ADMINISTRATOR APPROVAL:

THIS PLAT IS APPROVED BY THE SALIDA CITY ADMINISTRATOR THIS ____ DAY OF 20__.

CITY ADMINISTRATOR _____

PLANNING COMMISSION APPROVAL:

PLANNING COMMISSION APPROVAL.

THIS PLAT IS APPROVED BY THE CITY OF SALIDA PLANNING COMMISSION THIS ____ DAY OF _____, 20__.

CHAIRMAN _____

THIS PLAT IS APPROVED FOR FILING AND THE CITY HEREBY ACCEPTS THE DEDICATION OF THE STREETS AND ROADS SHOWN HEREON SUBJECT TO THE PROVISIONS IN "STREET MAINTENANCE" SET FORTH ABOVE, AND FURTHER ACCEPTS THE DEDICATION OF THE EASEMENTS SHOWN HEREON.

SIGNED THIS _____ DAY OF _____, 20__.
CITY OF SALIDA

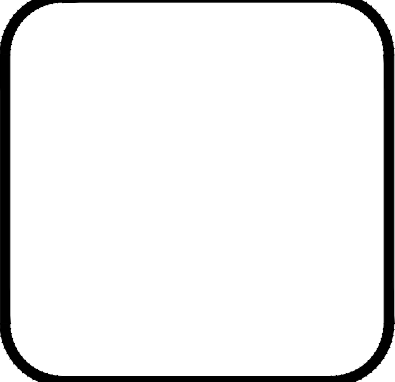
BY: _____
MAYOR

PLANNING COMMISSION APPROVAL:

THIS PLAT WAS FILED FOR RECORD IN THE OFFICE OF THE COUNTY CLERK AND RECORDER OF CHAFFEE COUNTY AT _____ M. ON THE _____ DAY OF _____, 20__, RECEPTION NO. _____.
COUNTY CLERK AND RECORDER

BY: _____
DEPUTY
(ORD. NO. 2018-21 , § 2, 1-11-2019)

Item 19.									
									By
									DATE
									REVISIONS
									No.



SCALE: SEE SHEET
DESIGNED BY: JJP
DRAWN BY: ZJD
CHECKED BY: RR

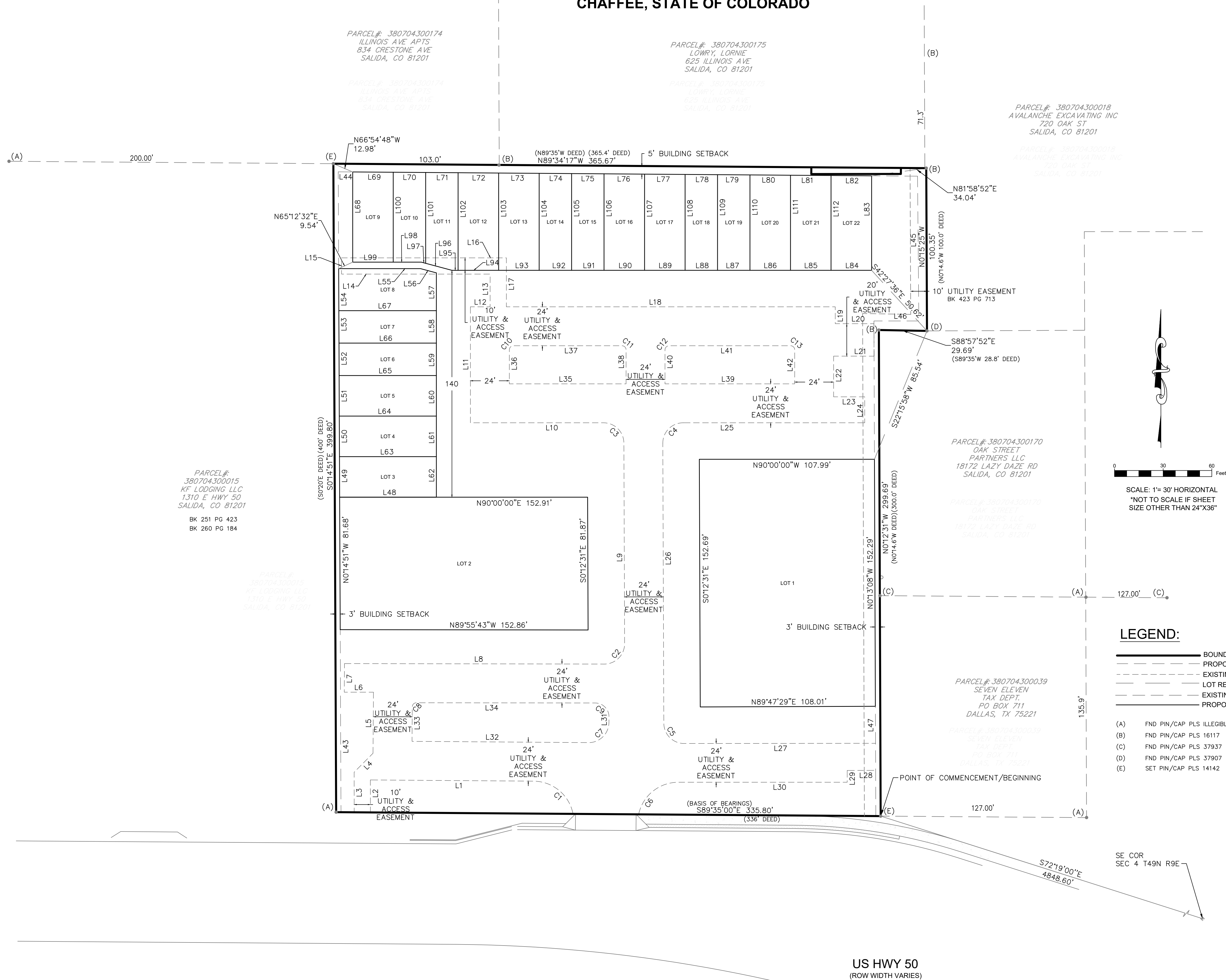
FINAL PLAT

SALIDA CROSSINGS
CITY OF SALIDA
CHAFFEE COUNTY, CO

DATE
10/27/2022
PROJECT NO.
17202

1 of 3

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

[illegible]

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

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	104.20	N90°00'00.00"W
L31	3.46	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	80.00	N90°00'00.00"W
L40	21.00	N0°00'00.00"E

LINE TABLE		
LINE	LENGTH	BEARING
L41	75.00	N90°00'00.000"E
L42	21.00	S0°00'00.000"
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°00'00.000"W
L47	305.26	S0°13'08.18"E
L48	59.65	N90°00'00.000"W
L49	25.00	N0°14'50.62"W
L50	25.01	N0°14'50.62"W
L51	25.00	N0°14'50.62"W
L52	20.00	N0°14'50.62"W
L53	20.00	N0°14'50.62"W
L54	25.91	N0°14'50.62"W
L55	50.47	N90°00'00.000"E
L56	10.14	S75°00'00.000"E
L57	23.29	S0°00'00.000"E
L58	20.00	S0°00'00.000"E
L59	20.00	S0°00'00.000"E
L60	25.00	S0°00'00.000"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	1492.664	0.034
LOT 4	1495.845	0.034
LOT 5	1498.062	0.034
LOT 6	1200.389	0.028
LOT 7	1202.123	0.028
LOT 8	1547.14	0.036
LOT 9	1387.721	0.032
LOT 10	1107.763	0.025
LOT 11	1169.754	0.027
LOT 12	1501.907	0.034
LOT 13	1497.233	0.034
LOT 14	1194.417	0.027
LOT 15	1191.433	0.027
LOT 16	1485.08	0.034
LOT 17	1480.406	0.034
LOT 18	1180.959	0.027
LOT 19	1177.968	0.027
LOT 20	1468.253	0.034
LOT 21	1463.579	0.034
LOT 22	1459.473	0.034

LINE TABLE		
LINE	LENGTH	BEARING
L61	25.01	S0°00'00.00"°E
L62	25.00	S0°00'00.00"°
L63	59.76	N90°00'00.00"°E
L64	59.87	N90°00'00.00"°E
L65	59.98	N90°00'00.00"°
L66	60.06	S89°59'59.39"E
L67	60.15	N90°00'00.00"°E
L68	55.60	S0°00'00.00"°E
L69	25.00	N89°34'17.46"W
L70	20.00	N89°34'17.46"W
L71	20.00	N89°34'17.46"W
L72	25.00	N89°34'17.46"W
L73	25.00	N89°34'17.46"W
L74	20.00	N89°34'17.46"W
L75	20.00	N89°34'17.46"W
L76	25.00	N89°34'17.46"W
L77	25.00	N89°34'17.46"W
L78	20.00	N89°34'17.46"W
L79	20.00	N89°34'17.46"W
L80	25.00	N89°34'17.46"W

LINE TABLE		
LINE	LENGTH	BEARING
L81	25.00	N89°34'17.46"W
L82	25.02	N89°34'17.46"W
L83	58.26	S0°00'57.62"W
L84	25.00	S89°59'40.53"W
L85	25.00	N90°00'00.00"W
L86	25.00	N90°00'00.00"W
L87	20.00	N90°00'00.00"W
L88	20.00	N90°00'00.00"W
L89	25.00	N90°00'00.00"W
L90	25.00	N90°00'00.00"W
L91	20.00	N90°00'00.00"W
L92	20.00	N90°00'00.00"W
L93	25.00	N90°00'00.00"W
L94	25.00	N90°00'00.00"W
L95	3.80	N90°00'00.00"E
L96	16.77	S75°00'00.00"E
L97	2.76	S75°00'00.00"E
L98	17.33	N90°00'00.00"E
L99	25.00	N90°00'00.00"E
L100	55.42	S0°00'01.23"W

LINE TABLE		
LINE	LENGTH	BEARING
L101	55.98	S0°00'00.61"W
L102	60.17	S0°00'00.00°E
L103	59.98	S0°00'00.00°E
L104	59.80	S0°00'00.00°E
L105	59.65	S0°00'00.61"W
L106	59.50	S0°00'00.00°E
L107	59.31	S0°00'00.00°E
L108	59.12	S0°00'00.00°E
L109	58.97	S0°00'00.00°E
L110	58.82	S0°00'00.00°E
L111	58.64	S0°00'00.00°E
L112	58.45	S0°00'00.00°E

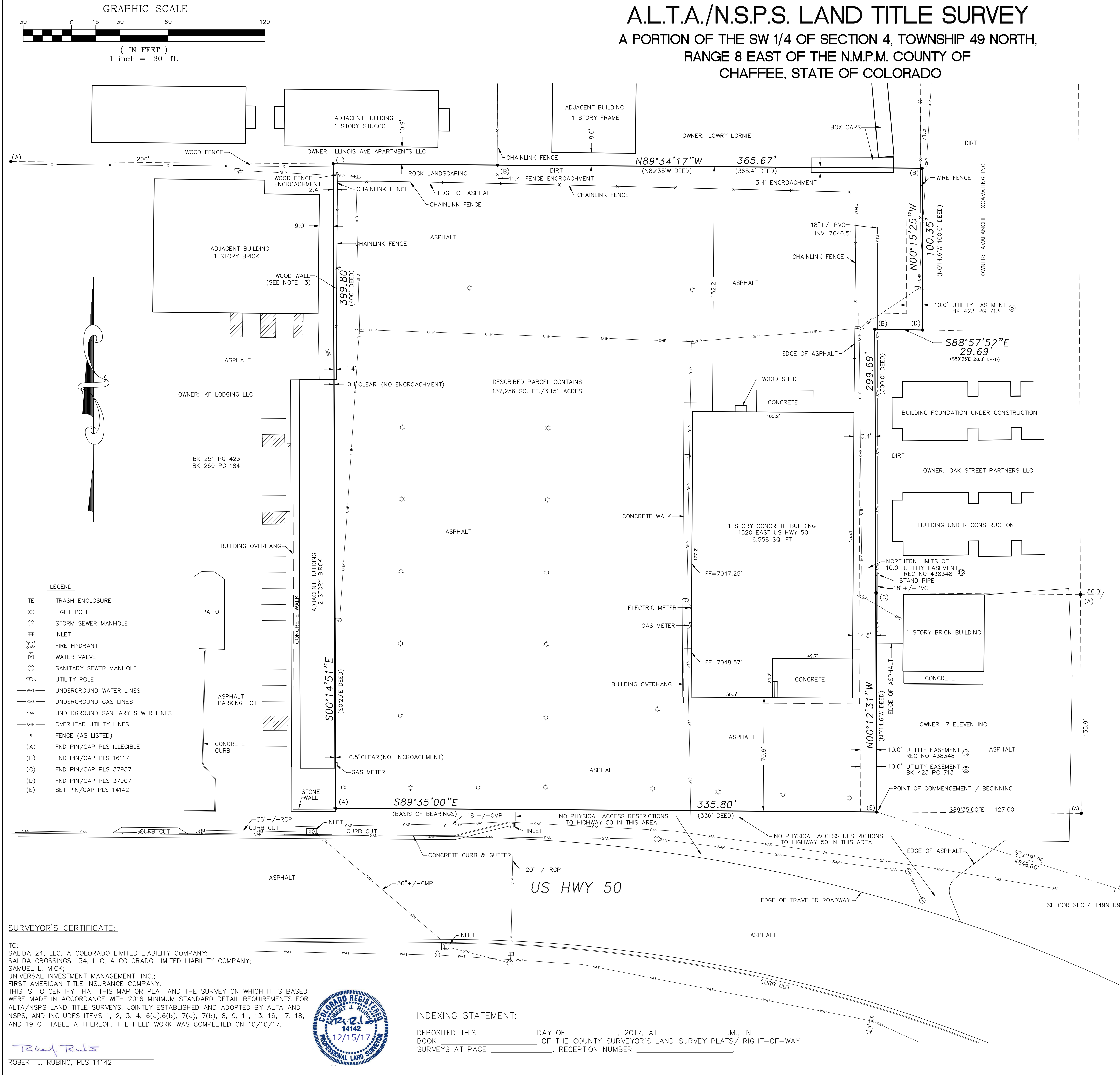
[illegible]

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



TITLE COMMITMENT LEGAL DESCRIPTION:

A TRACT OF LAND LOCATED IN THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER (SW1/4 NW1/4 SW1/4) OF SECTION 4, TOWNSHIP 49 NORTH, RANGE 9 EAST OF THE NEW MEXICO PRINCIPAL MERIDIAN, CHAFFEE COUNTY, COLORADO, BEING DESCRIBED AS FOLLOWS:

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 MARKER (BRASS CAP) OF STATION 2301+12 OF THE CENTERLINE SURVEY OF SAID HIGHWAY BEARS SOUTH 89°35' EAST 127.0 FEET, SAID COMMENCING POINT BEING MARKED BY A POINT IN THE EASTERLY SIDE OF 24 INCH C.M.P. CULVERT AND BEING WITNESSED BY A 5/8 INCH STEEL REINFORCING BAR 2 FEET LAND DRIVEN INTO THE GROUND AND HAVING A ONE INCH ALUMINUM CAP WHICH IS NORTH 89°35' WEST 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 0°20' EAST 400 FEET ALONG THE EAST BOUNDARIES OF THE TRACTS DESCRIBED IN BOOK 251 AT PAGE 423 AND IN BOOK 260 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.

SURVEYED LEGAL DESCRIPTION:

A TRACT OF LAND LOCATED IN THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 4, TOWNSHIP 49 NORTH, RANGE 9 EAST OF THE NEW MEXICO PRINCIPAL MERIDIAN, COUNTY OF CHAFFEE, STATE OF COLORADO, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE NORTHERLY RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 50, WHENCE THE SOUTHEAST CORNER OF SAID SECTION 4 BEARS SOUTH 72°19' EAST, A DISTANCE OF 4848.6 FEET, AND WHENCE THE HIGHWAY RIGHT-OF-WAY MARKER OF STATION 2301+12 OF THE CENTERLINE OF SAID HIGHWAY BEARS SOUTH 89°35'00" EAST (WHICH IS THE BASIS OF BEARINGS FOR ALL BEARINGS STATED HEREIN), A DISTANCE OF 127.00 FEET;
 THENCE NORTH 0°12'31" WEST, A DISTANCE OF 299.69 FEET;
 THENCE SOUTH 88°57'52" EAST, A DISTANCE OF 29.69 FEET;
 THENCE NORTH 0°15'25" WEST, A DISTANCE OF 100.35 FEET;
 THENCE NORTH 89°34'17" WEST, A DISTANCE OF 365.67 FEET TO THE NORTHEAST CORNER OF THE TRACT DESCRIBED IN BOOK 251 AT PAGE 423 OF THE RECORDS OF CHAFFEE COUNTY;
 THENCE SOUTH 0°14' 51" EAST ALONG THE EAST BOUNDARIES OF THE TRACTS DESCRIBED IN BOOK 251 AT PAGE 423 AND IN BOOK 260 AT PAGE 184 OF THE RECORDS OF CHAFFEE COUNTY, A DISTANCE OF 399.80 FEET TO NORTHERLY RIGHT-OF-WAY LINE OF SAID U.S. HIGHWAY NO. 50;
 THENCE SOUTH 89°35'00" EAST ALONG SAID NORTHERLY RIGHT-OF-WAY LINE, A DISTANCE OF 335.80 FEET TO THE POINT OF BEGINNING.

(NOTE: THE ABOVE DESCRIBED "SURVEYED LEGAL DESCRIPTION" DESCRIBES THE SAME PROPERTY AS DESCRIBED IN THE TITLE COMMITMENT REFERENCED HEREON.)

GENERAL NOTES:

- 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.
- THIS A.L.T.A./N.S.P.S. LAND TITLE SURVEY, AND THE INFORMATION HEREON, MAY NOT BE USED FOR ANY ADDITIONAL OR EXTENDED PURPOSES BEYOND THAT FOR WHICH IT WAS INTENDED AND MAY NOT BE USED BY ANY PARTIES OTHER THAN THOSE TO WHICH IT IS CERTIFIED.
- 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, COMMITMENT NO. 17-05749, EFFECTIVE DECEMBER 6, 2017.
- THE BEARINGS ARE BASED ON THE SOUTH LINE OF SUBJECT PROPERTY ASSUMED TO BEAR S89°35'00"E BETWEEN MONUMENTS FOUND AND DESCRIBED HEREON.
- THIS SURVEY IS VALID ONLY IF PRINT HAS SEAL AND SIGNATURE OF SURVEYOR.
- NO ZONING REPORT WAS SUPPLIED TO THE SURVEYOR. PER THE ZONING VERIFICATION LETTER FROM THE CITY OF SALIDA DATED 12/4/17, THE SUBJECT PROPERTY IS ZONED C-1 (COMMERCIAL) AND IS LOCATED WITHIN THE HIGHWAY 50 CORRIDOR OVERLAY DISTRICT.
- PER FEMA'S FIRM MAP NO. 080269 0455B DATED MARCH 4, 1987, THE SUBJECT PROPERTY NOT LOCATED IN A FLOOD HAZARD AREA. THE SUBJECT PROPERTY IS IN ZONE X.
- THERE WAS NO EVIDENCE OF RECENT EARTH MOVING WORK, BUILDING CONSTRUCTION, OR BUILDING ADDITIONS OBSERVED IN THE PROCESS OF CONDUCTING THE FIELD WORK.
- THERE WAS NO EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS OBSERVED IN THE PROCESS OF CONDUCTING THE FIELD WORK.
- THERE WERE NO WETLAND MARKERS OBSERVED IN THE PROCESS OF CONDUCTING THE FIELD WORK.
- THERE WERE NO PAINTED PARKING SPACES LOCATED ON SUBJECT PROPERTY AT THE TIME OF SURVEY.
- ALL VISIBLE UTILITIES ARE PLOTTED AND SHOWN HEREON.
- THE WOOD WALL ABUTS THE CHAINLINK FENCE ON THE WEST SIDE OF THE FENCE.

THIS PROPERTY IS SUBJECT TO THE FOLLOWING EXCEPTIONS ACCORDING TO FIRST AMERICAN TITLE INSURANCE COMPANY TITLE COMMITMENT NO. 17-05749 EFFECTIVE NOVEMBER 1, 2017:

- SUBJECT TO ANY VESTED AND ACCRUED 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)
- EASEMENT GRANTED TO PUBLIC SERVICE COMPANY OF COLORADO IN INSTRUMENT RECORDED MARCH 14, 1979 IN BOOK 423 AT PAGE 713. (PLOTTED AND SHOWN HEREON)
- EXHIBIT B DEED RESTRICTIONS AS SET FORTH IN DOCUMENT RECORDED SEPTEMBER 5, 2017 AS RECEPTION NO. 437005. (NOT PLOTTABLE)
- 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) MOUNTAIN BELL TELEPHONE COMPANY - FILED OCTOBER 2, 1981, RECEPTION NO. 211211;
 (NOT PLOTTABLE - NO SPECIFIC LOCATION GIVEN)
 B) PUBLIC SERVICE COMPANY OF COLORADO - FILED NOVEMBER 2, 1981, RECEPTION NO. 211929;
 (NOT PLOTTABLE - NO SPECIFIC LOCATION GIVEN)
 C) WESTERN SLOPE GAS COMPANY - DECEMBER 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, 1988 IN BOOK 497 AT PAGE 103); MERGED WITH PUBLIC SERVICE COMPANY OF COLORADO PER INSTRUMENT RECORDED JANUARY 25, 1993 IN BOOK 531 AT PAGE 694. (NOT PLOTTABLE - NO SPECIFIC LOCATION GIVEN)
 D) GREELEY GAS COMPANY - FILED NOVEMBER 18, 1981, AT RECEPTION NO. 212196.
 (NOT PLOTTABLE - 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)
- DELETED BY TITLE COMPANY
- TERMS AND CONDITIONS SET FORTH IN DECLARATION OF UTILITY EASEMENT RECORDED OCTOBER 24, 2017 AS RECEPTION NO. 438348. (PLOTTED AND SHOWN HEREON)
- THE EFFECT, IF ANY, OF THE FOLLOWING MATTERS AS SHOWN ON THAT CERTAIN A.L.T.A./N.S.P.S. LAND TITLE SURVEY PREPARED BY ROBERT RUBINO, PLS 14142, DRAWING NO. 17191.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 THEREOF.
 D. ENCROACHMENT OF "BOX CAR" ONTO SUBJECT PROPERTY.
 NOTE: UPON RECORDED OF "ENCROACHMENT EASEMENT AGREEMENTS" AS SET FORTH AS A REQUIREMENT IN SCHEDULE B-I HEREIN, THIS EXCEPTION SHALL BE DELETED. (SEE SURVEY)
- TERMS, CONDITIONS, PROVISIONS AND OBLIGATIONS SET FORTH IN ENCROACHMENT AGREEMENTS RECORDED _____ AS RECEPTION NO. _____ AND _____ AS RECEPTION NO. _____ (NOT ADDRESSED)

REVISED 11/20/17, 12/05/17, 12/13/17, 12/15/17	
DRAWING NO: 17191.DWG	SHEET 1 OF 1
DATE OF SURVEY: 10/10/17	DATE OF DRAWING: 11/15/17
DRAWN BY: BR	PROJECT NO: 17191

Phase III Drainage Report For:

Salida Crossings Salida, Colorado

Property Owner:

BV Investments
401 Whitewign
Murphy, Texas 75094
Contact: Bernie Weber - Concept 30 Inc.
970-390-6902

Developer:

Loucios Enterprises, LLC
2605 Fairhill Lane
Flower, Texas 75022

Engineer:

Phelps Engineering Services, Inc.
3522 South Emerson Street
Englewood, Colorado 80113
Contact: Lonny Phelps, PE
303-298-1644

Submittal Date:
October 27, 2022

Revisions:

Phelps Project Number: 17202



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APPENDIX

Company OneDrive - Company\Entitlement Engineering\17202 - Salida Commons\Eng. Reports\Drainage\Phase III Drainage--Oct 2022\17202--Salida Drainage Report--Oct 2022.doc

CERTIFICATION STATEMENTS

I hereby affirm that this report and plan for the Phase III drainage design of the development, Salida Crossings, was prepared by me (or under my direct supervision) in accordance with the provisions of the *City of Salida Design Criteria Manual for Water, Sewer, Stormwater, and Streets* for the owners thereof. I understand that the City of Salida does not and will not assume liability for drainage facilities designed by others.

Registered Professional Engineer
State of Colorado No. 31346
(Affix Seal)

I. GENERAL LOCATION AND DESCRIPTION

This phase III drainage report presents the final drainage concepts for the development of the Salida Crossings project. The purpose of this study is to introduce the proposed layout, the final drainage scheme and the criteria that will be utilized in the designs of the drainage system for the project site.

The subject property is located within Section 4, Township 49 North, Range 9 East of the New Mexico Principal Meridian, City of Salida, Chaffee County, Colorado. The site is located adjacent to Colorado State Highway 50 (SH 50) at the southeast corner of the City of Salida.

The project site is located on a lot that was previously a car dealership. The project is bounded by a hotel to the west, various commercial buildings and lots to the north and east, and State Highway 50 to the south. The project site is approximately 3.15-acres. The original site was comprised of an approximately 1,800 square foot building, and paved asphalt surface covering the majority of the remainder of the site. Since the inception of this project, the building, the majority of the above ground features (light poles) and the asphalt covered surface has been removed to bare ground.

The northern three-quarters of the site generally slopes from the southwest to the northeast corner of the site. The majority of the runoff in this area sheet flows east into the adjacent property and a small area sheet flows into an existing drainage swale that flows north off-site into the adjacent property. The remaining quarter of the site sheet flows south into SH 50 and ultimately discharges to the Arkansas River (see the Existing Conditions Drainage Map in Appendix B).

The site is located on Flood Insurance Rate Map (FIRM) Panel 08015C0613D, dated December 7, 2017. The site is located within Flood Zone X, areas determined to be outside the 0.2% annual chance floodplain (see the Firmette Map in Appendix A).

The entire area has been mapped by the NRCS. The project site is nearly entirely composed of Dominson gravelly sandy loam with a small area at the northern property boundary that is composed of Manhattan sandy loam. The NRCS has classified both of these soil units as Hydrologic Soils Group A (see the Hydrologic Soil Group exhibit in Appendix A).

Type A soils are described as Soils “having a high infiltration rate (low runoff potential) when thoroughly wet. These consist mainly of deep, well drained to excessively drained sands or gravelly sands. These soils have a high rate of water transmission.”

This phase III drainage report is for the development of the 3.15-acre site with two mixed-use buildings (Lots 1 & 2) that include 92 apartments with retail space on the first floor of each building, and 20 townhomes. In addition to the buildings, requisite roadways, sidewalks, open space, parking, landscaping, storm drainage facilities, and utilities will be constructed. This project is not expected to be built in phases.

II. DRAINAGE DESIGN CRITERIA

The project site’s drainage analysis will be completed in accordance with the City of Salida Department of Public Works *City of Salida Design Criteria Manual for Water, Sewer,*

Stormwater, and Streets and the Mile High Flood District's (MHFD) Urban Storm Drainage Criteria Manual, Volumes I, II and III.

The Rational method was used to determine the flows from the sub-basins that are routed through the site. The 5-year storm frequency was used for the minor design storm event and the 100-year storm frequency was used for the major design storm event when evaluating the flowrates generated by each of the sub-basins. Rainfall intensities were determined by the use of the city's equation for rainfall intensity (Equation 1 in sec. 8.5.1) and the 1-hour rainfall depths in inches for the 5-year and 100-year storm frequencies (Table 3 in sec. 8.5.2.1, calculation tables and forms included in Appendix A).

Mile High Flood district's MHFD-Detention, v4.04 spreadsheet was utilized to determine the required storage volumes for water quality, EURV and 100-year detention volumes to be used in the design of the proposed underground detention vault (see spreadsheet in Appendix B).

Mile High Flood District's MHFD-Inlet, v5.01 spreadsheet was utilized to determine the size and type of inlets to be used for capturing storm runoff in the roadways (see spreadsheets in Appendix B). Bentley's FlowMaster V8i was utilized for the initial sizing of the storm pipes. AutoCAD's Hydraflow Storm Sewers Extension v2021 will be used to finalize the size of the storm drain system piping and generate the HGL's of the system for the minor and major storm events.

III. DRAINAGE BASINS

As mentioned previously, the northern three-quarters of the existing site slopes from the southwest to the northeast corner of the site. The majority of the runoff in this area sheet flows east into the adjacent property and a small area sheet flows into an existing drainage swale that flows north into the adjacent property. The remaining quarter of the site sheet flows south into US Highway 50 and ultimately discharges to the Arkansas River.

The existing site consists of 5 sub-basins (X1 through X5). Sub-basin X1 is a small area that drained north into the adjacent property. Sub-basin X2 is a small area in the northeast corner of the site that drains into an existing drainage swale that directs flows from an existing storm sewer and continues north off-site into the adjacent property. The existing storm sewer is located adjacent to and just outside of the eastern property boundary of the site. Phelps Engineering has yet to determine where this storm pipe commences and what runoff flows are captured by the pipe. Sub-basin X3 is composed of the majority of the site and runoff flows sheet flow toward the northeast corner of the site to sheet flow off the site into the adjacent property between the previously existing building and Sub-basin X2. Between sub-basins X2 and X3, 3.45 cfs and 8.62 cfs flow off-site into the adjacent properties for the minor and major storm events, respectively. Sub-basin X4 consists of a portion of the roof of the previously existing building and the small area adjacent to the eastern property boundary that sheet flows into the adjacent property (0.50 cfs and 1.36 cfs respectively). Sub-basin X5 consists of the remainder of the site that sheet flows into US 50 (1.99 cfs and 4.81 cfs respectively, see the Existing Conditions Drainage Map in Appendix B). It should be noted that none of the runoff from these existing sub-basins passed through any formal water quality treatment/detention facility before flowing into the adjacent properties. Table 1 below is a summary of the hydrologic calculations for each of the existing conditions sub-basins.

Table 1. Summary of Existing Conditions Hydrologic Calculations

Basin	Drainage Area [ac]	Imperviousness	Soil Type	C ₅	C ₁₀₀	T _c [min]	I ₅ [in/hr]	I ₁₀₀ [in/hr]	Q ₅ [cfs]	Q ₁₀₀ [cfs]
X1	0.02	13.1%	A	0.06	0.21	5.76	3.24	7.53	0.005	0.04
X2	0.10	46.8%	A	0.33	0.48	15.52	2.07	4.82	0.07	0.24
X3	2.08	93.2%	A	0.79	0.84	11.07	2.47	5.75	4.04	10.01
X4	0.25	74.3%	A	0.59	0.69	5.00	3.39	7.88	0.50	1.36
X5	0.70	98.5%	A	0.84	0.88	5.00	3.39	7.88	1.99	4.81
Site Total	3.15	90.8%								

The proposed project site slopes from the northwest to the southeast and consists of 11 sub-basins (Basins A through I, OS1 and OS2) as shown on the Proposed Conditions Drainage Map in Appendix B.

Sub-basins A and B consist of portions of the townhomes, landscape areas, drive lane and parking areas for the site. The runoff will be collected in the roadway and directed to a set of CDOT Type 13 inlets at Design Point 1 (DP1) located within the road centerline. The captured flows will be piped to the inlets at DP2 and ultimately piped into the proposed underground detention vault W1 located in the southeast corner of the site.

Sub-basin F consists of portions of the roof for the building in Lot 1 and the open space behind the building. The runoff will be collected in a shallow swale that will direct the flows south to an area drain at DP4. The captured flows will be piped to the inlets at DP2.

Sub-basins C and D consist of portions of the roof for the buildings in Lots 1 and 2, landscaped areas, drive lane and parking areas for the site. The runoff will be collected in the roadway and directed to a set of CDOT Type 13 inlets at DP2 located within the road centerline. The captured flows will be piped into the proposed underground detention vault W1 located in the southeast corner of the site.

Sub-basin I consists of portions of the roof for the building in Lot 2 and the open space behind the building. The runoff will be collected in a shallow swale that will direct the flows south to an area drain at DP5. The captured flows will be piped into the proposed underground detention vault W1 located in the southeast corner of the site.

Sub-basin E consists of portions of the roof for the building in Lot 2, landscaped areas, drive lane and parking areas for the site. The runoff will be collected in the roadway and directed to a set of Denver Type 16 combination inlets at DP3 located in the corner of the parking lot by the trash enclosure. The captured flows will be piped into the proposed underground detention vault W1 located just east of the inlets.

Sub-basin G consists of portions of the townhomes and the open space behind the buildings. The runoff will be collected in a shallow swale that will direct the flows to one of three area drains located in low points behind Lots 8, 12 and 20. The captured flows will be piped to the existing drainage swale in the northeast corner of the project site at DP7.

Sub-basin H consists of portions of the townhome in Lot 22 and adjacent open space. The runoff for this area is to be directed to a manhole with a proposed slotted grate cover. The proposed manhole is to connect into the existing storm pipe that runs just inside the adjacent property on the east side of the project site boundary. The captured flows from sub-basin H will combine with the flows in the existing storm pipe and be piped northeast to discharge into the

existing drainage swale at DP7. The combined flows (0.40 cfs and 1.39 cfs respectively) will be directed north off-site in the existing drainage swale.

Sub-basin OS1 consists of the landscape areas behind the parking area curb in the southwest corner of the site. The runoff will sheet flow off-site into US Highway 50. Sub-basin OS2 consists of the landscape areas behind the parking area curb in the southeast corner of the site adjacent to US Highway 50 and the open space area behind parking lot curb and a retaining wall that runs the majority of the length of the eastern property boundary. The area adjacent to the eastern property boundary sheet flows off-site into the adjacent property. The area adjacent to US Highway 50 sheet flows off-site into the highway. The runoff flows that sheet flow off-site into Highway 50 are reduced to such a degree that they are virtually negligible compared to the existing condition flows of 1.99 cfs and 4.81 cfs respectively from sub-basin X5. Therefore, there will be no issues with the existing system having capacity for these off-site flows from the proposed project site. See the Proposed Conditions Drainage Map in Appendix B.

Table 2 below is a summary of the hydrologic calculations for each of the proposed conditions sub-basins.

Table 2. Summary of Proposed Conditions Hydrologic Calculations

Basin	Drainage Area [ac]	Imperviousness	Soil Type	C ₅	C ₁₀₀	T _c [min]	I ₅ [in/hr]	I ₁₀₀ [in/hr]	Q ₅ [cfs]	Q ₁₀₀ [cfs]
A	0.50	79.7%	A	0.64	0.73	7.23	3.0	6.9	0.96	2.54
B	0.43	86.4%	A	0.71	0.78	5.00	3.4	7.9	1.03	2.64
C	0.88	78.8%	A	0.63	0.72	7.35	3.0	6.9	1.66	4.40
D	0.32	68.3%	A	0.53	0.64	10.35	2.6	5.9	0.43	1.21
E	0.22	85.5%	A	0.70	0.78	5.00	3.4	7.9	0.53	1.37
F	0.10	48.2%	A	0.34	0.49	5.00	3.4	7.9	0.12	0.39
G	0.40	49.5%	A	0.35	0.50	6.38	3.1	7.3	0.43	1.43
H	0.08	15.4%	A	0.08	0.23	8.66	2.8	6.4	0.02	0.12
I	0.14	35.3%	A	0.23	0.39	5.00	3.4	7.9	0.11	0.42
OS1	0.02	2.0%	A	0.01	0.13	5.00	3.4	7.9	0.0004	0.02
OS2	0.06	2.0%	A	0.01	0.13	5.00	3.4	7.9	0.001	0.06
Site Total	3.15	69.2%								

No offsite flows enter this project site. Runoff flows from all of the sub-basins except for sub-basins G, H, OS1 and OS2 will be directed to a proposed underground detention vault where the release rates will be significantly reduced for both the minor and major storm events.

IV. DRAINAGE FACILITY DESIGN

Since there were no existing water quality or detention facilities for the existing conditions storm drainage, the proposed project site will direct the majority of the runoff to a proposed underground water quality/detention vault in the southeast corner of the project site. Per the proposed storm drainage system, runoff from 2.59-acres of the 3.15-acre project site or 82% of the project site will be directed to the proposed underground detention vault. The storage volumes and release rates will follow MHFD's established methodology for the design of an Extended Detention Basin (EDB). The initial sizing of the underground detention vault will require a storage volume of 0.289 ac-ft or 12, 590 cu-ft at a minimum (see MHFD-Detention spreadsheet in Appendix B). The discharge from the detention facility is proposed to connect into the existing storm drainage system within US Highway 50. With further design of the detention facility, the release rates from the facility will be at or below the flow rates determined

for the existing conditions sub-basin X5 of 1.99 cfs and 4.81 cfs for the minor and major storm events respectively. Should the proposed inlets upstream from the underground detention vault become completely clogged, the emergency overflow is located at the southeast corner of the site and will release runoff into US Highway 50.

Additional water quality can be provided for with the use of landscaped areas and naturally vegetated areas to accommodate sheet flowing runoff and the proposed naturally vegetated drainage swales. Water quality will also be provided for in the proposed underground detention vault.

The storm sewer system comprised of inlets, area drains and storm drainpipe will be sized to intercept and transport the minor storm event without surcharging the system. The major storm will be captured in a comparable manner with any excess to the 100-year storm allowed to flow over the roadway system.

The NRCS has indicated that the existing soils on the site may be low to moderately susceptibility to sheet and rill erosion by water. However, the soils may be moderately susceptible to wind erosion (see the K-Factor, Whole Soil and Wind Erodibility exhibits in Appendix A). Since the beginning of the project, the existing building, asphalt and concrete pads have been removed and the ground is currently covered with native grasses and weeds, the ground will be susceptible to both wind and water erosion during grading activities. To minimize these effects, appropriate best management practices will be employed during construction. These include vehicle-tracking control, watering of the site, silt fences, straw logs, rock check dams, temporary vegetation and disking of the soil perpendicular to the prevailing wind direction.

V. CONCLUSIONS

This drainage report has been prepared in accordance with the City of Salida Department of Public Works, *City of Salida Design Criteria Manual for Water, Sewer, Stormwater, and Streets* and the Mile High Flood District's *Urban Storm Drainage Criteria Manual, Volumes I, II and III* regulations concerning storm drainage, detention and water quality. This report and the accompanying attachments in the Appendices, demonstrate that sufficient preliminary analysis and design has been performed to ensure that storm runoff due to the development of this project will be safely conveyed and released without detriment to the downstream facilities. As this project moves forward, the designs of the storm drainage system will follow the recommendations indicated in this report.

VI. REFERENCES

City of Salida Department of Public Works, *City of Salida Design Criteria Manual for Water, Sewer, Stormwater, and Streets*, Chaffee County, January 1, 2017

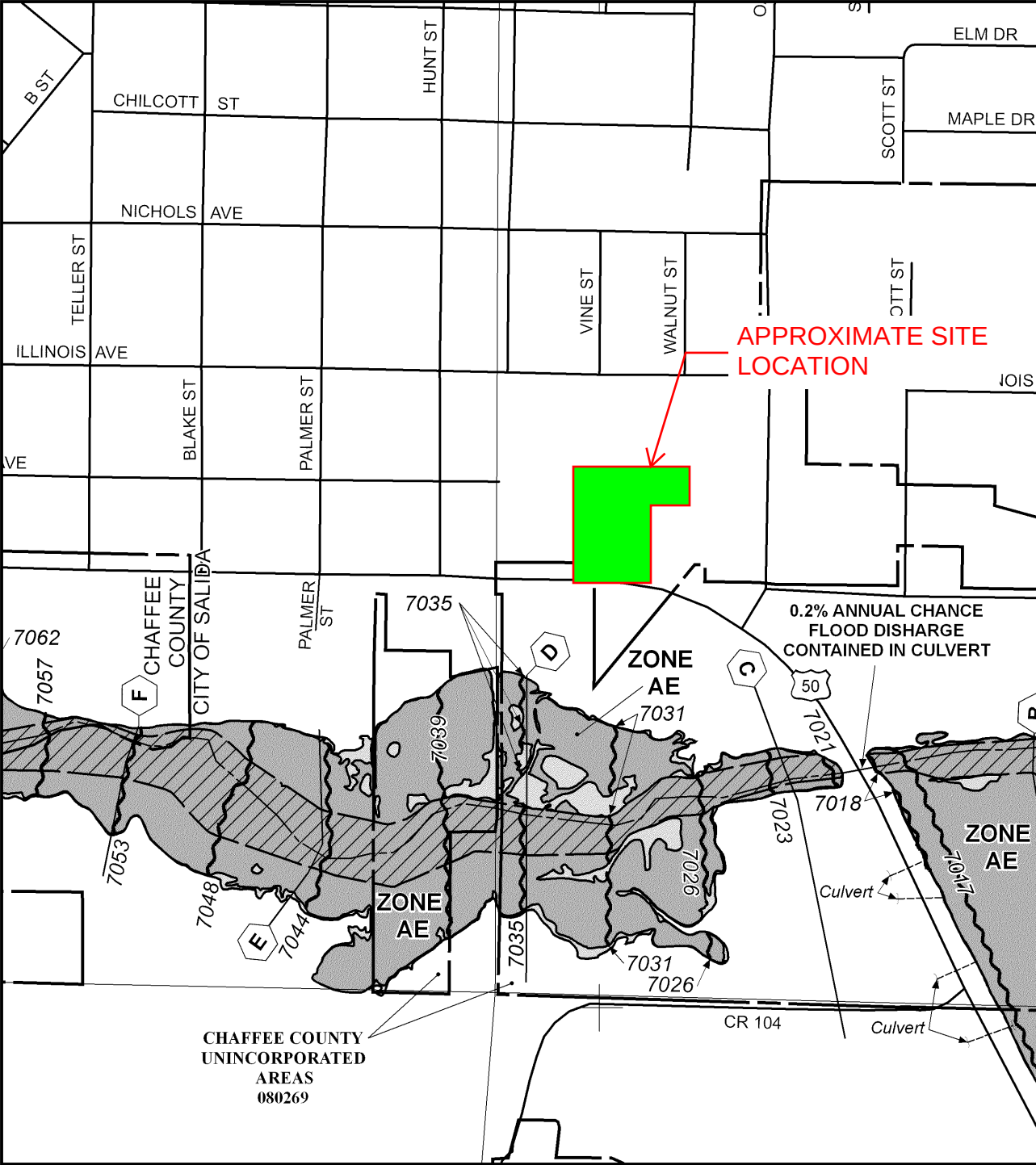
Mile High Flood District, *Urban Storm Drainage Criteria Manual, Volumes 1-3*, Latest Editions.

U.S. Department of Agriculture. (n.d.). Web Soil Survey. Retrieved December 12, 2017, from <http://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx>

Appendix



A. HYDROLOGIC COMPUTATIONS





PANEL 0613D

FIRM
FLOOD INSURANCE RATE MAP
CHAFFEE COUNTY,
COLORADO
AND INCORPORATED AREAS

PANEL 613 OF 725
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS

COMMUNITY	NUMBER	PANEL	SUFFIX
CHAFFEE COUNTY	080269	0613	D
SALIDA, CITY OF	080031	0613	D

Notice to User: The Map Number shown below should be used when placing map orders. The Community Number shown above should be used on insurance applications for the subject community.



MAP NUMBER
08015C0613D

EFFECTIVE DATE
DECEMBER 7, 2017

Federal Emergency Management Agency

NATIONAL FLOOD INSURANCE PROGRAM

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov



MAP LEGEND

Area of Interest (AOI)

 Area of Interest (AOI)

Soils

Soil Rating Polygons

 A
 A/D
 B
 B/D
 C
 C/D
 D
 Not rated or not available

Soil Rating Lines

 A
 A/D
 B
 B/D
 C
 C/D
 D
 Not rated or not available

Soil Rating Points

 A
 A/D
 B
 B/D

 C
 C/D
 D
 Not rated or not available

Water Features

 Streams and Canals

Transportation

 Rails
 Interstate Highways
 US Routes
 Major Roads
 Local Roads

Background

 Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:20,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
 Web Soil Survey URL:
 Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Chaffee-Lake Area, Colorado, Parts of Chaffee and Lake Counties
 Survey Area Data: Version 10, Oct 12, 2017

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Jun 25, 2011—Sep 26, 2016

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Hydrologic Soil Group

Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
DoD	Dominson gravelly sandy loam, 1 to 9 percent slopes	A	3.2	99.8%
MaB	Manhattan sandy loam, 1 to 3 percent slopes	A	0.0	0.2%
Totals for Area of Interest			3.2	100.0%

Description

Hydrologic soil groups are based on estimates of runoff potential. Soils are assigned to one of four groups according to the rate of water infiltration when the soils are not protected by vegetation, are thoroughly wet, and receive precipitation from long-duration storms.

The soils in the United States are assigned to four groups (A, B, C, and D) and three dual classes (A/D, B/D, and C/D). The groups are defined as follows:

Group A. Soils having a high infiltration rate (low runoff potential) when thoroughly wet. These consist mainly of deep, well drained to excessively drained sands or gravelly sands. These soils have a high rate of water transmission.

Group B. Soils having a moderate infiltration rate when thoroughly wet. These consist chiefly of moderately deep or deep, moderately well drained or well drained soils that have moderately fine texture to moderately coarse texture. These soils have a moderate rate of water transmission.

Group C. Soils having a slow infiltration rate when thoroughly wet. These consist chiefly of soils having a layer that impedes the downward movement of water or soils of moderately fine texture or fine texture. These soils have a slow rate of water transmission.

Group D. Soils having a very slow infiltration rate (high runoff potential) when thoroughly wet. These consist chiefly of clays that have a high shrink-swell potential, soils that have a high water table, soils that have a claypan or clay layer at or near the surface, and soils that are shallow over nearly impervious material. These soils have a very slow rate of water transmission.

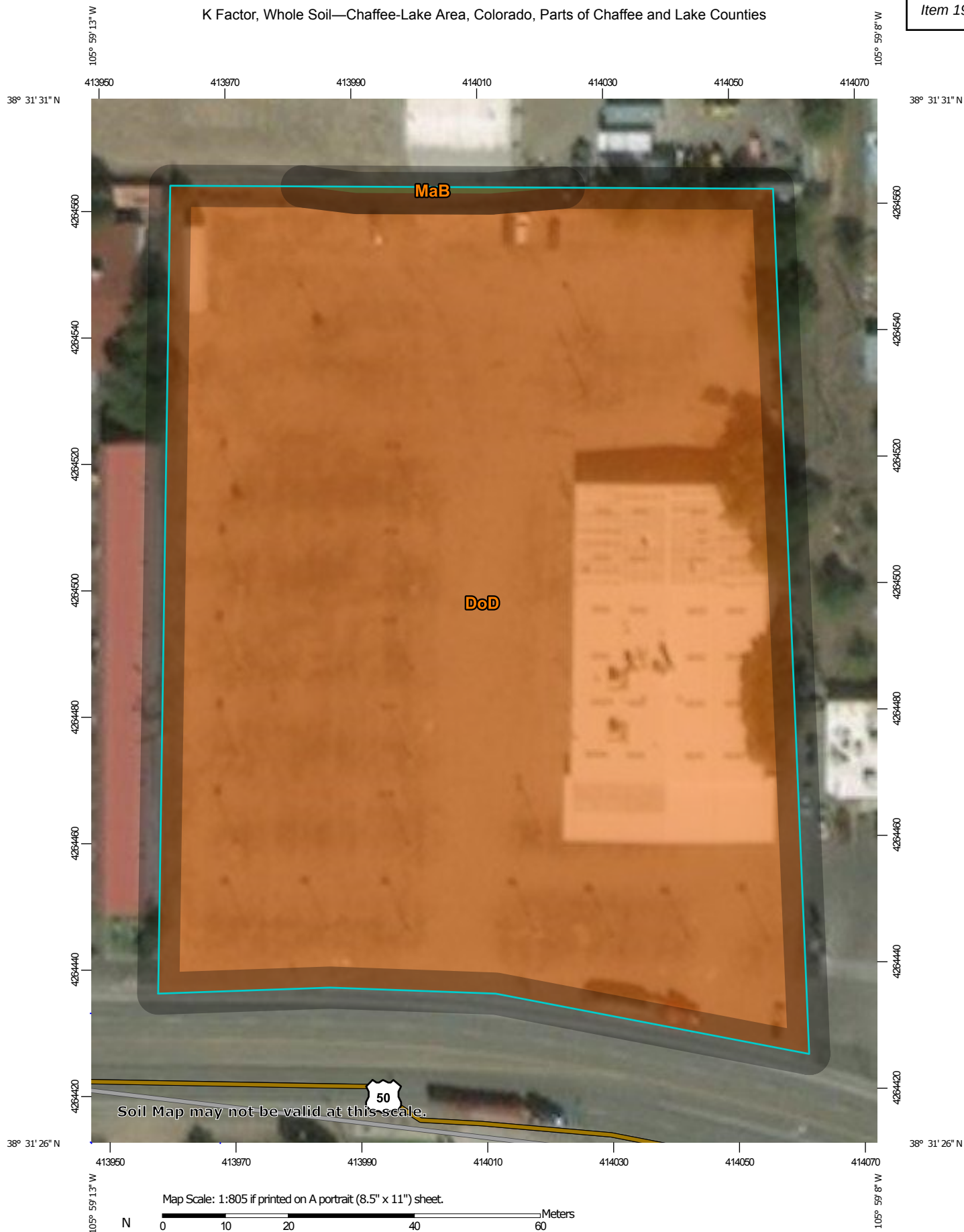
If a soil is assigned to a dual hydrologic group (A/D, B/D, or C/D), the first letter is for drained areas and the second is for undrained areas. Only the soils that in their natural condition are in group D are assigned to dual classes.

Rating Options

Aggregation Method: Dominant Condition

Component Percent Cutoff: None Specified

Tie-break Rule: Higher



MAP LEGEND

Area of Interest (AOI)

 Area of Interest (AOI)

Soils

Soil Rating Polygons

	.02
	.05
	.10
	.15
	.17
	.20
	.24
	.28
	.32
	.37
	.43
	.49
	.55
	.64
	Not rated or not available

Soil Rating Lines

	.02
	.05
	.10
	.15
	.17
	.20

	.24
	.28
	.32
	.37
	.43
	.49
	.55
	.64
	Not rated or not available

Soil Rating Points

	.02
	.05
	.10
	.15
	.17
	.20
	.24
	.28
	.32
	.37
	.43
	.49
	.55
	.64
	Not rated or not available

Water Features

	Streams and Canals
	Rails
	Interstate Highways
	US Routes
	Major Roads
	Local Roads
	Background
	Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:20,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Chaffee-Lake Area, Colorado, Parts of Chaffee and Lake Counties
Survey Area Data: Version 10, Oct 12, 2017

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Jun 25, 2011—Sep 26, 2016

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

K Factor, Whole Soil

Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
DoD	Dominson gravelly sandy loam, 1 to 9 percent slopes	.05	3.2	99.8%
MaB	Manhattan sandy loam, 1 to 3 percent slopes	.20	0.0	0.2%
Totals for Area of Interest			3.2	100.0%

Description

Erosion factor K indicates the susceptibility of a soil to sheet and rill erosion by water. Factor K is one of six factors used in the Universal Soil Loss Equation (USLE) and the Revised Universal Soil Loss Equation (RUSLE) to predict the average annual rate of soil loss by sheet and rill erosion in tons per acre per year. The estimates are based primarily on percentage of silt, sand, and organic matter and on soil structure and saturated hydraulic conductivity (Ksat). Values of K range from 0.02 to 0.69. Other factors being equal, the higher the value, the more susceptible the soil is to sheet and rill erosion by water.

"Erosion factor Kw (whole soil)" indicates the erodibility of the whole soil. The estimates are modified by the presence of rock fragments.

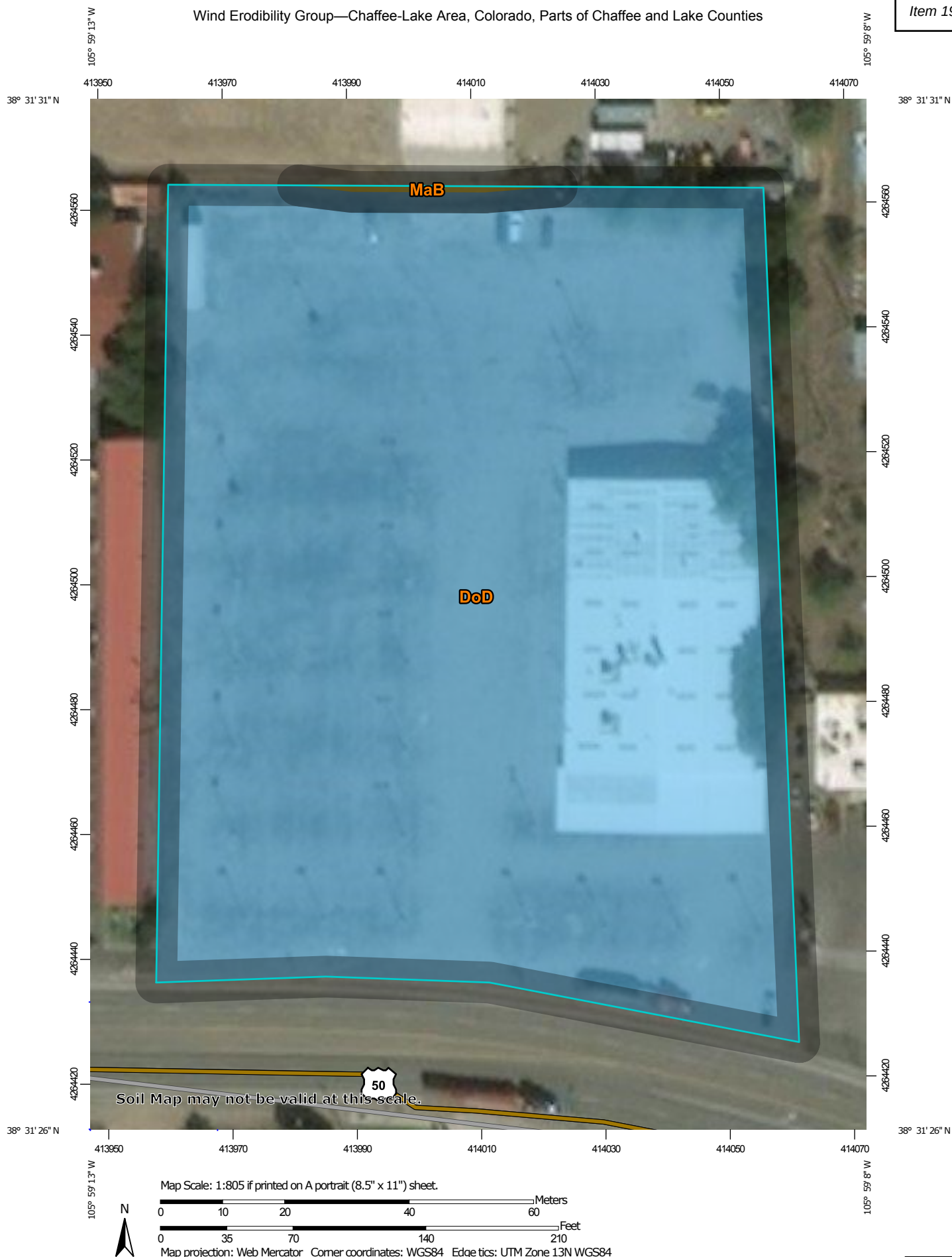
Rating Options

Aggregation Method: Dominant Condition

Component Percent Cutoff: None Specified

Tie-break Rule: Higher

Layer Options (Horizon Aggregation Method): Surface Layer (Not applicable)



MAP LEGEND**Area of Interest (AOI)**
 Area of Interest (AOI)
Soils**Soil Rating Polygons**

	1		1
	2		2
	3		3
	4		4
	4L		4L
	5		5
	6		6
	7		7
	8		8
	Not rated or not available		Not rated or not available

Soil Rating Lines

	1
	2
	3
	4
	4L
	5
	6
	7
	8
	Not rated or not available

Soil Rating Points**Water Features**
 Streams and Canals
Transportation

	Rails
	Interstate Highways
	US Routes
	Major Roads
	Local Roads

Background
 Aerial Photography
MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:20,000.

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Source of Map: Natural Resources Conservation Service

Web Soil Survey URL:

Coordinate System: Web Mercator (EPSG:3857)

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Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Jun 25, 2011—Sep 26, 2016

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Wind Erodibility Group

Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
DoD	Dominson gravelly sandy loam, 1 to 9 percent slopes	6	3.2	99.8%
MaB	Manhattan sandy loam, 1 to 3 percent slopes	3	0.0	0.2%
Totals for Area of Interest			3.2	100.0%

Description

A wind erodibility group (WEG) consists of soils that have similar properties affecting their susceptibility to wind erosion in cultivated areas. The soils assigned to group 1 are the most susceptible to wind erosion, and those assigned to group 8 are the least susceptible.

Rating Options

Aggregation Method: Dominant Condition

Component Percent Cutoff: None Specified

Tie-break Rule: Lower

The data in Table 1 was used to derive the intensity equation (Equation 1) that can be used to calculate intensities for durations not listed in the table. This equation can be used in conjunction with the Rational Method, which is described in 8.6.

Equation 1 – Rainfall Intensity Equation for Salida, Colorado

$$I = \frac{49 * P_1}{(10 + T_d)^{0.927}}$$

Where,

I= Rainfall intensity (inch/hour).

P₁ = 1-hour rainfall depth (inches).

T_d = Storm duration or time of concentration (minutes).

8.5.2 DESIGN RAINFALL DISTRIBUTION

8.5.2.1 2-HOUR DESIGN STORM

For drainage areas larger than 90 acres, or for sizing stormwater infrastructure where a hydrograph is required, a temporal distribution must be assigned to a precipitation event for calculation of runoff. Characteristics of a temporal distribution include storm duration and distribution of rainfall. The UDFCD-USDCM recommends using a two-hour design storm for watersheds less than 15 square-miles. The UDFCD 2-hour design storm depth ratios are provided in Table 2. Design storm depth ratios are percentages of the total one-hour design rainfall depth at a given time increment.

Table 2 - Two-Hour Design Storm Distribution of 1-Hour Point Rainfall Depth (UDFCD-USDCM)

Time (minutes)	Percent of 1-Hour Precipitation Depth (%)				
	2-Yr	5-Yr	10-Yr	25-Yr & 50-Yr	100-Yr & 500-Yr
5	2	2	2	1.3	1
10	4	3.7	3.7	3.5	3
15	8.4	8.7	8.2	5	4.6
20	16	15.3	15	8	8
25	25	25	25	15	14
30	14	13	12	25	25
35	6.3	5.8	5.6	12	14
40	5	4.4	4.3	8	8
45	3	3.6	3.8	5	6.2
50	3	3.6	3.2	5	5
55	3	3	3.2	3.2	4
60	3	3	3.2	3.2	4
65	3	3	3.2	3.2	4
70	2	3	3.2	2.4	2
75	2	2.5	3.2	2.4	2
80	2	2.2	2.5	1.8	1.2
85	2	2.2	1.9	1.8	1.2
90	2	2.2	1.9	1.4	1.2
95	2	2.2	1.9	1.4	1.2
100	2	1.5	1.9	1.4	1.2
105	2	1.5	1.9	1.4	1.2

110	2	1.5	1.9	1.4	1.2
115	1	1.5	1.7	1.4	1.2
120	1	1.3	1.3	1.4	1.2

The one-hour point rainfall depths for the City were obtained from NOAA 14 at Station 05-7370 and are provided in Table 2.

Table 3 - Rainfall Depths -- NOAA 14 for Station 05-7370, Salida, Colorado

Storm Frequency	1-hour Rainfall (inches)
2-Year	0.596
5-Year	0.851
10-Year	1.08
25-Year	1.41
50-Year	1.69
100-Year	1.98

According to the UDFCD-USDCM, Depth reduction factors (DRFs) are typically applied to cumulative watershed models over two square-miles for the two-hour design storm for the 2-, 5-, and 10-year storms. For the 25-, 50-, and 100-year storms, NOAA 14 recommends applying DRFs to cumulative watershed models over 15 square-miles. Depth reduction factors for the 2-, 5-, and 10-year design rainfall events are provided in Table 4. Since there are no areas within the City that are larger than 15 square-miles, the DRFs for the 25-, 50-, and 100-year storms were not provided.

Table 4 - Depth Reduction Factors for 2-, 5-, & 10-Year Rainfall Events

Time (minutes)	Correction Factor by Watershed Area in Square Miles								
	2	5	10	15	20	30	40	50	75
5	1	1	1	1	1	1	1	1	1
10	1	1	1	1	1	1	1	1	1
15	1	0.97	0.94	0.91	0.9	0.85	0.75	0.65	0.56
20	1	0.86	0.75	0.68	0.61	0.55	0.48	0.42	0.35
25	1	0.86	0.75	0.68	0.61	0.55	0.48	0.42	0.35
30	1	0.86	0.75	0.68	0.61	0.55	0.48	0.42	0.42
35	1	0.97	0.94	0.91	0.9	0.9	0.9	0.9	0.89
40	1	0.97	0.94	0.91	0.9	0.9	0.9	0.9	0.89
45	1	1	1	1.02	1.02	1.01	1.01	1.01	1
50	1	1	1	1.02	1.02	1.01	1.01	1.01	1
55	1	1	1	1.02	1.02	1.01	1.01	1.01	1
60	1	1	1	1.02	1.02	1.01	1.01	1.01	1
65	1	1	1	1.02	1.02	1.01	1.01	1.01	1
70	1	1	1	1.02	1.02	1.01	1.01	1.01	1
75	1	1	1	1.02	1.02	1.01	1.01	1.01	1
80	1	1	1	1.02	1.02	1.01	1.01	1.01	1
85	1	1	1	1.02	1.02	1.01	1.01	1.01	1
90	1	1	1	1.02	1.02	1.01	1.01	1.01	1
95	1	1	1	1.02	1.02	1.01	1.01	1.01	1
100	1	1	1	1.02	1.02	1.01	1.01	1.01	1

HYDROLOGIC SUMMARY

Project Name: Salida Crossings
Project No. 17202
Calculated By: FGF
Checked By: JJP/LEP
Date: 10/26/2022

Basin	Drainage Area [ac]	Imperviousness	Soil Type	C ₅	C ₁₀₀	T _c [min]	I ₅ [in/hr]	I ₁₀₀ [in/hr]	Q ₅ [cfs]	Q ₁₀₀ [cfs]
X1	0.02	13.1%	A	0.06	0.21	5.76	3.24	7.53	0.005	0.04
X2	0.10	46.8%	A	0.33	0.48	15.52	2.07	4.82	0.07	0.24
X3	2.08	93.2%	A	0.79	0.84	11.07	2.47	5.75	4.04	10.01
X4	0.25	74.3%	A	0.59	0.69	5.00	3.39	7.88	0.50	1.36
X5	0.70	98.5%	A	0.84	0.88	5.00	3.39	7.88	1.99	4.81
A	0.50	79.7%	A	0.64	0.73	7.23	3.0	6.9	0.96	2.54
B	0.43	86.4%	A	0.71	0.78	5.00	3.4	7.9	1.03	2.64
C	0.88	78.8%	A	0.63	0.72	7.35	3.0	6.9	1.66	4.40
D	0.32	68.3%	A	0.53	0.64	10.35	2.6	5.9	0.43	1.21
E	0.22	85.5%	A	0.70	0.78	5.00	3.4	7.9	0.53	1.37
F	0.10	48.2%	A	0.34	0.49	5.00	3.4	7.9	0.12	0.39
G	0.40	49.5%	A	0.35	0.50	6.38	3.1	7.3	0.43	1.43
H	0.08	15.4%	A	0.08	0.23	8.66	2.8	6.4	0.02	0.12
I	0.14	35.3%	A	0.23	0.39	5.00	3.4	7.9	0.11	0.42
OS1	0.02	2.0%	A	0.01	0.13	5.00	3.4	7.9	0.0004	0.02
OS2	0.06	2.0%	A	0.01	0.13	5.00	3.4	7.9	0.001	0.06
Site Total	3.15	69.2%								

Per MHFD Table 6-4 (Runoff coefficient equations based on NRCS soil group and storm return period) for Type A Soils:

$$C_5 = 0.86i^{1.276} \quad C_{100} = 0.78i + 0.110$$

i = % Impervious as a decimal

$$I = (49 \cdot P_1) / (10 + T_c)^{0.927}$$

Salida criterial manual Sec 8.5.1 Eqn. 1

SITE IMPERVIOUSNESS

Project Name: Salida Crossings
Project No. 17202
Calculated By: FGF
Checked By: JJP/LEP
Date: 10/26/2022

	<u>Basin ID</u>	<u>Area [sf]</u>	<u>Area [ac]</u>	<u>Imp. [%]</u>	<u>Area Imperviousness</u>	<u>Basin Imperviousness</u>
A 0.50 ac	Roofs	4,477.00	0.10	90%	0.09	79.68%
	Walks & Drives	1,817.00	0.04	90%	0.04	
	Lawns	3,877	0.09	2%	0.00	
	Paved	11,623.00	0.27	100%	0.27	
B 0.43 ac	Roofs	1,883.00	0.04	90%	0.04	86.42%
	Walks & Drives	1,486.00	0.03	90%	0.03	
	Lawns	2,239.00	0.05	2%	0.00	
	Paved	13,027.00	0.30	100%	0.30	
C 0.88 ac	Roofs	5,934.00	0.14	90%	0.12	78.83%
	Walks & Drives	1,718.00	0.04	90%	0.04	
	Lawns	7,511.00	0.17	2%	0.00	
	Paved	23,223.00	0.53	100%	0.53	
D 0.32 ac	Roofs	4,321.00	0.10	90%	0.09	68.26%
	Walks & Drives	1,223.00	0.03	90%	0.03	
	Lawns	3,908.00	0.09	2%	0.00	
	Paved	4,361.00	0.10	100%	0.10	
E 0.22 ac	Roofs	2,017.00	0.05	90%	0.04	85.47%
	Walks & Drives	476.00	0.01	90%	0.01	
	Lawns	1,194.00	0.03	2%	0.00	
	Paved	6,079.00	0.14	100%	0.14	
F 0.10 ac	Roofs	2,334.00	0.05	90%	0.05	48.16%
	Walks & Drives		0.00	90%	0.00	
	Lawns	2,116.00	0.05	2%	0.00	
	Paved		0.00	100%	0.00	
G 0.40 ac	Roofs	9,322.00	0.21	90%	0.19	49.45%
	Walks & Drives		0.00	90%	0.00	
	Lawns	7,966.00	0.18	2%	0.00	
	Paved		0.00	100%	0.00	
H 0.08 ac	Roofs	445.00	0.01	90%	0.01	15.39%
	Walks & Drives	90.00	0.00	90%	0.00	
	Lawns	2,980.00	0.07	2%	0.00	
	Paved		0.00	100%	0.00	
I 0.14 ac	Roofs	2,291.00	0.05	90%	0.05	35.32%
	Walks & Drives		0.00	90%	0.00	
	Lawns	3,759.00	0.09	2%	0.00	
	Paved		0.00	100%	0.00	
OS1 0.02 ac	Roofs		0.00	90%	0.00	2.00%
	Walks & Drives		0.00	90%	0.00	
	Lawns	876.00	0.02	2%	0.00	
	Paved		0.00	100%	0.00	
OS2 0.06 ac	Roofs		0.00	90%	0.00	2.00%
	Walks & Drives		0.00	90%	0.00	
	Lawns	2,684.00	0.06	2%	0.00	
	Paved		0.00	100%	0.00	
Total Site						69.2%
3.15 ac						

Roofs= 90%
 Walks & Drives= 90%
 Lawns= 2%
 Paved= 100%

Note: The % Impervious values are from the MHFD Table 6-3. "Recommended Percentage Impervious Values"

SITE IMPERVIOUSNESS EXISTING CONDITION

Project Name: Salida Crossings
 Project No. 17202
 Calculated By: FGF
 Checked By: JJP/LEP
 Date: 10/26/2022

	<u>Basin ID</u>	<u>Area [sf]</u>	<u>Area [ac]</u>	<u>Imp. [%]</u>	<u>Area Imperviousness</u>	<u>Basin Imperviousness</u>
X1 0.02 ac	Roofs		0.000	90%	0.000	13.1%
	Walks & Drives		0.000	90%	0.000	
	Lawns	849	0.019	2%	0.000	
	Paved	108	0.002	100%	0.002	
X2 0.10 ac	Roofs		0.000	90%	0.000	46.8%
	Walks & Drives		0.000	90%	0.000	
	Lawns	2,442	0.056	2%	0.001	
	Paved	2,057	0.047	100%	0.047	
X3 2.08 ac	Roofs	6,869	0.16	90%	0.142	93.2%
	Walks & Drives		0.00	90%	0.000	
	Lawns	5,552	0.13	2%	0.003	
	Paved	78,163	1.79	100%	1.794	
X4 0.25 ac	Roofs	6,826	0.16	90%	0.141	74.3%
	Walks & Drives		0.00	90%	0.000	
	Open Space	2,167	0.05	2%	0.001	
	Paved	1,921	0.04	100%	0.044	
X5 0.70 ac	Roofs	4,680	0.11	90%	0.10	98.5%
	Walks & Drives		0.00	90%	0.00	
	Lawns		0.00	2%	0.00	
	Paved	25,622	0.59	100%	0.59	
Total Site 3.15 ac						90.8%

Roofs= 90%
 Walks & Drives= 90%
 Lawns= 2%
 Paved= 100%

Note: The % Impervious values are from the MHFD Table 6-3. "Recommended Percentage Impervious Values"

STANDARD FORM SF-2 TIME OF CONCENTRATION

Subdivision

Location

City of Salida, CO

Project Name: Salida Crossings

Project No. 17202

Calculated By: FGF

Checked By: JJP/LEP

Date: 10/26/2022

SUB-BASIN				INITIAL/OVERLAND			TRAVEL TIME					Tc CHECK				FINAL
DATA				(Ti)			(Tt)					(URBANIZED BASINS)				
BASIN ID	D.A. (AC)	Cs	I (%)	L (FT)	S (%)	Ti (MIN)	L (FT)	S (%)	K	VEL. (FPS)	Tt (MIN)	COMP. Tc (MIN)	TOTAL LENGTH(FT)	SLOPE (FT/FT)	MIN. Tc (MIN)	
X1	0.02	0.06	13.1%	20	3.1%	5.76		0.0%	20.0	0.0	0.00	5.76	20	3.1%	23.95	5.76
X2	0.10	0.33	46.8%	70	0.4%	15.29	60	8.0%	15.0	4.2	0.24	15.52	130	3.9%	18.74	15.52
X3	2.08	0.79	93.2%	295	0.9%	9.95	91	0.6%	20.0	1.6	0.98	11.07	429	1.8%	12.56	11.07
							43	10.4%	15.0	4.8	0.15					
X4	0.25	0.59	74.3%	24	2.6%	3.31	16	13.8%	15.0	5.6	0.05	5.00	40	7.1%	13.50	5.00
X5	0.70	0.84	98.5%	113	1.2%	4.58					0.00	5.00	113.0	1.2%	10.00	5.00
A	0.50	0.64	79.7%	63	1.6%	5.65	151	0.6%	20.0	1.6	1.58	7.23	214.0	0.9%	14.31	7.23
B	0.43	0.71	86.4%	16	1.6%	2.41	172	0.8%	20.0	1.8	1.62	5.00	188.0	0.8%	12.92	5.00
C	0.88	0.63	78.8%	51	1.4%	5.40	210	0.8%	20.0	1.8	1.95	7.35	261.0	0.9%	14.87	7.35
D	0.32	0.53	68.3%	58	0.8%	8.43	210	0.8%	20.0	1.8	1.93	10.35	268.0	0.8%	17.05	10.35
E	0.22	0.70	85.5%	18	10.2%	1.41	113	1.3%	20.0	2.2	0.84	5.00	131.0	2.5%	12.13	5.00
F	0.10	0.34	48.2%	20	5.5%	3.50	81	0.5%	15.0	1.1	1.27	5.00	101.0	1.5%	18.69	5.00
G	0.40	0.35	49.5%	36	3.8%	5.21	135	1.7%	15.0	1.9	1.17	6.38	171.0	2.1%	18.83	6.38
H	0.08	0.08	15.4%	43	2.7%	8.66				0.0	0.00	8.66	43.0	2.7%	23.77	8.66
I	0.14	0.23	35.3%	14	10.7%	2.69	125	1.8%	15.0	2.0	1.02	5.00	139.0	2.7%	21.00	5.00
OS1	0.02	0.01	2.0%	3	2.7%	2.48	92	1.0%	15.0	1.5	1.03	5.00	95.0	1.0%	27.33	5.00
OS2	0.06	0.01	2.0%	3	21.3%	1.25				0.0	0.00	5.00	3.0	21.3%	25.67	5.00

$$T_i = (0.395 * (1.1 - C_s) * (L)^{0.5}) / (S^{0.33})$$

$$VEL. = K * S^{0.5}$$

$$T_t = L / 60V$$

COMP. T_c = T_i + T_t or 5 minutes whichever is greater

$$MIN. T_c = (26 - 17I) + (L / (60 * (14I + 9) * (S)^{0.5}))$$

Final T_c is the smaller of COMP. T_c and MIN. T_c

S in ft/ft

S in ft/ft

S in ft/ft

MHFD Eqn. 6-3

K value is per MHFD Table 6-2 "NRCS Conveyance Factors, K"

MHFD Eqn. 6-4

MHFD Eqn. 6-2 and Ch 6 Sec. 2.4.4 "Minimum Time of Concentration"

MHFD Eqn. 6-5

STANDARD FORM SF-3
STORM DRAINAGE SYSTEM DESIGN
(RATIONAL METHOD PROCEDURE)

Subdivision _____
Location City of Salida, CO
Design Storm 5-year

Project Name: Salida Crossings
Project No. 17202
Calculated By: FGF
Checked By: JJP/LEP
Date: 10/26/2022

STREET	Design Point	DIRECT RUNOFF							TOTAL RUNOFF				STREET		PIPE			TRAVEL TIME			REMARKS
		Area Design.	Area (Ac)	Runoff Coeff.	Tc (min)	C*A (Ac)	I (in/hr)	Q (cfs)	Tc (min)	ΣC*A (Ac)	I (in/hr)	Q (cfs)	Slope (%)	Street Flow (cfs)	Design Flow (cfs)	Slope (%)	Pipe Size (inches)	Length (ft)	Velocity (fps)	Tt (min)	
Existing Conditions																					
	1	X1	0.02	0.06	5.76	0.00	3.24	0.005													Sheet flows offsite to north
	2	X2	0.10	0.33	15.52	0.03	2.07	0.07													Flows offsite to north in ex. Swale
	3	X3	2.08	0.79	11.07	1.64	2.47	4.04													Sheet flows offsite to east
						Add Basins X2 & X3			15.52	1.67	2.07	3.45									Total offsite flow in NE corner of Site
	4	X4	0.25	0.59	5.00	0.15	3.39	0.50													Sheet flows offsite to east
US Hwy 50	5	X5	0.70	0.84	5.00	0.59	3.39	1.99													Sheet flows offsite into US Hwy 50
Proposed Conditions																					
	1	A	0.50	0.64	7.2	0.32	3.0	0.96													
	1	B	0.43	0.71	5.0	0.31	3.4	1.03													
	1					Total flows at DP1			7.23	0.63	2.98	1.87			1.87	0.5	15		3.5		Triple CDOT Type 13 Inlet, flows piped to Inlet at DP2
	2	C	0.88	0.63	7.4	0.56	3.0	1.66													
	2	D	0.32	0.53	10.4	0.17	2.6	0.43													
	2					Total flows at DP2			10.35	0.73	2.55	1.86									Triple CDOT Type 13 Inlet
	4	F	0.10	0.34	5.0	0.03	3.4	0.12							0.12	0.5	6		2.1		10" Nyloplast Inline area drain, flows piped to vault W1
	2					Add piped flows from DP's 1 & 4			10.35	1.39	2.55	3.55			3.55	0.5	18		4.1		Flows piped into underground detention vault W1
	3	E	0.22	0.70	5.0	0.16	3.4	0.53							0.53	0.5	15		2.5		Double Denver Type 16 Combination Inlet, piped into underground detention vault W1
	5	I	0.14	0.23	5.0	0.03	3.4	0.11							0.11	0.5	6		2.1		10" Nyloplast Inline area drain, flows piped to vault W1
	6					Total flows into vault W1			10.35	1.58	2.55	4.03									Total flows into underground detention vault W1
	7	G	0.40	0.35	6.4	0.14	3.1	0.43							0.43	0.5	10		2.9		10" Nyloplast Inline area drains, flows piped to ex. Drainage Swale in NE corner of site
	7	H	0.08	0.08	8.7	0.01	2.8	0.02													Combined with flows in ex. Storm pipe & piped north to ex. Swale
	7					Total Site flows at DP7			8.66	0.15	2.77	0.40									Combined site flows piped to ex. Drainage Swale in NE corner
	8	OS1	0.02	0.01	5.0	0.00	3.4	0.0004													Sheet flows offsite into US Hwy 50
	9	OS2	0.06	0.01	5.0	0.00	3.4	0.001													Sheet flows offsite to east

STANDARD FORM SF-3
STORM DRAINAGE SYSTEM DESIGN
(RATIONAL METHOD PROCEDURE)

Subdivision _____
Location City of Salida, CO
Design Storm 100-year

Project Name: Salida Crossings
Project No. 17202
Calculated By: FGF
Checked By: JJP/LEP
Date: 10/26/2022

STREET	Design Point	DIRECT RUNOFF							TOTAL RUNOFF				STREET		PIPE			TRAVEL TIME			REMARKS
		Area Design.	Area (Ac)	Runoff Coeff.	Tc (min)	C*A (Ac)	I (in/hr)	Q (cfs)	Tc (min)	ΣC*A (Ac)	I (in/hr)	Q (cfs)	Slope (%)	Street Flow (cfs)	Design Flow (cfs)	Slope (%)	Pipe Size (inches)	Length (ft)	Velocity (fps)	Tt (min)	
Existing Conditions																					
	1	X1	0.02	0.21	5.76	0.00	7.53	0.04													Sheet flows offsite to north
	2	X2	0.10	0.48	15.52	0.05	4.82	0.24													Flows offsite to north in ex. Swale
	3	X3	2.08	0.84	11.07	1.74	5.75	10.01													Sheet flows offsite to east
					Add Basins X2 & X3				15.52	1.79	4.82	8.62									Total offsite flow in NE corner of Site
	4	X4	0.25	0.69	5.00	0.17	7.88	1.36													Sheet flows offsite to east
US Hwy 50	5	X5	0.70	0.88	5.00	0.61	7.88	4.81													Sheet flows offsite into US Hwy 50
Proposed Conditions																					
	1	A	0.50	0.73	7.2	0.37	6.9	2.54													
	1	B	0.43	0.78	5.0	0.34	7.9	2.64													
	1				Total flows at DP1				7.23	0.70	6.93	4.86		0.23	4.63	0.5	15		4.2		Triple CDOT Type 13 Inlet, flows piped to Inlet at DP2, CO to DP2
	2	C	0.88	0.72	7.4	0.64	6.9	4.40													
	2	D	0.32	0.64	10.4	0.20	5.9	1.21													
	2				Add CO from DP1 to total flows at DP2				10.35	0.88	5.94	5.20									Triple CDOT Type 13 Inlet
	4	F	0.10	0.49	5.0	0.05	7.9	0.39							0.39	0.5	6		2.9		10" Nyloplast Inline area drain, flows piped to vault W1
	2				Add piped flows from DP's 1 & 4				10.35	1.59	5.94	9.46			9.46	0.5	18		4.9		Flows piped into underground detention vault W1
	3	E	0.22	0.78	5.0	0.17	7.9	1.37							1.37	0.5	15		3.3		Double Denver Type 16 Combination Inlet, piped into underground detention vault W1
	5	I	0.14	0.39	5.0	0.05	7.9	0.42							0.42	0.5	6		2.9		10" Nyloplast Inline area drain, flows piped to vault W1
	6				Total flows into vault W1				10.35	1.82	5.94	10.82									Total flows into underground detention vault W1
	7	G	0.40	0.50	6.4	0.20	7.3	1.43							1.43	0.5	10		4.0		10" Nyloplast Inline area drains, flows piped to ex. Drainage Swale in NE corner of site
	7	H	0.08	0.23	8.7	0.02	6.4	0.12													Combined with flows in ex. Storm pipe & piped north to ex. Swale
	7				Total Site flows at DP7				8.66	0.22	6.44	1.39									Combined site flows piped to ex. Drainage Swale in NE corner
	8	OS1	0.02	0.13	5.0	0.00	7.9	0.02													Sheet flows offsite into US Hwy 50
	9	OS2	0.06	0.13	5.0	0.01	7.9	0.06													Sheet flows offsite to east

RUNOFF SUMMARY TABLE

Project Name: Salida Crossings
Project No. 17202
Calculated By: FGF
Checked By: JJP/LEP
Date: 10/26/2022

Design Point	Basins	Area (ac)	Q ₅ (cfs)	Q ₁₀₀ (cfs)	Accumulated Flows		Contributing Basins
					Q ₅ (cfs)	Q ₁₀₀ (cfs)	
1	A	0.50	0.96	2.54			
1	B	0.43	1.03	2.64			
1 Pipe Flows		0.93			1.87	4.86	A, B
2	C	0.88	1.66	4.40			
2	D	0.32	0.43	1.21			
4	F	0.10	0.12	0.39			
2 Pipe Flows		2.23			3.55	9.46	A, B, C, D, F
3	E	0.22	0.53	1.37			
5	I	0.14	0.11	0.42			
6 Detention Vault		2.59			4.03	10.82	A, B, C, D, E, F, I
7	G	0.40	0.43	1.43			
7	H	0.08	0.02	0.12			
7 Swale Flows		0.48			0.40	1.39	G, H
8	OS1	0.02	0.0004	0.02			
9	OS2	0.06	0.001	0.06			

RUNOFF SUMMARY TABLE EXISTING CONDITIONS

<u>Drainage Analysis</u>	<u>Local Contribution</u>						
<u>Point</u>	<u>Basin ID</u>	<u>Area [ac]</u>	<u>Imp. [%]</u>	<u>C₅</u>	<u>C₁₀₀</u>	<u>Q₅ [cfs]</u>	<u>Q₁₀₀ [cfs]</u>
1	X1	0.02	13.1%	0.06	0.21	0.005	0.04
2	X2	0.10	46.8%	0.33	0.48	0.07	0.24
3	X3	2.08	93.2%	0.79	0.84	4.04	10.01
4	X4	0.25	74.3%	0.59	0.69	0.50	1.36
5	X5	0.70	98.5%	0.84	0.88	1.99	4.81



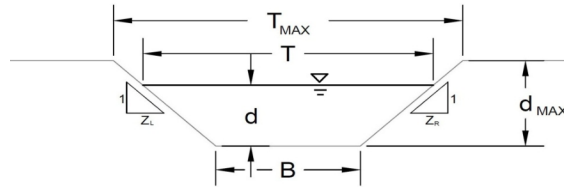
B. HYDRAULIC COMPUTATIONS

MHFD-Inlet, Version 5.01 (April 2021)

AREA INLET IN A SWALE

Salida Crossings

Inlet at DP1



This worksheet uses the NRCS vegetal retardance method to determine Manning's n.

For more information see Section 7.2.3 of the USDCM.

Analysis of Trapezoidal Grass-Lined Channel Using SCS Method

NRCS Vegetal Retardance (A, B, C, D, or E)

Manning's n (Leave cell D16 blank to manually enter an n value)

Channel Invert Slope

Bottom Width

Left Side Slope

Right Side Slope

Check one of the following soil types:

Soil Type:	Max. Velocity (V_{MAX})	Max Froude No. (F_{MAX})
Non-Cohesive	5.0 fps	0.60
Cohesive	7.0 fps	0.80
Paved	N/A	N/A

A, B, C, D, or E =

n =	0.016	
S_0 =	0.0050	ft/ft
B =	0.00	ft
Z1 =	21.00	ft/ft
Z2 =	21.00	ft/ft

Choose One:

- ☐ Non-Cohesive
☐ Cohesive
☐ Paved

Maximum Allowable Top Width of Channel for Minor & Major Storm

Maximum Allowable Water Depth in Channel for Minor & Major Storm

	Minor Storm	Major Storm	
T_{MAX} =	14.00	24.00	ft
d_{MAX} =	0.50	1.00	ft

Allowable Channel Capacity Based On Channel Geometry

MINOR STORM Allowable Capacity is based on Top Width Criterion

MAJOR STORM Allowable Capacity is based on Top Width Criterion

	Minor Storm	Major Storm	
Q_{allow} =	4.65	19.57	cfs
d_{allow} =	0.33	0.57	ft

Water Depth in Channel Based On Design Peak Flow

Design Peak Flow

Water Depth

Q_0 =	1.87	4.86	cfs
d =	0.24	0.34	ft

Minor storm max. allowable capacity GOOD - greater than the design flow given on sheet 'Inlet Management'

Major storm max. allowable capacity GOOD - greater than the design flow given on sheet 'Inlet Management'

Inlet Design Information (Input)

Type of Inlet

User-Defined

Inlet Type =

User-Defined

Angle of Inclined Grate (must be ≤ 30 degrees)

Width of Grate

Length of Grate

Open Area Ratio

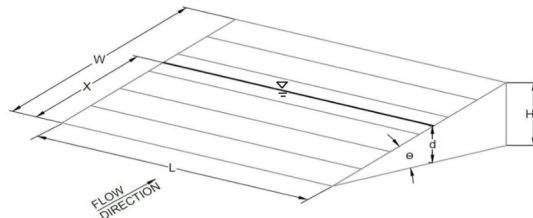
Height of Inclined Grate

Clogging Factor

Grate Discharge Coefficient

Orifice Coefficient

Weir Coefficient



θ =	0.00	degrees
W =	6.54	ft
L =	1.88	ft
A_{RATIO} =	0.70	
H_b =	0.00	ft
C_r =	0.50	
C_d =	N/A	
C_o =	0.64	
C_w =	2.05	

Water Depth at Inlet (for depressed inlets, 1 foot is added for depression)

Total Inlet Interception Capacity (assumes clogged condition)

Bypassed Flow

Capture Percentage = Q_a/Q_0

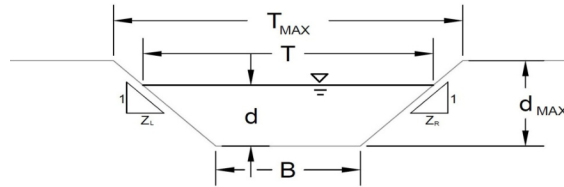
	MINOR	MAJOR	
d =	0.24	0.34	
Q_a =	2.71	4.63	cfs
Q_b =	0.00	0.23	cfs
$C\%$ =	100	95	%

MHFD-Inlet, Version 5.01 (April 2021)

AREA INLET IN A SWALE

Salida Crossings

Inlet at DP2



This worksheet uses the NRCS vegetative retardance method to determine Manning's n.

For more information see Section 7.2.3 of the USDCM.

Analysis of Trapezoidal Grass-Lined Channel Using SCS Method

NRCS Vegetal Retardance (A, B, C, D, or E)

Manning's n (Leave cell D16 blank to manually enter an n value)

Channel Invert Slope

Bottom Width

Left Side Slope

Right Side Slope

Check one of the following soil types:

Soil Type:	Max. Velocity (V_{MAX})	Max Froude No. (F_{MAX})
Non-Cohesive	5.0 fps	0.60
Cohesive	7.0 fps	0.80
Paved	N/A	N/A

A, B, C, D, or E =

n =	0.016	
S_0 =	0.0050	ft/ft
B =	0.00	ft
Z1 =	21.00	ft/ft
Z2 =	21.00	ft/ft

Choose One:

- ☐ Non-Cohesive
☐ Cohesive
☒ Paved

Maximum Allowable Top Width of Channel for Minor & Major Storm

Maximum Allowable Water Depth in Channel for Minor & Major Storm

	Minor Storm	Major Storm	
T_{MAX} =	14.00	24.00	ft
d_{MAX} =	0.50	1.00	ft

Allowable Channel Capacity Based On Channel Geometry

MINOR STORM Allowable Capacity is based on Top Width Criterion

MAJOR STORM Allowable Capacity is based on Top Width Criterion

	Minor Storm	Major Storm	
Q_{allow} =	4.65	19.57	cfs
d_{allow} =	0.33	0.57	ft

Water Depth in Channel Based On Design Peak Flow

Design Peak Flow

Water Depth

Q_0 =	1.86	5.20	cfs
d =	0.24	0.35	ft

Minor storm max. allowable capacity GOOD - greater than the design flow given on sheet 'Inlet Management'

Major storm max. allowable capacity GOOD - greater than the design flow given on sheet 'Inlet Management'

Inlet Design Information (Input)

Type of Inlet

User-Defined

Inlet Type =

User-Defined

Angle of Inclined Grate (must be ≤ 30 degrees)

Width of Grate

Length of Grate

Open Area Ratio

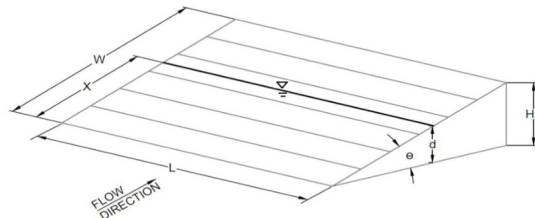
Height of Inclined Grate

Clogging Factor

Grate Discharge Coefficient

Orifice Coefficient

Weir Coefficient



θ =	0.00	degrees
W =	9.81	ft
L =	1.88	ft
A_{RATIO} =	0.70	
H_B =	0.00	ft
C_r =	0.50	
C_d =	N/A	
C_o =	0.64	
C_w =	2.05	

Water Depth at Inlet (for depressed inlets, 1 foot is added for depression)

Total Inlet Interception Capacity (assumes clogged condition)

Bypassed Flow

Capture Percentage = Q_a/Q_0

	MINOR	MAJOR	
d =	0.24	0.35	
Q_a =	3.66	6.53	cfs
Q_b =	0.00	0.00	cfs
$C\%$ =	100	100	%

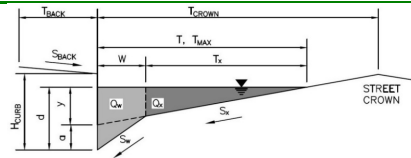
MHFD-Inlet, Version 5.01 (April 2021)

ALLOWABLE CAPACITY FOR ONE-HALF OF STREET (Minor & Major Storm)

(Based on Regulated Criteria for Maximum Allowable Flow Depth and Spread)

Project: Salida Crossings

Inlet ID: Inlet at DP3

**Gutter Geometry:**

Maximum Allowable Width for Spread Behind Curb
 Side Slope Behind Curb (leave blank for no conveyance credit behind curb)
 Manning's Roughness Behind Curb (typically between 0.012 and 0.020)

Height of Curb at Gutter Flow Line
 Distance from Curb Face to Street Crown
 Gutter Width
 Street Transverse Slope
 Gutter Cross Slope (typically 2 inches over 24 inches or 0.083 ft/ft)
 Street Longitudinal Slope - Enter 0 for sump condition
 Manning's Roughness for Street Section (typically between 0.012 and 0.020)

$T_{BACK} = 10.0$ ft
 $S_{BACK} = 0.020$ ft/ft
 $n_{BACK} = 0.020$

$H_{CURB} = 6.00$ inches
 $T_{CROWN} = 24.0$ ft
 $W = 2.00$ ft
 $S_X = 0.006$ ft/ft
 $S_W = 0.083$ ft/ft
 $S_O = 0.000$ ft/ft
 $n_{STREET} = 0.016$

Max. Allowable Spread for Minor & Major Storm
 Max. Allowable Depth at Gutter Flowline for Minor & Major Storm
 Check boxes are not applicable in SUMP conditions

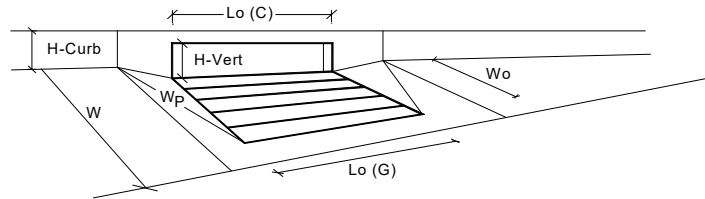
Minor Storm Major Storm
 $T_{MAX} = 12.0$ 24.0 ft
 $d_{MAX} = 6.0$ 8.4 inches
☐ ☐

MINOR STORM Allowable Capacity is based on Depth Criterion
 MAJOR STORM Allowable Capacity is based on Depth Criterion

Minor Storm Major Storm
 $Q_{allow} = \text{SUMP}$ SUMP cfs

INLET IN A SUMP OR SAG LOCATION

MHFD-Inlet, Version 5.01 (April 2021)

**Design Information (Input)**

Denver No. 16 Combination

Type of Inlet
 Local Depression (additional to continuous gutter depression 'a' from above)
 Number of Unit Inlets (Grate or Curb Opening)
 Water Depth at Flowline (outside of local depression)

Grate Information

Length of a Unit Grate
 Width of a Unit Grate
 Area Opening Ratio for a Grate (typical values 0.15-0.90)
 Clogging Factor for a Single Grate (typical value 0.50 - 0.70)
 Grate Weir Coefficient (typical value 2.15 - 3.60)
 Grate Orifice Coefficient (typical value 0.60 - 0.80)

Curb Opening Information

Length of a Unit Curb Opening
 Height of Vertical Curb Opening in Inches
 Height of Curb Orifice Throat in Inches
 Angle of Throat (see USDCM Figure ST-5)
 Side Width for Depression Pan (typically the gutter width of 2 feet)
 Clogging Factor for a Single Curb Opening (typical value 0.10)
 Curb Opening Weir Coefficient (typical value 2.3-3.7)
 Curb Opening Orifice Coefficient (typical value 0.60 - 0.70)

Low Head Performance Reduction (Calculated)

Depth for Grate Midwidth
 Depth for Curb Opening Weir Equation
 Combination Inlet Performance Reduction Factor for Long Inlets
 Curb Opening Performance Reduction Factor for Long Inlets
 Grated Inlet Performance Reduction Factor for Long Inlets

Total Inlet Interception Capacity (assumes clogged condition)

Inlet Capacity IS GOOD for Minor and Major Storms(>Q PEAK)

	MINOR	MAJOR	
Type =	Denver No. 16 Combination		
$a_{local} =$	2.00	2.00	inches
No =	2	2	
Ponding Depth =	2.7	3.6	inches
	MINOR	MAJOR	☐ Override Depths
$L_o (G) =$	3.00	3.00	feet
$W_o =$	1.73	1.73	feet
$A_{ratio} =$	0.31	0.31	
$C_r (G) =$	0.50	0.50	
$C_w (G) =$	3.60	3.60	
$C_o (G) =$	0.60	0.60	
	MINOR	MAJOR	
$L_o (C) =$	3.00	3.00	feet
$H_{vert} =$	6.50	6.50	inches
$H_{throat} =$	5.25	5.25	inches
Theta =	0.00	0.00	degrees
$W_p =$	2.00	2.00	feet
$C_r (C) =$	0.10	0.10	
$C_w (C) =$	3.70	3.70	
$C_o (C) =$	0.66	0.66	

	MINOR	MAJOR	
$d_{Grate} =$	0.249	0.321	ft
$d_{Curb} =$	0.06	0.13	ft
$RF_{Combination} =$	0.32	0.42	
$RF_{Curb} =$	0.83	0.93	
$RF_{Grate} =$	0.32	0.42	

	MINOR	MAJOR	
$Q_a =$	0.66	1.46	cfs
$Q_{PEAK REQUIRED} =$	0.53	1.37	cfs

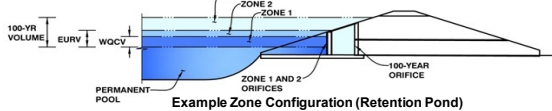
DETENTION BASIN STAGE-STORAGE TABLE BUILDER

MHFD-Detention, Version 4.04 (February 2021)

Item 19.

Project: **Salida Crossing**

Basin ID: **Underground Detention Vault W1**



Watershed Information

Selected BMP Type =	EDB
Watershed Area =	2.59 acres
Watershed Length =	500 ft
Watershed Length to Centroid =	200 ft
Watershed Slope =	0.005 ft/ft
Watershed Imperviousness =	75.99% percent
Percentage Hydrologic Soil Group A =	100.0% percent
Percentage Hydrologic Soil Group B =	0.0% percent
Percentage Hydrologic Soil Groups C/D =	0.0% percent
Target WQCV Drain Time =	40.0 hours
Location for 1-hr Rainfall Depths =	User Input

After providing required inputs above including 1-hour rainfall depths, click 'Run CUHP' to generate runoff hydrographs using the embedded Colorado Urban Hydrograph Procedure.

Water Quality Capture Volume (WQCV) =	0.066 acre-feet
Excess Urban Runoff Volume (EURV) =	0.255 acre-feet
2-yr Runoff Volume (P1 = 0.6 in.) =	0.082 acre-feet
5-yr Runoff Volume (P1 = 0.85 in.) =	0.123 acre-feet
10-yr Runoff Volume (P1 = 1.08 in.) =	0.160 acre-feet
25-yr Runoff Volume (P1 = 1.41 in.) =	0.217 acre-feet
50-yr Runoff Volume (P1 = 1.69 in.) =	0.267 acre-feet
100-yr Runoff Volume (P1 = 1.98 in.) =	0.325 acre-feet
500-yr Runoff Volume (P1 = 2.77 in.) =	0.489 acre-feet
Approximate 2-yr Detention Volume =	0.084 acre-feet
Approximate 5-yr Detention Volume =	0.123 acre-feet
Approximate 10-yr Detention Volume =	0.161 acre-feet
Approximate 25-yr Detention Volume =	0.219 acre-feet
Approximate 50-yr Detention Volume =	0.255 acre-feet
Approximate 100-yr Detention Volume =	0.289 acre-feet

Optional User Overrides

	acre-feet
	acre-feet
0.60	inches
0.85	inches
1.08	inches
1.41	inches
1.69	inches
1.98	inches
2.77	inches

Define Zones and Basin Geometry

Zone 1 Volume (WQCV) =	0.066 acre-feet
Zone 2 Volume (EURV - Zone 1) =	0.189 acre-feet
Zone 3 Volume (100-year - Zones 1 & 2) =	0.034 acre-feet
Total Detention Basin Volume =	0.289 acre-feet
Initial Surcharge Volume (ISV) =	9 ft ³
Initial Surcharge Depth (ISD) =	0.33 ft
Total Available Detention Depth (H _{total}) =	11.30 ft
Depth of Trickle Channel (H _{TC}) =	0.50 ft
Slope of Trickle Channel (S _{TC}) =	0.004 ft/ft
Slopes of Main Basin Sides (S _{main}) =	0 H:V
Basin Length-to-Width Ratio (R _{L/W}) =	2

Vertical Walls

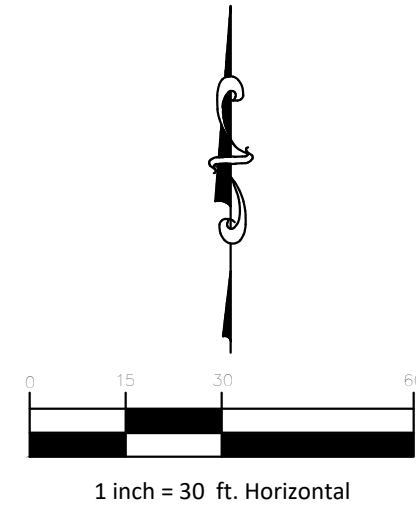
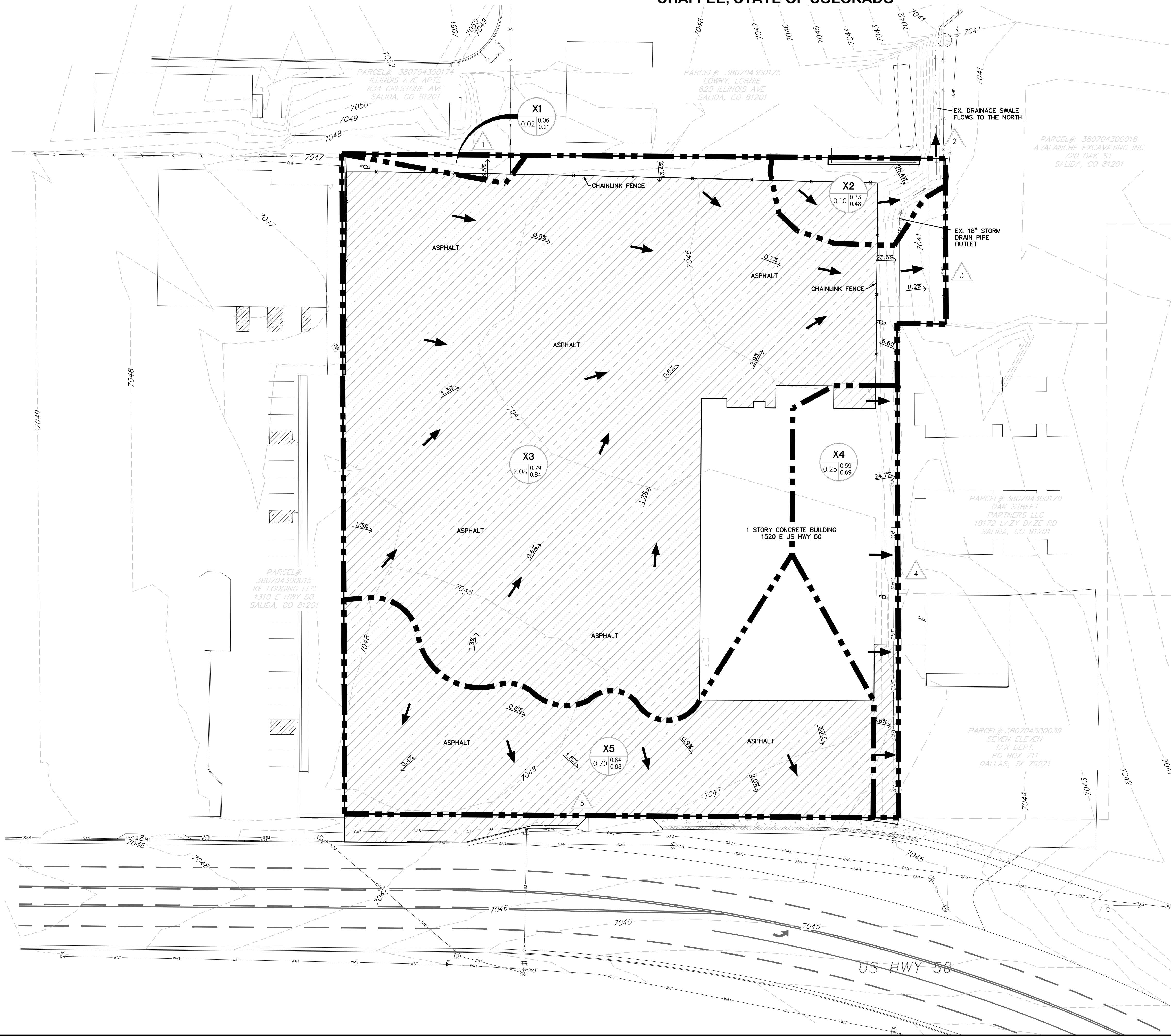
Initial Surcharge Area (A _{ISV}) =	26 ft ²
Surcharge Volume Length (L _{ISV}) =	5.1 ft
Surcharge Volume Width (W _{ISV}) =	5.1 ft
Depth of Basin Floor (H _{FLOOR}) =	0.17 ft
Length of Basin Floor (L _{FLOOR}) =	47.6 ft
Width of Basin Floor (W _{FLOOR}) =	26.4 ft
Area of Basin Floor (A _{FLOOR}) =	1,255 ft ²
Volume of Basin Floor (V _{FLOOR}) =	83 ft ³
Depth of Main Basin (H _{MAIN}) =	10.30 ft
Length of Main Basin (L _{MAIN}) =	47.6 ft
Width of Main Basin (W _{MAIN}) =	26.4 ft
Area of Main Basin (A _{MAIN}) =	1,255 ft ²
Volume of Main Basin (V _{MAIN}) =	12,922 ft ³
Calculated Total Basin Volume (V _{total}) =	0.299 acre-feet

Depth Increment =	0.50	ft							
Stage - Storage Description	Stage (ft)	Optional Override Stage (ft)	Length (ft)	Width (ft)	Area (ft ²)	Optional Override Area (ft ²)	Area (acre)	Volume (ft ³)	Volume (ac-ft)
Top of Micropool	0.00		5.1	5.1	26		0.001		
ISV	0.33		5.1	5.1	26		0.001	9	0.000
	0.50		5.1	5.1	26		0.001	13	0.000
Floor	1.00		47.6	26.4	1,255		0.029	105	0.002
	1.50		47.6	26.4	1,255		0.029	732	0.017
	2.00		47.6	26.4	1,255		0.029	1,359	0.031
	2.50		47.6	26.4	1,255		0.029	1,987	0.046
	3.00		47.6	26.4	1,255		0.029	2,614	0.060
Zone 1 (WQCV)	3.21		47.6	26.4	1,255		0.029	2,878	0.066
	3.50		47.6	26.4	1,255		0.029	3,241	0.074
	4.00		47.6	26.4	1,255		0.029	3,869	0.089
	4.50		47.6	26.4	1,255		0.029	4,496	0.103
	5.00		47.6	26.4	1,255		0.029	5,123	0.118
	5.50		47.6	26.4	1,255		0.029	5,751	0.132
	6.00		47.6	26.4	1,255		0.029	6,378	0.146
	6.50		47.6	26.4	1,255		0.029	7,005	0.161
	7.00		47.6	26.4	1,255		0.029	7,633	0.175
	7.50		47.6	26.4	1,255		0.029	8,260	0.190
	8.00		47.6	26.4	1,255		0.029	8,887	0.204
	8.50		47.6	26.4	1,255		0.029	9,514	0.218
	9.00		47.6	26.4	1,255		0.029	10,142	0.233
	9.50		47.6	26.4	1,255		0.029	10,769	0.247
Zone 2 (EURV)	9.78		47.6	26.4	1,255		0.029	11,120	0.255
	10.00		47.6	26.4	1,255		0.029	11,396	0.262
	10.50		47.6	26.4	1,255		0.029	12,024	0.276
Zone 3 (100-year)	10.95		47.6	26.4	1,255		0.029	12,588	0.289
	11.00		47.6	26.4	1,255		0.029	12,651	0.290
	11.50		47.6	26.4	1,255		0.029	13,278	0.305
	12.00		47.6	26.4	1,255		0.029	13,906	0.319
	12.50		47.6	26.4	1,255		0.029	14,533	0.334
	13.00		47.6	26.4	1,255		0.029	15,160	0.348
	13.50		47.6	26.4	1,255		0.029	15,787	0.362
	14.00		47.6	26.4	1,255		0.029	16,415	0.377
	14.50		47.6	26.4	1,255		0.029	17,042	0.391
	15.00		47.6	26.4	1,255		0.029	17,669	0.406
	15.50		47.6	26.4	1,255		0.029	18,297	0.420
	16.00		47.6	26.4	1,255		0.029	18,924	0.434
	16.50		47.6	26.4	1,255		0.029	19,551	0.449
	17.00		47.6	26.4	1,255		0.029	20,179	0.463
	17.50		47.6	26.4	1,255		0.029	20,806	0.478
	18.00		47.6	26.4	1,255		0.029	21,433	0.492
	18.50		47.6	26.4	1,255		0.029	22,060	0.506
	19.00		47.6	26.4	1,255		0.029	22,688	0.521
	19.50		47.6	26.4	1,255		0.029	23,315	0.535
	20.00		47.6	26.4	1,255		0.029	23,942	0.550
	20.50		47.6	26.4	1,255		0.029	24,570	0.564
	21.00		47.6	26.4	1,255		0.029	25,197	0.578
	21.50		47.6	26.4	1,255		0.029	25,824	0.593
	22.00		47.6	26.4	1,255		0.029	26,452	0.607
	22.50		47.6	26.4	1,255		0.029	27,079	0.622
	23.00		47.6	26.4	1,255		0.029	27,706	0.636
	23.50		47.6	26.4	1,255		0.029	28,333	0.650
	24.00		47.6	26.4	1,255		0.029	28,961	0.665
	24.50		47.6	26.4	1,255		0.029	29,588	0.679
	25.00		47.6	26.4	1,255		0.029	30,215	0.694
	25.50		47.6	26.4	1,255		0.029	30,843	0.708
	26.00		47.6	26.4	1,255		0.029	31,470	0.722
	26.50		47.6	26.4	1,255		0.029	32,097	0.737
	27.00		47.6	26.4	1,255		0.029	32,725	0.751
	27.50		47.6	26.4	1,255		0.029	33,352	0.766
	28.00		47.6	26.4	1,255		0.029	33,979	0.780
	28.50		47.6	26.4	1,255		0.029	34,606	0.794
	29.00		47.6	26.4	1,255		0.029	35,234	0.809
	29.50		47.6	26.4	1,255		0.029	35,861	0.823
	30.00		47.6	26.4	1,255		0.029	36,488	0.838

Drawing name: C:\Users\FEERO\Phelps Engineering Services\Company OneDrive - Company\Entitlement Engineering\17202 - Salida Commons\Eng. Reports\Drainage\2022.10.27 - Drainage Plan-Ex Conditions.dwg EX DRAIN MAP Oct 27, 2022 12:37pm by: FFeero

DEVELOPMENT PLAN 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



- LEGEND:**
- 8660 EX. MAJOR CONTOUR
 - 8661 EX. MINOR CONTOUR
 - 8660 PR. MAJOR CONTOUR
 - 8661 PR. MINOR CONTOUR
 - EX. ASPHALT
 - EX. BASIN BOUNDARY
 - EX. BASIN IDENTIFICATION
 - EX. DRAINAGE POINT
 - EX. FLOW DIRECTION

RUNOFF SUMMARY TABLE EXISTING CONDITIONS								
Drainage Analysis Point	Basin ID	Area [ac]	Imp. [%]	Local Contribution				
				C _s	C ₁₀₀	Q _s [cfs]	Q ₁₀₀ [cfs]	
1	X1	0.02	13.1%	0.06	0.21	0.005	0.04	
2	X2	0.10	46.8%	0.33	0.48	0.06	0.22	
3	X3	2.08	93.2%	0.79	0.84	3.80	9.40	
4	X4	0.25	74.3%	0.59	0.69	0.50	1.36	
5	X5	0.70	98.5%	0.84	0.88	1.99	4.81	



Item 1.9.

No.		REVISIONS		DATE	BY



SCALE: SEE SHEET
DESIGNED BY:FGF
DRAWN BY:ZJD
CHECKED BY:FGF

EXISTING CONDITIONS
DRAINAGE MAP

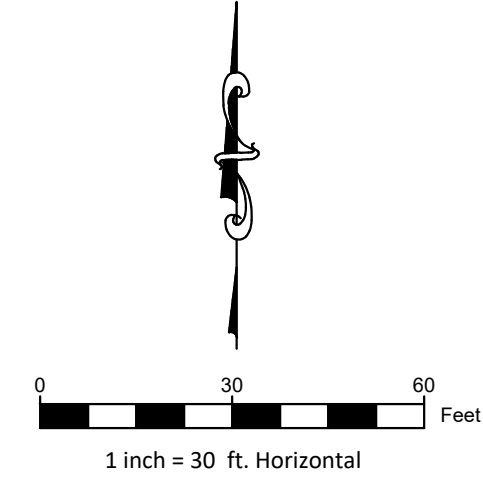
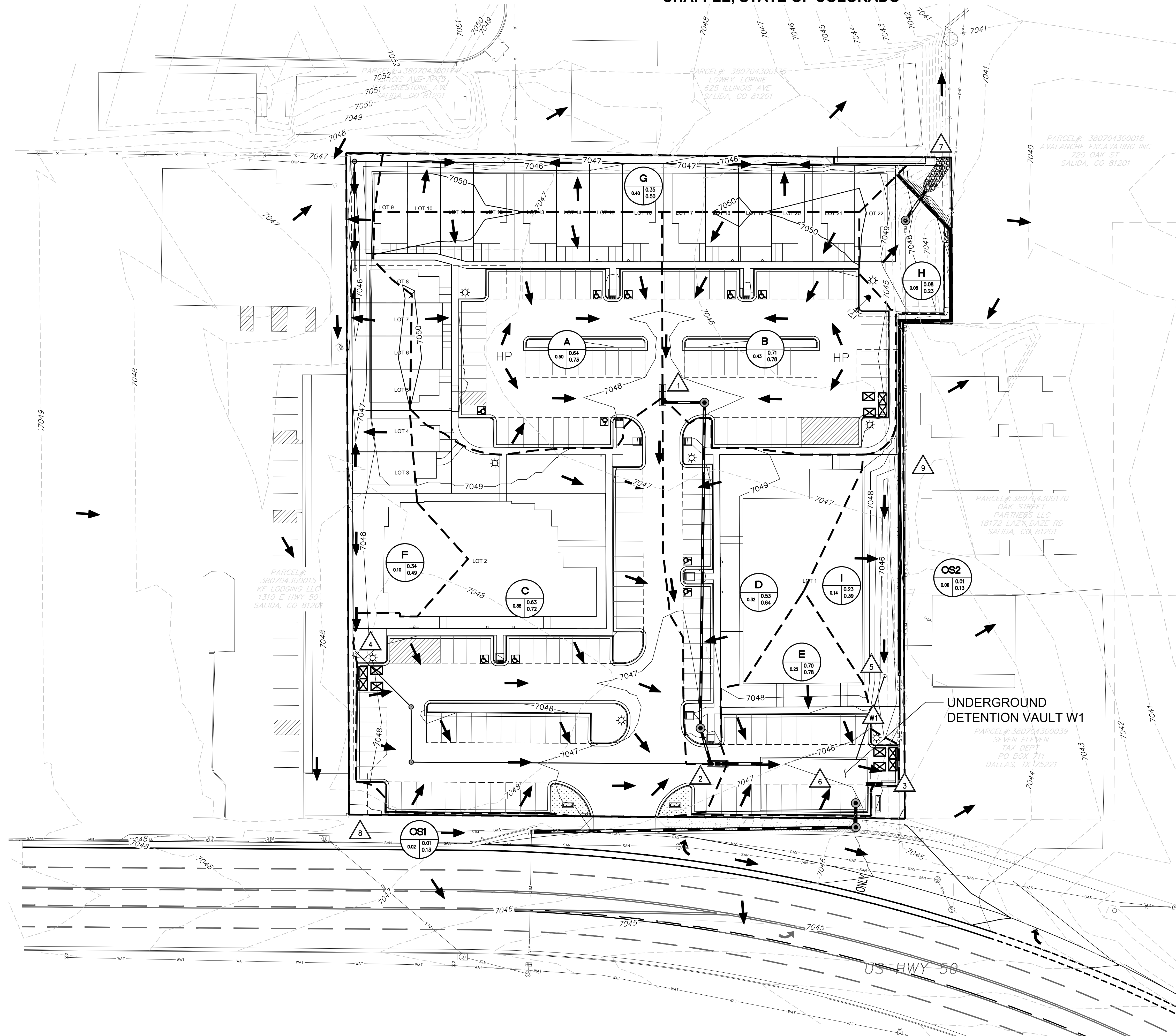
SALIDA CROSSINGS
CITY OF SALIDA, COLORADO

DATE 10/27/2022
PROJECT NO. 17202

Drawing name: C:\Users\FEERO\Phelps Engineering Services\Company OneDrive - Company\Entitlement Engineering\17202 - Salida Commons\Eng. Reports\Drainage\2022\10.27 Drainage Plan--Pr Conditions.dwg DRAINAGE PLAN Oct 27, 2022 1:03pm by: FEERO

DEVELOPMENT PLAN 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



- LEGEND:**
- 8660 EX. MAJOR CONTOUR
 - 8661 EX. MINOR CONTOUR
 - 8660 PR. MAJOR CONTOUR
 - 8661 PR. MINOR CONTOUR
 - BASIN BOUNDARY
- ID**
ACRES CS C100
- #**
DRAINAGE POINT
- FLOW DIRECTION

RUNOFF SUMMARY TABLE							
Design Point	Basins	Area (ac)	Q _s (cfs)	Q ₁₀₀ (cfs)	Accumulated Flows		Contributing Basins
					Q _s (cfs)	Q ₁₀₀ (cfs)	
1	A	0.50	0.96	2.54			
1	B	0.43	1.03	2.64			
1 Pipe Flows					1.87	4.86	A, B
2	C	0.88	1.66	4.40			
2	D	0.32	0.43	1.21			
4	F	0.10	0.12	0.39			
2 Pipe Flows					3.55	9.46	A, B, C, D, F
3	E	0.22	0.53	1.37			
5	I	0.14	0.11	0.42			
6 Detention Vault					4.03	10.82	A, B, C, D, E, F, I
7	G	0.40	0.43	1.43			
7	H	0.08	0.02	0.12			
7 Swale Flows					0.40	1.39	G, H
8	OS1	0.02	0.0004	0.02			
9	OS2	0.06	0.001	0.06			



Item 19.

No.

REVISIONS

DATE

BY

PHelps

ENGINEERING

3522 South Emerson St. Englewood, CO 80113
(303) 238-1644 info@phelpsengineering.net

SCALE: SEE SHEET

DESIGNED BY:FGF

DRAWN BY:ZAD

CHECKED BY:FGF

PROPOSED CONDITIONS

DRAINAGE MAP

SALIDA CROSSINGS

CITY OF SALIDA, COLORADO

DATE
10/27/2022

PROJECT NO.
17202

1 of 1

389

Storm Water Management Plan

For

Salida Crossings

A portion of the SW $\frac{1}{4}$ of NW $\frac{1}{4}$ of SW $\frac{1}{4}$ of Section 4, Township 49 North,
Range 9 East of the New Mexico P.M., City of Salida,
County of Chaffee, State of Colorado

Owner:

BV Investments
401 Whitewing Lane
Murphy, TX 75094

Developer:

Loucios Enterprises, LLC
2605 Fairhill Lane
Flower, TX 75022

Contact: Bernie Weber

Engineer:



Phelps Engineering Services, Inc.
3522 South Emerson Street
Englewood, Colorado 80113
Contact: Lonny Phelps

Submitted for Review to
City of Salida, Colorado

Submittal Date
October 27, 2022

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Appendix

- Appendix A: CDPHE General Permit for Discharges from Construction Activity
- Appendix B: CDPHE Construction Dewatering Permit
- Appendix C: Reporting Chemical Spills and Releases in Colorado
- Appendix D: Sample Inspection Form
- Appendix E: Soil Survey Information
- Appendix F: Erosion Control Construction Plans and Details
- Appendix G: Landscaping Plans

1.0 Site Description

1.1 Introduction

The following Storm Water Management Plan (SWMP) has been prepared for use during the construction of the Salida Crossings project located in the Southwest Quarter of the Northwest Quarter of the Southwest Quarter of Section 4, Township 49 North, Range 9 East, in The City of Salida, Colorado. The site is located adjacent to Colorado State Highway 50 (SH 50) at the southeast corner of the City of Salida. A vicinity map illustrating the project location is provided in Figure 1. This plan describes recommended procedures and methods to assist the Contractor in complying with the Colorado Water Quality Control Act and the Federal Water Pollution Control Act. A copy of the CDPHE General Permit for discharge is included (see **Appendix A**). The intent of this plan is to provide the contractor with information regarding the records, logs, permits, applications etc. that are required to be available at the project site. It is critical that the contractor understands that this Storm Water Management Plan is a living document that must be updated and maintained throughout the construction process.



Figure 1. Vicinity Map (Not to Scale)

1.2 Project Description

Beginning in the first quarter of 2023, construction of the Salida Crossings project is expected begin. The 3-acre ± site will be disturbed by removing existing structures and pavement, grading, excavation, roadway & building construction, and other development activities. The construction of the project will occur in 3 phases beginning with overlot grading, roadway improvements, utility installations and development of individual mixed-use buildings (Buildings 1 & 2). The completed

project will include 92 apartment units and townhomes as well as retail space within 2 buildings. A site plan of the proposed project is included at the end of this report. This site plan and the various erosion control plans are important documents that the contractor will need to use and refer to throughout the construction of the project and is discussed in later sections.

1.3 Proposed Sequence of Activities

The contractor will be responsible for implementing and maintaining the erosion and sediment control measures described in this document and the accompanying construction drawings and specifications. The contractor may designate certain tasks as he sees fit, but the ultimate responsibility for ensuring the implementation of these controls and their proper function remains with the contractor. The order of major activities will be as follows:

1. Site Preparation: Confirm project disturbance limitations with those indicated on the site map for the SWMP, mobilize office trailers, and install initial sediment and erosion control features shown on the Erosion Control Plan and approved by the SWMP Administrator.
2. Schedule internal pre-construction inspection of BMPs to insure proper installation and functionality.
3. Site Construction Preparation: Site demo and over-lot grading.
4. Utility Construction: installation of utilities and backfill of trenches
5. Site Concrete Construction: installation of curb, gutter and sidewalk
6. Site Paving: completion of asphalt paving with the exception of the top lift.
7. Installation of permanent BMP's: detention and water quality pond, outlet structure, etc.
8. Permanent and temporary seeding: permanent seeding of common areas.
9. Individual Building Foundation and Structure: excavation for footings, slabs, forming and pouring foundation walls.
10. Building Structure: installation of structural frame on foundation system, erection of wood frame structure, enclosures.
11. Building Interior: rough-in, interior finishes.
12. Finish grading of individual lots.
13. Final stabilization: landscaping of individual lots.
14. Remove all temporary BMPs upon establishment of sufficient vegetative cover.

If at any time construction ceases for a period expected to exceed 90 days, temporary seeding of all disturbed areas shall be installed until construction recommences. In the event that the project is suspended, the permit may need to be inactivated or reassigned to the next administrator.

1.4 Existing Soil and Surface Conditions

Generally, the site is flat with slopes of 1-3% or less to the southeast. There is currently very little existing vegetation which consists predominantly of prairie grass. The site is predominately covered by paved asphalt and existing structures. The estimated 5-year runoff coefficient (C) for the existing site conditions is 0.90.

According to the USDA Web Soil Survey, the site surface consists primarily of Dominson gravelly sandy loam that is classified as Hydrologic Soils Group A. These types of soil have a very high infiltration rate and a low runoff potential. The erosion factor, K, indicates the susceptibility of a soil to sheet and rill erosion by water. Values of K range from 0.05 to 0.20, where the higher the value is, the more susceptible the soil is to sheet and rill erosion by water. According to the results

of the survey, the site's potential for erosion is low with a K value of 0.05 for 99.8% of the site. The web soil survey data is included in **Appendix E**.

1.5 Wetlands and Receiving Waters

There are no known jurisdictional wetlands on the project site.

Consistent with existing conditions, runoff from the project site ultimately drains to the Arkansas River.

1.6 Storm Water Management Plan Administrator

Lonny Phelps, Phelps Engineering Services will be the designated SWMP Administrator for the Project. It will be his responsibility to insure the SWMP's adequacy at all times to effectively manage potential storm water pollutants throughout the course of construction.

1.7 Potential Pollutants

During construction of new facilities, there is a potential for storm water to be contaminated with pollutants. Examples of potential pollutants are soil sediments, slurry from saw cutting concrete and asphalt, equipment fueling, washing of exposed aggregate or masonry and concrete mix trucks, asphalt sealing, street and house painting, construction waste and other related activities.

2.0 Pollution Controls

2.1 Controls Overview

During construction, several control measures shall be implemented under the direction of the SWMP Administrator to prevent discharge of contaminated water. Specifications and details for specific control measures from the City of Salida are included in accompanying construction drawings for this project (see **Appendix F**). In addition to those structural measures, other controls include non-structural practices, materials management, spill prevention & management, and other miscellaneous controls as described in the following sections.

2.2 Erosion and Sediment Controls

The objective of erosion control is to limit the amount of erosion occurring on disturbed areas until stabilized. The objective of sediment control is to capture soil that has eroded before it leaves the construction site. Despite the use of both erosion and sediment control measures, it is recognized that some sediment could remain in runoff, especially during very large storm events. The contractor shall utilize the best management practices (BMP's) described in the following sections to minimize the above potential to the maximum extent practicable.

During all phases of construction, the contractor should plan ahead of possible rainfall events and work to limit erosion from occurring where potential exists. Where potential does exist provide adequate conveyance to direct runoff to BMP's that trap sediment. The erosion and sediment BMP's anticipated for use on the site include both structural and non-structural practices.

2.2.1 Structural Practices

Structural BMPs are structures that limit erosion and sediment transport. Such practices include wattle check dams, silt fence, inlet and outlet protection, sediment traps/sediment basins, and grading techniques. The structural BMP's that will be utilized on the subject site are described in more detail as follows:

Wattles

- Can be used for outlet, inlet, slope, swale or channel protection and additional upstream/downstream protection for specific area protection.
- Used to slow the velocity of concentrated flow in an area, reduce erosion and to catch sediment by capturing contaminated runoff.
- Wattles shall be installed to protect any existing storm pipe outlets, and as additional protection around any existing inlets downstream of the site prior to commencement of any land disturbing activities. Wattles shall be installed as needed throughout the grading and construction phases of the project.
- Most effective when used with other erosion prevention BMPs.
- Should not be used for basins exceeding 2-5 acres.
- Should be used in series with the base elevation of the upstream set at the same elevation or lower than the downstream set.

Silt Fence

- A temporary vertical barrier attached to and supported by posts entrenched in the ground.
- Utilized to intercept sediment from disturbed areas during construction.
- Silt Fence shall be installed on the downstream side of the property prior to commencement of any land disturbing activity. Silt fence shall be installed as needed throughout the grading and construction phases of the project.
- For use in areas of shallow flow, not concentrated runoff.
- Typically used at the toe of fills and in transitions between cuts and fills and along streams.
- Usually used as a perimeter control.
- Shall be inspected periodically and after each rain or snowmelt event.
- Not effective as a windbreak.

Inlet Protection

- A barrier across or around a storm drain inlet.
- Utilized to filter sediment-laden runoff and prevent it from entering storm drain systems.
- Inlet Protection shall be placed around any existing inlets that are downstream of the site prior to commencement of any construction activities. Inlet protection shall be immediately placed around any proposed inlet once its construction is completed.
- Not to be utilized as a primary sediment trapping device, but as a secondary control.
- Do not use where ponded water will create dangerous driving conditions.
- Blocking of the inlet shall not be watertight.

Outlet protection

- A structurally lined apron (generally riprap, concrete, or both) placed at the outlet of pipes or channel sections.
- Used to dissipate energy and prevent erosion by reducing velocity.
- Outlet Protection shall be constructed immediately after construction of the conveyance element is complete.
- Utilized as a permanent feature.

Sediment Basins

- A temporary ponding area with controlled outlet and a hard lined spillway.
- Utilized to detain sediment laden storm water runoff from disturbed areas greater than 5 acres to allow sediment particles to settle out.
- Sediment Basins should be installed prior to any other land disturbing activities upstream of the basin.
- May be designed to be upgraded to a permanent structure after construction is completed.
- Best used with other erosion prevention practices to limit sediment load in pond.
- Use only for treatment of onsite runoff.
- Never construct a sediment basin on a flowing stream or in wetlands.
- During construction, accumulated sediment shall be removed when the wet storage is reduced by half and must be properly disposed.
- If utilized in location of permanent water quality/detention facility, the full capacity of the permanent pond shall be re-established following stabilization.

Sediment Traps

- A small temporary ponding area formed by excavating below grade and/or by constructing an earthen embankment with a hard lined spillway.
- Utilized to detain sediment laden storm water runoff from small disturbed areas to allow sediment particles to settle out.
- Sediment Traps should be installed prior to any other land disturbing activities upstream of the trap.
- Use only if the contributing area to the trap is 5 acres or less, otherwise a sediment basin should be considered.
- Use only for treatment of onsite runoff.
- Never construct a sediment trap on a flowing stream or in wetlands.
- Traps should not be located closer than 20 feet from a proposed building foundation or highway edge of road.
- Traps should be located at points of discharge from disturbed areas.
- Best used with other erosion prevention practices to limit sediment load in pond.
- During construction, accumulated sediment shall be removed when the wet storage is reduced by half and must be properly disposed.

Grading Techniques

- Soil surface roughening, terracing and rounding at tops of cuts, transitions and roadway ditches to facilitate vegetation and minimize erosion.
- Surface Roughening of the soil is to be an ongoing sequence during the grading phase as the grading is concluded within each area, specifically on slopes and in any drainage swales.
- Disk surface to create ridges at least 6 inches deep following the land contour.
- Used to temporarily stabilize disturbed areas immediately after grading.

- After rainstorm events, rills that formed should be repaired immediately.

2.2.2 Non-Structural Practices

Non-structural BMPs are both temporary and permanent stabilization practices. Such practices may include temporary seeding, permanent seeding, mulching, geotextiles, sod stabilization, maintaining existing vegetation. The non-structural BMPs that will be used on the site include the following:

Temporary and Permanent Seeding

- Soil preparation, disking, and soil amendment may be necessary for proper seed bed establishment.
- Seeded areas should be inspected regularly. Areas that fail to establish shall be re-seeded promptly.
- Any area exposed for more than 30 days after construction has ceased in those areas shall be seeded or mulched.
- Permanent landscape cover shall be installed according to the landscape plan.

Mulching

- Application of plant residues to the soil surface. Typical mulching materials include certified weed free hay or straw, certified under the Colorado Department of Agriculture Weed Free Forage Certification Program.
- Utilized in combination with tackifier during high winds, on steep slopes, or due to seasonal constraints.
- Used to cover permanent and temporarily seeded areas.
- Inspect frequently and reapply in areas where mulching has loosened or removed.

Maintain Existing Vegetation

- Preserve wherever possible to prevent erosion and buffer movement of sediment.
- Establish buffers.
- Inspect frequently and apply BMPs when beginning to show signs of erosion.

Geotextiles

- A special liner that prevents erosion of the seedbed while vegetation is being established and aids in establishment by preserving moisture available to the seed.
- The blankets need to cover the necessary area of graded slopes and channels.
- The blanket will be installed according to the manufacturer's instructions and specifications. The number of staples or fasteners is critical while vegetation is still germinating.
- The erosion control blankets will be installed once graded slopes or swales designated to be vegetated have reached final grade or on areas where erosion is occurring during construction.
- The erosion control blanket will be inspected weekly and immediately after storm events to determine if cracks, tears, or breaches have been formed in the fabric. If so the blanket will be repaired or replaced immediately.
- Good contact with the soil will be maintained and erosion will not occur under the blanket. Any areas where the blanket is not in close contact with the ground will be repaired or replaced.
- Utilized as both temporary and permanent feature depending on grade.

2.2.3 Other Controls

Vehicle Tracking Control/ Construction Entrance

- A temporary stabilized layer of aggregate underlined with geotextile or gravel located where traffic enters or exits the construction site.
- Vehicle Tracking Control shall be installed prior to commencement of any construction and inspected daily.
- Does not work well alone in muddy conditions – use tire washing when mud is present. Implementation of tire washing should include provisions for collecting wash water and directing it to a treatment pond.
- Whenever possible locate the construction entrance as far from the disturbed area as possible to allow maximum travel time for sediment removal from tires.
- Public and Private roadways shall be kept clear of accumulated sediment.
- Cleaning sediment shall not be accomplished by flushing with water. Sediment should be shoveled or swept from the street and placed away from storm water improvements.

Concrete Washout

- Designed to receive wash water from washing of tools and concrete mixer chutes, liquid concrete waste from dump trucks, mobile batch mixers, and pump trucks.
- Concrete Washout shall be installed prior to the commencement of the infrastructure construction phase which will be requiring concrete and inspected daily when in use. This BMP is to be maintained throughout the vertical construction phase.
- Because pH is a pollutant of concern for washout activities, when unlined pits are used for concrete washout, the soil must have adequate buffering capacity to result in protection of state groundwater standards; otherwise, a liner/containment must be used.
- The use of the washout site should be temporary (less than 1 year).
- The washout site should not be located in an area where shallow groundwater may be present, such as near natural drainages, springs, or wetlands
- Depending on type of washout, a Vehicle Tracking Control may be required to access the washout.
- Adequate signage must be provided and in good repair identifying the location of the washout area.
- Remove concrete waste in the washout area, as needed to maintain BMP function (typically when filled to about two-thirds of its capacity).
- Collect concrete waste and deliver offsite to a designated disposal location.
- Upon termination of use of the washout site, accumulated solid waste, including concrete waste and any contaminated soils, must be removed from the site to prevent on-site disposal of solid waste. If the wash water is allowed to evaporate and the concrete hardens, it may be recycled.

Stabilized Staging Area

- A stabilized staging area is a clearly designated area where construction equipment and vehicles, stockpiles, waste bins, and other construction-related materials are stored. The contractor office trailer may also be located in this area.
- Stabilized Staging area shall be installed prior to the commencement of any construction activities. The initial size of the staging area can be established just for the grading phase then increased as needed for the infrastructure and vertical construction activities phases of the project.

- The layout of the staging area may vary depending on the type of construction activity and appropriate space should be provided to contain storage, provide for loading/unloading operations, construction office and parking if necessary and should be provided with:
 - A stabilized surface, either paved or covered, with 3-inch diameter aggregate or larger,
 - Perimeter controls such as silt fence, sediment control logs, or other measures,
 - Construction fencing to prevent unauthorized access to construction materials,
 - Provisions for Good Housekeeping practices related to materials storage and disposal,
 - A stabilized construction entrance/exit, as described in the Vehicle Tracking Control BMP details, to accommodate traffic associated with material delivery and waste disposal vehicles.
- Over-sizing the stabilized staging area may result in disturbance of existing vegetation in excess of that required for the project.

Control Practices for Wind Erosion

- Dust from the site will be controlled using a mobile pressure-type distributor truck to apply portable water to disturbed areas. The mobile unit will apply water as necessary to prevent runoff and ponding.
- Dust control will be implemented as needed once site grading has been initiated and during windy conditions while site grading is occurring.
- Spraying of portable water will be performed whenever the dryness of the soil warrants it.
- At least one mobile unit will be available at all time to distribute portable water to control dust on the project area.
- During high winds limit traffic speeds to 12 mph or less on areas without gravel or pavement.
- Gravel can be placed on construction roads, entrances, and construction staging areas. Stone/gravel provides an effective protective cover over the soil.
- In areas where wind erosion is expected soil-binding tackifiers can be applied with high success.

2.3 Materials Management

2.3.1 Potential Pollution Sources

Abnormal or especially hazardous materials are not expected to be utilized during the construction of the project, but like most construction projects, some materials or substances used have the potential to be hazardous when leaked into the storm water runoff. The following materials are expected to be present onsite during construction:

Concrete/Additives/Wastes	Cleaning Solvents/Detergents
Petroleum based products	Paints/Solvents
Pesticides	Acids
Fertilizers	Construction Wastes
Sanitary wastes	Soil Stabilization additives

Activities on the site that may impact storm water include the following:

- Equipment storage/Washing/Fueling
- Storage of Fertilizers/Chemicals/Paint/Fuel
- Waste storage/disposal
- Concrete truck washout and tool washing
- Sanitary facility use and disposal

As construction progresses, specific areas shall be designated for the above mentioned activities and materials management operations. The contractor is responsible for marking the location of these facilities on the site map and reporting on the condition, effectiveness and corrections or changes made and why.

2.3.2 Pollution Prevention Measures

Pollution prevention measures shall be utilized to prevent construction materials with the potential for polluting storm water from coming in contact with runoff. Measures include good housekeeping, proper disposal & storage, spill prevention, and secondary containment. BMPs for most common construction materials and wastes with the greatest potential for adversely affecting water quality are as follows:

BMPs for Construction Waste:

- Select a designated waste collection area onsite.
- Locate containers in level areas away from storm water conveyance structures.
- Provide covers for containers that contain very hazardous or soluble chemicals.
- Avoid putting paint/solvent containers in open dumpsters or allow them to dry completely before disposing.
- If a container does spill, provide clean up immediately.
- Make sure waste is disposed of at authorized disposal areas.

BMPs for Hazardous Waste Disposal

- Check with local waste management authorities with regard to requirements for disposing of hazardous materials.
- Use entire product before disposing.
- Dispose of containers with lids on and tightly sealed.
- Provide a separate dumpster for large amounts of chemical or hazardous material and maintain more stringent controls on that dumpster.
- Do not remove the product label from containers, it contains important disposal information.

BMPs for Residual Concrete Disposal

- Emptying or washing of excess concrete may be allowed on site. Excess concrete and wash water should be placed in a designated wash out area that avoids contact with storm water.
- Wash out areas should be clearly marked with signs and marked on the site map.
- The hardened residue from the wash out area can be disposed of like other non-hazardous construction waste.

BMPs for Sanitary/Septic Wastes

- If self-contained, temporary sanitary facilities are used, the waste disposal company should service the facilities based on the number of workers anticipated to avoid over use.
- All facilities should be anchored to the ground to prevent overturning due to wind or accident.
- Locate portable toilets away from curbs, swales or other locations where concentrated runoff may occur.
- Provide secondary containment barriers around the facility. Straw Wattles are NOT appropriate containment barriers!
- Do not dump any hazardous materials into the sanitary waste disposal systems.

BMPs for Pesticides/Fertilizers

- Store pesticides/fertilizers in a dry covered area and elevate above the ground.
- Provide secondary containment barriers around areas where a lot of material is stored. Straw Wattles are NOT appropriate containment barriers!
- Strictly follow recommended application rates and application methods.
- Apply fertilizer more frequently and at lower rates.
- Reduce exposure of nutrients to storm events by working fertilizer deep into soil.

BMPs for Petroleum Products

- Fueling operations shall only occur in a designated area.
- Store petroleum products in covered areas and away from areas where concentrated runoff occurs.
- Provide secondary containment barriers around areas where a lot of material is stored. Straw Wattles are NOT appropriate containment barriers!
- Schedule preventative maintenance for onsite equipment and fix any gas/oil leaks on a regular basis.
- Follow procedures for proper handling of asphalt and sealers.
- Secure fueling equipment and install valves to prevent vandalism/theft.

2.4 Spill Management

Construction site supervisors in conjunction with the SWMP Administrator should create and adopt a spill control plan that includes measures and procedures to stop the source of the spill, contain the spill, clean up, and dispose of contaminated materials. Key personnel should be identified and trained to be responsible for spill prevention and control. The following measures would be appropriate for a spill prevention response plan:

Store and handle materials to prevent spills

- Tightly seal containers.
- Make sure all containers are neatly labeled.
- Stack containers carefully for stability to avoid spills.
- Limit the height of stacks of stored materials.
- Store materials on covered pallets or in trailers with adequate ventilation.
- Eliminate storm water contact if there is a spill.
- Have cleanup procedures clearly posted.
- Have cleanup materials readily available and posted.
- Immediately contain any liquid.
- Stop the source of the spill.

- Cover spill with absorbent material and dispose of properly.

Additionally, records of spills, leaks, or overflows that result in the discharge of pollutants must be documented and maintained.

When any spill occurs:

- 1) Notify the controlling operator of the site immediately following a hazardous spill.
- 2) Document the spill and its clean-up procedures whether reporting is required or not.
- 3) At a minimum document the following:
 - Nature of spill,
 - Quantity of spill,
 - Date/time spill occurred,
 - Agency notification if necessary,
 - Clean-up procedures used,
 - Daily monitoring (7 days) after clean-up,
 - Photographs,
 - Interview(s) with any witnesses of the event.

Some spills will need to be reported to the Division of Water Quality immediately including the following:

- Over 25 gallons of petroleum,
- 5 CCs of mercury,
- A release of any chemical, oil, petroleum product which entered waters of the State of Colorado (which include surface water, groundwater, dry gullies or storm sewers leading to surface water),
- Any spill or release of raw sewage.

If any of the above criteria is met or exceeded, the Colorado Department of Public Health and Environment, City of Salida, Public Works Stormwater (719-539-6257), downstream users and other agencies (MS4s) will be notified. The CDPHE will be notified by telephone immediately. In addition, written notification describing the spill and the cleanup procedures used will be sent to the agencies 5 days following the spill. If a spill does not meet the above criteria, reporting is not mandatory.

See Appendix C for CDPHE's requirements. The Divisions 24-hour environmental emergency spill reporting line is 1-877-518-5608.

2.5 Non-Storm Water Components of Discharge

Non-storm water discharges must be avoided or reduced to the maximum extent possible. This SWMP plan will include construction dewatering due to the proximity of the Farmers Irrigation Ditch along the western property line and the likelihood of encountering ground water at a shallow (10') depth. Pumping or draining groundwater, even groundwater that has infiltrated an excavation will require a separate permit from the State. Storm water that mixes with groundwater is also subject to the controls in the general permit for Construction Dewatering. A copy of the permit will be included in Appendix B.

Groundwater and groundwater mixed with stormwater will not be discharged directly onto the ground, into the ditch or into the storm drainage system. This water is to be pumped into a settling

basin, a device to treat water by settling out sediment that was picked up by the pumping operation from dewatering activities. These basins will be:

- Used to remove sediments from dewatering activities.
- Used as a temporary feature.
- A structure consisting of an excavated basin surrounded by a perimeter control such as straw wattles, erosion bales or an earthen berm. The excavated area should be at least 3 feet deep. The excavated portion will serve for wet storage, and the remainder will provide dry storage.
- Sized for the amount of water expected to be pumped during a 3-hour period of time. When water reaches the outlet crest, pumping must stop until the water drains down and additional capacity is made available.

No materials shall be discharged in quantities that may impact storm water runoff. Possible discharge sources that need to be contained include:

- Locations where water tanks are being filled. Seal all leaks and avoid over filling. Any leaks should be directed to a water quality pond or protected to prevent erosion.
- Contain excess water during fire hydrant blow off, water system cleaning or other instances where potable water is discharged onto the surface. Convey any discharge to a water quality pond and avoid causing erosion by avoiding steep slopes, disturbed areas, etc.
- Monitor irrigation systems and fix leaks promptly. Avoid over irrigating areas where vegetation is not yet established.

3.0 Inspection and Maintenance

3.1 Inspection and Maintenance Overview

A site inspection of all erosion control facilities shall be conducted at least once every two weeks and immediately following any significant storm event, including but not limited to rain or snowmelt, which results in water and/or sediment being transported across the site. The inspection must determine if there is any evidence of, or the potential for, pollutants entering the storm drainage system. BMPs should be inspected to see if they meet the design and operation criteria in the SWMP and that they are adequately controlling potential pollutants. Any defects shall be corrected as soon as possible. Where spill kits have been used, or storage areas moved, supplies shall be restocked and re-protected. The site shall be inspected by the SWMP Administrator and monitored per the procedures outlined below:

3.2 Minimum Monitoring and Requirements

- Inspections of the site shall be conducted by the SWMP Administrator every two weeks and after significant storm events.
- Inspections are required at least every 30 days and after measurable storm events for sites that are no longer under construction, but do not have 70% established ground cover.

The SWMP Administrator shall certify that the site is in compliance with the permit by:

- Ensuring areas where significant runoff is occurring are identified on the site map.

- Storm water outfall shall be observed to determine whether or not measurable quantities of sediment or other pollutants have been or are being transported offsite.
- BMPs shall be addressed to determine if they are functioning properly or if they are in need of repair or maintenance. If the report describes deficiencies in pollution control structures or procedures, such deficiencies shall be corrected immediately.
- A brief description of measures taken to correct deficiencies shall be recorded.
- Determine if additional controls will be required.
- When an inspection does not identify any incidents of non-compliance, the report shall contain a certification that the site is in compliance with the SWMP and this permit.
- The date and inspector identity shall also be recorded. This record shall be signed and made available to the city, State and Federal inspectors upon request.

Based on the results of the inspection, the description of potential pollutant sources, and the control measures used should be updated on the SWMP and Site Map as soon as possible. Typically corrective action shall commence immediately when a deficiency is observed. SWMP and Map updates shall be completed within 72 hours. Another inspection should follow up and include the date, corrective action taken, and initials of who certified the work.

3.3 Reporting Requirements/ Inspection Reports

The Contractor is responsible for reporting of all BMP inspections and maintaining records of reports and maps throughout the project. The record shall be retained onsite and/or readily available until the inactivation notice has been filed. All inspection reports shall be submitted to the owner when the permit becomes inactive. A recommended/example inspection form is included in **Appendix D**. At a minimum, the inspection reports shall contain the following:

- Dates,
- Name(s) of inspectors,
- Purpose of inspection e.g. spill event, leakage of materials, storm event, bi-weekly inspection, etc.,
- When a bi-weekly report, an assessment of the entire property as related to
- SWMP issues,
- An estimated area of currently disturbed area,
- Evaluation of all active BMPs,
- Actions needed to assure continued compliance with SWMP guidelines,
- Document all areas of potential pollution sources and how they are protected,
- Documentation of any needed changes,
- Training events,
- Uncontrolled releases of mud or muddy water or measureable amounts of sediment,
- An estimated amount of precipitation. An onsite rain gauge is suggested.

4.0 Final Stabilization/ Conclusion

Permanent stabilization will be achieved by establishing vegetative or permanent surface cover on all disturbed areas. The vegetative cover will be specified on the landscape plan (see

Appendix G). Vegetative cover is considered complete when 70 percent of the pre-disturbance plant density is restored. In cases where the site was already disturbed, a plowed farm field for example, the pre-disturbance density will be the naturally occurring cover on non-plowed areas.

The General Contractor shall remove all temporary erosion and sediment control BMPs after stabilization is achieved or after temporary BMPs are no longer needed. Trapped sediment will be removed by the General Contractor. Disturbed soil areas resulting from removal of BMPs, the General Contractor will stabilize as soon as possible with either permanent surface cover per the construction plans or establishing vegetative cover per the landscape plans. This SWMP was designed based on the construction plans for the subdivision infrastructure only. Additions to this SWMP may be necessary to address BMPs for construction of residential housing or block construction. However the storm water permit may be maintained for other phases of the project.

Again this plan is a living document that will need to be updated and maintained throughout the construction process. The SWMP document will be modified accordingly as construction progresses and the site becomes more developed to include roads and the construction of buildings. It is the responsibility of the Owner/Operator to provide authorization to the necessary parties for coverage under the General Permit. Permit coverage will need to be updated to reflect the correct area of disturbance, transfer of responsibility, or completed stabilization of all of the phases as they begin and/or reach completion. The owner/operator is responsible for maintaining all BMPs and records until the inactivation notice or notice of reassignment is filed with the State.

5.0 References

1. CDOT Erosion Control and Storm water Quality Guide, Colorado Department of Transportation, 2002
2. Urban Storm Drainage Criteria Manual, Mile High Flood District (Rev. November 2017)



Appendix A:

CDPHE General Permit for Discharges from Construction Activity



COLORADO

Department of Public
Health & Environment

Dedicated to protecting and improving the health and environment of the people of Colorado

ASSIGNED PERMIT NUMBER

Item 19.

Date Received ____/____/____
MM DD YYYY
Revised: 10-2017

STORMWATER DISCHARGE ASSOCIATED WITH CONSTRUCTION ACTIVITIES APPLICATION COLORADO DISCHARGE PERMIT SYSTEM (CDPS)

PHOTO COPIES, FAXED COPIES, PDF COPIES OR EMAILS WILL NOT BE ACCEPTED.

For Applications submitted on paper - Please print or type. Original signatures are required.

All items must be completed accurately and in their entirety for the application to be deemed complete. Incomplete applications will not be processed until all information is received which will ultimately delay the issuance of a permit. If more space is required to answer any question, please attach additional sheets to the application form. Applications or signature pages for the application may be submitted by mail or hand delivered to:

Colorado Department of Public Health and Environment, 4300 Cherry Creek Drive South, WQCD-P-B2, Denver, CO 80246-1530

For Applications submitted electronically

Please note that you can ONLY complete the feedback form by downloading it to a PC or Mac/Apple computer and opening the Application with Adobe Reader or a similar PDF reader. The form will NOT work with web browsers, Google preview, Mac preview software or on mobile devices using iOS or Android operating systems.

If application is submitted electronically, processing of the application will begin at that time and not be delayed for receipt of the signed document.

Any additional information that you would like the Division to consider in developing the permit should be provided with the application. Examples include effluent data and/or modeling and planned pollutant removal strategies.

Beginning July 1, 2016, invoices will be based on acres disturbed.

DO NOT PAY THE FEES NOW - Invoices will be sent after the receipt of the application.

Disturbed Acreage for this application (see page 4)

☐

Less than 1 acre

(\$83 initial fee, \$165 annual fee)

☐

1-30 acres

(\$175 initial fee, \$350 annual fee)

☐

Greater than 30 acres

(\$270 initial fee, \$540 annual fee)

PERMIT INFORMATION

Reason for Application: ☐ NEW CERT ☐ RENEW CERT EXISTING CERT# _____

Applicant is: ☐ Property Owner ☐ Contractor/Operator

A. CONTACT INFORMATION - *indicates required

* PERMITTED ORGANIZATION FORMAL NAME: _____

1) * PERMIT OPERATOR - the party that has operational control over day to day activities - may be the same as owner.

Responsible Person (Title): _____

Currently Held By (Person): FirstName: _____ LastName: _____

Telephone: _____ Email Address: _____

Organization: _____

Mailing Address: _____

City: _____ State: _____ Zip Code: _____

Per Regulation 61 : All reports required by permits, and other information requested by the Division shall be signed by the permittee or by a duly authorized representative of that person. A person is a duly authorized representative only if:

- (i) The authorization is made in writing by the permittee
- (ii) The authorization specifies either an individual or a position having responsibility for the overall operation of the regulated facility or activity such as the position of plant manager, operator of a well or a well field, superintendent, position of equivalent responsibility, or an individual or position having overall responsibility for environmental matters for the company. (A duly authorized representative may thus be either a named individual or any individual occupying a named position); and
- (iii) The written authorization is submitted to the Division

2) OWNER - party has ownership or long term lease of property - may be the same as the operator.
☐ Same as 1) Permit Operator

Responsible Person (Title): _____

Currently Held By (Person): FirstName: _____ LastName: _____

Telephone: _____ Email Address: _____

Organization: _____

Mailing Address: _____

City: _____ State: _____ Zip Code: _____

Per Regulation 61 : All reports required by permits, and other information requested by the Division shall be signed by the permittee or by a duly authorized representative of that person. A person is a duly authorized representative only if:

- i. The authorization is made in writing by the permittee.
- ii. The authorization specifies either an individual or a position having responsibility for the overall operation of the regulated facility or activity such as the position of plant manager, operator of a well or a well field, superintendent, position of equivalent responsibility, or an individual or position having overall responsibility for environmental matters for the company. (A duly authorized representative may thus be either a **named individual** or any individual occupying a **named position**); and
- iii. The written authorization is submitted to the Division.

3) *SITE CONTACT local contact for questions relating to the facility & discharge authorized by this permit for the facility
☐ Same as 1) Permit Operator

Responsible Person (Title): _____

Currently Held By (Person): FirstName: _____ LastName: _____

Telephone: _____ Email Address: _____

Organization: _____

Mailing Address: _____

City: _____ State: _____ Zip Code: _____

4) *BILLING CONTACT if different than the permittee.
☐ Same as 1) Permit Operator

Responsible Person (Title): _____

Currently Held By (Person): FirstName: _____ LastName: _____

Telephone: _____ Email Address: _____

Organization: _____

Mailing Address: _____

City: _____ State: _____ Zip Code: _____

5) OTHER CONTACT TYPES (check below) Add pages if necessary:

Responsible Person (Title): _____

Currently Held By (Person): FirstName: _____ LastName: _____

Telephone: _____ Email Address: _____

Organization: _____

Mailing Address: _____

City: _____ State: _____ Zip Code: _____

☐ Environmental Contact

☐ Consultant

☐ Stormwater MS4 Responsible Person

☐ Inspection Facility Contact

☐ Compliance Contact

☐ Stormwater Authorized Representative

B) PERMITTED PROJECT/FACILITY INFORMATION

Item 19.

Project/Facility Name _____

Street Address or Cross Streets _____

(e.g., Park St and 5 Ave; CR 21 and Hwy 10; 44 Ave and Clear Creek) ; A street name without an address, intersection, mile marker, or other identifying information describing the location of the project is not adequate. For **linear projects**, the route of the project should be described as best as possible using the starting point for the address and latitude and longitude - more clearly defined in the required map)

City: _____ County: _____ Zip Code: _____

Facility Latitude/Longitude - List the latitude and longitude of the excavation(s) resulting in the discharge(s). If the exact soil disturbing location(s) are not known, list the latitude and longitude of the center point of the construction project. If using the center point, be sure to specify that it is the center point of construction activity. The preferred method is GPS and Decimal Degrees.

Latitude _____ Longitude _____ (e.g., 39.70312°, 104.93348°)
Decimal Degrees (to 5 decimal places) Decimal Degrees (to 5 decimal places)

This information may be obtained from a variety of sources, including:

- **Surveyors or engineers** for the project should have, or be able to calculate, this information.
- **U.S. Geological Survey topographical map(s)**, available at area map stores.
- Using a **Global Positioning System (GPS) unit** to obtain a direct reading.
- **Google** - enter address in search engine, select the map, right click on location, and select "what's here".

Note: the latitude/longitude required above is not the directional degrees, minutes, and seconds provided on a site legal description to define property boundaries.

C) MAP (Attachment) If no map is submitted, the application cannot be submitted.

Map: Attach a map that indicates the site location and that CLEARLY shows the boundaries of the area that will be disturbed. A vicinity map is not adequate for this purpose.

D) LEGAL DESCRIPTION - only for Subdivisions

Legal description: If subdivided, provide the legal description below, or indicate that it is not applicable (**do not** supply Township/Range/Section or metes and bounds description of site)

Subdivision(s): _____ Lot(s): _____ Block(s): _____

OR ☐ Not applicable (site has not been subdivided)

E) AREA OF CONSTRUCTION SITE - SEE PAGE 1 - WILL DETERMINE FEE

Provide both the total area of the construction site, and the area that will undergo disturbance, in acres.

Total area of project disturbance site (acres): _____

Note: aside from clearing, grading and excavation activities, disturbed areas also include areas receiving overburden (e.g., stockpiles), demolition areas, and areas with heavy equipment/vehicle traffic and storage that disturb existing vegetative cover.

☐ Part of Larger Common Plan of Development or Sale, (i.e., total, including all phases, filings, lots, and infrastructure not covered by this application)

F) NATURE OF CONSTRUCTION ACTIVITY

Check the appropriate box(es) or provide a brief description that indicates the general nature of the construction activities. (The full description of activities must be included in the Stormwater Management Plan.)

- ☐ Commercial Development
- ☐ Residential Development
- ☐ Highway and Transportation Development
- ☐ Pipeline and Utilities (including natural gas, electricity, water, and communications)
- ☐ Oil and Gas Exploration and Well Pad Development
- ☐ Non-structural and other development (i.e. parks, trails, stream realignment, bank stabilization, demolition, etc.)

G) ANTICIPATED CONSTRUCTION SCHEDULE

Item 19.

Construction Start Date: _____ Final Stabilization Date: _____

- *Construction Start Date* - This is the day you expect to begin ground disturbing activities, including grubbing, stockpiling, excavating, demolition, and grading activities.
- *Final Stabilization Date* - in terms of permit coverage, this is when the site is finally stabilized. This means that all ground surface disturbing activities at the site have been completed, and all disturbed areas have been either built on, paved, or a uniform vegetative cover has been established with an individual plant density of at least 70 percent of pre-disturbance levels. **Permit coverage must be maintained until the site is finally stabilized. Even if you are only doing one part of the project, the estimated final stabilization date must be for the overall project.** If permit coverage is still required once your part is completed, the permit certification may be transferred or reassigned to a new responsible entity(s).

H) RECEIVING WATERS (If discharge is to a ditch or storm sewer, include the name of the ultimate receiving waters)

Immediate Receiving Water(s): _____

Ultimate Receiving Water(s): _____

Identify the receiving water of the stormwater from your site. Receiving waters are any waters of the State of Colorado. This includes all water courses, even if they are usually dry. If stormwater from the construction site enters a ditch or storm sewer system, identify that system and indicate the ultimate receiving water for the ditch or storm sewer. **Note:** a stormwater discharge permit does not allow a discharge into a ditch or storm sewer system without the approval of the owner/operator of that system.

I) SIGNATURE PAGE

1. You may print and sign this document and mail the hard copy to the State along with required documents (address on page one).

Item 19.

2. **Electronic Submission Signature**

You may choose to submit your application electronically, along with required attachments. To do so, click the SUBMIT button below which will direct you, via e-mail, to sign the document electronically using the DocuSign Electronic Signature process. Once complete, you will receive via e-mail, an electronically stamped Adobe pdf of this application. Print the signature page from the electronically stamped pdf, sign it and mail it to the WQCD Permits Section to complete the application process (address is on page one of the application).

- The Division encourages use of the electronic submission of the application and electronic signature. This method meets signature requirements as required by the State of Colorado.
- The ink signed copy of the electronically stamped pdf signature page is also required to meet Federal EPA Requirements.
- Processing of the application will begin with the receipt of the valid electronic signature.

☐ **STORMWATER MANAGEMENT PLAN CERTIFICATION**

By checking this box "I certify under penalty of law that a complete Stormwater Management Plan, as described in the stormwater management plan guidance, has been pre-prepared for my activity. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information, the Stormwater Management Plan is, to the best of my knowledge and belief, true, accurate, and complete. I am aware that there are significant penalties for falsely certifying the completion of said SWMP, including the possibility of fine and imprisonment for knowing violations."

"I certify under penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gather and evaluate the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information, the information submitted is to the best of my knowledge and belief, true, accurate and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations."

"I understand that submittal of this application is for coverage under the State of Colorado General Permit for Stormwater Discharges Associated with Construction Activity for the entirety of the construction site/project described and applied for, until such time as the application is amended or the certification is transferred, inactivated, or expired." [Reg 61.4(1)(h)]

For DocuSign

Electronic Signature _____ Ink Signature _____ Date: _____



Signature of Legally Responsible Person or Authorized Agent (submission must include original signature)

Name (printed)

Title

Signature: The applicant must be either the owner and operator of the construction site. Refer to Part B of the instructions for additional information.

The application must be signed by the applicant to be considered complete. In all cases, it shall be signed as follows:

(Regulation 61.4 (1e))

- In the case of corporations, by the responsible corporate officer is responsible for the overall operation of the facility from which the discharge described in the form originates
- In the case of a partnership, by a general partner.
- In the case of a sole proprietorship, by the proprietor.
- In the case of a municipal, state, or other public facility, by either a principal executive officer, ranking elected official, (a principal executive officer has responsibility for the overall operation of the facility from which the discharge originates).

3rd Party Preparer: If this form was prepared by an authorized agent on behalf of the Permittee, please complete the field below.

Preparer Name (printed)

Email Address

**DO NOT INCLUDE A COPY OF THE STORMWATER MANAGEMENT PLAN
DO NOT INCLUDE PAYMENT—AN INVOICE WILL BE SENT AFTER THE CERTIFICATION IS ISSUED.**

	Attach Map
	Attach File
	Attach File
	Attach File
	Attach File

Submit



Appendix B:

CDPHE Construction Dewatering Permit



For Agency Use Only:	
Permit Number Assigned	Item 19.
COG07 - _____	
COG315 - _____	
COG316 - _____	

**Application for COLORADO DISCHARGE PERMIT SYSTEM (CDPS)
General Permits:**

- Construction Dewatering (COG070000)
- Remediation Activities Discharging To Surface Water (COG315000), or
- Remediation Activities Discharging To Groundwater (COG316000)

Please print or type. Original signatures are required. Photo, faxed, pdf or email copies will not be accepted.

This combined permit application is designed to streamline the application process for the three types of discharge permits listed in Part A below, and includes an *Application Guidance Document* to help applicants complete the application and select the right permit coverage for their activity. Please note that **one** application is intended to cover **one** project and **one** type of permit. Where multiple projects or types of permits are required, please submit an appropriate number of permit applications.

The application must be submitted to the Water Quality Control Division at least 30 days (for Construction Dewatering) or 45 days (for Remediation) prior to the anticipated date of discharge, and must be considered complete by the division before the review and approval process begins. The division will notify the applicant if additional information is needed to complete the application. If more space is required to answer any question, please attach additional sheets to the application form. Applications must be submitted by mail or hand delivered to:

**Colorado Department of Public Health and Environment
Water Quality Control Division, WQCD-P-B2
4300 Cherry Creek Drive South
Denver, Colorado 80246-1530**

IMPORTANT: Please read the *Application Guidance Document (Guidance)* for this permit application prior to completing this application. The Guidance provides specific and important instructions required for completing this application correctly.

A. PERMIT INFORMATION

Reason for Application: ☐ NEW CERT ☐ RENEW CERT EXISTING CERT # _____

Applicant is: ☐ Property Owner ☐ Contractor/Operator

Application is for the following discharge permit (select ONE). See Guidance.

- ☐ Construction Dewatering (COG070000)
- ☐ Remediation Activities Discharging to Surface Water (COG315000)
- ☐ Remediation Activities Discharging to Groundwater (COG316000)

Note: This application is designed for processing each of the three permit types listed above. The division may request additional characterization of the proposed discharge to ensure that the appropriate permit coverage is requested and the appropriate permit certification is issued. The division may deny or change the requested type of discharge permit after review of the submitted application and will notify the applicant of the changes. Coverage under the "Subterranean Dewatering or Well Development" General Permit COG6030000 is not available using this application form.

B. CONTACT INFORMATION**1. Permittee Information**

Organization Formal Name: _____

Permittee Name: the person **authorized to sign and certify** the permit application. This person receives all permit correspondences and is **responsible** for ensuring compliance with the permit.

Responsible Position (Title): _____

Currently Held By (Person): _____

Telephone No: _____

Email address: _____

Mailing Address: _____

City: _____ State: _____ Zip: _____

This form must be signed by the permittee to be considered complete. **Per Regulation 61, in all cases**, it shall be signed as follows:

- a) In the case of corporations, by a responsible corporate officer. For the purposes of this section, the responsible corporate officer is responsible for the overall operation of the facility from which the discharge described in the application originates.
- b) In the case of a partnership, by a general partner.
- c) In the case of a sole proprietorship, by the proprietor.
- d) In the case of a municipal, state, or other public facility, by either a principal executive officer or ranking elected official.

- 2. DMR Cognizant Official** (i.e. authorized agent) the person or position authorized to sign and certify reports required by permits including Discharge Monitoring Reports [DMR's], Annual Reports, Compliance Schedule submittals, and other information requested by the division. The division will transmit pre-printed DMR's to this person. If more than one, please add additional pages.

☐ Same as 1) Permittee

Responsible Position (Title): _____

Currently Held By (Person): _____

Telephone No: _____

Email address: _____

Organization: _____

Mailing Address: _____

City: _____ State: _____ Zip: _____

Per Regulation 61: All reports required by permits, and other information requested by the Division shall be signed by the permittee or by a duly authorized representative of that person. A person is a duly authorized representative only if:

- a) The authorization is made in writing by the permittee
- b) The authorization specifies either an individual or a **position having responsibility for the overall operation of the regulated facility or activity** such as the position of plant manager, operator of a well or a well field, superintendent, position of equivalent responsibility, or an individual or position having overall responsibility for environmental matters for the company. (A duly authorized representative may thus be either a named individual or any individual occupying a named position)
- c) Submitted in writing to the Division

B. CONTACT INFORMATION (cont.)**3. Site/Local Contact** (contact for questions relating to the facility & discharge authorized by this permit.)☐ Same as 1) Permittee

Responsible Position (Title): _____

Currently Held By (Person): _____

Telephone No: _____

Email address: _____

Organization: _____

Mailing Address: _____

City: _____ State: _____ Zip: _____

4. Operator in Responsible Charge Required for Groundwater Remediation COG315000 or COG316000☐ Same as 1) Permittee☐ Same as 3) Site/ Local Contact**Note: Where the division determines that coverage under the construction dewatering permit is appropriate, an ORC is not required.*

Operator Number _____ Legal Name: _____

Telephone No: _____ Email address: _____

Company: _____

5. Billing Contact☐ Same as 1) Permittee

Responsible Position (Title): _____

Currently Held By (Person): _____

Telephone No: _____

Email address: _____

Organization: _____

Mailing Address: _____

City: _____ State: _____ Zip: _____

6. Other Contact Types (check below) Add pages if necessary:

Responsible Position (Title): _____

Currently Held By (Person): _____

Telephone No: _____

Email address: _____

Organization: _____

Mailing Address: _____

City: _____ State: _____ Zip: _____

☐ Environmental Contact☐ Facility Inspection Contact☐ Consultant☐ Compliance Contact☐ Property Owner☐ Other _____

C. PERMITTED FACILITY INFORMATION

Facility or Project Name _____

Street Address (or cross streets) _____

City _____ Colorado, Zip Code _____

County _____

Type of Facility Ownership

- ☐ City Government
 ☐ Corporation
 ☐ Private
 ☐ Municipal or Water District
☐ State Government
 ☐ Mixed Ownership _____

Facility or Project Latitude/Longitude – List the latitude and longitude of the excavation resulting in the discharge(s). If the exact excavation location(s) are not known, list the latitude and longitude of the center point of the construction project. If using the center point, be sure to specify that it is the center point of construction activity.

Latitude _____. _____ Longitude _____. _____

Provide coordinates in decimal degrees to 6 decimal places (e.g., 39.703345°, -104.933567°)

Horizontal Collection Method: ☐ GPS Unspecified ☐ Interpolation Map - Map Scale Number _____
 Reference Point: ☐ Project/Facility Entrance ☐ Project/Facility Center/Centroid

Horizontal Reference Datum: _____

Standard Industrial Classification (SIC) Code(s) for this FACILITY (include up to 4, in order of importance)

1 _____ 2 _____ 3 _____ 4 _____

Receiving Water _____

D. PROJECT DESCRIPTION**D.1. Description of Activity:**

- a) Provide a brief overview of the project and dewatering activity (e.g., highway, bridge and tunnel construction, storm drain expansion, etc.).

- b) Is the dewatering and discharge in-stream? (The dewatering operation is considered in-stream where the dewatering activity is conducted within approximately the ordinary high water mark of the stream and/or on the bank of the stream and the discharge is back to the same water body.)

☐ Yes * ☐ No

**If yes, you must provide a description of how your project meets this definition in the box below. If no description is provided, the work will not be considered in-stream. Please note that in-stream work activities may also require a separate Clean Water Act Section 404 Permit and Colorado 401 Certification.*

- c) Will the project involve a temporary stream diversion (e.g. diversion channel, pump-around, piped diversion, coffer dam) to reroute water around the construction area?

☐ Yes * ☐ No

**By checking yes, the applicant understands that temporary water diversions are not covered under the permit certification and may require coverage under a Clean Water Act Section 404 Permit. Only dewatering discharge outfalls associated with construction-related activities may be covered under the permit certification.*

- d) Will dewatering be conducted in areas that involve work on (e.g. replacing, repairing, making connections to, etc...) existing sanitary sewer lines, conveyances, or vessels, or in proximity to septic disposal systems?

☐ Yes ☐ No

If yes, is there the potential that sewage or septage could be in the effluent to be discharged?

☐ Yes ☐ No *

**If no, you must provide a description of the control measures that will be implemented to prevent sewage or septage from entering the discharge (use the box below). The division may add effluent limits for E. coli and/or Total Coliform if the applicant does not demonstrate that adequate measures will be in place.*

D.2 Description of Discharge:

- a) Is the discharge to a ditch or storm sewer system? ☐ Yes* ☐ No

**If yes, the applicant must contact the owner of the ditch or storm sewer system prior to discharging to address any local ordinances and to determine if additional requirements will be imposed by the owner.*

- b) Is the discharge to an impoundment? ☐ Yes* ☐ No

- c) Discharge Frequency and Duration:

- Estimated discharge start date: _____
- Estimated discharge duration: Years _____ Months _____ Days _____
- Upon completion of construction phase dewatering, will there be long-term subterranean dewatering at the site (e.g. foundation, footer, toe drains, etc...)? ☐ Yes* ☐ No

**If yes, note that construction phase dewatering and long-term subterranean dewatering cannot be covered under the same permit certification.*

- d) Provide a brief description of the Best Management Practices (BMPs) to be used in the box below.

D.3 Discharge Outfalls (Limit 20 outfalls):

- Total number of **defined** outfalls requested: _____
- Total number of **undefined** outfalls requested: _____ (construction dewatering only)
- Complete Table 2a (for discharges to surface water) and/or 2b (for discharges to land with percolation to groundwater) to identify your defined and undefined outfall locations. Attach additional pages as necessary.

Table 2a - Requested Outfalls for Discharges to Surface Water (Discharges that may reach surface water through direct discharge or through a conveyance such as a ditch or a storm sewer system)				
OUTFALL NUMBER ¹	NAME OF RECEIVING STREAM(S) (e.g., Cherry Creek, Boulder Creek, Arkansas River)	ESTIMATED MAXIMUM FLOW RATE ² (gpm)	DESCRIPTION OF DISCHARGE LOCATION ³ (e.g., Discharge enters storm sewer located at the corner of Speer and 8 th Ave. with flow to Cherry Creek)	LATITUDE/LONGITUDE OF EACH DISCHARGE OUTFALL
Defined Discharges to Surface Water				
001-A				
002-A				
003-A				
004-A				
Undefined Discharges to Surface Water (Available for construction dewatering only) (Provide <i>estimated</i> lat/long only for undefined outfalls)				
001-AU				
002-AU				
003-AU				
004-AU				

1 Identify up to 20 defined or undefined outfalls (undefined for construction dewatering only). Use additional pages as necessary.

2 For construction dewatering the maximum flow limit will be equal to twice the estimated maximum flow rate provided in the permit application. For groundwater remediation the 30-day average flow limit will be based on the design capacity of the treatment as provided in the permit application.

3 The discharge location is the point where effluent sampling will occur. This location must be at a point after treatment and before the effluent joins or is diluted by any other waste stream, body of water, or substance. If the discharge is to a ditch or storm sewer system, include the name of the ultimate receiving waters where the ditch or storm sewer discharges.

Table 2b - Requested Outfalls for Discharges to Land with the Potential to Percolate to Groundwater (These discharges do not have the potential to reach surface water either directly or through a conveyance.)⁴

OUTFALL NUMBER ¹	ESTIMATED MAXIMUM FLOW RATE ² (gpm)	DESCRIPTION OF DISCHARGE LOCATION ³ (e.g., Discharge to a field south of project site and East of I-25)	LATITUDE/LONGITUDE OF EACH DISCHARGE OUTFALL
Defined Discharges to Land with Potential Percolation to Groundwater			
G001-A			
G002-A			
G003-A			
G004-A			
Undefined Discharges to Land with Potential Percolation to Groundwater (Available for construction dewatering only) (Provide <i>estimated</i> lat/long only for undefined outfalls)			
G001-AU			
G002-AU			
G003-AU			
G004-AU			

1 Identify up to 20 defined or undefined outfalls (undefined for construction dewatering only). Use additional pages as necessary.

2 For construction dewatering the maximum flow limit will be equal to twice the estimated maximum rate flow rate provided in the permit application. For groundwater remediation the 30-day average flow limit will be based on the design capacity of the treatment as provided in the permit application.

3 The discharge location is the point where effluent sampling will occur. This location must be at a point after treatment and before the effluent joins or is diluted by any other waste stream, body of water, or substance.

4 For discharges of uncontaminated groundwater to land, please review and consider the applicability of the division's *Low Risk Discharge Guidance: Discharges of Uncontaminated Groundwater to Land* before submitting a permit application to the division. This policy is available for download at <https://www.colorado.gov/pacific/cdphe/clean-water-construction-compliance-assistance-and-guidance>.

E. ADDITIONAL INFORMATION**E.1 Nearby Sources of Potential Groundwater Contamination:**

- a) Has the proposed dewatering area been reviewed for possible groundwater contamination, such as plumes from leaking underground storage tanks (LUSTs), hazardous waste sites, or additional sources other than what is normally encountered at excavation and construction sites? *Applicants are expected to exercise due diligence in evaluating their project sites prior to applying for a discharge permit.*

☐ Yes ☐ No

- b) Is an open LUST located within **one-half mile** of the site?

☐ Yes* ☐ No

**If yes, BTEX analytical data for a source water sample representative of the proposed discharge at the site must be included with the permit application. Failure to include this data may result in delays in processing the permit application until such data is submitted to the Division. See Guidance.*

- c) Is a Superfund site or National Priorities List (NPL) site located within **one mile** of the site?

☐ Yes* ☐ No

**If yes, analytical data for all parameters shown in Table 1 of this application (or an alternate list of constituents approved by the division) for a source water sample representative of the proposed discharge must be included with the permit application. Failure to include this data may result in delays in processing the permit application until such data is submitted to the Division. See Guidance.*

- d) Is any other (non-LUST, non-Superfund, non-NPL site) known source of contamination, such as a Voluntary Cleanup (VCUP), Environmental Covenant, open RCRA Corrective Action site, or brownfields site located within **one-half mile** of the site?

☐ Yes* ☐ No

**If yes, analytical data for all parameters shown in Table 1 of this application (or an alternate list of constituents approved by the division) for a source water sample representative of the proposed discharge must be included with the permit application. Failure to include this data may result in delays in processing the permit application until such data is submitted to the Division. See Guidance.*

- e) If known sources of contamination are located near the site, provide an overview of the source and nature of contamination including:
- The nature of the contamination of the groundwater, alluvial water, stormwater, and/or surface water (the source water) for which treatment and/or remedial activities will occur,
 - The primary industrial activities which resulted in the source water contamination,
 - The source of the contamination (pipes, leaking underground storage tank, up gradient sources, etc.) or state "unknown."

- f) For contaminated discharges (remediation), provide a narrative description of the type(s) of treatment proposed for use at each identified outfall.

--

E.2 Chemical Additions

List any chemical additives or other materials to be used in the water or to treat water prior to discharge. Include the Material Safety Data Sheet (MSDS) for each chemical with the application.

CHEMICAL NAME	MANUFACTURER	PURPOSE	DOSAGE

E.3 Site Maps and Schematics

Are required maps and schematics attached? ☐ Yes
☐ No-Application cannot be processed without required maps

- ✓ **Location Map(s) for Outfalls** - Application must include a location map(s) that shows the location of the project/facility, the limits of the construction activity, the approximate location of the requested discharge point(s)/outfalls, and the location of potential receiving water(s). If known, the map should also include the approximate location(s) where dewatering is to occur and the location of proposed BMP(s) to be used. A north arrow must be shown. **Maps must be on paper that can be folded to 8 ½ x 11 inches.**

E.4 Associated Permits

Does the applicant have a Stormwater Permit for Construction Activities? ☐ YES ☐ NO ☐ PENDING

If Yes, Stormwater Construction Permit Number: COR-_____

Does the applicant have a Clean Water Act Section 404 Permit? ☐ YES ☐ NO ☐ PENDING

E.5 Water Rights

The State Engineers Office (SEO) has indicated that any discharge that does not return water directly to surface waters (i.e. land application, rapid infiltration basins, etc.) has the potential for material injury to a water right. As a result, the SEO needs to determine that material injury to a water right will not occur from such activities. To make this judgment, the SEO requests that a copy of all documentation demonstrating that the requirements of Colorado water law have been met, be submitted to their office for review. The submittal should be made as soon as possible to the following address:

Colorado Division of Water Resources • 1313 Sherman Street, Room 818 • Denver, Colorado 80203

Should there be any questions on the issue of water rights; the SEO can be contacted at (303) 866-3581. It is important to understand that any CDPS permit issued by the division does not constitute a water right. Issuance of a CDPS permit does not negate the need to also have the necessary water rights in place. It is also important to understand that even if the activity has an existing CDPS permit, there is no guarantee that the proper water rights are in place.

F. REQUIRED CERTIFICATION SIGNATURE [Reg 61.4(1)(h)]

"I certify under penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gather and evaluate the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information, the information submitted is to the best of my knowledge and belief, true, accurate and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations."

Signature (Legally Responsible Party (Page 2 item 1) _____

Date _____

Name (printed) _____ Title _____

This form must be signed by the permittee to be considered complete. **Per Regulation 61, in all cases**, it shall be signed as follows:

- a) In the case of corporations, by a responsible corporate officer. For the purposes of this section, the responsible corporate officer is responsible for the overall operation of the facility from which the discharge described in the application originates.
- b) In the case of a partnership, by a general partner.
- c) In the case of a sole proprietorship, by the proprietor.
- d) In the case of a municipal, state, or other public facility, by either a principal executive officer or ranking elected official.

ATTACHMENT 1

Please Submit the Laboratory Data Package for any Required Analysis with the Permit Application
(See Important Table Notes)

Required Water Quality Data			
<u>Metals</u>	<u>PQL (ug/l) ¹</u>	<u>Metals</u>	<u>PQL (ug/l) ¹</u>
Aluminum-Trec	15	Lead-PD	0.5
Antimony-Trec	2	Manganese-PD	2
Arsenic-Trec	1	Manganese-Diss	2
Arsenic-PD	1	Molybdenum-Trec	0.5
Barium-Trec	1	Nickel-Trec	1
Beryllium-Trec	2	Nickel-PD	1
Cadmium-Trec	0.5	Selenium-Trec	1
Cadmium-PD	0.5	Selenium-PD	1
Chromium III-Trec	20	Silver-Trec	0.5
Chromium III-PD	20	Silver-PD	0.5
Chromium VI-Diss	20	Thallium-Trec	0.5
Chromium-Trec	20	Thallium-PD	0.5
Copper-Trec	2	Uranium-PD	1
Copper-PD	2	Uranium-Trec	1
Iron-Trec	20	Zinc-Trec	10
Iron-Diss	20	Zinc-PD	10
Lead-Trec	0.5		
<u>Volatiles</u>	<u>PQL (ug/l) ¹</u>	<u>Volatiles</u>	<u>PQL (ug/l) ¹</u>
acrolein	15	ethylbenzene	75
benzene	3	methyl bromide	5
bromoform	3	methyl chloride	4.5
carbon tetrachloride	3	1,1,2,2-tetrachloroethane	2
chlorobenzene	60	tetrachloroethylene	2.3
chlorodibromomethane	3	toluene	60
2-chloroethylvinyl ether	0.65 *	1,2-trans-dichloroethylene	0.5 *
chloroform	3	1,1,1-trichloroethane	5
1,2-dichloroethane	3	1,1,2-trichloroethane	2.0
1,1-dichloroethylene	5	trichloroethylene	2.3
1,2-dichloropropane	2	vinyl chloride	3
1,3-dichloropropylene	2 *	1,4-Dioxane	0.15 *
<u>Semi-Volatile Organic Compounds</u>	<u>PQL (ug/l) ¹</u>	<u>Semi-Volatile Organic Compounds</u>	<u>PQL (ug/l) ¹</u>
acenaphthene	20	1,2-diphenylhydrazine (as azobenzene)	5 *
acenaphthylene	30	fluorene	20
anthracene	20	fluoranthene	25
benzidine	170	hexachlorobenzene	16
benzo(a)anthracene	12	hexachlorobutadiene	9
benzo(a)pyrene	20	hexachlorocyclopentadiene	50
benzo(b)fluoranthene	35	hexachloroethane	16
benzo(ghi)perylene	20	indeno(1,2,3-cd)pyrene	20
benzo(k)fluoranthene	25	isophorone	25
bis(2-chloroethyl)ether (or Dichloroethyl ether)	15	naphthalene	20
bis(2-chloroisopropyl)ether (or 2,2-dichloroisopropyl ether)	60	nitrobenzene	19
bis(2-ethylhexyl)phthalate	25	N-nitrosodimethylamine	30

<u>Semi-Volatile Organic Compounds</u>	<u>PQL (ug/l) ¹</u>	<u>Semi-Volatile Organic Compounds</u>	<u>PQL (ug/l) ¹</u>
Butyl benzyl phthalate	25	N-nitrosodi-n-propylamine	30
2-chloronaphthalene	20	N-nitrosodiphenylamine	19
chrysene	18	pyrene	10
dibenzo(a,h)anthracene	20	1,2,4-trichlorobenzene	20
1,2-dichlorobenzene	2.5	2-chlorophenol	35
1,3-dichlorobenzene	2.5	2,4-dichlorophenol	30
1,4-dichlorobenzene	3.5	2,4,-dimethylphenol	30
3,3-dichlorobenzidine	18	4,6-dinitro-o-cresol	17
diethyl phthalate	20	2,4-dinitrophenol	100
dimethyl phthalate	20	4-nitrophenol	25
di-n-butyl phthalate	25	pentachlorophenol	36
2,4-dinitrotoluene	17	phenol	15
2,6-dinitrotoluene	20	2,4,6-trichlorophenol	25
xylene	10 *	1,4-Dioxane	0.15 *

¹ PQLs are as listed in the division's *Practical Quantitation Limits Policy* (CW 6) unless noted otherwise.

* This is a recommended PQL based on EPA approved methods. The division's *Practical Quantitation Limits Policy* (CW 6) does not provide a 40 CFR 136 based PQL for this parameter.

Trec = Total Recoverable

PD = Potentially Dissolved

Diss = Dissolved

PQL = Practical Quantitation Limit

Important table notes:

- 1) Please refer to the permit application Guidance to determine whether analytical data is required with the permit application, and if so, what specific type of data is required.
- 2) Parameter names match the names as they appear in the general permit or, as italicized, as they appear in the division's *Practical Quantitation Limits Policy* (CW-6).
- 3) The division may require analytical data for additional parameters where the project site is located in close proximity to potential sources of contamination for parameters not included in this Attachment 1, including but not limited to pesticide, PCB, radionuclide contamination.
- 4) Applicants applying under the General Permit for Remediation Activities Discharging to Groundwater (COG316000) are encouraged to contact the division prior to sample collection to ensure that the correct metal speciation is included in the sample analysis.
- 5) For the permit application, all sampling should be performed according to specified methods in 40 CFR 136, methods approved by EPA pursuant to 40 CFR 136, or methods approved by the division, in the absence of a method specified in or approved pursuant to 40 CFR 136. In addition, the PQLs listed in Attachment 1 should be met unless otherwise approved by the division.



Appendix C:

Reporting Chemical Spills and Releases in Colorado

REPORTING ENVIRONMENTAL RELEASES IN COLORADO



**Colorado Department
of Public Health
and Environment**

**Hazardous Materials and Waste Management Division
(303) 692-3300**

January 2009

Purpose of this Guidance

This guidance is intended to provide an overview of various reporting requirements for a variety of releases to the environment. Please check all of the possible requirements for reporting. This guidance does not cover all potential release scenarios. This guidance is not intended to modify or replace statutes or regulations, which undergo periodic revisions. In the event of a conflict between this guidance and statutes or regulations, the statutes and regulations govern.

Some reporting requirements are complex and overlapping, and this guidance does not go into details of all situations. If a release situation is not described in this guidance, or if clarification is desired, please obtain an official interpretation from the governing agency enforcing the statute or regulation.

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Contact Information

Release Reporting Numbers

National Response Center (NRC)	1 (800) 424-8802
24-hour reporting	
Colorado Environmental Release and Incident Reporting Line	1 (877) 518-5608
24-hour reporting	
Radiation Incident Reporting Line	(303) 877-9757
24-hour reporting	
Colorado State Patrol	(303) 239-4501
24-hour reporting	
US EPA Region 8 Emergency Response Spill Report Line	1 (800) 227-8914
24-hour reporting	
Division of Oil and Public Safety (Dept. of Labor and Employment)	(303) 318-8547
Fax	(303) 318-8546
Oil and Gas Conservation Commission (Dept. of Natural Resources)	(303) 894-2100
Division of Reclamation, Mining and Safety (Dept. of Natural Resources)	(303) 866-3567
Colorado Public Utilities Commission Gas Pipeline Safety Section	(303) 894-2851
(Dept. of Regulatory Agencies)	
Local Emergency Planning Committee (Dept. of Local Affairs)	(720) 852-6603
Business hours only - to obtain a list of LEPC contacts	

Colorado Department of Public Health and Environment

Mailing Address:

Colorado Department of Public Health and Environment
4300 Cherry Creek Drive South
Denver, CO 80246-1530

Office Hours:

Monday – Friday, except holidays 8:00 am – 5:00 pm

Environmental Divisions

Air Pollution Control Division	(303) 692-3100
Website	http://www.cdphe.state.co.us/ap/
Email	comments.apcd@state.co.us
Consumer Protection Division	(303) 692-3620
Website	http://www.cdphe.state.co.us/cp/
Email	comments.cpd@state.co.us
Hazardous Materials and Waste Management Division	(303) 692-3300
Website	http://www.cdphe.state.co.us/hm/
Email	comments.hmwmd@state.co.us
Water Quality Control Division	(303) 692-3500
Website	http://www.cdphe.state.co.us/wq/
Email	comments.wqcd@state.co.us

Colorado Environmental Release Reporting

When a release of a hazardous material or other substance occurs to the environment, there are a number of reporting and notification requirements that must be followed by the company or individual responsible for the release. Environmental releases must be reported to the appropriate authorities so that necessary response actions are taken in a timely fashion to ensure maximum protection of human health and the environment.

However, taking appropriate and timely response actions do not relieve you of your responsibility to report a release. In addition, the responsible party is always liable for any damages that may result from a release, and is responsible for appropriate clean up actions whether or not the release is required to be reported.

Additional reporting requirements may be found in permits, licenses, registrations, contingency and pollution prevention plans, fire codes, and local ordinances.

There is no penalty for over-reporting, but there are for failing to report a release. If you are unsure if a release needs to be reported, the Colorado Department of Public Health and Environment (the Department) recommends that releases be reported immediately even if the quantity of the release has not yet been determined. Your follow-up report will provide details that explain why the release was or was not reportable.

“Release” includes any spilling, leaking, pumping, pouring, emitting, emptying, discharging, injecting, escaping, leaching, dumping, or disposing into the environment, including abandonment or discarding of barrels, containers, and other closed receptacles containing any hazardous substance, pollutant, or contaminant.

"Environment" is generally defined as any surface water, ground water, drinking water supply, land surface, subsurface strata, or ambient air. Releases into containment devices and those completely contained within a building or other structure are not releases into the environment as long as the

Most spills and releases are covered by more than one reporting requirement, and all requirements must be met.

hazardous substance does not volatilize into the ambient air or otherwise have the potential to enter the environment (e.g., through the floor or cracks in the floor). Releases of a substance into a storm drain or sewer, or onto a parking lot or roadway, are considered to be releases to the environment.

Release reporting requirements are based on the type of material released and/or the situation under which the release occurred. Additional reporting requirements may be found in permits, licenses, registrations, contingency and pollution prevention plans, fire codes, and local ordinances. Please check all of the possible requirements for reporting. Most spills and releases are covered by more than one reporting requirement, and ALL requirements must be met. Enforcement action may be taken against those who fail to provide required notifications or reports.

A. Comprehensive Environmental Response, Compensation and Liability Act (CERCLA)

The Comprehensive Environmental Response, Compensation and Liability Act, commonly known as Superfund or CERCLA, provided broad Federal authority to respond directly to releases or threatened releases of hazardous substances that may endanger public health or the environment. This Act also enabled revision of the National Contingency Plan, which provides the guidelines and

procedures needed to respond to releases and threatened releases of hazardous substances, pollutants, or contaminants.

Under CERCLA, the US EPA was directed to establish reporting quantities for all hazardous substances. The term "hazardous substance" is defined in CERCLA Section 101(14). These are defined by reference to substances that are listed or designated under other environmental statutes. They include:

- all hazardous air pollutants (HAPs) listed under Section 112(b) of the Clean Air Act (CAA). Radio-nuclides are hazardous substances because EPA designated them generically as hazardous air pollutants under Section 112(b) of the Clean Air Act. Even though the source of their listing is the Clean Air Act, releases of radionuclides to all media, not just to air, are covered by CERCLA's reporting requirements.
- toxic pollutants that are subject to pretreatment standards under Section 307(a) of the Clean Water Act (CWA) and toxic pollutants that present an imminent danger to public health when discharged to waters of the United States as designated under Section 311(b)(2)(A) of the Clean Water Act. All Clean Water Act hazardous substances are CERCLA hazardous substances, but only some CERCLA hazardous substances are Clean Water Act hazardous substances.
- wastes that are regulated as listed and/or characteristic hazardous wastes under the Resource Conservation and Recovery Act (RCRA). This includes thousands of hazardous wastes that are not specifically listed but that exhibit one or more of the characteristics of ignitability, reactivity, corrosivity or toxicity. A material is considered to be a release of a CERCLA hazardous substance if the material was a waste prior to release, or if the substance is not cleaned up for reuse and thus must be disposed of as a RCRA hazardous waste after release.
- any element, compound, mixture solution or substance designated under Section 102 of CERCLA that may present substantial danger to public health or welfare or the environment.
- any imminently hazardous chemical substance or mixture that EPA has taken action against under Section 7 of the Toxic Substances Control Act (TSCA). Any hazardous chemical substance or mixture that EPA has taken action against under this Act would automatically become a hazardous substance. To date, EPA hasn't designated any hazardous substances under the Toxic Substances Control Act.

Report releases at or above the reportable quantity (RQ) within 24 hours:

- Hazardous air pollutants under Section 112(b) of Clean Air Act
- Toxic pollutants under Section 307(a) or under Section 311(b)(2)(A) of Clean Water Act
- RCRA hazardous wastes
- Elements, compounds or substances under Section 102 of CERCLA

The person in charge of a facility or vessel must immediately report a release to the National Response Center (NRC) as soon as they have knowledge of a release to the environment of a CERCLA hazardous substance at or above the reportable quantity assigned to that substance within a 24-hour period. If the release is a mixture or solution of hazardous substances, it must be reported if the reportable quantity for any hazardous constituents is met or exceeded. If the responsible party doesn't know the quantity of one or more of the hazardous constituents contained in a mixture or solution, they must report the release if the total amount of the mixture or solution released equals or exceeds the reportable quantity for the hazardous constituent with the lowest reportable quantity.

Reporting is also required if a non-CERCLA substance is released into the environment and rapidly degrades into a CERCLA hazardous substance in an amount that equals or exceeds the reportable quantity for the newly formed CERCLA hazardous substance.

These notification and reporting requirements are included in 40 CFR Part 302. A list of CERCLA hazardous substances is included in Table 302.4 of these regulations.

B. Emergency Planning and Community Right-to-Know Act (EPCRA)

The Superfund Amendments and Reauthorization Act of 1986 reauthorized the Comprehensive Response, Compensation and Liability Act to continue cleanup activities around the country. Several amendments, definitions, clarifications and technical requirements were added to the legislation, including additional enforcement authorities. Title III of the Superfund Amendments also authorized the Emergency Planning and Community Right-to-Know Act (EPCRA), which established the community's right to information about the chemicals that are stored, used at and/or released from local facilities. It also established a framework for developing emergency plans for responding to releases and reporting requirements for facilities.

A list of EPCRA threshold planning quantities (TPQ) is included in 40CFR Part 355 Appendices A & B.

Under this Act, owners or operators of facilities at which a hazardous substance or extremely hazardous substance is produced, used or stored must provide immediate notification to the National Response Center (NRC), the State Emergency Response Commission (SERC) and the affected Local Emergency Planning

Committee (LEPC) when there is a release of a hazardous substance or extremely hazardous substance with the potential to affect off-site persons that equals or exceeds its reportable quantity within a 24-hour period. If the release is an EPCRA extremely hazardous substance, but not a CERCLA hazardous substance, then only the SERC and LEPC need to be notified. Note – there may be more than one SERC and/or LEPC potentially affected by a release. Don't wait until there is a release to contact the SERC and LEPC(s) to ensure that the correct contacts will be made in the event of a spill. For a list of LEPCs, contact the Colorado Department of Local Affairs.

The owner or operator of the facility must report a release as soon as they know about it. In addition to immediate telephone notification, the responsible party must also send a follow-up written report as soon as practicable after the release to both the State Emergency Response Commission (in this case, to the Colorado Department of Public Health and Environment) and the Local Emergency Planning Committee. This report must describe the release, associated response actions taken, and any known or anticipated health risks associated with the release.

Although EPCRA requires notification only for releases that have the potential to affect persons beyond the facility boundary, EPA and the Colorado

A table of CERCLA reportable quantities (RO) is included in 40CFR Section 302.4.

Department of Public Health and Environment strongly encourage facilities to report onsite releases if there is ANY potential for the release to migrate offsite. The burden of proof is on the facility to show that any release into the environment of a reportable quantity or more of a hazardous substance or extremely hazardous substance has NO POTENTIAL for offsite migration (e.g., via groundwater, the wind or getting tracked offsite by workers and vehicles).

The State Emergency Response Commission (SERC) in Colorado is called the Colorado Emergency Planning Commission (CEPC). It consists of representatives of the Colorado Department of Public Health and Environment – Hazardous Materials and Waste Management Division, the Colorado Department of Local Affairs – Colorado Division of Emergency Management and the Division of Local Government, the Colorado Department of Public Safety –

Fire Safety Division, and the Colorado State Patrol. The Commission also includes representatives of affected industries, local governments, public interest or community groups and the Local Emergency Planning Committee (LEPC) community. The Colorado Department of Public Health and Environment represents the Commission for reporting purposes.

Reportable Quantities Under CERCLA and EPCRA

All reportable quantities are listed in pounds (except radionuclides, which are in curies). Congress established a one pound reportable quantity for all hazardous substances and extremely hazardous substances until EPA could evaluate each substance and adjust the reportable quantity to a level more appropriate for the substance. During this assessment, each hazardous substance was evaluated for six primary criteria: aquatic toxicity, mammalian toxicity, ignitability, reactivity, chronic toxicity, and potential carcinogenicity. Reportable quantities for CERCLA hazardous substances are listed in 40 CFR Section 302.4.

EPCRA extremely hazardous substances that are also hazardous substances under CERCLA have the same reportable quantity that is applicable under CERCLA. If not also listed as a CERCLA hazardous substance, extremely hazardous substances have a reportable quantity equal to the EPCRA threshold planning quantity (TPQ) for that substance. The threshold planning quantity is the quantity designated for each chemical in 40 CFR Part 355 Appendices A and B that triggers notification by facilities to the State Emergency Response Commission that those facilities are subject to emergency planning requirements.

For convenience, reportable quantities for hazardous substances and extremely hazardous substances can also be found in the EPA List of Lists (EPA 550-B-01-003). Bear in mind that because this document is only updated periodically, it may not contain recently added substances.

All concurrent releases of the same substance from a single facility must be combined to determine if a reportable quantity has been met or exceeded. Releases of different substances from a single facility should not be combined for purposes of determining if the releases need to be reported. Rather, each substance should be evaluated separately to determine if one or more reportable quantities have been met or exceeded. For example, spilling a mixture containing half the

EPCRA extremely hazardous substances that are also CERCLA hazardous substances have the same RQ as under CERCLA.

EPCRA extremely hazardous substances that are not listed under CERCLA have an RQ equal to their TPQ under EPCRA.

reportable quantity of one hazardous substance and half the reportable quantity of another hazardous substance does not trigger the reporting requirement. Releases from separate facilities should be treated as separate releases and should not be combined to determine if a reportable quantity has been met or exceeded.

Mixtures

Most hazardous substances and extremely hazardous substances are not used or stored in pure form, but are mixtures or solutions. If a mixture of hazardous substances or extremely hazardous substances is released and the concentration of all hazardous substances and extremely hazardous substances in the mixture is known, then you must calculate the amount of each hazardous substance and extremely hazardous substance that has been released. If there is more than one hazardous substance or extremely hazardous substance in a mixture, you must check the reportable quantity for each substance. The release must be reported if the reportable quantity for any

hazardous substance or extremely hazardous substance has been met or exceeded. If the concentrations of the hazardous substances or extremely hazardous substances in the mixture are not known, then the release must be reported when the total amount of the mixture released equals or exceeds the reportable quantity for the constituent with the lowest reportable quantity.

Radionuclides

Releases of radionuclides in a mixture are additive. These releases are subject to reporting:

- if each radionuclide in a released mixture or solution is known, then the ratio between the quantity released and the reportable quantity for the radionuclide must be determined for each radionuclide. If the sum of the ratios for the radionuclides in the mixture or solution released is equal to or greater than one, it must be reported.
- if all of the radionuclides in the mixture are known but the quantity released of one or more of the radionuclides is unknown, it must be reported if the total quantity released is equal to or greater than the lowest reportable quantity of any one radionuclide in the mixture.
- if one or more radionuclides in the mixture is unknown, it must be reported if the total quantity released is equal to or greater than either one curie or the lowest reportable quantity of any of the known radionuclides in the mixture (whichever is lower).

Exceptions and Exclusions

Petroleum Products

Under the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA), petroleum products are excluded from the definition of hazardous substance. "Petroleum product" includes crude oil, any fraction of crude oil that is not specifically listed as a hazardous substance, natural and synthetic gases, and mixtures of natural and synthetic gases. EPA interprets petroleum as including those amounts of hazardous substances, like benzene, that are indigenous to crude oil or its fractions or that are normally added during the refining process.

Hazardous substances added to the petroleum or increased in concentration solely as a result of contamination during use are not included in the petroleum exclusion.

A release of a petroleum product containing a reportable quantity of an EPCRA extremely hazardous substance is reportable.

Unlike the petroleum exclusion under CERCLA, extremely hazardous substances that are naturally occurring in petroleum products or that are normally added during refining are subject to reporting under the Emergency Planning and Community Right-to-Know Act (EPCRA). Therefore, a release of a petroleum product containing a reportable quantity of one or more extremely hazardous substances is reportable to the Colorado Emergency Planning Commission (CERC) and the Local Emergency Planning Committee (LEPC) if a reportable quantity is met or exceeded.

The responsible party is always responsible for appropriate clean up actions whether or not the release is required to be reported.

Note: releases of oil and petroleum to water are also covered under the Clean Water Act (Section E of this document). Releases of petroleum from regulated storage tanks are covered under the Colorado storage tank regulations (Section H of this document).

Metals

Under normal handling and use, solid forms of most metals present few health hazards. Metal fines and metal dust may cause irritation of the eyes, skin, and respiratory system, and fine particles of certain metals, including antimony, arsenic, beryllium, cadmium, chromium, copper, lead, nickel, selenium, silver, thallium, or zinc, dispersed in the air can be an explosion and/or health hazard. EPA has determined that releases of these metals with particles larger than 100 micrometers would not normally require response action due to the unlikely inhalation of such large particles. However, notification of the release of a reportable quantity of antimony, arsenic, beryllium, cadmium, chromium, copper, lead, nickel, selenium, silver, thallium, or zinc is required if the mean diameter of the particles released is less than 100 micrometers (0.004 inches). An exception to this is a release of a metal classified as a radionuclide, which does not qualify for this exemption even if the particles meet the size criteria.

Naturally Occurring Radionuclides

Notification of the release of naturally occurring radionuclides from large land holdings, like parks or golf courses, is not required. EPA broadened this exemption to include land containing ore reserves even if the undisturbed ores contain elevated natural concentrations of radionuclides, and to land disturbance activities including farming, construction, and disturbance incidental to extraction activities at all mines except uranium, phosphate, tin, zircon, hafnium, vanadium, monazite, and rare earth mines. Land disturbance incidental to extraction activities includes land clearing, overburden removal and stockpiling, and excavating, handling, transporting and storing ores and other raw materials. Land disturbance incidental to extraction also includes replacing materials in mined-out areas as long as those materials have not been processed and don't contain elevated radionuclide concentrations. Notification of the release of naturally occurring radionuclides from sites where coal and coal ash (fly ash, bottom ash, boiler slag) are stored or disposed is also not required.

Federally Permitted Releases

Releases that are regulated under one or more of the following programs are exempt from CERCLA and EPCRA reporting requirements:

- permitted discharges under the National Pollutant Discharge Elimination System (NPDES);
- permitted dredge and fill discharges under Section 404 of the Clean Water Act;
- permitted and interim status hazardous waste units under the Resource Conservation and Recovery Act;
- permitted discharges under the Marine Protection, Research and Sanctuaries Act;
- permitted injection of fluids under the Underground Injection Control (UIC) program in accordance with the Safe Drinking Water Act;
- air emissions subject to permit or control regulations under the Clean Air Act;
- permitted or allowed injection of fluids to develop crude oil or natural gas supplies;
- discharges of contaminants to Publicly Owned Treatment Works (POTW) if in compliance with pretreatment requirements under the Clean Water Act;
- releases of certain nuclear materials if in compliance with a license, permit, regulation or order issued in accordance with the Atomic Energy Act.

Registered Pesticides

The normal application of a pesticide product registered under the Federal Insecticide, Fungicide and Rodenticide Act (FIFRA) is exempt from CERCLA and EPCRA reporting. This exemption includes the handling and storage of the product by an agricultural producer, but does not include

any spills of the pesticide. Pesticide spills are reportable if the amount spilled meets or exceeds the reportable quantity.

Continuous Releases

A continuous release is a release that occurs without interruption or abatement or that is routine, anticipated, intermittent, and incidental to normal operations or treatment processes. When a release of this type occurs, officials do not have to be notified each time. Instead, the facility can report it as a continuous release to the National Response Center, the Colorado Emergency Planning Commission and the Local Emergency Planning Committee(s) by telephone. This should be followed by a written report submitted to EPA Region 8, the Colorado Department of Public Health and Environment and the Local Emergency Planning Committee within 30 days of the initial telephone call. The written report should provide information about the source, composition, and normal range of the release. Periodic follow-up reports may also be required. Any release that exceeds the normal range (called a “statistically significant increase”) must be reported immediately to the National Response Center, the Colorado Department of Public Health and Environment and the Local Emergency Planning Committee as if they were new release events. The normal range is determined by the amount of a hazardous substance released over any 24-hour period under normal operating conditions during the preceding year. Only releases that are both continuous and stable in quantity and rate can be included in the normal range.

Continuous release of an extremely hazardous substance that is not a CERCLA hazardous substance need only be reported to the Colorado Department of Public Health and Environment and the Local Emergency Planning Committee. A written report should also be sent to these two agencies within 30 days and any statistically significant increases in the release should be reported to both agencies. Periodic follow-up reports may also be required.

C. Resource Conservation and Recovery Act (RCRA)

All Resource Conservation and Recovery Act (RCRA) listed and characteristic hazardous wastes are designated as hazardous substances under the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA). For more information on listed and characteristic hazardous wastes, please review the Hazardous Waste Identification Guidance Document from the Hazardous Materials and Waste Management Division (<http://www.cdphe.state.co.us/hm/hwid.pfd>).

The reportable quantity for F- and K-listed hazardous wastes is based on the hazardous waste code. If the composition and concentrations of all included constituents is not known, the reportable quantity would be as listed for the waste code in 40 CFR Section 302.4. If the waste is analyzed and the concentrations of ALL of its hazardous constituents are identified, then reportable quantities of the specific constituents can be used to determine when reporting is required. For example, if a release of an F005 listed hazardous waste occurred and the concentrations of the constituents making up the waste were unknown, the reportable quantity would be 100 pounds. If it were known that the F005 waste was comprised of 50% toluene (reportable quantity 1000 pounds) and 50% methyl ethyl ketone (reportable quantity 5000 pounds), then the release would be reported when 2000 pounds of the mixture were released. [Since the reportable quantity for toluene is less than that for methyl ethyl ketone, the amount of toluene released will determine when the release must be reported. Since the mixture is 50% toluene, it would take 2000 pounds of the mixture to meet the reportable quantity of 1000 pounds for toluene.]

P- and U-listed hazardous wastes are reported based on the reportable quantity for the hazardous substance that the waste is listed for. For example, the reportable quantity for hazardous waste code U122 (formaldehyde) is 100 pounds. For the purposes of release reporting, it doesn't matter if the formaldehyde is used or unused or is the "sole active ingredient" in order to be reportable. (Related note: Colorado's hazardous waste regulations (6 CCR 1007-3) do not include the footnote regarding sole active ingredients. In Colorado, chemicals may have more than one active ingredient and still meet the listing description.)

All RCRA listed and characteristic hazardous wastes are designated as hazardous substances under CERCLA.

Unlisted hazardous wastes exhibiting the characteristics of ignitability, corrosivity and/or reactivity have a reportable quantity of 100 pounds unless the concentrations of all the constituents in the waste are known. If the waste is analyzed and the concentrations of ALL its hazardous constituents are

identified, the reportable quantities of the specific constituents should be used to determine when reporting is required. For example, a corrosive-only waste of unknown composition has a reportable quantity of 100 pounds. If the waste is analyzed to determine that it was a 50% solution of hydrochloric acid in water, then the reportable quantity of the solution would be 10,000 pounds. [The reportable quantity for hydrochloric acid is 5000 pounds. Therefore it would take 10,000 pounds of the 50% solution to meet the reportable quantity for hydrochloric acid.]

Unlisted hazardous wastes that exhibit toxicity have reportable quantities specific to the constituent on which the characteristic of toxicity is based. The reportable quantity applies to the waste itself, not just to the toxic contaminant. If an unlisted hazardous waste exhibits toxicity on the basis of more than one contaminant, the reportable quantity for the waste is the lowest of the reportable quantities for those contaminants. For example, if a waste exhibits toxicity characteristics for the heavy metals lead (D008) and selenium (D010), with reportable quantities of 10 and 100 pounds respectively, the reportable quantity would be 10 pounds of the waste, or the lower of the two reportable quantities. If a waste exhibits a toxicity characteristic and one or more other hazardous waste characteristics, the reportable quantity for that waste is the lowest of the applicable reportable quantities.

These notification and reporting requirements are included in 40 CFR Part 302.

Permitted and Interim Status Treatment, Storage and Disposal Facilities and Large Quantity Generators of Hazardous Waste

Large quantity generators of hazardous waste and hazardous waste treatment, storage and disposal facilities (TSDF) are required to have and implement a contingency plan that describes the actions facility personnel must take in response to fires, explosions, or any unplanned sudden or non-sudden release of hazardous waste or hazardous waste constituents to air, soil, surface water or groundwater at the facility. Whenever there is an imminent or actual emergency situation, appropriate State and local agencies with designated response roles as described in the contingency plan must be notified immediately. Appropriate local authorities and the National Response Center or government official designated as the regional on-scene coordinator must be notified immediately if the facility's emergency coordinator determines that the facility has had a release, fire, or explosion that could threaten human health or the environment outside the facility. A treatment, storage, and disposal facility's permit generally requires reporting to the Colorado Department of Public Health and Environment – Hazardous Materials and Waste Management Division of any release, fire or explosion, even if the amount of the release is less than an otherwise reportable quantity.

The Department and local authorities must be notified when the facility is back in compliance and ready to resume operations. In addition, the facility must send a written report to both the EPA Regional Administrator and the Colorado Department of Public Health and Environment within 15 days of any incident that requires implementation of the facility contingency plan.

In the case of a release of hazardous waste stored in tanks, the facility must notify the Hazardous Materials and Waste Management Division within 24 hours of a release to the environment of more than one pound. A leak or spill of hazardous waste that is less than or equal to one pound from a tank or tank system does not need to be reported if the release is immediately contained and cleaned up. Within 30 days of the release, a written report must be submitted to the Division.

These notification and reporting requirements are included in 6 CCR 1007-3 Sections 264.56 and 265.56 and Sections 264.196(d) and 265.196(d).

D. Radiation Control

The state of Colorado has specific reporting requirements for stolen, lost or missing licensed or registered sources of radiation. Each licensee or registrant must report to the Colorado Department of Public Health and Environment by telephone in the event of lost, stolen or missing licensed or registered radioactive materials, a lost, stolen, or missing radiation machine, releases of radioactive materials, contamination events, and fires or explosions involving radioactive materials. Incidents should be reported to the Radiation Incident Reporting Line. Based on the severity of the event, notification may be required immediately, within 24 hours or within 30 days. A follow-up written report must also be submitted to the Department within 30 days of initial notification. The licensee must also report any additional substantive information regarding a loss or theft incident within 30 days after learning of such information.

Releases of radionuclides are reportable under CERCLA.

These release and notification requirements are contained in 6 CCR 1007-1 Sections 4.51 - 4.53.

E. Clean Water Act

The Clean Water Act (CWA) requires the person in charge of a facility or vessel to make an immediate report to the National Response Center of discharges of harmful quantities of oil to navigable waters as soon as they have knowledge of the release. In this case, oil means oil of any kind or in any form including, but not limited to, petroleum, fuel oil, sludge, oil refuse, and oil mixed with wastes other than dredged spoil. Discharges of oil that violate applicable water quality standards and those that cause a film, sheen or discoloration of the surface of the water or adjoining shorelines, or cause a sludge or emulsion to be deposited beneath the surface of the water or on adjoining shorelines must be reported. In effect, this means that any discharge of oil to waters of the United States must be reported to the National Response Center. These release and notification requirements are contained in 40 CFR Part 110.

The Clean Water Act (CWA) also requires the person in charge of a facility or vessel to report to the National Response Center the discharge of a designated hazardous substance from the vessel or facility to waters of the United States in quantities that equal or exceed the reportable quantity as soon as they have knowledge of the release. Under the Act, the US EPA was directed to establish reporting quantities for all hazardous substances listed in Table 116.4 A and B (40 CFR Part 116), which were designated as hazardous substances in accordance with Section 311(b)(2)(A) of the

Clean Water Act. This designation includes any isomers and hydrates as well as any solutions and mixtures containing these substances. Each of these substances is included in the CERCLA list of hazardous substances (40 CFR Part 302 Table 302.4) and is assigned the reportable quantity listed in Table 302.4 for that substance. These release and notification requirements are contained in 40 CFR Parts 116 and 117.

Under the Clean Water Act, anyone that has a National Pollutant Discharge Elimination System (NPDES) permit must report to the National Response Center within 24 hours of becoming aware of any unanticipated bypasses or upsets that cause an exceedance of the effluent limits in their permit and any violation of their maximum daily discharge limits for any pollutant listed in the permit. A written report must be provided within five days. Other instances of noncompliance must be reported when monitoring reports are submitted.

The Clean Water Act also requires all industrial users of Publicly Owned Treatment Works (POTWs) to notify their treatment plant immediately if they have a discharge that could cause problems at the treatment plant.

These notification and reporting requirements are included in 40 CFR Parts 122 and 403.

State Requirements

A spill of any chemical, oil, petroleum product, sewage, etc., which may enter waters of the state of Colorado (which include surface water, ground water, and dry gullies and storm sewers leading to surface water) must be reported immediately to the Colorado Department of Public Health and Environment. Any accidental discharge to the sanitary sewer system must be reported immediately to the local sewer authority and the affected wastewater treatment plant. If a release occurs at a mining operation, the Division of Reclamation, Mining and Safety should also be notified.

For more information regarding State reporting requirements under 25-8-601(2) CRS, please refer to the “Guidance for Reporting Spills under the Colorado Water Quality Control Act and Colorado Discharge Permits” adopted by the Water Quality Control Division. This policy is available at <http://www.cdphe.state.co.us/op/wqcc/Resources/Guidance/spillguidance.pdf>.

F. Safe Drinking Water Act

The owner or operator of a public water system (community water systems, non-transient non-community water systems, and transient non-community water systems) must immediately report any credible threat to the water supply system to the Colorado Environmental Release and Incident Reporting Line and to the local emergency manager. The local emergency manager may be the county sheriff or a member of the fire department. A list of local emergency managers is available from the Colorado Department of Local Affairs.

G. Clean Air Act

Hazardous air pollutants (HAPs) listed in Section 112(b) of the Clean Air Act (CAA) are designated as hazardous substances under the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA). Hazardous air pollutants are known or suspected to cause cancer or other serious health effects or adverse environmental effects. Health effects can include immunological, neurological, reproductive, developmental, and respiratory problems. In some cases, hazardous air

pollutants can be deposited onto soils or other surfaces, where they are taken in by plants and animals and can accumulate in organic tissue or pass up the food chain due to the inability of organisms to process the substance.

The release (or air emission) of a hazardous air pollutant that is allowed and less than any limit specified in a facility's air permit is considered to be a federally permitted release. If the facility releases more than is allowed under its air permit within a 24 hour period, the facility must report the release if the quantity released exceeded the facility's permitted level by a reportable quantity or more. For example, if a facility has an air permit that allows the release of 30 pounds of a hazardous substance and that substance has a reportable quantity of 100 pounds, the facility would have to report all releases of 130 pounds or more of that substance. Releases of less than 130 pounds would not need to be reported under CERCLA or EPCRA because even though the facility exceeded its permit limit, the amount released did not exceed the permitted level by its reportable quantity (in this case, 100 pounds) or more. If the air permit does not allow or does not specify the release of a hazardous air pollutant, then releases in excess of the CERCLA / EPCRA reportable quantity for that substance must be reported. Please be aware that other reporting requirements are triggered, however, based on the facility's air permit. The Clean Air Act (CAA) requires that permits for stationary air sources have language requiring prompt reporting of any emergencies, upsets and deviations from what is allowed in the permit. Releases must be reported to the National Response Center and to the Colorado Department of Public Health and Environment. Contact the Air Pollution Control Division for details on additional air-related requirements that may also apply.

Hazardous air pollutants are included in the CERCLA list of hazardous substances in 40 CFR Part 302 and are assigned the reportable quantity listed in Table 302.4 for each substance.

State Requirements

In the case of excess emissions during an emergency or malfunction, the owner or operator must notify the Colorado Department of Public Health and Environment as soon as possible, but no later than noon of the next working day, and provide a written follow-up report to the Air Pollution Control Division by the end of the facility's next reporting period.

These notification and reporting requirements are included in 5 CCR 1001-2 Section II.E and 5 CCR 1001-5, Regulation 3 Part C, Section VII.C.

H. Underground Storage Tanks (USTs) and Aboveground Storage Tanks (ASTs)

The reportable quantity for petroleum from a regulated storage tank system is 25 gallons.

Owners and operators of regulated storage tank systems must report a release or suspected release of regulated substances to the Division of Oil and Public Safety at the Colorado Department of Labor and Employment within 24 hours by telephone or facsimile. If outside normal working hours or on a weekend or holiday and emergency assistance is needed, the release can be reported to the Colorado Environmental Release and Incident Reporting line at the Colorado Department of Public Health and Environment. Any suspected release or release of unknown quantity is a reportable quantity unless the owner/operator can conclusively show the release is less than the reportable quantity for the released substance.

Under this program, the reportable quantity for petroleum releases is 25 gallons or more from regulated aboveground and underground storage tank systems, or any amount that causes a sheen on nearby surface water. This is interpreted to include releases from fuel pumps and fuel delivery trucks while connected to the petroleum storage tank system. Releases of less than 25 gallons from regulated petroleum storage tank systems, or a release of a hazardous substance that is less than the CERCLA reportable quantity, do not need to be reported to the Division of Oil and Public Safety if they are immediately contained and cleaned up. If cleanup cannot be accomplished within 24 hours, the Division of Oil and Public Safety must be notified immediately.

Spills or releases of hazardous substances in excess of the CERCLA reportable quantity from regulated underground storage tanks must also be reported to the National Response Center and the local fire authority immediately. Any release, regardless of quantity, that has or may impact waters of the state (including surface water, groundwater, dry gullies leading to surface water or storm sewers) must also be reported to the Colorado Environmental Release and Incident Reporting line immediately.

These notification and reporting requirements are included in 7 CCR 1101-14 Article 4, 8-20.5-208 CRS and 25-8-601 CRS.

I. Hazardous Materials Transportation

Highway, Aircraft, Rail and Vessel

Federal hazardous materials transportation regulations cover the transportation of hazardous materials by highway, aircraft, rail, and vessel. Transportation includes activities related to transportation like loading, unloading, and temporary storage. "Hazardous material" includes hazardous substances, hazardous wastes, marine pollutants, elevated temperature materials as defined in 49 CFR Section 171.8, materials designated as hazardous in the Hazardous Materials Table in 49 CFR Section 172.101 and materials that meet the criteria for hazardous classes and division in 49 CFR Part 173.

The person in physical possession of the hazardous material during transportation must notify the National Response Center as soon as practical, but not more than 12 hours after an incident, if as a direct result of a hazardous material:

- a person is killed or is injured and requires hospitalization,
- there is an evacuation of the general public that lasts more than an hour,
- a major transportation artery or facility is shut down for an hour or more,
- the operational flight pattern or routine of an aircraft is altered,
- there is fire, breakage, spillage, or suspected contamination involving a radioactive material,
- there is fire, breakage, spillage, or suspected contamination involving an infectious substance other than a regulated medical waste,
- there is a release of a marine pollutant in a quantity exceeding 119 gallons for liquids or 882 pounds for solids,
- or any situation that, in the judgment of the person in possession of the hazardous material, should be reported even though it doesn't meet the above criteria.

Notice of incidents involving an infectious substance may be given to the Director of the Centers for Disease Control and Prevention (1-800-232-0124) instead of notifying the National Response Center.

The person in possession of the hazardous material at the time of the incident must submit a written report within 30 days of the incident to the US Department of Transportation. In addition, a written report must be submitted if there is an unintentional release of a hazardous material or the discharge of any quantity of hazardous waste even though verbal notification may not be required. If the incident involves air transportation, a copy of the report must also be submitted to the Federal Aviation Administration Security Field Office nearest the location of the incident.

These notification and reporting requirements are included in 49 CFR Sections 171.15 and 171.16.

State Requirements

The State also has specific requirements for reporting incidents involving hazardous materials or nuclear materials as cargo during transportation. The driver of a motor vehicle involved in a spill of hazardous material from a fuel tank that provides fuel for the vehicle and/or equipment on that vehicle must immediately notify the nearest law enforcement agency. The driver of a vehicle transporting nuclear or hazardous materials as cargo that is involved in a spill, or an incident which may result in a potential spill, must immediately notify the nearest law enforcement agency. As soon as possible after the initial notification of the spill or incident to the nearest law enforcement agency, the driver or a company representative must notify the Colorado State Patrol and the 24-hour Colorado Environmental Release and Incident Reporting Line. In addition, the driver of a motor vehicle transporting nuclear materials as cargo must immediately notify the Colorado State Patrol if the vehicle is involved in a crash, whether or not there is damage to the vehicle.

If the incident involves the release of hazardous waste, the transporter must notify the Colorado Department of Public Health and Environment and report the ultimate disposition of the waste to the Department in addition to the notifications above. In the event of a spill of hazardous waste at a transfer facility, the transporter must notify the Colorado Department of Public Health and Environment within 24 hours of a spill exceeding 55 gallons or if there is a fire or explosion. A written report must be sent to the Department within 15 days after the incident.

Report releases along a highway to the National Response Center, nearest local law enforcement agency, Colorado State Patrol, and Colorado Environmental Release and Incident Reporting Line.

These notification and reporting requirements are included in 8 CCR 1507-25 Parts I and IV and 6 CCR 1007-3 Part 263.

Pipelines

In Colorado, the US Department of Transportation Office of Pipeline Safety inspects, regulates, and enforces interstate gas pipeline safety requirements. They also inspect, regulate, and enforce both intra- and interstate liquid pipeline safety requirements in this state. Through certification by the Office of Pipeline Safety, the Gas Pipeline Safety Division of the Colorado Public Utilities Commission regulates, inspects, and enforces intrastate gas pipeline safety requirements. Pipeline facilities include transmission, distribution, regulated gathering, master metered, liquefied natural gas, and propane gas systems. Be aware that these regulations are primarily for pipeline safety. Be sure to review other environmental release reporting requirements.

Hazardous Liquids and Carbon Dioxide

Federal hazardous materials transportation regulations cover the transportation of hazardous liquids and carbon dioxide by pipeline. In this case, hazardous liquid is limited to petroleum, petroleum products, and anhydrous ammonia in a non-gaseous state. Petroleum includes crude oil, condensate, natural gasoline, natural gas liquids, and liquefied petroleum gas. Petroleum product includes flammable, toxic or corrosive products obtained from distilling and processing of crude oil, unfinished oils, natural gas liquids, blend stocks, and other miscellaneous hydrocarbon compounds.

As early as practicable following discovery of a release of a hazardous liquid or carbon dioxide from a pipeline system, the operator must notify the National Response Center by telephone if:

- a person is killed or is injured and requires hospitalization,
- there is a fire or explosion not intentionally set by the operator,
- there is estimated property damage (including cost of cleanup and recovery, value of lost product, and damage to property) exceeding \$50,000,
- there is pollution of any stream, river, reservoir, or other body of water that violated applicable water quality standards, caused a discoloration of the surface of the water or adjoining shoreline, or deposited a sludge or emulsion beneath the surface of the water or adjoining shoreline, or
- there is any situation that, in the judgment of the operator, should be reported even though it doesn't meet the above criteria.

A written accident report must be submitted to the US Department of Transportation Office of Pipeline Safety as soon as practicable, but not later than 30 days after discovery of a release. A supplemental report must be submitted within 30 days if the operator receives any updates or additions to the information originally reported.

These notification and reporting requirements are included in 49 CFR Part 195.

Natural Gas and Liquefied Natural Gas

Federal hazardous materials transportation regulations also cover the transportation of natural gas by pipeline and activities occurring at a liquefied natural gas (LNG) facility where natural and synthetic gas are liquefied, transferred or stored.

As early as practicable following discovery of a release of gas from a pipeline or of liquefied natural gas or gas from a liquefied natural gas facility, but generally not to exceed two hours after discovery, the operator must notify the National Response Center and the Colorado Public Utilities Commission Gas Pipeline Safety Section by telephone if:

- a person is killed or is injured and requires hospitalization,
- there is estimated property damage (including value of lost product and damage to property) of \$50,000 or more,
- there is an event that results in an emergency shutdown of a liquefied natural gas facility, or
- there is any situation that, in the judgment of the operator, should be reported even though it doesn't meet the above criteria.

As early as practicable, but not later than 30 days after discovery and verbal report of a release, the operator must submit a written report to the US Department of Transportation Office of Pipeline Safety. A supplemental report must be submitted within 30 days if the operator receives relevant updates or additions to the information originally reported.

These notification and reporting requirements are included in 49 CFR Part 191 and 4 CCR 723-4 Sections 4900 - 4914.

State Requirements

If there is a leak on a gas pipeline, a liquefied natural gas system, a master meter system, or a propane system that results in the evacuation of 50 or more people from a normally occupied building or results in the closure of a roadway, the operator must contact the Colorado Public Utilities Commission Gas Pipeline Safety Section by telephone within two hours of discovery.

This notification requirement is contained in 4 CCR 723-4 Section 4911.

J. Oil and Gas Exploration and Production

Federal oil and gas lease surface operations are managed by the US Department of the Interior Bureau of Land Management (BLM) in cooperation with the appropriate Federal surface management agency or non-Federal surface owner. On National Forest System lands, the Forest Service has approval authority for the surface use portion of Federal oil and gas operations and for appeals related to Forest Service decisions and approvals. The BLM considers the Bureau of Indian Affairs to be the surface management agency for all Indian lands unless a Tribe has contracted the Bureau of Indian Affairs realty function for its lands.

“... All spills or leakages of oil, gas, salt water, toxic liquids or waste materials, blowouts, fires, personal injuries, and fatalities shall be reported by the operator to the BLM and the surface management agency in accordance with the requirements of *Notice to Lessees NTL-3A; Reporting of Undesirable Events*, and in accordance with any applicable local requirements.

The BLM requires immediate reporting of all Class I major events, such as spills of more than 100 barrels of fluid/500 MCF of gas released; fires that consume 100 bbl or more oil or 500 MCF gas; life threatening or fatal injury/loss of well control; release of reportable quantities of hazardous substances; spill, venting, or fire in sensitive areas, such as parks, recreation sites, wildlife refuges, lakes, reservoirs, streams, and urban or suburban areas” ... “Volumes discharged during any of the above incidents will be estimated as necessary. Operators must take immediate action to prevent and control spills and the BLM, the surface management agency, and other applicable regulatory authorities must be consulted prior to treating or disposing of wastes and spills. Operators should become familiar with local surface management agency requirements for reporting and managing spills and leaks. ...” (BLM “The Gold Book,” Fourth Edition, Revised 2007)

State Requirements

Spills and releases of Exploration and Production (E&P) waste and produced fluids should be controlled and contained immediately upon discovery. Impacts resulting from spills and releases should be investigated and cleaned up as soon as practicable.

The rules and regulations for oil and gas exploration and production have recently been revised. Most of these changes become effective May 1, 2009 on federal land and April 1, 2009 on all other land.

If there is a spill or release of more than 20 barrels of E&P waste, it must be verbally reported to the Colorado Oil and Gas Conservation Commission (COGCC) as soon as practicable, but not more than 24 hours after discovery. If there is a spill or release of any size that impacts or

could impact waters of the state, a residence or an occupied structure, livestock or a public byway, it must be verbally reported to the Colorado Oil and Gas Conservation Commission as soon as practicable, but not more than 24 hours after discovery. Spills or releases of any size that impact or threaten to impact any surface water supply area must be reported to the Colorado Oil and Gas Conservation Commission and to the Colorado Environmental Release and Incident Reporting Line. If the release impacts or threatens to impact a surface water intake, it must be verbally reported to the emergency contact for that facility immediately after discovery. The operator must notify the affected surface owner or their appointed tenant of all reportable spills as soon as practicable, but not more than 24 hours after discovery.

Chemical spills and releases must be reported in accordance with all applicable state and federal laws, including the Emergency Planning and community Right-to-Know Act (EPCRA), the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), the Oil Pollution Act, and the Clean Water Act.

Releases of more than 5 barrels of E&P waste, and all other reportable releases, must also be reported on COGCC Form 19 and submitted to the Colorado Oil and Gas Conservation Commission within 10 days after discovery of the release.

These notification requirements are contained in the Colorado Oil and Gas Conservation Commission 900-Series Rules.

K. Polychlorinated Biphenyls

Polychlorinated biphenyls (PCBs) are managed under the Toxic Substances Control Act. Substances with concentrations greater than or equal to 50 parts per million PCBs are regulated under 40 CFR Part 761, which is implemented by the US Environmental Protection Agency. If a spill of the substance directly contaminates surface water, sewers, drinking water supplies, grazing lands, or vegetable gardens and/or the spill exceeds 10 pounds of PCBs by weight, the responsible party must notify the EPA within 24 hours. In Colorado, contact the Region 8 Emergency Response Spill Report Line. If the spill involves 10 pounds or less of PCBs and does not involve any of these resources, the spill must still be cleaned up, but notification to EPA isn't required. Unless commingled with a hazardous waste, releases of substances containing less than 50 parts per million PCBs are regulated under Colorado's solid waste regulations 6 CCR 1007-2. The solid waste regulations do not have specific release reporting requirements at this time.

The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) has set the reportable quantity for PCBs at one (1) pound. Any release of oil or other substance containing greater than or equal to one pound of PCBs must be reported to the National Response Center as soon as the release is discovered. In addition, if the release impacts waters of the state of Colorado, the release must be reported as per the Water Quality Control Division's reporting policy (see "Guidance for Reporting Spills under the Colorado Water Quality Control Act and Colorado Discharge Permits", <http://www.cdphe.state.co.us/op/wqcc/Resources/Guidance/spillguidance.pdf>).

Abbreviations & Definitions

CAA – Clean Air Act
CCR – Code of Colorado Regulations
CDPHE – Colorado Department of Public Health and Environment
CEPC – Colorado Emergency Planning Commission
CERCLA – Comprehensive Environmental Response, Compensation and Liability Act
CFR – Code of Federal Regulations
CRS – Colorado Revised Statutes
CWA – Clean Water Act
EPA – United States Environmental Protection Agency
EPCRA – Emergency Planning and Community Right-to-Know Act
LEPC – Local Emergency Planning Committee
NRC – National Response Center
RCRA – Resource Conservation and Recovery Act
SERC – State Emergency Response Commission
SDWA – Safe Drinking Water Act

EPA's List of Lists is a compendium of the lists of chemicals subject to reporting requirements under the Emergency Planning and Community Right-to-Know Act (EPCRA), the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) and chemicals listed under section 112(r) of the Clean Air Act (CAA). Lists are also provided of Resource Conservation and Recovery Act (RCRA) hazardous wastes and radionuclides reportable under the Comprehensive Environmental Response, Compensation and Liability Act. These lists should be used as reference tools, not as a definitive source of compliance information. Reporting requirements for the Emergency Planning and Community Right-to-Know Act and the Comprehensive Environmental Response, Compensation and Liability Act are published in the Code of Federal Regulations (CFR), 40 CFR Parts 302 and 355 respectively. Compliance information for the Clean Air Act section 112(r) is published in 40 CFR Part 68. The List of Lists is available on the Internet at <http://yosemite.epa.gov/oswer/lol.nsf/homepage>.

Exploration and production (E&P) wastes are associated with operations to locate or remove oil or gas from the ground or to remove the impurities from oil or gas.

Extremely Hazardous Substances (EHS) are chemicals that present the most serious hazards during release (in terms of toxicity, reactivity, volatility, combustibility, and flammability) and are regulated under the Emergency Planning and Community Right-To-Know Act (EPCRA). The extremely hazardous substances list consists of approximately 360 substances and is included in EPA's List of Lists.

Facility means any building, equipment, structure, installation, containment structure, pipe, other stationary feature, motor vehicle, rolling stock, or aircraft. Facility also includes any site where a hazardous substance is or has been located.

Hazardous Materials are chemicals posing a hazard to human health or the environment when transported (49 USC 5103). They include hazardous substances, hazardous wastes, marine pollutants, elevated temperature materials, all materials in the Hazardous Materials Table (49 CFR 172.101), and materials meeting the criteria for hazard classes in part 173 of subchapter C of 49 CFR 172.101.

Hazardous Substances are chemicals posing a hazard to human health or the environment and are regulated under the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA). The hazardous substance list is included in EPA's List of Lists.

Reportable Quantity (RQ) is a term that applies to the amount of hazardous substances or extremely hazardous substances released within a 24-hour period. *Note that the 24-hour period is the time frame for measuring the quantity released, not the time frame for reporting a release.*

Threshold Planning Quantity (TPQ) is a term that applies to the amount of an extremely hazardous substance that must be present onsite in concentrations greater than 1% by weight of a compound or mixture at which the facility must meet all emergency planning requirements. If not also listed as a CERCLA hazardous substance, extremely hazardous substances have a reportable quantity equal to the threshold planning quantity for that substance.

"Waters of the State of Colorado" are any and all surface waters and subsurface waters (groundwater) that are contained in or flow in or through the state of Colorado. This includes lakes, rivers, streams, creeks, wetlands, irrigation ditches, storm drains, livestock ponds, borrow ditches, and dry gullies. This does not include waters in sewage systems, waters in treatment works of disposal systems, waters in potable water distribution systems, or water withdrawn for use until use and treatment have been completed.



Appendix D:

Sample Inspection Form

Facility:		Cert. No. COR-03	Date:
Address:		City:	County:
Facility Representative(s)/Title(s):			Phone:
Permittee:	Responsible Official:	Title:	
Address:			Phone:
Inspector/Agency:		Attendees:	
Copy of SWMP confirmed on-site:	Permit certification date:	Construction start date:	
Signed SWMP Certification submitted:			

1. **Site Description:** Does the SWMP clearly describe the construction activity, to include:

	Yes	No
a) The nature of the construction activity at the site.		
b) The proposed sequence for major activities?		
c) Estimates of the total area of the site, and the area and location expected to be disturbed by clearing, excavation, grading, or other construction activities?		
d) A summary of any existing data used in the development of the site construction plans or SWMP that describe the soil or existing potential for soil erosion?		
e) A description of the existing vegetation at the site and an estimate of the percent vegetative ground cover?		
f) The location and description of all potential pollution sources , including ground surface disturbing activities (see Part I.A.2.b), vehicle fueling, storage of fertilizers or chemicals, etc		
g) The location and description of any anticipated allowable sources of non-stormwater discharge at the site, e.g., uncontaminated springs, landscape irrigation return flow, construction dewatering, and concrete washout?		
h) The name of the receiving water(s) and the size, type and location of any outfall(s). If the stormwater discharge is to a municipal separate storm sewer system, the name of that system, the location of the storm sewer discharge, and the ultimate receiving water(s).		

2. **Site Map:** Does plan provide a generalized site map or maps which indicate:

	Yes	No
a) construction site boundaries		
b) all areas of ground surface disturbance		
c) areas of cut and fill		
d) areas used for storage of building materials, equipment, soil, or waste		
e) location of dedicated asphalt or concrete batch plants		

2. Site Map: (continued)

	Yes	No
f) locations of all structural BMPs		
g) locations of non-structural BMPs as applicable; and		
h) locations of springs, streams, wetlands and other surface waters.		

3. Stormwater Management Controls

	Yes	No
a) SWMP Administrator —Does the SWMP identify a specific individual(s), position or title who is responsible for developing/implementing/maintaining/revising the SWMP?		
b) Identification of Potential Pollutant Sources —Does the SWMP identify and describe those sources determined to have the potential to contribute pollutants to stormwater discharges? (<i>clarification</i>)		
c) Best Management Practices (BMPs) for Stormwater Pollution Prevention		
1) <u>Structural Practices</u> : Does the SWMP clearly describe and locate all structural practices implemented at the site to minimize erosion and sediment transport? (i.e. bales, wattles, silt fence, earth dike, drainage swales, sediment traps, subsurface drains, pipe slope drains, inlet/outlet protection, gabions, sediment basins, etc)		
2) <u>Non-Structural Practices</u> : Does SWMP clearly describe and locate all non-structural practices implemented to minimize erosion and sediment transport, including interim and permanent stabilization practices, and <u>site-specific scheduling</u> for implementation of the practices? (i.e., temporary and permanent vegetation, mulching, geotextiles, sod stabilization, slope roughening, veg. buffer strips, protection of trees, preservation of mature vegetation, etc)		
3) <u>Phased BMP Implementation</u> : Does SWMP clearly describe the relationship between the phases of construction and the implementation and maintenance of both structural and non-structural controls?		
4) <u>Materials Handling and Spill Prevention</u> : Does SWMP clearly describe and locate all practices implemented at the site to minimize impacts from procedures or significant materials (see definitions at Part I.E.) that could contribute pollutants to runoff? (i.e., exposed storage of building materials; paints and solvents; fertilizers or chemicals; waste material; and equipment maintenance or fueling procedures)		
If areas/procedures where potential spills can occur, are spill prevention and response procedures identified in the SWMP?		
5) <u>Dedicated Concrete or Asphalt Batch Plants</u> : Does SWMP clearly describe and locate all practices implemented at the site to control stormwater pollution from dedicated asphalt or concrete batch plants covered by this certification?		
6) <u>Vehicle Tracking Control</u> : Does SWMP clearly describe and locate all practices implemented at the site to control potential sediment discharges from vehicle tracking? (i.e., minimizing site access; street sweeping; tracking pads; graveled parking; paved area restrictions for vehicles; wash racks; education, etc.)		
7) <u>Waste Management and Disposal, Including Concrete Washout</u> : Does SWMP clearly describe and locate the practices implemented at the site to control stormwater pollution from all construction site wastes (liquid and solid) including concrete washout activities?		
8) <u>Groundwater and Stormwater Dewatering</u> : Does SWMP clearly describe and locate the practices implemented at the site to control stormwater pollution from the dewatering of [uncontaminated] groundwater or stormwater from excavations, wells, etc.?		
Does SWMP include installation and implementation specifications/details associated with all BMPs implemented at the facility? Source of design details: _____		

Notes:

BMP	Listed In SWMP	Included on Site Plan	SWMP Includes a Detail	Installed in the Field

4. Final Stabilization and Long-Term Stormwater Management

	Yes	No
Does SWMP clearly describe the practices used to achieve final stabilization and any planned practices to control pollutants in stormwater discharges that will occur after construction operations have been completed at the site? (i.e., seed mix selection and application methods; soil preparation and amendments; soil stabilization practices; etc.)		
Note: If permittee relies on landscape plan, then it must be referenced and maintained with the SWMP.		

5. Inspection and Maintenance

	Yes	No
Does the SWMP clearly describe the inspection and maintenance procedures implemented to maintain all [BMPs identified in the SWMP] in good and effective operating condition?		
Do the inspection records document the required inspection frequency?		
Are inspections conducted as required in the permit (scope and documentation)? (i.e., date, name and title, location of discharge of sediment, location of failed BMPs, location of additional BMPs needed, deviation from minimum inspection schedule, signature <i>after</i> corrective actions and site is in compliance)		

Notes:



Appendix E:

Soil Survey Information



MAP LEGEND

Area of Interest (AOI)

 Area of Interest (AOI)

Soils

Soil Rating Polygons

 A
 A/D
 B
 B/D
 C
 C/D
 D
 Not rated or not available

Soil Rating Lines

 A
 A/D
 B
 B/D
 C
 C/D
 D
 Not rated or not available

Soil Rating Points

 A
 A/D
 B
 B/D

 C
 C/D
 D
 Not rated or not available

Water Features

 Streams and Canals

Transportation

 Rails
 Interstate Highways
 US Routes
 Major Roads
 Local Roads

Background

 Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:20,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
 Web Soil Survey URL:
 Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Chaffee-Lake Area, Colorado, Parts of Chaffee and Lake Counties
 Survey Area Data: Version 10, Oct 12, 2017

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Jun 25, 2011—Sep 26, 2016

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Hydrologic Soil Group

Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
DoD	Dominson gravelly sandy loam, 1 to 9 percent slopes	A	3.2	99.8%
MaB	Manhattan sandy loam, 1 to 3 percent slopes	A	0.0	0.2%
Totals for Area of Interest			3.2	100.0%

Description

Hydrologic soil groups are based on estimates of runoff potential. Soils are assigned to one of four groups according to the rate of water infiltration when the soils are not protected by vegetation, are thoroughly wet, and receive precipitation from long-duration storms.

The soils in the United States are assigned to four groups (A, B, C, and D) and three dual classes (A/D, B/D, and C/D). The groups are defined as follows:

Group A. Soils having a high infiltration rate (low runoff potential) when thoroughly wet. These consist mainly of deep, well drained to excessively drained sands or gravelly sands. These soils have a high rate of water transmission.

Group B. Soils having a moderate infiltration rate when thoroughly wet. These consist chiefly of moderately deep or deep, moderately well drained or well drained soils that have moderately fine texture to moderately coarse texture. These soils have a moderate rate of water transmission.

Group C. Soils having a slow infiltration rate when thoroughly wet. These consist chiefly of soils having a layer that impedes the downward movement of water or soils of moderately fine texture or fine texture. These soils have a slow rate of water transmission.

Group D. Soils having a very slow infiltration rate (high runoff potential) when thoroughly wet. These consist chiefly of clays that have a high shrink-swell potential, soils that have a high water table, soils that have a claypan or clay layer at or near the surface, and soils that are shallow over nearly impervious material. These soils have a very slow rate of water transmission.

If a soil is assigned to a dual hydrologic group (A/D, B/D, or C/D), the first letter is for drained areas and the second is for undrained areas. Only the soils that in their natural condition are in group D are assigned to dual classes.

Rating Options

Aggregation Method: Dominant Condition

Component Percent Cutoff: None Specified

Tie-break Rule: Higher



Soil Map may not be valid at this scale.



Map Scale: 1:805 if printed on A portrait (8.5" x 11") sheet.

0 10 20 40 60 Meters

0 35 70 140 210 Feet

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 13N WGS84

MAP LEGEND

Area of Interest (AOI)

 Area of Interest (AOI)

Soils

Soil Rating Polygons

	.02
	.05
	.10
	.15
	.17
	.20
	.24
	.28
	.32
	.37
	.43
	.49
	.55
	.64
	Not rated or not available

Soil Rating Lines

	.02
	.05
	.10
	.15
	.17
	.20

	.24
	.28
	.32
	.37
	.43
	.49
	.55
	.64
	Not rated or not available

Soil Rating Points

	.02
	.05
	.10
	.15
	.17
	.20
	.24
	.28
	.32
	.37
	.43
	.49
	.55
	.64
	Not rated or not available

Water Features

	Streams and Canals
	Rails
	Interstate Highways
	US Routes
	Major Roads
	Local Roads
	Background
	Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:20,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Chaffee-Lake Area, Colorado, Parts of Chaffee and Lake Counties
Survey Area Data: Version 10, Oct 12, 2017

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Jun 25, 2011—Sep 26, 2016

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

K Factor, Whole Soil

Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
DoD	Dominson gravelly sandy loam, 1 to 9 percent slopes	.05	3.2	99.8%
MaB	Manhattan sandy loam, 1 to 3 percent slopes	.20	0.0	0.2%
Totals for Area of Interest			3.2	100.0%

Description

Erosion factor K indicates the susceptibility of a soil to sheet and rill erosion by water. Factor K is one of six factors used in the Universal Soil Loss Equation (USLE) and the Revised Universal Soil Loss Equation (RUSLE) to predict the average annual rate of soil loss by sheet and rill erosion in tons per acre per year. The estimates are based primarily on percentage of silt, sand, and organic matter and on soil structure and saturated hydraulic conductivity (Ksat). Values of K range from 0.02 to 0.69. Other factors being equal, the higher the value, the more susceptible the soil is to sheet and rill erosion by water.

"Erosion factor Kw (whole soil)" indicates the erodibility of the whole soil. The estimates are modified by the presence of rock fragments.

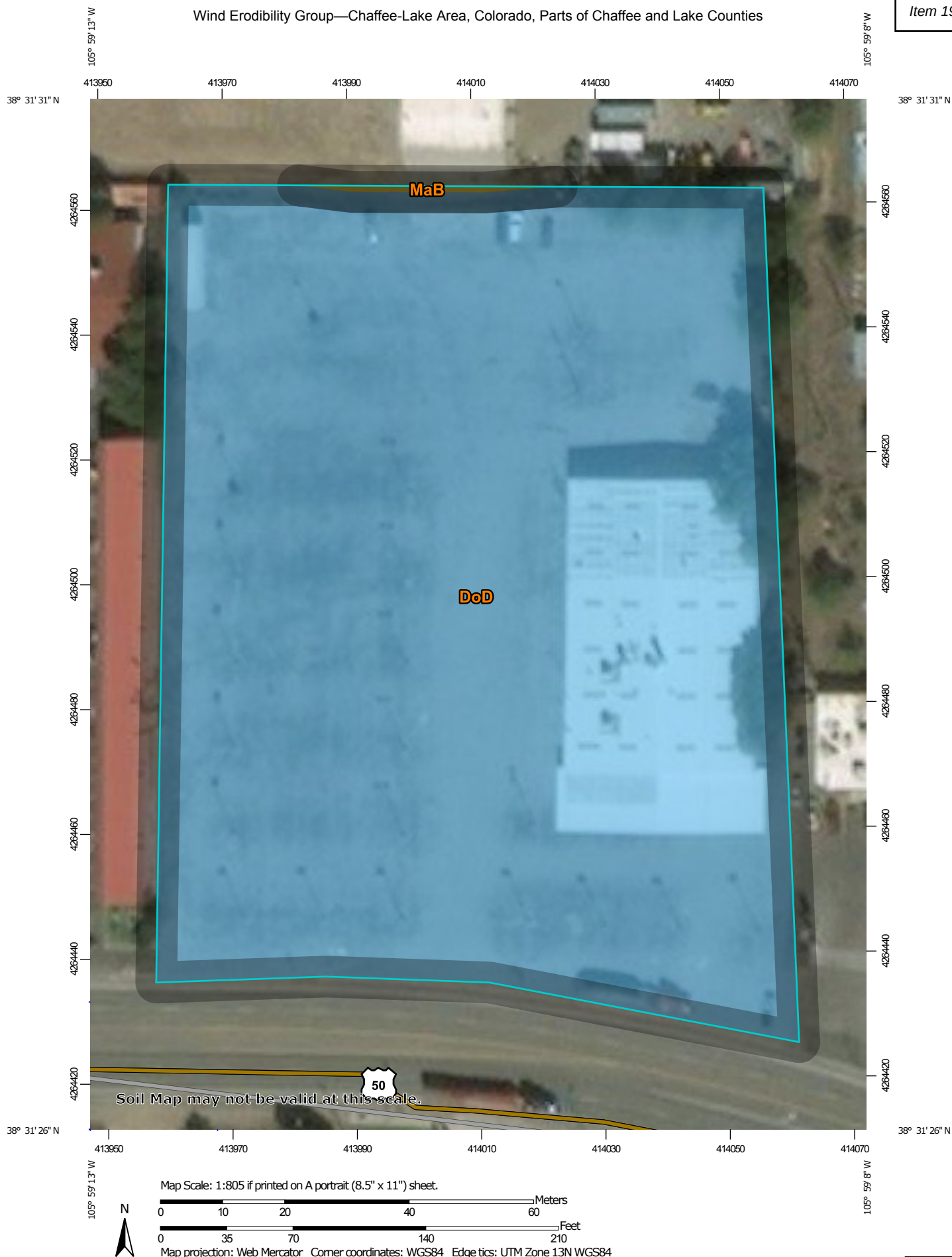
Rating Options

Aggregation Method: Dominant Condition

Component Percent Cutoff: None Specified

Tie-break Rule: Higher

Layer Options (Horizon Aggregation Method): Surface Layer (Not applicable)



MAP LEGEND**Area of Interest (AOI)**
 Area of Interest (AOI)
Soils**Soil Rating Polygons**

	1		1
	2		2
	3		3
	4		4
	4L		4L
	5		5
	6		6
	7		7
	8		8
	Not rated or not available		Not rated or not available

Soil Rating Lines

	1
	2
	3
	4
	4L
	5
	6
	7
	8
	Not rated or not available

Soil Rating Points**Water Features**
 Streams and Canals
Transportation

	Rails
	Interstate Highways
	US Routes
	Major Roads
	Local Roads

Background
 Aerial Photography
MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:20,000.

Warning: Soil Map may not be valid at this scale.

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Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service

Web Soil Survey URL:

Coordinate System: Web Mercator (EPSG:3857)

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Soil Survey Area: Chaffee-Lake Area, Colorado, Parts of Chaffee and Lake Counties

Survey Area Data: Version 10, Oct 12, 2017

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Jun 25, 2011—Sep 26, 2016

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Wind Erodibility Group

Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
DoD	Dominson gravelly sandy loam, 1 to 9 percent slopes	6	3.2	99.8%
MaB	Manhattan sandy loam, 1 to 3 percent slopes	3	0.0	0.2%
Totals for Area of Interest			3.2	100.0%

Description

A wind erodibility group (WEG) consists of soils that have similar properties affecting their susceptibility to wind erosion in cultivated areas. The soils assigned to group 1 are the most susceptible to wind erosion, and those assigned to group 8 are the least susceptible.

Rating Options

Aggregation Method: Dominant Condition

Component Percent Cutoff: None Specified

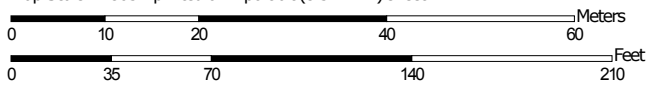
Tie-break Rule: Lower



Soil Map may not be valid at this scale.



Map Scale: 1:805 if printed on A portrait (8.5" x 11") sheet.



Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 13N WGS84

MAP LEGEND

Area of Interest (AOI)

 Area of Interest (AOI)

Soils

Soil Rating Polygons

	0
	38
	48
	56
	86
	134
	160
	180
	220
	250
	310
	Not rated or not available

Soil Rating Lines

	0
	38
	48
	56
	86
	134
	160
	180
	220

 250

 310

 Not rated or not available

Soil Rating Points

	0
	38
	48
	56
	86
	134
	160
	180
	220
	250
	310
	Not rated or not available

Water Features

 Streams and Canals

Transportation

	Rails
	Interstate Highways
	US Routes
	Major Roads
	Local Roads

Background

 Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:20,000.

Warning: Soil Map may not be valid at this scale.

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Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service

Web Soil Survey URL:

Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Chaffee-Lake Area, Colorado, Parts of Chaffee and Lake Counties

Survey Area Data: Version 10, Oct 12, 2017

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Jun 25, 2011—Sep 26, 2016

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Wind Erodibility Index

Map unit symbol	Map unit name	Rating (tons per acre per year)	Acres in AOI	Percent of AOI
DoD	Dominson gravelly sandy loam, 1 to 9 percent slopes	48	3.2	99.8%
MaB	Manhattan sandy loam, 1 to 3 percent slopes	86	0.0	0.2%
Totals for Area of Interest			3.2	100.0%

Description

The wind erodibility index is a numerical value indicating the susceptibility of soil to wind erosion, or the tons per acre per year that can be expected to be lost to wind erosion. There is a close correlation between wind erosion and the texture of the surface layer, the size and durability of surface clods, rock fragments, organic matter, and a calcareous reaction. Soil moisture and frozen soil layers also influence wind erosion.

Rating Options

Units of Measure: tons per acre per year

Aggregation Method: Dominant Condition

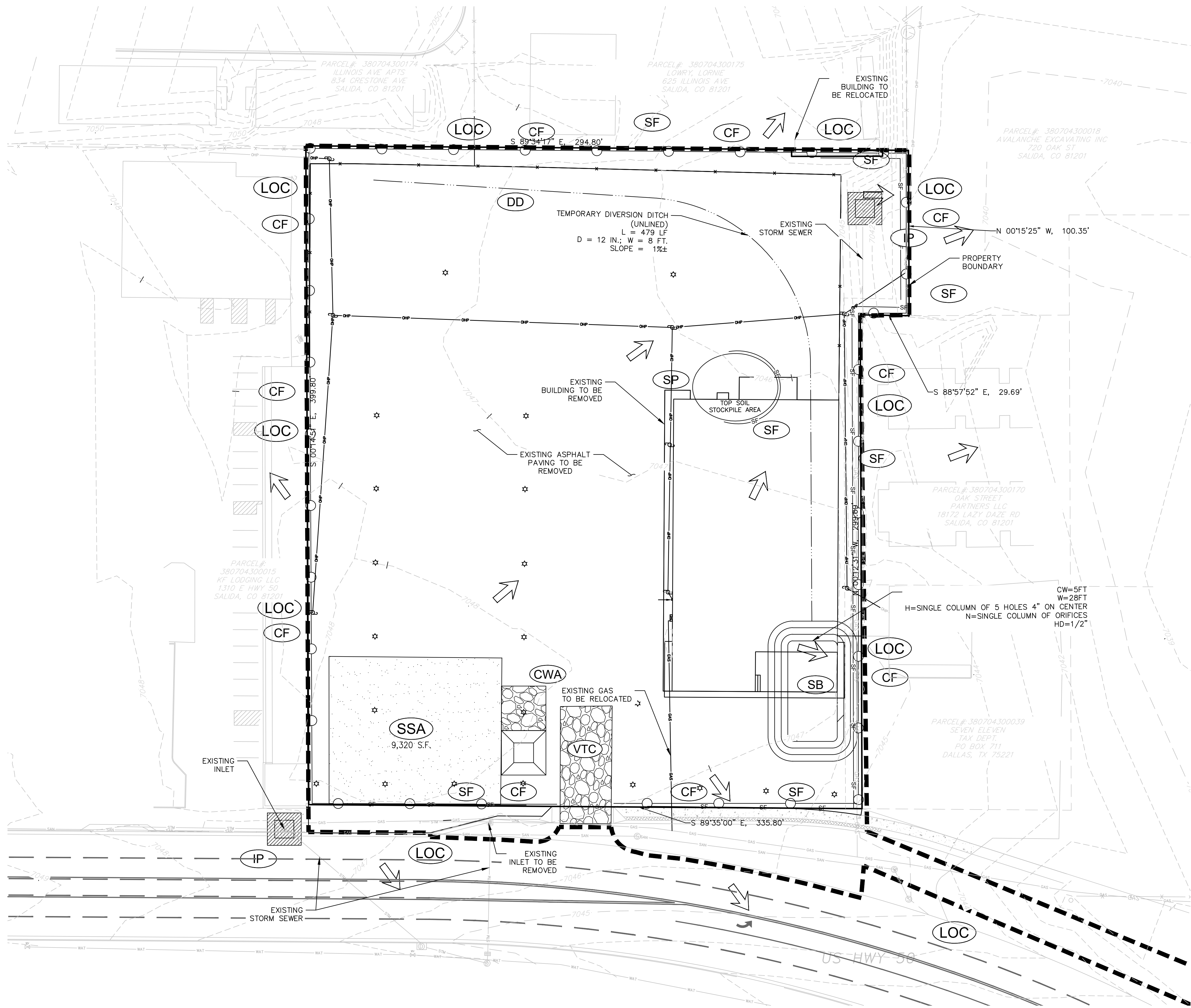
Component Percent Cutoff: None Specified

Tie-break Rule: Higher



Appendix F:

Erosion Control Construction Plans and Details



LEGEND:

- EX. BOUNDARY
- EX. MAJOR CONTOUR
- EX. MINOR CONTOUR
- LEASE LINE
- LOC LIMITS OF CONSTRUCTION
- CF CONSTRUCTION FENCE
- SF SILT FENCE
- SCL SEDIMENT CONTROL LOG
- VTC VEHICLE TRACTION CONTROL
- IP INLET PROTECTION
- SSA STABILIZED STAGING AREA
- CWA CONCRETE WASH AREA
- SB SEDIMENT BASIN
- DD DIVERSION DITCH
- FLOW ARROW

PHelps ENGINEERING
3522 South Emerson St, Englewood, CO 80113
(303) 238-1644
info@phelpsenr.com phelpsenr.com

CONSTRUCTION DOCUMENTS
EROSION CONTROL INITIAL PLAN

SALIDA CROSSINGS
CITY OF SALIDA, COLORADO

DATE
10/27/2022
PROJECT NO.
17202

17 of 29

Item 1.9.

No.

REVISIONS

DATE

BY

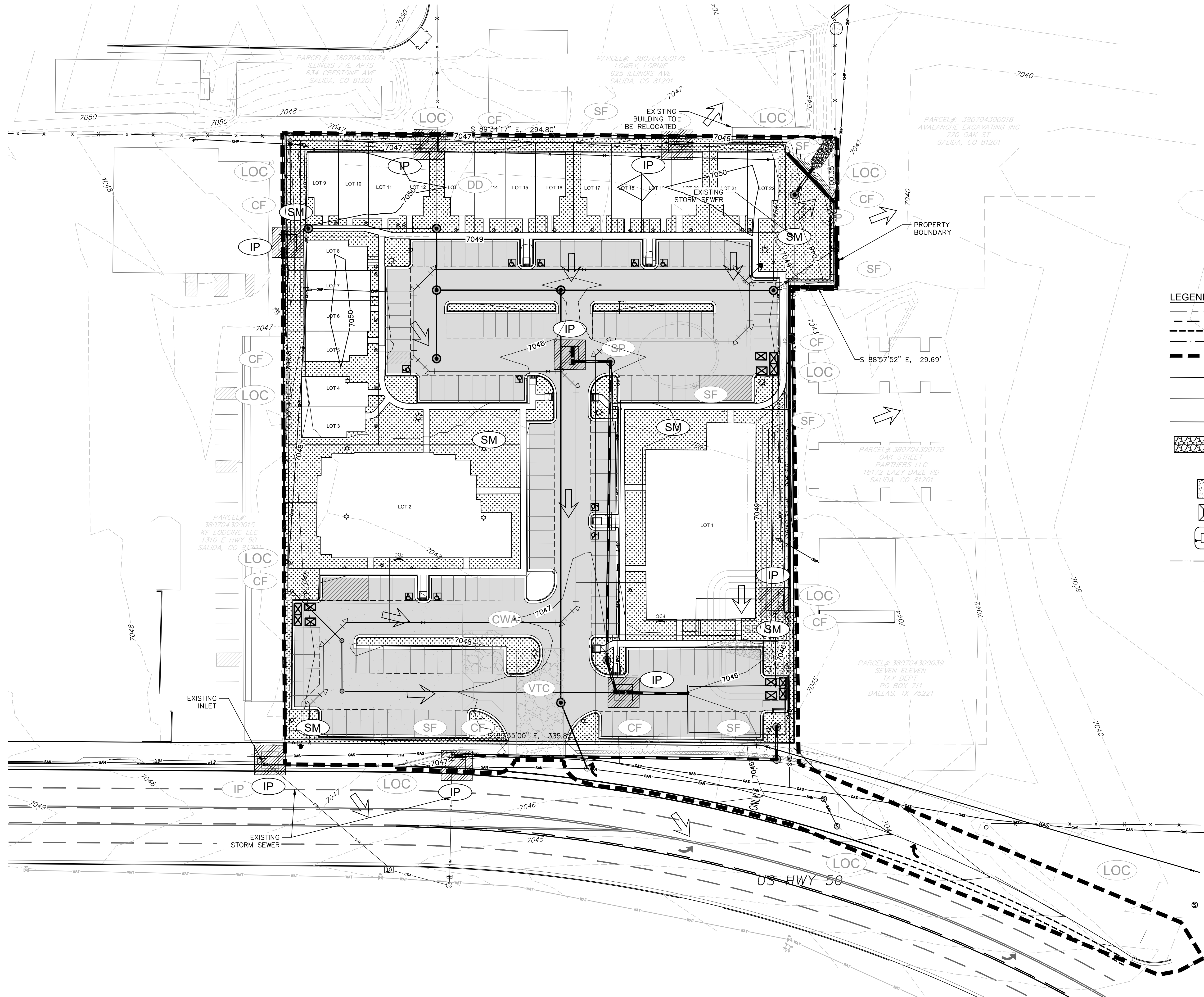
SCALE: SEE SHEET

DESIGNED BY: JJP

DRAWN BY: JJP

CHECKED BY: LEP

468



- LEGEND:**
- EX. BOUNDARY
 - EX. MAJOR CONTOUR
 - EX. MINOR CONTOUR
 - LEASE LINE
 - LOC LIMITS OF CONSTRUCTION
 - CF CONSTRUCTION FENCE
 - SF SILT FENCE
 - SCL SEDIMENT CONTROL LOG
 - VTC VEHICLE TRACTION CONTROL
 - IP INLET PROTECTION
 - SSA STABILIZED STAGING AREA
 - CWA CONCRETE WASH AREA
 - SB SEDIMENT BASIN
 - DD DIVERSION DITCH
 - FLOW ARROW

No.	REVISIONS	DATE	BY



SCALE: SEE SHEET
DESIGNED BY: JJP
DRAWN BY: JJP
CHECKED BY: LEP

CONSTRUCTION DOCUMENTS
EROSION CONTROL FINAL
PLAN

SALIDA CROSSINGS
CITY OF SALIDA, COLORADO

DATE
10/27/2022
PROJECT NO.
17202



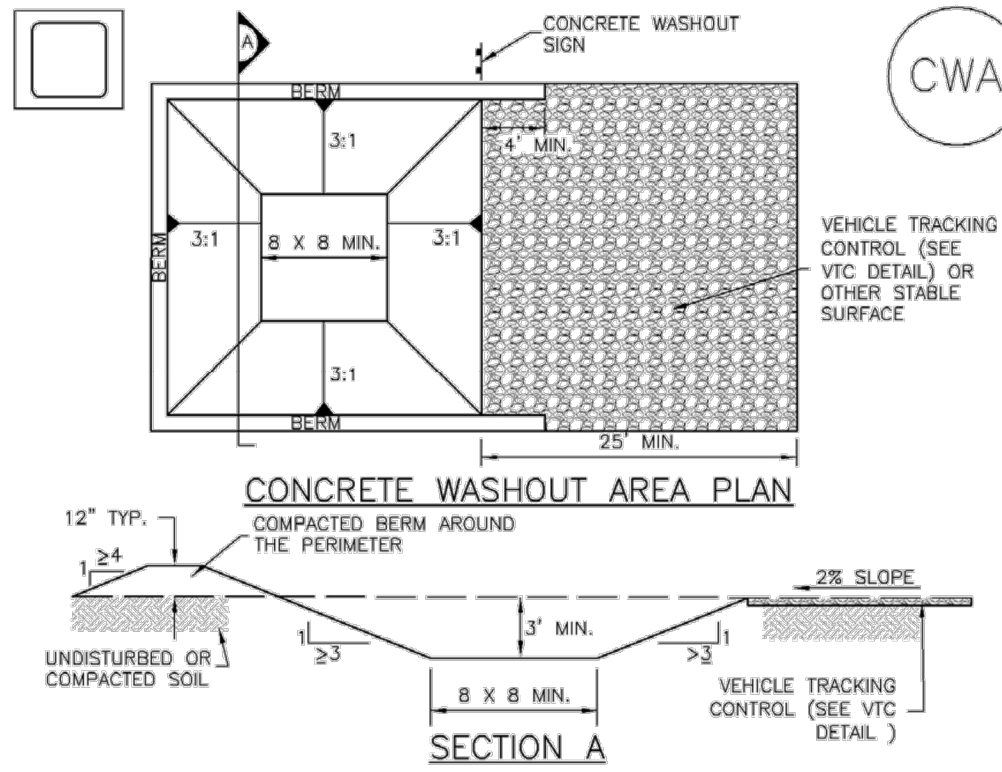
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DEVELOPMENT PLAN SALIDA CROSSINGS

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

Concrete Washout Area (CWA)

MM-1



CWA-1. CONCRETE WASHOUT AREA

CWA INSTALLATION NOTES

1. SEE PLAN VIEW FOR:
-CWA INSTALLATION LOCATION.
2. DO NOT LOCATE AN UNLINED CWA WITHIN 400' OF ANY NATURAL DRAINAGE PATHWAY OR WATERBODY. DO NOT LOCATE WITHIN 1,000' OF ANY WELLS OR DRINKING WATER SOURCES. IF SITE CONSTRAINTS MAKE THIS INFEASIBLE, OR IF HIGHLY PERMEABLE SOILS EXIST ON SITE, THE CWA MUST BE INSTALLED WITH AN IMPERMEABLE LINER (16 MIL MIN. THICKNESS) OR SURFACE STORAGE ALTERNATIVES USING PREFABRICATED CONCRETE WASHOUT DEVICES OR A LINED ABOVE GROUND STORAGE ARE SHOULD BE USED.
3. THE CWA SHALL BE INSTALLED PRIOR TO CONCRETE PLACEMENT ON SITE.
4. CWA SHALL INCLUDE A FLAT SUBSURFACE PIT THAT IS AT LEAST 8' BY 8' SLOPES LEADING OUT OF THE SUBSURFACE PIT SHALL BE 3:1 OR FLATTER. THE PIT SHALL BE AT LEAST 3' DEEP.
5. BERM SURROUNDING SIDES AND BACK OF THE CWA SHALL HAVE MINIMUM HEIGHT OF 1'.
6. VEHICLE TRACKING PAD SHALL BE SLOPED 2% TOWARDS THE CWA.
7. SIGNS SHALL BE PLACED AT THE CONSTRUCTION ENTRANCE, AT THE CWA, AND ELSEWHERE AS NECESSARY TO CLEARLY INDICATE THE LOCATION OF THE CWA TO OPERATORS OF CONCRETE TRUCKS AND PUMP RIGS.
8. USE EXCAVATED MATERIAL FOR PERIMETER BERM CONSTRUCTION.

November 2010 Urban Drainage and Flood Control District
Urban Storm Drainage Criteria Manual Volume 3 CWA-3

MM-1

Concrete Washout Area (CWA)

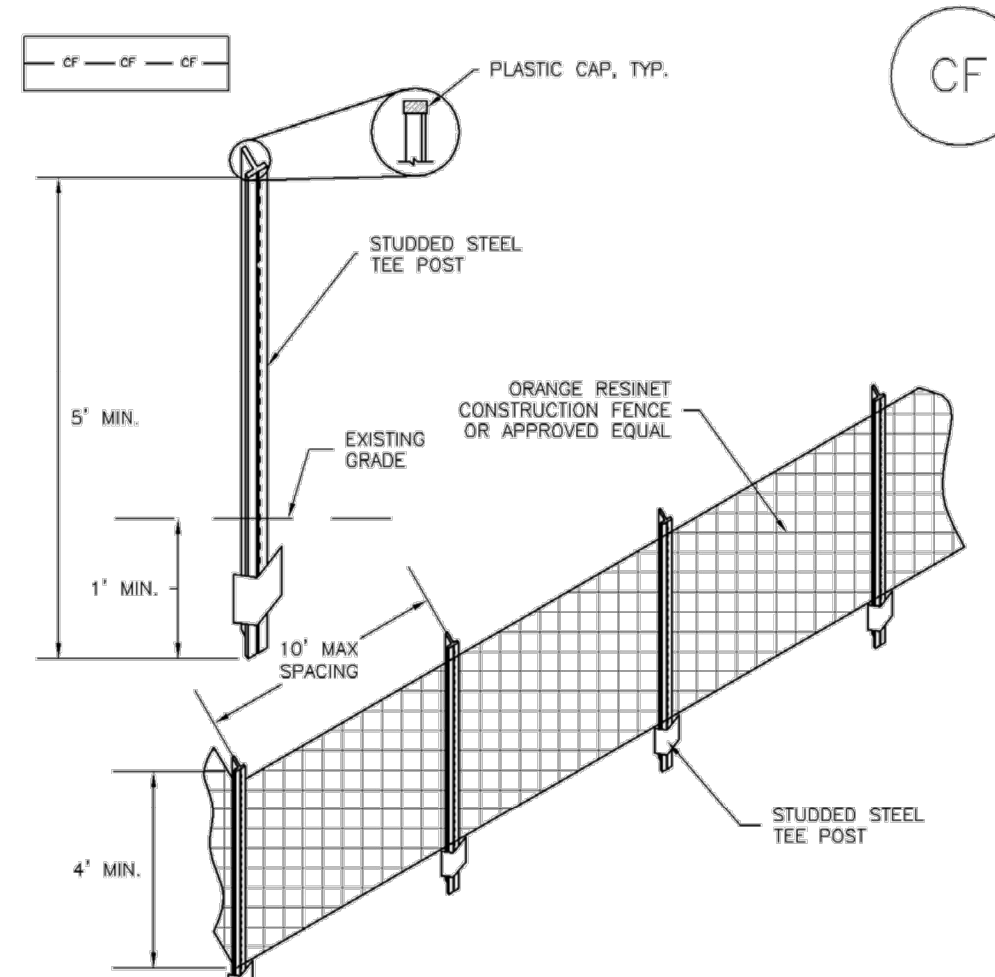
CWA MAINTENANCE NOTES

1. INSPECT BMPs EACH WORKDAY, AND MAINTAIN THEM IN EFFECTIVE OPERATING CONDITION. MAINTENANCE OF BMPs SHOULD BE PROACTIVE, NOT REACTIVE. INSPECT BMPs AS SOON AS POSSIBLE (AND ALWAYS WITHIN 24 HOURS) FOLLOWING A STORM THAT CAUSES SURFACE EROSION, AND PERFORM NECESSARY MAINTENANCE.
 2. FREQUENT OBSERVATIONS AND MAINTENANCE ARE NECESSARY TO MAINTAIN BMPs IN EFFECTIVE OPERATING CONDITION. INSPECTIONS AND CORRECTIVE MEASURES SHOULD BE DOCUMENTED THOROUGHLY.
 3. WHERE BMPs HAVE FAILED, REPAIR OR REPLACEMENT SHOULD BE INITIATED UPON DISCOVERY OF THE FAILURE.
 4. THE CWA SHALL BE REPAIRED, CLEANED, OR ENLARGED AS NECESSARY TO MAINTAIN CAPACITY FOR CONCRETE WASTE. CONCRETE MATERIALS, ACCUMULATED IN PIT, SHALL BE REMOVED ONCE THE MATERIALS HAVE REACHED A DEPTH OF 2'.
 5. CONCRETE WASHOUT WATER, WASTED PIECES OF CONCRETE AND ALL OTHER DEBRIS IN THE SUBSURFACE PIT SHALL BE TRANSPORTED FROM THE JOB SITE IN A WATER-TIGHT CONTAINER AND DISPOSED OF PROPERLY.
 6. THE CWA SHALL REMAIN IN PLACE UNTIL ALL CONCRETE FOR THE PROJECT IS PLACED.
 7. WHEN THE CWA IS REMOVED, COVER THE DISTURBED AREA WITH TOP SOIL, SEED AND MULCH OR OTHERWISE STABILIZED IN A MANNER APPROVED BY THE LOCAL JURISDICTION.
- (DETAIL ADAPTED FROM DOUGLAS COUNTY, COLORADO AND THE CITY OF PARKER, COLORADO, NOT AVAILABLE IN AUTOCAD)
- NOTE: MANY JURISDICTIONS HAVE BMP DETAILS THAT VARY FROM UDFCD STANDARD DETAILS. CONSULT WITH LOCAL JURISDICTIONS AS TO WHICH DETAIL SHOULD BE USED WHEN DIFFERENCES ARE NOTED.

CWA-4 Urban Drainage and Flood Control District
Urban Storm Drainage Criteria Manual Volume 3 November 2010

SM-3

Construction Fence (CF)



CF-1. PLASTIC MESH CONSTRUCTION FENCE

CONSTRUCTION FENCE INSTALLATION NOTES

1. SEE PLAN VIEW FOR:
-LOCATION OF CONSTRUCTION FENCE.
2. CONSTRUCTION FENCE SHOWN SHALL BE INSTALLED PRIOR TO ANY LAND DISTURBING ACTIVITIES.
3. CONSTRUCTION FENCE SHALL BE COMPOSED OF ORANGE, CONTRACTOR-GRADE MATERIAL THAT IS AT LEAST 4' HIGH. METAL POSTS SHOULD HAVE A PLASTIC CAP FOR SAFETY.
4. STUDDED STEEL TEE POSTS SHALL BE UTILIZED TO SUPPORT THE CONSTRUCTION FENCE. MAXIMUM SPACING FOR STEEL TEE POSTS SHALL BE 10'.
5. CONSTRUCTION FENCE SHALL BE SECURELY FASTENED TO THE TOP, MIDDLE, AND BOTTOM OF EACH POST.

CF-2 Urban Drainage and Flood Control District
Urban Storm Drainage Criteria Manual Volume 3 November 2010

Construction Fence (CF)

SM-3

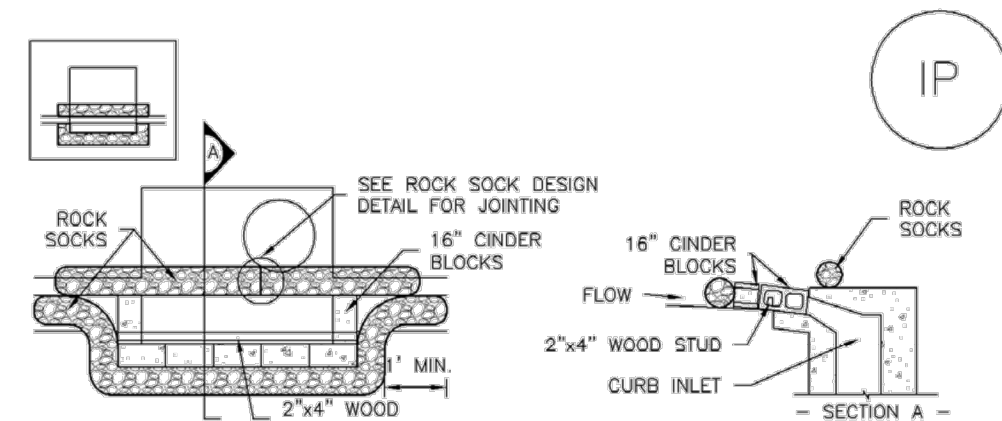
CONSTRUCTION FENCE MAINTENANCE NOTES

1. INSPECT BMPs EACH WORKDAY, AND MAINTAIN THEM IN EFFECTIVE OPERATING CONDITION. MAINTENANCE OF BMPs SHOULD BE PROACTIVE, NOT REACTIVE. INSPECT BMPs AS SOON AS POSSIBLE (AND ALWAYS WITHIN 24 HOURS) FOLLOWING A STORM THAT CAUSES SURFACE EROSION, AND PERFORM NECESSARY MAINTENANCE.
 2. FREQUENT OBSERVATIONS AND MAINTENANCE ARE NECESSARY TO MAINTAIN BMPs IN EFFECTIVE OPERATING CONDITION. INSPECTIONS AND CORRECTIVE MEASURES SHOULD BE DOCUMENTED THOROUGHLY.
 3. WHERE BMPs HAVE FAILED, REPAIR OR REPLACEMENT SHOULD BE INITIATED UPON DISCOVERY OF THE FAILURE.
 4. CONSTRUCTION FENCE SHALL BE REPAIRED OR REPLACED WHEN THERE ARE SIGNS OF DAMAGE SUCH AS RIPS OR SAGS. CONSTRUCTION FENCE IS TO REMAIN IN PLACE UNTIL THE INSTALLATION, MAINTENANCE, AND/OR REMOVAL OF THE FENCE SHALL BE COVERED WITH TOPSOIL, SEEDED AND MULCHED, OR OTHERWISE STABILIZED AS APPROVED BY LOCAL JURISDICTION.
 5. WHEN CONSTRUCTION FENCES ARE REMOVED, ALL DISTURBED AREAS ASSOCIATED WITH THE INSTALLATION, MAINTENANCE, AND/OR REMOVAL OF THE FENCE SHALL BE COVERED WITH TOPSOIL, SEEDED AND MULCHED, OR OTHERWISE STABILIZED AS APPROVED BY LOCAL JURISDICTION.
- NOTE: MANY JURISDICTIONS HAVE BMP DETAILS THAT VARY FROM UDFCD STANDARD DETAILS. CONSULT WITH LOCAL JURISDICTIONS AS TO WHICH DETAIL SHOULD BE USED WHEN DIFFERENCES ARE NOTED.
- (DETAIL ADAPTED FROM TOWN OF PARKER, COLORADO, NOT AVAILABLE IN AUTOCAD)

November 2010 Urban Drainage and Flood Control District
Urban Storm Drainage Criteria Manual Volume 3 CF-3

SC-6

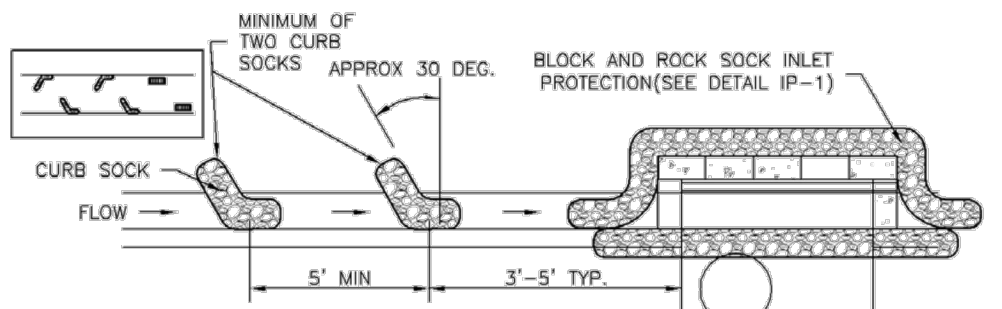
Inlet Protection (IP)



IP-1. BLOCK AND ROCK SOCK SUMP OR ON GRADE INLET PROTECTION

BLOCK AND CURB SOCK INLET PROTECTION INSTALLATION NOTES

1. SEE ROCK SOCK DESIGN DETAIL FOR INSTALLATION REQUIREMENTS.
2. CONCRETE "ONDER" BLOCKS SHALL BE LAID ON THEIR SIDES AROUND THE INLET IN A SINGLE ROW, ABUTTING ONE ANOTHER WITH THE OPEN END FACING AWAY FROM THE CURB.
3. GRAVEL BAGS SHALL BE PLACED AROUND CONCRETE BLOCKS, CLOSELY ABUTTING ONE ANOTHER AND JOINED TOGETHER IN ACCORDANCE WITH ROCK SOCK DESIGN DETAIL.



IP-2. CURB ROCK SOCKS UPSTREAM OF INLET PROTECTION

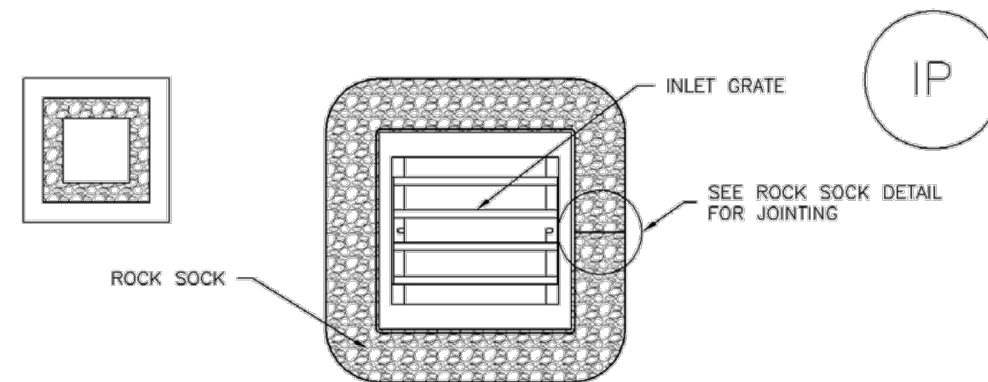
CURB ROCK SOCK INLET PROTECTION INSTALLATION NOTES

1. SEE ROCK SOCK DESIGN DETAIL INSTALLATION REQUIREMENTS.
2. PLACEMENT OF THE SOCK SHALL BE APPROXIMATELY 30 DEGREES FROM PERPENDICULAR IN THE OPPOSITE DIRECTION OF FLOW.
3. SOCKS ARE TO BE FLUSH WITH THE CURB AND SPACED A MINIMUM OF 5 FEET APART.
4. AT LEAST TWO CURB SOCKS IN SERIES ARE REQUIRED UPSTREAM OF ON-GRADE INLETS.

IP-4 Urban Drainage and Flood Control District
Urban Storm Drainage Criteria Manual Volume 3 August 2013

Inlet Protection (IP)

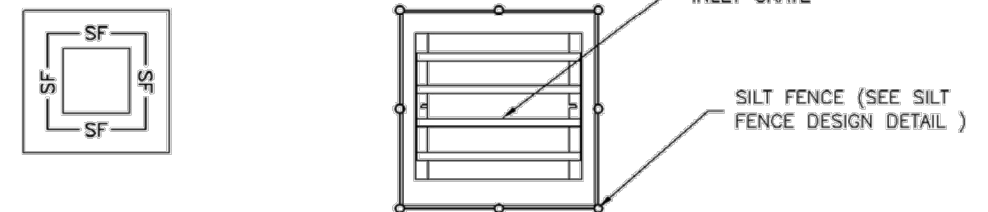
SC-6



IP-3. ROCK SOCK SUMP/AREA INLET PROTECTION

ROCK SOCK SUMP/AREA INLET PROTECTION INSTALLATION NOTES

1. SEE ROCK SOCK DESIGN DETAIL FOR INSTALLATION REQUIREMENTS.
2. STRAW WATTLES/SEDIMENT CONTROL LOGS MAY BE USED IN PLACE OF ROCK SOCKS FOR INLETS IN PERVIOUS AREAS. INSTALL PER SEDIMENT CONTROL LOG DETAIL.



IP-4. SILT FENCE FOR SUMP INLET PROTECTION

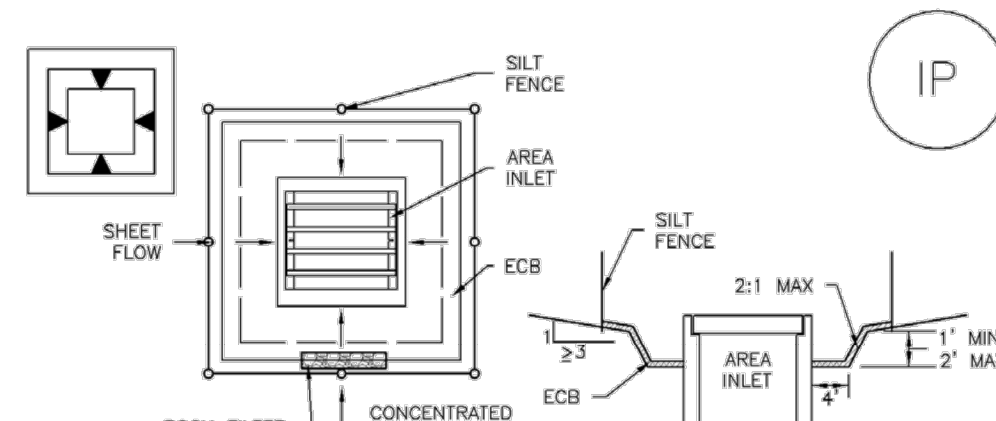
SILT FENCE INLET PROTECTION INSTALLATION NOTES

1. SEE SILT FENCE DESIGN DETAIL FOR INSTALLATION REQUIREMENTS.
2. POSTS SHALL BE PLACED AT EACH CORNER OF THE INLET AND AROUND THE EDGES AT A MAXIMUM SPACING OF 3 FEET.
3. STRAW WATTLES/SEDIMENT CONTROL LOGS MAY BE USED IN PLACE OF SILT FENCE FOR INLETS IN PERVIOUS AREAS. INSTALL PER SEDIMENT CONTROL LOG DETAIL.

August 2013 Urban Drainage and Flood Control District
Urban Storm Drainage Criteria Manual Volume 3 IP-5

SC-6

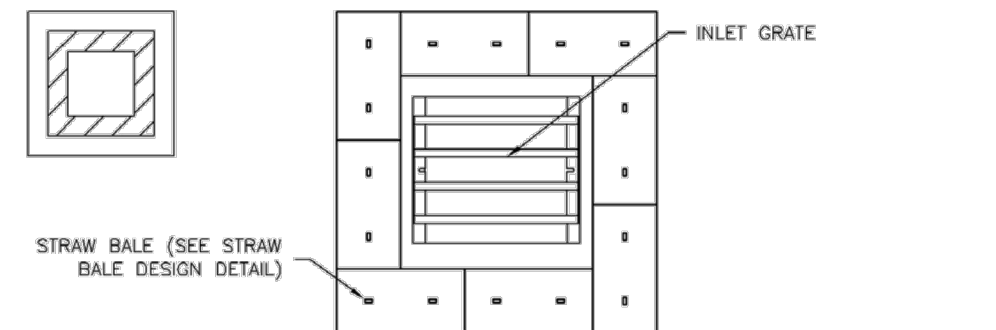
Inlet Protection (IP)



IP-5. OVEREXCAVATION INLET PROTECTION

OVEREXCAVATION INLET PROTECTION INSTALLATION NOTES

1. THIS FORM OF INLET PROTECTION IS PRIMARILY APPLICABLE FOR SITES THAT HAVE NOT YET REACHED FINAL GRADE AND SHOULD BE USED ONLY FOR INLETS WITH A RELATIVELY SMALL CONTRIBUTING DRAINAGE AREA.
2. WHEN USING FOR CONCENTRATED FLOWS, SHAPE BASIN IN 2:1 RATIO WITH LENGTH ORIENTED TOWARDS DIRECTION OF FLOW.
3. SEDIMENT MUST BE PERIODICALLY REMOVED FROM THE OVEREXCAVATED AREA.



IP-6. STRAW BALE FOR SUMP INLET PROTECTION

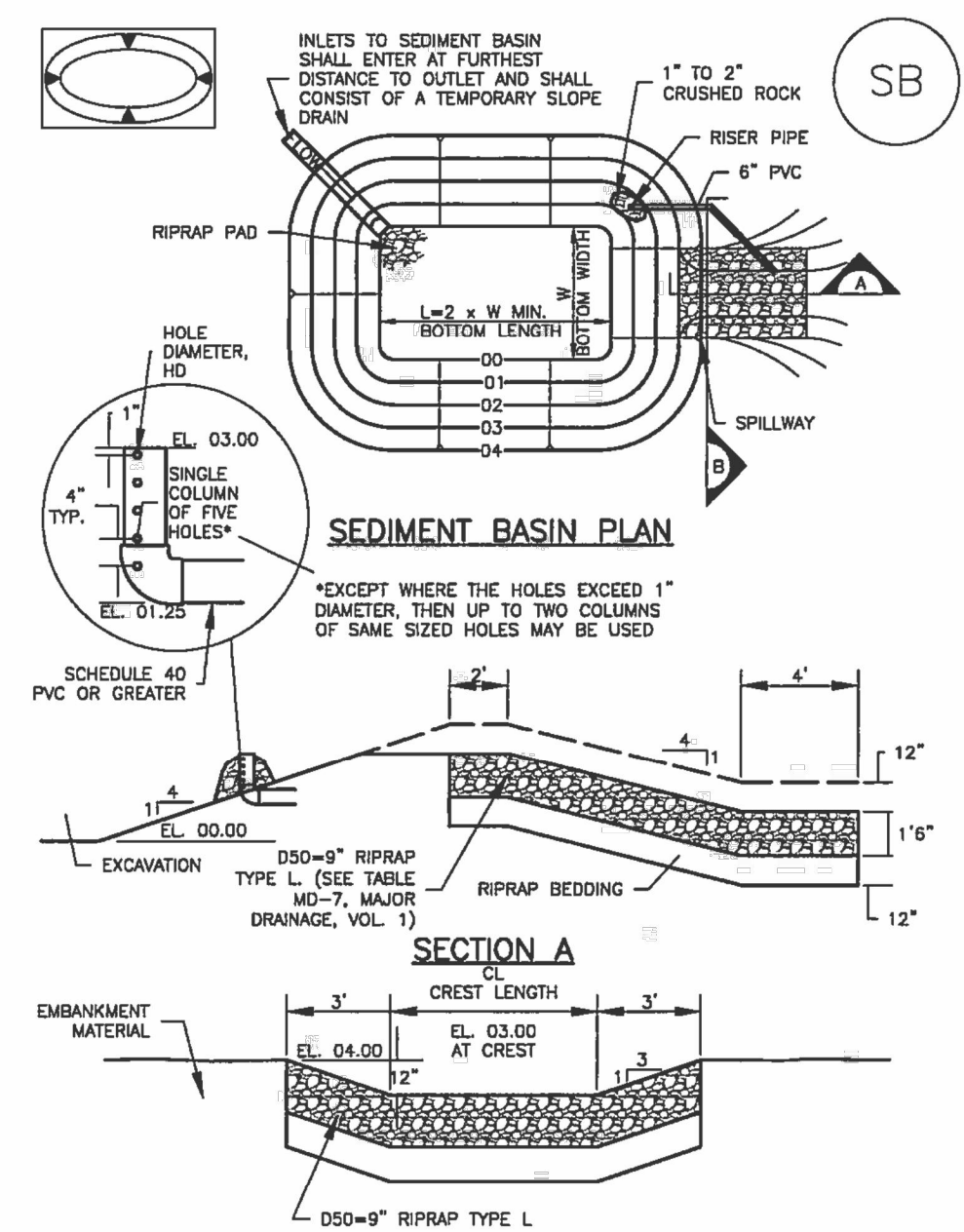
STRAW BALE BARRIER INLET PROTECTION INSTALLATION NOTES

1. SEE STRAW BALE DESIGN DETAIL FOR INSTALLATION REQUIREMENTS.
2. BALES SHALL BE PLACED IN A SINGLE ROW AROUND THE INLET WITH ENDS OF BALES TIGHTLY ABUTTING ONE ANOTHER.

IP-6 Urban Drainage and Flood Control District
Urban Storm Drainage Criteria Manual Volume 3 August 2013

Sediment Basin (SB)

SC-7



August 2013 Urban Drainage and Flood Control District
Urban Storm Drainage Criteria Manual Volume 3 SB-5

STORMWATER MANAGEMENT PLANS

SWMP DETAILS

SALIDA CROSSINGS
CITY OF SALIDA, COLORADO

DATE
12/18/2017
PROJECT NO.
17202

3 of 5

**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**

[illegible]

PHELPS
ENGINEERING
7200 E. Hampden Ave., Suite 300 Denver, CO 80224 303-298-5644

SCALE: SEE SHEET

SIGNED BY: JP

DRAWN BY: JP

CHECKED BY: CD

STORMWATER MANAGEMENT PLANS

SALIDA CROSSINGS
CITY OF SALIDA, COLORADO

DATE 12/18/2017
PROJECT NO. 17202

4 of 5

- 471 -

Sediment Basin (SB) **SC-7**

Upstream Drainage Area (rounded to nearest acre), (ac)	Basin Bottom Width (ft), (B)	Spillway Crest Length (ft), (L)	Hole Diameter (ft), (in)
1	12 1/2	2	9 3/4
2	28	3	19 1/2
3	28	6	25 1/2
4	33 1/2	8	25 1/2
5	38 1/2	8	25 1/2
6	45	9	25 1/2
7	47 1/2	11	25 1/2
8	51	12	25 1/2
9	55	13	25 1/2
10	58 1/2	15	19 1/2
11	61	16	25 1/2
12	64	18	25 1/2
13	67 1/2	19	1 1/2
14	70 1/2	21	1 1/2
15	73 1/2	22	1 1/2

1. SEE PLAN VIEW FOR:
 - LOCATION OF SEDIMENT BASIN.
 - TYPE OF BASIN (STANDARD BASIN OR NONSTANDARD BASIN).
 - FOR STANDARD BASIN, BOTTOM WIDTH W, CREST LENGTH CL AND HOLE DIAMETER HD.
 - FOR NONSTANDARD BASIN, SEE CONSTRUCTION DRAWINGS FOR DESIGN OF BASIN INCLUDING RISE HEIGHT H, NUMBER OF COLUMNS N, HOLE DIAMETER HD AND PIPE DIAMETER D.
2. FOR STANDARD BASIN, BOTTOM DIMENSION MAY BE MODIFIED AS LONG AS BOTTOM AREA IS NOT REDUCED.
3. SEDIMENT BASINS SHALL BE INSTALLED PRIOR TO ANY OTHER LAND-DISTURBING ACTIVITY THAT RELIES ON BASINS AS A STORMWATER CONTROL.
4. EMBAKMENT MATERIAL SHALL CONSIST OF SOIL FREE OF DEBRIS, ORGANIC MATERIAL, AND ROCKS OR CONCRETE GREATER THAN 3 INCHES AND SHALL HAVE A MINIMUM OF 15 PERCENT BY WEIGHT OF THE H-100 SIZE.
5. EMBAKMENT MATERIAL SHALL BE COMPACTED TO AT LEAST 95 PERCENT OF MAXIMUM DENSITY IN ACCORDANCE WITH ASTM D698.
6. PIPE SCH 40 OR GREATER SHALL BE USED.
7. THE DETAILS SHOWN ON THESE SHEETS PERTAIN TO STANDARD SEDIMENT BASIN(S) FOR DRAINAGE AREAS LESS THAN 15 ACRES. SEE CONSTRUCTION DRAWINGS FOR EMBAKMENT, STORAGE VOLUME, SPILLWAY, OUTLET, AND OUTLET PROTECTION DETAILS FOR DRAINAGE AREAS GREATER THAN 15 ACRES. DETAILS HAVE BEEN INDIVIDUALLY DESIGNED FOR DRAINAGE AREAS LARGER THAN 15 ACRES.

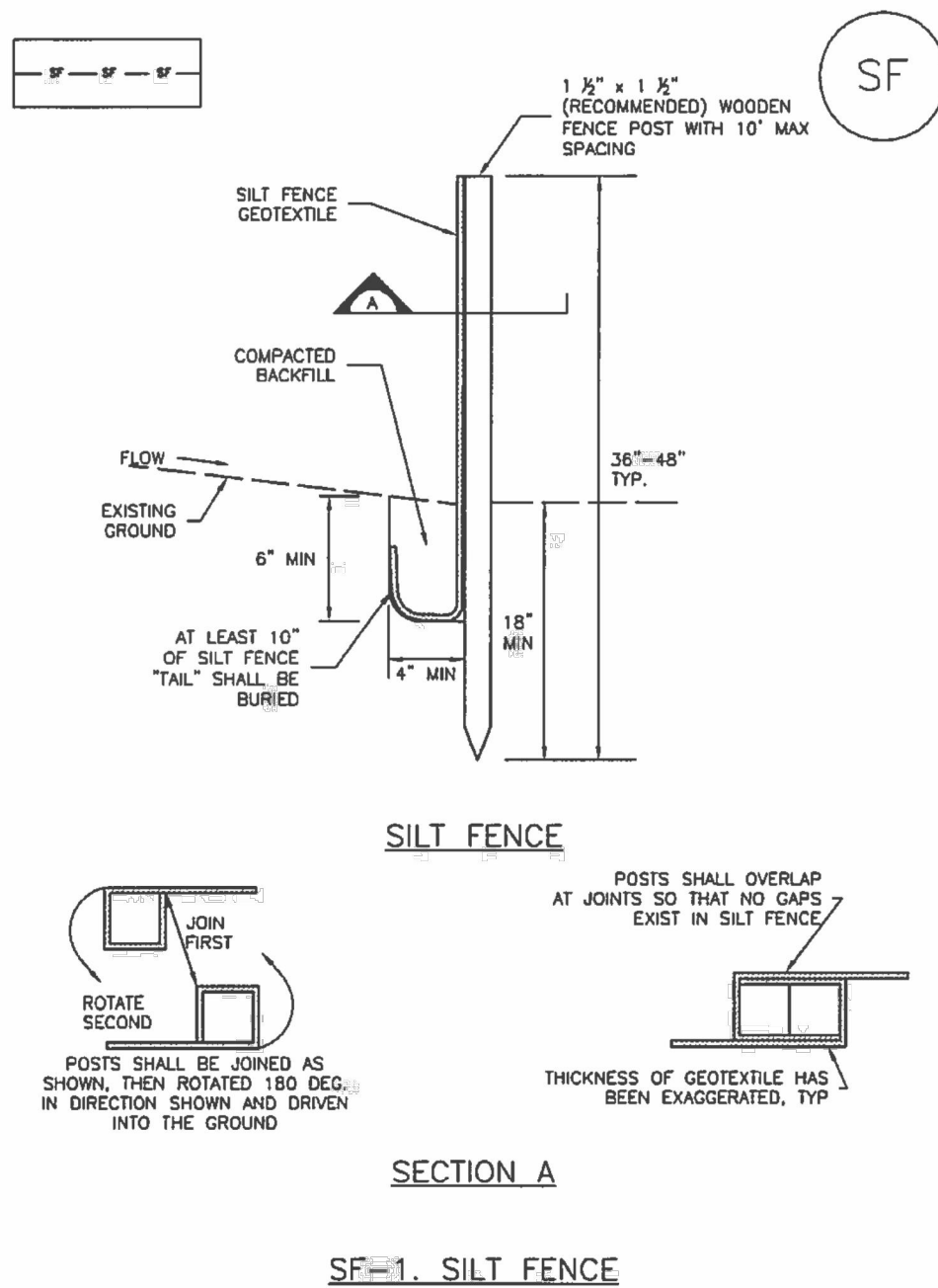
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1. INSPECT BASIN EACH WORKDAY, AND MAINTAIN THEM IN EFFECTIVE OPERATING CONDITION. WHEN NECESSARY, MAINTENANCE SHALL BE PERFORMED TO PREVENT BASINS FROM BEING AS POSSIBLE (AND ALWAYS WITHIN 24 HOURS) FOLLOWING A STORM THAT CAUSES SURFACE EROSION, AND PERFORM NECESSARY MAINTENANCE.
2. FREQUENT OBSERVATIONS AND MAINTENANCE ARE NECESSARY TO MAINTAIN BASINS IN EFFECTIVE OPERATING CONDITION. INSPECTIONS AND CORRECTIVE MEASURES SHOULD BE DOCUMENTED THOROUGHLY.
3. WHERE BASINS HAVE FAILED, REPAIR OR REPLACEMENT SHOULD BE INITIATED UPON COMPLETION OF THE FOLLOWING:
4. SEDIMENT ACCUMULATED IN BASIN SHALL BE REMOVED AS NEEDED TO MAINTAIN BASIN EFFECTIVENESS, TYPICALLY WHEN SEDIMENT DEPTH REACHES ONE FOOT (0.3, TWO FEET 0.6) OR DELAYS FLOW OF WATER.
5. SEDIMENT BASINS ARE TO REMAIN IN PLACE UNTIL THE UPSTREAM DISTURBED AREA IS STABILIZED AND GRASS COVER IS ACCEPTED BY THE LOCAL JURISDICTION.
6. WHEN SEDIMENT BASINS ARE REMOVED, ALL DISTURBED AREAS SHALL BE COVERED BY EROSION, SEEDING AND MULCHED OR OTHERWISE STABILIZED AS APPROVED BY LOCAL JURISDICTION.

NOTE: MANY JURISDICTIONS HAVE BMP DETAILS THAT VARY FROM UDFCD STANDARD DETAILS. CONSULT WITH LOCAL JURISDICTIONS AS TO WHICH DETAIL SHOULD BE USED WHEN DIFFERENCES ARE NOTED.

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SC-1	Silt Fence (SF)
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SF-3

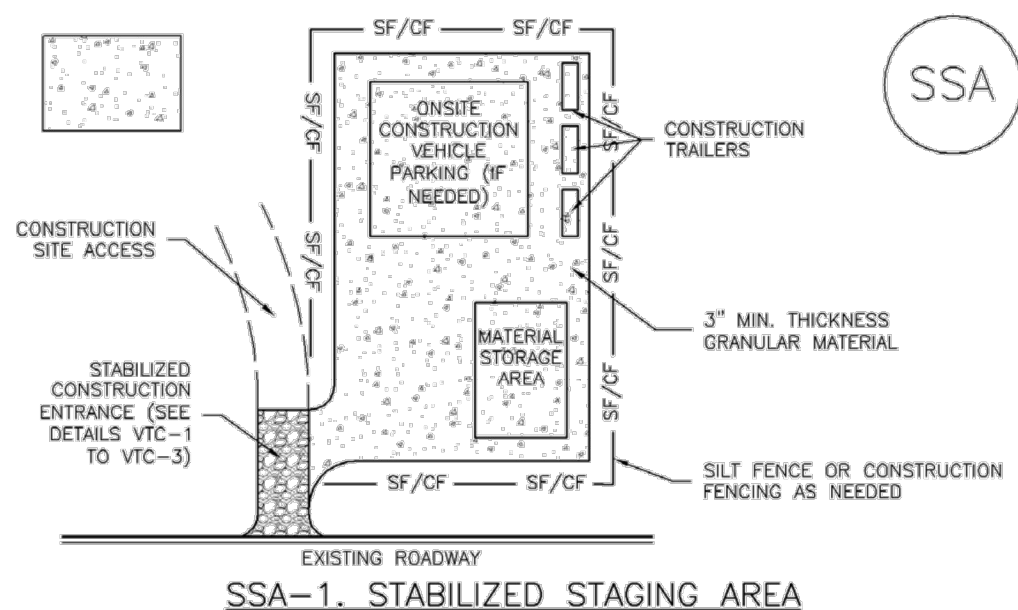
1. SILT FENCE MUST BE PLACED AWAY FROM THE TOE OF THE SLOPE TO ALLOW FOR WATERING; SILT FENCE AT THE TOE OF A SLOPE SHOULD BE INSTALLED IN A FLAT LOCATION (APPROXIMATELY 2 FEET (0.61 M) FROM THE TOE OF THE SLOPE TO ALLOW ROOM FOR PONDING AND DEPOSITION).
2. A UNIFORM 6" X 4" ANCHOR TRENCH SHALL BE EXCAVATED USING TRENCHER OR SILT FENCE INSTALLATION DEVICE. NO ROAD GRADERS, BACKHOES, OR SIMILAR EQUIPMENT SHALL BE USED TO INSTALL ANCHOR TRENCHES.
3. COMPACT ANCHOR TRENCH BY HAND WITH A "JUMPING JACK" OR BY WHEEL ROLLING. COMPACT SHALL BE SUCH THAT SILT FENCE RESISTS BEING PULLED OUT OF ANCHOR TRENCH BY HAND.
4. SILT FENCE SHALL BE PULLED TIGHT AS IT IS ANCHORED TO THE STAKES; THERE SHOULD BE NO NOTICEABLE SAG BETWEEN STAKES AFTER IT HAS BEEN ANCHORED TO THE STAKES.
5. SILT FENCE FABRIC SHALL BE ANCHORED TO THE STAKES USING 1" HEAVY DUTY STAPLES OR NAILS. HEADS, STAPLES AND NAILS SHOULD BE PLACED 3' AWAY DOW THE STAPLES OR NAILS.
6. AT THE END OF A RUN OF SILT FENCE ALONG A CONTOUR, THE SILT FENCE SHOULD BE TURNED PERPENDICULAR TO THE CONTOUR TO CREATE A "J-HOOK," THE "J-HOOK" SHOULD BE PERPENDICULAR TO THE CONTOUR SHOULD BE OF SUFFICIENT LENGTH TO KEEP THE RUNOFF FROM FLOWING AROUND THE END OF THE SILT FENCE (TYPICALLY 10' - 20').
7. SILT FENCE SHALL BE INSTALLED PRIOR TO ANY LAND DISTURBING ACTIVITIES.

1. INSPECT BMPs EACH WORKDAY, AND MAINTAIN THEM IN EFFECTIVE OPERATING CONDITION. MAINTENANCE OF BMPs SHOULD BE PROACTIVE, NOT REACTIVE. INSPECT BMPs AS SOON AS POSSIBLE AFTER 24 HOURS FOLLOWING A STORM THAT CAUSES SURFACE EROSION, AND PERFORM NECESSARY MAINTENANCE.
2. FREQUENT OPERATIONS AND MAINTENANCE ARE NECESSARY TO MAINTAIN BMPs IN EFFECTIVE OPERATING CONDITION. INSPECTIONS AND CORRECTIVE MEASURES SHOULD BE CONDUCTED THOROUGHLY.
3. WHERE BMPs HAVE FAILED, REPAIR OR REPLACEMENT SHOULD BE INITIATED UPON DISCOVERY OF THE FAILURE.
4. SEDIMENT ACCUMULATED UPSTREAM OF THE SILT FENCE SHALL BE REMOVED AS NEEDED TO MAINTAIN THE FUNCTIONALITY OF THE BMP, TYPICALLY WHEN DEPTH OF ACCUMULATED SEDIMENT EXCEEDS THIRTYFOUR (36) INCHES.
5. REPAIR OR REPLACE SILT FENCE WHEN THERE ARE SIGNS OF WEAR, SUCH AS SAGGING, TEARING, OR COLLAPSE.
6. SILT FENCE IS TO REMAIN IN PLACE UNTIL THE UPSTREAM DISTURBED AREA IS STABILIZED AND APPROVED BY THE LOCAL JURISDICTION, OR IS REPLACED BY AN EQUIVALENT PERMANENT SEDIMENT CONTROL MEASURE.
7. WHEN SILT FENCE IS REMOVED, ALL DISTURBED AREAS SHALL BE COVERED WITH TOPSOIL, SEEDING AND MULCHED OR OTHERWISE STABILIZED AS APPROVED BY LOCAL JURISDICTION.

(TEXT ADAPTED FROM TOWNS OF PARKER, COLORADO AND CITY OF AUSTIN, NOT AVAILABLE IN AUTOCAD)

NOTE: MANY JURISDICTIONS HAVE BMP DETAILS THAT VARY FROM IUDPCO STANDARD DETAILS. CONSULT WITH LOCAL JURISDICTIONS AS TO WHICH DETAIL SHOULD BE USED WHEN DIFFERENCES ARE NOTED.

SF-4 Urban Drainage and Flood Control District November 2010
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SM-6 **Stabilized Staging Area (SSA)**

1. SEE PLAN VIEW FOR
-LOCATION OF STAGING AREA(S).
-CONTRACTOR MAY ADJUST LOCATION AND SIZE OF STAGING AREA WITH APPROVAL
FROM THE LOCAL JURISDICTION.
2. STABILIZED STAGING AREA SHOULD BE APPROPRIATE FOR THE NEEDS OF THE SITE.
OVERSIZING RESULTS IN A LARGER AREA TO STABILIZE FOLLOWING CONSTRUCTION.
3. STAGING AREA SHALL BE STABILIZED PRIOR TO OTHER OPERATIONS ON THE SITE.
4. THE STABILIZED STAGING AREA SHALL CONSIST OF A MINIMUM 3" THICK GRANULAR
MATERIAL.
5. UNLESS OTHERWISE SPECIFIED BY LOCAL JURISDICTION, ROCK SHALL CONSIST OF DC
SECT. #7/03, AASHTO #42 COARSE AGGREGATE OR 5" (MINUS) ROCK
6. ADDITIONAL PERIMETER BMPs MAY BE REQUIRED INCLUDING BUT NOT LIMITED TO SILT
FENCE AND CONSTRUCTION FENCING.

1. INSPECT BMPs EACH WORKDAY, AND MAINTAIN THEM IN EFFECTIVE OPERATING CONDITION. MAINTENANCE OF BMPs SHOULD BE PROACTIVE, NOT REACTIVE. INSPECT BMPs AS SOON POSSIBLE (AND ALWAYS WITHIN 24 HOURS) FOLLOWING A STORM THAT CAUSES SURFACE EROSION, AND PERFORM NECESSARY MAINTENANCE.
2. FREQUENT OBSERVATIONS AND MAINTENANCE ARE NECESSARY TO MAINTAIN BMPs IN EFFECTIVE OPERATING CONDITION. INSPECTIONS AND CORRECTIVE MEASURES SHOULD BE DOCUMENTED THOROUGHLY.
3. WHERE BMPs HAVE FAILED, REPAIR OR REPLACEMENT SHOULD BE INITIATED UPON DISCOVERY OF THE FAILURE.
4. ROCK SHALL BE REAPPLIED OR REGRADED AS NECESSARY IF RUTTING OCCURS OR UNDERLYING SUBGRADE BECOMES EXPOSED.

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5. STABILIZED STAGING AREA SHALL BE ENLARGED IF NECESSARY TO CONTAIN PARKING, STORAGE, AND UNLOADING/LOADING OPERATIONS.

6. THE STABILIZED STAGING AREA SHALL BE REMOVED AT THE END OF CONSTRUCTION. THE GRANULAR MATERIAL SHALL BE REMOVED OR, IF APPROVED BY THE LOCAL JURISDICTION, USED ON SITE, AND THE AREA COVERED WITH TOPSOIL, SEEDS AND MULCHED OR OTHERWISE STABILIZED IN A MANNER APPROVED BY LOCAL JURISDICTION.

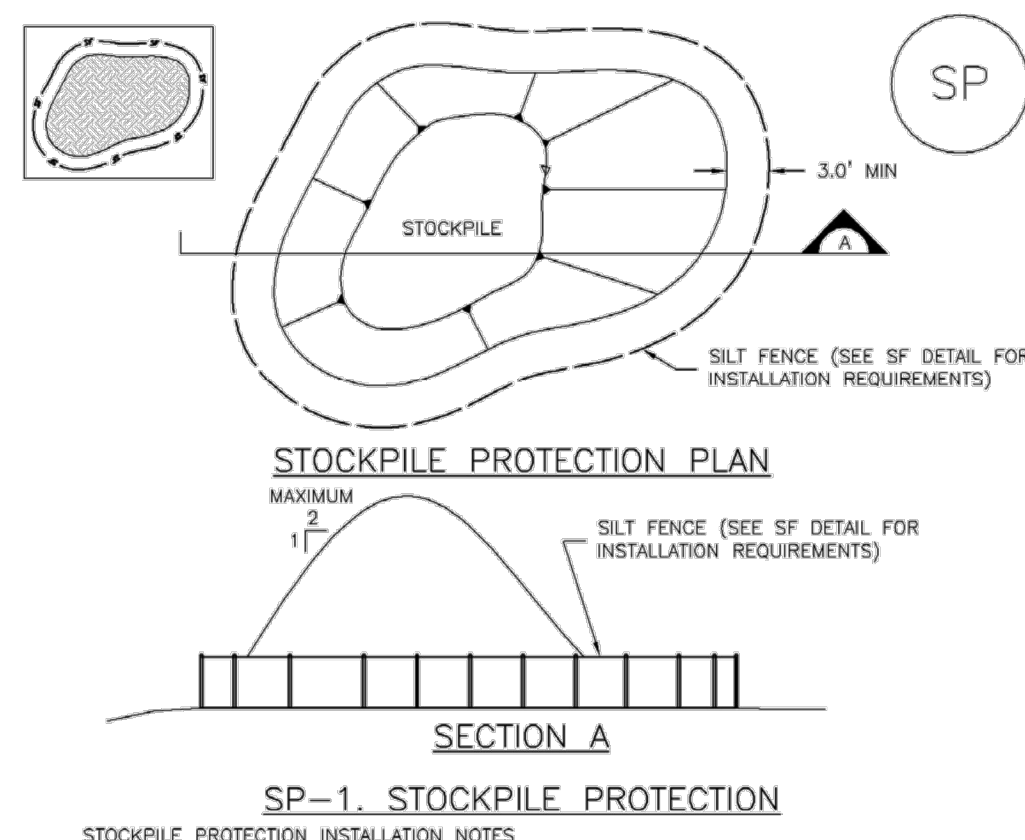
NOTE: MANY MUNICIPALITIES PROHIBIT THE USE OF RECYCLED CONCRETE AS GRANULAR MATERIAL FOR STABILIZED STAGING AREAS DUE TO DIFFICULTIES WITH RE-ESTABLISHMENT OF VEGETATION IN AREAS WHERE RECYCLED CONCRETE WAS PLACED.

NOTE: MANY JURISDICTIONS HAVE BMP DETAILS THAT VARY FROM UDFCD STANDARD DETAILS. CONSULT WITH LOCAL JURISDICTIONS AS TO WHICH DETAIL SHOULD BE USED WHEN DIFFERENCES ARE NOTED.

(DETAILS ADAPTED FROM DOUGLAS COUNTY, COLORADO, NOT AVAILABLE IN AUTOCAD)

SSA-4 Urban Drainage and Flood Control District November 2010
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MM-2	Stockpile Management (SM)
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STOCKPILE PROTECTION INSTALLATION NOTES

1. SEE PLAN VIEW FOR:
 - LOCATION OF STOCKPILES.
 - TYPE OF STOCKPILE PROTECTION.
2. INSTALL PERIMETER CONTROLS IN ACCORDANCE WITH THEIR RESPECTIVE DESIGN DETAILS. SILT FENCE IS SHOWN IN THE STOCKPILE PROTECTION DETAILS; HOWEVER, OTHER TYPES OF PERIMETER CONTROLS MAY BE USED IF THEY ARE PROVEN TO BE EFFECTIVE. PERIMETER CONTROLS ARE NOT SUITABLE IN SOME CIRCUMSTANCES. CONSIDERATIONS FOR DETERMINING THE APPROPRIATE TYPE OF PERIMETER CONTROL FOR A STOCKPILE INCLUDE WHETHER THE STOCKPILE IS LOADED OR UNLOADED, THE TYPE OF MATERIAL, THE EVENT THAT MOTIVATES THE PERIMETER CONTROL, AND STOCKPILE, THE ABILITY OF THE PERIMETER CONTROL TO CONTAIN THE MATERIAL IN THE EVENT THAT MATERIAL CLOGS OR ROCKS FALL FROM THE STOCKPILE OR SLUMPS AGAINST THE PERIMETER, AND OTHER FACTORS.

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SP-3

1. INSPECT BMPs EACH WORKDAY, AND MAINTAIN THEM IN EFFECTIVE OPERATING CONDITION. MAINTENANCE OF BMPs SHOULD BE PROACTIVE, NOT REACTIVE. INSPECT BMPs AS SOON AS POSSIBLE (AND ALWAYS WITHIN 24 HOURS) FOLLOWING A STORM THAT CAUSES SURFACE EROSION AND REQUIRES NECESSARY MAINTENANCE.
2. FREQUENT OBSERVATIONS AND MAINTENANCE ARE NECESSARY TO MAINTAIN BMPs IN EFFECTIVE OPERATING CONDITION. INSPECTIONS AND CORRECTIVE MEASURES SHOULD BE DOCUMENTED THOROUGHLY.
3. WHERE BMPs HAVE FAILED, REPAIR OR REPLACEMENT SHOULD BE INITIATED UPON DISCOVERY OF THE FAILURE.

STOCKPILE PROTECTION MAINTENANCE NOTES

4. IF PERMETER PROTECTION MUST BE MOVED TO ACCESS SOIL STOCKPILE, REPLACE PERMETER CONTROLS BY HAND AND OF THE WORKDAY.
5. STOCKPILE PERMETER CONTROLS CAN BE REMOVED ONCE ALL THE MATERIAL FROM THE STOCKPILE HAS BEEN USED.

(DETAILS ADAPTED FROM PARKER, COLORADO, NOT AVAILABLE IN AUTOCAD)

NOTE: MANY JURISDICTIONS HAVE BMP DETAILS THAT VARY FROM UDFCD STANDARD DETAILS. CONSULT WITH LOCAL JURISDICTIONS AS TO WHICH DETAIL SHOULD BE USED WHEN DIFFERENCES ARE NOTED.

SP-4
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**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**

SM-7

Street Sweeping/ Vacuuming	
Functions	
Erosion Control	No
Sediment Control	Yes
Site/Material Management	Yes

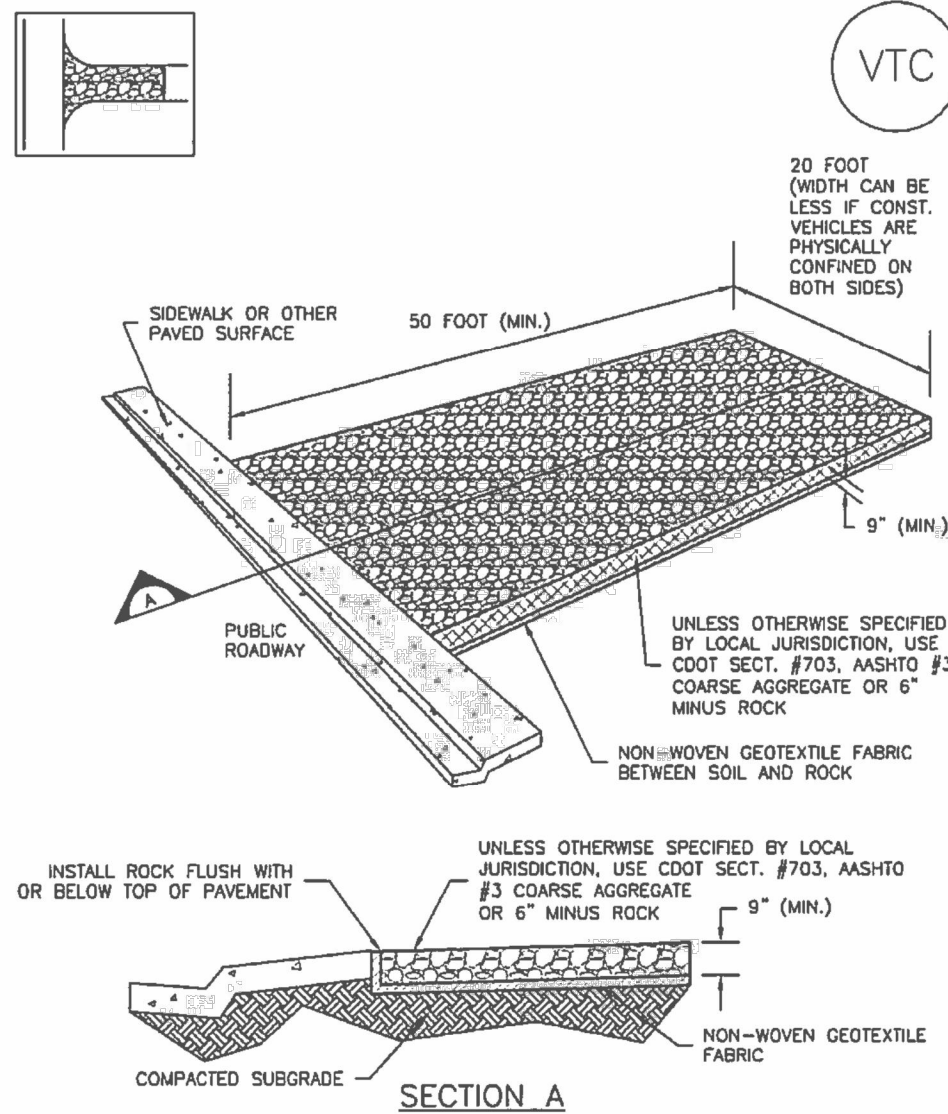
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SS-1



Photograph SS-1. A street sweeper removes sediment and potential pollutants along the curb line at a construction site. Photo courtesy of Tom Gore.

SM-4



VTC-1. AGGREGATE VEHICLE TRACKING CONTROL

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VTC-3

Vehicle Tracking Control (VTC)

STABILIZED CONSTRUCTION ENTRANCE/EXIT INSTALLATION NOTES

1. SEE PLAN VIEW FOR
-LOCATION OF CONSTRUCTION ENTRANCE(S)/EXIT(S).
-TYPE OF CONSTRUCTION ENTRANCE(S)/EXIT(S) (WITH/WITHOUT WHEEL WASH,
CONSTRUCTION MAT OR TRM).
2. CONSTRUCTION MAT OR TRM STABILIZED CONSTRUCTION ENTRANCES ARE ONLY TO BE
USED ON SHORT DURATION PROJECTS (TYPICALLY RANGING FROM A WEEK TO A MONTH)
WHERE THERE WILL BE LIMITED VEHICULAR ACCESS.
3. A STABILIZED CONSTRUCTION ENTRANCE/EXIT SHALL BE LOCATED AT ALL ACCESS POINTS
WHERE VEHICLES ACROSS THE CONSTRUCTION SITE FROM PAVED RIGHT-OF-WAYS.
4. STABILIZED CONSTRUCTION ENTRANCE/EXIT SHALL BE INSTALLED PRIOR TO ANY LAND
DISTURBING ACTIVITIES.
5. A NON-WOVEN GEOTEXTILE FABRIC SHALL BE PLACED UNDER THE STABILIZED
CONSTRUCTION ENTRANCE/EXIT PRIOR TO THE PLACEMENT OF ROCK.

STABILIZED CONSTRUCTION ENTRANCE/EXIT MAINTENANCE NOTES

1. INSPECT BMPs EACH WORKDAY, AND MAINTAIN THEM IN EFFECTIVE OPERATING CONDITION. MAINTENANCE OF BMPs SHOULD BE PROACTIVE, NOT REACTIVE. INSPECT BMPs AS SOON AS POSSIBLE, AND ALWAYS WITHIN 24 HOURS FOLLOWING A STORM THAT CAUSES SURFACE EROSION, OR PERFORM NECESSARY MAINTENANCE.
2. FREQUENT OBSERVATIONS AND MAINTENANCE ARE NECESSARY TO MAINTAIN BMPs IN EFFECTIVE OPERATING CONDITION. INSPECTIONS AND CORRECTIVE MEASURES SHOULD BE DOCUMENTED THOROUGHLY.
3. WHERE BMPs HAVE FAILED, REPAIR OR REPLACEMENT SHOULD BE INITIATED UPON DISCOVERY OF THE FAILURE.
4. ROCK SHALL BE REPLACED OR REGRADED AS NECESSARY TO THE STABILIZED ENTRANCE/EXIT TO MAINTAIN A CONSISTENT DEPTH.
5. SEDIMENT TRAPPED ONTO PAVED ROADS IS TO BE REMOVED THROUGHOUT THE DAY AND AT THE END OF THE DAY BY SHOVELING OR SWEEPING. SEDIMENT MAY NOT BE WASHED DOWN STORM SEWER DRAINS.

NOTE: MANY JURISDICTIONS HAVE BMP DETAILS THAT VARY FROM
CONSULT WITH LOCAL JURISDICTIONS AS TO WHICH DETAIL SHOULD
DIFFERENCES ARE NOTED.

(DETAILS ADAPTED FROM CITY OF BROOMFIELD, COLORADO, NOT AVAILABLE IN AUTOCAD)

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EC-14

When using an irrigation/sprinkler control system to aid in dust control, be careful not to overwater. Overwatering will cause construction vehicles to track mud off-site.

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Wind Erosion Control/ Dust Control	
Functions	
Erosion Control	Yes
Sediment Control	No
Site/Material Management	Moderate

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DC-1



Photograph DC-1. Water truck used for dust suppression. Photo courtesy of Douglas County.



UTILITY STUDY REPORT

**SALIDA CROSSINGS
1520 EAST HIGHWAY 50
SALIDA, COLORADO
PROJECT NUMBER 17202
CONTACT: LONNY E. PHELPS, P.E.**

October 27, 2022

This Phase II Utility Study for the design of the Salida Crossings property was prepared by me or under my direct supervision in accordance with the City of Salida's Standard Specifications for Construction and acceptable professional practices of the industry. We acknowledge that the City of Salida's review of this Utility Study is only for general conformance with submittal requirements, current design criteria and standard engineering principles and practices.

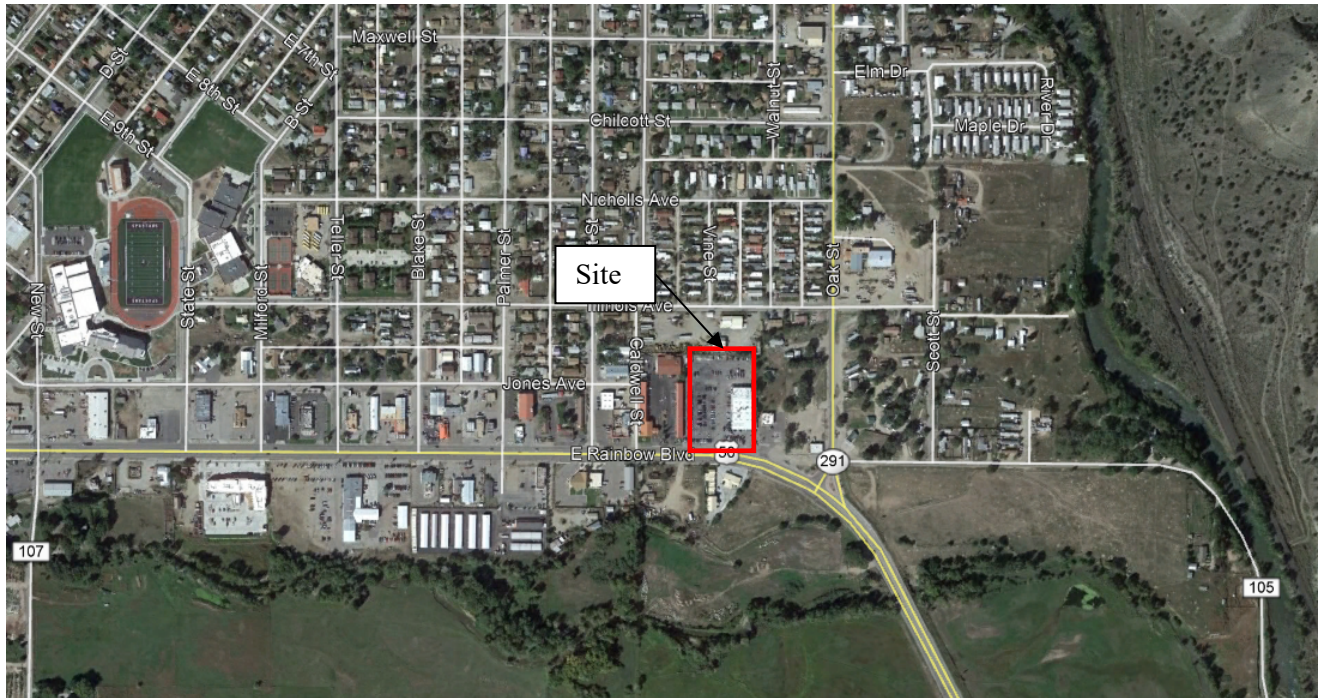
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I. GENERAL LOCATION AND DESCRIPTION

A. Project Location

Figure 1
Vicinity Map



The 3.15-acre site is located in the southeast portion of the City of Salida. The parcel is in the southwest $\frac{1}{4}$ of the northwest $\frac{1}{4}$ of southwest $\frac{1}{4}$, Section 4, Township 49 North, Range 9 East of the 6th Principal Meridian in Chaffee County, Colorado.

The proposed project is surrounded by a hotel to the west, a contractor workshop and yard to the north, an existing building as well as a vacant Seven Eleven to the east, and to the south the property is bounded by Highway 50.

B. Description of Project

The project is a mixed-use development consisting of three buildings. Buildings A & B will consist of commercial space and 36 condominium units, each. A total of 20 townhome units are proposed as well. The development will also have parking, utilities, and green space areas.

The water demand was calculated using the design criteria from American Water Works Association (AWWA) *M22 – Sizing Water Service Lines and Meters*. The sanitary sewer flows were calculated using the design flow criteria from *Design and Construction*

Standards for Water and Wastewater Facilities, South Adams County Water and Sanitation District.

II. EXISTING & PROPOSED WATER SYSTEMS

A. Existing Water System

Existing distribution lines adjacent to the project include:

- One line on the north side of Highway 50 (westbound R.O.W.).
- One line on Oak Street to the east of the proposed development.

B. Proposed Water System

The project's land plan includes 92 dwelling units as well as commercial and retail/office space. The development will be serviced with approximately 1200' of proposed 8" water main with one 2" tap per mixed-use building and a ¾" tap for each townhome. The proposed water system will extend from the proposed 8" main along Highway 50 which will extend east to west from Oak Street to Hunt Street.

Table 1 below displays the calculations of the overall water demand for this development. These numbers will be used both to determine the water resources needed to supply the development and to design the distribution system.

The proposed project distribution system will connect to the existing City's distribution system at two locations shown in the figure in the Appendix. The water system will consist of 8" diameter lines looped throughout the project. A minimum fire flow of 1,000 gallons per minute (gpm) at 20 psi must be provided at all hydrants. The estimated peak demand for the development is 1,074 gpm.

Table 1
Overall Water Demand

Type	Qty.	Units	Demand/Unit	Peak Factor	Gal/Day	Gal/Min	Acre-Feet/Year
Domestic Use							
Proposed Building A (2" tap)	1027	Fixture Units	15		15,405	10.7	17.27
Proposed Building B (2" tap)	1027	Fixture Units	15		15,405	10.7	17.27
Townhomes (3/4" tap)	240	Fixture Units	15		3,600	2.5	4.04
Average Daily Demand (ADD):					34410.0	23.9	38.6
Irrigation Use (1" tap)	0.403	Irrigated Acres	2232		899	0.6	1.01
Maximum Day Demand (MDD=Peak Factor x ADD):							
Proposed Building A (2" tap)	1027	Fixture Units	15	3.0	46,215	32.1	51.81
Proposed Building B (2" tap)	1027	Fixture Units	15	3.0	46,215	32.1	51.81
Townhomes (3/4" tap)	240	Fixture Units	15	3.0	10,800	7.5	12.11
Project Fire Flow (1-hr)				3.0	60,000	1,000	67.26
Peak Irrigation Flow				3.0	2,698	1.9	3.02
Total					165,928	1,074	186
Peak Hour Demand (PHD=Peak Factor x ADD):							
Proposed Building A (2" tap)	1027	Fixture Units	15	6.0	92,430	64.2	103.61
Proposed Building B (2" tap)	1027	Fixture Units	15	6.0	92,430	64.2	103.61
Townhomes (3/4" tap)	240	Fixture Units	15	6.0	21,600	15.0	24.21
Peak Irrigation Flow				6.0	5,397	3.7	6.05
Total					211,857	147	237
Calculated Peak Demand	1,074	GPM					
Calculated Total Annual Demand	186	Ac-ft/yr					

III. EXISTING & PROPOSED SANITARY SEWER SYSTEMS

A. Existing Sewer System

There is an existing sanitary sewer located within the public right-of-way on Highway 50. The existing sewer service travels easterly along Highway 50 and changes direction to the south approximately 30' from our site.

B. Proposed Sewer System

The project includes sewer services for 92 dwelling units as well as 10,274 square feet of commercial/retail/office space. All the proposed sanitary sewer flows will be routed to the existing 8" sanitary sewer on Highway 50. The proposed sanitary sewer service at the point of connection is 8" PVC, at 0.63% slope. Seven sanitary sewer manholes are proposed to be added as part of the development.

IV. IMPACT TO EXISTING SANITARY SEWER

A. Design Standards for Sewer Calculations

The design standards for the existing and proposed sanitary sewer design are as follows:

Pipe type	8" PVC
Pipe slope	0.50%
Manning's roughness coeff.	0.013

Maximum design depth $d/D = 0.60$ (Pipe diameters $< 12''$)
 Allowable velocity range 2-10 feet per second (fps)

Using these design standards, the maximum allowable flow is calculated Q (max.) = 453.2 gpm, with a velocity of 2.9 fps

Table 2
Sewer Pipe Capacity

<u>Pipe Capacity Calculation</u>		
Slope	0.50%	
n	0.011	
Diameter	8	inch
Area	0.3491	SF
P	2.0944	feet
Rh	0.1667	feet
Capacity:	453.2	gpm
	0.653	MGD
Velocity:	2.901	ft/s

B. Calculating the Proposed Sewer Service Flows

As stated in the design standard reference (*Design and Construction Standards for Water and Wastewater Facilities, South Adams County Water and Sanitation District, July 2011*), in Section 3.2 Design Flow, the typical average flow uses are as follows:

Residential Unit 76 Gallons/Capita/Day (3.0 capita per unit)
 Commercial 600 Gallons/Acre/Day
 Peaking factor $3.53 \times (\text{Average Daily Flow}/1,000,000)^{-0.168}$
 Max. Peaking factor 5.0
 Infiltration and Inflow included in design values

The proposed sanitary service flows are calculated:

Table 3
Sewer Design Flow

<u>Design Flow Calculation</u>							
Onsite Flows:							
Type	Qty.	Units	Capita/Unit	Capita	GPD/Capita or Acre	GPD	GPM
Proposed Standard Residential Unit	92	Lots	3	276	76	20,976	14.57
Commercial/Retail/Office	0.240	Acres		0	600	144	0.10
Onsite Total:						21,120	14.67
Total Average Daily Flow (ADF):	21,120	GPD					
	0.021	MGD					
Peak Factor (PF):	5.00						
$3.53 \times [(ADF \text{ in MGD})^{-0.168}]; \text{ Max } 5$							
Peak Design Flow Rate (PDF):	0.108	MGD					
$(ADF \times PF) + (0.1 \times ADF)$							
	74.800	gpm					

C. Impact to Existing Sanitary Sewer Service

Comparing the total flow to the maximum design flow:

$$74.8 \text{ gpm} < 453.2 \text{ gpm}$$

The percent capacity of the system is $74.8 / 453.2 = 16.5\%$

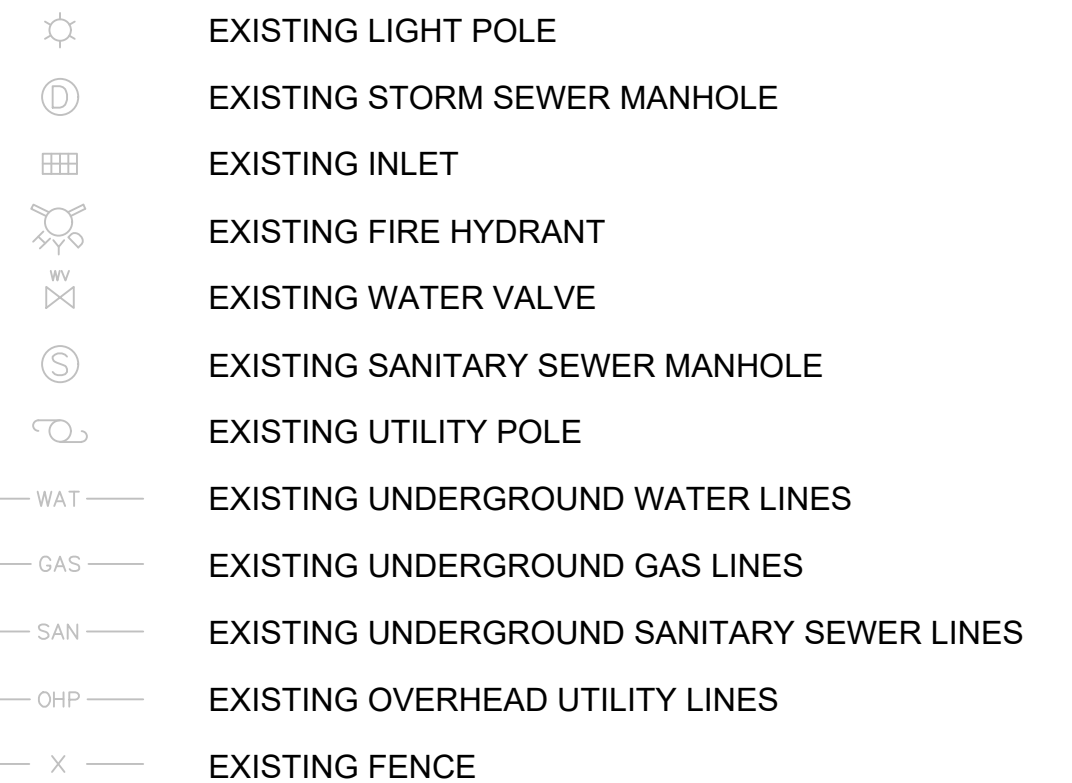
It does not appear that there has been a significant impact to the existing sanitary sewer service by the proposed mixed-use development. The additional flow due to the proposed mixed-use development is calculated as 74.8 gallons per minute.

Using design standards, the maximum flow for the existing sanitary sewer system is calculated as 453.2 gallons per minute. The total calculated flow during peak time including the proposed service areas is less than the maximum allowable flow.

V. REFERENCES

1. American Water Works Association. *M22 – Sizing Water Service Lines and Meters*. 3rd Ed. Revised 2014.
2. South Adams County Water and Sanitation District. *Design and Construction Standards for Water and Wastewater Facilities*. July 2011.

APPENDIX



GENERAL NOTES:

1. THE CONTRACTOR SHALL OBTAIN, AT HIS EXPENSE, ALL PERMITS WHICH ARE NECESSARY TO PERFORM THE PROPOSED WORK.
2. ALL BACKFILL MATERIAL SHALL BE COMPACTED TO 95% STANDARD PROCTOR DENSITY AND ADJUSTED FOR PROPER MOISTURE CONTENT.
3. TRENCHES SHALL BE EXCAVATED AND THE PIPE EXPOSED FOR INSPECTION AT ANY LOCATION ON THE PROJECT IF SO ORDERED.
4. ALL STATIONING IS ALONG THE CENTERLINE OF THE ROADWAY UNLESS OTHERWISE NOTED.
5. THE PROFILE GRADE ON THE PLANS IS THE ROADWAY CENTERLINE UNLESS OTHERWISE NOTED.
6. THE CONTRACTOR SHALL HAVE ON HIS POSSESSION AT THE SITE A COPY OF THE APPROVED CONSTRUCTION PLANS.
7. LIMITS OF WORK: NO AREAS SHALL BE DISTURBED OUTSIDE OF THE TEMPORARY CONSTRUCTION EASEMENTS AND THE ROADWAY DISTURBANCE LIMITS.
8. ALL WORKMANSHIP SHALL BE SUBJECT TO INSPECTION BY THE DEVELOPER, CITY OF SALIDA, OR THEIR REPRESENTATIVES. ONE OR ALL OF THE PARTIES HAS THE RIGHT TO REJECT MATERIALS AND WORKMANSHIP WHICH DO NOT COMPLY.
9. THE CONTRACTOR SHALL NOTIFY THE CITY OF SALIDA AND THE PUBLIC UTILITY COMPANIES PRIOR TO PROCEEDING WITH ANY EXCAVATION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING ANY EXISTING UTILITY (INCLUDING DEPTHS) WHICH MAY CONFLICT WITH THE PROPOSED CONSTRUCTION. ALL EXISTING UTILITIES SHALL BE PROTECTED FROM DAMAGE BY THE CONTRACTOR. DAMAGED UTILITIES SHALL BE REPAIRED BY THE CONTRACTOR AT HIS OWN EXPENSE. ALL ITEMS SHOWN ON THE PLANS AS EXISTING ARE SHOWN IN APPROXIMATE LOCATIONS ONLY. THE ACTUAL LOCATIONS MAY VARY FROM THE PLANS, ESPECIALLY IN THE CASE OF UNDERGROUND UTILITIES. WHENEVER THE CONTRACTOR DISCOVERS A DISCREPANCY IN LOCATIONS THE CONTRACTOR SHALL CONTACT THE ENGINEER IMMEDIATELY. ALL WORK PERFORMED IN THE AREA OF THE PUBLIC UTILITIES SHALL BE PERFORMED ACCORDING TO THE REQUIREMENTS OF THESE AGENCIES.
10. CONTRACTOR SHALL GIVE 72 HOURS NOTICE TO TOWN PERSONNEL TO PERFORM REQUIRED INSPECTIONS AND PRIOR TO ANY CONSTRUCTION ON THIS SITE. CONTACT CITY OF SALIDA PERSONNEL AT (719) 539-6257.
11. CONTRACTOR SHALL NOTIFY DESIGN ENGINEER OF ANY DESIGN CONFLICT ENCOUNTERED IN THE FIELD. PHELPS ENGINEERING ASSUMES NO RESPONSIBILITY FOR UTILITY LOCATIONS. THE UTILITIES SHOWN ON THIS DRAWING HAVE BEEN PLOTTED FROM THE BEST AVAILABLE INFORMATION. IT IS CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY THE SIZE, MATERIAL, AND LOCATION OF ALL UTILITIES PRIOR TO THE COMMENCEMENT OF ANY CONSTRUCTION.

STORM SEWER NOTES:

1. LOCATION OF EXISTING STORM SEWER (INCLUDING CULVERTS) SHALL BE VERIFIED BY THE CONTRACTOR PRIOR TO START OF CONSTRUCTION.
2. STORM SEWER SHALL BE RCP PER CITY OF SALIDA "STANDARD SPECIFICATIONS FOR CONSTRUCTION" MANUAL.
3. ALL CULVERTS SHALL HAVE END SECTIONS ON BOTH THE UPSTREAM AND DOWNSTREAM ENDS OF THE PIPE UNLESS OTHERWISE NOTED ON THE PLANS.
4. STORM SEWER SHALL BE RCP AND SHALL HAVE BEDDING AND BACKFILL PER CITY OF SALIDA "STANDARD SPECIFICATIONS FOR CONSTRUCTION" MANUAL.
5. PIPE LENGTHS FOR STORM SEWER ARE APPROXIMATE HORIZONTAL DISTANCES FROM END SECTION TO END SECTION. THEREFORE, DISTANCES SHOWN ON THE PLANS ARE APPROXIMATE ONLY AND COULD VARY. END SECTIONS ARE INCLUDED IN THE PIPE LENGTH SHOWN ON THE PLANS.
6. DRIVEWAYS FOR ADJACENT PARCELS AND CULVERTS UNDER THE DRIVEWAYS SHALL BE DESIGNED IN THE FUTURE IN CONJUNCTION WITH DESIGNS FOR THE ADJACENT PARCELS.

PIPE BEDDING AND BACKFILL:

- A. TRENCH ZONES. THE TERMS "BEDDING ZONE," "PIPE ZONE" AND "BACKFILL ZONE" SHALL REFER TO THE TRENCH ZONES IDENTIFIED IN THE STANDARD DETAILS, WATER MAIN BEDDING AND BACKFILL DETAIL.
1. BEDDING ZONE. THE BEDDING ZONE SHALL CONSIST OF ALL MATERIAL PLACED BELOW THE PIPE INVERT OR, WHEN PERMITTED, THE NATIVE MATERIALS GRADED AND PREPARED FOR DIRECT PLACEMENT OF THE PIPE.
 2. PIPE ZONE. THE PIPE ZONE SHALL CONSIST OF ALL MATERIAL PLACED ABOVE THE PIPE INVERT TO AN ELEVATION SHOWN ON THE DETAILS.
 3. BACKFILL ZONE. THE BACKFILL ZONE SHALL CONSIST OF ALL MATERIAL ABOVE THE PIPE ZONE.
- B. MATERIAL. ALL BEDDING AND BACKFILL MATERIAL SHALL HAVE THE APPROVAL OF THE ENGINEER. ALL BEDDING AND BACKFILL MATERIAL SHALL BE FREE OF FROZEN MATERIAL, ORGANIC MATERIAL AND DEBRIS. THE MATERIALS TO BE USED IN EACH TRENCH ZONE ARE INDICATED ON THE STANDARD DETAILS AND THESE MATERIALS ARE DESCRIBED BELOW. ALL MATERIALS MAY BE SUBJECT TO GRADATION TESTS AND COMPACTION TESTS PRIOR TO APPROVAL OF THE USE OF THAT MATERIAL. THE TEST RESULTS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL AND VERIFIED AS TO THEIR ACCURACY. THESE TESTS SHALL BE PERFORMED AT NO COST TO THE TOWN OR DISTRICT OR THEIR AGENTS.

1. GRANULAR BEDDING MATERIAL. THIS MATERIAL SHALL BE A CLEAN, WELL-GRADED GRAVELLY MATERIAL AND SHALL CONFORM TO THE FOLLOWING LIMITS WHEN TESTED BY MEANS OF LABORATORY SIEVES:

SIEVE SIZE PASSING BY WEIGHT	TOTAL PERCENT
3/8-INCH	100
NO. 4	70 - 100
NO. 8	36 - 93
NO. 16	20 - 80
NO. 30	8 - 65
NO. 50	2 - 30
NO. 100	1 - 10
NO. 200	0 - 3

2. ROADBASE BEDDING MATERIAL OR ROADBASE BACKFILL. THIS MATERIAL SHALL BE CLASS 6 AGGREGATE BASE COURSE AS SPECIFIED BY THE STATE OF COLORADO DEPARTMENT OF HIGHWAYS; AND SHALL MEET THE FOLLOWING GRADATION:

SIEVE SIZE PASSING BY WEIGHT	TOTAL PERCENT
3/4 INCH	100
NO. 4	30 - 65
NO. 8	20 - 55
NO. 200	3 - 12

3. GRANULAR BEDDING OR ' BACKFILL MATERIAL. THIS MATERIAL SHALL BE IMPORTED CRUSHED ROCK OR ANGULAR SURFACED GRAVEL AND MEET THE FOLLOWING GRADATION (ASTM D448, NO. 67):

SIEVE SIZE PASSING BY WEIGHT	TOTAL PERCENT
1-INCH	100
3/4 INCH	90-100
3/8-INCH	20-55
NO. 4	0-10
NO. 8	0-5

4. SELECT MATERIAL. SELECT MATERIAL SHALL NOT BE PERMITTED UNLESS AUTHORIZED BY THE ENGINEER. THIS MATERIAL SHALL CONSIST OF SUITABLE MATERIAL SCREENED FROM THE EXCAVATED EARTH HAVING NO ROCKS OR STONES GREATER IN SIZE THAN 2 INCHES FOR DIP OR RCP AND 3/4 INCH FOR ALL OTHER PIPE.
 5. TRENCH STABILIZATION MATERIAL. THIS MATERIAL SHALL BE A 3/4" TO 1 1/2-INCH UNIFORMLY-GRADED, CRUSHED ROCK OR CONCRETE AGGREGATE.
 6. BACKFILL MATERIAL. BACKFILL MATERIAL SHALL CONSIST OF SUITABLE MATERIAL FROM THE EXCAVATED EARTH, MEETING ALL THE REQUIREMENTS OF THE SPECIFICATIONS.
 7. MATERIALS MAY REQUIRE CLAY DAMS AND/OR GEOTEXTILE WRAP, DEPENDING ON WATER TABLE OR SOILS CONDITIONS.

NO BOULDERS OVER 6 INCHES IN ANY DIMENSION SHALL BE ALLOWED IN THE TRENCH BACK FILL, PER SECTION 14-5-120 MATERIAL IN THE FRASER CODE.
- C. BEDDING AND BACKFILL INSTALLATION:

1. GENERAL. UNLESS ACCURATE RESULTS CANNOT BE OBTAINED, THE COMPACTION REQUIREMENTS SHALL CONFORM TO MAXIMUM DRY DENSITY ACCORDING TO ASTM D698, MOISTURE-DENSITY RELATIONS OF SOILS (STANDARD PROCTOR). WHEN THE ASTM D698 TEST IS NOT APPLICABLE, THE PERCENTAGE COMPACTION REQUIREMENTS SHALL CONFORM TO ASTM D2049, TEST FOR RELATIVE DENSITY OF COHESIONLESS SOILS.

PIPE BEDDING AND BACKFILL (CON'T):

WHEN REQUIRED BY THE ENGINEER, THE DEVELOPER SHALL EXCAVATE BACKFILLED TRENCHES FOR THE PURPOSE OF PERFORMING COMPACTION TESTS AT LOCATIONS AND DEPTHS REQUIRED BY THE ENGINEER. THE DEVELOPER SHALL BE RESPONSIBLE FOR REINSTALLING AND COMPACTING THE TEST EXCAVATIONS AT NO ADDITIONAL COST TO THE TOWN.

IN AREAS UNDER ROADWAYS AND IN PUBLIC RIGHT-OF-WAY, COMPACTION TESTS SHALL BE PERFORMED IN THE TRENCH FOR THE BEDDING AND IN THE BACKFILL ZONE, ONE AND ONE-HALF (1 ½) FEET ABOVE THE TOP OF PIPE AND IN ONE-FOOT VERTICAL INCREMENTS TO FINISH GRADE. COMPACTION TEST SHALL BE PERFORMED FOR EACH VERTICAL INCREMENT NOTED ABOVE AND AT HORIZONTAL INTERVALS OF EVERY ONE HUNDRED (100) FEET, MEASURED ALONG THE CENTERLINE OF PIPE.

1. BEDDING ZONE INSTALLATION. BEDDING MATERIAL SHALL CONSIST OF THE MATERIAL ON WHICH THE PIPE IS PLACED IN ACCORDANCE WITH THE PIPE TRENCH DETAILS. BEDDING MATERIAL SHALL BE PLACED TO THE REQUIRED ELEVATION OF THE PIPE INVERT. TAMPING EQUIPMENT SHALL BE USED TO THOROUGHLY TAMP THE BEDDING MATERIAL TO A MINIMUM OF 95 PERCENT MAXIMUM DRY DENSITY OR TO 75 PERCENT RELATIVE DENSITY. THE MOISTURE CONTENT OF THE MATERIAL SHALL BE WITHIN 2 PERCENT OF OPTIMUM.
2. PIPE ZONE INSTALLATION. AFTER BEDDING MATERIAL HAS BEEN PLACED AND APPROVED AND AFTER THE PIPE HAS BEEN INSTALLED AND APPROVED, THE PIPE ZONE BACKFILL SHALL BE INSTALLED TO AN ELEVATION SHOWN ON THE DETAILS ON THE DRAWINGS.

THE BACKFILL MATERIAL SHALL BE AS SPECIFIED ON THE DETAILS AND SHALL BE PLACED AND COMPACTED IN DISTINCT, SEPARATE LIFTS NOT TO EXCEED 6 INCHES OF LOOSE DEPTH; EXCEPT THAT THE FIRST LOOSE LIFT SHALL NOT BE HIGHER THAN THE PIPE CENTERLINE (SPRINGLINE); IF SELECT BACKFILL MATERIALS ARE PERMITTED IN THIS ZONE BUT ACCEPTABLE SELECT BACKFILL MATERIAL (SUITABLE FOR PLACEMENT WITHIN 12 INCHES OF THE PIPE BARREL) IS NOT AVAILABLE AT ANY PARTICULAR LOCATION, THE DEVELOPER SHALL USE IMPORTED GRANULAR BACKFILL MATERIAL. COMPACTION SHALL MEET THE REQUIREMENTS OF "BEDDING ZONE INSTALLATION," UTILIZING T-BARS OR MECHANICAL TAMPING EQUIPMENT.

3. BACKFILL ZONE INSTALLATION: OUTSIDE OF THE PUBLIC RIGHT-OF-WAY AND NOT UNDER DRIVEWAYS, STREETS, AND PARKING LOTS. AFTER THE PIPE ZONE BACKFILL HAS BEEN PLACED AND APPROVED, THE TRENCH SHALL BE BACKFILLED. ALL BACKFILL ABOVE THE PIPE ZONE BACKFILL SHALL BE CAREFULLY PLACED IN THE TRENCH IN LIFTS NO GREATER THAN EIGHTEEN (18) INCHES. EACH LIFT SHALL BE COMPACTED BY MECHANICAL EQUIPMENT TO NINETY PERCENT (90%) OF STANDARD DRY DENSITY. AFTER THE TRENCH IS BACKFILLED TO THE GROUND SURFACE, A LOADED DUMP TRUCK OR LOADER PLACED IN THE TRENCH LINE SHALL COMPACT THE BACKFILL BY ITS WHEEL LOAD, NO FEWER THAN TWO (2) PASSES SHALL BE MADE. IF THE BACKFILL IS DERESSED BELOW THE FINISHED GRADE ELEVATION, THE DEPRESSED AREA SHALL BE REFILLED AND COMPACTED. THE BACKFILL SHALL BE MOUNDED HIGHER THAN ADJACENT GROUND TO ALLOW FOR SETTLEMENT.
4. BACKFILL ZONE INSTALLATION IN ROADS AND STREETS, BENEATH ALL TRAVELED WAYS IN ROADS AND STREETS, HIGHWAY SHOULDER AND WITHIN 15 FEET OF PAVEMENT IN STATE HIGHWAY DEPARTMENT RIGHTS-OF-WAY (UNLESS OTHERWISE SPECIFIED) SHALL BE PLACED CAREFULLY PLACED AND COMPACTED TO THE LIMIT OF THE SUBGRADE COURSE MATERIAL OR TO GRADE. COMPACTION SHALL BE BY MECHANICAL TAMPING IN 8-INCH MAXIMUM LOOSE LIFTS USING MECHANICAL OR HAND TAMPERS, WEIGHING NOT LESS THAN 20 POUNDS, OR VIBRATORY ROLLERS. ALL OTHER MEANS MUST BE APPROVED IN WRITING BY THE ENGINEER. ALL BACKFILL SHALL BE COMPACTED TO 95 PERCENT OF MAXIMUM LABORATORY DRY DENSITY OR 70 PERCENT RELATIVE DENSITY. THE MATERIAL SHALL BE WITHIN 2.0 PERCENT OF OPTIMUM MOISTURE CONTENT.
5. THE DEVELOPER MAY REQUEST APPROVAL OF ALTERNATE MEANS OF COMPACTION. SUCH REQUEST MUST BE SUBMITTED TO THE ENGINEER IN WRITING. APPROVAL OF THE COMPACTION METHOD WILL BE MADE BY THE ENGINEER ONLY IN WRITING. USE OF SPECIFIED OR APPROVED COMPACTION METHODS DOES NOT RELIEVE THE DEVELOPER FROM PROVIDING A COMPLETED PROJECT MEETING THE INTENT OF THIS SPECIFICATION.

SANITARY SEWER NOTES:

3. ALL SANITARY SEWER CONSTRUCTION SHALL COMPLY WITH THE CITY OF SALIDA "STANDARD SPECIFICATIONS FOR CONSTRUCTION MANUAL". THE CITY OF SALIDA OWNS AND MAINTAINS THE MUNICIPAL SANITARY SEWER SYSTEM. ALL WORKMANSHIP SHALL BE SUBJECT TO INSPECTION BY THE DEVELOPER, CITY OF SALIDA, OR THEIR REPRESENTATIVES. ONE OR ALL OF THE PARTIES HAS THE RIGHT TO REJECT MATERIALS AND WORKMANSHIP WHICH DO NOT COMPLY.
2. EACH SEWER MAIN SIZE IS 8-INCH IN DIAMETER UNLESS OTHERWISE NOTED. FOR PIPE INSTALLATIONS LESS THAN FOURTEEN (14) FEET DEEP MEASURED FROM THE PIPE INVERT TO FINISHED GRADE AND SLOPES LESS THAN EIGHTEEN PERCENT (18%), SEWER MAINS SHALL BE PVC, SDR 26, AWWA C900, OR APPROVED EQUAL. FOR PIPE INSTALLATIONS GREATER THAN FOURTEEN (14) FEET DEEP MEASURED FROM THE PIPE INVERT TO FINISHED GRADE AND/OR SLOPES GREATER THAN EIGHTEEN PERCENT (18%), SEWER MAINS SHALL BE PVC, C-900, AWWA C900, MINIMUM THICKNESS CONFORMING TO ASTM D2122, PER SECTION 14-3-340 (b)(1) OF THE CITY OF SALIDA DESIGN CRITERIA AND CONSTRUCTION STANDARDS.
3. SEWER LINES LESS THAN 1.5 FEET BELOW A WATER MAIN SHALL BE ENCASED IN CONCRETE PER CITY PIPE ENCASEMENT DETAIL OR MODIFIED TO HAVE A "NO BELL" CONSTRUCTION PER CITY PIPE CROSSING DETAIL. IF A SEWER LINE IS LESS THAN 1.5 FEET ABOVE A WATER LINE, A 20-FOOT LENGTH OF PVC C-900 OR C-905 (AS APPROPRIATE) SHALL BE USED FOR THE GRAVITY SEWER LINE. SMITH-BLAIR 229, FULL CIRCLE COLLAR LEAK REPAIR CLAMPS SHALL BE INSTALLED ON ALL SANITARY SEWER JOINTS WITHIN THE MINIMUM HORIZONTAL CLEARANCE REQUIREMENTS, AND A 20-FOOT LENGTH OF DUCTILE IRON PIPE SHALL BE INSTALLED ON THE WATER LINE, CENTERED OVER THE CENTERLINE OF THE SANITARY SEWER, PER CITY OF SALIDA'S "STANDARD SPECIFICATIONS FOR CONSTRUCTION MANUAL".
4. SEWER RIM ELEVATIONS SHOWN ARE APPROXIMATE ONLY AND ARE NOT TO BE TAKEN AS FINAL ELEVATIONS. RING AND COVER SHALL BE SET IN ASPHALT WITH CONCRETE ADJUSTMENT RINGS FOR MANHOLE ADJUSTMENT TO MATCH FINAL PAVEMENT ELEVATIONS.
5. ALL MANHOLES SHALL BE 48 INCHES IN DIAMETER WITH 24-INCH RING AND COVER, AND ECCENTRIC CONE UNLESS OTHERWISE SPECIFIED.
6. AT LEAST FIVE (5) DAYS PRIOR TO START OF CONSTRUCTION, A PRE-CONSTRUCTION MEETING WILL BE HELD ON-SITE AND ATTENDED BY THE CONTRACTOR AND REPRESENTATIVES OF THE CITY OF SALIDA. IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO CONTACT THE CITY OF SALIDA PUBLIC WORKS TO SCHEDULE THIS MEETING.
7. ALL PIPE LENGTHS ARE APPROXIMATE AND ARE APPROXIMATE LENGTHS ONLY.
8. THE CONTRACTOR SHALL HAVE IN HIS POSSESSION AT ALL TIMES ONE (1) SIGNED COPY OF THE PLANS WHICH HAVE BEEN APPROVED BY THE TOWN OF FRASER.
9. ALL MANHOLES SHALL HAVE SHAPED INVERTS.
10. ALL SEWER LINES SHALL BE TESTED IN ACCORDANCE WITH THE CITY OF SALIDA CONSTRUCTION STANDARDS AND MINIMUM DESIGN CRITERIA PRIOR TO ACCEPTANCE OR ANY CONNECTION TO AN EXISTING SEWER LINE.
11. PRIOR TO STARTING WORK WHERE SEWER MAINS ARE TO BE INSTALLED INTO EXISTING CITY OF SALIDA SEWER SYSTEMS, THE CONTRACTOR SHALL PLUG, WITH A WATER TIGHT PLUG, THE MANHOLE NEAREST TO THE POINT OF TIE-IN. THIS PLUG SHALL REMAIN IN PLACE UNTIL FILL IS COMPLETED BY THE CITY OF SALIDA. ITS PURPOSE SHALL BE TO PREVENT ANY MUD, WATER OR OTHER MATERIALS FROM ENTERING THE LINE DURING CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PUMPING AND CLEANING THESE MANHOLES AND REMOVING THE PLUG WHEN SO INSTRUCTED BY THE CITY OF SALIDA.
12. THE CONTRACTOR SHALL PROVIDE A HARD EPOXY GROUT OR 6000 PSI CONCRETE AND PROVIDE A SMOOTH TROWEL FINISH TO THE PRECAST MANHOLE BASES IN ORDER TO MINIMIZE MATERIAL DEPOSITION.
13. MANHOLE JOINTS: JOINTS BETWEEN PRECAST MANHOLE SECTIONS ARE TO BE SEALED WITH RUB-B-NEK LTM BY HENRY COMPANY OR APPROVED ALTERNATE GASKET MATERIAL.

EXTERNAL JOINT SEALING. IN ADDITION TO THE GASKET MATERIAL USED WITHIN THE JOINTS BETWEEN SECTIONS OF THE MANHOLE, AN EXTERNAL JOINT WRAP IS REQUIRED. THE JOINT WRAP SHALL BE A SELF-ADHERED MEMBRANE CONSISTING OF TWO (2) WATERPROOFING MATERIALS CONSISTING OF AGGRESSIVE RUBBERIZED ASPHALT ADHESIVE BACKED BY A LAYER OF HIGH DENSITY CROSS LAMINATED POLYETHYLENE AS MANUFACTURED BY GRACE CONSTRUCTION PRODUCTS OR APPROVED EQUAL. THE MEMBRANE STRIPS SHALL BE A MINIMUM OF TWELVE (12) INCHES WIDE.

FLEXIBLE WATERTIGHT BOOT. A FLEXIBLE WATERTIGHT "BOOT" SYSTEM SHALL BE PROVIDED TO SEAL AROUND THE SEWER LINE ENTERING THE PRECAST MANHOLE BASE. ACCEPTABLE PRODUCTS INCLUDE:

A. PSX POSITIVE SEAL, AS MANUFACTURED BY PRESS-SEAL GASKET CORP., FORT WAYNE, INDIANA;
B. KOR-N-SEAL, AS MANUFACTURED BY NPC, INC., MILFORD, NH; OR
C. AN APPROVED ALTERNATIVE.

THE SANITARY SEWER PIPE SHALL PROTRUDE THROUGH THE MANHOLE WALL. WHERE A PRE-POURED INVERT TROUGH IS PRESENT IN THE MANHOLE BASE, THE PIPE SHALL EXTEND TO THAT POINT. WHERE A PRE-POURED INVERT TROUGH DOES NOT EXIST, THE PIPE SHALL EXTEND A MINIMUM DISTANCE OF SIX (6) INCHES INSIDE THE INTERIOR FACE OF THE MANHOLE WALL.

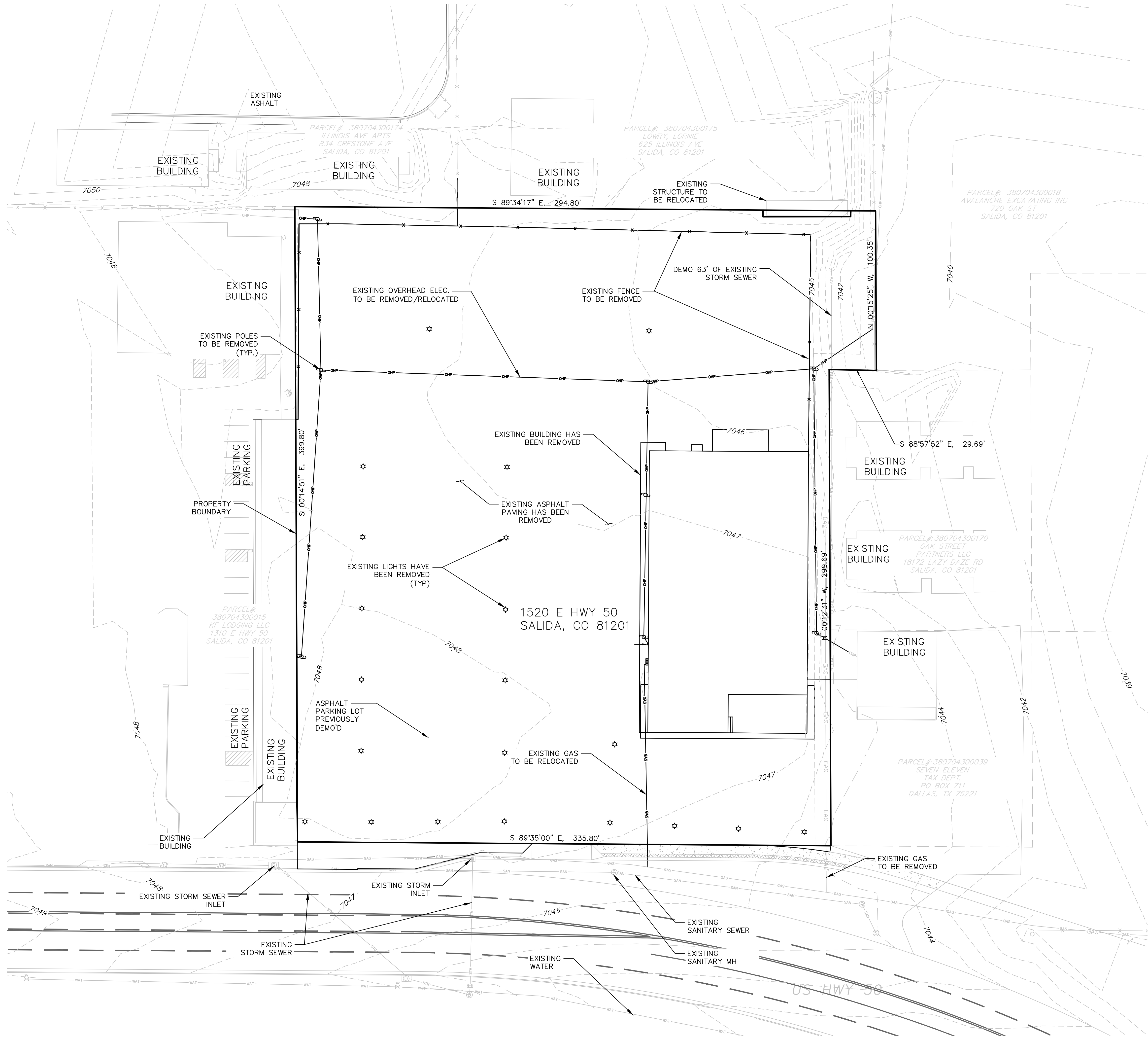
14. MANHOLE BASES, BARRELS AND TOPS SHALL BE PRECAST CONCRETE UNITS CONFORMING TO ASTM C478. CONCRETE FOR MANHOLE INVERTS AND OTHER SIMILAR ITEMS SHALL HAVE A TWENTY-EIGHT-DAY COMPRESSIVE STRENGTH OF NOT LESS THAN THREE THOUSAND (3,000) PSI. ALL REINFORCEMENT REQUIRED SHALL BE STANDARD REINFORCEMENT CONFORMING TO THE REQUIREMENTS SET FORTH IN ASTM A615, GRADE 40, PER CITY OF SALIDA'S "STANDARD SPECIFICATIONS FOR CONSTRUCTION MANUAL".
16. THERE SHALL BE A MINIMUM COVER OF 7 FEET OVER ALL UNINSULATED SEWER MAINS AND SERVICES AND A MINIMUM COVER OF 5 FEET OVER INSULATED SEWER MAINS AND SERVICES. SEWER MAINS WITH LESS THAN 7 FEET OF COVER SHALL BE INSULATED WITH DOW BLUE HI-60 OR APPROVED EQUAL.

WATER NOTES:

- ALL MATERIALS AND WORKMANSHIP SHALL BE IN CONFORMANCE WITH THE TOWN OF FRASER ENGINEERING STANDARDS AND CITY OF SALIDA WATER UTILITY STANDARD SPECIFICATIONS FOR WATER LINE CONSTRUCTION.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE FOLLOWING:
 - A) ALL LICENSES AND PERMITS REQUIRED FOR CONSTRUCTION;
 - B) THE NOTIFICATION OF THE PROPER AUTHORITIES PRIOR TO CONSTRUCTION AND A PRE-CONSTRUCTION MEETING WITH THE DEVELOPER'S ENGINEER.
 - C) THE EXACT HORIZONTAL AND VERTICAL LOCATIONS OF ALL UNDERGROUND UTILITIES AT LEAST 48 HOURS PRIOR TO THE COMMENCEMENT OF CONSTRUCTION AND THEIR A RELOCATION NECESSITATED BY THIS CONSTRUCTION;
 - D) PROVIDING THE DEVELOPER'S ENGINEER WITH AN "AS CONSTRUCTED" RED-LINED SET OF PRINTS AFTER COMPLETION OF THE PROJECT.
 - E) ALL LIGHTS, SIGNS, BARRICADES, FLAG MEN, OR OTHER DEVICES NECESSARY TO PROVIDE FOR PUBLIC SAFETY IN ACCORDANCE WITH LOCAL, STATE, AND FEDERAL REGULATIONS.
3. ALL WATER MAINS SHALL BE DUCTILE IRON PIPE OR C-900/C-905 PVC IN SIZE INDICATED ON PLANS. DIP WATER PIPE SHALL BE PRESSURE CLASS 250 PSI MINIMUM, THICKNESS CLASS 52. PVC PIPE SHALL BE PRESSURE CLASS 235 PSI (DR18) AND HAVE A STANDARD LAYING LENGTH OF 120 FEET, PLUS OR MINUS (1) INCH, WITH INTEGRAL BELL AND SPIGOT JOINTS. ALL DIP OR PVC PIPE SHALL HAVE PUSH-ON SINGLE GASKET TYPE JOINTS. ALL DUCTILE IRON PIPE SHALL BE WRAPPED WITH AN 8 MIL MINIMUM THICKNESS OF POLYETHYLENE MATERIAL PER AWWA STANDARD C105. PIPE WRAP REQUIREMENTS MAY BE REDUCED OR ELIMINATED FOLLOWING SOIL CORROSIVITY TESTING AND APPROVALS. WHEN PIPE SLOPES EXCEED 18%, THE WATERLINE SHALL BE RESTRAINED.
4. ALL FITTINGS SHALL BE MADE FROM DUCTILE IRON AND FURNISHED WITH MECHANICAL JOINT ENDS. ALL FITTINGS SHALL HAVE A PRESSURE RATING OF 250 PSI AND SHALL BE WRAPPED WITH AN 8 MIL MINIMUM THICKNESS OF POLYETHYLENE MATERIAL PER AWWA STANDARD C105.
5. FIRE HYDRANTS SHALL BE MUELLER MOUNTAIN TYPE, OPEN LEFT, WITH DIRECTION OF OPENING CAST IN TOP OF HYDRANT. FIRE HYDRANT ASSEMBLIES SHALL INCLUDE ALL PIPE, FITTINGS, VALVES, VALVE BOXES, MATERIALS, AND LABOR WHICH ARE NECESSARY TO INSTALL THE HYDRANT COMPLETE IN PLACE.
6. ALL FITTINGS SHALL BE CONSTRUCTED WITH THRUST BLOCKS AND A BOND BREAK WRAPPING AROUND ALL JOINTS PRIOR TO POURING.
7. ALL BENDS, TEES, FIRE HYDRANTS, AND PLUGS AT DEAD END MAINS SHALL BE PROTECTED FROM THRUST BY USING A MINIMUM OF 3000 PSI (28-DAY COMPRESSIVE STRENGTH) CONCRETE THRUST BLOCKS PER CITY OF SALIDA WATER UTILITY STANDARD SPECIFICATIONS FOR WATER LINE CONSTRUCTION AND THE DETAIL SHEET. BAGGED PREMIX CONCRETE CAN BE USED PROVIDED THAT ITS MATERIAL PROPERTIES PROVED AT LEAST A 3000 PSI 28-DAY COMPRESSIVE STRENGTH. PROVIDE A BOND BREAK WRAPPING AROUND PIPE, FITTING ETC. ADJACENT TO THRUST BLOCK PRIOR TO POURING.
8. ALL BENDS SHALL BE RESTRAINED WITH MECHANICAL JOINTS OR RODDED PER CITY OF SALIDA WATER UTILITY STANDARD SPECIFICATIONS FOR WATER LINE CONSTRUCTION AND THE DETAIL SHEET.
9. TRENCH WIDTH AT THE TOP OF THE BELL SHALL NOT EXCEED 24 INCHES PLUS THE PIPE WIDTH.
10. THE CONTRACTOR SHALL INFORM THE DEVELOPER OR DEVELOPER'S REPRESENTATIVE 24 HOURS IN ADVANCE WHEN A TRENCH WILL BE READY FOR COMPACTION TESTING. THE DEVELOPER SHALL HAVE A SOIL ENGINEER PERFORM THE COMPACTION TEST AT NO COST TO THE CONTRACTOR. RESULTS ARE TO BE PROVIDED TO THE CITY OF SALIDA.
11. CHLORINATION AND FLUSHING: ALL WATER MAINS SHALL BE DISINFECTED PER AWWA C-651 AFTER ALL CONSTRUCTION WORK HAS BEEN COMPLETED. CHLORINE SHALL BE ADDED TO THE WATER AT THE NECESSARY LOCATIONS IN THE AMOUNT TO FORM 50 PPM FREE CHLORINE RESIDUAL. THE CHLORINE SOLUTION SHALL BE LEFT IN THE PIPELINES FOR NOT LESS THAN 24 HOURS PER THE CITY OF SALIDA WATER UTILITY STANDARDS FOR WATERLINE CONSTRUCTION. ALL CHLORINATION WORK MUST BE DONE IN PRESENCE OF THE TOWN. AT THE END OF 24 HOURS, A BACTERIOLOGICAL TEST SHALL BE PERFORMED BY A COLORADO CERTIFIED LABORATORY, ACCEPTABLE TO THE CITY, TO ENSURE ADEQUATE DISINFECTION. A THIRD PARTY INDEPENDENT CONTRACTOR, ACCEPTABLE TO THE CITY, WILL TAKE THE REQUIRED SAMPLES AND DELIVER THEM TO THE CERTIFIED LABORATORY FOR TESTING.
12. FOLLOWING THE COMPLETION OF THE DISINFECTION (CHLORINATION) WORK, THE CONTRACTOR SHALL BE RESPONSIBLE TO DECHLORINATE AND PROPERLY DISPOSE OF THE TEST WATER IN STRICT COMPLIANCE WITH ALL LOCAL, STATE AND FEDERAL LAWS, RULES AND REGULATIONS. PRIOR TO DISPOSAL, PROVISIONS MUST BE MADE BY THE CONTRACTOR TO ASSURE THAT NO CHLORINATED WATER IS DISCHARGED TO THE GROUND PER THE TOWN OF FRASER WATER UTILITY STANDARD SPECIFICATIONS FOR WATER LINE CONSTRUCTION.
13. HYDROSTATIC TESTING AND DISINFECTION: ALL WATER MAINS SHALL BE TESTED, DISINFECTED AND FLUSHED PER CITY OF SALIDA WATER UTILITY STANDARD SPECIFICATIONS FOR WATER LINE CONSTRUCTION. ALL PIPE SHALL BE FIELD PRESSURE TESTED TO A MINIMUM OF 150 PSI OR 1.5 TIMES THE WORKING PRESSURE. A MAXIMUM OF 1200 LINEAR FEET OF WATER LINE SHALL BE TESTED AT ONE TIME, UNLESS OTHERWISE APPROVED. ALL TESTS SHALL BE DONE IN THE PRESENCE OF THE UTILITY'S REPRESENTATIVE AND TO HIS SATISFACTION. ALLOWABLE LEAKAGE FOR EACH SECTION OF PIPE BETWEEN LINE VALVES SHALL NOT EXCEED THE LEAKAGE RATE SET FORTH IN THE CITY OF SALIDA WATER UTILITY STANDARD SPECIFICATIONS FOR WATER LINE CONSTRUCTION.
14. THE EXISTING WATER MAINS AND THE EXISTING FIRE HYDRANTS SHALL REMAIN IN SERVICE DURING THE NEW LINE CONSTRUCTION.
15. WHEN THE CONSTRUCTION OCCURS IN ASPHALT WITH THE PUBLIC RIGHT-OF-WAY, BACKFILL AND COMPACT THE ENTIRE TRENCH DEPTH AND THE TOP 12 INCHES OF THE TRENCH WITH "CLASS 6" ROAD BASE. PATCH BACK TRENCH WITH A DEPTH OF ASPHALT EQUAL TO THE DEPTH OF THE ADJACENT SURFACE OR A MINIMUM OF 5 INCHES, GRADE 'E' OR 'EX' IN 2 LIFTS. COMPACTION OF THE ASPHALT SHALL BE PER CITY OF SALIDA STANDARDS.
16. WHERE CONSTRUCTION OCCURS IN OR ACROSS ASPHALT OR CONCRETE PAVEMENT, SAW CUT THE PAVEMENT FOR A CLEAN STRAIGHT EDGE TO ASSURE PROPER PATCHING. HOT MIX IS THE ONLY ACCEPTABLE PATCHING MATERIAL.
17. WHEN CONSTRUCTION OCCURS IN EXISTING PRIVATE ASPHALT PARKING LOTS OR DRIVEWAYS, COMPACT THE ENTIRE DEPTH OF THE TRENCH AND PATCH BACK THE PAVEMENT WITH A MINIMUM OF 3-INCHES OF FULL DEPTH ASPHALT. MATCH EXISTING THICKNESS IF GREATER THAN 3-INCHES.
18. ALL WORK COMPLETED WITHIN THE PUBLIC RIGHT-OF-WAY SHALL CONFORM TO THE REQUIREMENTS SET FORTH IN THE CITY OF SALIDA ROAD CUT SPECIFICATIONS.
19. ALL VALVE BOXES SHALL BE PLUMB AND SHALL HAVE AN OPERATING NUT EXTENSION/RISER TO WITHIN 24 INCHES OF GRADE AND BEDDED WITH A MINIMUM OF 1/3 CUBIC YARD OF 3/4-INCH CRUSHED ROCK. VALVE BOXES SHALL BE MARKED WITH FIBERGLASS MARKERS IN AREAS OUTSIDE OF ROADWAY. ALL VALVE BOXES SHALL BE CLEAN OF SOIL, ROCK AND DEBRIS.
20. ALL WATER MAINS SHALL BE REQUIRED TO HAVE TRACER WIRE. TRACER WIRE SHALL BE CONTINUOUS LOOP TWELVE-GAUGE STRANDED COPPER TRACER WIRE WITH WATERIGHT INSULATION FOR DIRECT BURRY, INSTALLED IN THE TRENCH ABOVE THE WATER LINE. TEST STATIONS SHALL BE LOCATED ADJACENT TO EACH FIRE HYDRANT AND SHALL INCLUDE THE C.P. GLEN 4 WITH HEAVY CAST IRON LOCKING COVER AND FOUR POINT TERMINAL BOX AS MANUFACTURED BY C.P. TEST SERVICES, INC. OR EQUAL APPROVED BY THE CITY. THE TRACER WIRE SHALL BE INSTALLED IN ACCORDANCE WITH ATTACHMENT A-17 -- TRACER WIRE DETAIL. SPLICES IN TRACER WIRE SHALL ONLY BE MADE USING SOLDERLESS, 3M TYPE DB4-6 LOW VOLTAGE DIRECT BURRY SPLICE KIT OR EQUAL APPROVED BY THE CITY.
21. ALL NEWLY INSTALLED PIPING SHALL NOT BE ACCEPTED UNTIL A LEAK DETECTION TEST OF THAT SEGMENT IS CONDUCTED AND ALL IDENTIFIED LEAKS ARE REPAIRED. THIS LEAK TEST WILL OCCUR IN THE MONTH IMMEDIATELY PRIOR TO THE EXPIRATION OF THE CITY OF SALIDA'S 12 MONTH WARRANTY.
22. THE CONTRACTOR SHALL INSTALL TRACER WIRE AND WARNING TAPE ABOVE ALL WATER MAINS.

ROADWAY NOTES

1. LIFTS IN FILL AREAS SHALL NOT EXCEED 8 INCHES IN COMPACTED DEPTH. MAXIMUM SLOPES OF ALL CUTS & FILLS SHALL BE 3:1 UNLESS OTHERWISE NOTED.
2. PAVING SHALL NOT START UNTIL SUBGRADE COMPACTION TESTS ARE TAKEN MEETING THE REQUIREMENTS OF THE PLANS AND SPECS AND FINAL PAVEMENT DESIGN. THE PAVEMENT SECTION SHALL BE IN ACCORDANCE WITH THE GEOTECHNICAL REPORT FOR THIS PROJECT. THE MINIMUM DEPTH OF ASPHALT SHALL BE 5-INCHES.
3. THE CONTRACTOR SHALL SAW-CUT ALL EXISTING PAVEMENT WHERE MATCH LINES WITH EXISTING EDGE OF PAVEMENT OCCUR.
4. PORTLAND CEMENT CONCRETE SHALL BE CONSTRUCTED IN ACCORDANCE WITH CDOT STANDARD 600.
5. ASPHALT PAVING SHALL BE IN ACCORDANCE WITH THE CITY OF SALIDA ROAD STANDARDS FINAL ASPHALT THICKNESS AND BASE COURSE THICKNESS SHALL BE IN ACCORDANCE WITH THE SOIL'S ENGINEER'S REPORT.
6. ROADWAY BASE COURSE AND FILL AREA COMPACTION SHALL CONFORM TO THE TOWN OF FRASER ROAD STANDARDS. THE BASE COURSE AND COMPACTION SHALL ALSO CONFORM TO THE GENERAL NOTES.
7. COMPACTION FOR THE ROADWAY BASE COURSE SHALL MEET 95% OF STANDARD PROCTOR DENSITY WITH THE MATERIAL BEING WITHIN 2.0% OF OPTIMUM MOISTURE CONTENT. EACH LIFT OF ASPHALT SHALL MEET THE MINIMUM DENSITY OF 95% OF THE MARSHALL DENSITY. ASPHALT DENSITY TESTING SHALL BE PERFORMED ON EACH LIFT AT INTERVALS OF ONE TEST PER EVERY 250 LINEAR FEET PER LANE. TEST LOCATIONS ON EACH LIFT AND EACH LANE SHALL BE STAGGERED.
8. AT COMPLETION OF CONSTRUCTION, AS PART OF THE PRELIMINARY ACCEPTANCE, THE CITY WILL SELECT REPRESENTATIVE LOCATIONS TO TAKE ASPHALT CORINGS AS CONFIRMATION OF ASPHALT DEPTH AND CONSISTENCY OF THE ASPHALT SECTION. THE CITY WILL CONTRACT DIRECTLY WITH A COMPANY TO PERFORM THIS WORK AND WILL BACK CHARGE THE DEVELOPER FOR THE COST.



LEGEND:

- EXISTING CONTOURS
- PROPOSED CONTOURS
- PROPOSED STORM SEWER
- PROPOSED WATER LINE
- FUTURE WATER LINE
- PROPOSED SANITARY SEWER
- FUTURE SANITARY SEWER
- DRAINAGE FLOWLINE
- PROPOSED BOUNDARY LINE
- PROPOSED TRACT
- PROPOSED EASEMENT LINE
- PROPOSED ROAD CENTER LINE
- PROPOSED RIGHT-OF-WAY
- PROPOSED EDGE OF PAVEMENT
- PROPOSED CURB & GUTTER
- EXISTING TRASH ENCLOSURE
- EXISTING LIGHT POLE
- EXISTING STORM SEWER MANHOLE
- EXISTING INLET
- EXISTING FIRE HYDRANT
- EXISTING WATER VALVE
- EXISTING SANITARY SEWER MANHOLE
- EXISTING UTILITY POLE
- EXISTING UNDERGROUND WATER LINES
- EXISTING UNDERGROUND GAS LINES
- EXISTING UNDERGROUND SANITARY SEWER LINES
- EXISTING OVERHEAD UTILITY LINES
- EXISTING FENCE



REVISIONS		DATE	BY

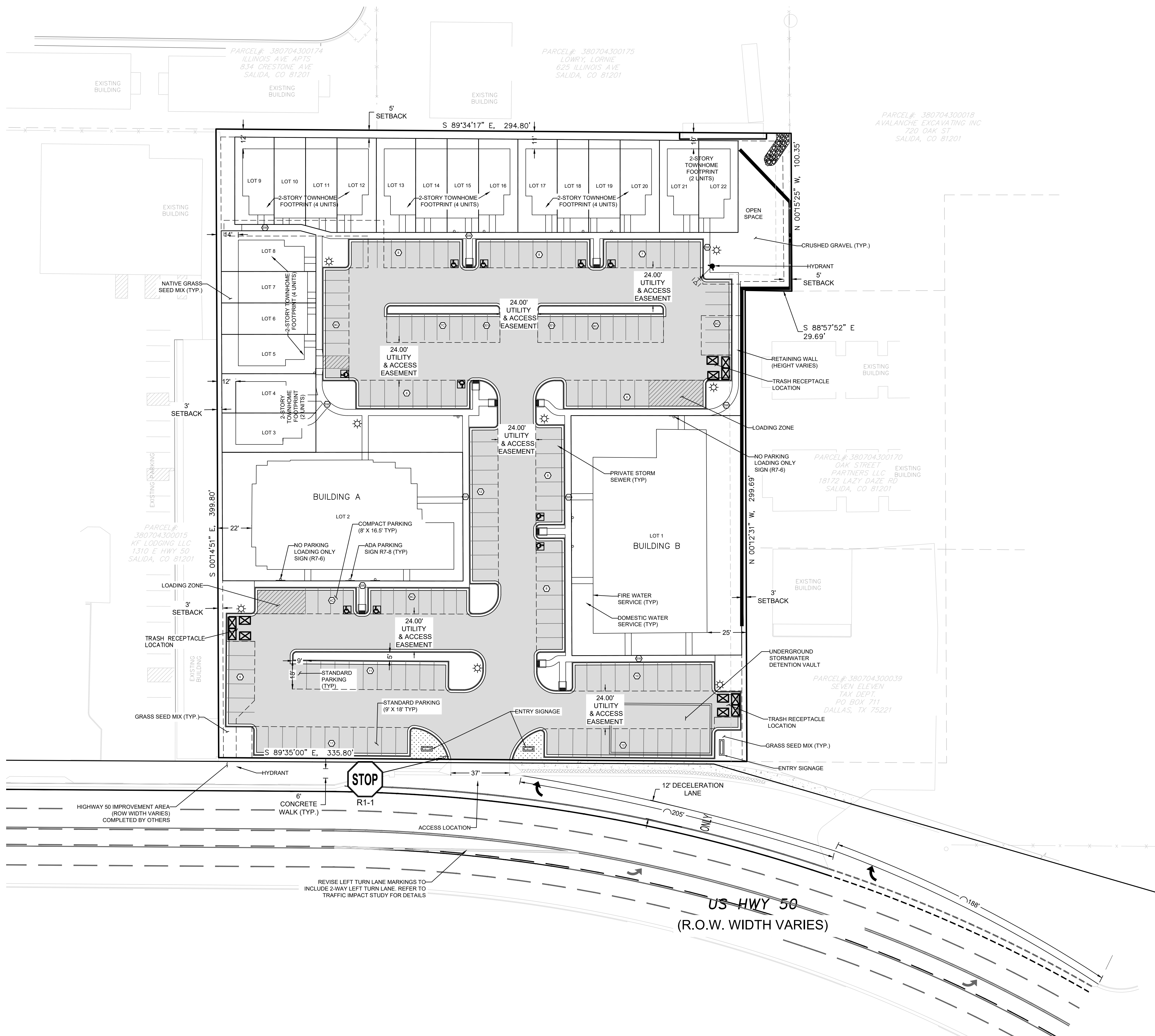
PHelps
ENGINEERING
3522 South Emerson St., Englewood, CO 80113
(303) 738-1644 info@phelpsengineering.net phelpsengineering.net

DESIGNED BY: JJP
DRAWN BY: JJP
CHECKED BY: LEP

CONSTRUCTION DOCUMENTS
EXISTING CONDITIONS &
DEMO PLAN

SALIDA CROSSINGS
CITY OF SALIDA, COLORADO

DATE 10/27/2022
PROJECT NO. 17202



TABULAR DATA

SITE TOTAL AREA: 3.15 AC

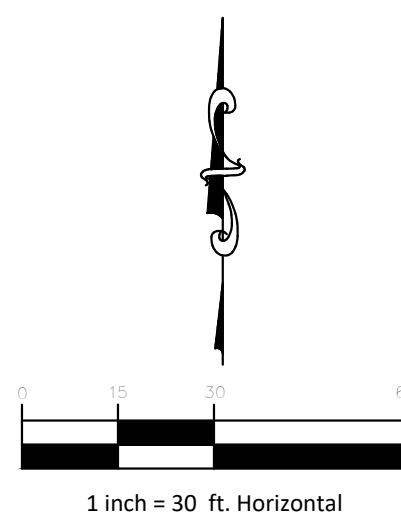
PARKING REQUIRED - 185

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



LEGEND:

-
- 8600
- EXISTING CONTOURS
- 8600
- PROPOSED CONTOURS
- PROPOSED STORM SEWER
W/INLET AND FES
- PROPOSED WATER LINE
W/FIRE HYDRANT
- FUTURE WATER LINE
W/FIRE HYDRANT
- PROPOSED SANITARY
SEWER W/MANHOLE
- FUTURE SANITARY SEWER
W/MANHOLE
- DRAINAGE FLOWLINE
- PROPOSED BOUNDARY LINE
- PROPOSED TRACT
- PROPOSED EASEMENT LINE
- PROPOSED ROAD CENTER LINE
- PROPOSED RIGHT-OF-WAY
- PROPOSED EDGE OF PAVEMENT
- PROPOSED CURB & GUTTER
- EXISTING TRASH ENCLOSURE
- EXISTING LIGHT POLE
- EXISTING STORM SEWER MANHOLE
- EXISTING INLET
- EXISTING FIRE HYDRANT
- EXISTING WATER VALVE
- EXISTING SANITARY SEWER MANHOLE
- EXISTING UTILITY POLE
- EXISTING UNDERGROUND WATER LINES
- EXISTING UNDERGROUND GAS LINES
- EXISTING UNDERGROUND SANITARY SEWER LINES
- EXISTING OVERHEAD UTILITY LINES
- EXISTING FENCE

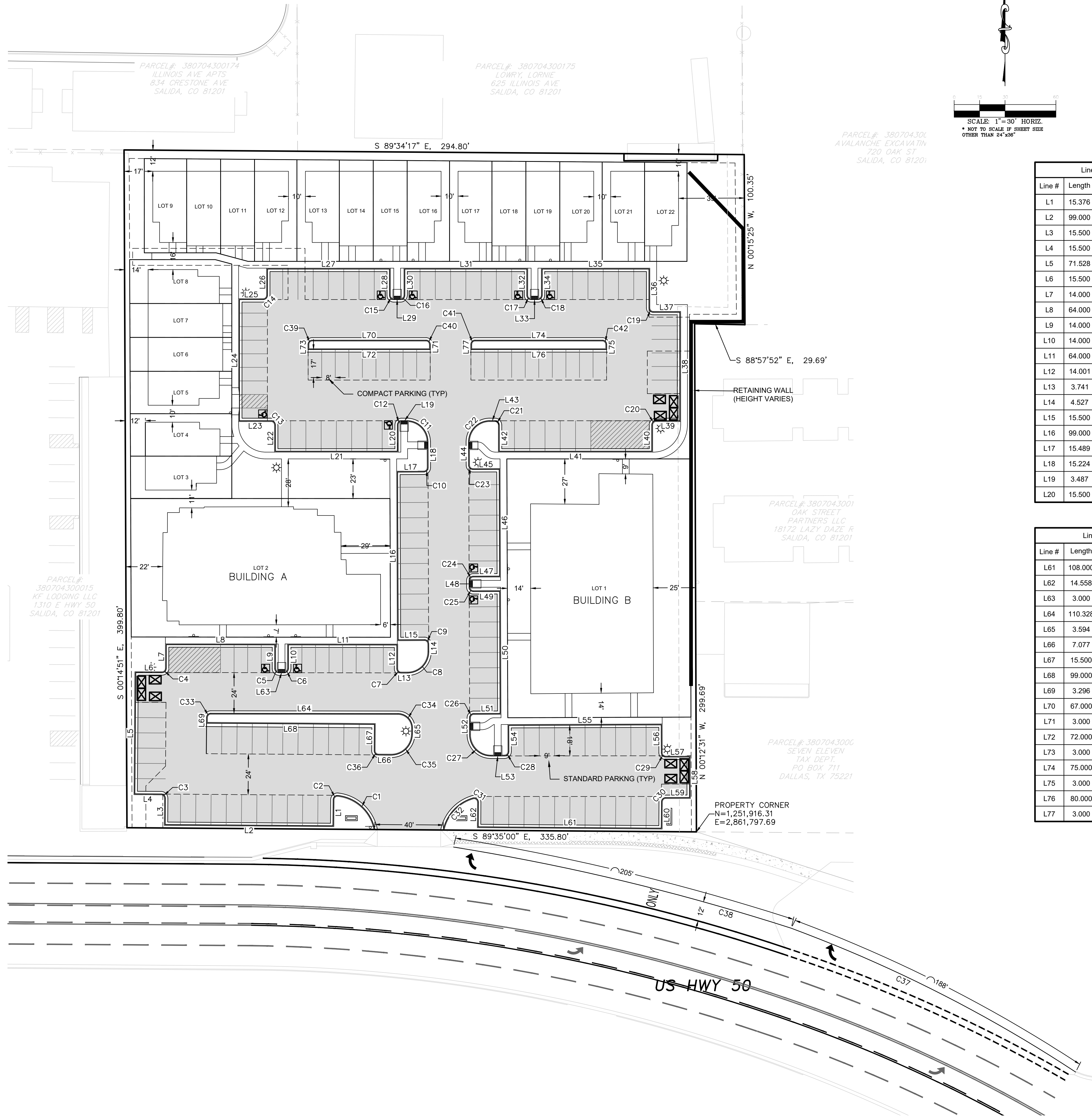
SITE KEY NOTES & ABBREVIATIONS:

- | | |
|---|--------------------------|
|  | 4-FT WIDE SIDEWALK |
|  | PARKING COUNT (STANDARD) |
|  | PARKING COUNT (COMPACT) |

NOTES:

- STORM SEWER LAYOUT IS PRELIMINARY AND SUBJECT TO CHANGE BASED ON HYDROLOGIC CALCULATIONS





Line Table		
Line #	Length	Direction
L1	15.376	S00° 25' 04.98"W
L2	99.000	N89° 34' 55.02"W
L3	15.500	N00° 25' 04.98"E
L4	15.500	N89° 34' 55.02"W
L5	71.528	N00° 25' 04.98"E
L6	15.500	S89° 55' 42.55"E
L7	14.000	N00° 04' 17.45"E
L8	64.000	S89° 55' 42.55"E
L9	14.000	S00° 04' 17.45"W
L10	14.000	N00° 04' 17.45"E
L11	64.000	S89° 55' 42.55"E
L12	14.001	S00° 04' 17.45"W
L13	3.741	S89° 55' 42.55"E
L14	4.527	N00° 12' 31.17"W
L15	15.500	S89° 47' 28.83"W
L16	99.000	N00° 12' 31.17"W
L17	15.489	N89° 47' 28.83"E
L18	15.224	N00° 12' 31.17"W
L19	3.487	N89° 49' 35.91"W
L20	15.500	S00° 00' 00.00"E

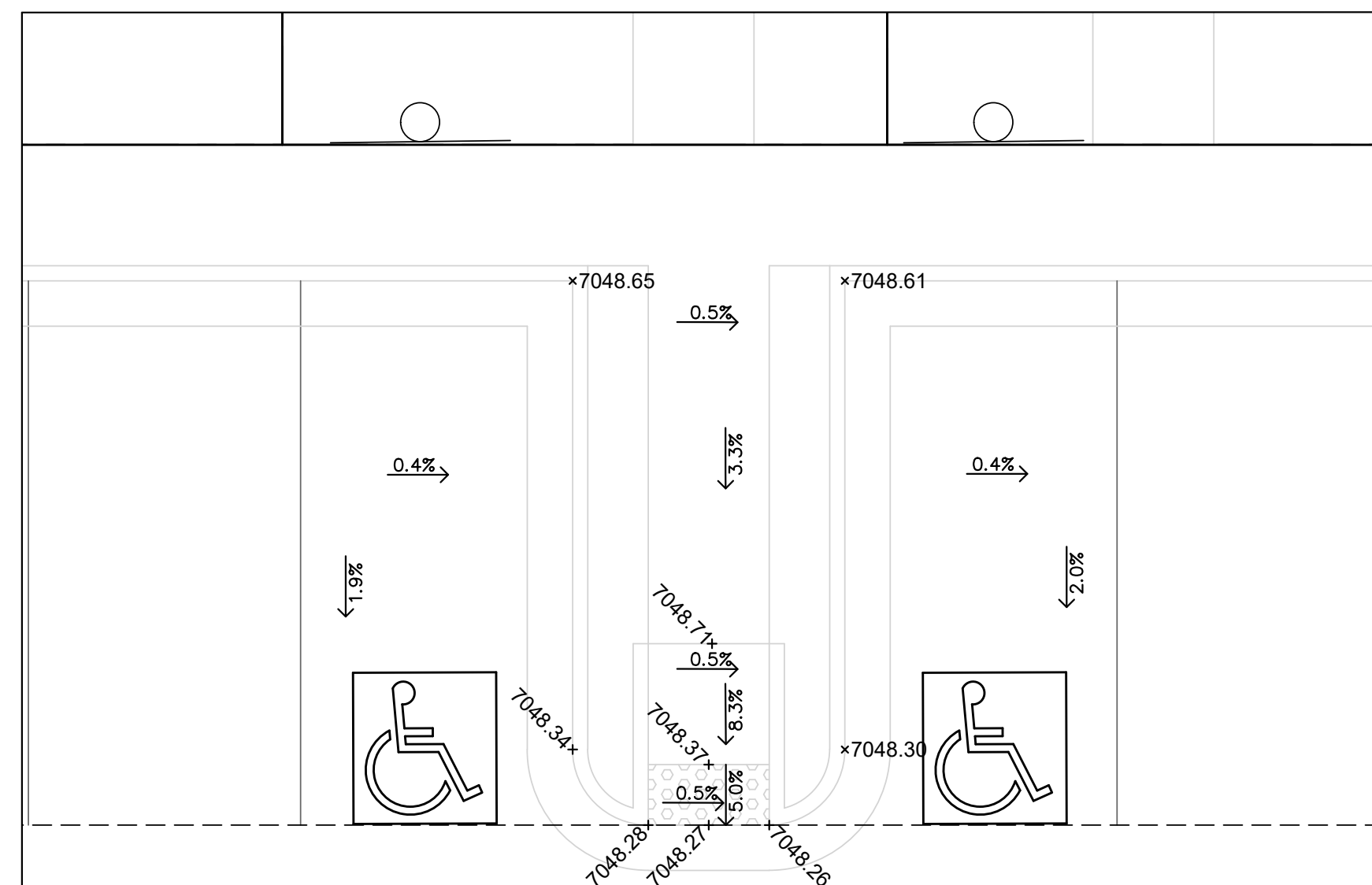
Line Table		
Line #	Length	Direction
L21	72.000	N90° 00' 00.00"W
L22	15.500	N00° 00' 00.00"E
L23	18.665	N90° 00' 00.00"W
L24	71.500	N00° 00' 00.00"E
L25	14.000	N90° 00' 00.00"E
L26	15.500	N00° 00' 00.00"E
L27	72.000	N90° 00' 00.00"E
L28	15.500	S00° 00' 00.00"E
L29	4.000	N90° 00' 00.00"E
L30	15.634	N00° 00' 00.00"E
L31	72.000	N90° 00' 00.00"E
L32	15.500	S00° 00' 00.00"E
L33	4.000	N90° 00' 00.00"E
L34	15.500	N00° 00' 00.00"E
L35	63.000	N90° 00' 00.00"E
L36	23.000	S00° 00' 00.00"E
L37	15.659	N90° 00' 00.00"E
L38	64.000	S00° 00' 00.00"E
L39	14.000	N90° 00' 00.00"W
L40	15.500	S00° 00' 00.00"E

Line Table		
Line #	Length	Direction
L41	90.000	N90° 00' 00.00"W
L42	15.500	N00° 00' 00.00"E
L43	3.020	N90° 00' 00.00"W
L44	13.695	S00° 12' 31.17"E
L45	15.500	N89° 47' 28.83"E
L46	63.000	S00° 12' 31.17"E
L47	15.516	S89° 47' 28.61"W
L48	5.000	S00° 22' 12.46"W
L49	15.500	N89° 47' 28.83"E
L50	72.000	S00° 12' 31.17"E
L51	15.500	S89° 43' 26.52"W
L52	10.014	S00° 12' 31.17"E
L53	8.011	N89° 47' 28.83"E
L54	15.500	N00° 12' 31.17"W
L55	90.000	N89° 47' 28.83"E
L56	16.350	S00° 12' 37.41"E
L57	13.989	N89° 47' 28.83"E
L58	24.000	S00° 13' 02.36"E
L59	14.031	S89° 47' 28.83"W
L60	15.527	S00° 25' 04.98"W

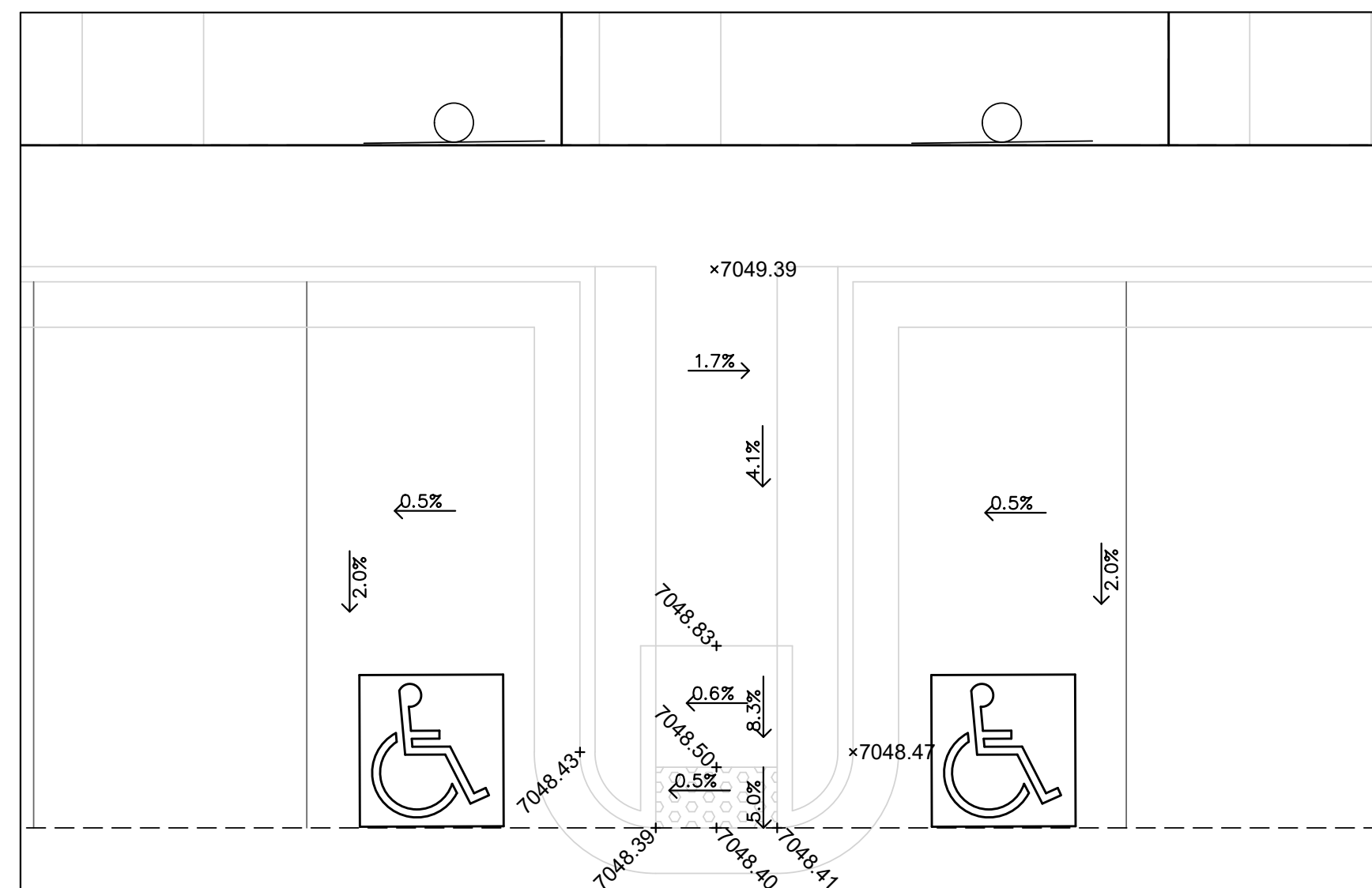
Line Table		
Line #	Length	Direction
L61	108.000	N89° 34' 55.02"W
L62	14.558	N00° 25' 04.98"E
L63	3.000	S89° 55' 42.55"E
L64	110.328	S89° 55' 42.55"E
L65	3.594	S00° 24' 10.40"W
L66	7.077	N89° 33' 54.41"W
L67	15.500	N00° 25' 04.98"E
L68	99.000	N89° 34' 55.02"W
L69	3.296	N00° 25' 04.98"E
L70	67.000	N90° 00' 00.00"E
L71	3.000	S00° 00' 00.00"E
L72	72.000	N90° 00' 00.00"W
L73	3.000	N00° 00' 00.00"E
L74	75.000	N90° 00' 00.00"E
L75	3.000	S00° 00' 00.00"E
L76	80.000	N90° 00' 00.00"W
L77	3.000	N00° 00' 00.00"E

Curve Table			
Curve #	Length	Radius	Delta
C1	31.614	25.010	072.4268
C2	4.190	2.500	096.0185
C3	3.927	2.500	090.0000
C4	3.927	2.500	090.0000
C5	3.927	2.500	090.0000
C6	3.927	2.500	090.0000
C7	3.926	2.500	089.9857
C8	19.696	12.500	090.2802
C9	3.927	2.500	090.0000
C10	3.930	2.519	089.3968
C11	19.076	12.500	087.4373
C12	3.927	2.500	090.0000
C13	3.927	2.500	090.0000
C14	3.927	2.500	090.0000
C15	3.927	2.500	090.0000
C16	3.794	2.507	086.7262
C17	3.927	2.500	090.0000
C18	3.927	2.500	090.0000
C19	3.927	2.500	090.0000
C20	3.927	2.500	090.0000

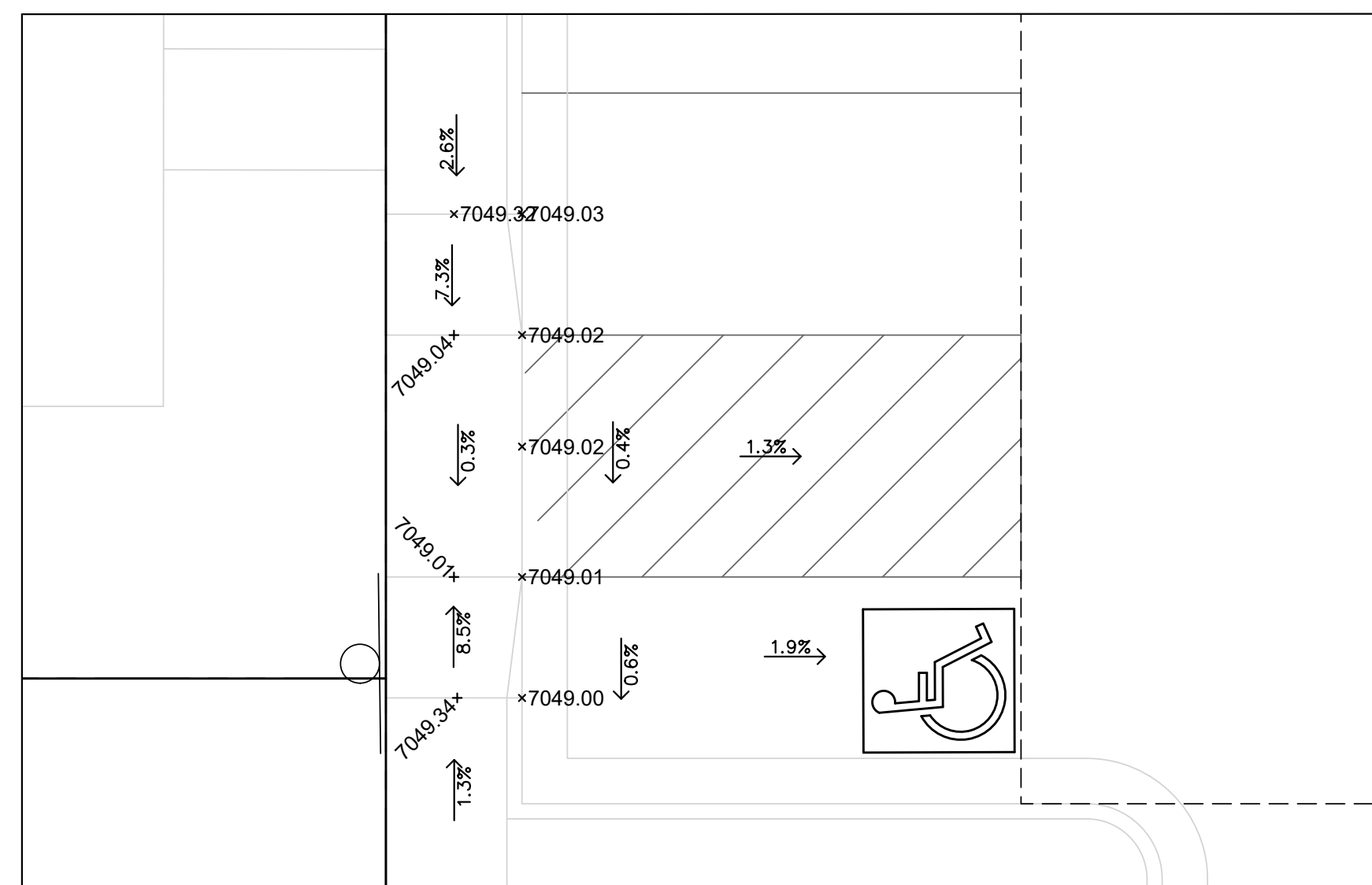
Curve Table			
Curve #	Length	Radius	Delta
C21	3.583	6.360	032.2753
C22	19.677	12.500	090.1920
C23	3.927	2.500	090.0000
C24	3.407	2.500	078.0862
C25	3.446	2.614	075.5093
C26	3.925	2.504	089.8052
C27	19.635	12.500	090.0000
C28	3.927	2.500	090.0000
C29	4.064	2.505	092.9397
C30	3.900	2.500	089.3733
C31	4.896	2.512	111.6722
C33	3.912	2.500	089.6535
C34	13.403	8.500	090.3465
C35	19.791	12.512	090.6333
C36	3.927	2.500	090.0000
C39	3.927	2.500	090.0000
C40	3.927	2.500	090.0000
C41	3.927	2.500	090.0000
C42	3.927	2.500	090.0000



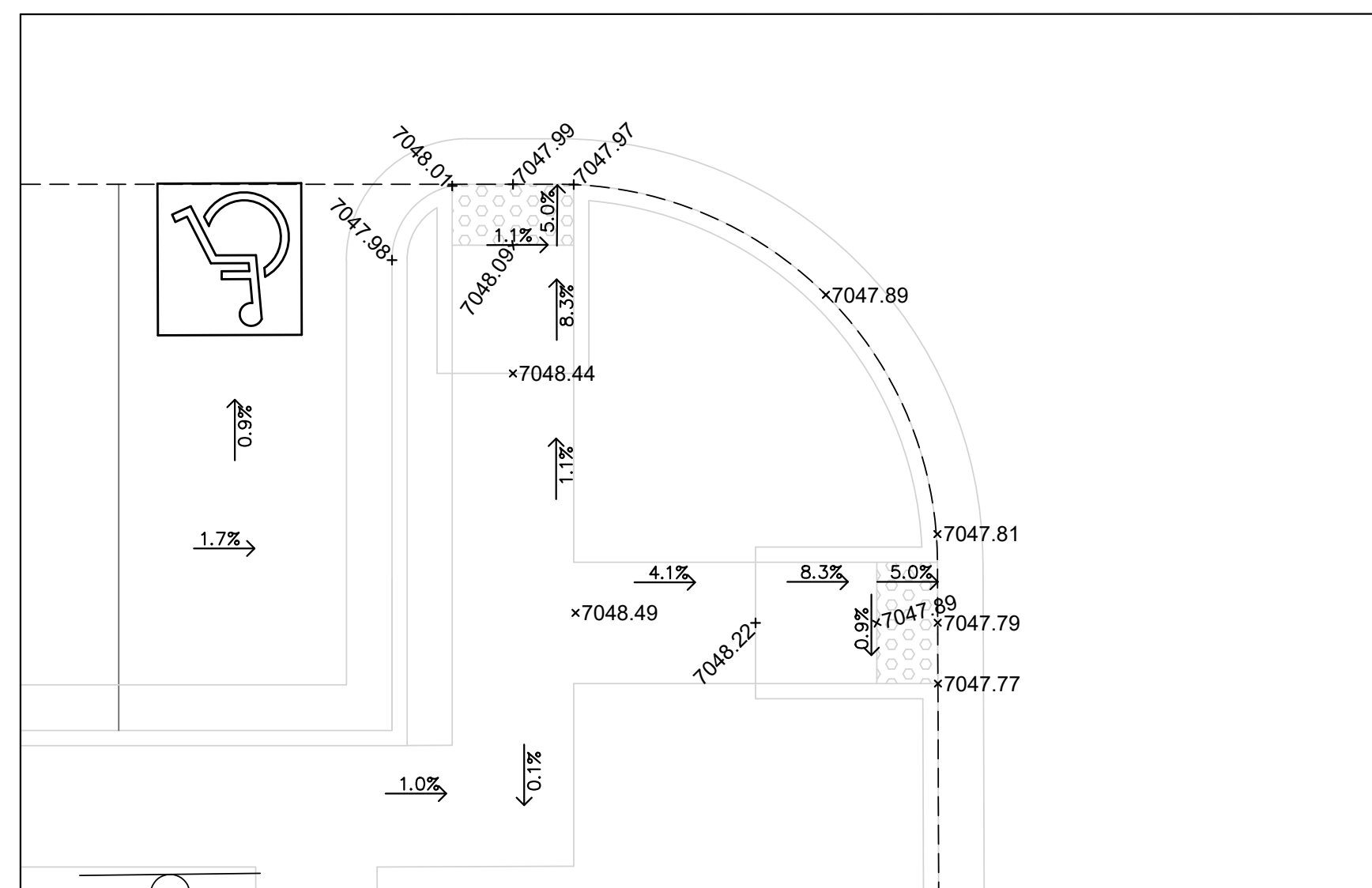
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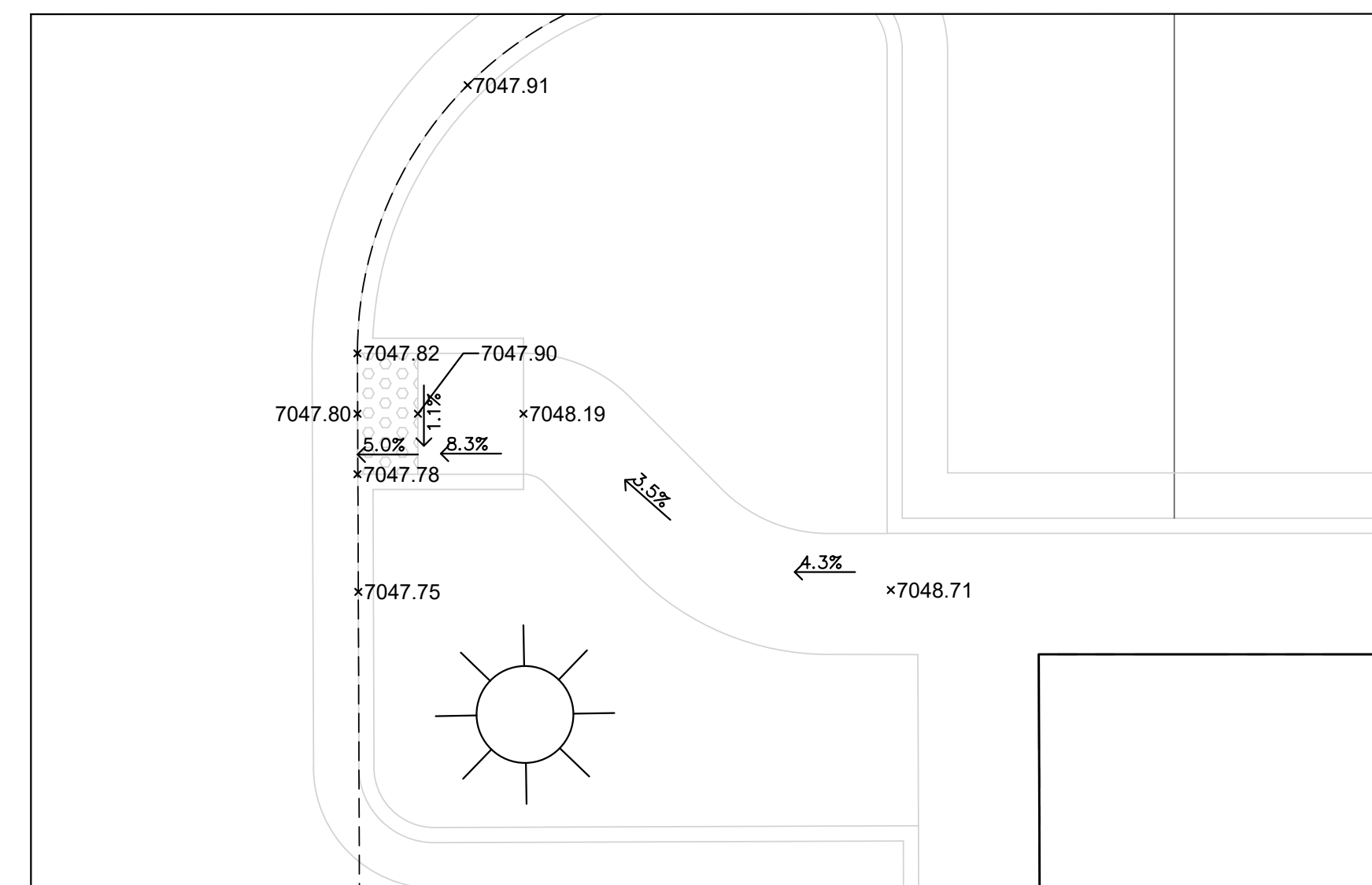
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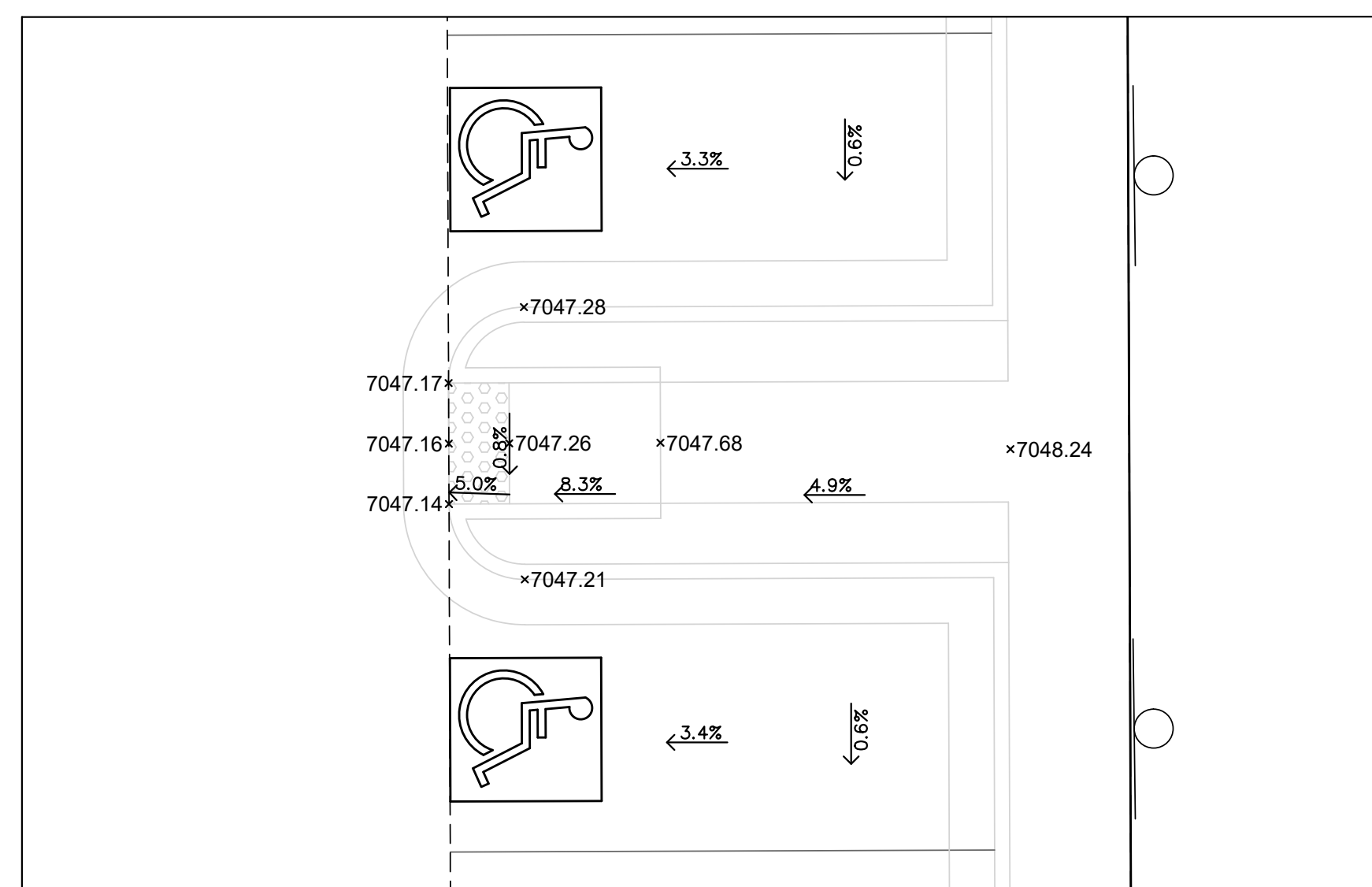
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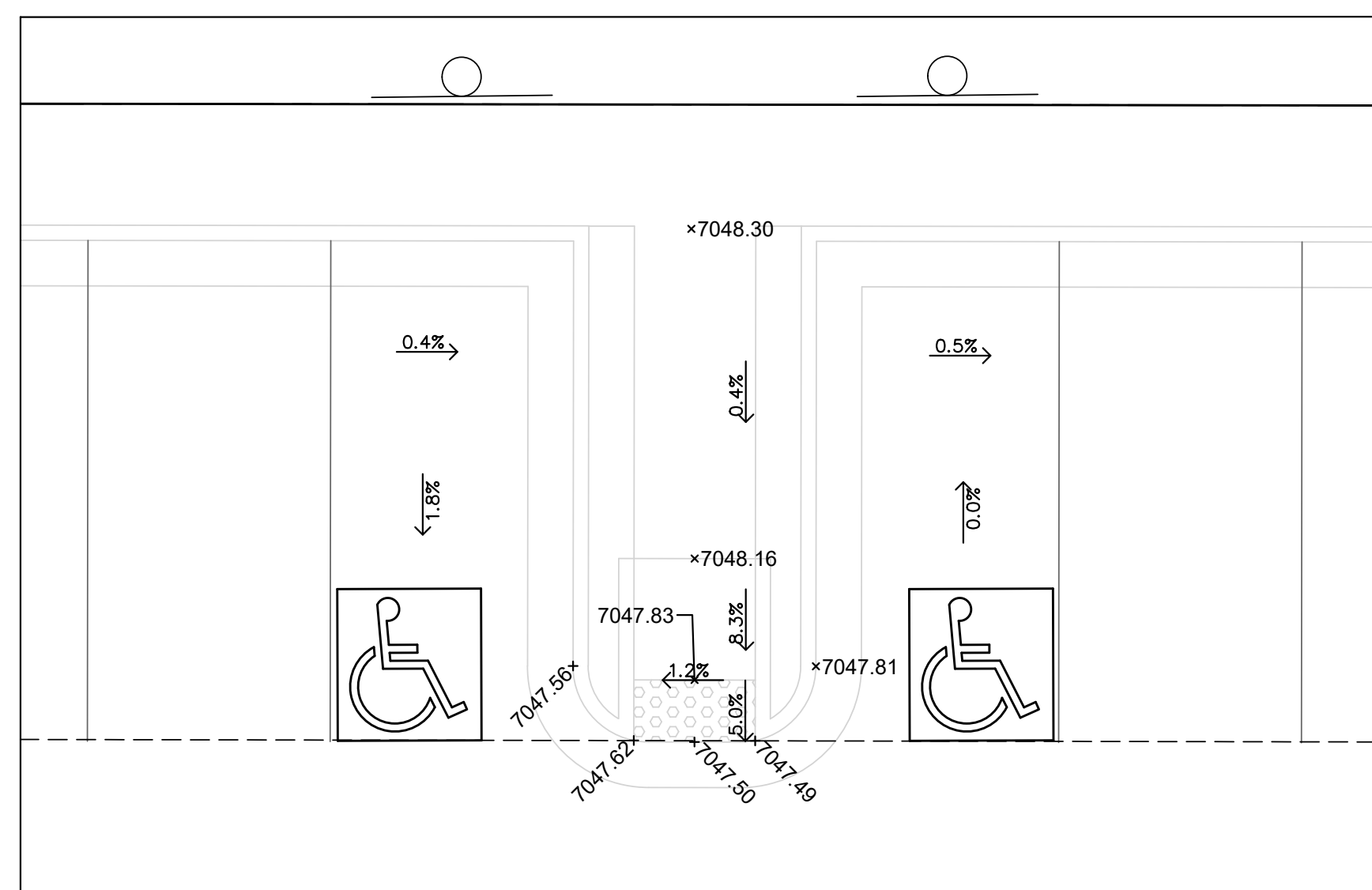
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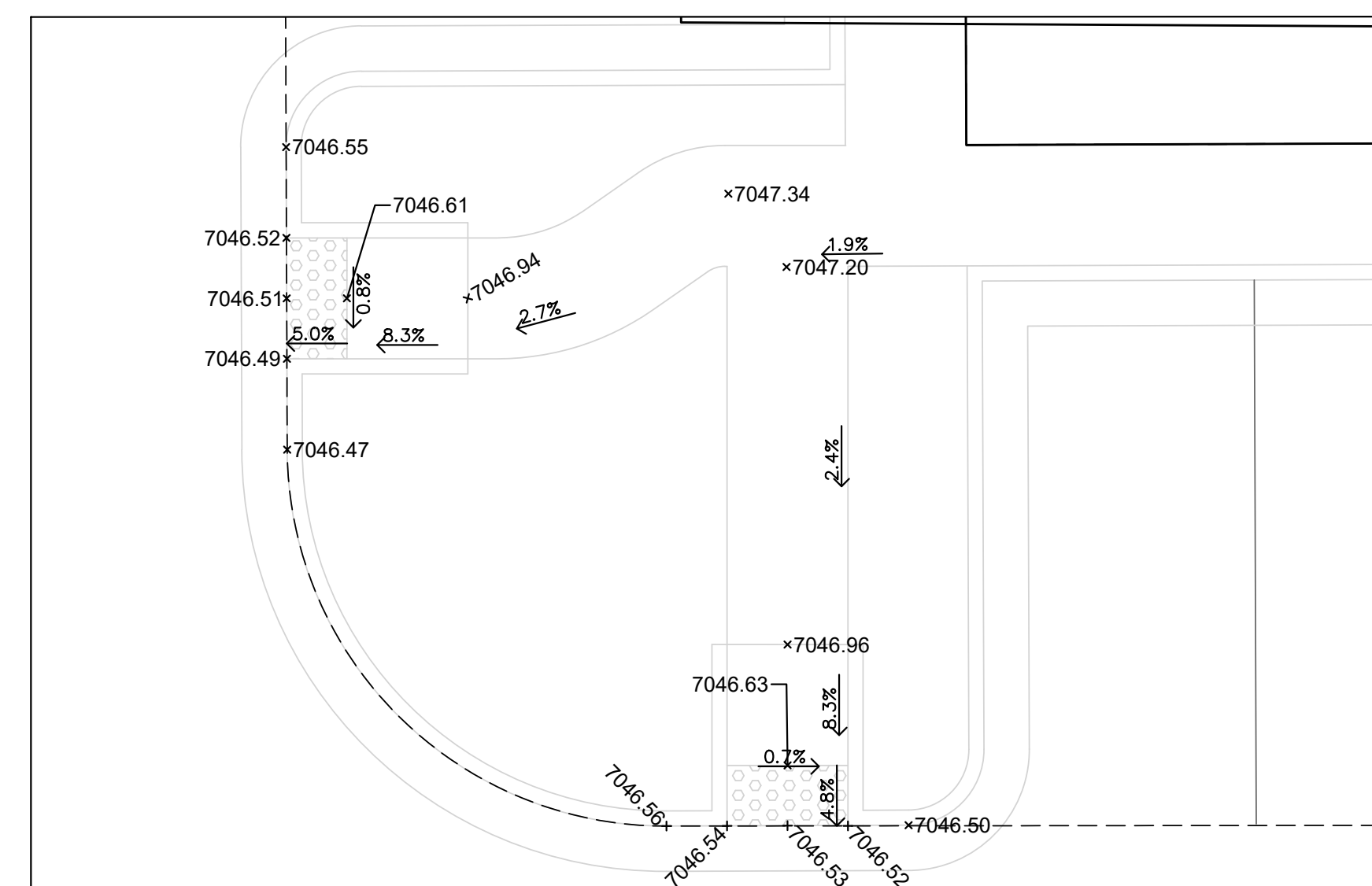
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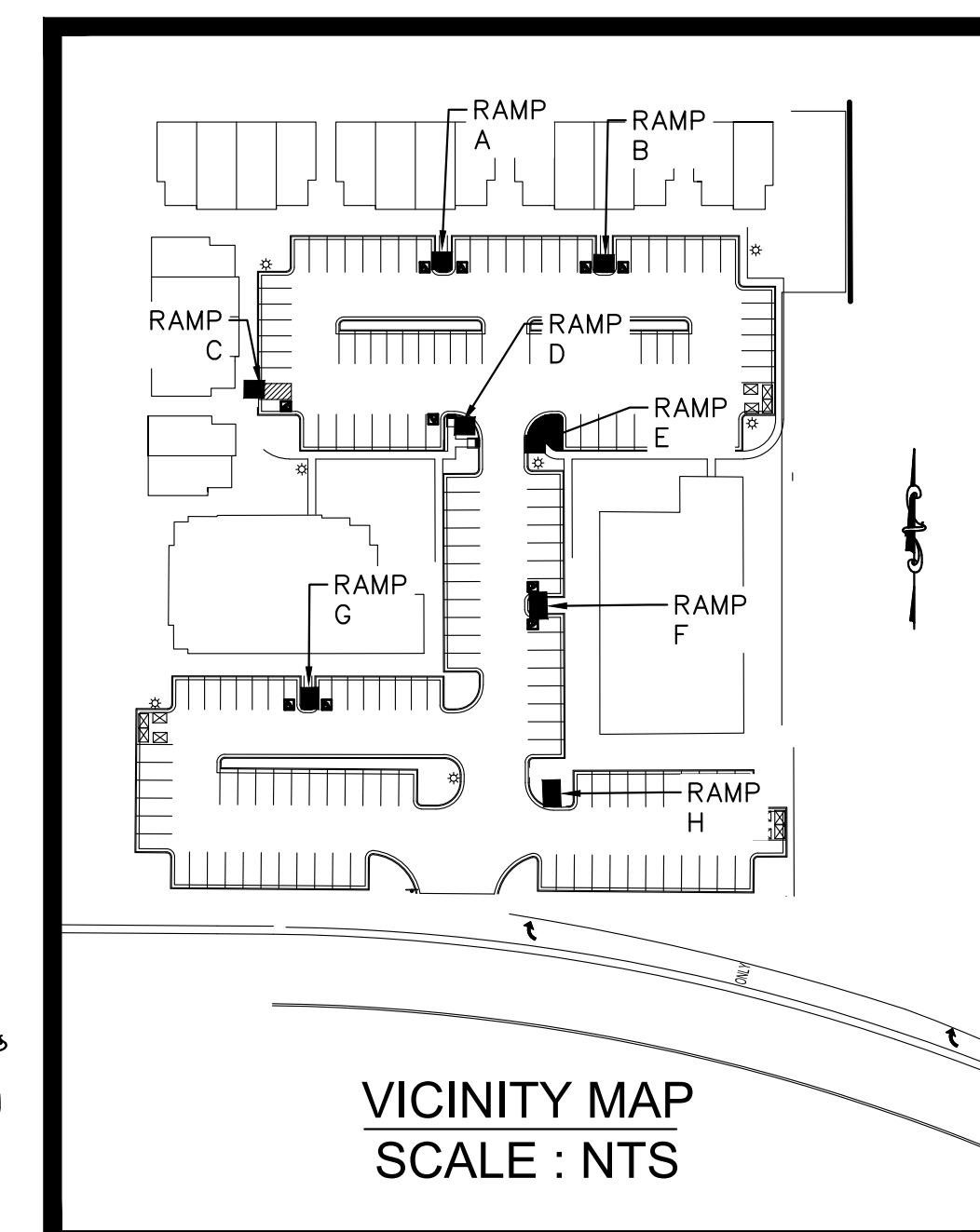
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DETAIL RAMP G
SCALE : 1"=5'



DETAIL RAMP H
SCALE : 1"=5'



VICINITY MAP
SCALE : NTS

[illegible]

SCALE: SEE SHEET

DESIGNED BY: JJP

DRAWN BY: JJP

CHECKED BY: LEP

CONSTRUCTION DOCUMENTS

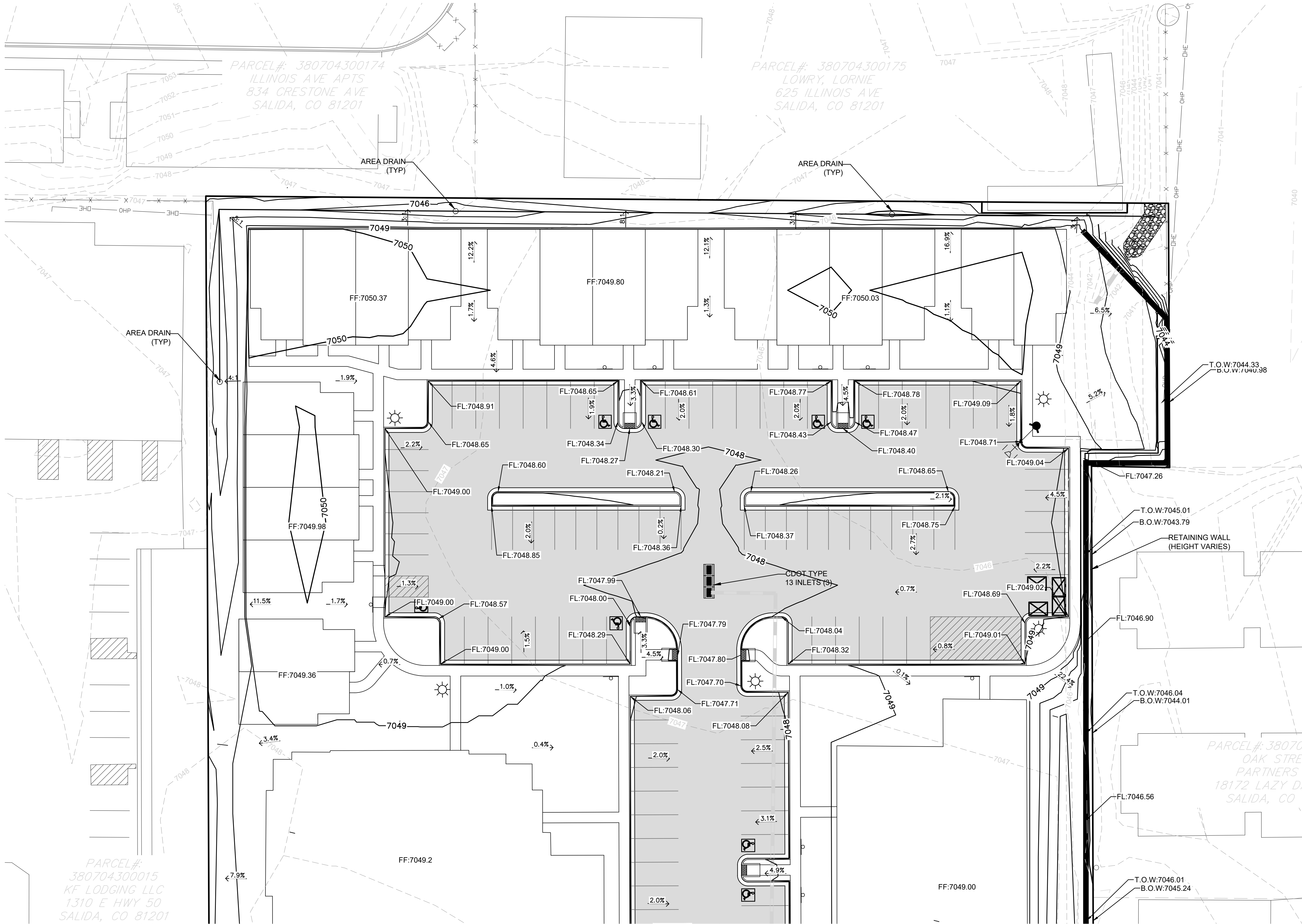
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SALIDA CROSSINGS
CITY OF SALIDA, COLORADO

DATE
10/27/2022

PROJECT NO.
17202

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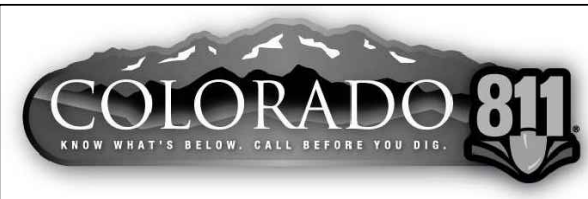
LEGEND:

- 8600 EXISTING CONTOURS
- 8600 PROPOSED CONTOURS
- PROPOSED STORM SEWER WINLET AND FES
- PROPOSED WATER LINE W/FIRE HYDRANT
- FUTURE WATER LINE W/FIRE HYDRANT
- PROPOSED SANITARY SEWER W/MANHOLE
- FUTURE SANITARY SEWER W/MANHOLE
- DRAINAGE FLOWLINE
- PROPOSED BOUNDARY LINE
- PROPOSED TRACT
- PROPOSED EASEMENT LINE
- PROPOSED ROAD CENTER LINE
- PROPOSED RIGHT-OF-WAY
- PROPOSED EDGE OF PAVEMENT
- PROPOSED CURB & GUTTER
- EXISTING TRASH ENCLOSURE
- EXISTING LIGHT POLE
- EXISTING STORM SEWER MANHOLE
- EXISTING INLET
- EXISTING FIRE HYDRANT
- EXISTING WATER VALVE
- EXISTING SANITARY SEWER MANHOLE
- EXISTING UTILITY POLE
- EXISTING UNDERGROUND WATER LINES
- EXISTING UNDERGROUND GAS LINES
- EXISTING UNDERGROUND SANITARY SEWER LINES
- EXISTING OVERHEAD UTILITY LINES
- EXISTING FENCE

SEE SHEET 8

Cut/Fill Summary

Name	Cut Factor	Fill Factor	2d Area	Cut	Fill	Net
Volume FG vs EG	1.000	1.080	147967.62 Sq. Ft.	728.40 Cu. Yd.	7924.95 Cu. Yd.	7196.55 Cu. Yd.<Fill>
Totals			147967.62 Sq. Ft.	728.40 Cu. Yd.	7924.95 Cu. Yd.	7196.55 Cu. Yd.<Fill>



Item 19.

No.	REVISIONS	DATE	BY

PHHELPS ENGINEERING

3522 South Emerson St. Englewood, CO 80113
(303) 238-1644 info@phelpsgroupinc.com

SCALE: SEE SHEET

DESIGNED BY: JWP

DRAWN BY: JWP

CHECKED BY: LEP

CONSTRUCTION DOCUMENTS

GRADING PLAN

SALIDA CROSSINGS

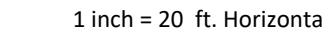
CITY OF SALIDA, COLORADO

DATE
10/27/2022

PROJECT NO.
17202

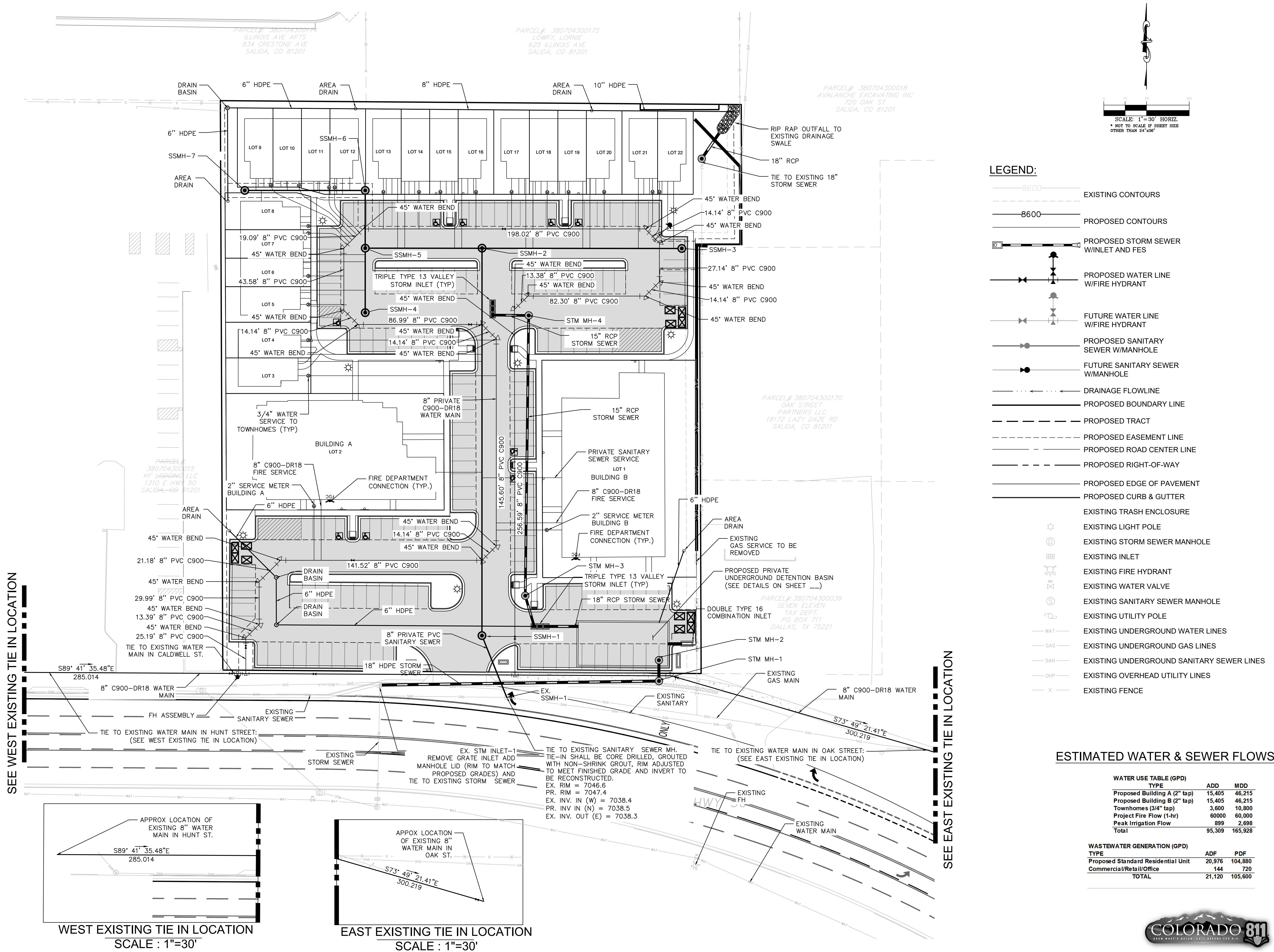
7 of 32

- 488 -



Name	Cut Factor	Fill Factor	2d Area	Cut	Fill	Net
Volume FG vs EG	1.000	1.080	147967.62 Sq. Ft.	728.40 Cu. Yd.	7924.95 Cu. Yd.	7196.55 Cu. Yd.<Fill>
Totals			147967.62 Sq. Ft.	728.40 Cu. Yd.	7924.95 Cu. Yd.	7196.55 Cu. Yd.<Fill>





LEGEND:

- 8600 EXISTING CONTOURS
- 8600 PROPOSED CONTOURS
- PROPOSED STORM SEWER W/INLET AND FES
- PROPOSED WATER LINE W/FIRE HYDRANT
- FUTURE WATER LINE W/FIRE HYDRANT
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- PROPOSED CURB & GUTTER
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- EXISTING LIGHT POLE
- EXISTING STORM SEWER MANHOLE
- EXISTING INLET
- EXISTING FIRE HYDRANT
- EXISTING WATER VALVE
- EXISTING SANITARY SEWER MANHOLE
- EXISTING UTILITY POLE
- EXISTING UNDERGROUND WATER LINES
- EXISTING UNDERGROUND GAS LINES
- EXISTING UNDERGROUND SANITARY SEWER LINES
- EXISTING OVERHEAD UTILITY LINES
- EXISTING FENCE

ESTIMATED WATER & SEWER FLOWS

WATER USE TABLE (GPD)			
TYPE	ADD	MDD	
Proposed Building A (2" tap)	15,405	46,215	
Proposed Building B (2" tap)	15,405	46,215	
Townhomes (3/4" tap)	3,600	10,800	
Project Fire Flow (1-hr)	60000	60,000	
Peak Irrigation Flow	899	2,698	
Total	95,309	165,928	

WASTEWATER GENERATION (GPD)			
TYPE	ADF	PDF	
Proposed Standard Residential Unit	20,976	104,880	
Commercial/Retail/Office	144	720	
TOTAL	21,120	105,600	

Item 1.9.

By

DATE

REVISIONS

No.

PHelps

ENGINEERING

3522 South Emerson St. Englewood, CO 80113

(303) 238-1644 info@phelpsengineering.net

SCALE: SEE SHEET

DESIGNED BY: JWP

DRAWN BY: JWP

CHECKED BY: LEP

CONSTRUCTION DOCUMENTS

OVERALL UTILITY PLAN

SALIDA CROSSINGS

CITY OF SALIDA, COLORADO

DATE

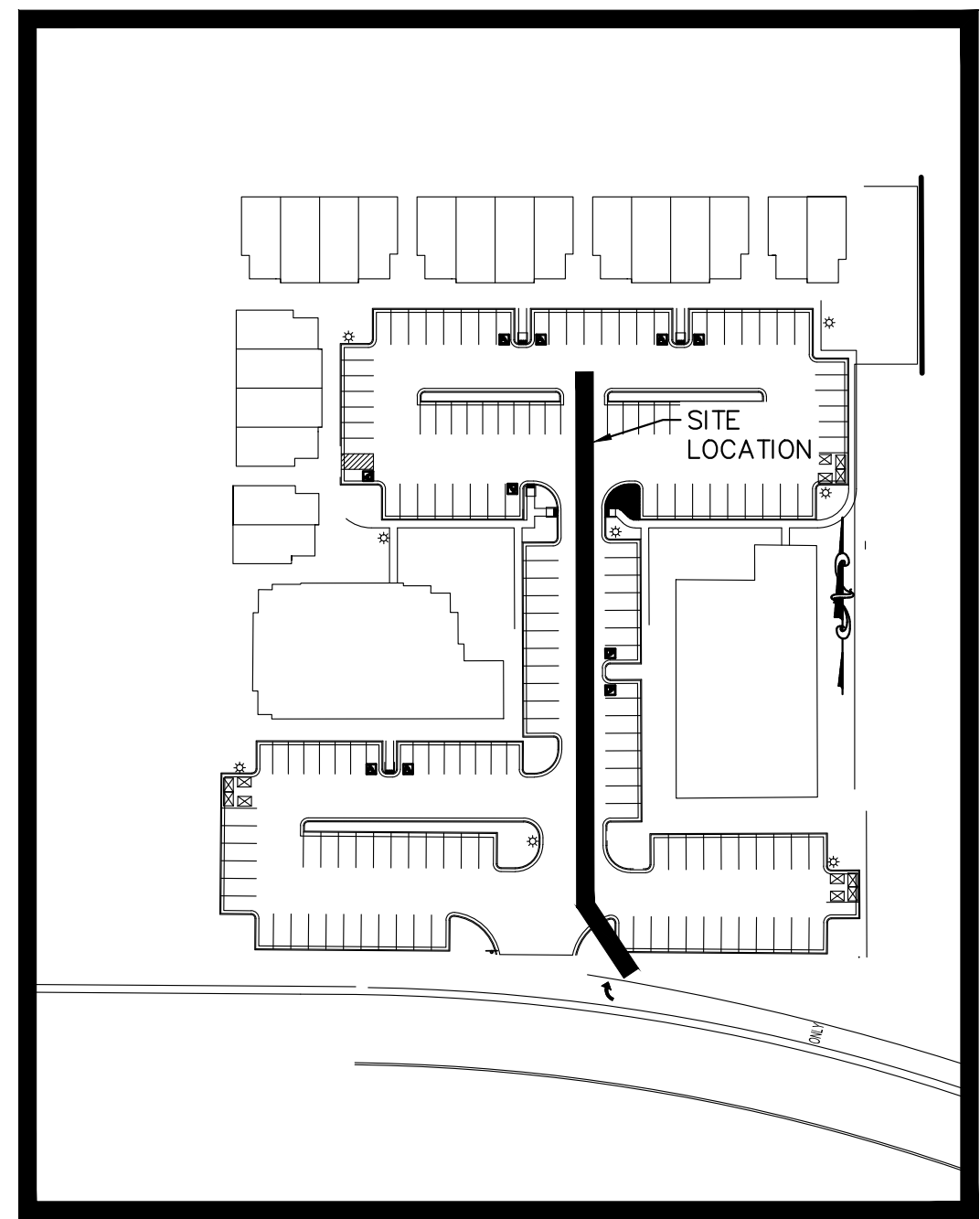
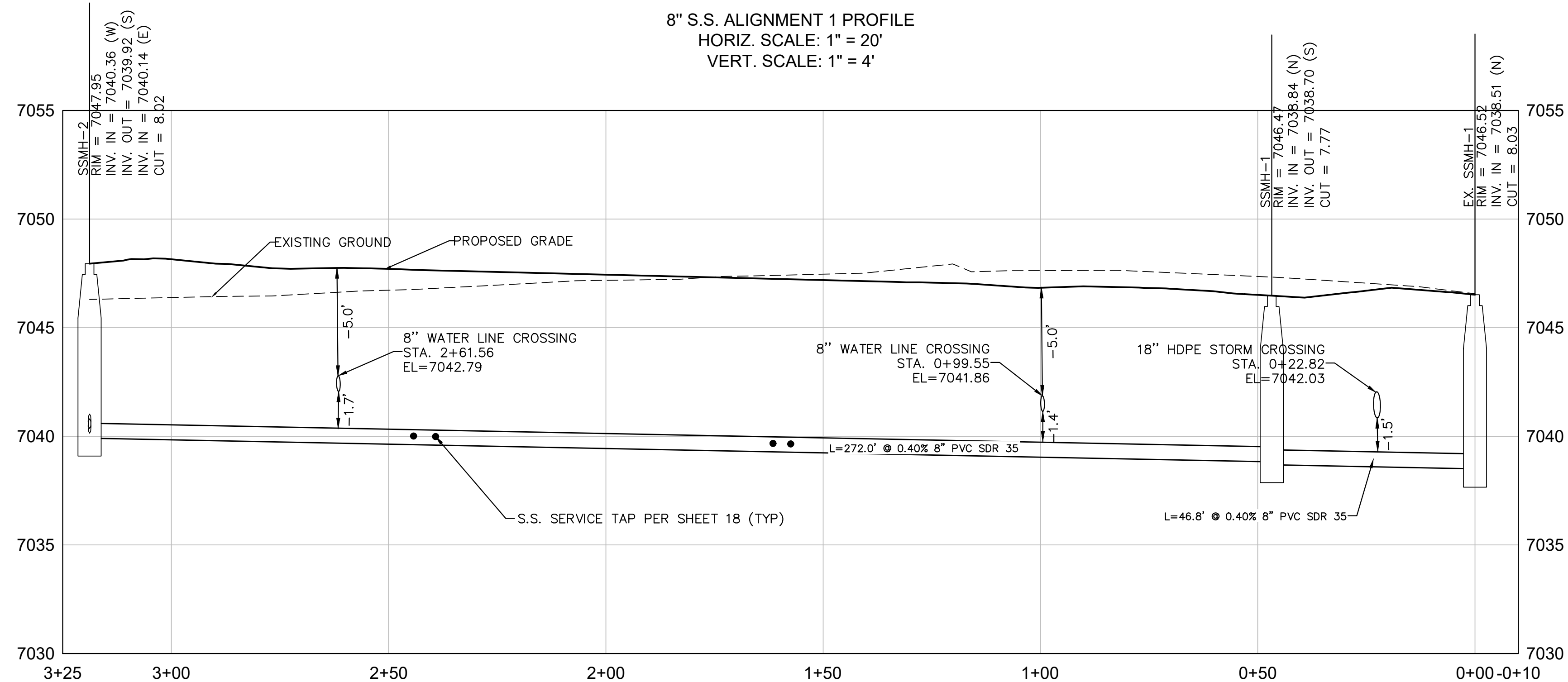
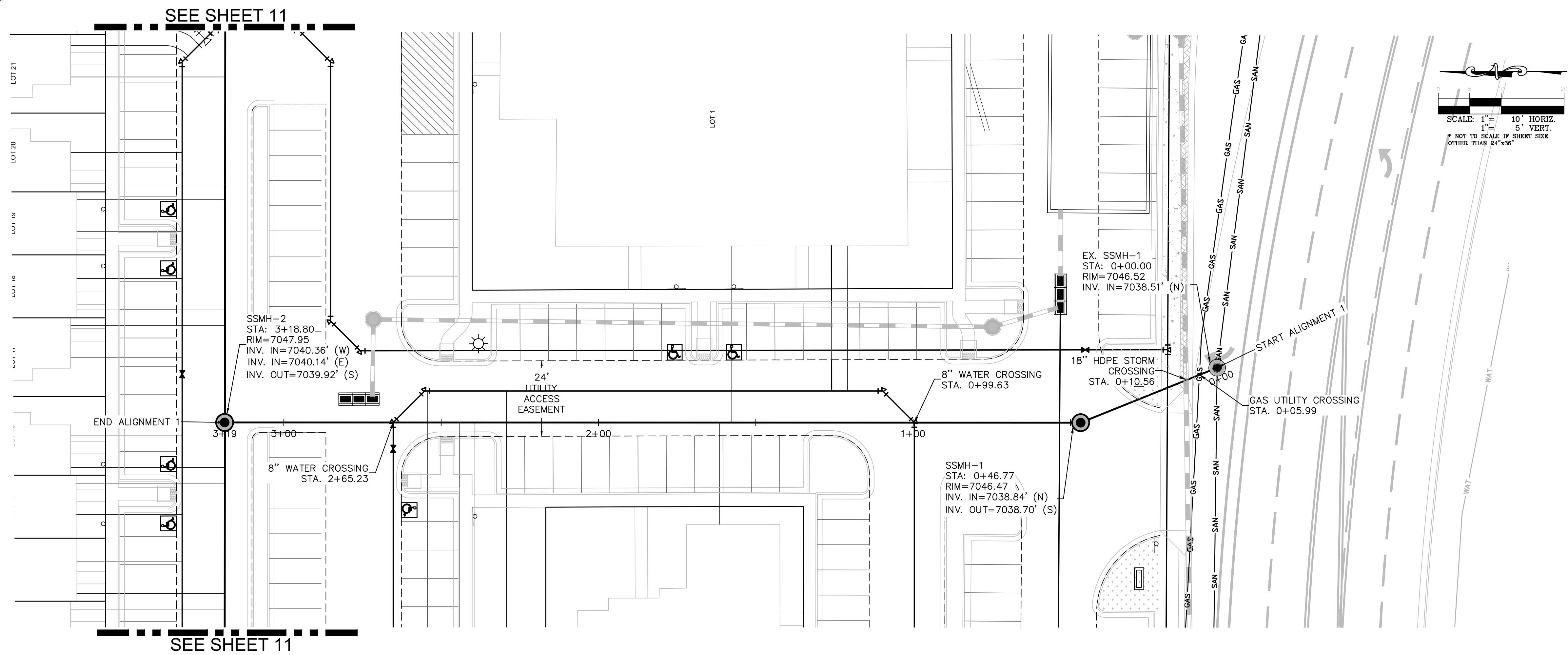
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PROJECT NO.

17202

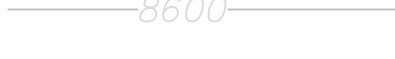
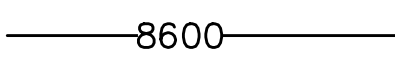
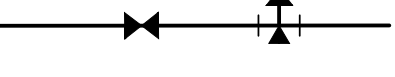
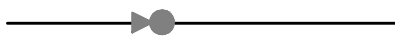
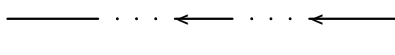
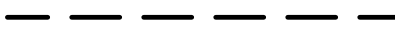
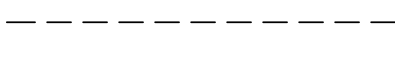
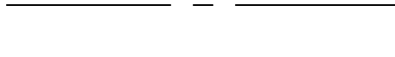
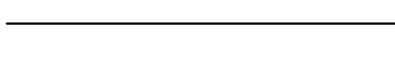
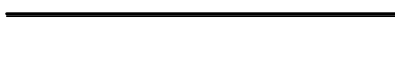
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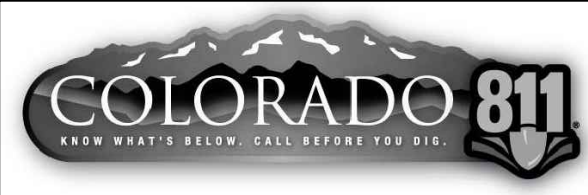
- 490 -



VICINITY MAP
SCALE : NTS

LEGEND:

- | | |
|---|---|
|  | EXISTING CONTOURS |
|  | PROPOSED CONTOURS |
|  | PROPOSED STORM SEWER
WINLET AND FES |
|  | PROPOSED WATER LINE
W/FIRE HYDRANT |
|  | FUTURE WATER LINE
W/FIRE HYDRANT |
|  | PROPOSED SANITARY
SEWER W/MANHOLE |
|  | FUTURE SANITARY SEWER
W/MANHOLE |
|  | DRAINAGE FLOWLINE |
|  | PROPOSED BOUNDARY LINE |
|  | PROPOSED TRACT |
|  | PROPOSED EASEMENT LINE |
|  | PROPOSED ROAD CENTER LINE |
|  | PROPOSED RIGHT-OF-WAY |
|  | PROPOSED EDGE OF PAVEMENT |
|  | PROPOSED CURB & GUTTER |
|  | EXISTING TRASH ENCLOSURE |
|  | EXISTING LIGHT POLE |
|  | EXISTING STORM SEWER MANHOLE |
|  | EXISTING INLET |
|  | EXISTING FIRE HYDRANT |
|  | EXISTING WATER VALVE |
|  | EXISTING SANITARY SEWER MANHOLE |
|  | EXISTING UTILITY POLE |
|  | EXISTING UNDERGROUND WATER LINES |
|  | EXISTING UNDERGROUND GAS LINES |
|  | EXISTING UNDERGROUND SANITARY SEWER LINES |
|  | EXISTING OVERHEAD UTILITY LINES |
|  | EXISTING FENCE |

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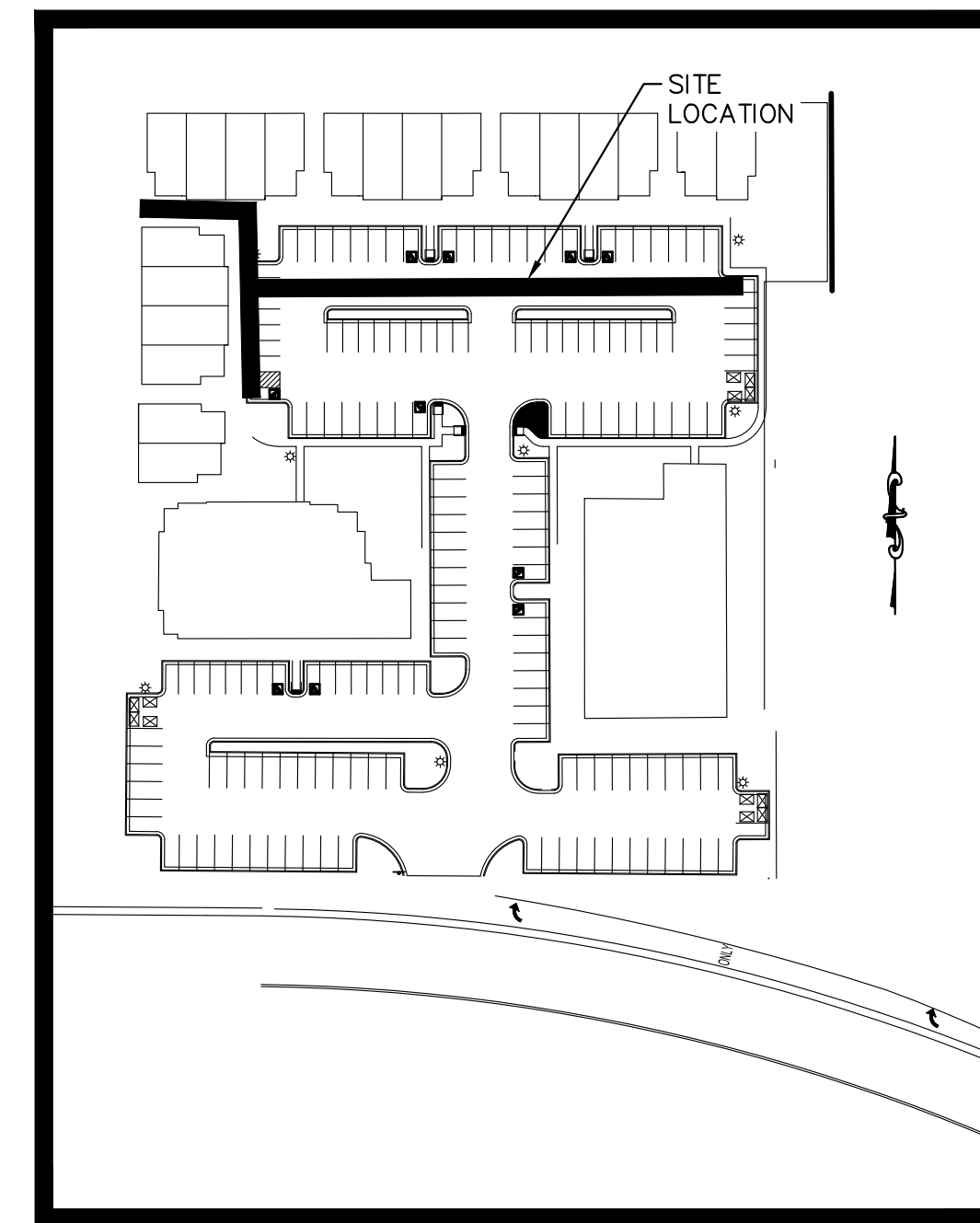
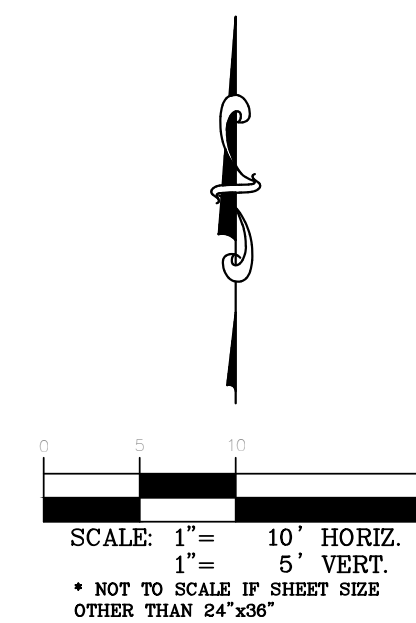
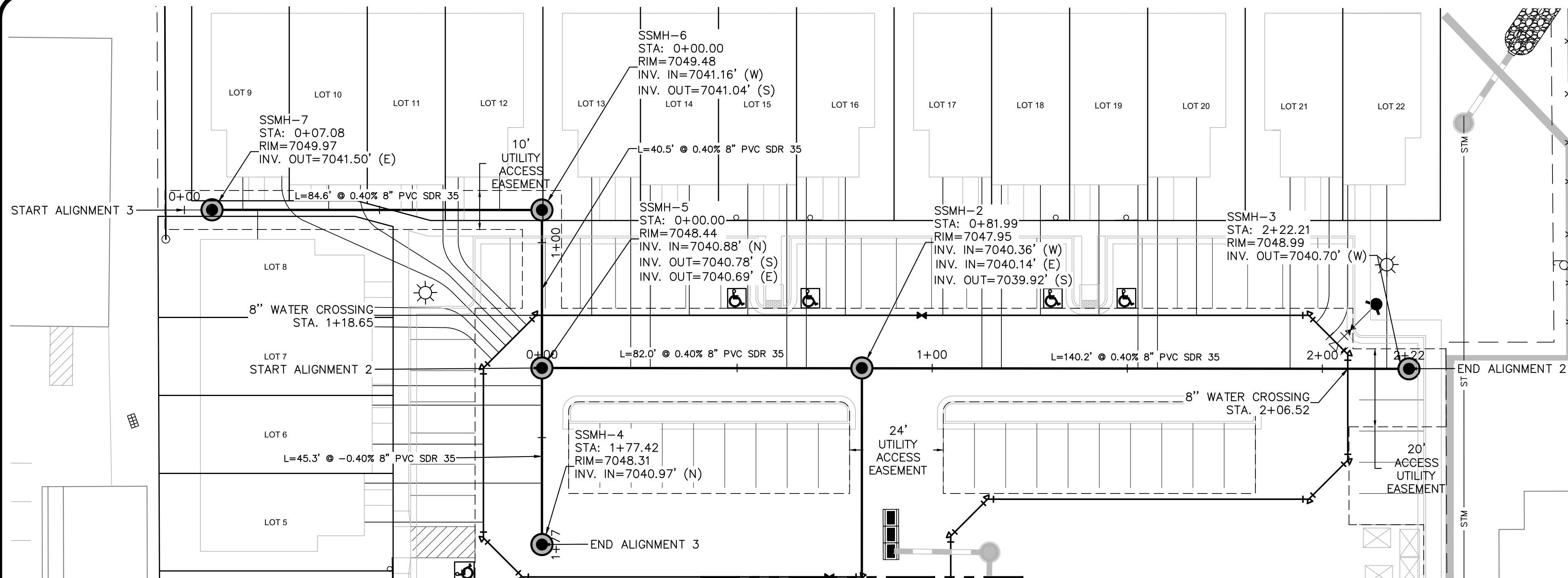
SCALE: SEE SHEET
DESIGNED BY: JJP
DRAWN BY: JJP
CHECKED BY: LEP

CONSTRUCTION DOCUMENTS

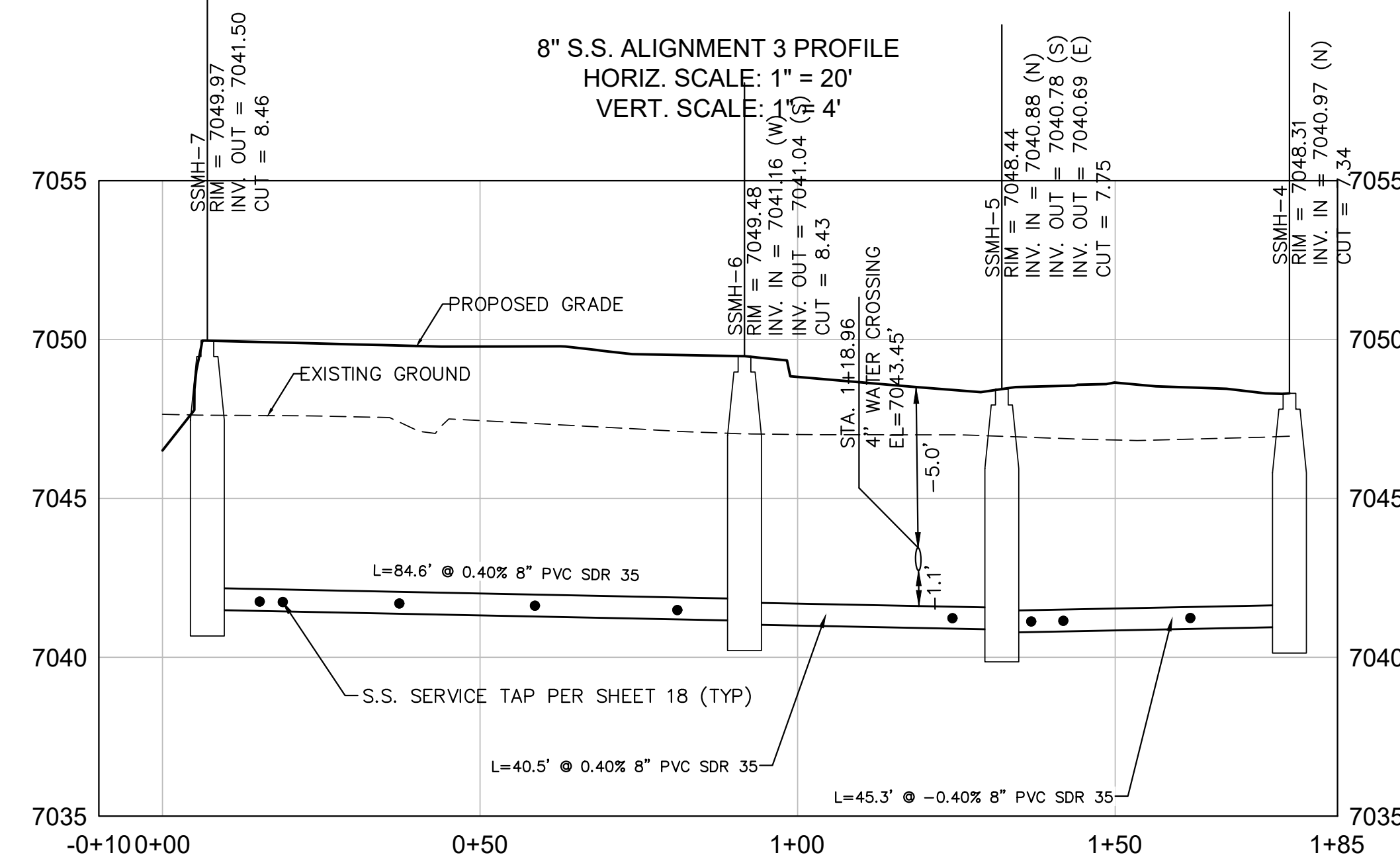
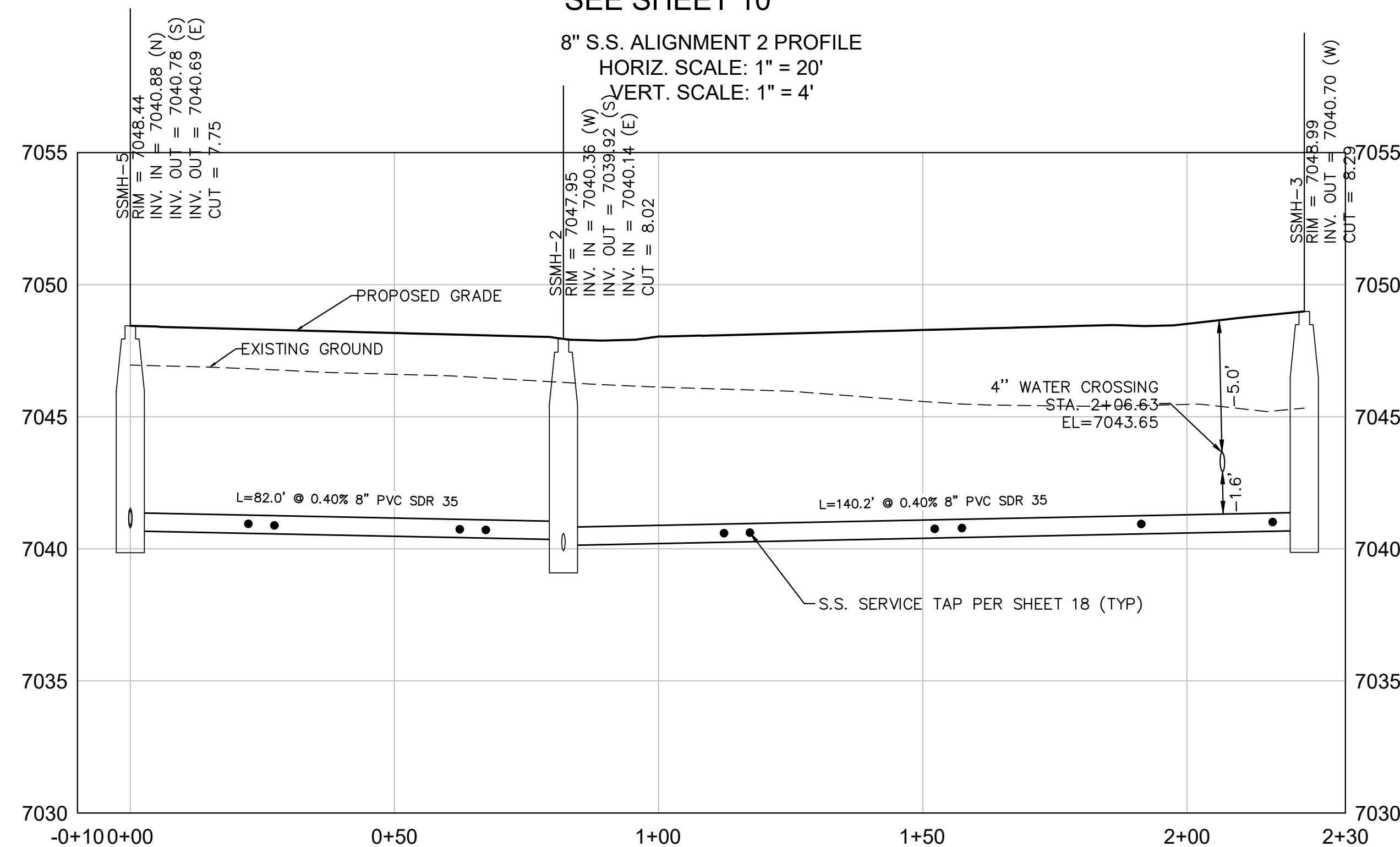
SANITARY SEWER P&P

SALIDA CROSSINGS
CITY OF SALIDA, COLORADO

DATE 10/27/2022
PROJECT NO. 17202



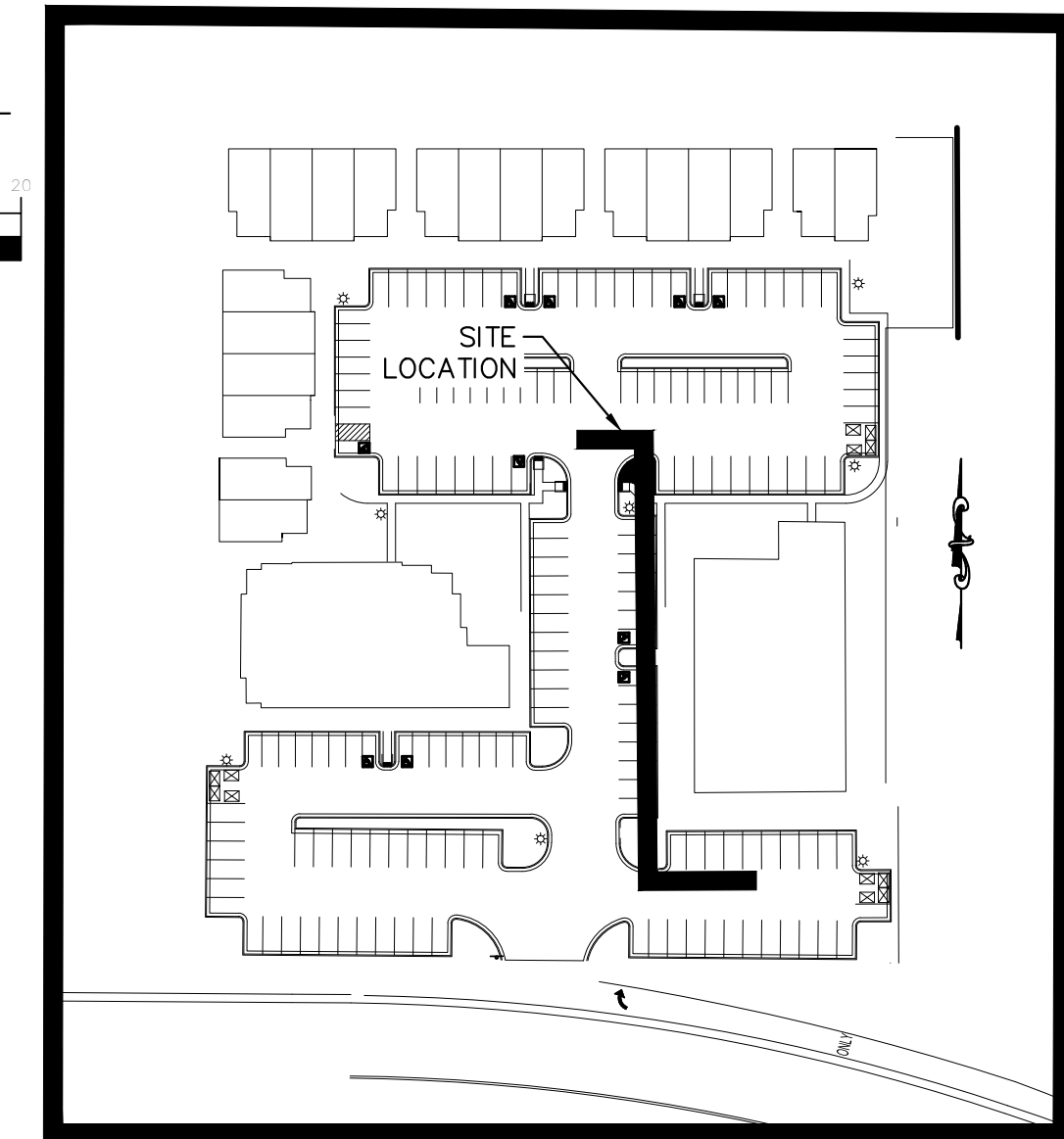
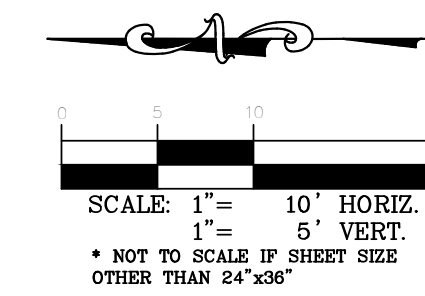
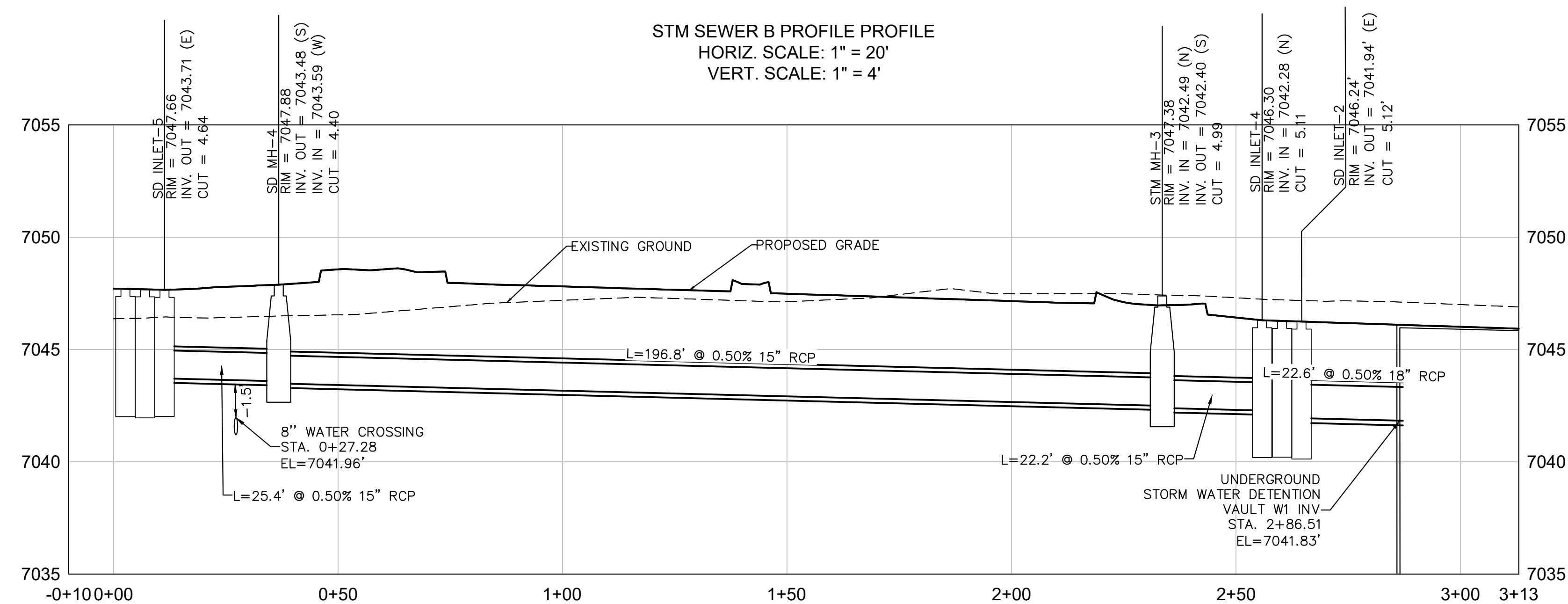
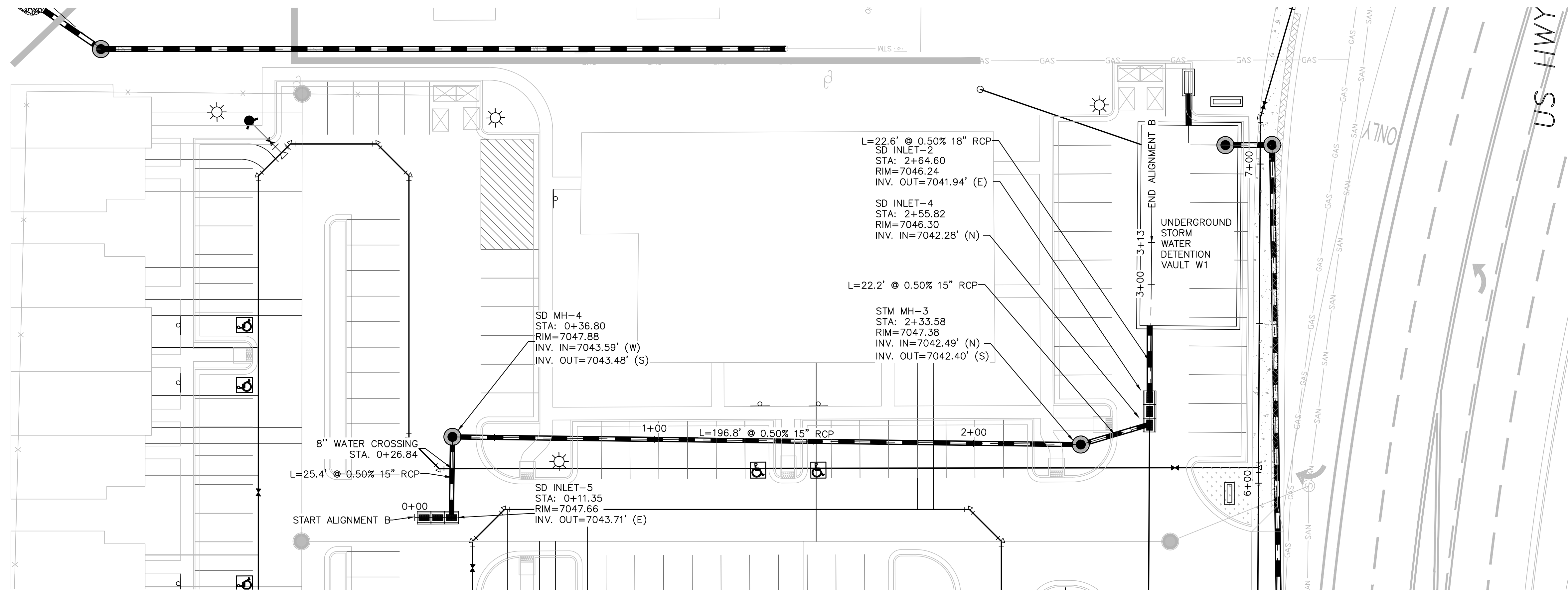
VICINITY MAP
SCALE : NTS



LEGEND:

- | | |
|--|---|
| | EXISTING CONTOURS |
| | PROPOSED CONTOURS |
| | PROPOSED STORM SEWER
W/INLET AND FES |
| | PROPOSED WATER LINE
W/FIRE HYDRANT |
| | FUTURE WATER LINE
W/FIRE HYDRANT |
| | PROPOSED SANITARY
SEWER W/MANHOLE |
| | FUTURE SANITARY SEWER
W/MANHOLE |
| | DRAINAGE FLOWLINE |
| | PROPOSED BOUNDARY LINE |
| | PROPOSED TRACT |
| | PROPOSED EASEMENT LINE |
| | PROPOSED ROAD CENTER LINE |
| | PROPOSED RIGHT-OF-WAY |
| | PROPOSED EDGE OF PAVEMENT |
| | PROPOSED CURB & GUTTER |
| | EXISTING TRASH ENCLOSURE |
| | EXISTING LIGHT POLE |
| | EXISTING STORM SEWER MANHOLE |
| | EXISTING INLET |
| | EXISTING FIRE HYDRANT |
| | EXISTING WATER VALVE |
| | EXISTING SANITARY SEWER MANHOLE |
| | EXISTING UTILITY POLE |
| | EXISTING UNDERGROUND WATER LINES |
| | EXISTING UNDERGROUND GAS LINES |
| | EXISTING UNDERGROUND SANITARY SEWER LINES |
| | EXISTING OVERHEAD UTILITY LINES |
| | EXISTING FENCE |

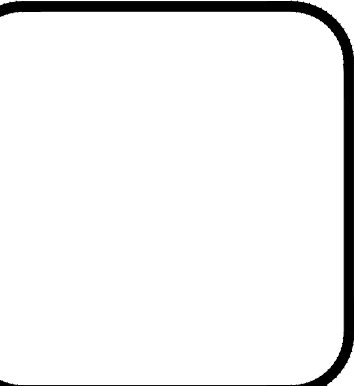




VICINITY MAP
SCALE : NTS

LEGEND:

-
- 8600
- 8600
- PROPOSED STORM SEWER
W/INLET AND FES
- PROPOSED WATER LINE
W/FIRE HYDRANT
- FUTURE WATER LINE
W/FIRE HYDRANT
- PROPOSED SANITARY
SEWER W/MANHOLE
- FUTURE SANITARY SEWER
W/MANHOLE
- DRAINAGE FLOWLINE
- PROPOSED BOUNDARY LINE
- PROPOSED TRACT
- PROPOSED EASEMENT LINE
- PROPOSED ROAD CENTER LINE
- PROPOSED RIGHT-OF-WAY
- PROPOSED EDGE OF PAVEMENT
- PROPOSED CURB & GUTTER
- EXISTING TRASH ENCLOSURE
- EXISTING LIGHT POLE
- EXISTING STORM SEWER MANHOLE
- EXISTING INLET
- EXISTING FIRE HYDRANT
- EXISTING WATER VALVE
- EXISTING SANITARY SEWER MANHOLE
- EXISTING UTILITY POLE
- WAT
- GAS
- SAN
- OHP
- X
- EXISTING UNDERGROUND WATER LINES
- EXISTING UNDERGROUND GAS LINES
- EXISTING UNDERGROUND SANITARY SEWER LINES
- EXISTING OVERHEAD UTILITY LINES
- EXISTING FENCE

[illegible]

SCALE: SEE SHEET

DESIGNED BY: JJP

DRAWN BY: JJP

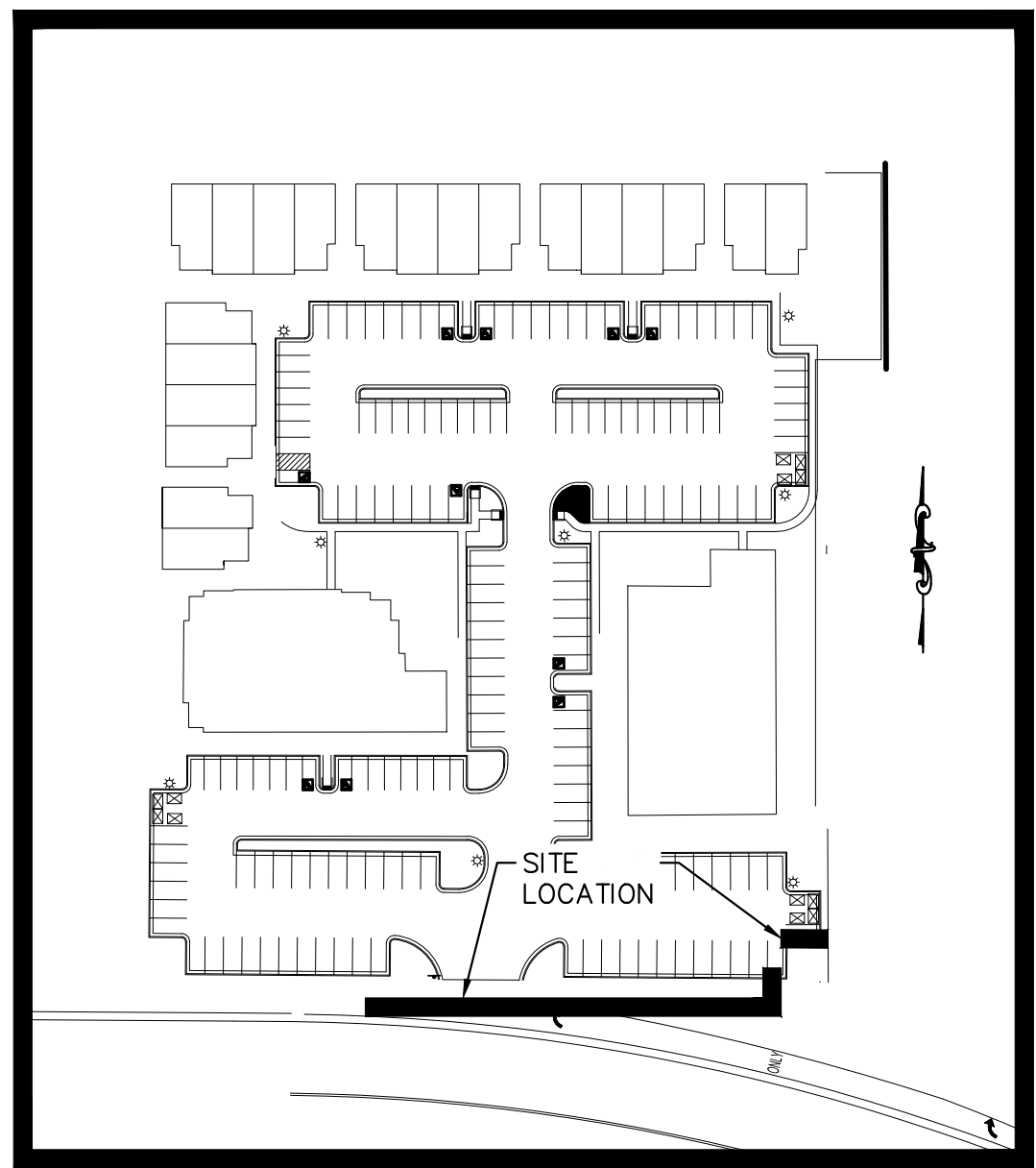
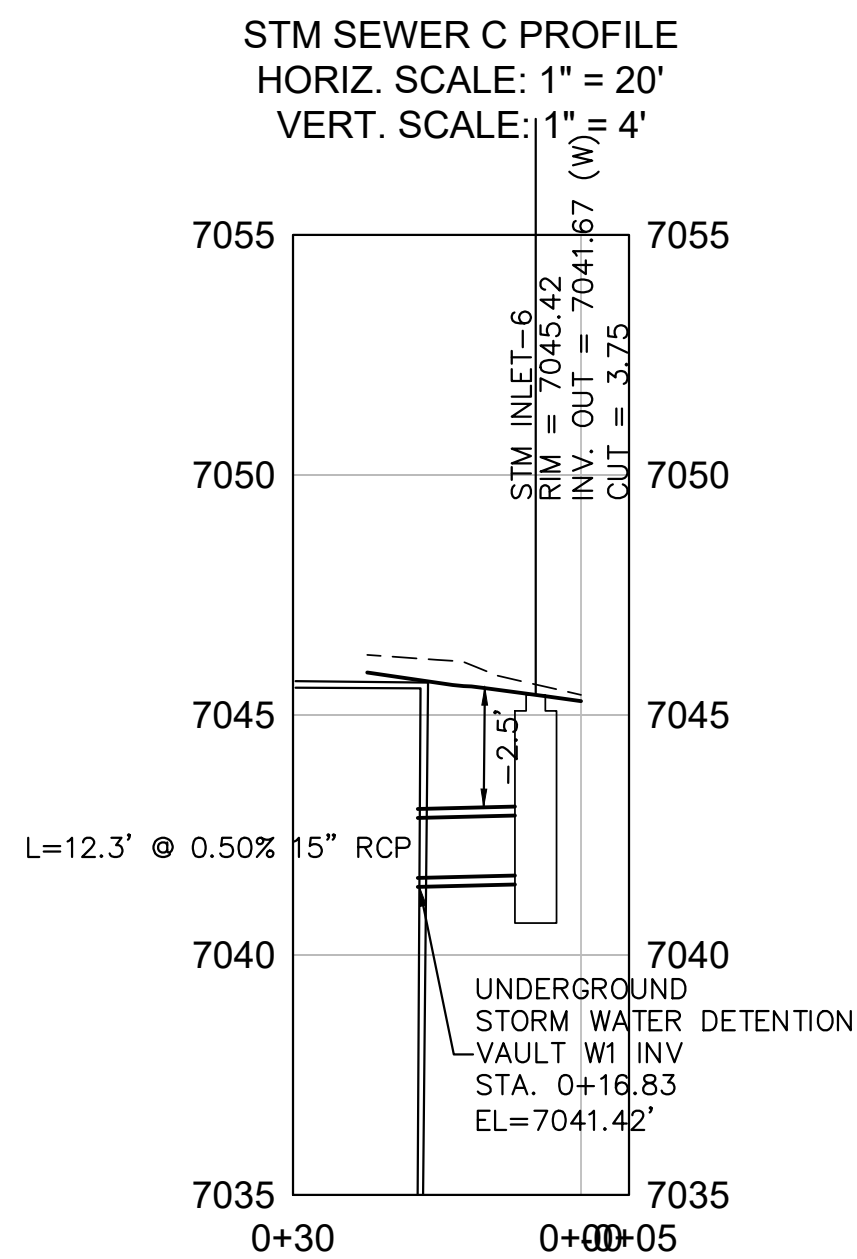
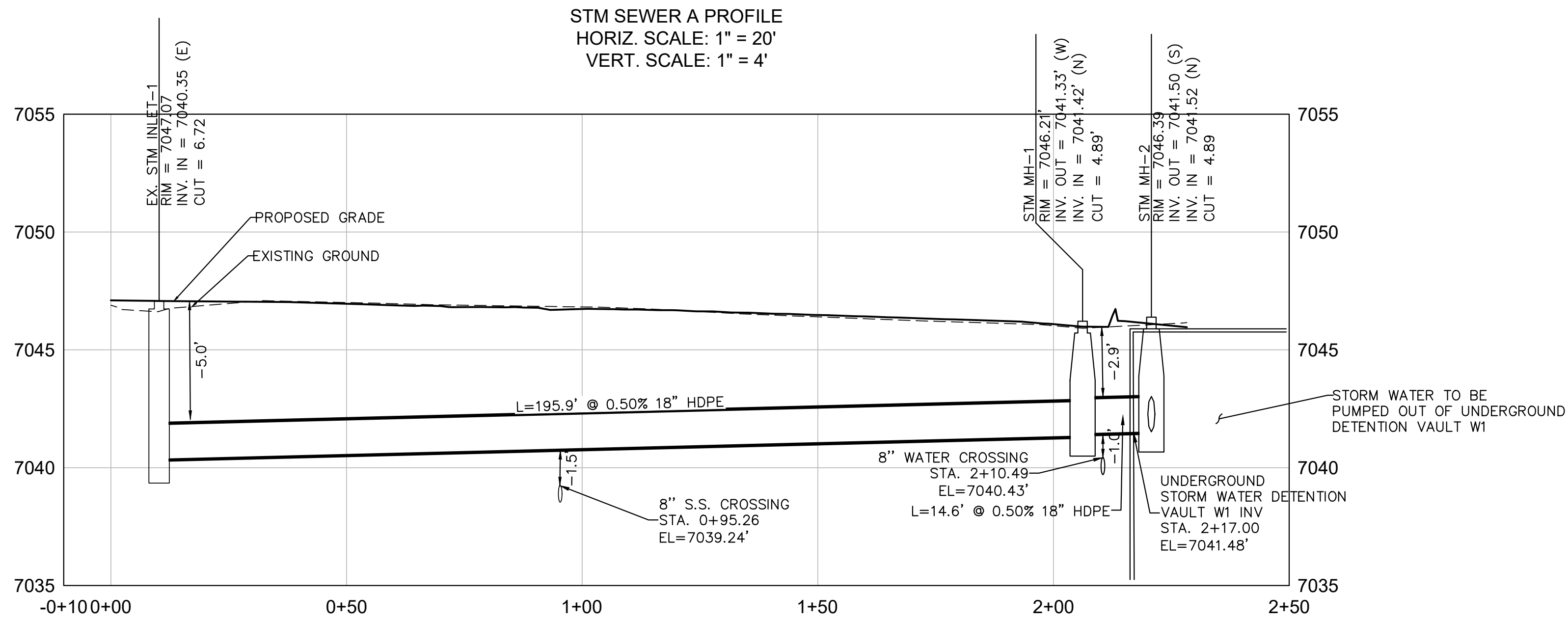
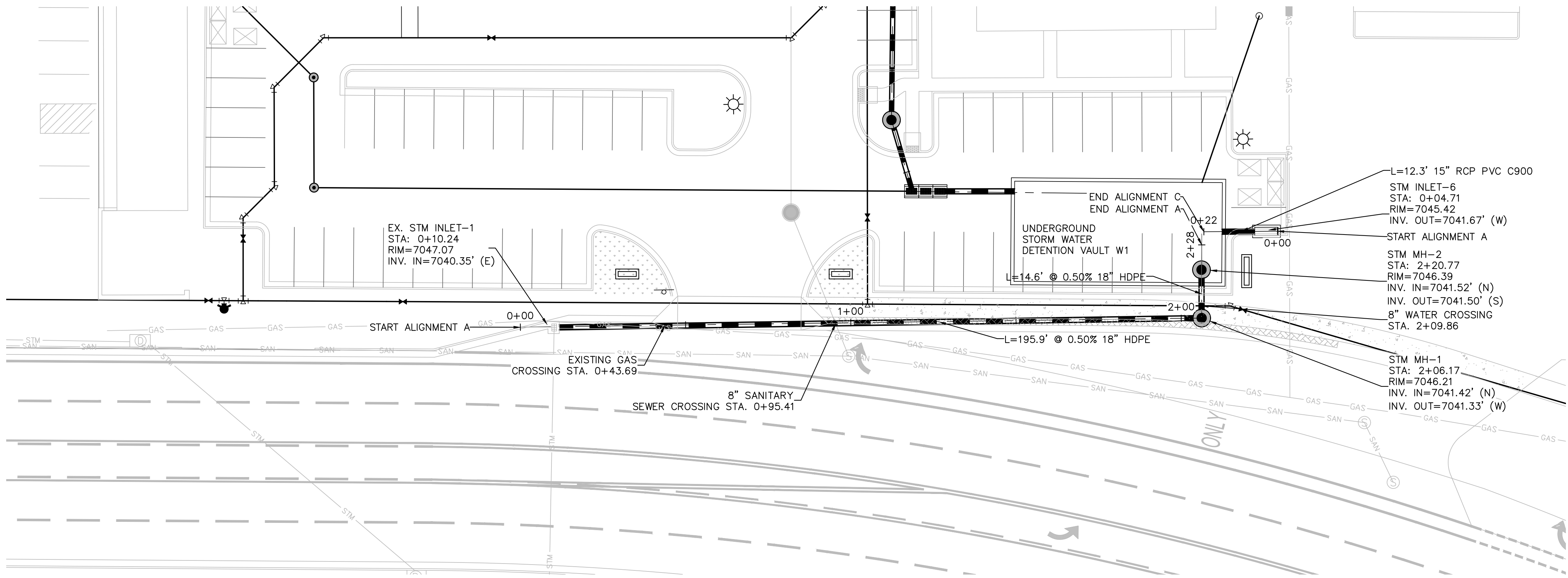
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CONSTRUCTION DOCUMENTS

STORM SEWER P&P

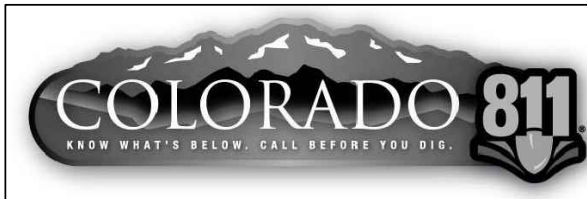
SALIDA CROSSINGS
CITY OF SALIDA, COLORADO

DATE	10/27/2022
PROJECT NO.	17202



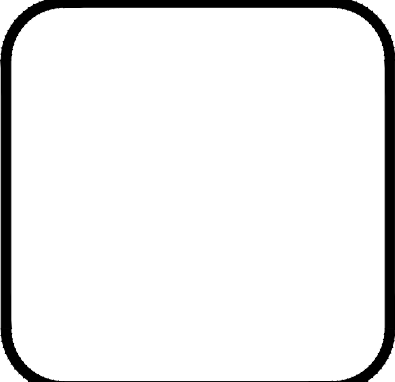
LEGEND:

- EXISTING CONTOURS
- PROPOSED CONTOURS
- PROPOSED STORM SEWER W/INLET AND FES
- PROPOSED WATER LINE W/FIRE HYDRANT
- FUTURE WATER LINE W/FIRE HYDRANT
- PROPOSED SANITARY SEWER W/MANHOLE
- FUTURE SANITARY SEWER W/MANHOLE
- DRAINAGE FLOWLINE
- PROPOSED BOUNDARY LINE
- PROPOSED TRACT
- PROPOSED EASEMENT LINE
- PROPOSED ROAD CENTER LINE
- PROPOSED RIGHT-OF-WAY
- PROPOSED EDGE OF PAVEMENT
- PROPOSED CURB & GUTTER
- EXISTING TRASH ENCLOSURE
- EXISTING LIGHT POLE
- EXISTING STORM SEWER MANHOLE
- EXISTING INLET
- EXISTING FIRE HYDRANT
- EXISTING WATER VALVE
- EXISTING SANITARY SEWER MANHOLE
- EXISTING UTILITY POLE
- EXISTING UNDERGROUND WATER LINES
- EXISTING UNDERGROUND GAS LINES
- EXISTING UNDERGROUND SANITARY SEWER LINES
- EXISTING OVERHEAD UTILITY LINES
- EXISTING FENCE



REVISIONS		DATE	BY
No.			

PHelps ENGINEERING
3522 South Emerson St. Englewood, CO 80113
(303) 238-1644 info@phelpsengineering.com

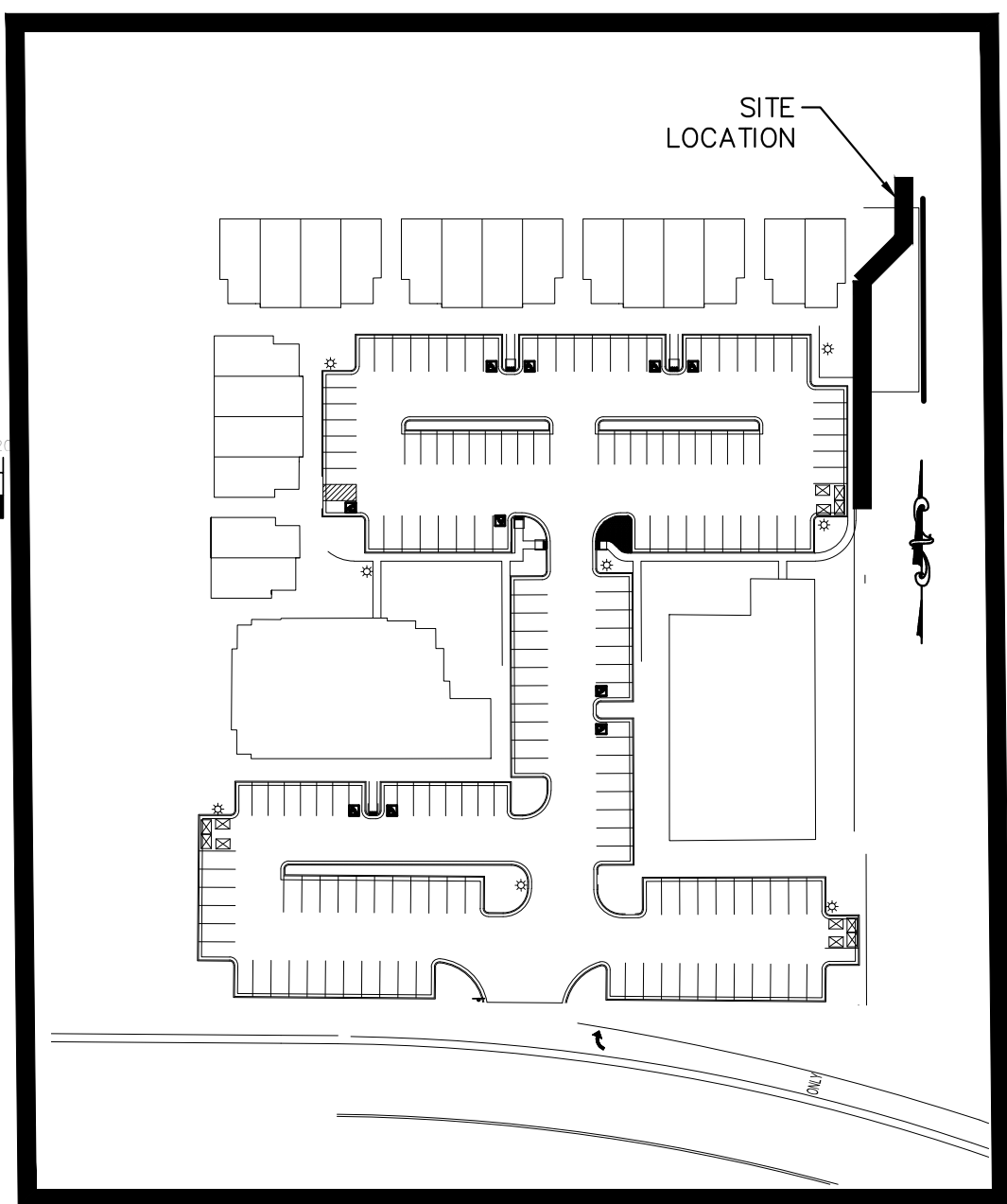
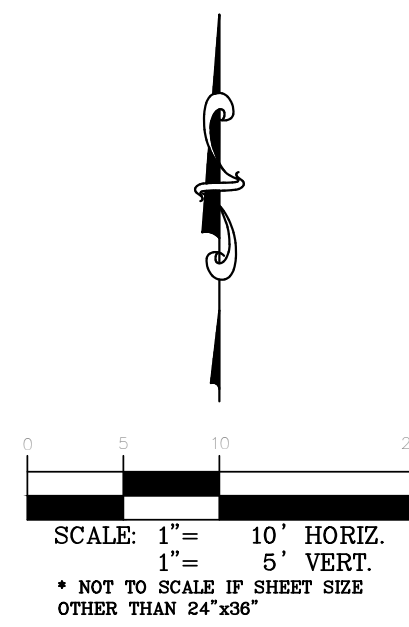
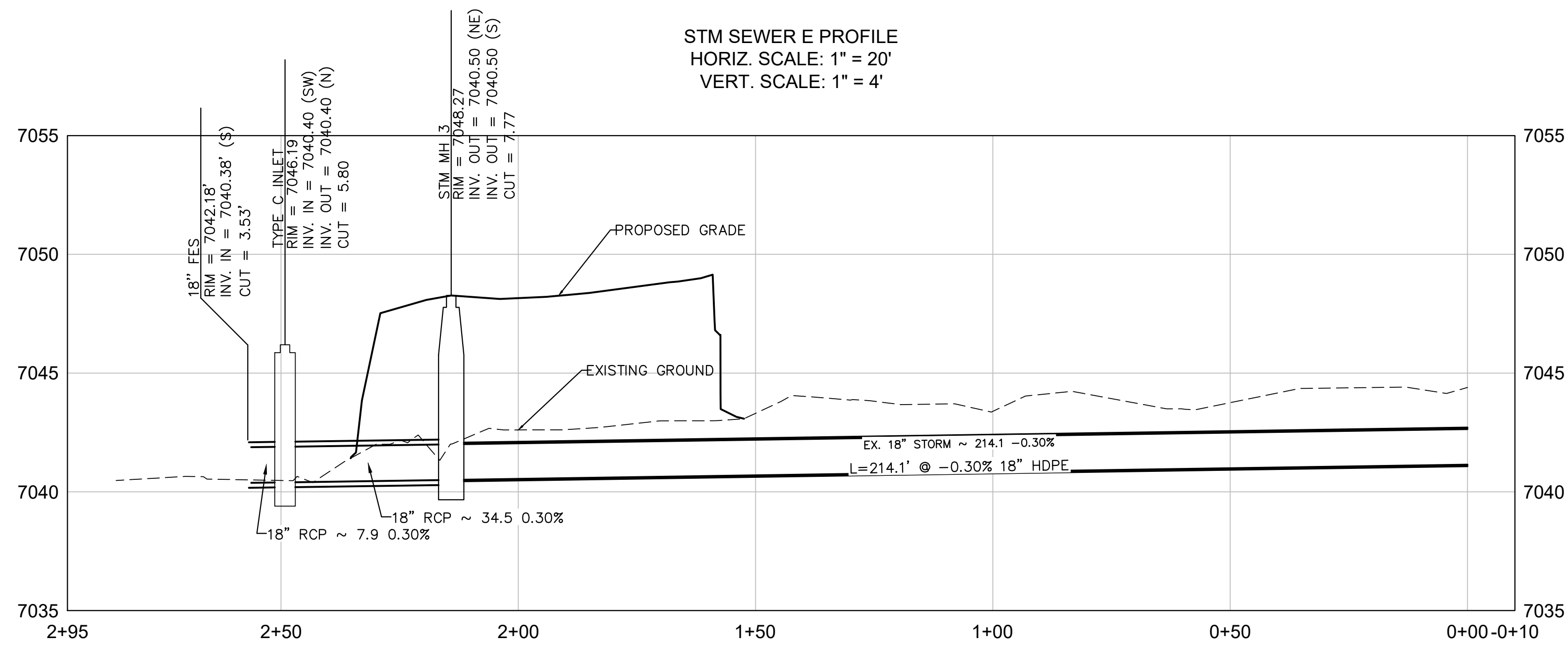
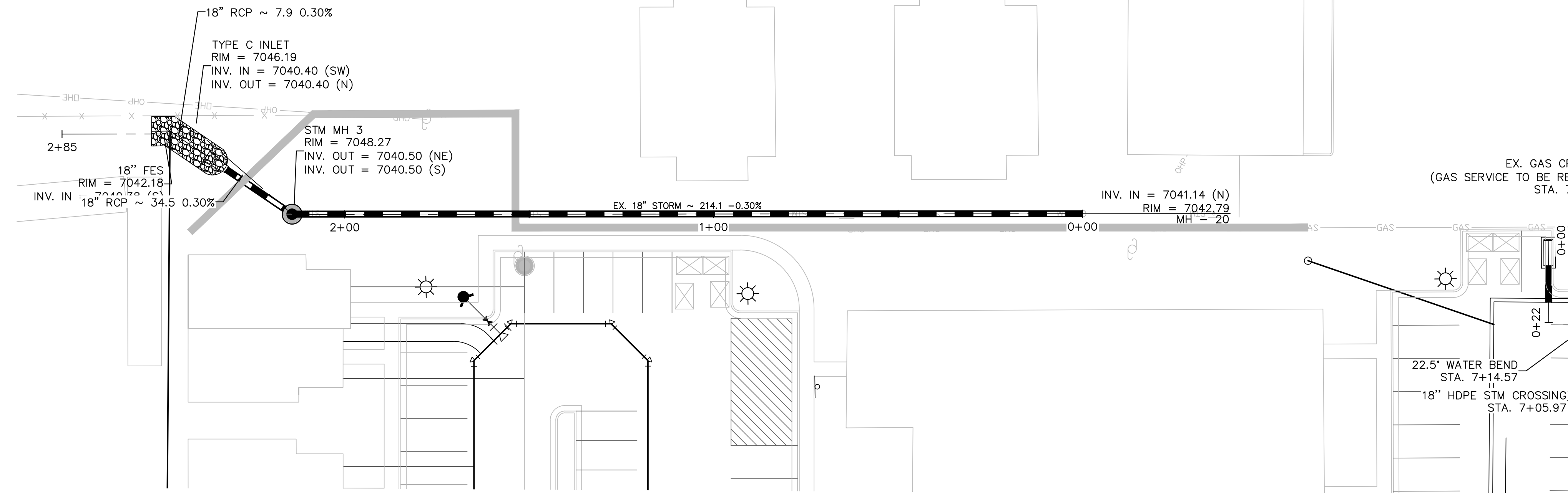


SCALE: SEE SHEET
DESIGNED BY: JWP
DRAWN BY: JWP
CHECKED BY: LEP

CONSTRUCTION DOCUMENTS
STORM SEWER P&P

SALIDA CROSSINGS
CITY OF SALIDA, COLORADO

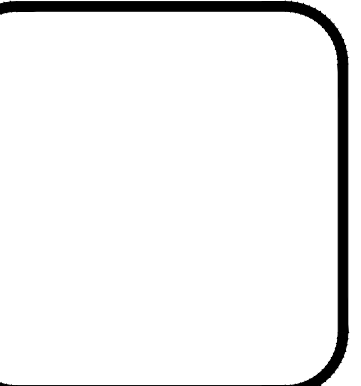
DATE 10/27/2022
PROJECT NO. 17202



VICINITY MAP
SCALE : NTS

LEGEND:

- | | |
|--|---|
| | EXISTING CONTOURS |
| | PROPOSED CONTOURS |
| | PROPOSED STORM SEWER
WINLET AND FES |
| | PROPOSED WATER LINE
W/FIRE HYDRANT |
| | FUTURE WATER LINE
W/FIRE HYDRANT |
| | PROPOSED SANITARY
SEWER W/MANHOLE |
| | FUTURE SANITARY SEWER
W/MANHOLE |
| | DRAINAGE FLOWLINE |
| | PROPOSED BOUNDARY LINE |
| | PROPOSED TRACT |
| | PROPOSED EASEMENT LINE |
| | PROPOSED ROAD CENTER LINE |
| | PROPOSED RIGHT-OF-WAY |
| | PROPOSED EDGE OF PAVEMENT |
| | PROPOSED CURB & GUTTER |
| | EXISTING TRASH ENCLOSURE |
| | EXISTING LIGHT POLE |
| | EXISTING STORM SEWER MANHOLE |
| | EXISTING INLET |
| | EXISTING FIRE HYDRANT |
| | EXISTING WATER VALVE |
| | EXISTING SANITARY SEWER MANHOLE |
| | EXISTING UTILITY POLE |
| | EXISTING UNDERGROUND WATER LINES |
| | EXISTING UNDERGROUND GAS LINES |
| | EXISTING UNDERGROUND SANITARY SEWER LINES |
| | EXISTING OVERHEAD UTILITY LINES |
| | EXISTING FENCE |

[illegible]

SCALE: SEE SHEET

DESIGNED BY: JJP

DRAWN BY: JJP

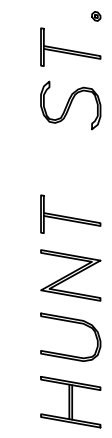
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CONSTRUCTION DOCUMENTS

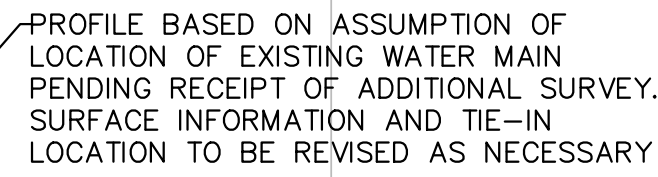
STORM SEWER P&P

SALIDA CROSSINGS
CITY OF SALIDA, COLORADO

DATE	10/27/2022
PROJECT NO.	17202



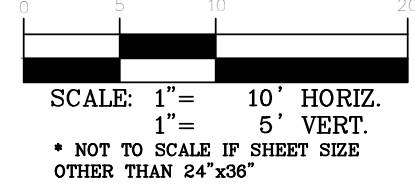
8" WATER- PUBLIC IMPROVEMENTS PROFILE
HORIZ. SCALE: 1" = 20'
VERT. SCALE: 1" = 4'



LO

8000 EXISTING CONTOURS

8600 PROPOSED CONTOUR

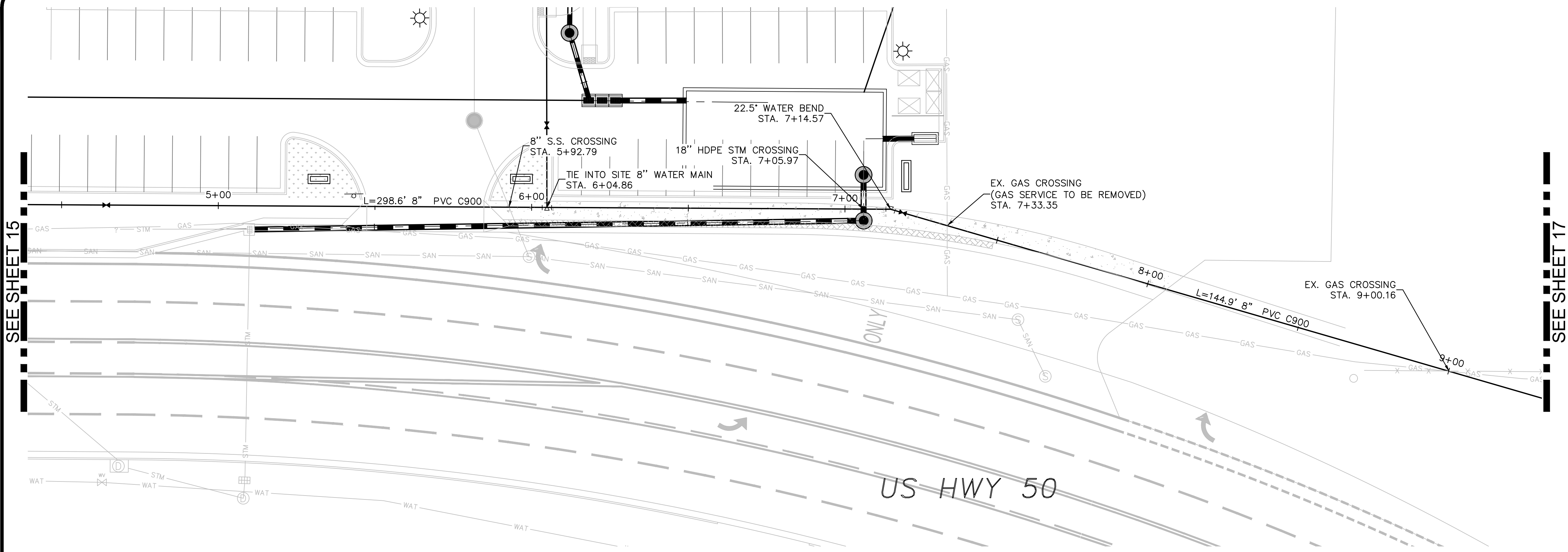


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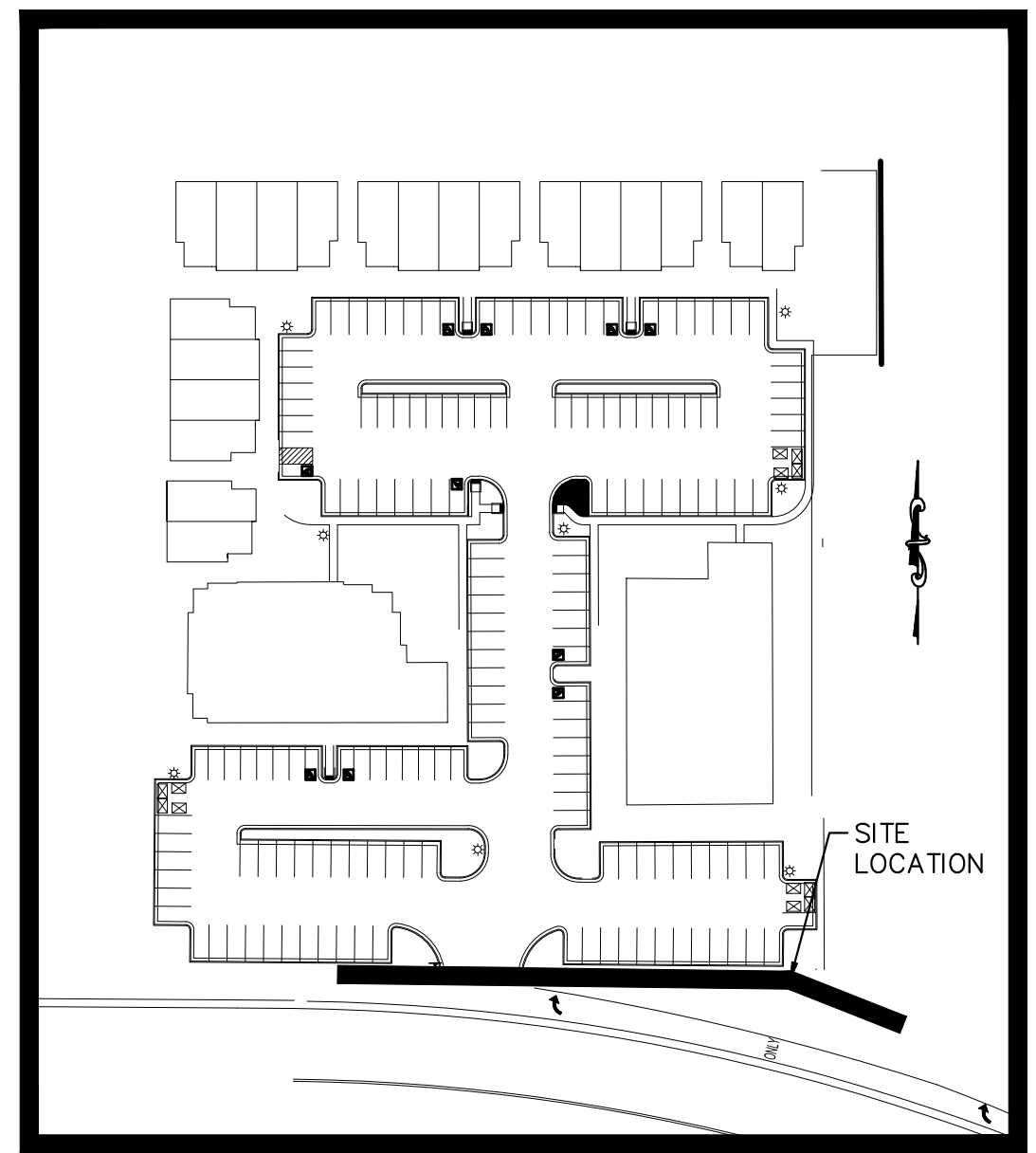
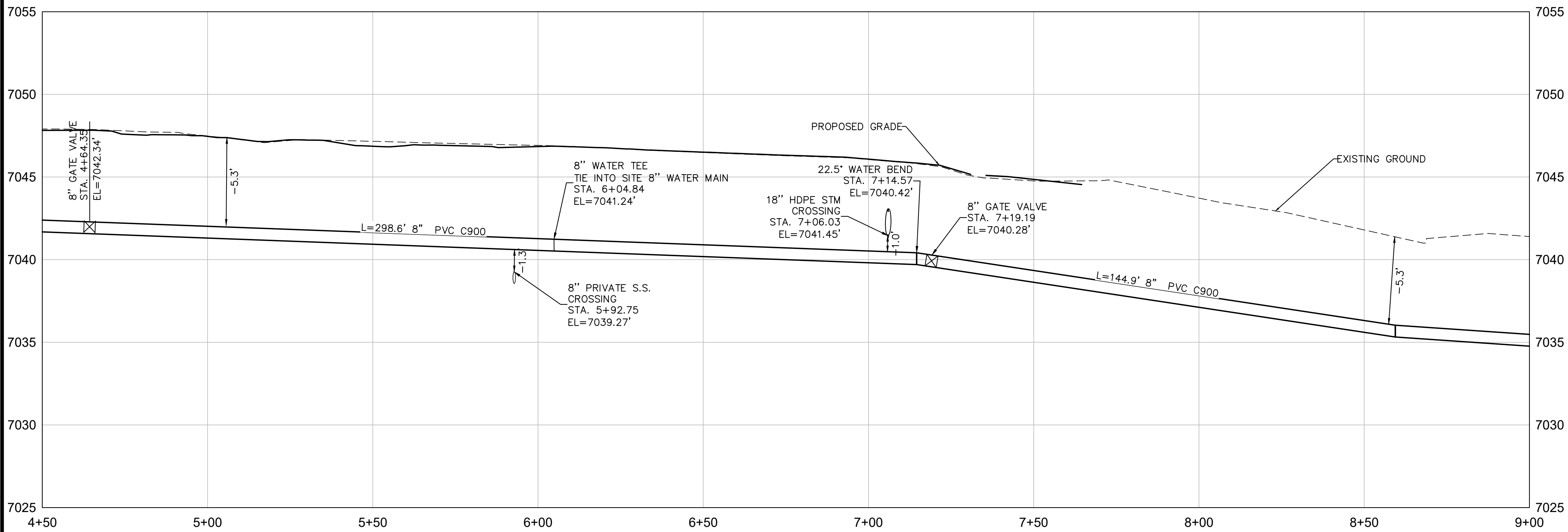
PHILIPS
ENGINEERING
3572 South Emerson St, Englewood, CO 80113
(303) 298-1644 info@philpsengineering.net philpsengineering.net

CONSTRUCTION DOCUMENTS
WATER PUBLIC IMPROV. P&P

DATE	10/27/2022
PROJECT NO.	17202



8" WATER- PUBLIC IMPROVEMENTS PROFILE
HORIZ. SCALE: 1" = 20'
VERT. SCALE: 1" = 4'



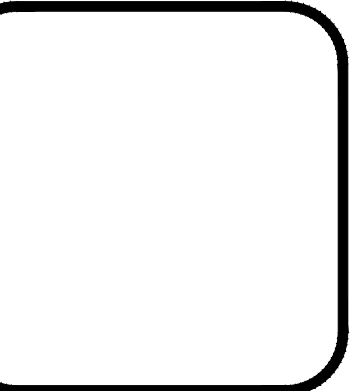
VICINITY MAP
SCALE : NTS

LEGEND:

- EXISTING CONTOURS
- PROPOSED CONTOURS
- PROPOSED STORM SEWER WINLET AND FES
- PROPOSED WATER LINE W/FIRE HYDRANT
- FUTURE WATER LINE W/FIRE HYDRANT
- PROPOSED SANITARY SEWER W/MANHOLE
- FUTURE SANITARY SEWER W/MANHOLE
- DRAINAGE FLOWLINE
- PROPOSED BOUNDARY LINE
- PROPOSED TRACT
- PROPOSED EASEMENT LINE
- PROPOSED ROAD CENTER LINE
- PROPOSED RIGHT-OF-WAY
- PROPOSED EDGE OF PAVEMENT
- PROPOSED CURB & GUTTER
- EXISTING TRASH ENCLOSURE
- EXISTING LIGHT POLE
- EXISTING STORM SEWER MANHOLE
- EXISTING INLET
- EXISTING FIRE HYDRANT
- EXISTING WATER VALVE
- EXISTING SANITARY SEWER MANHOLE
- EXISTING UTILITY POLE
- EXISTING UNDERGROUND WATER LINES
- EXISTING UNDERGROUND GAS LINES
- EXISTING UNDERGROUND SANITARY SEWER LINES
- EXISTING OVERHEAD UTILITY LINES
- EXISTING FENCE



Item 19.		No.	REVISIONS	DATE	BY

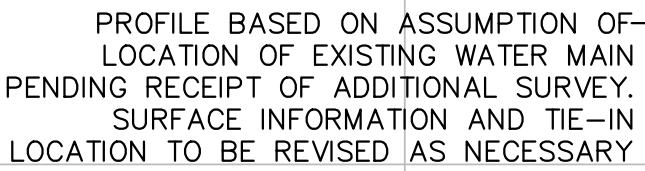
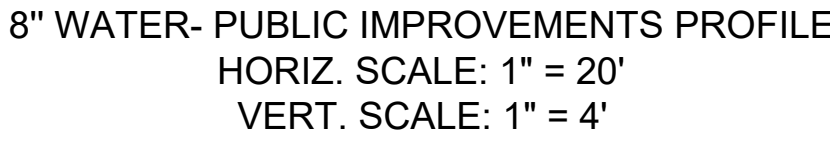


SCALE: SEE SHEET	
DESIGNED BY: JWP	
DRAWN BY: JWP	
CHECKED BY: LEP	

CONSTRUCTION DOCUMENTS
WATER PUBLIC IMPROV. P&P

SALIDA CROSSINGS
CITY OF SALIDA, COLORADO

DATE 10/27/2022
PROJECT NO. 17202



- LEGEND**

 - EXISTING CONTOURS
 - PROPOSED CONTOURS
 - PROPOSED STORM SEWER W/INLET AND FES
 - PROPOSED WATER LINE W/FIRE HYDRANT
 - FUTURE WATER LINE W/FIRE HYDRANT
 - PROPOSED SANITARY SEWER W/MANHOLE
 - FUTURE SANITARY SEWER W/MANHOLE
 - DRAINAGE FLOWLINE
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 - PROPOSED EASEMENT LINE
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 - PROPOSED RIGHT-OF-WAY
 - PROPOSED EDGE OF PAVEMENT
 - PROPOSED CURB & GUTTER
 - EXISTING TRASH ENCLOSURE
 - EXISTING LIGHT POLE
 - EXISTING STORM SEWER MANHOLE
 - EXISTING INLET
 - EXISTING FIRE HYDRANT
 - EXISTING WATER VALVE
 - EXISTING SANITARY SEWER MANHOLE
 - EXISTING UTILITY POLE
 - EXISTING UNDERGROUND WATER LINES
 - EXISTING UNDERGROUND GAS LINES
 - EXISTING UNDERGROUND SANITARY SEWER LINES
 - EXISTING OVERHEAD UTILITY LINES
 - EXISTING FENCE

SCALE: 1" = 10' HORIZ. 1" = 5' VERT.
 • NOT TO SCALE IF SHEET SIZE OTHER THAN 24" x 36"



PHELPS
ENGINEERING
3572 South Emerson St. Englewood, CO 80113
(303) 298-1644 info@pHELPSengineering.net pHELPSengineering.net

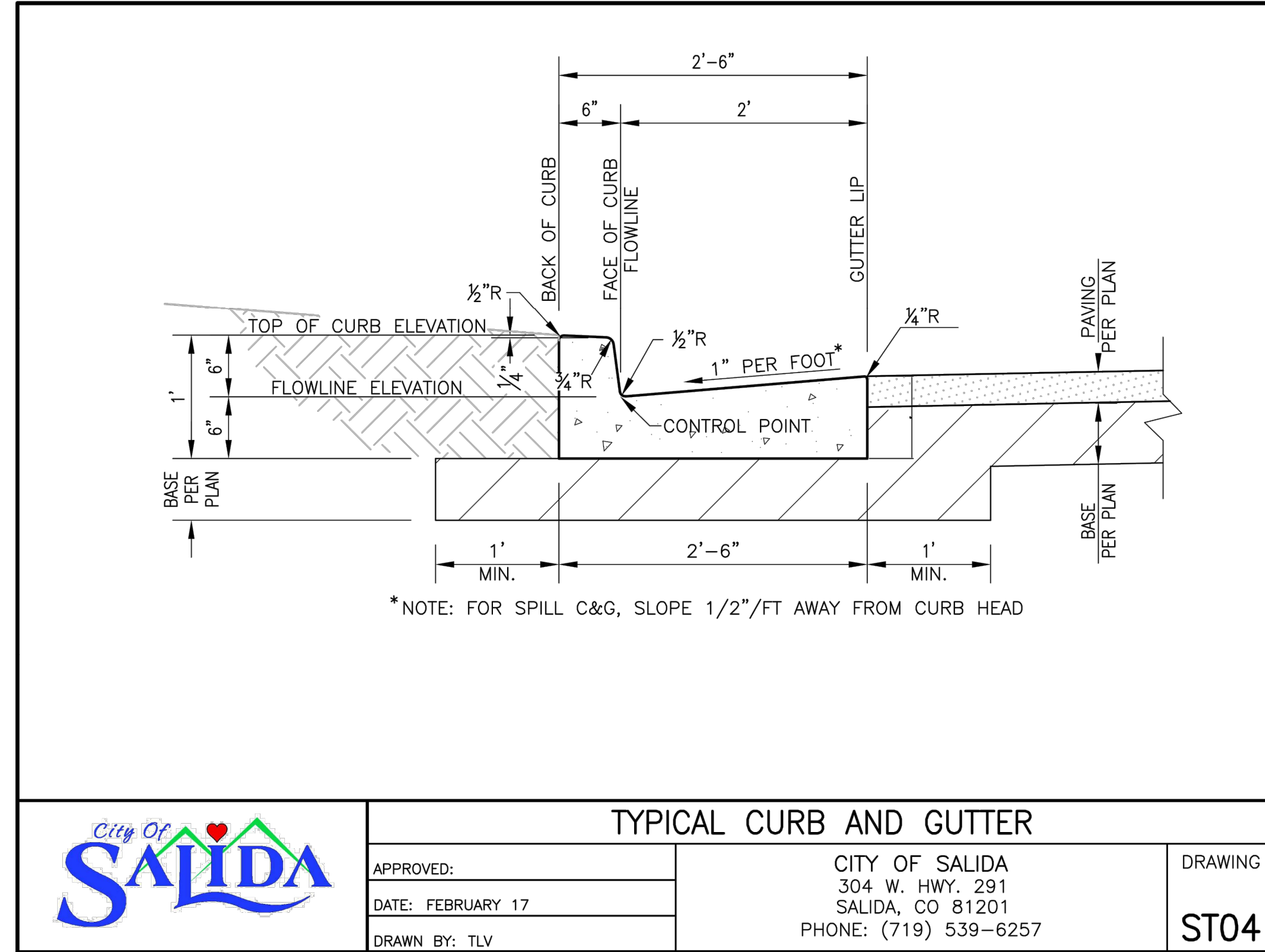
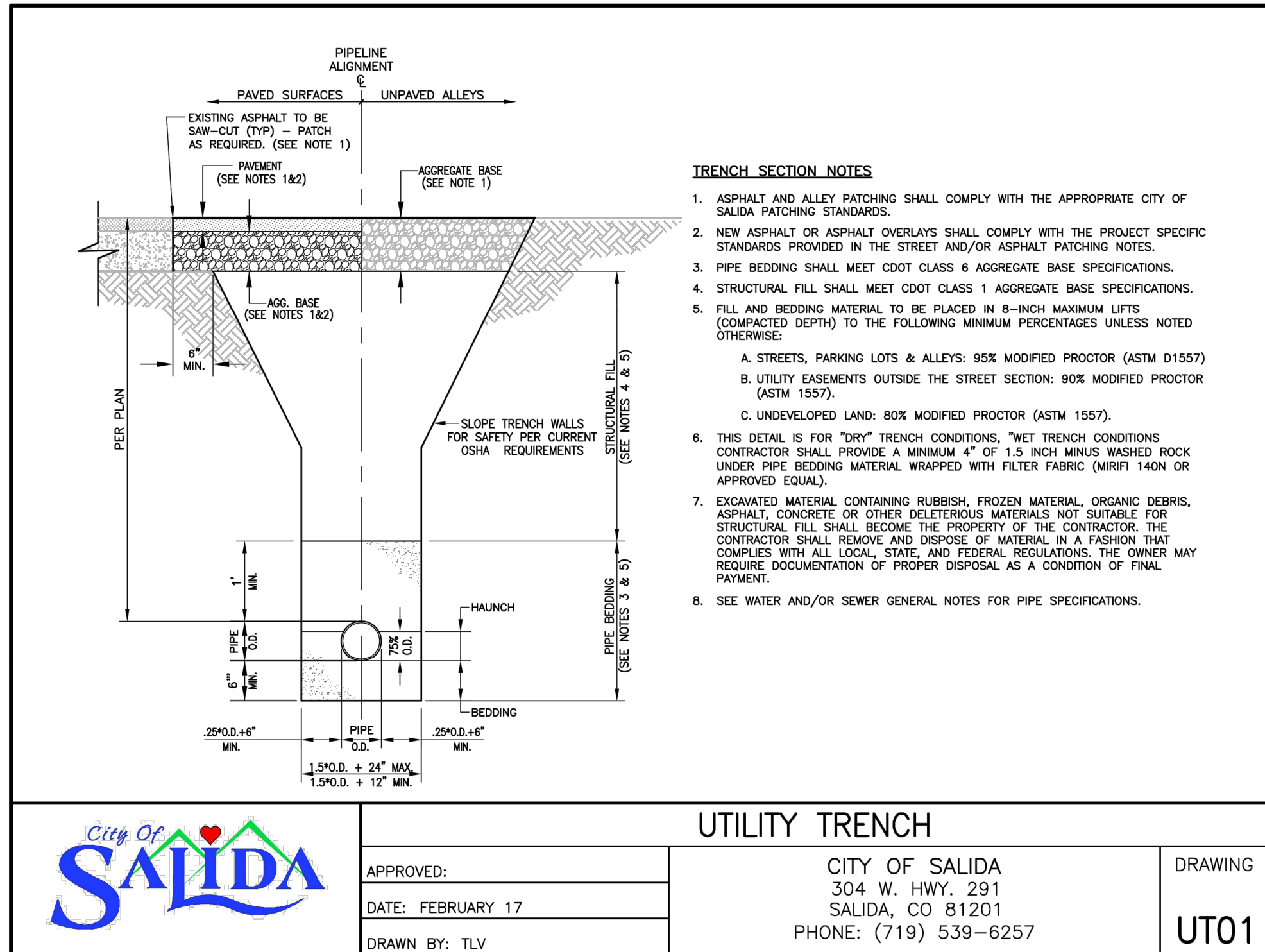
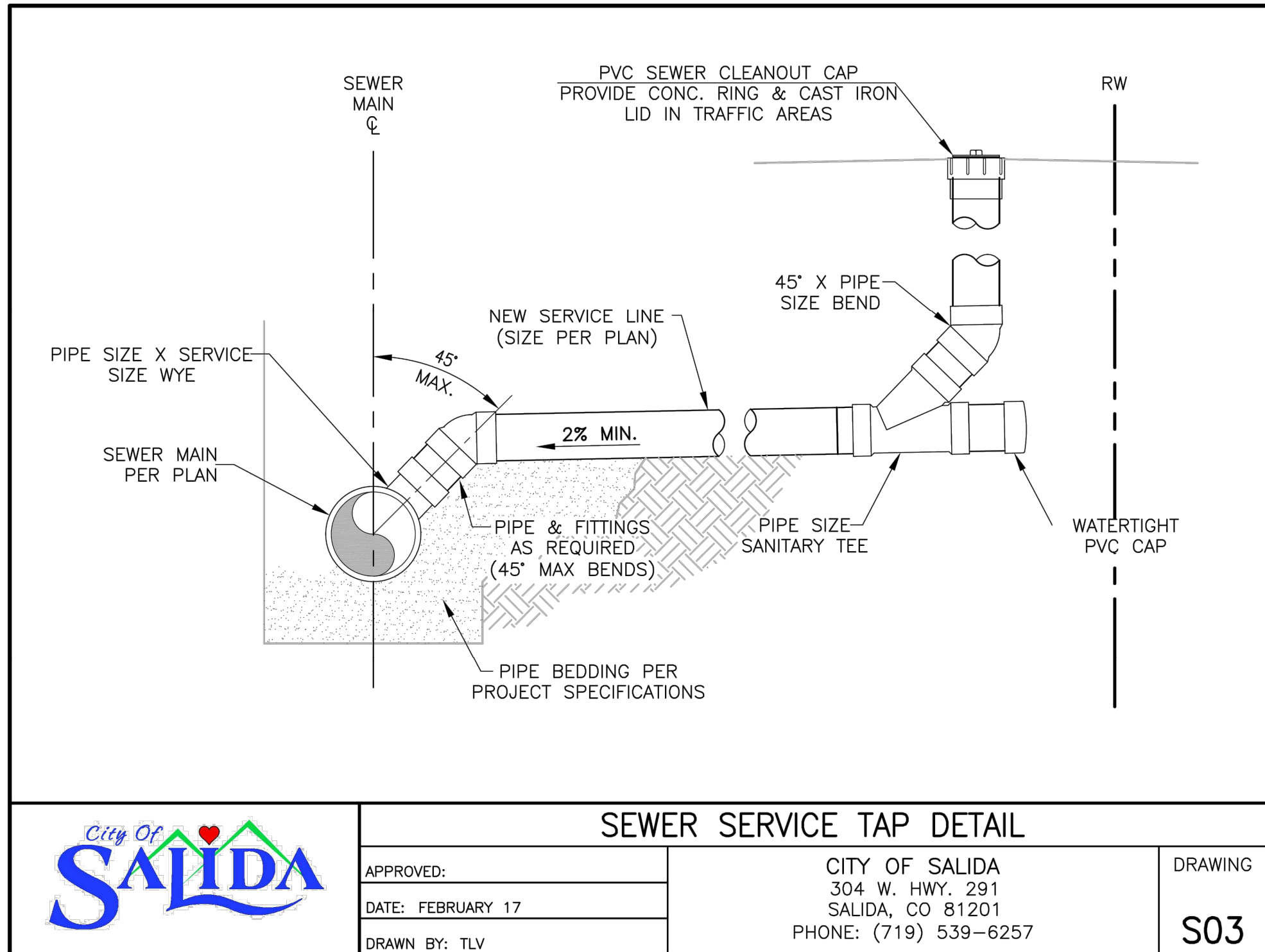
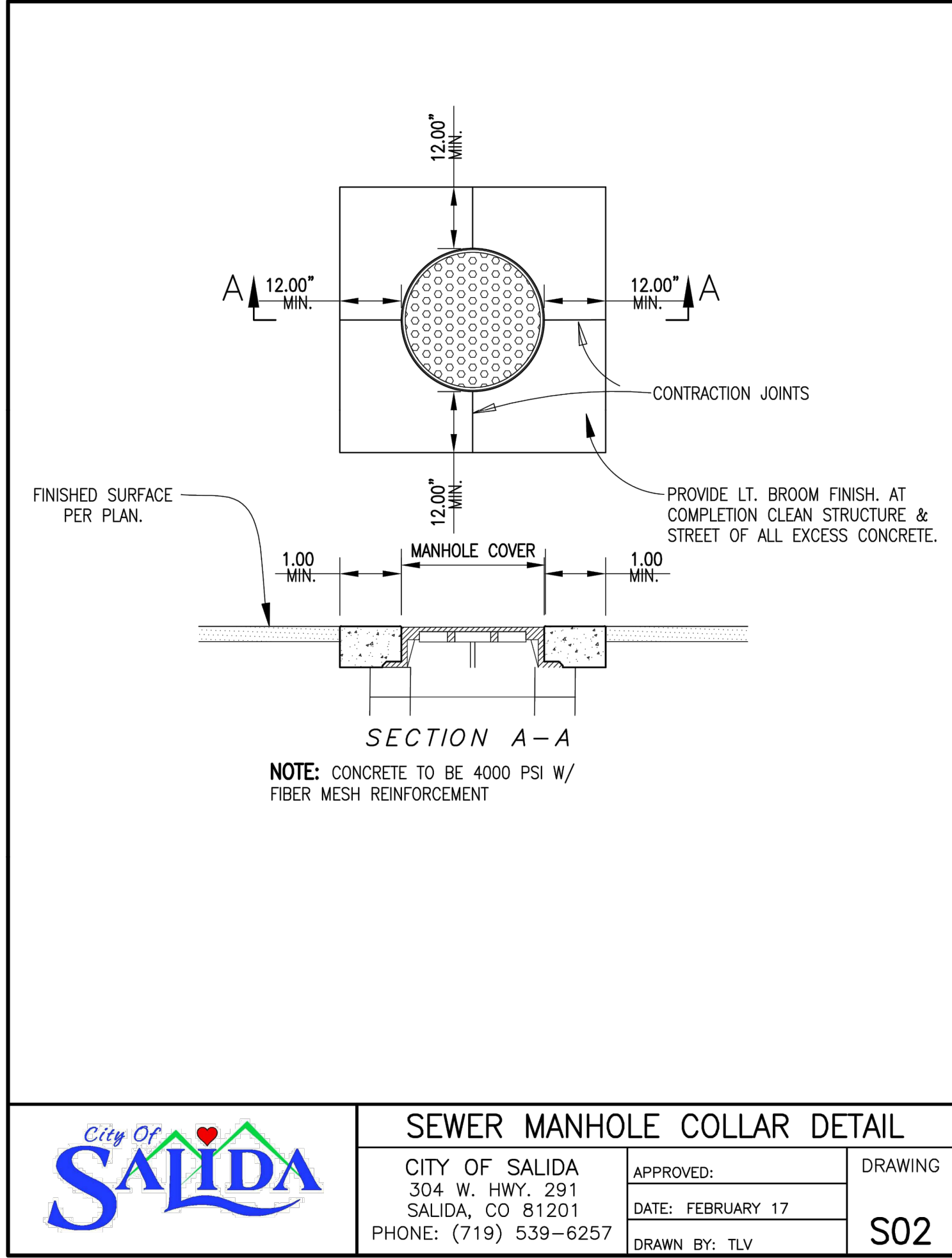
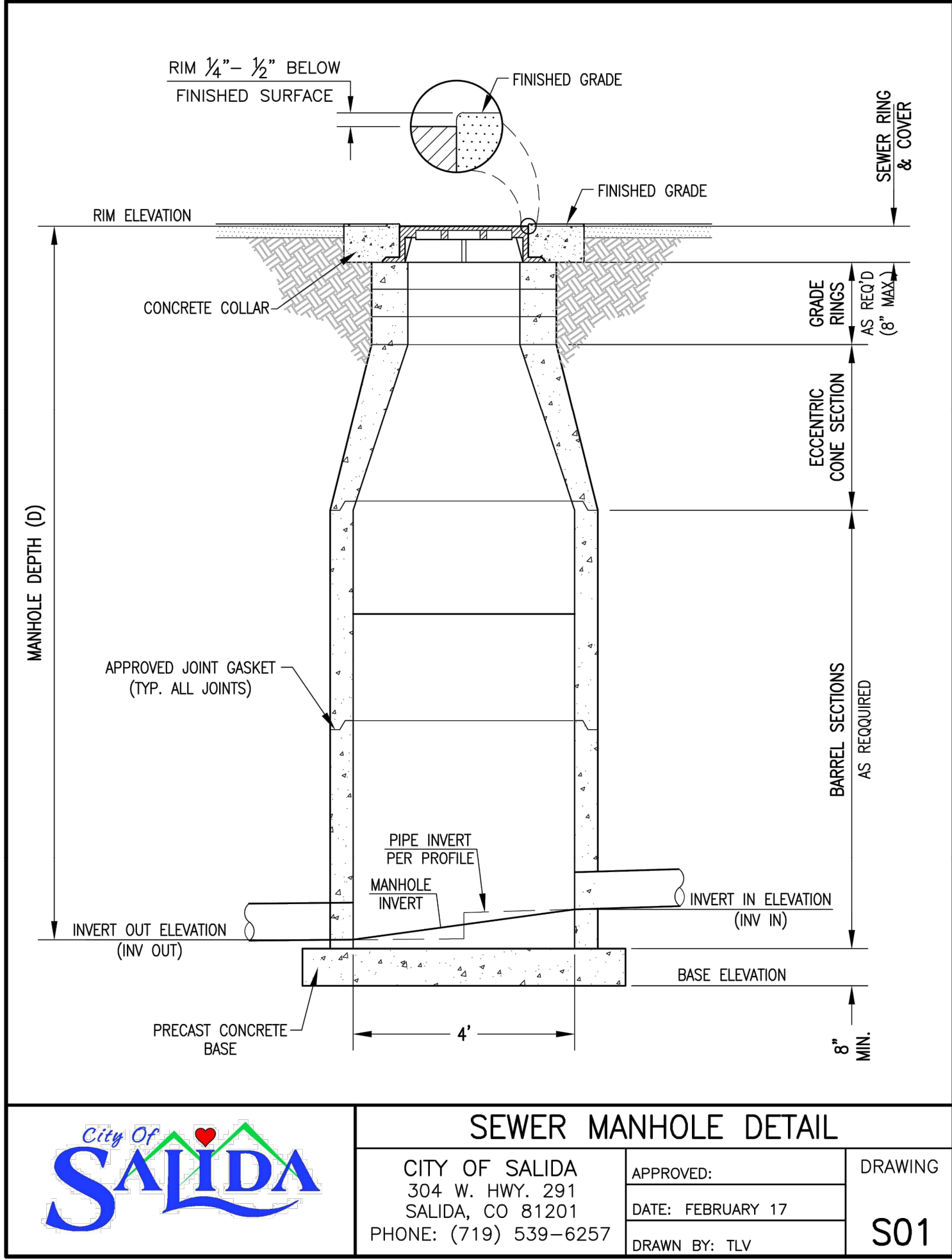
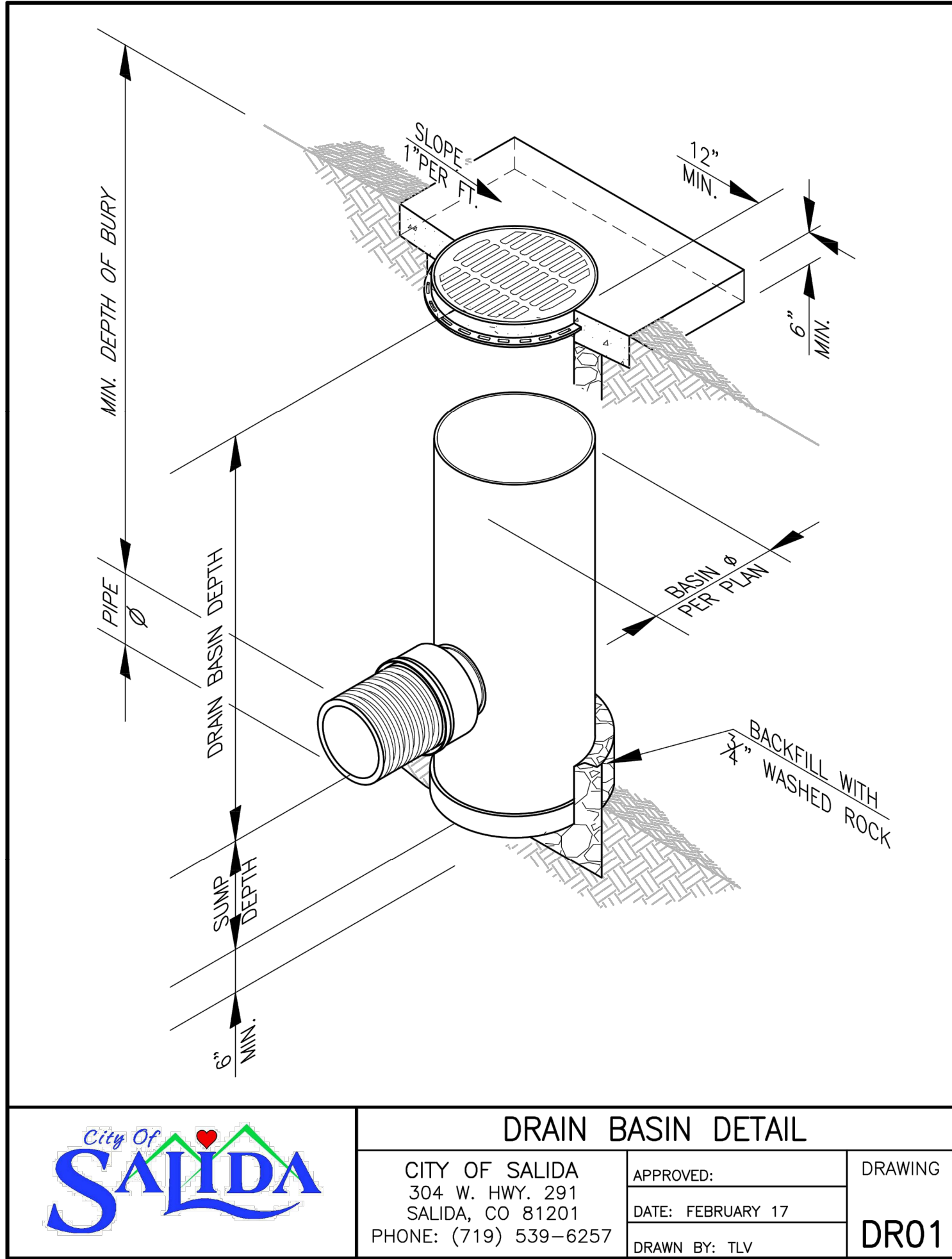
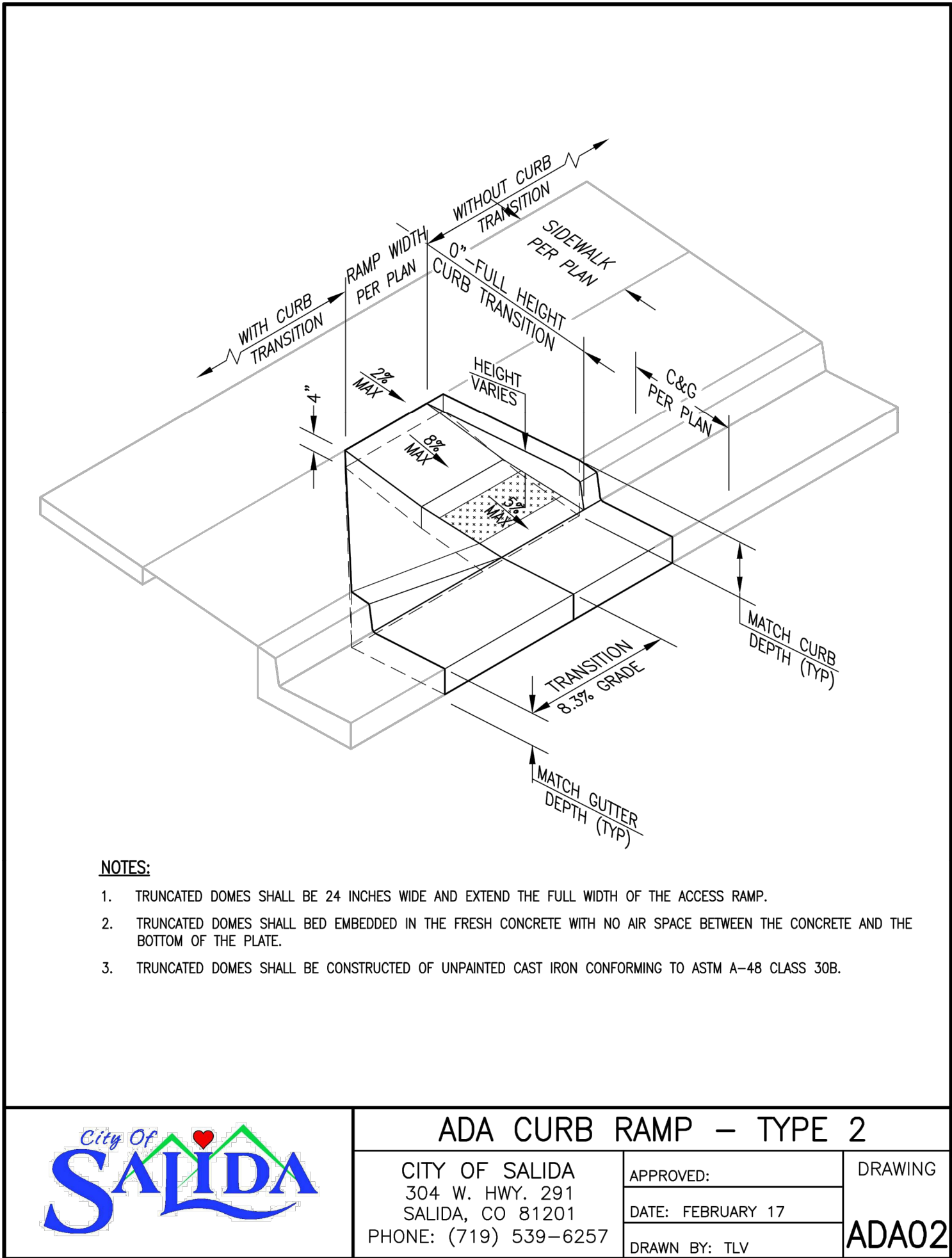
CONSTRUCTION DOCUMENTS

WATER PUBLIC IMPROV. P&P

SALIDA CROSSINGS
CITY OF SALIDA, COLORADO

17 of 32

Drawing name: C:\Users\Zach\OneDrive - Phelps Engineering Services\Company\Entitlement Engineering\17202 - Salida Commons\CAD\Sheets\Construction Documents\Site Details.dwg SITE DETAILS - DETAILS 1 Oct 27, 2022 1:31pm by: Zach



REVISIONS		DATE	BY
No.			

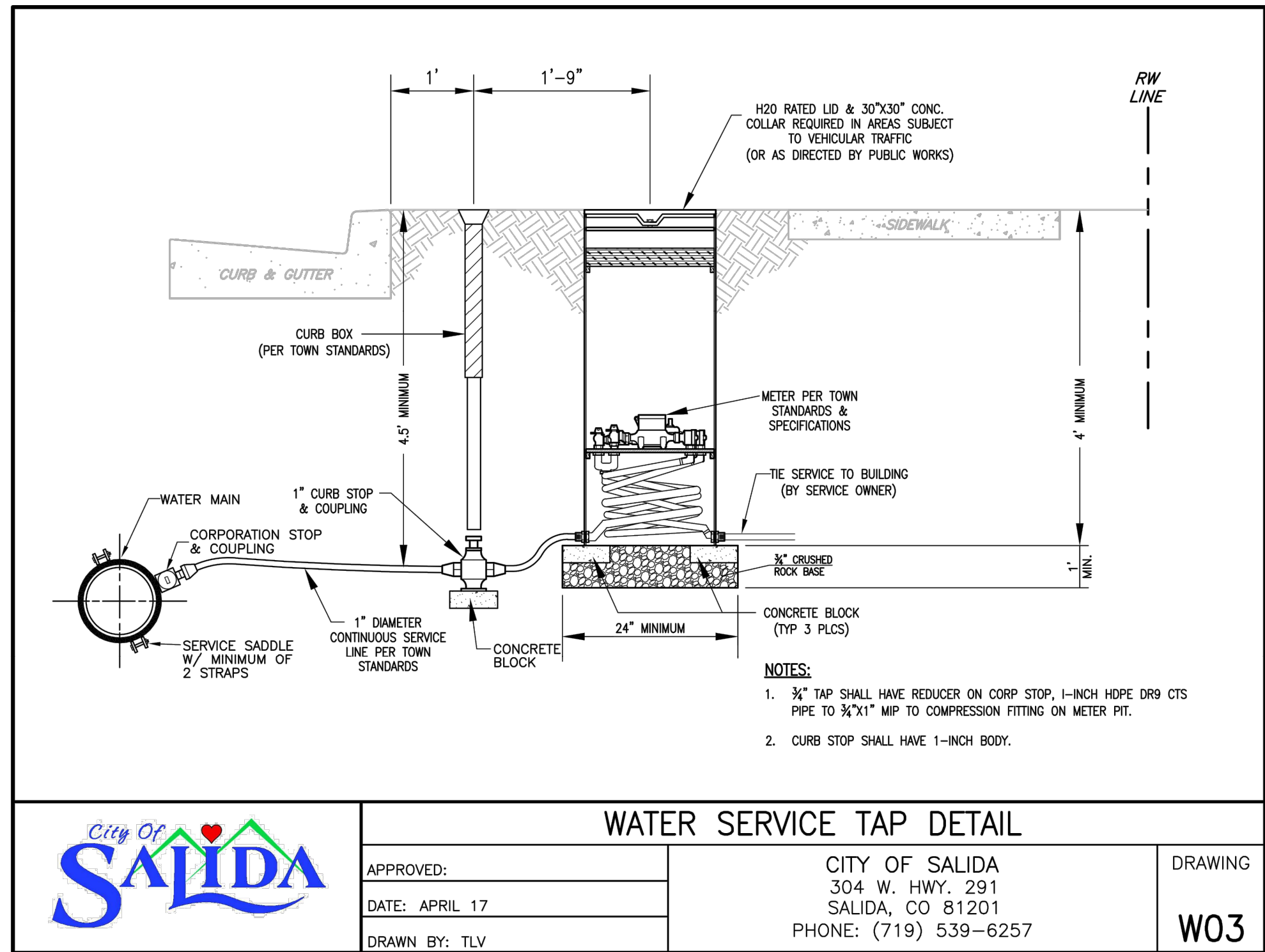
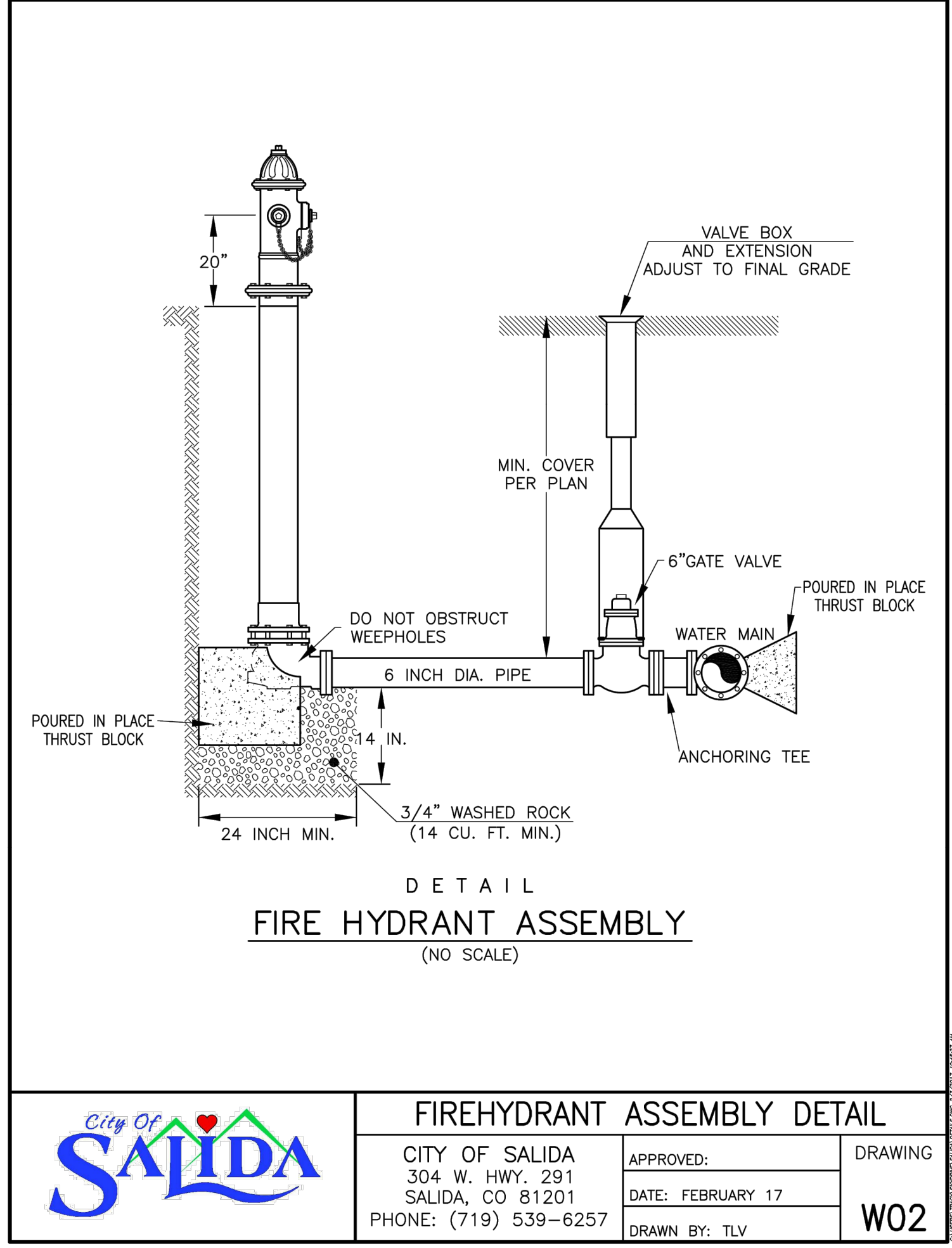
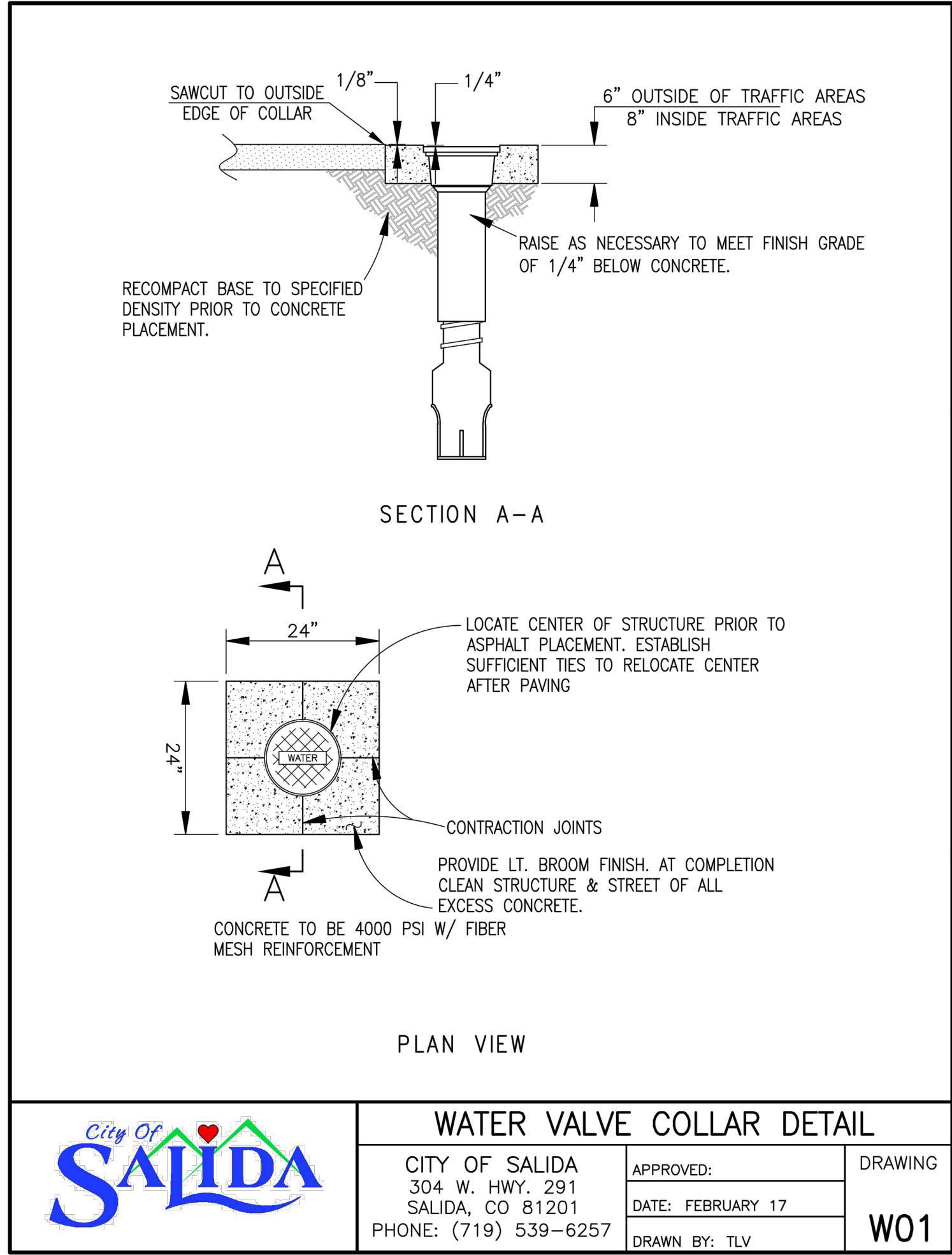
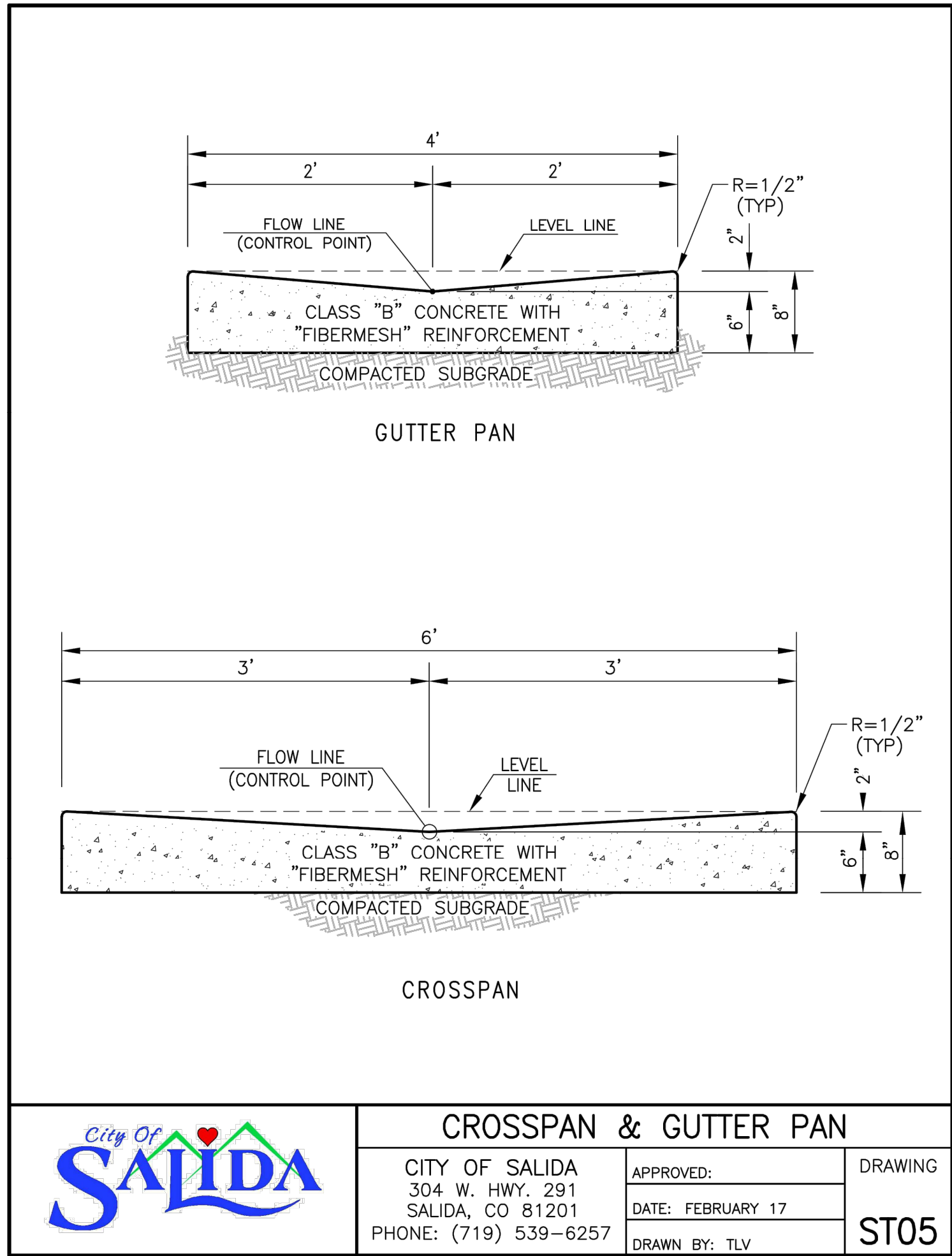
PHelps
ENGINEERING
3522 South Emerson St., Englewood, CO 80113
(303) 738-1644 info@phelpsengineering.com

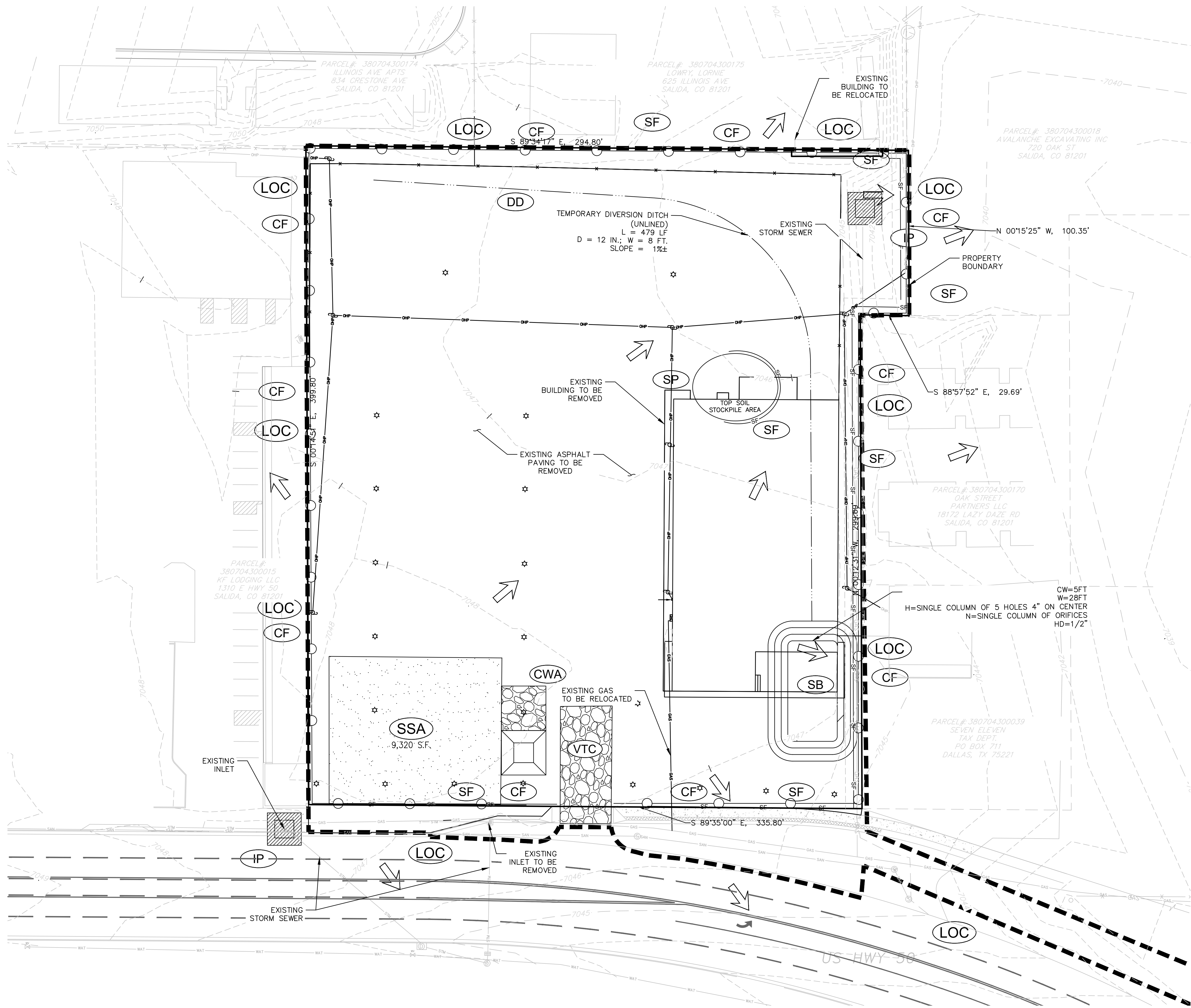
CONSTRUCTION DOCUMENTS
SITE DETAILS - DETAILS 1

SALIDA CROSSINGS
CITY OF SALIDA, COLORADO

DATE
10/27/2022
PROJECT NO.
17202

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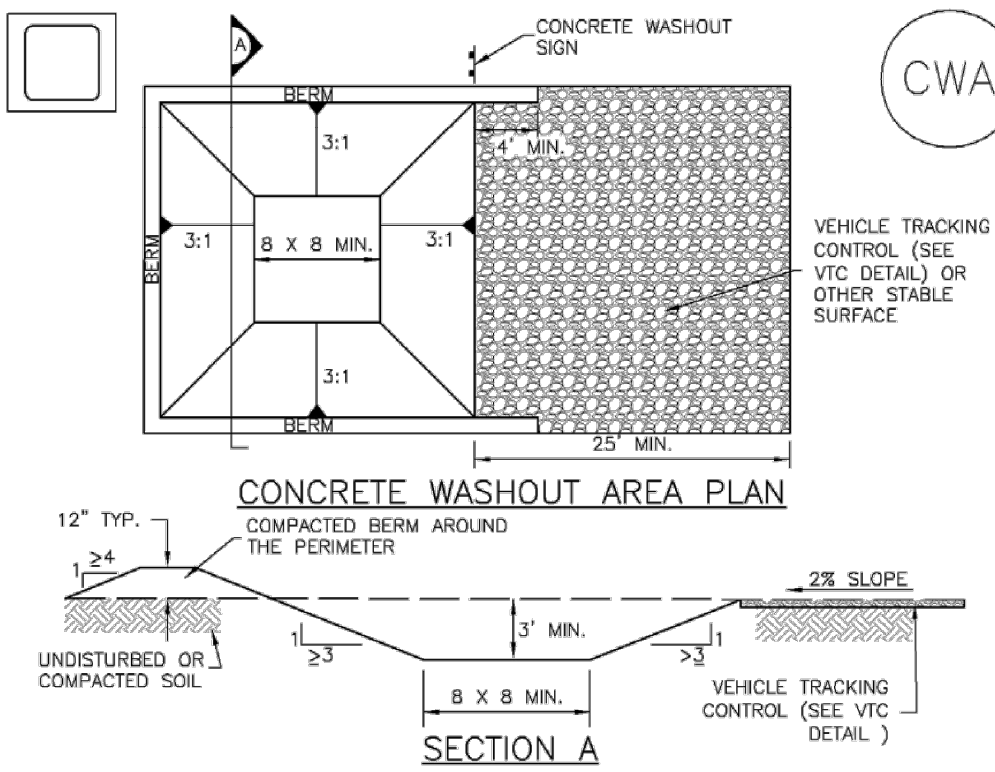


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Drawing name: C:\Users\Zach\OneDrive - Phelps Engineering Services\Company\Entitlement Engineering\17202 - Salida Crossings\Construction Documents\17202 - SWMP Details.dwg 19 EROSION CONTROL DETAILS 1 Oct 27, 2022 1:32pm by: Zach

Concrete Washout Area (CWA)

MM-1



CWA-1. CONCRETE WASHOUT AREA

CWA INSTALLATION NOTES

1. SEE PLAN VIEW FOR:
-CWA INSTALLATION LOCATION.
2. DO NOT LOCATE AN UNLINED CWA WITHIN 400' OF ANY NATURAL DRAINAGE PATHWAY OR WATERBODY. DO NOT LOCATE WITHIN 1,000' OF ANY WELLS OR DRINKING WATER SOURCES. IF SITE CONSTRAINTS MAKE THIS INFEASIBLE, OR IF HIGHLY PERMEABLE SOILS EXIST ON SITE, THE CWA MUST BE INSTALLED WITH AN IMPERMEABLE LINER (16 MIL MIN. THICKNESS) OR SURFACE STORAGE ALTERNATIVES USING PREFABRICATED CONCRETE WASHOUT DEVICES OR A LINED ABOVE GROUND STORAGE ARE SHOULD BE USED.
3. THE CWA SHALL BE INSTALLED PRIOR TO CONCRETE PLACEMENT ON SITE.
4. CWA SHALL INCLUDE A FLAT SUBSURFACE PIT THAT IS AT LEAST 8' BY 8' SLOPES LEADING OUT OF THE SUBSURFACE PIT SHALL BE 3:1 OR FLATTER. THE PIT SHALL BE AT LEAST 3' DEEP.
5. BERM SURROUNDING SIDES AND BACK OF THE CWA SHALL HAVE MINIMUM HEIGHT OF 1'.
6. VEHICLE TRACKING PAD SHALL BE SLOPED 2% TOWARDS THE CWA.
7. SIGNS SHALL BE PLACED AT THE CONSTRUCTION ENTRANCE, AT THE CWA, AND ELSEWHERE AS NECESSARY TO CLEARLY INDICATE THE LOCATION OF THE CWA TO OPERATORS OF CONCRETE TRUCKS AND PUMP RIGS.
8. USE EXCAVATED MATERIAL FOR PERIMETER BERM CONSTRUCTION.

November 2010 Urban Drainage and Flood Control District CWA-3
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MM-1

Concrete Washout Area (CWA)

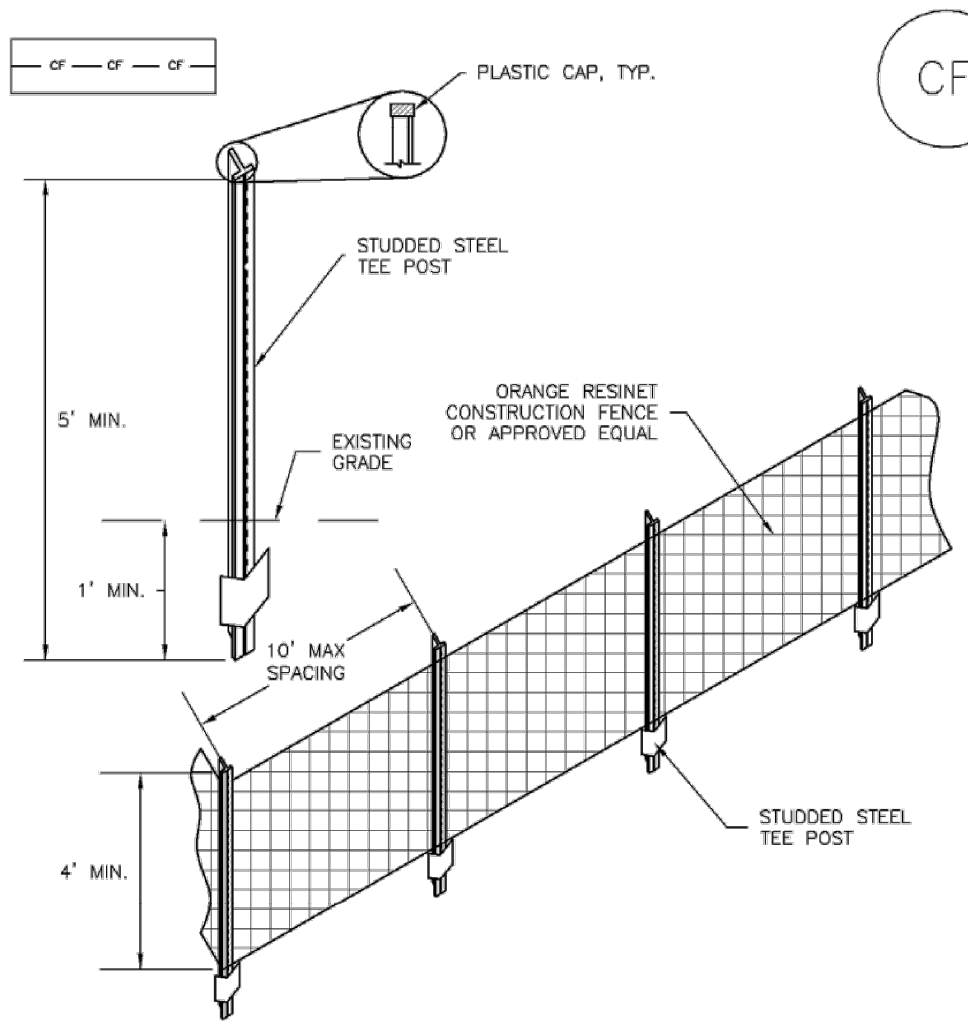
CWA MAINTENANCE NOTES

1. INSPECT BMPs EACH WORKDAY, AND MAINTAIN THEM IN EFFECTIVE OPERATING CONDITION. MAINTENANCE OF BMPs SHOULD BE PROACTIVE, NOT REACTIVE. INSPECT BMPs AS SOON AS POSSIBLE (AND ALWAYS WITHIN 24 HOURS) FOLLOWING A STORM THAT CAUSES SURFACE EROSION, AND PERFORM NECESSARY MAINTENANCE.
 2. FREQUENT OBSERVATIONS AND MAINTENANCE ARE NECESSARY TO MAINTAIN BMPs IN EFFECTIVE OPERATING CONDITION. INSPECTIONS AND CORRECTIVE MEASURES SHOULD BE DOCUMENTED THOROUGHLY.
 3. WHERE BMPs HAVE FAILED, REPAIR OR REPLACEMENT SHOULD BE INITIATED UPON DISCOVERY OF THE FAILURE.
 4. THE CWA SHALL BE REPAIRED, CLEANED, OR ENLARGED AS NECESSARY TO MAINTAIN CAPACITY FOR CONCRETE WASTE. CONCRETE MATERIALS ACCUMULATED IN PIT SHALL BE REMOVED ONCE THE MATERIALS HAVE REACHED A DEPTH OF 2'.
 5. CONCRETE WASHOUT WATER, WASTED PIECES OF CONCRETE AND ALL OTHER DEBRIS IN THE SUBSURFACE PIT SHALL BE TRANSPORTED FROM THE JOB SITE IN A WATER-TIGHT CONTAINER AND DISPOSED OF PROPERLY.
 6. THE CWA SHALL REMAIN IN PLACE UNTIL ALL CONCRETE FOR THE PROJECT IS PLACED.
 7. WHEN THE CWA IS REMOVED, COVER THE DISTURBED AREA WITH TOP SOIL, SEED AND MULCH OR OTHERWISE STABILIZED IN A MANNER APPROVED BY THE LOCAL JURISDICTION.
- (DETAIL ADAPTED FROM DOUGLAS COUNTY, COLORADO AND THE CITY OF PARKER, COLORADO, NOT AVAILABLE IN AUTOCAD)
- NOTE: MANY JURISDICTIONS HAVE BMP DETAILS THAT VARY FROM UDFCD STANDARD DETAILS. CONSULT WITH LOCAL JURISDICTIONS AS TO WHICH DETAIL SHOULD BE USED WHEN DIFFERENCES ARE NOTED.

CWA-4 Urban Drainage and Flood Control District November 2010
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SM-3

Construction Fence (CF)



CF-1. PLASTIC MESH CONSTRUCTION FENCE

CONSTRUCTION FENCE INSTALLATION NOTES

1. SEE PLAN VIEW FOR:
-LOCATION OF CONSTRUCTION FENCE.
2. CONSTRUCTION FENCE SHOWN SHALL BE INSTALLED PRIOR TO ANY LAND DISTURBING ACTIVITIES.
3. CONSTRUCTION FENCE SHALL BE COMPOSED OF ORANGE, CONTRACTOR-GRADE MATERIAL THAT IS AT LEAST 4' HIGH. METAL POSTS SHOULD HAVE A PLASTIC CAP FOR SAFETY.
4. STUDDED STEEL TEE POSTS SHALL BE UTILIZED TO SUPPORT THE CONSTRUCTION FENCE. MAXIMUM SPACING FOR STEEL TEE POSTS SHALL BE 10'.
5. CONSTRUCTION FENCE SHALL BE SECURELY FASTENED TO THE TOP, MIDDLE, AND BOTTOM OF EACH POST.

CF-2 Urban Drainage and Flood Control District November 2010
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Construction Fence (CF)

SM-3

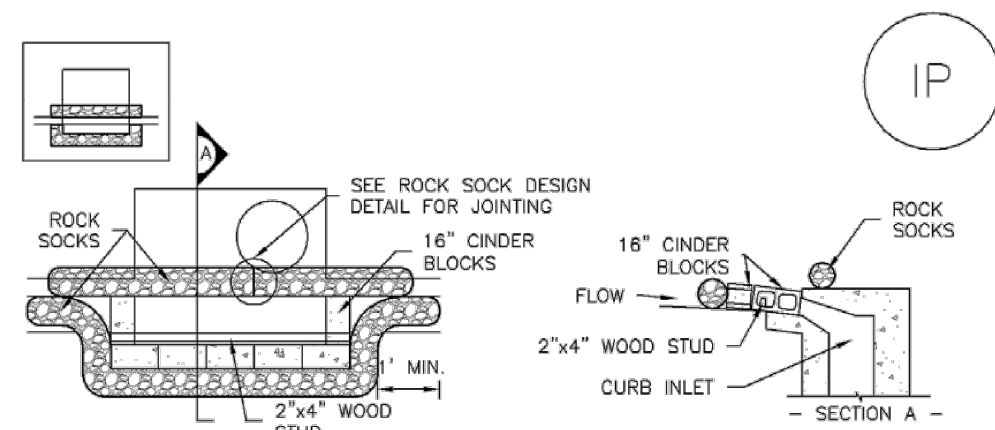
CONSTRUCTION FENCE MAINTENANCE NOTES

1. INSPECT BMPs EACH WORKDAY, AND MAINTAIN THEM IN EFFECTIVE OPERATING CONDITION. MAINTENANCE OF BMPs SHOULD BE PROACTIVE, NOT REACTIVE. INSPECT BMPs AS SOON AS POSSIBLE (AND ALWAYS WITHIN 24 HOURS) FOLLOWING A STORM THAT CAUSES SURFACE EROSION, AND PERFORM NECESSARY MAINTENANCE.
 2. FREQUENT OBSERVATIONS AND MAINTENANCE ARE NECESSARY TO MAINTAIN BMPs IN EFFECTIVE OPERATING CONDITION. INSPECTIONS AND CORRECTIVE MEASURES SHOULD BE DOCUMENTED THOROUGHLY.
 3. WHERE BMPs HAVE FAILED, REPAIR OR REPLACEMENT SHOULD BE INITIATED UPON DISCOVERY OF THE FAILURE.
 4. CONSTRUCTION FENCE SHALL BE REPAIRED OR REPLACED WHEN THERE ARE SIGNS OF DAMAGE SUCH AS RIPS OR SAGS. CONSTRUCTION FENCE IS TO REMAIN IN PLACE UNTIL THE UPSTREAM DISTURBED AREA IS STABILIZED AND APPROVED BY THE LOCAL JURISDICTION.
 5. WHEN CONSTRUCTION FENCES ARE REMOVED, ALL DISTURBED AREAS ASSOCIATED WITH THE INSTALLATION, MAINTENANCE, AND/OR REMOVAL OF THE FENCE SHALL BE COVERED WITH TOPSOIL, SEED, AND MULCH, OR OTHERWISE STABILIZED AS APPROVED BY LOCAL JURISDICTION.
- NOTE: MANY JURISDICTIONS HAVE BMP DETAILS THAT VARY FROM UDFCD STANDARD DETAILS. CONSULT WITH LOCAL JURISDICTIONS AS TO WHICH DETAIL SHOULD BE USED WHEN DIFFERENCES ARE NOTED.
- (DETAIL ADAPTED FROM TOWN OF PARKER, COLORADO, NOT AVAILABLE IN AUTOCAD)

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SC-6

Inlet Protection (IP)



IP-1. BLOCK AND ROCK SOCK SUMP OR ON GRADE INLET PROTECTION

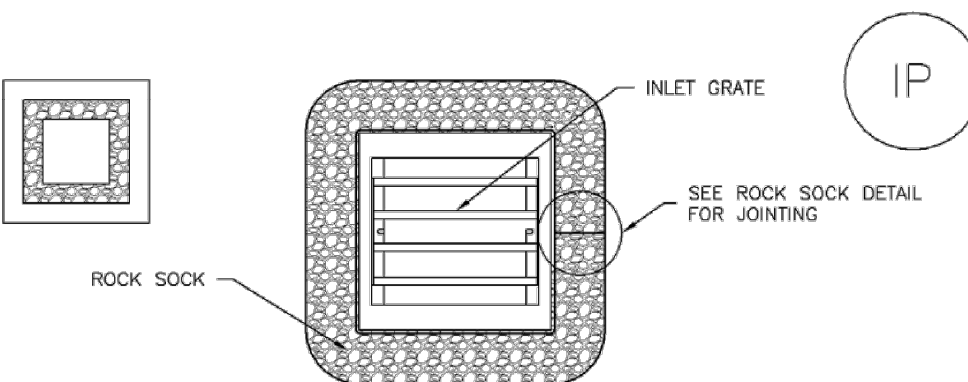
BLOCK AND CURB SOCK INLET PROTECTION INSTALLATION NOTES

1. SEE ROCK SOCK DESIGN DETAIL FOR INSTALLATION REQUIREMENTS.
 2. CONCRETE "CINDER" BLOCKS SHALL BE LAID ON THEIR SIDES AROUND THE INLET IN A SINGLE ROW, ABUTTING ONE ANOTHER WITH THE OPEN END FACING AWAY FROM THE CURB.
 3. GRAVEL BAGS SHALL BE PLACED AROUND CONCRETE BLOCKS, CLOSELY ABUTTING ONE ANOTHER AND JOINED TOGETHER IN ACCORDANCE WITH ROCK SOCK DESIGN DETAIL.
- MINIMUM OF TWO CURB SOCKS APPROX 30 DEG. BLOCK AND ROCK SOCK INLET PROTECTION(SEE DETAIL IP-1)
- CURB SOCK FLOW
- 5' MIN 3'-5' TYP.
- IP-2. CURB ROCK SOCKS UPSTREAM OF INLET PROTECTION
- CURB ROCK SOCK INLET PROTECTION INSTALLATION NOTES
1. SEE ROCK SOCK DESIGN DETAIL INSTALLATION REQUIREMENTS.
 2. PLACEMENT OF THE SOCK SHALL BE APPROXIMATELY 30 DEGREES FROM PERPENDICULAR IN THE OPPOSITE DIRECTION OF FLOW.
 3. SOCKS ARE TO BE FLUSH WITH THE CURB AND SPACED A MINIMUM OF 5 FEET APART.
 4. AT LEAST TWO CURB SOCKS IN SERIES ARE REQUIRED UPSTREAM OF ON-GRADE INLETS.

IP-4 Urban Drainage and Flood Control District August 2013
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Inlet Protection (IP)

SC-6



IP-3. ROCK SOCK SUMP/AREA INLET PROTECTION

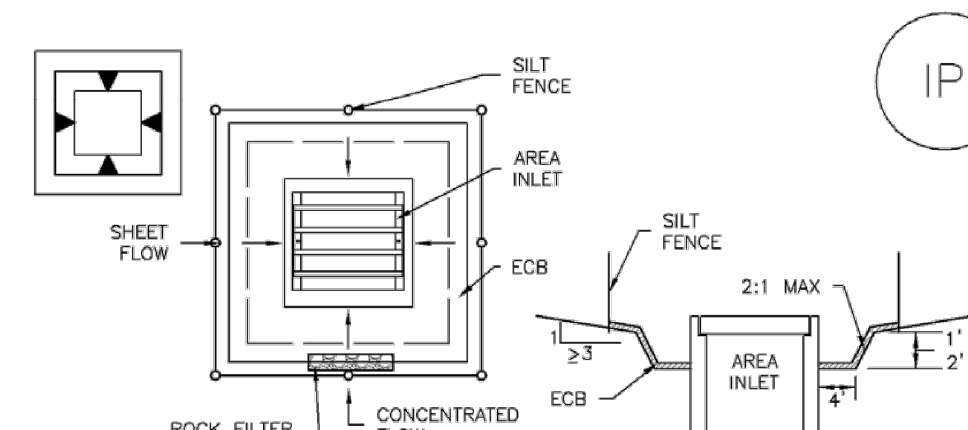
ROCK SOCK SUMP/AREA INLET PROTECTION INSTALLATION NOTES

1. SEE ROCK SOCK DESIGN DETAIL FOR INSTALLATION REQUIREMENTS.
 2. STRAW WATTLES/SEDIMENT CONTROL LOGS MAY BE USED IN PLACE OF ROCK SOCKS FOR INLETS IN PERVIOUS AREAS. INSTALL PER SEDIMENT CONTROL LOG DETAIL.
- ROCK SOCK
- INLET GRATE
- SEE ROCK SOCK DETAIL FOR JOINING
- IP-4. SILT FENCE FOR SUMP INLET PROTECTION
- SILT FENCE INLET PROTECTION INSTALLATION NOTES
1. SEE SILT FENCE DESIGN DETAIL FOR INSTALLATION REQUIREMENTS.
 2. POSTS SHALL BE PLACED AT EACH CORNER OF THE INLET AND AROUND THE EDGES AT A MAXIMUM SPACING OF 3 FEET.
 3. STRAW WATTLES/SEDIMENT CONTROL LOGS MAY BE USED IN PLACE OF SILT FENCE FOR INLETS IN PERVIOUS AREAS. INSTALL PER SEDIMENT CONTROL LOG DETAIL.

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SC-6

Inlet Protection (IP)



IP-5. OVEREXCAVATION INLET PROTECTION

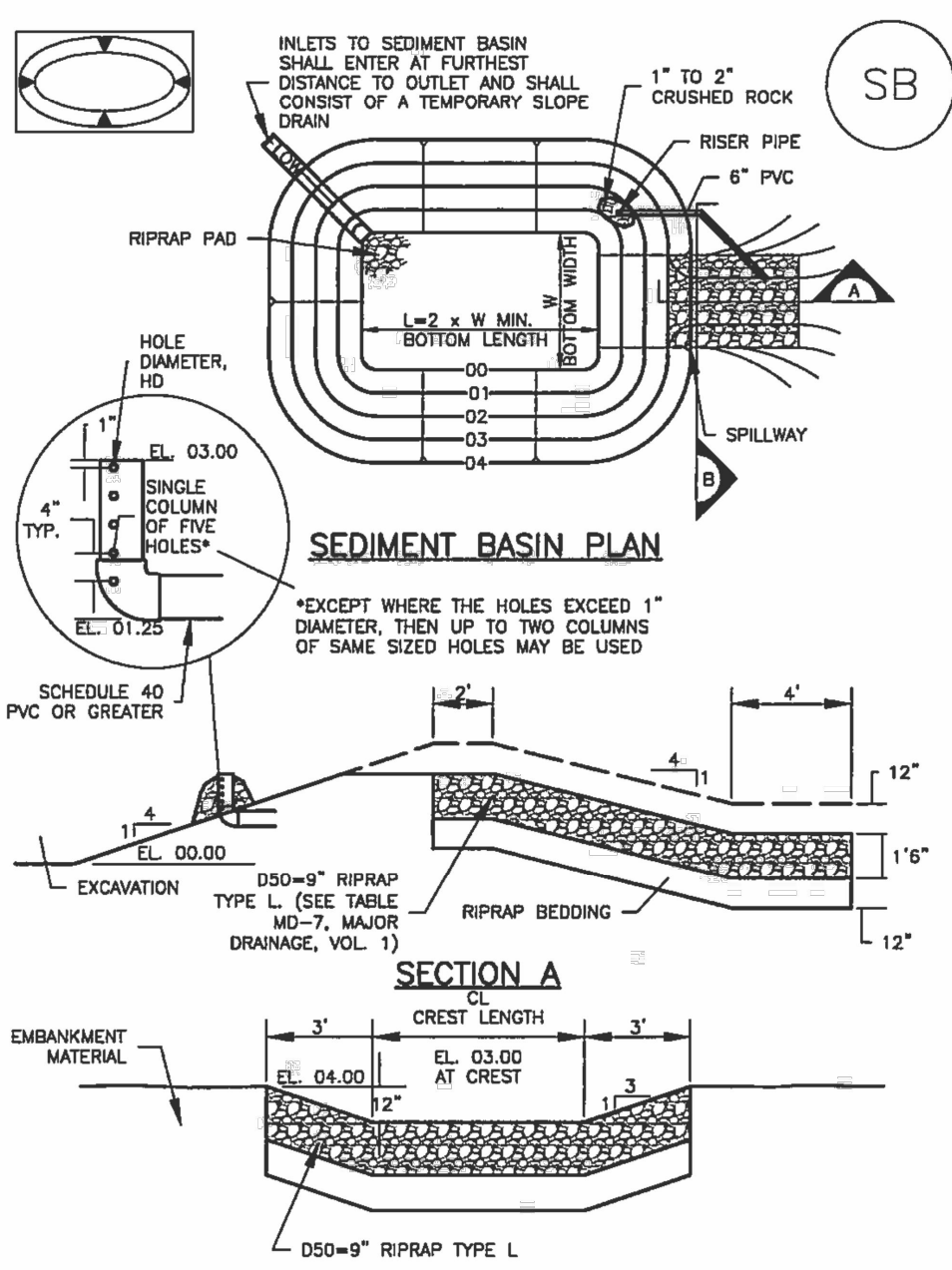
OVEREXCAVATION INLET PROTECTION INSTALLATION NOTES

1. THIS FORM OF INLET PROTECTION IS PRIMARILY APPLICABLE FOR SITES THAT HAVE NOT YET REACHED FINAL GRADE AND SHOULD BE USED ONLY FOR INLETS WITH A RELATIVELY SMALL CONTRIBUTING DRAINAGE AREA.
 2. WHEN USING FOR CONCENTRATED FLOWS, SHAPE BASIN IN 2:1 RATIO WITH LENGTH ORIENTED TOWARDS DIRECTION OF FLOW.
 3. SEDIMENT MUST BE PERIODICALLY REMOVED FROM THE OVEREXCAVATED AREA.
- IP-6. STRAW BALE FOR SUMP INLET PROTECTION
- STRAW BALE BARRIER INLET PROTECTION INSTALLATION NOTES
1. SEE STRAW BALE DESIGN DETAIL FOR INSTALLATION REQUIREMENTS.
 2. BALES SHALL BE PLACED IN A SINGLE ROW AROUND THE INLET WITH ENDS OF BALES TIGHTLY ABUTTING ONE ANOTHER.

IP-6 Urban Drainage and Flood Control District August 2013
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Sediment Basin (SB)

SC-7



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CONSTRUCTION DOCUMENTS
EROSION CONTROL DETAILS 1

SALIDA CROSSINGS
CITY OF SALIDA, COLORADO

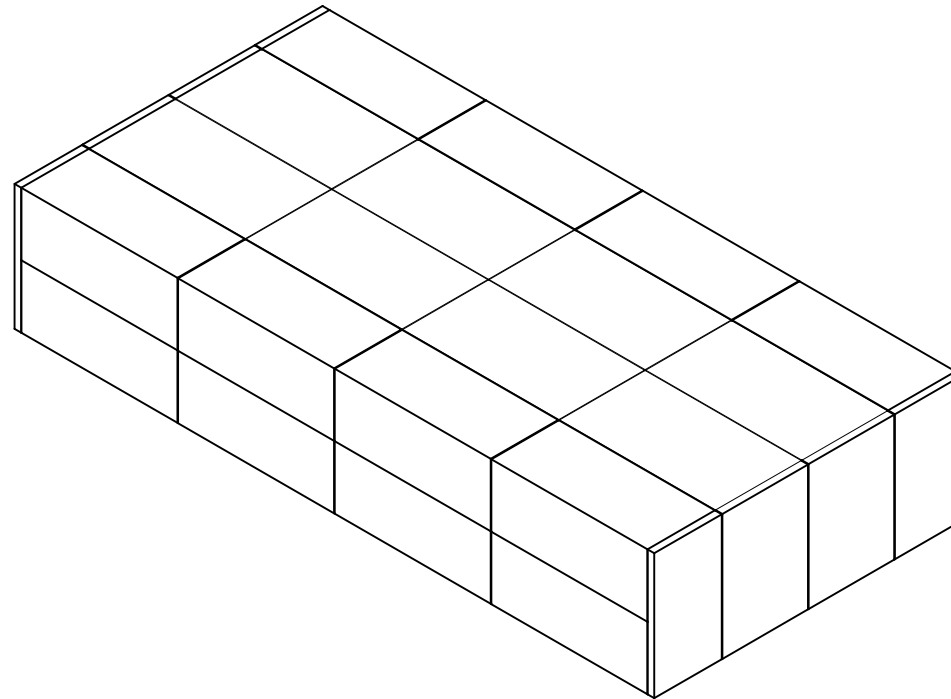
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17202

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MODULAR CONCRETE STORMWATER MANAGEMENT

THE STORMTRAP DRAWINGS SHALL NOT BE ALTERED OR MANIPULATED IN WHOLE OR IN PART WITHOUT WRITTEN CONSENT OF STORMTRAP. USE OF THESE DRAWINGS IS STRICTLY GRANTED TO YOU, OUR CLIENT, FOR THE SPECIFIED AND NAMED PROJECT ONLY. **THESE DRAWINGS ARE FOR YOUR REFERENCE ONLY AND SHALL NOT BE USED FOR CONSTRUCTION PURPOSES.**



SALIDA CROSSINGS
SALIDA, CO

SHEET INDEX	
PAGE	DESCRIPTION
0.0	COVER SHEET
1.0	DOUBLETRAP DESIGN CRITERIA
2.0	DOUBLETRAP SYSTEM LAYOUT
3.0	DOUBLETRAP INSTALLATION SPECIFICATIONS
3.1	DOUBLETRAP INSTALLATION SPECIFICATIONS
4.0	DOUBLETRAP BACKFILL SPECIFICATIONS
5.0	RECOMMENDED PIPE / ACCESS OPENING SPECIFICATIONS
6.0	DOUBLETRAP MODULE TYPES

STORMTRAP CONTACT INFORMATION

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CONTACT NAME: STEPHEN JACKSON
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SALIDA CROSSINGS

SALIDA, CO

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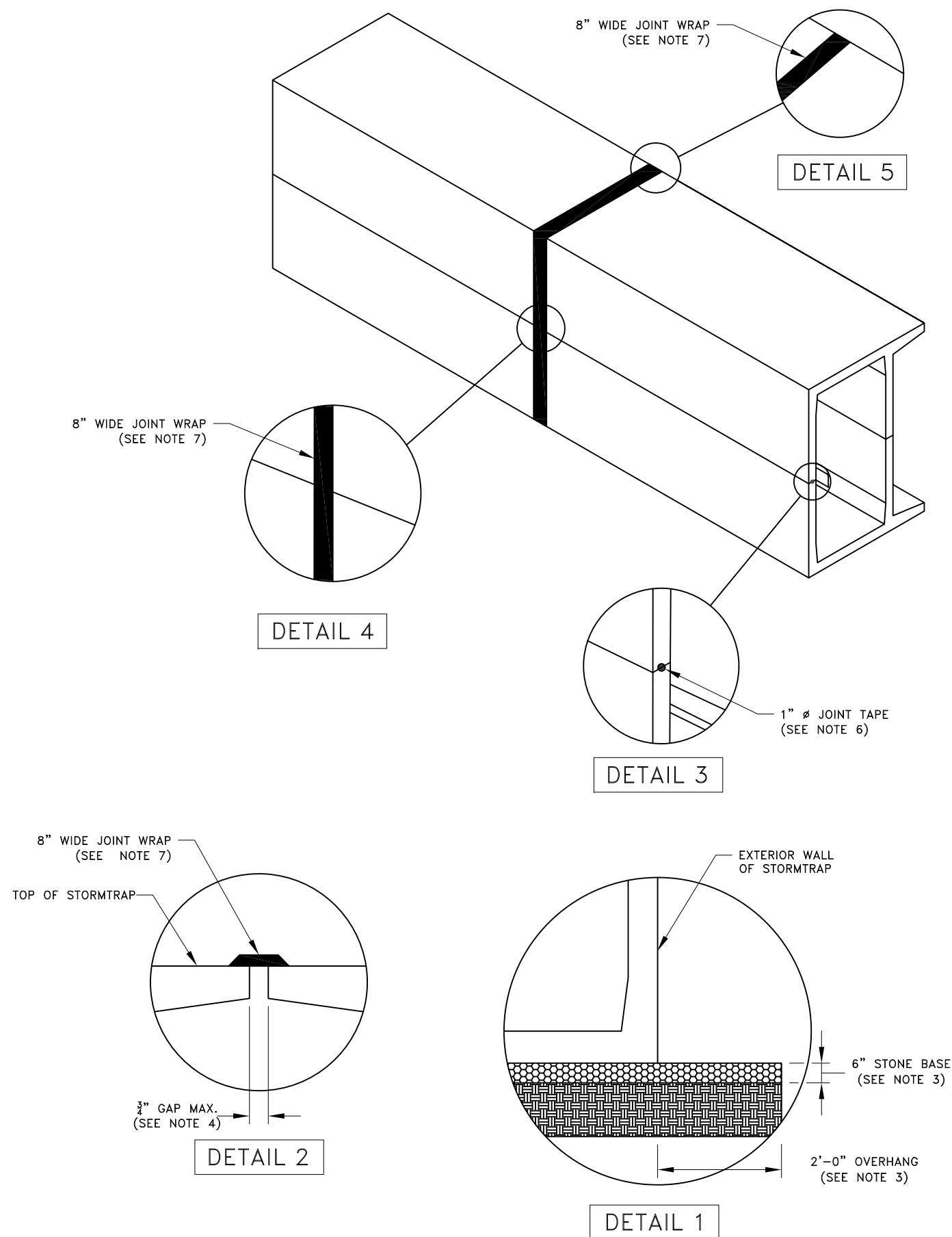
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STORMTRAP INSTALLATION SPECIFICATIONS

1. STORMTRAP SHALL BE INSTALLED IN ACCORDANCE WITH ASTM C891, STANDARD FOR INSTALLATION OF UNDERGROUND PRECAST CONCRETE UTILITY STRUCTURES, THE FOLLOWING ADDITIONS AND/OR EXCEPTIONS SHALL APPLY:
2. IT IS THE RESPONSIBILITY OF THE INSTALLING CONTRACTOR TO ENSURE THAT PROPER/ADEQUATE EQUIPMENT IS USED TO SET/INSTALL THE MODULES.
3. STORMTRAP MODULES CAN BE PLACED ON A LEVEL, 6" FOUNDATION OF $\frac{3}{4}$ " AGGREGATE EXTENDING 2'-0" PAST THE OUTSIDE OF THE SYSTEM (SEE DETAIL 1) AND SHALL BE PLACED ON PROPERLY COMPACTED SOILS (SEE SHEET 1.0 FOR SOIL BEARING CAPACITY REQUIREMENTS), AND IN ACCORDANCE WITH ASTM C891 STANDARD PRACTICE FOR INSTALLATION OF UNDERGROUND PRECAST UTILITY STRUCTURES.
4. THE STORMTRAP MODULES SHALL BE PLACED SUCH THAT THE MAXIMUM SPACE BETWEEN ADJACENT MODULES DOES NOT EXCEED $\frac{3}{4}$ " (SEE DETAIL 2). IF THE SPACE EXCEEDS $\frac{3}{4}$ ", THE MODULES SHALL BE RESET WITH APPROPRIATE ADJUSTMENT MADE TO LINE AND GRADE TO BRING THE SPACE INTO SPECIFICATION.
5. STORMTRAP MODULES ARE NOT WATERTIGHT. IF A WATERTIGHT SOLUTION IS REQUIRED, CONTACT STORMTRAP FOR RECOMMENDATIONS. THE WATERTIGHT APPLICATION IS TO BE PROVIDED AND IMPLEMENTED BY THE CONTRACTOR. THE CONTRACTOR IS RESPONSIBLE TO ENSURE THAT THE SELECTED WATERTIGHT SOLUTION PERFORMS AS SPECIFIED BY THE MANUFACTURER.
6. THE PERIMETER HORIZONTAL JOINT BETWEEN THE TOP AND BASE LEG CONNECTION OF THE STORMTRAP MODULES SHALL BE SEALED WITH PREFORMED MASTIC JOINT TAPE ACCORDING TO ASTM C891, 8.8 AND 8.12. (SEE DETAIL 3). THE MASTIC JOINT TAPE DOES NOT PROVIDE A WATERTIGHT SEAL.
7. ALL EXTERIOR ROOF AND EXTERIOR VERTICAL WALL JOINTS BETWEEN ADJACENT STORMTRAP MODULES SHALL BE SEALED WITH 8" WIDE PRE-FORMED, COLD-APPLIED, SELF-ADHERING ELASTOMERIC RESIN, BONDED TO A WOVEN , HIGHLY PUNCTURE RESISTANT POLYMER WRAP, CONFORMING TO ASTM C891 AND SHALL BE INTEGRATED WITH PRIMER SEALANT AS APPROVED BY STORMTRAP (SEE DETAILS 2, 4, & 5). THE JOINT WRAP DOES NOT PROVIDE A WATERTIGHT SEAL. THE SOLE PURPOSE OF THE JOINT WRAP IS TO PROVIDE A SILT AND SOIL TIGHT SYSTEM. THE ADHESIVE EXTERIOR JOINT WRAP SHALL BE INSTALLED ACCORDING TO THE FOLLOWING INSTALLATION INSTRUCTIONS:
 - 7.1. USE A BRUSH OR WET CLOTH TO THOROUGHLY CLEAN THE OUTSIDE SURFACE AT THE POINT WHERE JOINT WRAP IS TO BE APPLIED.
 - 7.2. A RELEASE PAPER PROTECTS THE ADHESIVE SIDE OF THE JOINT WRAP. PLACE THE ADHESIVE TAPE (ADHESIVE SIDE DOWN) AROUND THE STRUCTURE, REMOVING THE RELEASE PAPER AS YOU GO. PRESS THE JOINT WRAP FIRMLY AGAINST THE STORMTRAP MODULE SURFACE WHEN APPLYING.
8. IF THE CONTRACTOR NEEDS TO CANCEL ANY SHIPMENTS, THEY MUST DO SO 48 HOURS PRIOR TO THEIR SCHEDULED ARRIVAL AT THE JOB SITE. IF CANCELED AFTER THAT TIME, PLEASE CONTACT THE PROJECT MANAGER.
9. IF THE STORMTRAP MODULE(S) IS DAMAGED IN ANY WAY PRIOR, DURING, OR AFTER INSTALL, STORMTRAP MUST BE CONTACTED IMMEDIATELY TO ASSESS THE DAMAGE AND TO DETERMINE WHETHER OR NOT THE MODULE(S) WILL NEED TO BE REPLACED. IF ANY MODULE ARRIVES AT THE JOBSITE DAMAGED DO NOT UNLOAD IT; CONTACT STORMTRAP IMMEDIATELY. ANY DAMAGE NOT REPORTED BEFORE THE TRUCK IS UNLOADED WILL BE THE CONTRACTOR'S RESPONSIBILITY.
10. STORMTRAP MODULES CANNOT BE ALTERED IN ANY WAY AFTER MANUFACTURING WITHOUT WRITTEN CONSENT FROM STORMTRAP.



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SALIDA CROSSINGS

SALIDA, CO

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DOUBLETRAP INSTALLATION SPECIFICATIONS

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DOUBLETRAP BACKFILL SPECIFICATIONS

SHEET NUMBER:

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ZONE CHART

ZONE CHART		
<u>ZONES</u>	<u>ZONE DESCRIPTIONS</u>	<u>REMARKS</u>
ZONE 1	FOUNDATION AGGREGATE	#5 (3") STONE AGGREGATE (SEE NOTE 4 FOR DESCRIPTION)
ZONE 2	BACKFILL	UNIFIED SOILS CLASSIFICATION (GW, GP, SW, SP) OR SEE BELOW FOR APPROVED BACKFILL OPTIONS
ZONE 3	FINAL COVER OVERTOP	MATERIALS NOT TO EXCEED 120 PCF

FILL DEPTH	TRACK WIDTH	MAX VEHICLE WEIGHT (KIPS)	MAX GROUND PRESSURE
12"	12"	51.8	1690 psf
	18"	56.1	1219 psf
	24"	68.1	1111 psf
	30"	76.7	1000 psf
	36"	85.0	924 psf

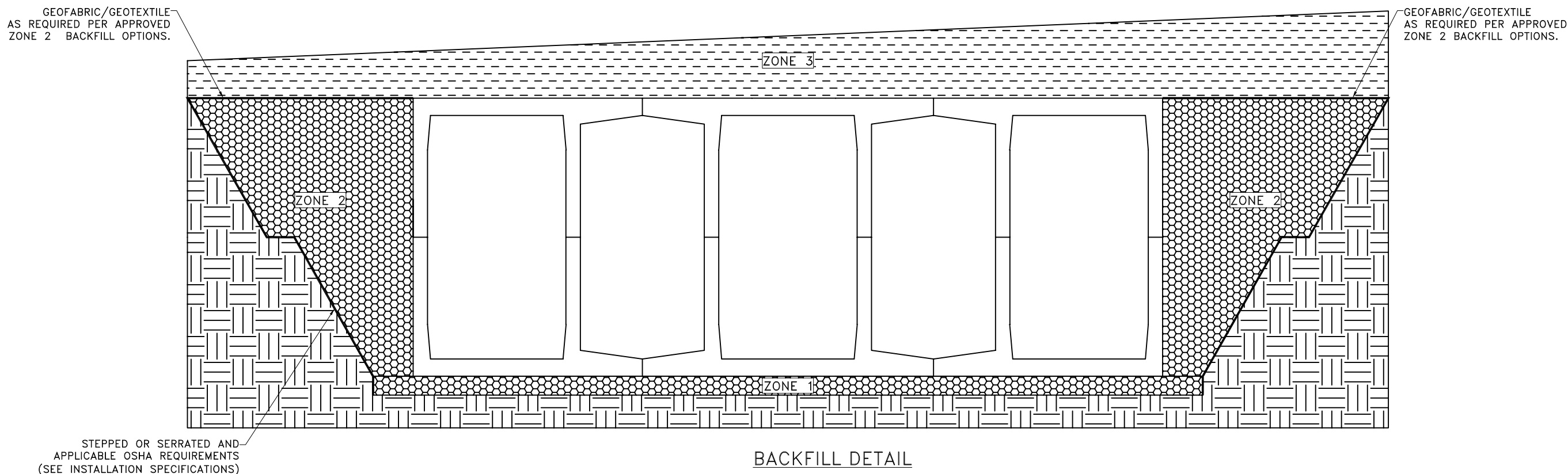
NOTE:
TRACK LENGTH NOT TO EXCEED 15'-4".
ONLY TWO TRACKS PER VEHICLE.

STORMTRAP ZONE INSTALLATION SPECIFICATIONS/PROCEDURES

1. THE FILL PLACED AROUND THE STORMDRAIN MODULES MUST DEPOSITED ON BOTH SIDES AT THE SAME TIME AND TO APPROXIMATELY THE SAME ELEVATION. AT NO TIME SHALL THE FILL BEHIND ONE SIDE WALL BE MORE THAN 2'-0" HIGHER THAN THE FILL ON THE OPPOSITE SIDE. BACKFILL SHALL EITHER BE COMPACTED AND/OR VIBRATED TO ENSURE THAT BACKFILL AGGREGATE/STONE MATERIAL IS WELL SEATED AND PROPERLY INTER LOCKED. CARE SHALL BE TAKEN TO PREVENT ANY WEDGING ACTION AGAINST THE STRUCTURE, AND ALL SLOPES WITHIN THE AREA TO BE BACKFILLED MUST BE STEPPED OR SERRATED TO PREVENT WEDGING ACTION. CARE SHALL ALSO BE TAKEN AS NOT TO DISRUPT THE JOINT WRAP FROM THE JOINT DURING THE BACKFILL PROCESS. BACKFILL MUST BE FREE-DRAINING MATERIAL. SEE ZONE 2 BACKFILL CHART ON THIS PAGE FOR APPROVED BACKFILL OPTIONS. IF NATIVE EARTH IS SUSCEPTIBLE TO MIGRATION, CONFIRM WITH GEOTECHNICAL ENGINEER AND PROVIDE PROTECTION AS REQUIRED (PROVIDED BY OTHERS).
2. DURING PLACEMENT OF MATERIAL OVERTOP THE SYSTEM, AT NO TIME SHALL MACHINERY BE USED OVERTOP THAT EXCEEDS THE DESIGN LIMITATIONS OF THE SYSTEM. WHEN PLACEMENT OF MATERIAL OVERTOP, MATERIAL SHALL BE PLACED SUCH THAT THE DIRECTION OF PLACEMENT IS PARALLEL WITH THE OVERALL LONGITUDINAL DIRECTION OF THE SYSTEM WHENEVER POSSIBLE.
3. THE FILL PLACED OVERTOP THE SYSTEM SHALL BE PLACED AT A MINIMUM OF 6" LIFTS. AT NO TIME SHALL MACHINERY OR VEHICLES GREATER THAN THE DESIGN HS-20 LOADING CRITERIA TRAVEL OVERTOP THE SYSTEM WITHOUT THE MINIMUM DESIGN COVERAGE. IF TRAVEL IS NECESSARY OVERTOP THE SYSTEM PRIOR TO ACHIEVING THE MINIMUM DESIGN COVER, IT MAY BE NECESSARY TO REDUCE THE ULTIMATE LOAD/BURDEN OF THE OPERATING MACHINERY SO AS TO NOT EXCEED THE DESIGN CAPACITY OF THE SYSTEM. IN SOME CASES, IN ORDER TO ACHIEVE REQUIRED COMPACTION, HAND COMPACTION MAY BE NECESSARY IN ORDER NOT TO EXCEED THE ALLOTTED DESIGN LOADING. SEE CHART FOR TRACKED VEHICLE WIDTH AND ALLOWABLE MAXIMUM PRESSURE PER TRACK.
4. STONE AGGREGATE FOUNDATION IN ZONE 1 IS RECOMMENDED FOR LEVELING PURPOSES ONLY (OPTIONAL).

APPROVED ZONE 2 BACKFILL OPTIONS

OPTION	REMARKS
¾" STONE AGGREGATE	THE STONE AGGREGATE SHALL CONSIST OF CLEAN AND FREE DRAINING ANGULAR MATERIAL. THE SIZE OF THIS MATERIAL SHALL HAVE 100% PASSING THE 1" SIEVE WITH 0% TO 5% PASSING THE #8 SIEVE. THIS MATERIAL SHALL BE SEPARATED FROM NATIVE MATERIAL USING GEOFABRIC AROUND THE PERIMETER OF THE BACKFILL (ASTM SIZE #57) AS DETERMINED BY THE GEOTECHNICAL ENGINEER.
SAND	IMPORTED PURE SAND IS PERMITTED TO BE USED AS BACKFILL IF IT IS CLEAN AND FREE DRAINING. THE SAND USED FOR BACKFILLING SHALL HAVE LESS THAN 40% PASSING #40 SIEVE AND LESS THAN 5% PASSING #200 SIEVE. THIS MATERIAL SHALL BE SEPARATED FROM NATIVE MATERIAL USING GEOFABRIC AROUND THE PERIMETER OF THE SAND BACKFILL.
CRUSHED CONCRETE AGGREGATE	CLEAN, FREE DRAINING CRUSHED CONCRETE AGGREGATE MATERIAL CAN BE USED AS BACKFILL FOR STORMTRAP'S MODULES. THE SIZE OF THIS MATERIAL SHALL HAVE 100% PASSING THE 1" SIEVE WITH 0% TO 5% PASSING THE #8 SIEVE. THIS MATERIAL SHALL BE SEPARATED FROM NATIVE MATERIAL USING GEOFABRIC AROUND THE PERIMETER OF THE BACKFILL.
ROAD PACK	STONE AGGREGATE 100% PASSING THE 1-1/2" SIEVE WITH LESS THAN 12% PASSING THE #200 SIEVE (ASTM SIZE #467). GEOFABRIC AS PER GEOTECHNICAL ENGINEER RECOMMENDATION.



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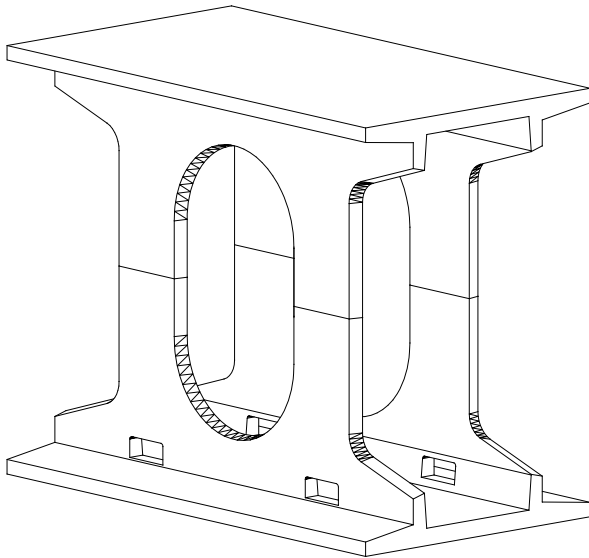
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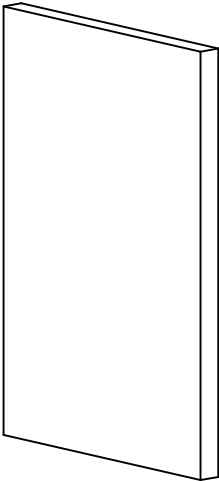
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MODULE TYPES

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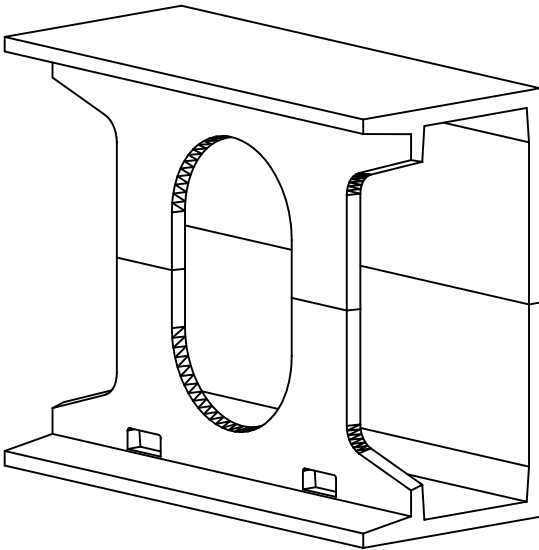
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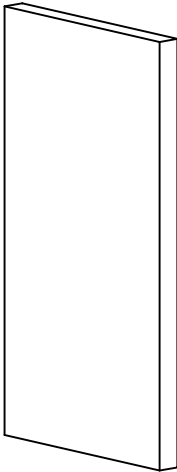
TYPE I



TYPE II
END PANEL



TYPE III



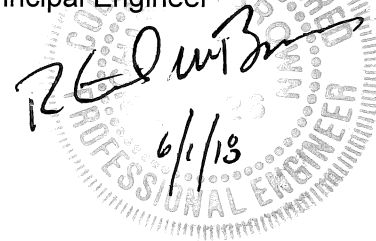
TYPE IV
END PANEL

- NOTES:
- 1. OPENING LOCATIONS AND SHAPES MAY VARY.
 - 2. SP - INDICATES A MODULE WITH MODIFICATIONS.
 - 3. P - INDICATES A MODULE WITH A PANEL ATTACHMENT.
 - 4. POCKET WINDOW OPENINGS ARE OPTIONAL.

GEOTECHNICAL ENGINEERING STUDY
PROPOSED SALIDA CROSSINGS BUILDING A, PHASE 1
SALIDA, COLORADO

Greg Snyder
Scientist

Richard W. Brown, P.E.
Principal Engineer



PREPARED FOR:
SALIDA CROSSINGS 134 LLC.
1208 C ST.
SALIDA, CO 81201

ATTN. MR. DUANE COZART

Project No. 18044

MAY 31, 2018

1537 G Street Salida, CO 81201 (719)539-2312 Fax (719)530-9111	 M O U N T A I N E N G I N E E R I N G & T E S T I N G	2035 1/2 Grande Avenue Monte Vista, CO 81144 (719)628-2069 Fax(719)530-9111
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FIGURES and APPENDICES

TEST PIT LOCATION PLAN	FIGURE 1
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- 1 -

PURPOSE AND SCOPE OF STUDY

This geotechnical engineering study was prepared for the proposed Salida Crossings in Salida, Colorado. The study was conducted to evaluate the subsurface soil and ground water conditions and determine geotechnical engineering criteria for the structural foundation design of the proposed Building A. At the time of this report preparation, building plans have not been provided for our review. The study was conducted in accordance with our proposal number P-18-014 REVISED dated April 25, 2018. The purpose of our services is to provide information and geotechnical engineering recommendations relative to:

- Foundation design criteria
- Lateral earth pressures
- Excavation considerations

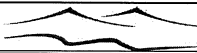
A field exploration program consisting of exploratory test pits was conducted to obtain information on subsurface conditions. The limited depth of the study is not sufficient to provide deep foundation recommendations. The results of the field exploration and field samples were analyzed to develop recommendations for the proposed building and are presented herein.

This report summarizes the data obtained during this study with our conclusions and recommendations based on the proposed construction and the subsurface conditions encountered. The conclusions and recommendations contained in this report are based upon the results of field and laboratory testing, engineering analyses, and our experience with similar soil conditions. Our recommendations are provided for the preparation of project plans and specifications, and are not intended as project specifications.

PROPOSED CONSTRUCTION

The proposed construction will consist of an approximately 14,852 square foot three story mixed use residential and commercial building. We anticipate shallow foundation systems with the grade to remain at or near the existing grade. If locations or conditions are significantly different from those described above or depicted in this report, we should be notified to reevaluate the recommendations contained herein.

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SITE CONDITIONS

The subject site is located at 1520 US-HWY 50 in Salida, Colorado. The existing property is a developed lot, previously used as Town and Country automotive dealership and service center building, with asphalt and concrete pavement surrounding the existing building. The ground surface in the vicinity of the building was stripped of asphalt, but contained a portion of the existing automotive dealership showroom within the western third of the proposed building location. A storm sewer vault was found in the southwest corner of the proposed building site.

SITE EXPLORATION

Field Exploration:

The subsurface conditions were explored with three (3) exploratory test pits excavated to a maximum depth of 8 feet below grade on May 14, 2018. The location of the test pits are shown on the Test Pit Location Plan, Figure 1. The log of the test pits with the Legend and Notes are shown on Figures 2 through 5.

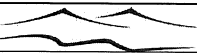
The density of the soils in the test pits were evaluated by driving a 5/8-inch diameter penetrometer into the various strata with blows from a 10-pound hammer falling 12 inches. The penetrometer test results are shown on the test pit log. This test is similar to the standard penetration test described by ASTM D 1586. At the completion of the field exploration, the test pits were backfilled to the existing grade.

Laboratory Testing: No samples were tested due to the prominence of man-made fills, and oversized cobble.

SUBSURFACE CONDITIONS

Soil Conditions: The subsurface conditions encountered in test pits consist of approximately 3 to 5 feet of loose to dense fill containing man-made materials, and varying amounts of fine sands and gravel. The depth and composition of the fill may vary from the fill encountered in the test pits. The fill is underlain by a layer of gravels and cobbles with sand. Based on the difficulty of excavation and observation, we consider the gravels to be medium dense to dense.

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- 3 -

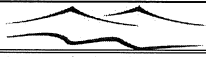
Ground Water Conditions: Ground water was not encountered in the test pits. The ground water readings represent the conditions during our exploration and may not be indicative of other times or locations. Water levels can fluctuate with variations in rainfall, temperature, snowmelt, irrigation and other factors.

FOUNDATION RECOMMENDATIONS

Considering the subsurface conditions encountered in the exploratory test pits and the nature of the proposed construction, a shallow foundation may be founded on the native granular soils consisting of gravel, cobble, and sand or a compacted structural fill. Numerous cobbles were encountered, and therefore, we recommend 6 to 12 inches of structural fill be placed and compacted below the footing subgrade to minimize point loads. **Any fill encountered below the foundation subgrade should be penetrated by the foundation, or removed and replaced with a structural fill material.** The following recommendations have been prepared for a shallow foundation with a minimum 2.5 feet (30 inch) embedment:

- Shallow foundations bearing on the native gravels or structural fill placed above the native soils should be designed for:
 An allowable soil bearing pressure of 2,500 psf.
 An allowable coefficient of friction of 0.46.
- Spread footings should have a minimum width of 16 inches for continuous footings and 24 inches for isolated pads.
- Exterior footings and footings beneath unheated areas should be placed at least 30 inches below the exterior grade for frost protection.
- Continuous foundation walls should be reinforced top and bottom to span an unsupported length of at least 12 feet.
- Granular foundation soils should be moisture conditioned and compacted with a heavily loaded vibratory compactor prior to footing construction.
- Compacted fill placed against the sides of the foundations to resist lateral loads should be a granular material. Requirements for fill placed and compacted to resist lateral loads are discussed below in "Earthwork."
- The recommendations provided are based on widely spaced test pits and conditions at the building site may vary. **A representative of the geotechnical engineer should observe all foundation excavations, prior to fill or concrete placement, to confirm the subgrade condition is consistent with the design soil conditions in this report.** Considering the man made fill onsite, it is important for us to observe the foundation excavation.

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Seismic Design Recommendations: According to ASCE 7-16 procedures, and information obtained from our subsurface exploration of limited depth at the building site, a Site Class D, stiff soil profile is estimated. The actual site class determination requires drilling and testing to a depth of 100 feet or a geophysical survey.

LATERAL EARTH PRESSURES

The lateral equivalent fluid pressures for soils above a free water surface are recommended below:

<u>Backfill Material</u>	<u>Active</u>	<u>Passive</u>	<u>At Rest</u>
Native gravels and sands (3" minus)	35 pcf	250 pcf	55 pcf
Imported Structural Fill	40 pcf	200 pcf	60 pcf

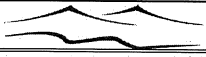
All structures and piping should be designed for appropriate surcharge pressures such as adjacent buildings, traffic, construction materials and equipment. The pressures recommended above assume drained conditions and a horizontal backfill surface. If water or sloping backfill conditions occur, we should be contacted to reevaluate our recommendations.

FLOOR SLABS

A minimum depth of 6 inches of compacted structural fill or a free draining gravel is recommended below slabs placed on stable subgrade in accordance with the recommendations in the "**Earthwork**" section of this report. To reduce the risk of slab settlement and cracking, the subgrade soils should be moisture conditioned and recompact to the minimum density recommended in this report prior to placing the structural fill. Man-made fill below slab areas should be removed and replaced with the structural fill material recommended under the heading "Fill Materials, Placement and Compaction" in this report.

Floor slab control joints should be used to reduce damage due to shrinkage cracking. Joint spacing is dependent on slab thickness and aggregate size, and should be consistent with recognized guidelines such the Portland Cement Association (PCA) and the American Concrete Institute (ACI). A vapor retarder membrane is recommended for slabs with moisture sensitive floor coverings to reduce moisture in the concrete slab.

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Concrete placement and curing should be in accordance with the American Concrete Institute recommendations. Improper curing techniques and/or high slump concrete can cause excessive shrinkage, cracking and/or curling of the concrete slab.

EARTHWORK

General engineered fill recommendations are provided in Appendix A of this report.

Site Clearing and Subgrade Preparation: Strip and remove the existing vegetation, man-made fill, debris and other deleterious materials from the proposed subgrade areas. Stripped materials consisting of vegetation and organic materials should be wasted from the site or used to revegetate landscaped areas after grading operations. Organic materials should only be placed in non-structural areas. All exposed surfaces should be free of mounds and depressions that could prevent uniform compaction.

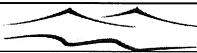
If unexpected fills or underground facilities are encountered during site clearing, such features should be removed prior to backfill placement and/or construction. According to observations of the test pit and location of the building addition, it should be expected that man-made fills, abandoned and existing utilities, and deleterious materials may be encountered during construction. All excavations should be observed by the geotechnical engineer prior to backfill placement. Subgrade that will receive fill, once properly cleared, should be moisture conditioned, and compacted to the same specifications as the fill material.

Fill Materials, Placement and Compaction: Based on the soils encountered in the test pits, the man made fill is not considered suitable for re-use. Imported structural fill should meet the following specifications or be approved by the Geotechnical Engineer.

<u>Sieve Size</u>	<u>Percent Finer</u>	<u>Plasticity</u>
2 inch	100	Liquid Limit 30 max.
No. 4 Sieve	30-70	Plasticity Index 10 max.
No. 50 Sieve ..	10-50	
No. 200 Sieve	20 max.	

Frozen soils should not be used as fill or backfill, and fill should not be placed over frozen ground.

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The following compaction recommendations are provided for fill depths less than five (5) feet. If fill materials are placed in excess of five feet, we should be contacted to review the conditions and provide additional recommendations, if necessary. The compaction and moisture contents shown in the following table are recommended for granular soils.

FILL AREA	MINIMUM COMPACTION	MOISTURE CONTENT
Below Foundations	98% Std. Proctor (ASTM D698) or 95% Mod. Proctor (ASTM D1557)	Optimum Moisture, +/- 3%
Below Floor Slabs	95% Std. Proctor (ASTM D698) or 90% Mod. Proctor (ASTM D1557)	Optimum Moisture, +/- 3%
Pavement Areas	95% Mod. Proctor (ASTM D1557)	Optimum Moisture, +/- 3%

Excavation and Trench Construction: According to OSHA construction standards 2207, subpart P, the native soils classify as "Type C" soils and should not have side slopes steeper than 1½:1 (horizontal to vertical) up to a maximum depth of 20 feet or until encountering ground water. If ground water seepage occurs during excavation, flatter slopes may be appropriate. All vehicles and soil piles should be a minimum lateral distance from the crest of the slope equal to the slope height. The exposed slope face should be protected from the elements.

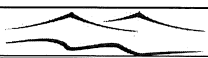
The contractor is responsible for designing and constructing stable, temporary excavations as required to maintain stability of both excavation sides and bottom. All excavations should be sloped or shored in the interest of safety following local and federal regulations, including current OSHA excavation and trench safety standards.

Compliance: Performance of the foundations supported on compacted fills or prepared subgrade depends upon compliance with the above earthwork recommendations. To assess compliance, observation and testing should be performed under the direction of the geotechnical engineer.

SURFACE DRAINAGE

Positive drainage should be provided during construction and maintained throughout the life of the proposed structure. Infiltration of water into utility or foundation excavations should be prevented during construction. Surface features that could retain water in areas adjacent to the structures should be avoided.

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SUBSURFACE DRAINAGE

To our knowledge below grade areas are not planned, and therefore, subsurface drainage is not required. Should conditions, building plans or elevation change, we should be contacted to review the drainage recommendations.

CONCRETE

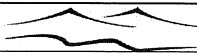
Based on the granular nature of the on-site materials encountered in the test pits, we estimate the concentration of water soluble sulfates to have a negligible degree of sulfate attack on concrete exposed to these materials according to the U.S. Bureau of Reclamation Concrete Manual. Based on this information, a Type I-II is recommended. Concrete testing for slump, air content and compressive strength is recommended during placement of the concrete foundations and slabs.

LIMITATIONS

Mountain Engineering and Testing should be retained to review the final design plans and specifications with regards to the recommendations in this report. The conclusions and recommendations submitted in this letter are based upon the data obtained from the exploratory test pits and the proposed type of construction. The nature and extent of subsurface variations across the site may not become evident until excavation is performed. If during construction, fill, soil, rock or water conditions appear to be different from those described herein, this office should be advised at once so reevaluation of the recommendations may be made. We recommend on-site observation of excavations by a representative of the geotechnical engineer.

This study has been conducted for the client for the subject project in accordance with generally accepted geotechnical engineering practices in this area. If during construction, soil, rock or water conditions appear to be different from those described herein, Mountain Engineering & Testing should be advised at once to reevaluate our recommendations. In the event that changes in the nature, design or location of the project are different from the project descriptions in this report, then the conclusions and recommendations contained in this report shall not be considered valid unless Mountain Engineering & Testing reviews the changes and either verifies or modifies the conclusions of this report in writing.

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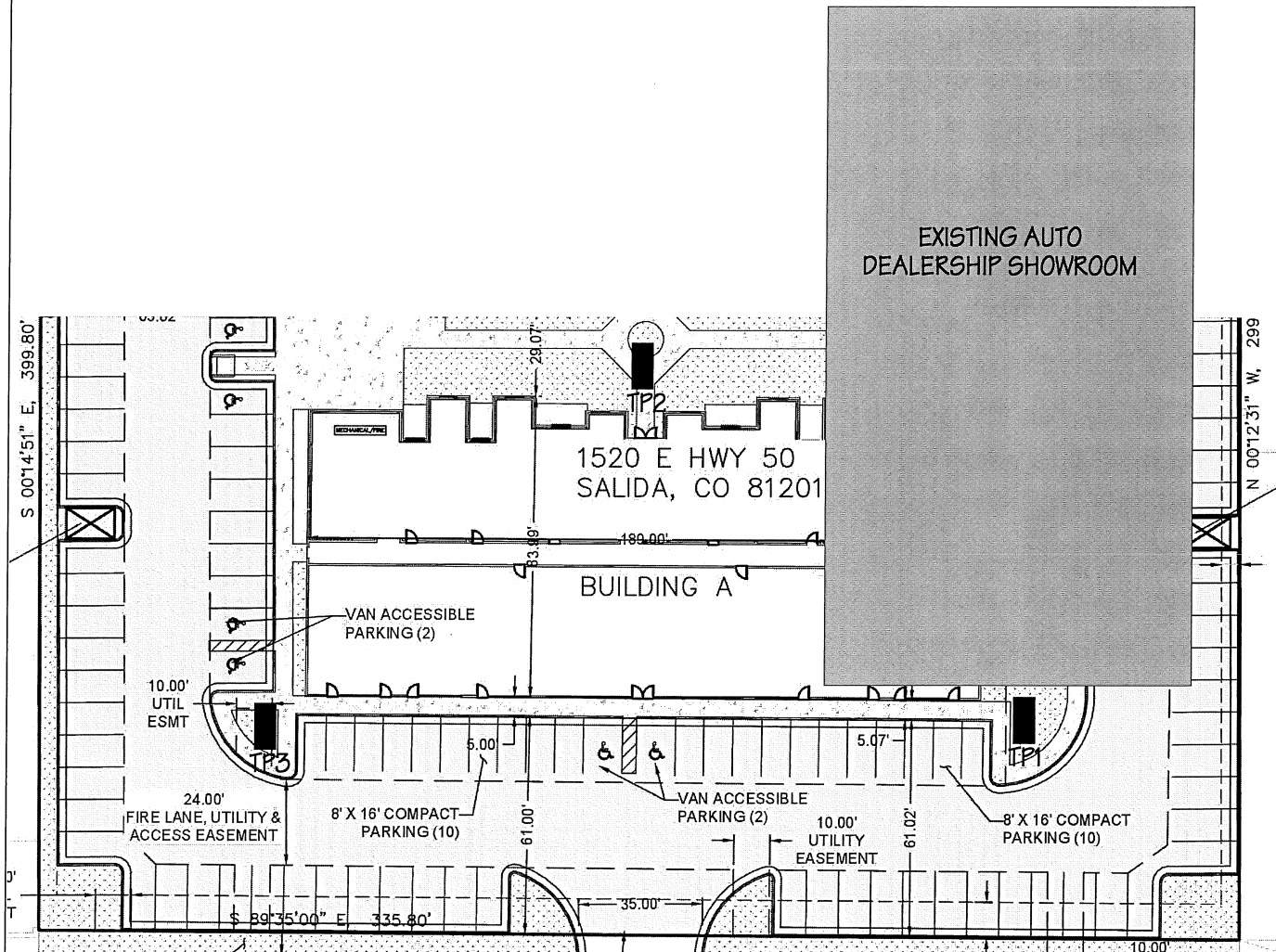
- 8 -

The scope of services for this project does not include either specifically or by implication any environmental or biological (e.g. mold, fungi, and bacteria) assessment of the site or identification or prevention of pollutants, hazardous materials or conditions. If the owner is concerned about the potential of such contamination or pollution, other studies should be undertaken.

Please contact me at 719-539-2312 at your convenience if you have any questions of if we can be of further assistance.

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SYMBOLS

■ TP1 TEST PIT NUMBER AND APPROXIMATE
LOCATION

GEOTECHNICAL ENGINEERING STUDY
SALIDA CROSSINGS, BUILDING A- PHASE 1
1520 US HWY 50, SALIDA, CO

TEST PIT LOCATION PLAN

1537 G Street
Salida, CO 81201
(719)539-2312
Fax (719)530-9111



2035 1/2 Grande Avenue
Monte Vista, CO 81144
(719)628-2069
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FIGURE: 1

TEST PIT LOG NUMBER IP1

Item 19.

PROJECT NAME GEOTECHNICAL ENGINEERING STUDY SALIDA CROSSINGS		PROJECT LOCATION 1520 US HWY 50, SALIDA, CO		PROJECT NUMBER 18044	
SURFACE CONDITIONS ASPHALT PARKING LOT, FILL, BUILDINGS		COORDINATES 38° 31.4625 N 105° 59.1655 W	ELEVATION NA	TOTAL DEPTH 7-FEET	WATER DEPTH NONE
METHOD OF EXCAVATION JOHN DEERE 310 SG BACKHOE		CONTRACTOR DUANE COZART	DATE 5/14/2018	TECHNICIAN GREG SNYDER	CHECKED BY RWB

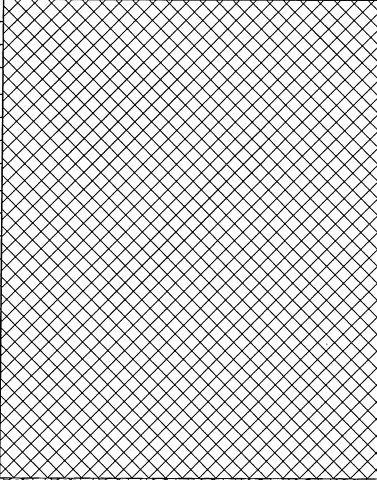
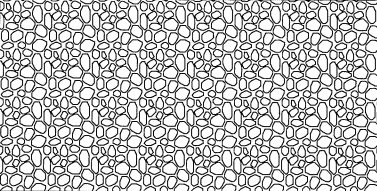
SAMPLE TYPE & NUMBER	PENETROMETER BLOW COUNTS	DEPTH IN FEET	CLASSIFICATION AND DESCRIPTION OF MATERIAL	
BULK 1 4'	49/12" (N=8)	2	 GRAVELLY SAND (ROADBASE) & FILL, TAN, LOOSE, FINE GRAINED SAND, LITTLE GRAVEL, DRY. -FILL-	
		4		
		100/5" (N=37)	6	 COBBLE MATRIX-MOSTLY ROUND AND SUBROUND COBBLE WITH FINE SAND INFILL. -ALLUVIUM-
			8	
		10	BOTTOM OF HOLE @ 7-FEET MOIST.	
		12		
		14		

FIGURE 2

TEST PIT LOG NUMBER 1P2

Item 19.

PROJECT NAME GEOTECHNICAL ENGINEERING STUDY SALIDA CROSSINGS		PROJECT LOCATION 1520 US HWY 50, SALIDA, CO		PROJECT NUMBER 18044	
SURFACE CONDITIONS ASPHALT PARKING LOT, FILL, BUILDINGS		COORDINATES 38° 31.4738 N 105° 59.1942 W	ELEVATION NA	TOTAL DEPTH 8- FEET	WATER DEPTH NONE
METHOD OF EXCAVATION JOHN DEERE 310 5G BACKHOE		CONTRACTOR DUANE COZART	DATE 5/14/2018	TECHNICIAN GREG SNYDER	CHECKED BY RWB

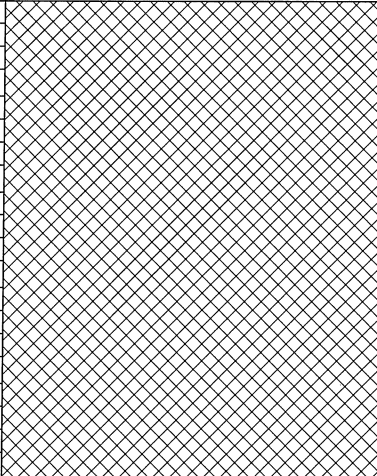
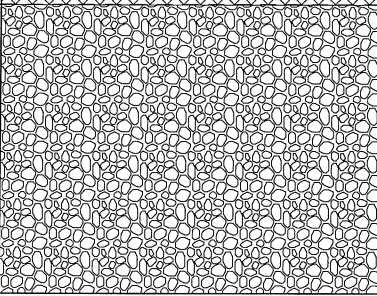
SAMPLE TYPE & NUMBER	PENETROMETER BLOW COUNTS	DEPTH IN FEET	CLASSIFICATION AND DESCRIPTION OF MATERIAL
BULK 2 4'	36/12" (N=8)	2	 SANDY GRAVEL (ROADBASE), TRACE ASPHALT, MAN MADE MATERIALS, LOOSE, DRY. -FILL-
BULK 2 4'	100/9" (N=20)	4	
		6	 SANDY GRAVEL WITH COBBLE, DARK BROWN, ROUND AND SUBROUND COBBLE TO 24", FINE GRAINED SAND, DRY-MOIST -ALLUVIUM-
		8	
		10	BOTTOM OF HOLE @ 8- FEET. MOIST.
		12	
		14	

FIGURE 3

TEST PIT LOG NUMBER IP3

Item 19.

PROJECT NAME GEOTECHNICAL ENGINEERING STUDY SALIDA CROSSINGS		PROJECT LOCATION 1520 US HWY 50, SALIDA, CO		PROJECT NUMBER 18044	
SURFACE CONDITIONS ASPHALT PARKING LOT, FILL, BUILDINGS		COORDINATES 38° 31.4581 N 105° 59.2073 W	ELEVATION NA	TOTAL DEPTH 7.5-FEET	WATER DEPTH NONE
METHOD OF EXCAVATION JOHN DEERE 310 5G BACKHOE		CONTRACTOR DUANE COZART	DATE 5/14/2018	TECHNICIAN GREG SNYDER	CHECKED BY RWB

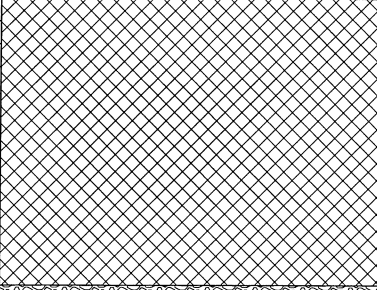
SAMPLE TYPE & NUMBER	PENETROMETER BLOW COUNTS	DEPTH IN FEET	CLASSIFICATION AND DESCRIPTION OF MATERIAL
BULK 1 2'	100/5" (N=37)	2	 SANDY GRAVEL (ROADBASE), TRACE CONCRETE, ASPHALT AND BRICK, COBBLE TO 12", DRY. -FILL-
BULK 2 4'		4	
		6	
		8	BOTTOM OF HOLE @ 7.5- FEET MOIST.
		10	
		12	
		14	

FIGURE 4

LEGEND AND NOTES

PARTICLE SIZE IDENTIFICATION

- Clay - Particles finer than 0.005 millimeters.
 Silt - Particles finer than 0.074 millimeters and larger than 0.005 millimeters.
 Sand - Particles finer than No. 4 Sieve and larger than the No. 200 Sieve .
 Gravel - From 1/4-inch to 3 inches in diameter.
 Cobble - From 3 to 12 inches in diameter.
 Boulder - Larger than 12 inches in diameter.

SOIL DESCRIPTION MODIFIERS

- Trace - Represents 0 to 5 percent by weight.
 With (Coarse Grained Material) - Represents 15 to 29 percent by weight.
 With (Fine Grained Material) - Represents 5 to 12 percent by weight.

NOTES

- 50/6" - (N=15) Indicates the number of blows required to drive a 5/8-inch penetrometer into the various strata with blows from a 10-pound hammer falling 12 inches. Number in parenthesis represents our calculated N-Value.
 - - - - Dashed line between materials shown on the test pit logs are approximate and the transitions may be gradual.

DATE
 Groundwater level and the date of measurement.

The exploratory test pits were located based on the features shown on site plan.

Test pits are drawn to depth.

The exploratory test pit locations and elevations should be considered accurate only to the degree implied by the method used.

LABORATORY TEST RESULTS

- +4 = Percent retained on No. 4 sieve;
 -200 = Percentage passing the No. 200 sieve;
 LL = Liquid Limit;
 PI = Plasticity Index;
 NP = Non-plastic;
 WC = Water Content (%);
 WSS = Water Soluble Sulfates (ppm);
 DD = Dry Density (pcf);

FIGURE: 5

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Appendix A

General Engineered Fill Recommendations

A. Clearing and Grubbing

- a. Areas where excavation or fill placement will be undertaken shall be cleared of all trees, stumps, roots, brush, rubbish, organic soil, or other objectionable matter as determined by the Soil Engineer. Organic soil which is suitable for topsoil shall be stockpiled for later use in landscaping,

B. Preparation of Area to be Filled

- a. Scarification: After vegetation and other unsuitable material have been removed, the ground surface of the area to be filled shall be scarified to a depth of at least six (6) inches, and the ground surface is free from ruts, ridges and other uneven features.
- b. Benching: Where fills are placed upon hillsides or slopes where the slope ratio of the original ground exceeds 5 horizontal to 1 vertical (20%), the original ground slope shall be stepped or benched, and the surfaces of benches scarified to a depth of at least six (6) inches. Ground slopes which are flatter than 5 horizontal to 1 vertical shall be benched when considered necessary by the Soil Engineer.
- c. Subgrade Compaction: After the foundation for the fill has been scarified and benched as necessary, the ground surface shall be bladed until it is uniform size and brought to the proper moisture content for compaction. The ground surface shall then be compacted to the densities recommended in the geotechnical report.
- d. Existing Earth Fill: Any unsuitable existing fill on the site shall be removed until undisturbed native soil is exposed. The native soil shall then be scarified, prepared, and compacted and suitable structural fill shall be placed, in accordance with these guidelines.

C. Compacted Fill

- a. Fill Materials: Material for fill shall consist of suitable soil as identified in soil reports and/or approved by the Soil Engineer. The fill materials used shall be free of vegetation, frozen material, or other deleterious material. The fill shall not contain particles having a diameter greater than three (3) inches.
- b. Rock: The maximum rock size in fill materials shall be three (3) inches. Large rocks shall not be allowed to nest and voids between rocks shall be carefully filled with properly compacted soil. No large rocks will be permitted within twelve (12) inches of finished grade.
- c. Fill Placement: Fill shall be placed in uniform, level layers which do not exceed six (6) inches thickness after compaction. Each layer shall be placed, mixed, and spread in such a manner as to insure uniformity of each layer, and to prevent the formation of layers or zones of material which differ significantly in characteristics from the surrounding fill.

- d. Moisture Control: Prior to compaction, the fill material shall be brought to its Proctor optimum moisture content, plus or minus 3% to insure even and uniform moisture conditions within the layer. The contractor may be required to add water to material in the excavation or borrow areas prior to transporting to the fill if, in the opinion of the Soil Engineer, proper moisture control cannot be obtained by adding water directly to the fill surface.
- e. Compaction Procedure: After each layer has been spread, mixed, and brought to the proper moisture content, it shall be mechanically compacted to the recommended density. Other levels of compaction may also be specified by the Soil Engineer depending upon the type of soil encountered. Compaction of each layer shall be continuous over the entire area of the layer, and compaction equipment shall make sufficient passes to insure uniform and adequate compaction of each layer.
- f. Compaction of Slopes: The face slopes of fills shall be properly compacted. Compaction on face slopes of fills may be accomplished progressively in increments of three (3) to five (5) feet in fill height, or may be done after the fill is brought to its total height.

D. Quality Control

- a. Moisture Density Tests: Prior to commencement of fill operations, a Proctor test, shall be made for each soil material anticipated in the excavation and borrow areas. Additional Proctor tests shall be made during construction if different materials are encountered, or if soil mixtures on the fill warrant additional testing. Occasional single-point density tests shall be performed if necessary to verify the appropriateness of the Proctor values being used.
- b. Density Testing: Field density tests shall be made by the Soil Engineer of the compaction of each layer of fill. At least one test shall be made for each layer of fill, and sufficient suitable compaction of each layer has been achieved. Density tests shall be taken in the compacted material below the disturbed surface. When these tests indicate that the density of any layer of fill or portion thereof has not been properly compacted, the particular layer or portion shall be reworked until the required density has been obtained.

E. Seasonal Limits

- a. No fill material shall be placed, spread, or rolled while it is frozen or thawing, or during unfavorable weather conditions. When fill operations are interrupted by weather conditions, fill operations shall not be resumed until the moisture content and density of the previously placed fill are tested for density.

SALIDA CROSSINGS

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



Traffic Impact Study

Prepared by Phelps Engineering
On Behalf of BV Investments LLC
October 27, 2022



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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.

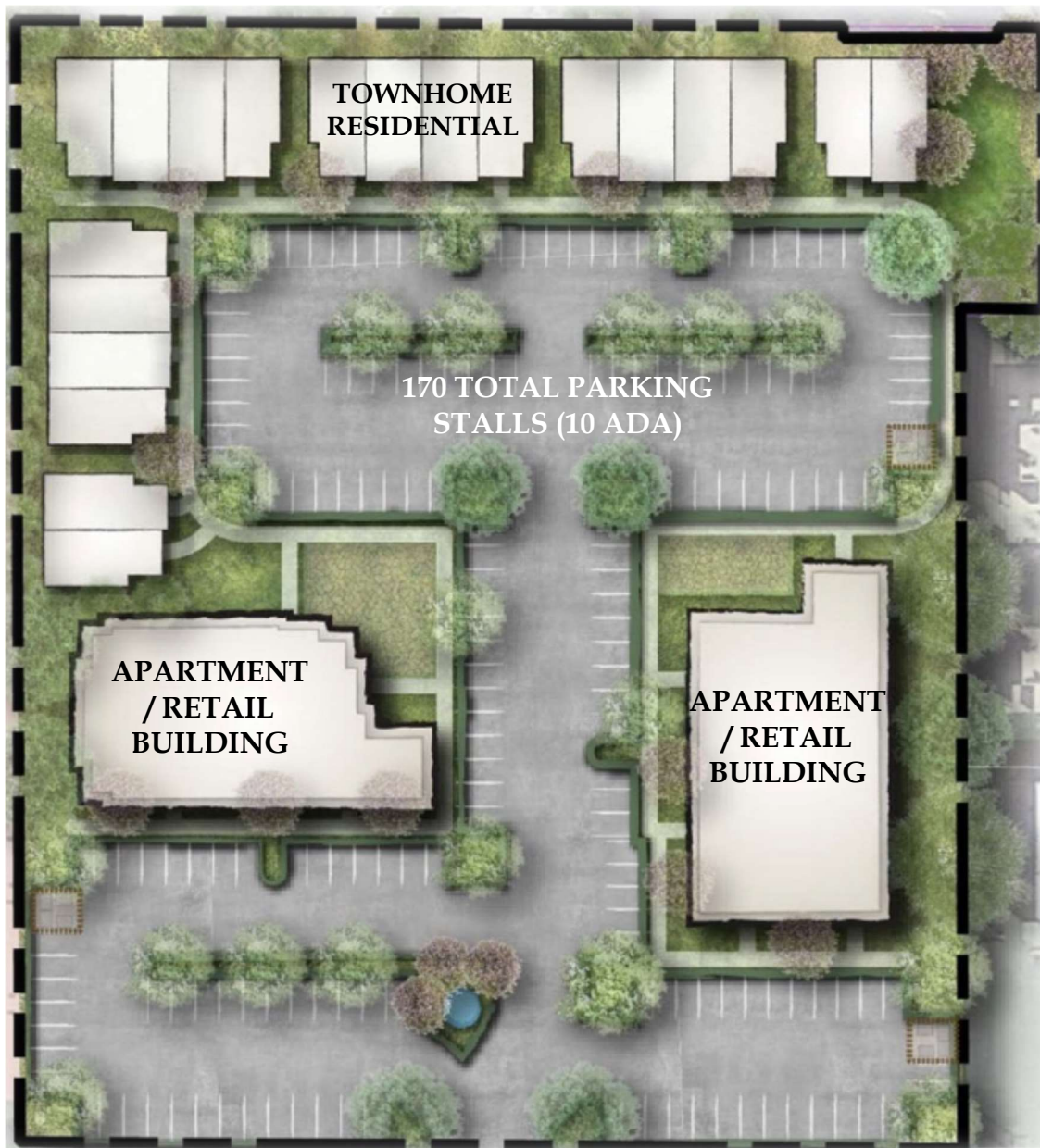


Figure 2: New Mixed-Use Redevelopment Conceptual Site Plan

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

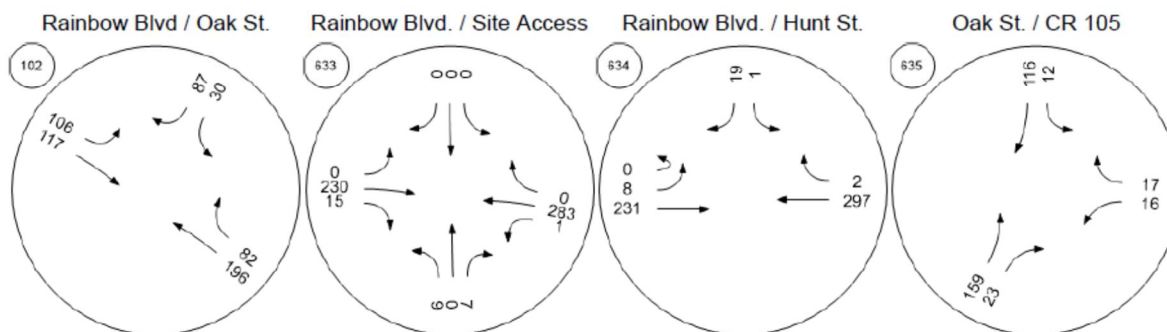


Figure 3a: AM peak-hour traffic volumes at site adjacent intersections.

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Version 2022 (SP 0-3)

PM peak-hour traffic volumes at site adjacent intersections

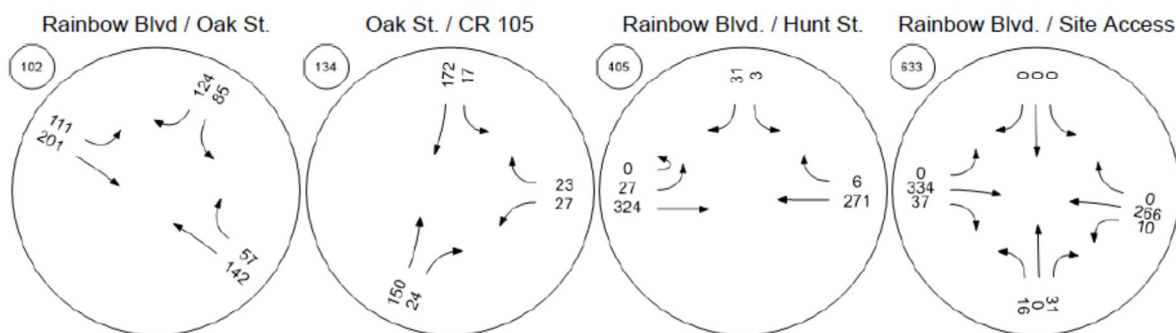
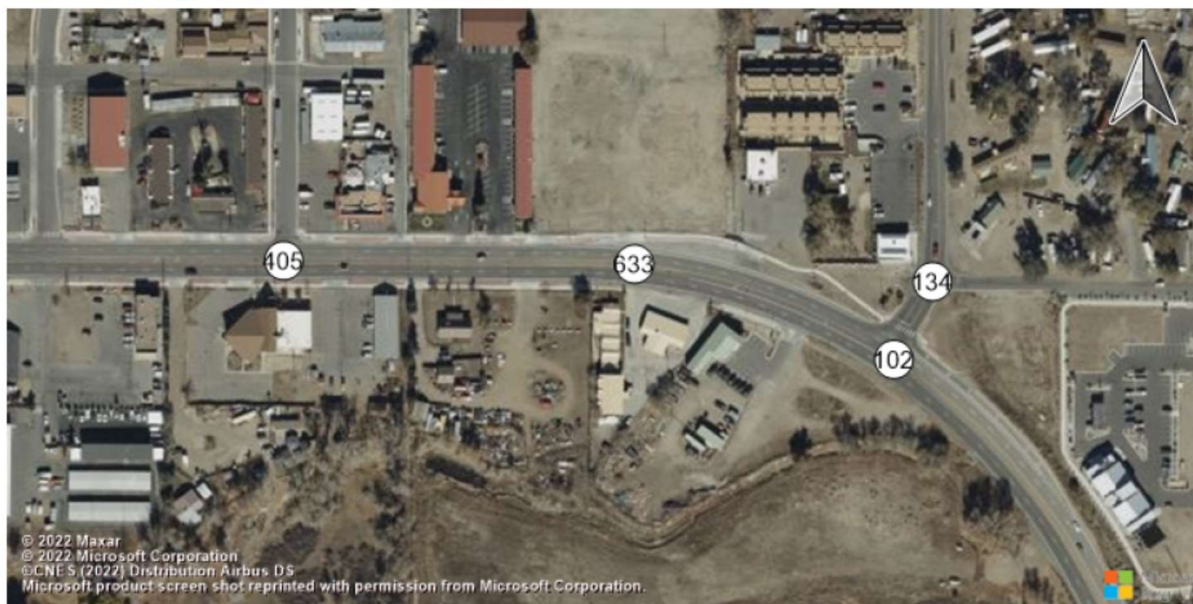


Figure 3b: PM peak-hour traffic volumes at site adjacent intersections.

PES also obtained the most current CDOT traffic data for count stations 102286, 102287, and 105345 located adjacent to the site. Table 1 includes the CDOT short duration count station 2021 AADT and project 2042 AADT for each station.

Station ID	Route	Milepost Begin-End	2021 AADT	Projected 2042 AADT	CDOT Growth Factor
102286	050A	222.198-222.399	8,400	9,106	1.084
102287	050A	222.399-233.62	6,200	6,786	1.095
105345	291A	0 – 0.865	4,100	4,444	1.084

Table 1: CDOT Short Duration Count Station 2021 AADT and 2042 AADT

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.

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Version 2022 (SP 0-3)

AM Peak-Hour Site Generated Traffic Volumes

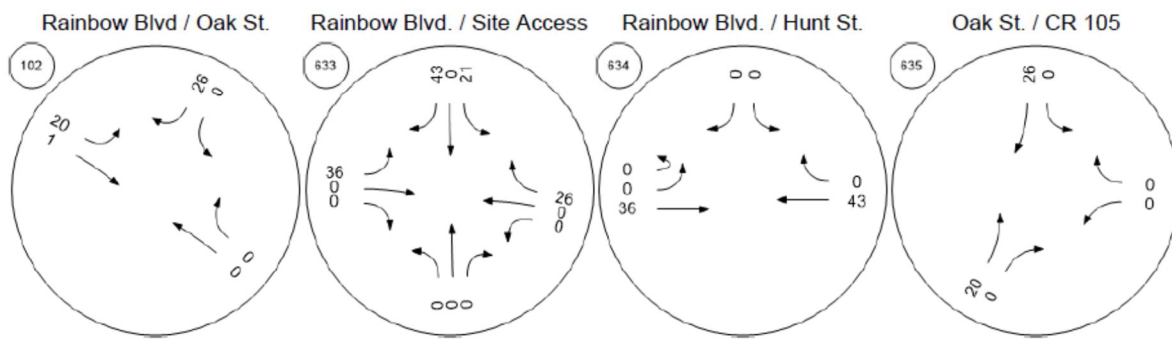
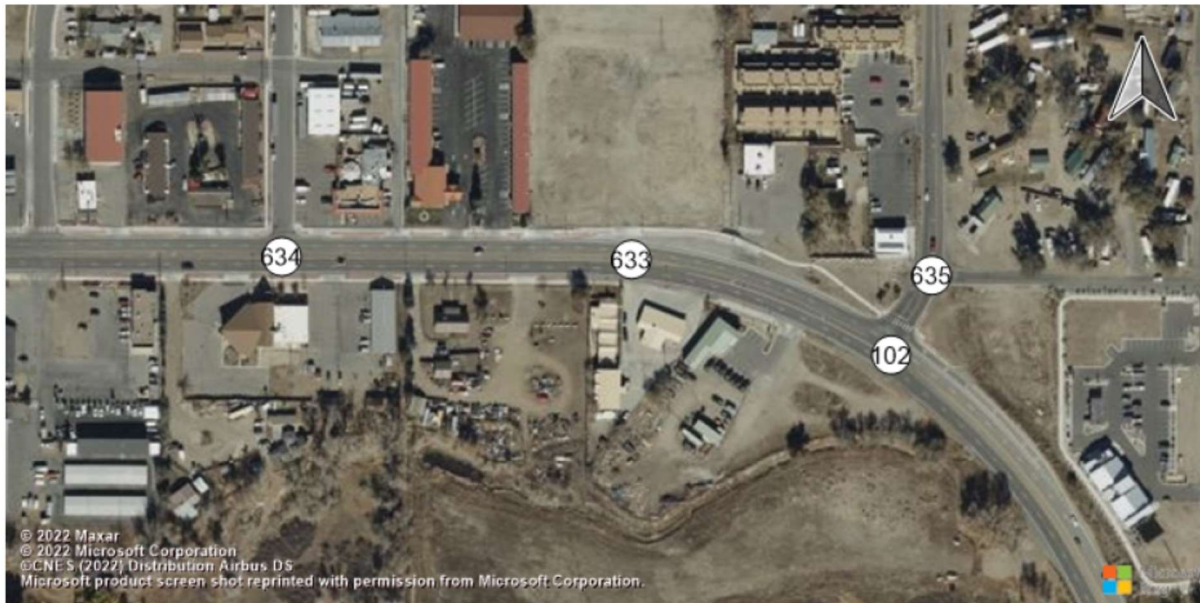


Figure 4a: AM Peak-Hour Site Generated Traffic Volumes

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PM Peak-Hour Site Generated Traffic Volumes

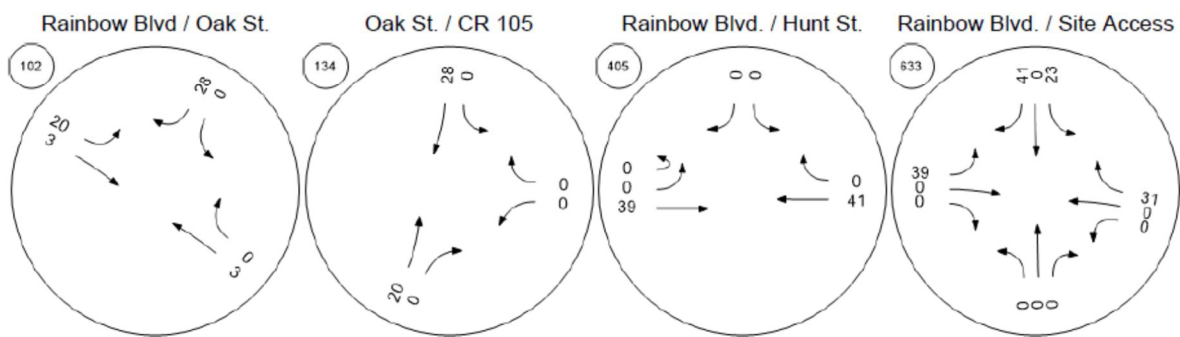


Figure 4b: PM Peak-Hour Site Generated Traffic Volumes

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.

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AM Peak-Hour Existing Plus Site Generated Traffic Volumes

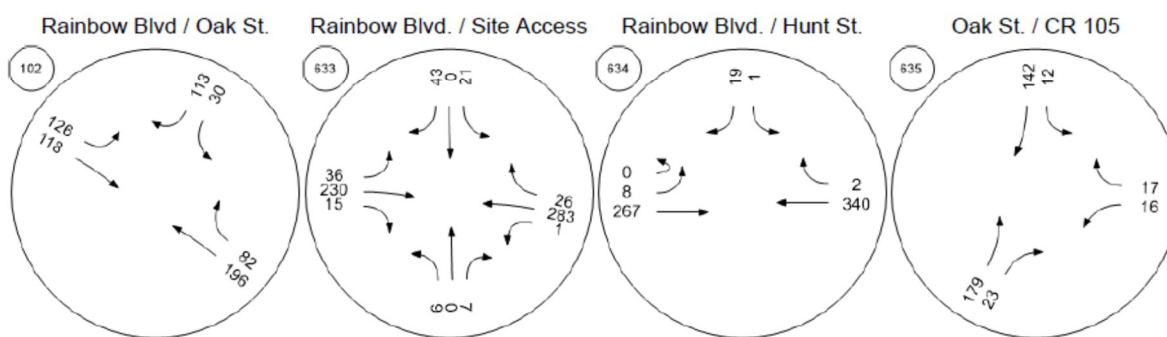
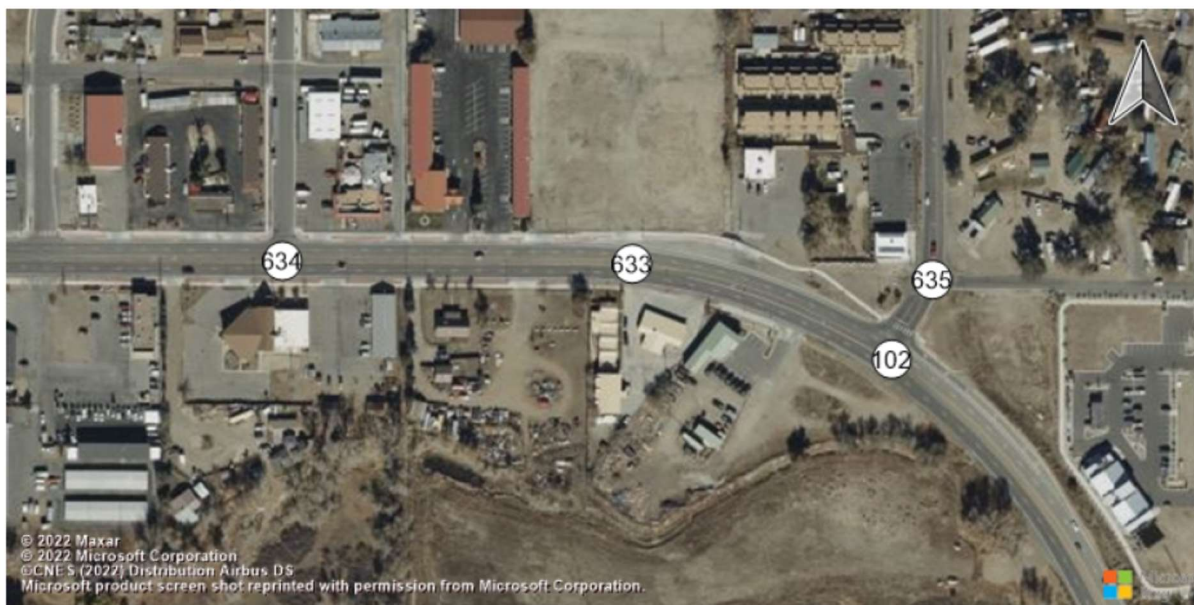


Figure 5a: AM Peak-Hour Existing Plus Site Generated Traffic Volumes

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Version 2022 (SP 0-3)

PM Peak-Hour Existing Plus Site Generated Traffic Volumes

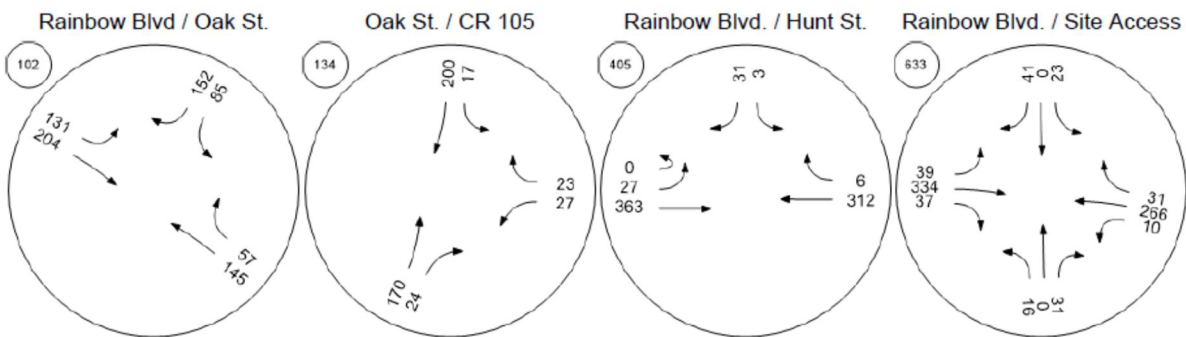
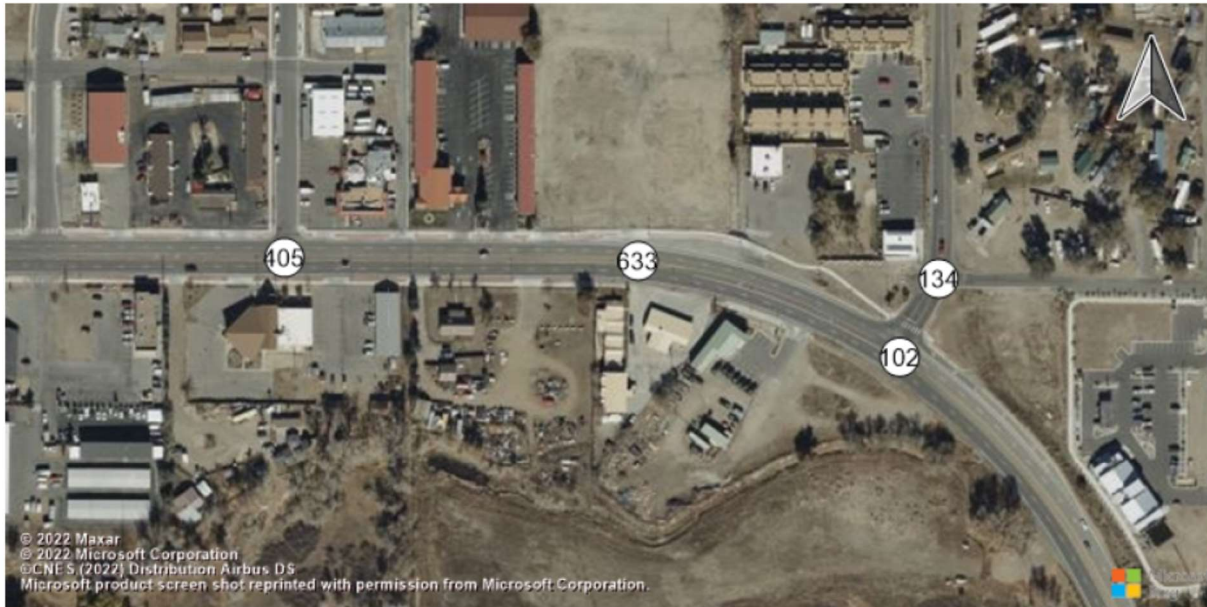


Figure 5b: PM Peak-Hour Existing Plus Site Generated Traffic Volumes

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.

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Version 2022 (SP 0-3)

2042 AM Peak-Hour Background Traffic Volumes

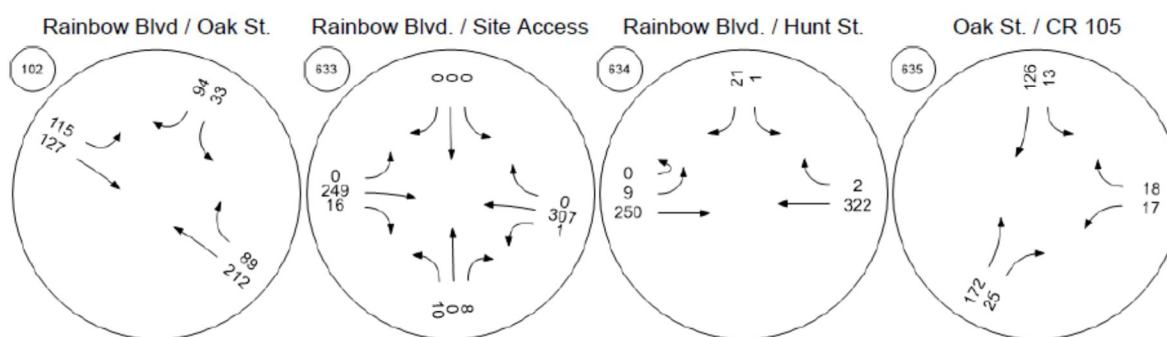


Figure 6a: 2042 AM Peak-Hour Background Traffic Volumes

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Version 2022 (SP 0-3)

2042 PM Peak-Hour Background Traffic Volumes

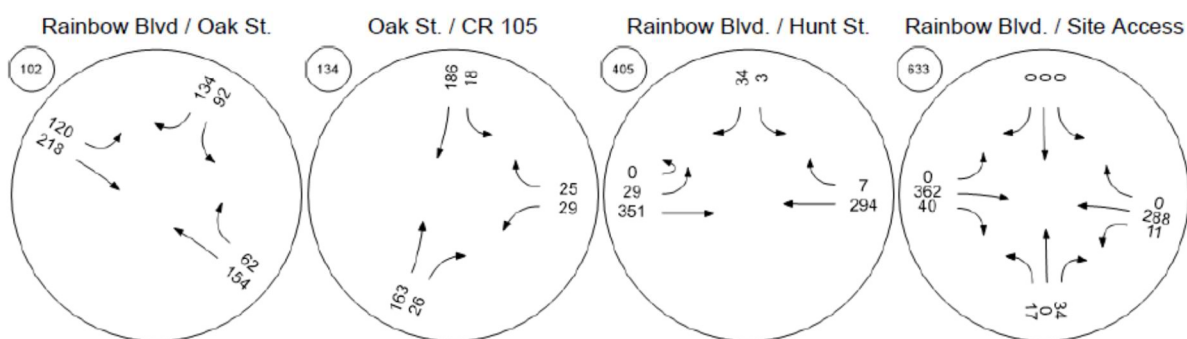


Figure 6b: 2042 PM Peak-Hour Background Traffic Volumes

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).

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Version 2022 (SP 0-3)

2042 AM Peak-Hour Background Plus Site Generated Traffic Volumes

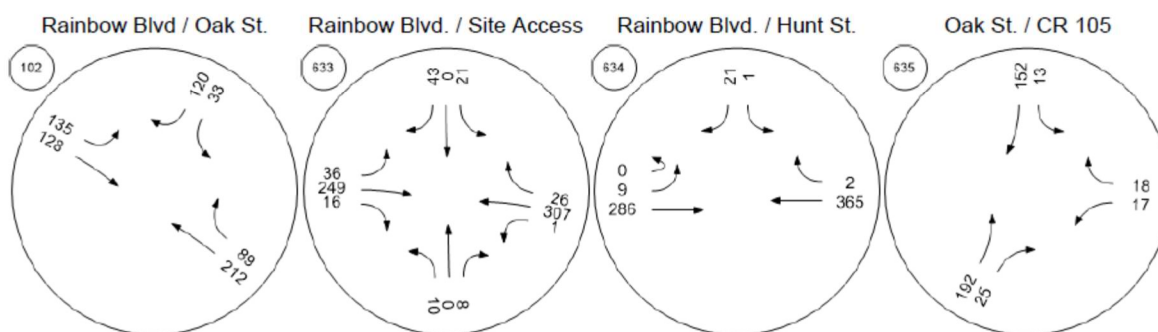
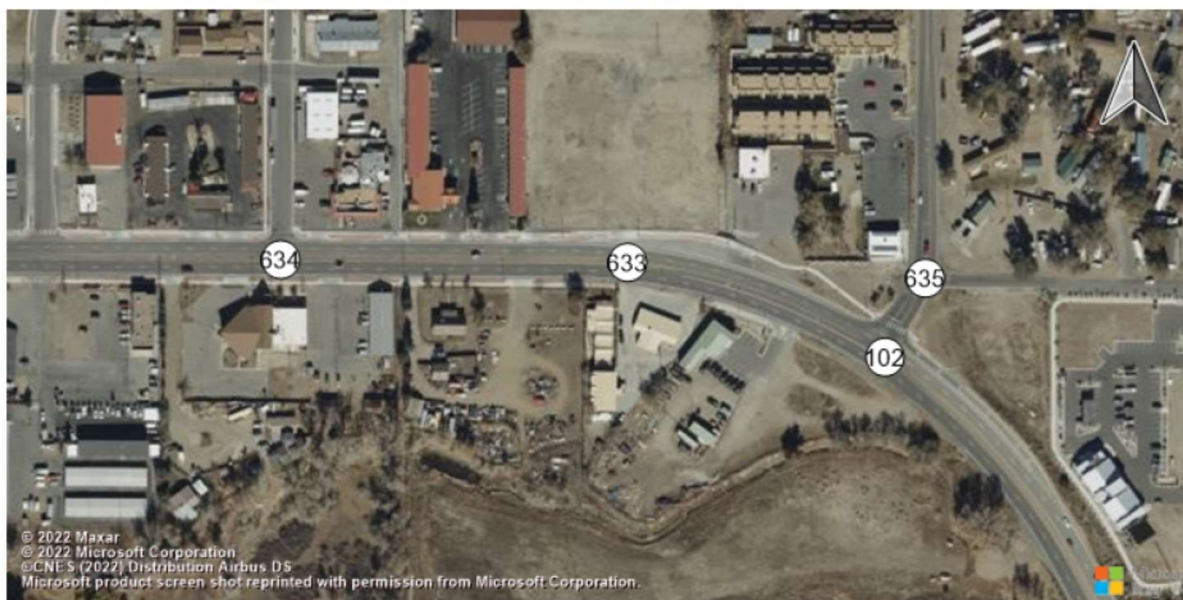


Figure 7a: 2042 AM Peak-Hour Background Plus Site Generated Traffic Volumes

Generated with PTV VISTRO

Version 2022 (SP 0-3)

2042 PM Peak-Hour Background Plus Site Generated Traffic Volumes

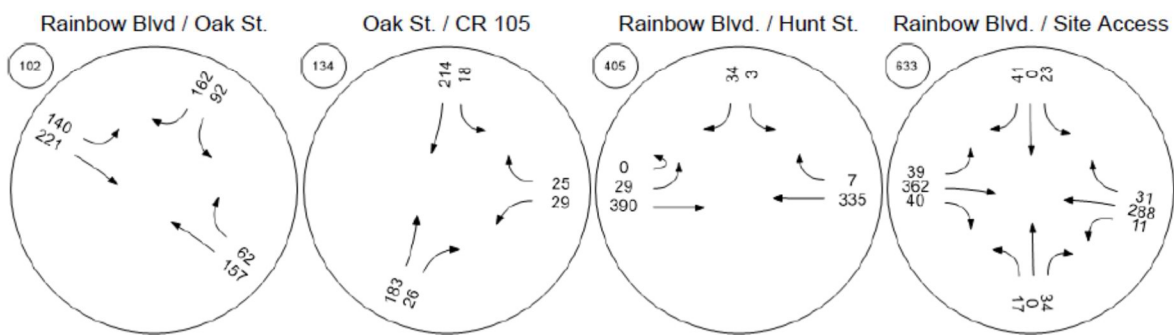
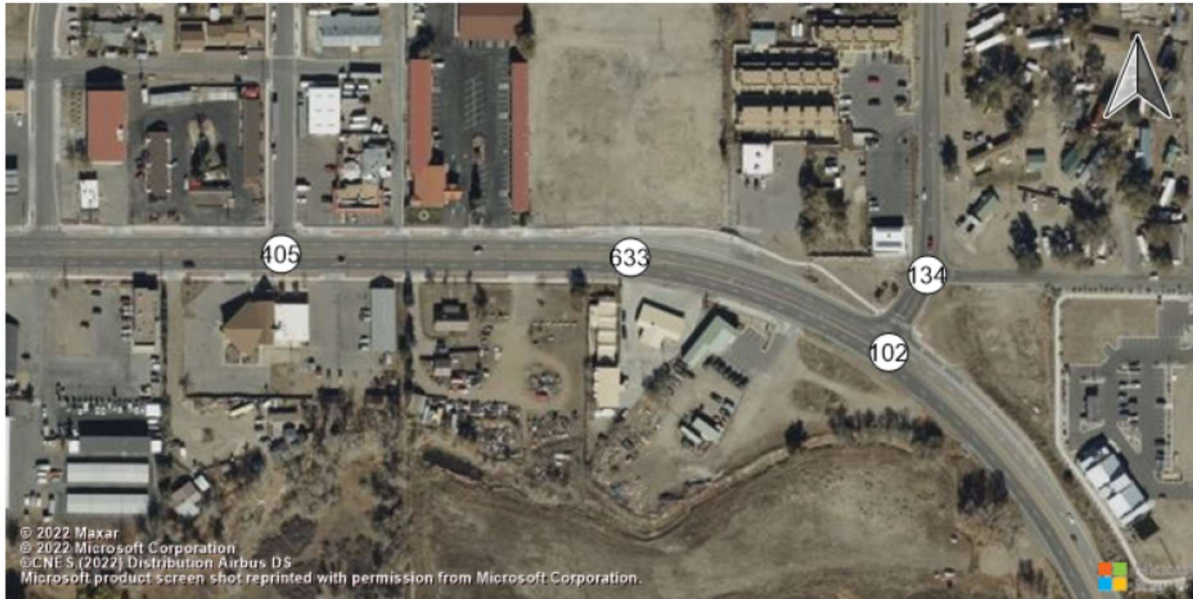


Figure 7b: 2042 PM Peak-Hour Background Plus Site Generated Traffic Volumes

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.

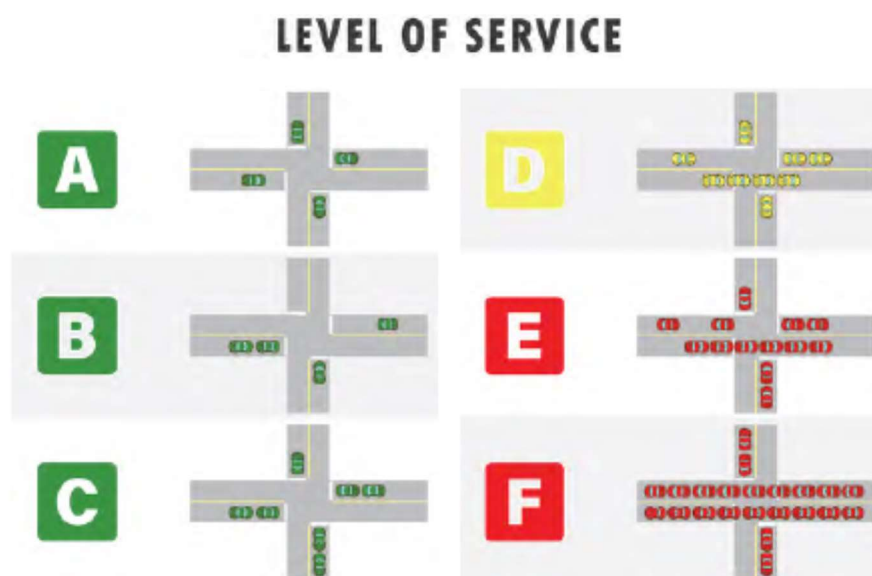


Figure 8: Intersection Levels of Service Graphical Representation

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

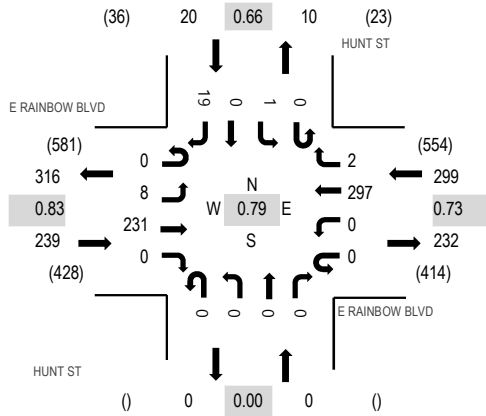
Date: Tuesday, April 5, 2022

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

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

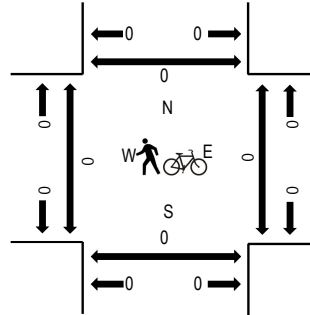
Item 19.

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	1	0	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

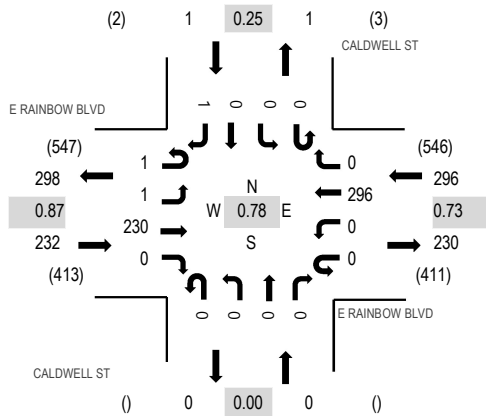
Date: Tuesday, April 5, 2022

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

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

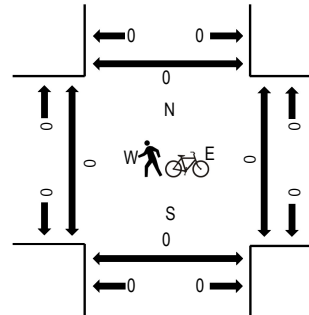
Item 19.

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



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Location: 3 OAK ST & E RAINBOW BLVD AM

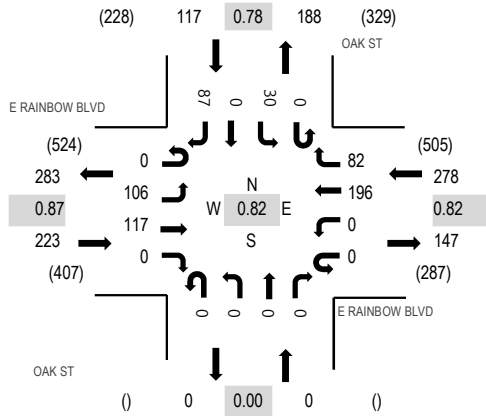
Date: Tuesday, April 5, 2022

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

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

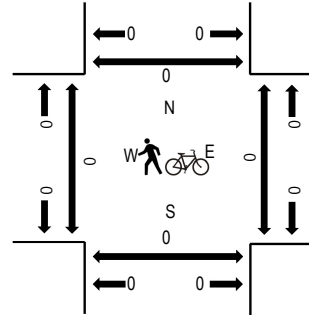
Item 19.

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



(303) 216-2439
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Location: 4 OAK ST & CR 105 AM

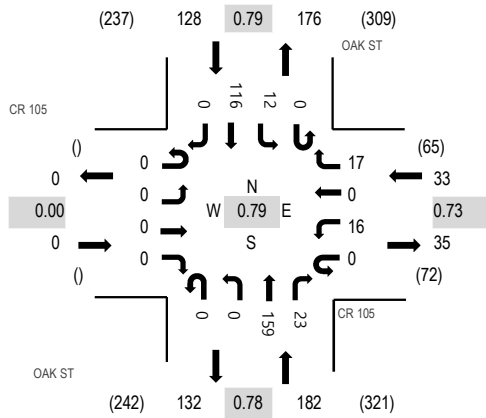
Date: Tuesday, April 5, 2022

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

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

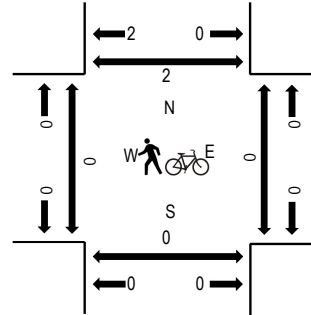
Item 19.

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

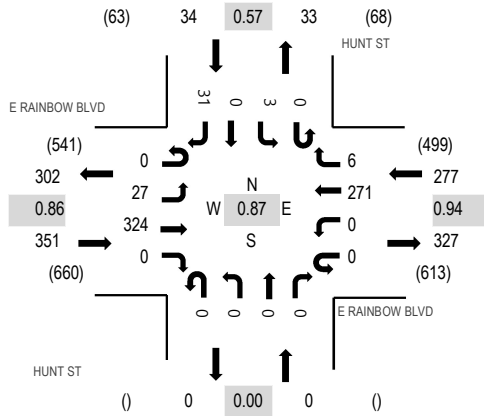
Date: Tuesday, April 5, 2022

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

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

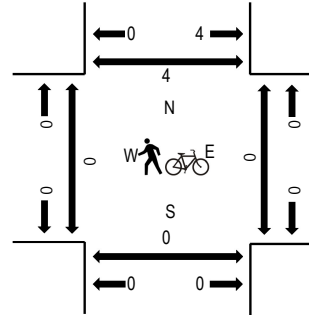
Item 19.

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

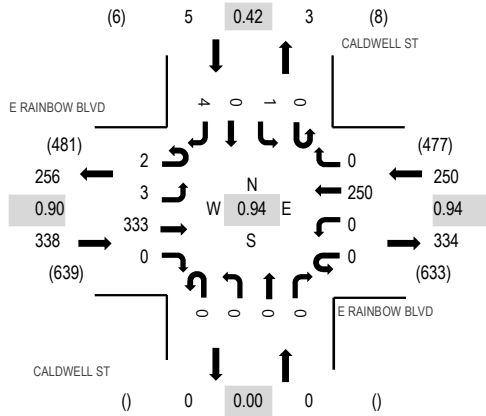
Date: Tuesday, April 5, 2022

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

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

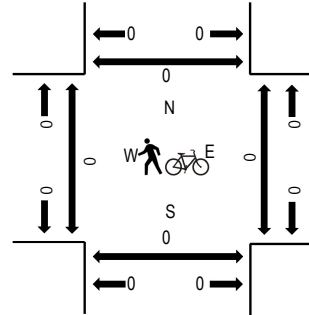
Item 19.

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	2	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



ALL TRAFFIC DATA SERVICES

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Location: 4 OAK ST & CR 105 PM

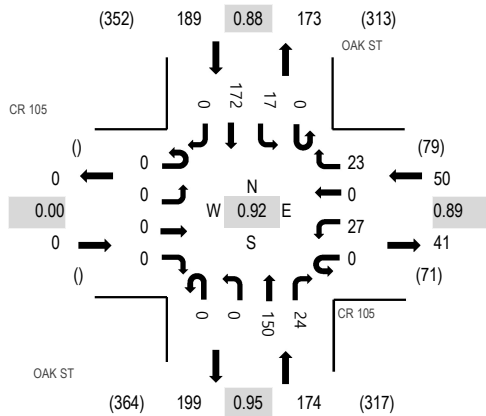
Date: Tuesday, April 5, 2022

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

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

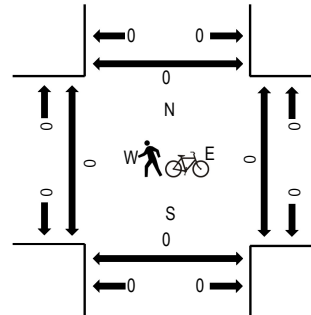
Item 19.

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
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

V/C, Movement V/C Ratio	0.02	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	11.67	13.01	9.11	11.79	12.95	9.09	7.82	0.00	0.00	7.73	0.00	0.00
Movement LOS	B	B	A	B	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.07	0.07	0.07	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1.85	1.85	1.85	0.00	0.00	0.00	0.00	0.00	0.00	0.04	0.02	0.00
d_A, Approach Delay [s/veh]	10.55			11.28			0.00			0.03		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	0.32											
Intersection LOS	B											

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 Settings

Priority Scheme	Stop	Free	Free
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	0.03	0.00	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	13.33	9.64	10.98	8.17	0.00	0.00	0.00
Movement LOS	B	A	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.12	0.12	0.04	0.04	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	2.88	2.88	1.12	1.12	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.77		0.47			0.00	
Approach LOS	A		A			A	
d_I, Intersection Delay [s/veh]	0.58						
Intersection LOS	B						

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 Settings

Priority Scheme	Stop	Free	Free
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	0.01	0.04	0.00	0.02	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	12.97	9.33	10.08	7.89	0.00	0.00	0.00
Movement LOS	B	A	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.14	0.14	0.07	0.07	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	3.62	3.62	1.68	1.68	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.83		0.53			0.00	
Approach LOS	A		A			A	
d_I, Intersection Delay [s/veh]	0.77						
Intersection LOS	B						

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

V/C, Movement V/C Ratio	0.04	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	13.53	14.70	9.81	12.70	14.48	9.04	7.78	0.00	0.00	8.05	0.00	0.00
Movement LOS	B	B	A	B	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.24	0.24	0.24	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.01	0.00
95th-Percentile Queue Length [ft/ln]	5.93	5.93	5.93	0.00	0.00	0.00	0.00	0.00	0.00	0.42	0.21	0.00
d_A, Approach Delay [s/veh]	11.07			12.07			0.00			0.29		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	0.87											
Intersection LOS	B											

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

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]	13.14	14.40	9.15	13.62	14.74	9.75	7.97	0.00	0.00	7.73	0.00	0.00
Movement LOS	B	B	A	B	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.09	0.09	0.09	0.32	0.32	0.32	0.09	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	2.13	2.13	2.13	7.99	7.99	7.99	2.23	0.00	0.00	0.04	0.02	0.00
d_A, Approach Delay [s/veh]	11.40			11.02			1.02			0.02		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	1.76											
Intersection LOS	B											

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

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

Delay (sec / veh): 14.4
 Level Of Service: B
 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 Settings

Priority Scheme	Stop	Free	Free
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	0.04	0.00	0.02	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	14.36	9.86	11.54	8.34	0.00	0.00	0.00
Movement LOS	B	A	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.12	0.12	0.05	0.05	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	3.03	3.03	1.18	1.18	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10.01		0.42			0.00	
Approach LOS	B		A			A	
d_I, Intersection Delay [s/veh]	0.52						
Intersection LOS	B						

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 Settings

Priority Scheme	Stop	Free	Free
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	0.01	0.04	0.00	0.02	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	13.78	9.48	10.44	8.00	0.00	0.00	0.00
Movement LOS	B	A	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.15	0.15	0.07	0.07	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	3.80	3.80	1.75	1.75	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10.08		0.49			0.00	
Approach LOS	B		A			A	
d_I, Intersection Delay [s/veh]	0.70						
Intersection LOS	B						

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/ln]	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/ln]	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

V/C, Movement V/C Ratio	0.02	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	12.04	13.50	9.20	12.18	13.43	9.16	7.88	0.00	0.00	7.78	0.00	0.00
Movement LOS	B	B	A	B	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.09	0.09	0.09	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	2.16	2.16	2.16	0.00	0.00	0.00	0.00	0.00	0.00	0.04	0.02	0.00
d_A, Approach Delay [s/veh]	10.78			11.59			0.00			0.03		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	0.34											
Intersection LOS	B											

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 Settings

Priority Scheme	Stop	Free	Free
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	0.04	0.00	0.02	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	14.02	9.79	11.34	8.28	0.00	0.00	0.00
Movement LOS	B	A	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.13	0.13	0.05	0.05	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	3.28	3.28	1.36	1.36	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.92		0.52			0.00	
Approach LOS	A		A			A	
d_I, Intersection Delay [s/veh]	0.61						
Intersection LOS	B						

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
 Analysis Method: HCM 2010
 Analysis Period: 15 minutes

Delay (sec / veh): 12.5
 Level Of Service: B
 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
 Analysis Method: HCM 2010
 Analysis Period: 15 minutes

Delay (sec / veh): 13.5
 Level Of Service: B
 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 Settings

Priority Scheme	Stop	Free	Free
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	0.01	0.04	0.00	0.02	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	13.55	9.44	10.32	7.96	0.00	0.00	0.00
Movement LOS	B	A	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.16	0.16	0.07	0.07	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	4.03	4.03	1.85	1.85	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.97		0.53			0.00	
Approach LOS	A		A			A	
d_I, Intersection Delay [s/veh]	0.77						
Intersection LOS	B						

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

V/C, Movement V/C Ratio	0.04	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	14.21	15.48	10.00	13.25	15.21	9.10	7.83	0.00	0.00	8.13	0.00	0.00
Movement LOS	B	C	A	B	C	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.27	0.27	0.27	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.01	0.00
95th-Percentile Queue Length [ft/ln]	6.77	6.77	6.77	0.00	0.00	0.00	0.00	0.00	0.00	0.46	0.23	0.00
d_A, Approach Delay [s/veh]	11.40			12.52			0.00			0.30		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	0.89											
Intersection LOS	B											

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/ln]	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/ln]	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 Settings

Priority Scheme	Stop	Free	Free
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	0.04	0.00	0.02	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	15.14	10.01	11.94	8.45	0.00	0.00	0.00
Movement LOS	C	B	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.14	0.14	0.06	0.06	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	3.44	3.44	1.43	1.43	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10.17		0.46			0.00	
Approach LOS	B		A			A	
d_I, Intersection Delay [s/veh]	0.55						
Intersection LOS	C						

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 Settings

Priority Scheme	Stop	Free	Free
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	0.01	0.04	0.00	0.02	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	14.42	9.60	10.68	8.07	0.00	0.00	0.00
Movement LOS	B	A	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.17	0.17	0.08	0.08	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	4.23	4.23	1.92	1.92	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10.22		0.49			0.00	
Approach LOS	B		A			A	
d_I, Intersection Delay [s/veh]	0.71						
Intersection LOS	B						

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

V/C, Movement V/C Ratio	0.05	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]	16.37	17.55	10.13	15.72	17.74	9.98	8.00	0.00	0.00	8.13	0.00	0.00
Movement LOS	C	C	B	C	C	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.31	0.31	0.31	0.37	0.37	0.37	0.10	0.00	0.00	0.02	0.01	0.00
95th-Percentile Queue Length [ft/ln]	7.63	7.63	7.63	9.34	9.34	9.34	2.44	0.00	0.00	0.46	0.23	0.00
d_A, Approach Delay [s/veh]	12.21			12.04			0.71			0.27		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	2.03											
Intersection LOS	C											

Engineers Opinion of Probable Cost
Salida Crossings - Salida, CO

Project: 17202 - Salida Crossings
 Prepared By: Phelps Engineering
 Description: Engineer's Opinion of Probable Cost
 Date: 2022.10.27

<u>Item</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Cost</u>	<u>Cost Per Item</u>	<u>Comments</u>
Demolition					
Mobilization	1	LS	\$5,000.00	\$5,000.00	
Saw Cut Existing Asphalt	50	LF	\$15.00	\$750.00	
Remove Existing Asphalt	24	SY	\$17.00	\$408.00	
Demolition Subtotal:				\$6,158.00	
Earthwork					
Mobilization	1	LS	\$7,000.00	\$7,000.00	
Clearing & Stockpile	2000	CY	\$3.50	\$7,000.00	
Cut to Fill On-Site	2000	CY	\$4.00	\$8,000.00	
Temporary Erosion & Sediment Control	1	LS	\$20,000.00	\$20,000.00	
Seeding & Mulching	1	AC	\$750.00	\$750.00	
Earthwork Subtotal:				\$42,750.00	
Roadway & Site Improvements					
Mobilization	1	LS	\$9,000.00	\$9,000.00	
Residential	0	LF	\$223.00	\$0.00	
Concrete Crossspan	1	EA	\$1,500.00	\$1,500.00	
Handicap Ramps	0	EA	\$1,900.00	\$0.00	
Striping (other)	100	LF	\$2.00	\$200.00	
Signs	20	EA	\$350.00	\$7,000.00	
Traffic Control (Temporary)	5	DAY	\$2,500.00	\$12,500.00	
Monument Sign	1	EA	\$8,000.00	\$8,000.00	
Roadway & Site Improvements Subtotal:				\$38,200.00	
Storm Drainage					
Mobilization	1	LS	\$9,000.00	\$9,000.00	
18" STM	215	LF	\$85.00	\$18,275.00	
Riprap	12	SY	\$85.00	\$1,020.00	
Storm Manhole (4' Dia.)	2	EA	\$2,900.00	\$5,800.00	
Connect to Existing Inlet	1	EA	\$4,400.00	\$4,400.00	
Storm Drainage Subtotal:				\$38,495.00	
Potable & Non-Potable Water					
Connect to Existing	2	EA	\$2,600.00	\$5,200.00	
8" PVC	1050	LF	\$58.00	\$60,900.00	
Fire Hydrant Assy.	1	EA	\$6,800.00	\$6,800.00	
Bends & Fittings	4	EA	\$600.00	\$2,400.00	
Gate Valves	4	EA	\$1,300.00	\$5,200.00	
Service Stubs	2	EA	\$1,800.00	\$3,600.00	
Water Meters	0	EA	\$150.00	\$0.00	
Inspection Fee	1	LS	\$300.00	\$300.00	
Inspection Point Charges	10	EA	\$150.00	\$1,500.00	Per each connection point, bend & fitting
Potable Water Subtotal				\$85,900.00	
Sanitary Sewer					
8" Sanitary Sewer PVC	40	LF	\$65.00	\$2,600.00	
Manhole (4' DIA)	1	EA	\$3,500.00	\$3,500.00	
Service Stubs	0	EA	\$1,200.00	\$0.00	
Connect to Existing	1	EA	\$1,200.00	\$1,200.00	
Sewer Connection Fees	1	EA	\$6,376.00	\$6,376.00	Before Building Permit Issued
Sanitary Sewer Subtotal				\$13,676.00	
Total:				\$225,179.00	
Contingencies (10%):				\$22,517.90	
Other					
Survey & Staking	1	LS	3.00%	\$7,430.91	
Testing & Inspections	1	LS	3.00%	\$7,430.91	
Engineering Construction Services	1	LS	4.00%	\$9,907.88	
Dry Utilities	1	EA	2500.00	\$2,500.00	
Landscape/Irrigation	0	SF	\$2.00	\$0.00	In Contingencies
Subtotal				\$27,269.69	
Grand Total:				\$274,967	

November 3, 2022

Thank you for the review of plans for Salida Crossings, below are our response to comments indicated in RED.

RE: Salida Crossings, Salida, Colorado
Salida Public Works Agency Review

To: Bill Almquist, Community Development Director, City of Salida

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.
 - a. Acknowledged, utility easements extended where applicable
- 2) Provide a plat for review with utility improvements overlay.
 - a. Plat with utilities shown has been provided

Drainage Report

- 1) Provide a signed and stamped copy for review.
 - a. Signed and stamped report has been provided.
- 2) Update existing imperviousness values as the site is soil. Recalculate detention.
 - a. Existing imperviousness values will be revised to show soil conditions. PES will continue to use the release rate per pre-demo conditions in order to provide a conservative analysis of historic site conditions.

Plans

- 1) Provide a signed and stamped copy for review.
 - a. Signed and stamped plans are provided.
- 2) The water main connection on the west end will be at Caldwell and not Hunt.
 - a. Acknowledged and updated
- 3) Applicant to work with City on water main re-alignment through site.
 - a. Acknowledged
- 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.
 - a). We are awaiting revised survey to show improvements made along Hwy 50. PES will provide additional detail prior to acceptance and construction.

General

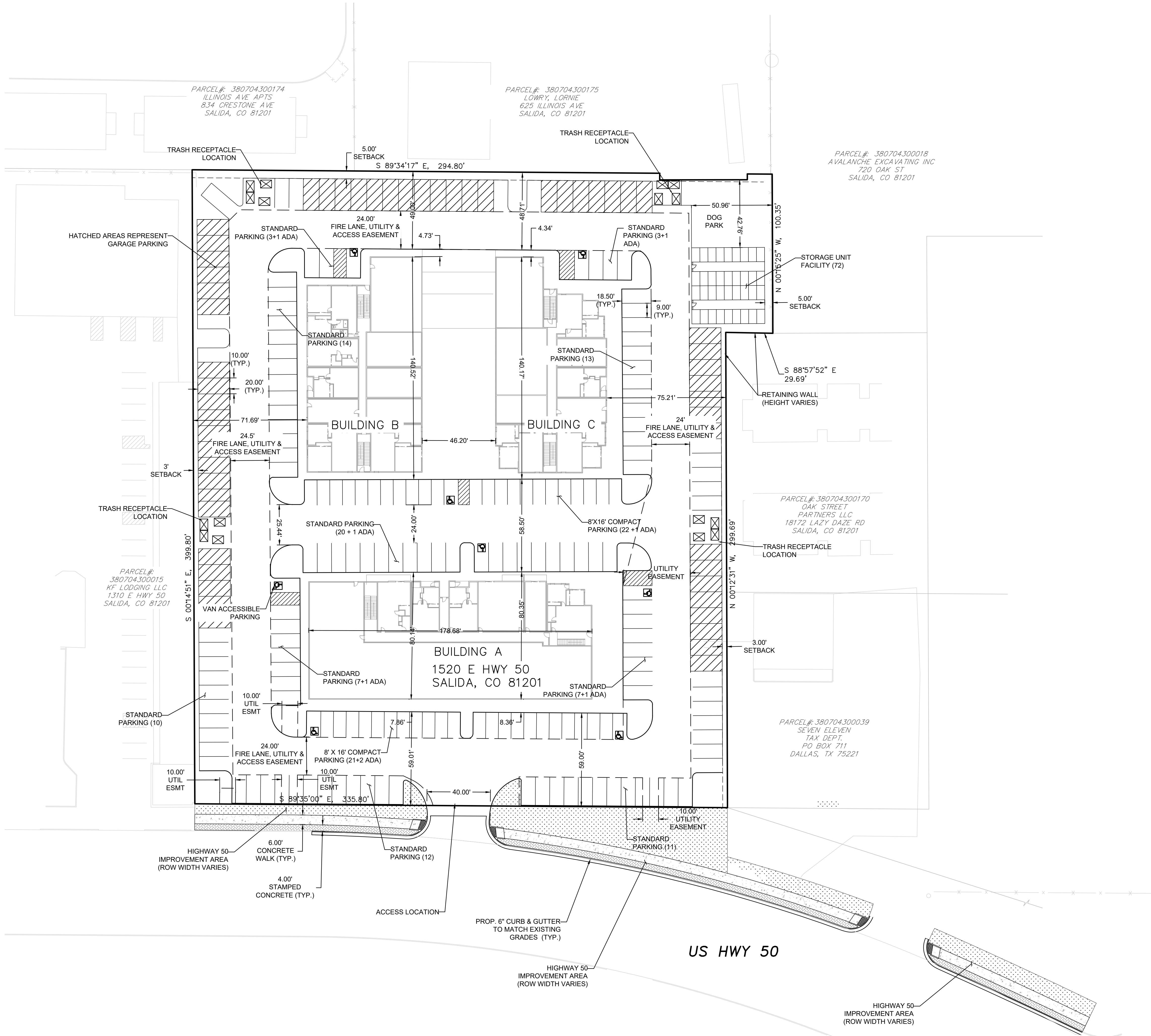
- 1) Provide record of CDOT utility and access permits.
 - a. Record of CDOT correspondence provided
- 2) Provide record of SUE in CDOT ROW.
 - a. Acknowledged

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.

Acknowledged

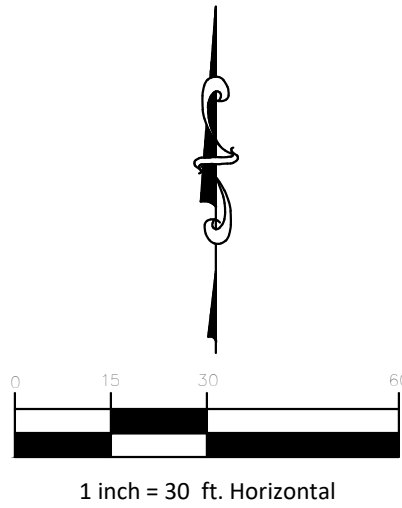
Sincerely,

Joe Pucillo
Phelps Engineering



LEGEND:

- EXISTING CONTOURS
- PROPOSED CONTOURS
- PROPOSED STORM SEWER W/INLET AND FES
- PROPOSED WATER LINE W/FIRE HYDRANT
- FUTURE WATER LINE W/FIRE HYDRANT
- PROPOSED SANITARY SEWER W/MANHOLE
- FUTURE SANITARY SEWER W/MANHOLE
- DRAINAGE FLOWLINE
- PROPOSED BOUNDARY LINE
- PROPOSED TRACT
- PROPOSED EASEMENT LINE
- PROPOSED ROAD CENTER LINE
- PROPOSED RIGHT-OF-WAY
- PROPOSED EDGE OF PAVEMENT
- PROPOSED CURB & GUTTER
- EXISTING TRASH ENCLOSURE
- EXISTING LIGHT POLE
- EXISTING STORM SEWER MANHOLE
- EXISTING INLET
- EXISTING FIRE HYDRANT
- EXISTING WATER VALVE
- EXISTING SANITARY SEWER MANHOLE
- EXISTING UTILITY POLE
- EXISTING UNDERGROUND WATER LINES
- EXISTING UNDERGROUND GAS LINES
- EXISTING UNDERGROUND SANITARY SEWER LINES
- EXISTING OVERHEAD UTILITY LINES
- EXISTING FENCE
- PROPOSED PUBLIC SIDEWALK
- 20'X10' SINGLE GARAGE PARKING (55 UNITS)
- STANDARD PARKING = 128 STALLS
- COMPACT PARKING = 44 STALLS
- TOTAL PARKING = 227 STALLS (8 ADA)
- 16 TRASH RECEPTACLES



Item 19.

	2/6/2018	8/9/2019	4/8/2020		BY
1	PER CITY COMMENTS				
2	PER CITY COMMENTS				
3	PER CITY COMMENTS				

REVISIONS

No.

DATE

OPHELPS

ENGINEERING

7200 E HAMPTON AVE, SUITE 300, DENVER, CO 80244

NOT FOR CONSTRUCTION

SCALE: SEE SHEET

DESIGNED BY: JP

DRAWN BY: JP

CHECKED BY: CD

FINAL DEVELOPMENT PLAN

SITE PLAN

SALIDA CROSSINGS

CITY OF SALIDA, COLORADO

DATE

4/8/2020

PROJECT NO.

17202

1

of

1

632

FINAL DEVELOPMENT PLAN 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 CHAFEE, STATE OF COLORADO

CERTIFICATE OF DEDICATION AND OWNERSHIP

KNOW ALL PERSONS BY THESE PRESENTS THAT SALIDA CROSSINGS 134, LLC, IS THE FEE OWNER OF THE FOLLOWING DESCRIBED PROPERTY:

A TRACT OF LAND LOCATED IN THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 4, TOWNSHIP 49 NORTH, RANGE 9 EAST OF THE NEW MEXICO PRINCIPAL MERIDIAN, CHAFEE COUNTY, COLORADO, BEING DESCRIBED AS FOLLOWS:
COMMENCING AT A POINT ON THE NORTHERLY RIGHT-OF-WAY BOUNDARY OF U.S. HIGHWAY NO. 50, WHENCE THE SOUTHWEST CORNER (IRMS) CAP OF SAID SECTION 4 BEARS SOUTH 77°19'2" EAST 484.8 FEET, AND WHENCE THE HIGHWAY RIGHT-OF-WAY MARKER (IRMS) CAP OF STATION 2301+72 OF THE CENTURINE SURVEY OF SAID HIGHWAY BEARS SOUTH 89°30' EAST 127.0 FEET, SAID COMMENCING POINT BEING MARKED BY A POINT IN THE EASTERLY SIDE OF 24 INCH C.M.F. CULVERT AND BEING WITNESSED BY A 6X INCH IRMS, BEING CORNER 346.2 FEET LAND DRIVE INTO THE GROUND AND HAVING A ONE INCH ALUMINUM CAP WHICH IS NORTH 89°30' WEST 3.0 FEET FROM SAID COMMENCING POINT ALSO BEING THE POINT OF BEGINNING OF THE TRACT HEREIN DESCRIBED;
THENCE NORTH 14°14' WEST 380.0 FEET TO A REINFORCING BAR AS DESCRIBED ABOVE;
THENCE SOUTH 89°30' EAST 78.4 FEET;
THENCE NORTH 14°14' WEST 180.0 FEET;
THENCE NORTH 89°30' WEST 305.4 FEET TO THE NORTHEAST CORNER OF THE TRACT HEREIN DESCRIBED IN BOOK 251 AT PAGE 423 OF THE RECORDS OF CHAFEE COUNTY, COLORADO, THENCE SOUTH 09°18' EAST 400 FEET ALONG THE EAST BOUNDARIES OF THE TRACTS DESCRIBED IN BOOK 251 AT PAGE 423 AND IN BOOK 260 AT PAGE 184 OF THE RECORDS OF CHAFEE COUNTY, COLORADO;
THENCE SOUTH 89°30' EAST 338 FEET ALONG THE NORTHERLY RIGHT-OF-WAY BOUNDARY OF U.S. HIGHWAY NO. 50 TO THE POINT OF BEGINNING.

EXECUTED THIS 15th DAY OF April 2020

For and on behalf of

CITY OF CHAFEE

STATE OF COLORADO

THE FOREGOING DEDICATION WAS ACKNOWLEDGED BEFORE ME THIS 15th DAY OF April 2020, BY DUANE COZART AS SALIDA CROSSINGS 134, LLC, MANAGING MEMBER, WITNESS MY HAND AND SEAL.

MY COMMISSION EXPIRES April 15, 2021

CERTIFICATION OF TITLE

I, Consuelo Allen, a licensed 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 final development plan and found the title vested in SALIDA CROSSINGS 134, LLC, FREE AND CLEAR OF ALL LIENS AND ENCUMBRANCES EXCEPT AS LISTED BELOW.

Effective as of 4/14/2020 - Part of Trust Recorded as Rec. No. 452894

DATED THIS 15th DAY OF April 2020

For and on behalf of

CITY OF CHAFEE

STATE OF COLORADO

THIS DEVELOPMENT PLAN IS APPROVED FOR FILING ON THIS 15th DAY OF April 2020

MAYOR

PLANNING COMMISSION APPROVAL

THIS DEVELOPMENT PLAN IS APPROVED BY THE CITY OF SALIDA PLANNING COMMISSION ON THIS 15th DAY OF April 2020

CHAIRMAN

CLERK AND RECORDER'S CERTIFICATE

THIS FINAL DEVELOPMENT PLAN WAS FILED IN THE OFFICE OF THE CLERK AND RECORDER OF CHAFEE COUNTY, COLORADO, ON THIS 15th DAY OF April 2020 UNDER RECEPTION NUMBER 458335

Tatiana Trammick (Deputy Recorder)

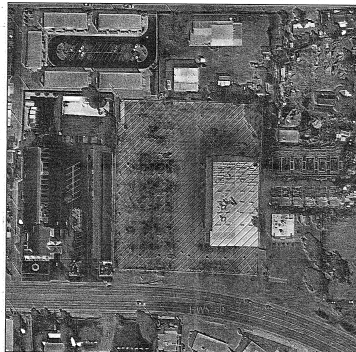
CHAFEE COUNTY CLERK AND RECORDER

LAND SURVEYOR'S CERTIFICATE

I, Robert S. Trammick, 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.

DATE 4-15-20

COLORADO P.L.S. 14142



VICINITY MAP
SCALE 1" = 10'

Exhibit	Sheet	Page
1	Cover Sheet	1 of 3
2	Existing Conditions	2 of 3
3	Existing Utility Map	3 of 3
4	Planning Plan	4 of 3
5	Site Plan	5 of 3
6	Grading Plan	6 of 3
7	Utility Plan	7 of 3
8	Landscaping Plan	8 of 3

Exhibit	Sheet	Page
1	Plan Calculations page A5	1 of 3
2	First Floor Plan Building A page A1	2 of 3
3	Upper Floor Plan Building A page A2	3 of 3
4	First Floor Plan Building B & C page A3	4 of 3
5	Upper Floor Plan Building B & C page A4	5 of 3
6	North and South Elevation Building A page A5	6 of 3
7	West and East Elevation Building A page A6	7 of 3
8	East and West Elevation Building B & C page A7	8 of 3
9	Fourth Floor Plan Building B & C page A8	9 of 3

* These exhibits shall be on record with the Salida City Clerk

CONTACTS:

OWNER:
SALIDA CROSSINGS 134, LLC
1420 W. US HWY 50
SALIDA, CO 81051
CONTACT: DUANE COZART

SURVEYOR:
ROBERT S. TRAMMICK
3312 AIRPORT ROAD
BOULDER, CO 80501
PHONE: (303) 444-6915
CONTACT: BOB RUBINO

CIVIL ENGINEER:
PHELPS ENGINEERING SERVICES
7200 E. HAMPDEN AVE. SUITE 400
DENVER, CO 80231
PHONE: (303) 298-8444
CONTACT: LONNY PHELPS

SUBMITTAL DATES:
1st - FEBRUARY 18, 2019
2nd - FEBRUARY 5, 2018

Property Size (Ac. Ft.)	197,254
Building A	
Building Size (Sq. Ft.)	14,853
No. of Dwellings	38
2-Bedroom Units	12
3-Bedroom Units	26
Commercial Size (Sq. Ft.)	7,261
Building Height	17'-0"
Building B	
Building Size (Sq. Ft.)	13,374
No. of Dwellings	48
2-Bedroom Units	18
3-Bedroom Units	30
Office/Retail (Sq. Ft.)	5,137
Building Height	40'-0"
Building C	
Building Size (Sq. Ft.)	13,374
No. of Dwellings	48
2-Bedroom Units	18
3-Bedroom Units	30
Office/Retail (Sq. Ft.)	5,137
Building Height	40'-0"
Parking Requirements **	
Neighborhood Parking (150-200 per space)	48 spaces
Residential (1 space per dwelling)	86 spaces
3-Buildings	3 spaces
1.5 spaces per building per 1200 sq. ft. of building	134 spaces
Subtotal Spaces Required	240 spaces
25% Reduction for Mixed Use	-60 spaces
Total Spaces Required	180 spaces
Total Spaces Provided	197 spaces
Total Covered Spaces Provided	85 spaces

* AMENDED BY CONDITION 9

** AMENDED BY CONDITIONS 10 & 11

TRIP GENERATION RATES

Description/ITE Code	Units	Rate Daily Traffic	PM Peak Period Rate	% PM Out	Expected Units	Calculated Daily Trips	PM Trips Total	PM In	PM Out
Apartment 220	250	6.05	0.65	85	25	134	89	54	29
General Office 220	500	13.65	1.45	17	68	171	11	7	9
Shopping Center 820	42,000	3.72	49	51	9	385	30	15	15
TOTAL						654	134	71	53

Notes:
DU = Dwelling Units
KSF = Units of 1,000 Square Feet

ORDINANCE 2018-04

- EXHIBIT D: CONDITIONS OF APPROVAL FOR SALIDA CROSSINGS PD
- THE OWNER SHALL PAY FEES OF LAND DEDICATION OR CONVEYANCE FOR A PUBLIC SCHOOL FACILITY AN AMOUNT OF THREE HUNDRED FIFTY-FOUR DOLLARS (\$354.00) PER RESIDENTIAL DWELLING UNIT. THE OWNER MAY ELECT FOR SUCH AMOUNT TO BE PAID BY THE OWNER OF A PARTICULAR LOT AND/OR UNIT AT THE TIME A RESIDENTIAL BUILDING PERMIT IS OBTAINED.
 - THE DEVELOPMENT PLAN FOR THE ENTIRE SITE SHALL COMPLY WITH THE "DEVELOPMENT PLAN, SALIDA CROSSINGS" DATED 11/20/2017, "SALIDA CROSSINGS" ARCHITECTURAL PLANS DATED 3/7/2018 AND THESE CONDITIONS OF APPROVAL.
 - AT THE TIME OF ISSUANCE OF A BUILDING PERMIT FOR THE PROJECT, THE DEVELOPER SHALL SUBMIT THE TOTAL OF PARKS, TRAILS AND OPEN SPACE IN LEU FEES TOTALING \$2,000 PER UNIT.
 - DEVELOPER SHALL AGREE TO COMPLETE THE HIGHWAY 50 CORRIDOR IMPROVEMENT PROJECT, CONSISTING OF SIDEWALKS, PARKWAY AND STREET LIGHTING FOR THE PROJECT'S FRONTAGE AND CONTINUING TO THE INTERSECTION OF HIGHWAY 261 (DOW STREET). THE WORK SHALL BE COMPLETED PRIOR TO ISSUANCE OF ANY CERTIFICATE OF OCCUPANCY FOR THE PROJECT, OR AN APPROPRIATE IN-LEU AMOUNT AND AGREEMENT IS PROVIDED.
 - A MINIMUM OF THIRTY OF THE PROPOSED RESIDENTIAL UNITS SHALL BE DEED RESTRICTED FOR WORK FORCE HOUSING, GENERALLY AS DESCRIBED BELOW:
PHASE 1 (BUILDING A) WILL HAVE FOUR (4) UNITS (2 BEDROOM AND 1 BATH) RESTRICTED TO HOUSEHOLDS EARNING 70% OR LESS OF THE CHAFEE COUNTY AVERAGE MEDIAN INCOME (AMI) AND SIX (6) UNITS (2 BEDROOM AND 1 BATH) RESTRICTED TO HOUSEHOLDS EARNING 70% OR LESS AMI.
PHASE 2 (BUILDING B) WILL HAVE FIVE (5) UNITS (1 BEDROOM AND 1 BATH) RESTRICTED TO HOUSEHOLDS EARNING 70% OR LESS OF THE AMI, FOUR (4) UNITS (2 BEDROOM AND 1 BATH) RESTRICTED TO HOUSEHOLDS EARNING 70% OR LESS AMI AND ONE (1) UNIT (2 BEDROOM AND 2 BATH) RESTRICTED TO HOUSEHOLDS EARNING 80% OR LESS AMI.
PHASE 3 (BUILDING C) WILL HAVE FIVE (5) UNITS (1 BEDROOM AND 1 BATH) RESTRICTED TO HOUSEHOLDS EARNING 70% OR LESS OF THE AMI, FOUR (4) UNITS (2 BEDROOM AND 1 BATH) RESTRICTED TO HOUSEHOLDS EARNING 70% OR LESS AMI AND ONE (1) UNIT (2 BEDROOM AND 2 BATH) RESTRICTED TO HOUSEHOLDS EARNING 80% OR LESS AMI.
THE MAXIMUM AMI STATED ABOVE MAY BE INCREASED OR DECREASED UP TO 10% FOR INDIVIDUAL HOUSEHOLDS. A CONDITION OF THE SUBSEQUENT DEVELOPMENT AGREEMENT/CONVEYANCE SHALL BE THAT THE DEVELOPER MAKE ANNUAL REPORTS TO THE CITY COUNCIL DETAILING CHANGES IN THE PRICING MODEL BASED UPON CHANGES TO THE COLORADO HOUSING AND FINANCE AUTHORITY COUNTY INCOME AND RENT RATES FOR COMPARABLE COUNTRIES.
 - THE DEVELOPER WILL MAKE A GOOD FAITH EFFORT TO DISPERSE THE UNITS WITHIN THE FIRST THREE FLOORS OF EACH BUILDING. THE HIGH-LEVELS FOR THE DEED RESTRICTED UNITS SHALL BE DISCOUNTED BY A MINIMUM OF 20%.
 - THE DEED RESTRICTION SHALL ADDRESS INCOME AND EMPLOYMENT QUALIFICATIONS, PROPOSED LOTTERY OR OTHER EQUIVOCAL SYSTEM FOR THE INITIAL SALE OF THE UNITS, AND BE APPROVED BY THE CITY COUNCIL. THE IMPLEMENTATION OF THE DEED RESTRICTIONS WILL BE BY THE CHAFEE COUNTY HOUSING OFFICE. UNLESS IT DOES NOT EXIST AT THE TIME OF THE FIRST SALE OR A DEED RESTRICTED UNIT, IN WHICH CASE IT SHALL BE THE DUTY OF THE CITY OF SALIDA TO DESIGNATE AN APPROPRIATE ENTITY.
 - DEVELOPER SHALL MAKE CONNECTIONS TO THE IMPROVEMENTS AND AS DESCRIBED BY THE PUBLIC WORKS DIRECTOR.
 - DEVELOPER SHALL ENTER INTO A DEVELOPMENT AGREEMENT TO ADDRESS THE IMPROVEMENTS REQUIRED FOR THE PROJECT AS WELL AS THOSE REQUIREMENTS CONTAINED IN CONDITIONS ABOVE PRIOR TO ISSUANCE OF A BUILDING PERMIT.
 - THE GROUND FLOOR SPACE OF BUILDING A SHALL INCLUDE A MINIMUM OF 7,511 SQUARE FEET OF RETAIL USES AND SERVICES. BUILDINGS B AND C SHALL HAVE A MINIMUM OF 5,123 SQUARE FEET OF OFFICE AND/OR RETAIL USES. THERE SHALL BE NO SHORT TERM RENTALS ALLOWED IN THE DEVELOPMENT.
 - THE FINAL DEVELOPMENT PLAN SHALL BE AMENDED TO REDUCE THE NUMBER OF DWELLING UNITS TO A MAXIMUM OF 122. INCREASE THE REQUIRED PARKING TO A RANGE OF 250-265 SPACES WHICH INCLUDES SPACES PROVIDED UNDER BUILDINGS B AND C, AND INCREASE REQUIREMENT FOR COVERED OUTDOOR PARKING.
 - THE REQUIRED PARKING MAY BE REDUCED TO 225 IF THE FORMER PARKING AREA IS UTILIZED FOR REQUIRED OPEN SPACE FOR A STATE CERTIFIED DAY-CARE CENTER.

PHELPS ENGINEERING
200 S. HAMPDEN AVE. SUITE 200, SALIDA, CO 81051

SCALE: SEE SHEET
DESIGNED BY: P
DRAWN BY: P
CHECKED BY: P

FINAL DEVELOPMENT PLAN
COVER SHEET

SALIDA CROSSINGS
CITY OF SALIDA, COLORADO

DATE: 4/15/2020
PROJECT NO: 17255

1 of 3





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 PUBLIC HEARING NOTICE FROM THE CITY OF SALIDA

In the matter of PLANNED DEVELOPMENT MODIFICATION (TIME EXTENSION) APPLICATION - SALIDA CROSSINGS

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 SEPTEMBER 30, 2022

and that the last publication of the same was in the issue dated SEPTEMBER 30, 2022

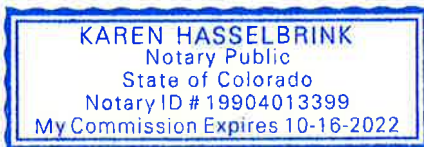
and the said Mountain Mail has been established, printed and published for the full period of fifty-two consecutive weeks, and continuously and uninterruptedly prior to the said date of the first publication of the notice aforesaid, in the City of Salida, County of Chaffee and State of Colorado, and 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 30TH day of SEPTEMBER, 2022 A.D. FEIN # 84-0718607

Karen Hasselbrink

KAREN HASSELBRINK-NOTARY PUBLIC-ID#19904013399
STATE OF COLORADO/COUNTY OF CHAFFEE
My Commission Expires: October 16th, 2022



PROOF OF PUBLICATION

Item 19.

PUBLIC NOTICE NOTICE OF PUBLIC HEARING BEFORE THE CITY COUNCIL FOR THE CITY OF SALIDA CONCERNING A PLANNED DEVELOPMENT MODIFICATION (TIME EXTENSION) APPLICATION TO ALL MEMBERS OF THE PUBLIC AND INTERESTED PERSONS: PLEASE TAKE NOTICE that on October 4, 2022 at or about the hour of 6:30 p.m., a public hearing will be conducted by the City of Salida City Council at City Council Chambers, 448 East First Street, Suite 190, Salida, Colorado on an application submitted by BV Investments, LLC for a modification (time-extension) for the Salida Crossings Planned Development. The 3.15 acre property is located at 1520 E. Highway 50 and legally described as "A por- tion 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".

Interested persons are encouraged to
attend the public hearing in person or
online at <https://attendee.gotowebinar.com/rt/1909092342220683277>. Further informa-
tion on the application may be obtained from
the Community Development Department,
(719) 530-2634.

Please note that it is inappropriate to per-
sonally contact individual City Councilors
or planning Commissioners outside of the
public hearing, while an application is pend-
ing. Such contact is considered ex-parte
communication and will have to be disclosed
as part of the public hearings on the mat-
ter. 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 GoToWebinar link
so your comments can be made part of the
record.

Published in The Mountain Mail September
30, 2022