



CITY COUNCIL ACTION FORM

DEPARTMENT	PRESENTED BY	DATE
Community Development	Bill Almquist - Community Development Director Cheney Bostic – Studio Seed, Inc. (Master Plan Consultants)	November 7, 2023

ITEM:

First Reading and Setting of a Public Hearing for Ordinance 2023-16: An Ordinance of the City Council for the City of Salida, Colorado Approving a Substantial Modification of Parcels VPA-1, VPA-7, VPA-8, and VPA-9 of the Vandaveer Ranch Planned Development to Modify the Overall Development Plan by Changing the Entitlements, Zone District Map, Dimensional Standards, etc. via Article 11 Regarding the South Ark Neighborhood

APPLICANT: The applicant is the City of Salida, 448 E. 1st Street, Salida, CO 81201.

REQUEST SUMMARY:

The request is to amend the Vandaveer Ranch Overall Development Plan (ODP) specifically for the 93.5 acres owned by the City of Salida on the west side of the ODP area. The area currently encompasses four “Vandaveer Planning Areas” (VPAs) of the ODP: the primarily residential area (VPA-1) —formerly referred to as the “Vandaveer Neighborhood” which is now referred to as the “South Ark Neighborhood”—and three parks and open space areas (VPA-7, VPA-8, and VPA-9) which are intended, collectively, to be named “Vandaveer Regional Park.” The remaining VPAs to the east of the subject site are not part of this modification request.

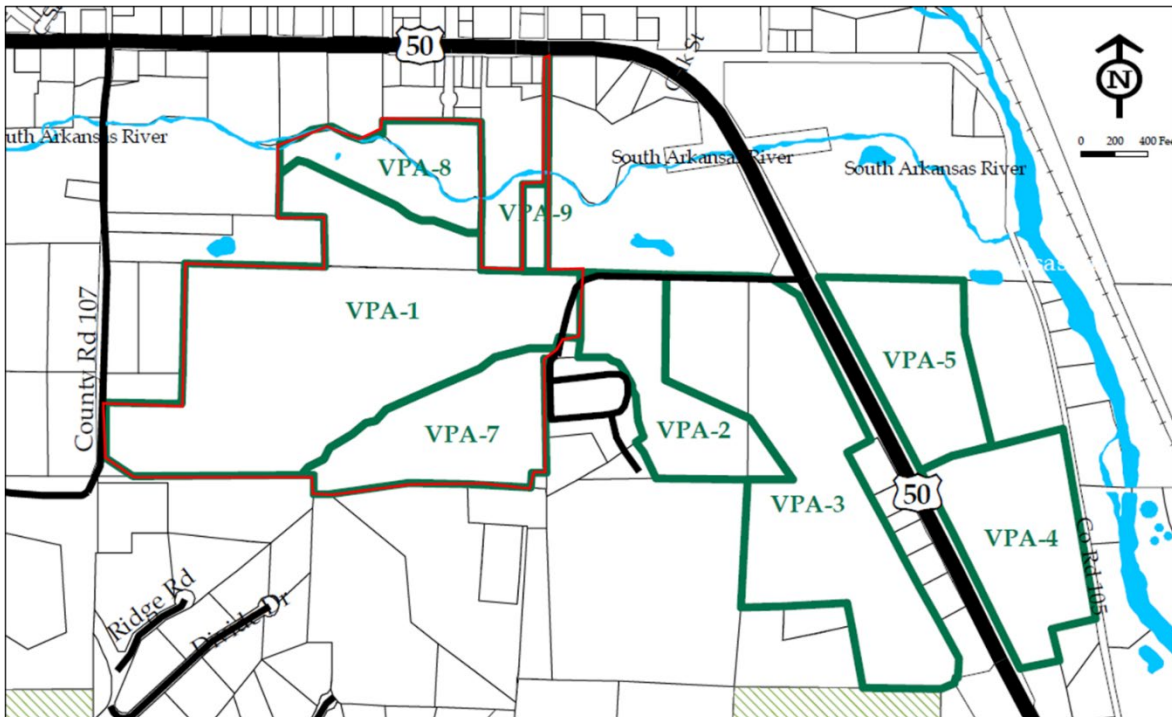


Figure 1: Existing Vandaveer Ranch Overall Development Plan (ODP) Map with PD Modification Area Outlined in Red



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The PD modification request proposes the following:

- Revisions to the boundaries and sizes of the 4 subject VPAs (VPA-1 is reduced significantly due to natural features and other factors; VPA-9 is increased significantly to account for park uses and a recent land swap; VPA-7 remains primarily the same; and VPA-8 is adjusted slightly to account more river corridor and a recent land swap.
- The creation of three subarea zone districts within VPA-1: SA-1, SA-2, and SA-3.
- Revisions to the use and dimensional standards for the three subareas.
- Revisions to the use standards for VPA-7, VPA-8, and VPA-9.
- Revisions to non-residential development square footage allowed in VPA-8 & VPA-9.
- Unique affordable and workforce housing requirements and definitions above and beyond those of the City’s current inclusionary housing requirements.
- Specification of desired street sections and connections to surrounding areas.
- Specification around utilities and stormwater management.
- Updated Development and Design Standards for the South Ark Neighborhood area.
- Guidance regarding phasing and implementation of the project.
- Other relevant language.

The overall number of primary units allowed on the site does not change, nor does the maximum height of those units that was allowed within the original ODP. If approved, final development/subdivision plans would also be required to be approved prior to issuance of any building permits.

SITE LOCATION: South of Highway 50, East of CR 107 and West of CR 104



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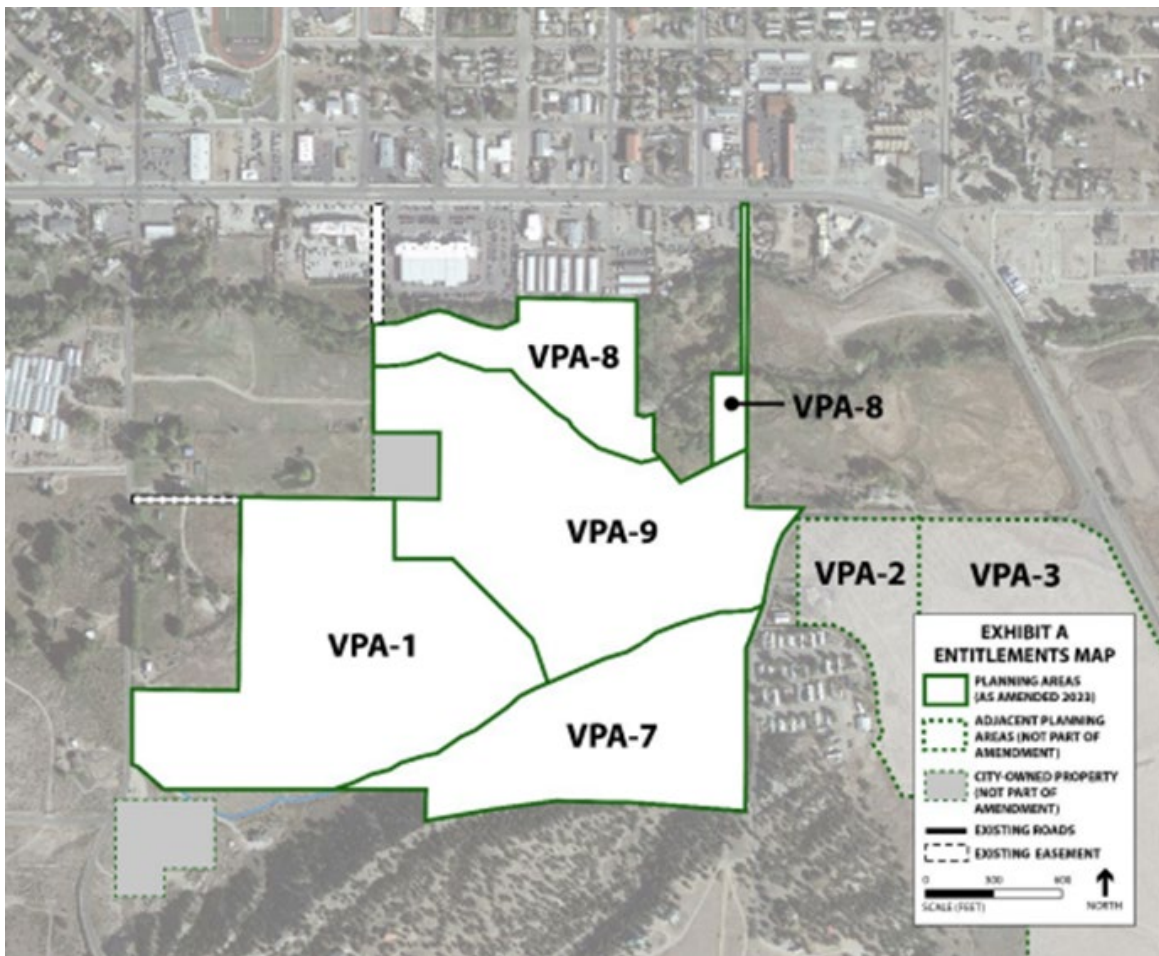


Figure 2: Site Location and Proposed Entitlements Map with Revised Planning Area Boundaries



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PHOTOS 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.



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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.

BACKGROUND AND DETAILS OF REQUEST:

In 2004, the City of Salida purchased approximately 200 acres of the former Vandaveer Ranch for the purposes of water rights and future development potential. An overall development plan (ODP) was created for the entire site in 2006 to provide for a variety of residential, commercial, recreational and open space opportunities and was subsequently updated in 2011. Attempts to develop out portions of the property around that timeframe failed for a variety of reasons, and the property was eventually transferred to a quasi-governmental board in 2012 to steward. Between 2016 and 2018, following additional planning efforts and projects that did not materialize, approximately half of the entire ODP area (west of the subject site) was sold off to a variety of private developers and other public entities. The remaining approximately 93.5 acres on the western side of the ODP area was then returned to the City of Salida in 2018. The ODP was amended once more in 2020 via the Confluent Park PD Modification which affected only VPA-5. In 2022, the City conducted a minor .9-acre land swap with an adjacent property owner northeast of the City property in order to increase the usability near the eastern entrance to the site. That swap is reflected in the mapping changes proposed.

In light of the current housing crisis and dwindling vacant/developable lands within city limits, City Council directed staff to initiate a new master planning process for the remaining parcel. The process kicked off January 2023 with the assistance and expertise of Studio Seed, a multi-discipline consulting organization. The process included a host of public engagement opportunities, including open houses, presentations, site tours, design charrettes, several Planning Commission and City Council work sessions, and more. The site was originally designated for a combination of primarily residential, recreational, and some commercial use as part of VPA-1 (Vandaveer Neighborhood), while VPAs 7, 8, and 9 were designated primarily for parks and open space—the preferred master plan concept for the South Ark Neighborhood that resulted out of the recent master planning process (which is the basis for this proposed PD modification) maintains and expands upon the purpose and intent of the original ODP while also reflecting some of the underlying constraints of the site.



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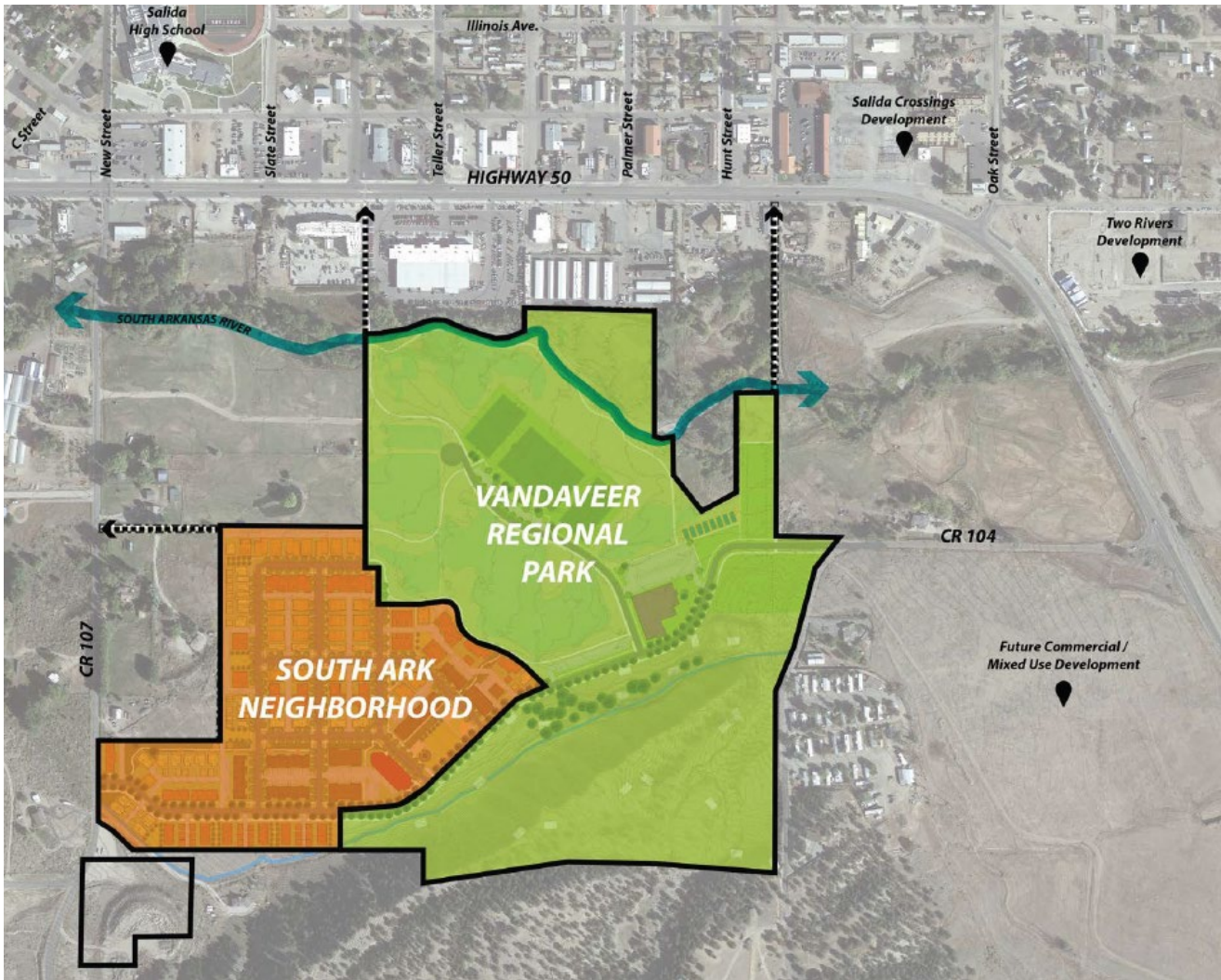


Figure 3: Overview of Master Plan for South Ark Neighborhood



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Figure 4: Master Plan Details for South Ark Neighborhood



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Figure 5: Master Plan Details for South Ark Neighborhood (Alternative Option)



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The preferred master plan for the site (Figure 4) shows a future civic/educational/recreational facility towards the eastern edge of the site, within VPA-9, and allows for up to 400 units. An alternative option (Figure 5) shows the same facility in the northeastern portion of VPA-1 and would allow for slightly fewer units (approximately 350), in the case that housing is no longer the top priority by the time that specific area is developed in a final phase (and assuming a civic/educational/recreational facility has not already been constructed). The modification request provides flexibility for both scenarios and maintains the original 400-unit maximum for primary housing units over approximately 33 developable acres, plus over 60 acres for parks, open space, recreational and other civic purposes (proposed as “Vandaveer Regional Park”).

The primary modifications to the ODP involve the boundaries of the four planning areas and the concentration of the residential units into the southwestern portion of the site. These changes reflect the constraints of a variety of natural features identified on the site: including floodplain, fluvial and alluvial hazards, topography, seasonal springs, and a more extensive wetlands delineation than was previously known. The modification also proposes a variety of refinements to allowed uses and dimensional standards, especially in VPA-1, as well as greater specificity in regards to the planned transportation network, utility connections, and the like. Highlights of these changes are described in greater details below:



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Planning Area Entitlements Chart (as amended for South Ark Neighborhood in 2023):

Planning Areas	Zoning	Gross Area	Dwelling Units and Commercial Lodging Units*	Non-residential** Development Square Footage
PROPOSED DEVELOPMENT	Corresponding Zone District	(Acres)	(up to and including)	(up to and including)
VPA-1	SA-1, SA-2, SA-3, POS per Article 11. South Ark Neighborhood****	32.7	400	25,000
VPA-2	Transitional Residential	15.6	130	30,000
VPA-3	Mixed Use Village	44.1	180 (includes commercial lodging units)	300,000
VPA-4	Mixed Use Village	21.7	125 (includes commercial lodging units)	100,000
VPA-5	R-3, RMU and C-1 per Article 10. Confluent Park***	15	289	125,000
VPA-7	Open Space/Parks	19.4	0	2,500
VPA-8	Open Space/Parks	11.3	0	0
VPA-9	Open Space/Parks	30.1	0	40,000
Total		189.9	1,124 units	622,500 SF

*This represents the total number of units but does not specify if they are single family, attached, or stacked units.

**Non-residential square footage includes employment centers, retail, commercial, educational centers, active and passive recreational uses requiring built facilities, commercial lodging, services, arts and cultural facilities, research and development

***See Article 10, Confluence Park Standards

****See Article 11, South Ark Neighborhood Standards

Figure 6: ODP Entitlements Chart with Proposed Amendments Shown in Red



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Subarea Creation for VPA-1 (South Ark Neighborhood)

The modification changes the zoning of VPA-1 from “Vandaveer Neighborhood” to three zoning subareas within the residential South Ark Neighborhood (SA-1, SA-2, and SA-3) reflecting varying levels of development intensity that generally increases as you move from southwest to northeast, as shown below:

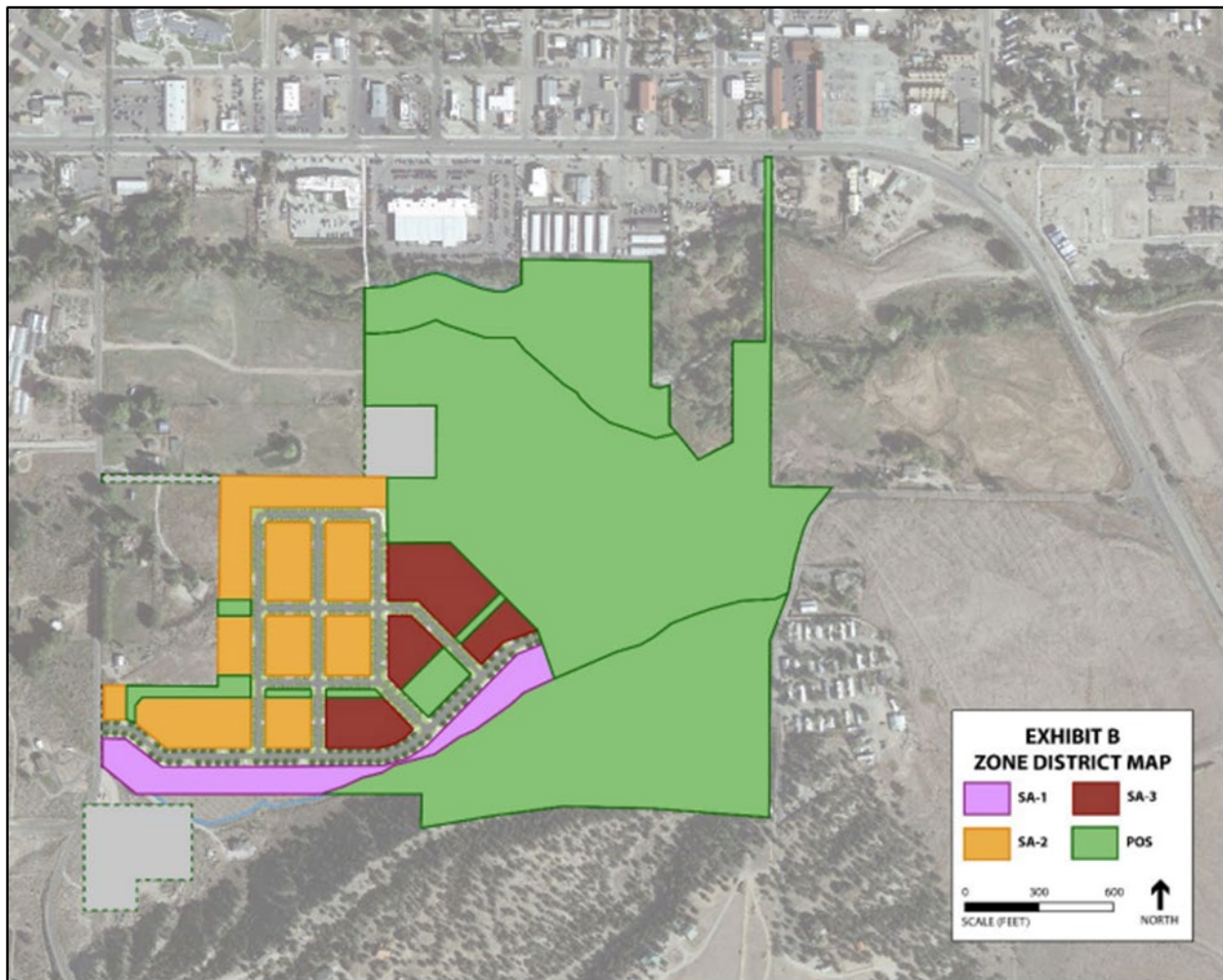


Figure 7: VPA-1 Zone District Subarea Map



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Uses

The use standards at Sections 4.03 and 4.06 of the ODP are updated to reflect the above subareas for VPA-1 as well as the three parks and open space planning areas (VPA-7, VPA-8, and VPA-9). In general, SA-1 allows for a variety of low-to-mid-density residential development, SA-2 allows for a variety of mid-to-high-density residential development, and SA-3 allows for primarily high-density residential development, along with some limited commercial uses (inc. daycare facilities). This represents considerably more concentration of units than is permitted in the current Vandaveer Neighborhood district uses in order to maintain the same number of residential units. SA-3 also allows for a variety of public, institutional, and recreational uses via administrative review, provided housing is not prioritized by the time the northeast extent of the neighborhood is developed (such public and non-profit uses are already exempted from total allowable development square footage, per the ODP). It is also worth mentioning that neither detached single-family dwellings nor short-term rentals would be permitted in SA-3. A maximum of 30 accessory dwelling units (not to count towards the 400-unit maximum) would be allowed throughout the entire site, along with other accessory uses (per code requirements).

The uses for the various planning areas of the to-be-created Vandaveer Regional Park are as follows: The uses within VPA-7 (Ridgeline/Wash Area) would be limited primarily to primitive existing uses such as a disc golf course, hiking trails, as well as a dog park, bike skills track, etc., while the uses within VPA-8 (River Corridor Area) would be sensitive to natural ecological processes of that area and limited to trail access, fishing, outdoor education signage, etc. The permitted uses within VPA-9 (Active Recreation Area) would be much more diverse, including a variety of sports fields and recreation facilities, other civic and educational facilities, daycare facilities, community gardens, dog park, and other potential uses.

Dimensional Standards

The PD modification request outlines proposed dimensional standards for the VPA-1 subareas in a corollary revision to Section 5.06 Table of Dimensional Standards as shown below. The changes correspond to the increased concentration of units and choices of housing types, while actually reducing the allowable height in specific areas along the far southern and western edges of VPA-1. Note that several other dimensional standards have been added for these subareas, specifically, including specific setbacks, maximum unit size, and minimum and maximum densities.



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DIMENSIONAL STANDARD	(former) Vandaveer Neighborhood	SA-1	SA-2	SA-3
Minimum Lot Area	3,000 sq. ft. per unit – res. 5,000 sq. ft. non res.	2,400 sq. ft. single family 1,600 sq. ft. attached	2,000 sq. ft. single family 1,200 sq. ft. attached	3,200 sq. ft. 5,000 non-res sq.ft.
Minimum Lot Width	30'	30' single family 20' attached	25' single family 15' attached	15' attached N/A multi-family/non-residential
Minimum Front Setback*	18' on one side, 5' on all other sides	15'	10'	10' residential 5' non-residential
Minimum Side Setbacks		3' accessory structure 5' primary structure	3' accessory structure 5' primary structure	3' accessory structure 5' primary structure
Minimum Rear Setbacks		5'	5'	5'
Maximum Lot Coverage (paved parking and structures)	60%	60%	60%	90%
Maximum Height – single family	35'	30', no more than 2-stories	30', no more than 2-stories	N/A
Maximum Height – multi-family, non-residential, and mixed use	40', no more than 3 stories	30', no more than 2-stories	40', no more than 3 stories 30', no more than 2 stories fronting CR 107	40', no more than 3 stories
Maximum Height – accessory buildings	25'	25'	25'	25'
Maximum unit size (above grade)		2,000 sq. ft.	2,000 sq. ft.	2,000 sq. ft.
Minimum Density (Max. lot SF per unit)		4,800 sq. ft./unit	4,000 sq. ft./unit	3,200 sq. ft./unit
Maximum Density (Min. lot SF per unit)		1,600 sq. ft./unit	1,200 sq. ft./unit	N/A

*Up to 5-ft. encroachment allowed for covered porches.

Figure 8: Dimensional Standards Table (5.06) for VPA-1 Subareas with Comparison to Existing Standards



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Affordability and Workforce Housing Requirements

As this property is considered one of the best opportunities to address the current workforce housing challenges, the modification proposes specific affordability and employment requirements for the South Ark Neighborhood that is well above and beyond the requirements of the City’s Inclusionary Housing policies. In particular, it proposes that a minimum of 50% (up to 200 primary units) of all housing is to be legally-restricted affordable for the Chaffee County local workforce (certain exceptions are made for qualifying seniors) and an additional 25% (up to 100 primary units) of all housing is to be legally-restricted for the local Chaffee County workforce (non-income-based) for a minimum of 5 years.

The modification states that the breakdown between rental units and for-sale units shall be approximately equal, with affordable rental units restricted affordable to households between 30% and 100% Area Median Income (AMI), with at least half at 80% AMI or below; and for-sale units restricted affordable to households between 60% and 160% AMI, with the average being at 130% AMI or lower and no more than 15% of such units being restricted above 140% AMI. Furthermore, language is proposed that will ensure affordable units are being built at a roughly proportionate rate to market-rate units in each zone and throughout each phase of development.

Additionally, as mentioned above, short-term rentals would not be allowed in the development, but a limited number of accessory dwelling units would be, in order to further meet affordability needs. Single-family detached dwellings would also be limited throughout the development to a maximum of 30 units. ADUs would only be allowed with single-family attached and detached units. The table below shows the minimum and maximum numbers of allowable units in each subarea of the South Ark Neighborhood, along with the affordability targets:

Residential Minimums/Maximums and Affordability Targets

Zone District	Net Area (acres)	Units (min)	Units (max)	ADU (max)	% of total units affordable target
SA-1	3.9	20	30	10	10%
SA-2	10	140	155	15	55%
SA-3	6.4	190	215	5	55%
TOTAL	20.3	350	400	30	50%

Figure 9: Residential Minimum/Maximums and Affordability Targets

Street Types and Access

The modification proposes a handful of street types desired throughout the development represented via a variety of street sections. The main “spine” road (Type A) connecting CR 104 to CR 107 is a wider boulevard-style street with an adjacent but separated wide multi-use path, on-street parking, and larger parkways conducive for the establishment of larger mature trees. Type B and B2 streets are more like typical local urban



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roads, while Type C would function more like rural county roads which would access recreation facilities and open space areas, specifically. Type D would function as alley access for buildings in the South Ark Neighborhood. The modification also spells out other multi-modal connections to Hwy 50, CR 107, and CR 104.

Parks and Open Space, Utilities and Stormwater

The modification distinguishes the three VPAs zoned Open Space/Parks into separate categories (VPA-7 as “Ridgeline/Wash Area”, VPA-8 as “River Corridor Area”, and VPA-9 as “Active Recreation Area”). As discussed above, it also provides additional specification of uses and functions for each of those areas. Additionally, the modification discusses the timing for construction of the small neighborhood park to be located within SA-3 of VPA-1. It also discusses the stormwater greenway that will carry potential floodwaters from the CR 107/CR 108 area towards the Crippen Spring and eventually to the river. Lastly, it discusses additional drainage area/green spaces that may one day take on other uses such as additional right-of-way connections. The modification also provides guidance for installation of infrastructure, inc. water, sewer, and other utilities, including surface stormwater conveyance mentioned above.

Development and Design Standards

The modification updates the previous development and design standards for the Vandaveer Neighborhood (VPA-1) in order to provide some additional architectural/aesthetic standards, parking standards, safety and accessibility for bikes and pedestrians, as well as list of basic environmental and natural hazard resiliency standards.

Phasing

The preferred South Ark Neighborhood master plan proposes development in primarily 3 phases, as shown below. The PD modification request acknowledges the unpredictability inherent in such a large project and allows for quite a bit of variability in such phasing. At the same time, the modification emphasizes the importance of having a diversity of housing types, a wide mix of income levels spread throughout the site, and the importance of delivering affordable housing units as quickly as possible.

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



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(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;
- (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), a modification would not affect said rights and, in regards to (2), staff finds that the request is consistent with the efficient development and preservation of the entire PD as described above; 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 (other than that the current open views would eventually include that of the proposed development, which is situated in locations and at height and densities allotments that would minimize those impacts); and is not granted solely for a special benefit upon any person (but rather to the entire community via large percentages of affordable workforce housing).

(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.
- (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.



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(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: The workforce/affordable housing requirements of the PD modification, along with provisions for ample recreation and open space more than satisfy any conditions that the City might apply in this situation. Therefore, no conditions are suggested. The applicant has also made a complete application that defines which portions are proposed for modification. The modification meets the above requirements.

PLANNING COMMISSION RECOMMENDATION

Planning Commission reviewed the PD Modification proposal at a public hearing on October 10, 2023 and unanimously recommended approval subject to the following conditions (all of which were incorporated into the updated narrative portion of the application) :

1. Provide more specific definitions of “Chaffee County local workforce” and “Affordable workforce housing”, including refined language regarding exceptions for seniors.
2. City Attorney will provide legal and non-substantive amendments to the wording of Section 3.3.
3. Accessory Dwelling Units (ADUs) may only be allowed with single-family attached and detached units.
4. Specify that any shared-use bike/pedestrian trails be separated from the primary roads and, where practicable, provide separated bike and pedestrian lanes within such trails, if right-of-way space will allow.



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RECOMMENDED FINDINGS:

The application 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.

RECOMMENDED MOTION:

“I make a motion to approve, on first reading, Ordinance 2023-16 to approve a Substantial Modification to the Vandaveer Ranch Overall Development Plan for the South Ark Neighborhood, as it is in compliance with the review standards for Substantial Modifications to a Planned Development found at Section 16-7-150 of the Land Use Code, and to set a second reading and public hearing for November 21, 2023.”

Attachments:

- Ordinance 2023-16
- Application materials for Substantial PD Modification
- Narrative of PD Modification (with appendices)
- 2011 Amended Vandaveer Ranch Overall Development Plan
- 2020 Confluent Park PD modification/amended ODP Ordinance
- Description of 2021 Land Swap with Jodie and Barry Snyder
- Proof of publication

ORDINANCE NO. 16
(Series 2023)

AN ORDINANCE OF THE CITY COUNCIL FOR THE CITY OF SALIDA, COLORADO APPROVING A SUBSTANTIAL MODIFICATION OF PARCELS VPA-1, VPA-7, VPA-8, AND VPA-9 OF THE VANDAVEER RANCH PLANNED DEVELOPMENT TO MODIFY THE OVERALL DEVELOPMENT PLAN BY CHANGING THE ENTITLEMENTS, ZONE DISTRICT MAP, DIMENSIONAL STANDARDS, AND OTHER STANDARDS FOR THE SOUTH ARK NEIGHBORHOOD

WHEREAS, the City Council approved the original Overall Development Plan for the Vandaveer Ranch Planned Development by Ordinance 2006-19 on December 22, 2006; and

WHEREAS, the Overall Development Plan was modified by changing the entitlements, zone district map, dimensional standards and adding new Article 10: Pinto Barn Parcel Standards for Parcel VPA-5 by Ordinance 2011-16 on October 18, 2011; and

WHEREAS, the Overall Development Plan was modified once again by changing the entitlements, zone district map, dimensional standards and Article 10: Pinto Barn Parcel Standards via the Confluent Park Planned Development Amendment; and

WHEREAS, Section 16-7-150 of the Salida Municipal Code (SMC) states substantial modifications to a Planned Development may be amended by the City Council after a public hearing and subject to certain criteria; and

WHEREAS, the City of Salida is the owner of all of Vandaveer Planning Area (VPA) parcels 1, 7, 8, and 9 which encompasses approximately 93.5 acres on the far western side of the Overall Development Plan area; and

WHEREAS, the City of Salida has made an application to amend the Planned Development in accordance with the SMC, to allow development of VPAs 1, 7, 8, and 9 in accordance with new land uses and development standards; and

WHEREAS, the City of Salida Planning Commission held a duly noticed public hearing on October 10, 2023 to review the proposed changes and made a recommendation that the City Council approve the proposed substantial modification of the Planned Development, with conditions, as it met the criteria stated in Section 16-7-150; 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 Entitlements Map of the Vandaveer Ranch Development District Overall Development Plan shall be amended for VPAs 1, 7, 8, and 9 (only) as shown in Exhibit A attached hereto.

Section Two

That the Zone Districts Map (Exhibit A of Confluent Park PD Amendment) shall be amended as shown in Exhibit B attached hereto.

Section Three

That the Vandaveer Ranch Planned Development District Overall Development Plan, Article 3, Section 3.01, the Planning Area Entitlements Chart, shall be amended as follows:

Planning Area Entitlements Chart

Planning Areas	Zoning	Gross Area	Dwelling Units and Commercial Lodging Units*	Non-residential** Development Square Footage
PROPOSED DEVELOPMENT	Corresponding Zone District	(Acres)	(up to and including)	(up to and including)
VPA-1	SA-1, SA-2, SA-3, POS per Article 11. South Ark Neighborhood****	32.7	400	25,000
VPA-2	Transitional Residential	15.6	130	30,000
VPA-3	Mixed Use Village	44.1	180 (includes commercial lodging units)	300,000
VPA-4	Mixed Use Village	21.7	125 (includes commercial lodging units)	100,000
VPA-5	R-3, RMU and C-1 per Article 10. Confluent Park***	15	289	125,000
VPA-7	Open Space/Parks	19.4	0	2,500
VPA-8	Open Space/Parks	11.3	0	0
VPA-9	Open Space/Parks	30.1	0	40,000
Total		189.9	1,124 units	622,500 SF

*This represents the total number of units but does not specify if they are single family, attached, or stacked units.

**Non-residential square footage includes employment centers, retail, commercial, educational centers, active and passive recreational uses requiring built facilities, commercial lodging, services, arts and cultural facilities, research and development

***See Article 10, Confluence Park Standards

****See Article 11, South Ark Neighborhood Standards

Section Four

That the Vandaveer Ranch Planned Development District Overall Development Plan, Article 4, Section 4.01 Purpose of the Development Zones shall be amended as follows:

South Ark Neighborhood. This district is intended to provide an area for residential uses that increase the range of housing types and choice of housing styles within the community. Site and dimensional requirements are more flexible than what is allowed under the City’s residential zone districts and are designed to promote innovative design and a greater choice of housing, promote housing affordability, and diverse home sizes to serve a mix of income levels. The size and location of the South Ark Neighborhood allows individual homes be oriented to take advantage of views and solar access.

Open Space /Parks and Recreation. Lands designated as Open Space or Parks and Recreation are shown on the zone district map as well as the Open Space, Parks and Recreation Map. These areas make up the proposed “Vandaveer Regional Park” and shall remain as permanent open space and parks, unless alternative open space or parks acceptable to the City is substituted. No improvements other than recreational/civic/educational facilities, trails, roads, and drainage facilities may be constructed in such open space areas.

And that Vandaveer Ranch Planned Development District Overall Development Plan, Article 4, Section 4.02.6 Zone Districts Created shall be amended as follows:

The following zone districts are hereby created for the Project: South Ark Neighborhood, Transitional Residential; Mixed Use Village Center; and Open Space/Parks and Recreation. The land areas are shown on the Vandaveer Planned Development Zone Districts Map Exhibit B.

Three subarea zones are proposed within the South Ark Neighborhood (VPA-1):

- **SA-1:** South Ark Variable Residential – this includes residential lots south of the primary east-west “spine” road connecting CR107 to CR104. These lots are arranged around common courtyards to preserve views and provide areas for water to naturally drain toward the South Arkansas River from the south. This zone allows for single unit and attached-unit residential types at slightly lower densities and heights compared to other zone districts. Vehicular access is provided via alleys or shared parking courts.
- **SA-2:** South Ark Higher-Efficiency Residential – this includes residential lots along the western and northern edges of VPA-1 as well as the central four blocks. These lots orient onto the public streets or the neighborhood greenway and allow for single unit, attached unit, and small multi-unit residential types at medium densities and heights compared to other zone districts. Vehicular access is provided via alleys.
- **SA-3:** South Ark Residential Mixed-Use Center – This includes the lots and blocks adjacent to the public park and regional park. These lots orient onto the public streets, neighborhood greenway, and the neighborhood park or regional park. Attached, multi-unit, and commercial/mixed uses are allowed at the highest densities and heights compared to other zone districts. Vehicular access is provided via alleys or shared parking courts. Single-unit housing is not allowed in this zone.

And that the Vandaveer Ranch Planned Development District Overall Development Plan, Article 4, Section 4.03 Vandaveer Neighborhood shall be amended as follows:

4.03 South Ark Neighborhood

The South Ark Neighborhood subarea zone districts shall be reserved for a mix of residential types and sizes. Non-residential (commercial/mixed use/public) is allowed in SA-3 only. Single-family detached units are not allowed in SA-3. Short-term rentals shall not be allowed anywhere in the South Ark Neighborhood. All uses must meet parking and other use specific criteria of the Code unless stated otherwise in this PD. The following principal and accessory uses are allowed:

SA-1: South Ark Variable Residential

Principal Uses Permitted by Right:

- Single-family dwelling units
- Duplex dwelling units
- Residential Multi-Family (3-4 units)
- Attached townhomes with no more than eight (8) units per structure

Accessory Uses Permitted with Conditions (conditions in parentheses):

- Accessory dwelling units (shall comply with ADU dimensional requirements in code requirements and be located behind a principal use)
- Accessory buildings and structures (e.g., garage, shed, art studio, etc.)
- Home occupations (shall occupy no more than 30% of the gross floor area of the residence and have no exterior indication of nonresidential activity. The business owner or operator must reside within the dwelling unit in which the business is conducted.)

SA-2: South Ark Higher-Efficiency Residential

Principal Uses Permitted by Right:

- Single-family dwelling units
- Duplex dwelling units
- Residential Multi-Family (3-4 units)
- Attached townhomes with no more than eight (8) units per structure
- Residential Multi-Family (5-19 units)

Accessory Uses Permitted with Conditions (conditions in parentheses):

- Accessory dwelling units (shall comply with ADU dimensional requirements in code requirements and be located behind a principal use)
- Accessory buildings and structures (e.g., garage, shed, art studio, etc.)
- Home occupations (shall occupy no more than 30% of the gross floor area of the residence and have no exterior indication of nonresidential activity. The business owner or operator must reside within the dwelling unit in which the business is conducted.)

SA-3: South Ark Residential Mixed Use Center

Principal Uses Permitted by Right:

- Duplex dwelling units
- Residential Multi-Family (3-4 units)
- Attached townhomes with no more than eight (8) units per structure
- Residential Multi-Family (5-19 units)
- Residential Multi-Family (20+ units)
- Eating and drinking establishments less than 10,000 SF
- Retail sales and rental establishments less than 10,000 SF
- Daycare facility

Accessory Uses Permitted with Conditions (conditions in parentheses):

- Accessory dwelling units (shall comply with ADU dimensional requirements in code requirements and be located behind a principal use)
- Accessory buildings and structures
- Home occupations (shall occupy no more than 30% of the gross floor area of the residence and have no exterior indication of nonresidential activity. The business owner or operator must reside within the dwelling unit in which the business is conducted.)

Uses Allowed by Administrative Review:

- Public/Institutional Uses (transit center, church/religious, clubs, community buildings, government administrative facility, group homes, park, public parking facility, recreation facility, school)
- Other Commercial Uses (e.g., offices, retail, etc.)
- Sports complexes and active recreational fields, whether public, semi-public or private which may include related commercial uses, such as snack bars and restroom facilities, instruction, equipment storage and maintenance facilities, including but not limited to ball fields and courts, playfields and playgrounds.
- Other uses not listed above that are deemed similar by the City Administrator or his/her designee.

POS: Open Space/Parks and Recreation – this zone district is intended to prohibit intensive development, to provide open space and civic/educational facilities (including potentially a recreation center) and to protect the floodplain and wetlands. Areas designated as either Parks or Open Space satisfies the Planned Development District requirement for open space dedication. The POS zone district is made up of three separate planning areas (VPA-7, VPA-8, and VPA-9) and is included in portions of VPA-1. The allowed uses for those planning areas are listed below and expand upon the uses outlined at Section 4.06 of the ODP:

VPA-1: South Ark Neighborhood

Principal Uses Permitted by Right:

- Neighborhood Park with uses that support surrounding residences such as: playground, grilling areas, lawn space, plaza area, shade structure(s), benches, kiosks/signage, etc.

- Neighborhood Greenway designed to support the flow of stormwater through the neighborhood to VPA-9. This area may include passive recreation spaces such as overlooks, small plazas with seating, etc.
- Stormwater/Green Space areas that are intended to be preserved as open space in the short term but may be converted to street right-of-way in the future if redevelopment occurs to the west along CR 107.

VPA-7: Ridgeline/Wash Area

Principal Uses Permitted by Right:

- Trails, benches, kiosks/signage, disc golf, dog park, other active outdoor recreation, and public restrooms are allowed.

VPA-8: River Corridor

Principal Uses Permitted by Right:

- Trails, benches, kiosks/signage, outdoor education, and fishing are allowed.

VPA-9: Active Recreation Area

Principal Uses Permitted by Right:

- Active or passive recreational areas or facilities, both public and private, open or covered, (and which may include related recreational amenities such as, snack bars and restroom facilities, band shells, picnic areas, instruction, equipment storage and maintenance facilities), including, but not limited to fishing facilities, ballfields and courts, play fields and playgrounds, trails, dog park, community supported agriculture, community gardens, passive recreational and Open Space areas.
- A future daycare facility shall also be allowed.

Section Five

That the Vandaveer Ranch Planned Development District Overall Development Plan, Article 5, Section 5.03, Vandaveer Neighborhood [VR-VN], shall be amended as follows:

5.03 South Ark Neighborhood (VPA-1)

Dimensional Standards for the subareas of the South Ark Neighborhood (SA-1, SA-2, and SA-3) are listed in the columns of Section 5.06 Table of Dimensional Standards, which replaced the column of Vandaveer Neighborhood in the original ODP.

And that the Vandaveer Ranch Planned Development District Overall Development Plan, Article 5, Section 5.06 Table of Dimensional Standards shall be amended as follows for the column previously titled “Vandaveer Neighborhood”, now titled “South Ark Neighborhood”:

DIMENSIONAL STANDARD	SA-1	SA-2	SA-3
Minimum Lot Area	2,400 sq. ft. single family 1,600 sq. ft. attached	2,000 sq. ft. single family 1,200 sq. ft. attached	3,200 sq. ft. 5,000 non-res sq.ft.
Minimum Lot Width	30' single family 20' attached	25' single family 15' attached	15' attached N/A multi-family/non-residential
Minimum Front Setback**	15'	10'	10' residential 5' non-residential
Minimum Side Setbacks	3' accessory structure 5' primary structure	3' accessory structure 5' primary structure	3' accessory structure 5' primary structure
Minimum Rear Setbacks	5'	5'	5'
Maximum Lot Coverage (paved parking and structures)	60%	60%	90%
Maximum Height – single family	30', no more than 2-stories	30', no more than 2-stories	N/A
Maximum Height – multi-family, non-residential, and mixed use	30', no more than 2-stories	40', no more than 3 stories 30', no more than 2 stories fronting CR 107	40', no more than 3 stories
Maximum Height – accessory buildings	25'	25'	25'
Maximum unit size (above grade)	2,000 sq. ft.	2,000 sq. ft.	2,000 sq. ft.
Minimum Density (Max. lot SF per unit)	4,800 sq. ft./unit	4,000 sq. ft./unit	3,200 sq. ft./unit
Maximum Density (Min. lot SF per unit)	1,600 sq. ft./unit	1,200 sq. ft./unit	N/A

***Up to 5-ft. encroachment allowed for covered porches.*

And that the Vandaveer Ranch Planned Development District Overall Development Plan, Article 5, Section 5.07 Affordable and Workforce Housing Standards shall be created and read as follows:

5.07 Affordable and Workforce Housing Standards

This South Ark Neighborhood PD modification shall ensure and require that a minimum of seventy-five percent (75%) of all housing units constructed within the PD modification area be either “affordable workforce housing” or “non-income-based workforce housing,” as defined herein and as further specified below. The additional requirements listed below shall override and supersede the City of Salida’s Inclusionary Housing Ordinance requirements as found within the Salida Municipal Code:

“Chaffee County local workforce” shall be defined as those individuals earning their primary (80% or more) source of income at a business or employer within Chaffee County, as documented with the United States Internal Revenue Service and as further defined and certified by the City Administrator and his/her designee. Individuals over sixty (60) years of age shall be considered part of the Chaffee County local workforce if they have: (1) maintained their sole and primary residence within Chaffee County a minimum of 10 years; or (2) earned 80% or more of their primary source of income at a business or employer within Chaffee County, as documented with the United States Internal Revenue Service, for a minimum of four (4) years over the last ten (10) years; *and* if they otherwise qualify for the deed-restricted units.

“Affordable workforce housing” is housing that is available and affordable to very low-income, low-income and middle-income households where members of such households are part of the Chaffee County local workforce as defined herein, and further specified immediately below:

- **“Affordable workforce housing rental units”** shall be defined as permanently deed-restricted residential rental units which are affordable to households earning between thirty percent (30%) and one hundred percent (100%) of Area Median Income (AMI) for Chaffee County, as defined annually by the Colorado Housing Finance Authority (CHFA).
- **“Affordable workforce housing for-sale units”** shall be defined as permanently deed-restricted residential for-sale units which are affordable to households earning between sixty percent (60%) and one hundred sixty percent (160%) of Area Median Income (AMI) for Chaffee County, as defined annually by the Colorado Housing Finance Authority (CHFA).

“Non-income-based workforce housing” shall be defined as deed-restricted housing that is available to individuals who are part of the Chaffee County local workforce as defined herein. Such housing shall not be based on income but shall be deed-restricted only for members of the Chaffee County local workforce for a minimum of 5 years from the date of initial sale.

Additional Requirements:

- A minimum of fifty percent (50%) of the total residential units within the South Ark Neighborhood PD modification area shall be permanently deed-restricted affordable workforce housing as defined herein and as further specified immediately below:
 - Of all the affordable workforce housing units, no fewer than forty percent (40%) shall be reserved for affordable workforce housing *rental* units, and no fewer than forty percent (40%) shall be reserved for affordable workforce housing *for-sale* units.
 - A minimum of half of the affordable workforce housing *rental* units must be deed-restricted affordable to households earning eighty percent (80%) or less of the AMI for Chaffee County, as defined annually by CHFA.
 - The average of all affordable workforce housing *for-sale* units must be deed-restricted affordable to households earning one hundred thirty percent (130%) or less of the AMI for Chaffee County, as defined annually by CHFA. Additionally, no more than fifteen percent (15%) of affordable workforce housing for-sale units shall be sold at prices

affordable to households earning above one hundred forty percent (140%) of the AMI for Chaffee County, as defined annually by CHFA.

- o Any residential units within the South Ark Neighborhood PD modification area owned by public or non-profit housing entities, such as the Chaffee Housing Authority or the Chaffee Housing Trust, are exempt from the AMI and deed-restriction requirements set forth herein, but such residential units may count toward the fifty percent (50%) overall affordable workforce housing units requirement.
- o A minimum of twenty-five percent (25%) of total residential units within the PD amendment area shall be deed-restricted non-income-based workforce housing as defined herein. Such deed restrictions on all non-income-based workforce housing shall apply for a minimum of 5 years.
- o The deed-restricted affordable workforce housing units and non-income-based workforce housing units in each zone district (and phase) shall be built at substantially the same time as the non-deed-restricted residential units.
 - Certificates of occupancy (COs) shall be given at a maximum of three (3) non-deed-restricted residential units for every one (1) deed-restricted unit.
- o Short Term Rental Unit(s) shall not be permitted anywhere in the South Ark Neighborhood PD modification area.
- o Accessory Dwelling Units (ADUs) are encouraged but not required. They are permitted on attached and detached single family lots to assist in furthering the goals of serving the affordable and workforce housing needs of the County and City, but do not count towards the residential unit maximum or affordable or workforce housing requirements. See maximums ADU allotments further below.

Each of the zone districts include a minimum and maximum number of units allowed as well as a percentage affordable target, as defined in the table below with the goal that the sum of deed-restricted affordable units in total for VPA-1 is at least 50% as defined above.

Residential Minimums/Maximums and Affordability Targets

Zone District	Net Area (acres)	Units (min)	Units (max)	ADU (max)	% of total units affordable target
SA-1	3.9	20	30	10	10%
SA-2	10	140	155	15	55%
SA-3	6.4	190	215	5	55%
TOTAL	20.3	350	400	30	50%

Section Six

That the Vandaveer Ranch Planned Development District Overall Development Plan, Article 8, Section 8.02, “Vandaveer Neighborhood District: Development and Design Standards”, shall be amended as follows:

8.02 South Ark Neighborhood: Development and Design Standards

8.02.1 Development must be located with the existing topography in mind and shall minimize disruption to existing terrain, vegetation, drainage patterns, natural slopes and any other distinctive features.

8.02.2 The design and siting of all structures shall protect and preserve wetlands and riparian areas, critical wildlife habitats, natural features and landmarks and shall minimize the visual impact from Highways 50 and CR 107.

8.02.3 All permanent buildings shall be set back a minimum of two hundred and fifty (250) feet from the edge of the South Arkansas River channel.

8.02.4 All development shall be designed so that for the given location, egress points, grading and other elements of the development could not be reasonably altered to:

- Reduce the number of access points onto a collector or local street;
- Minimize adverse impacts on any existing or planned residential uses;
- Improve pedestrian or vehicle safety within the site and exiting from it;
- Reduce the visual intrusion of parking areas, screened storage areas and similar accessory areas and structures.

8.02.5 All development shall respect and complement existing development on abutting sites. This shall include:

- Provision for consolidating access points with abutting properties through joint access easements or other negotiated means;
- Provision for making sidewalks, trails and paths contiguous with abutting properties;
- Compatible massing and scale.

8.02.6 A variety of housing styles is strongly encouraged; therefore, model types shall vary.

- A variety of roof forms is permitted, though low-sloping or “flat” roofs shall be limited to two for every eight structures;
- Natural materials such as wood siding and masonry are encouraged;
- Affordable units shall be designed with the same quality of exterior finishes as market-rate units.

8.02.7 Vehicular access and garages, carports, or other private vehicle storage shall be accessed from an alley or parking court.

- Provide either a building or a landscaped area at least ten (10) feet wide containing dense planting between the front property line of any use and an outdoor parking or service area.
- Surface parking lots are encouraged to use permeable surfaces (gravel, permeable paving, or other permeable surface.)
- No street-facing garages shall be allowed.

8.02.8 Parking Standards

- Commercial uses shall be required to provide a minimum of 1 parking space per 1,000 SF of the commercial use
- Residential uses shall be required to provide a minimum of 1 parking space per unit.

8.02.9 Orient buildings to take best advantage of solar access.

8.02.10 In order to create usable private open spaces for residences in this area, front yards shall be used for outdoor patio space or for a landscaped buffer space. It shall not be used for the storage of anything other than patio/porch furniture.

8.02.11 Primary building entrances should be oriented towards streets, parks, or pedestrian ways. Any multi-story building should have one clearly identifiable “front door.”

8.02.12 Ensure exterior walls are designed on a pedestrian scale by:

- Fragmenting them into smaller or multiple structures;
- Providing mature landscaping and manipulating the land form;
- Placing wall texture at eye-level;
- Clustering of small scale elements such as planter walls around the primary structure;
- Ensure that the ground floor uses are oriented toward the pedestrian with storefronts (where applicable), front porches, stoops, or patios that open onto the sidewalk as well as other pedestrian oriented spaces;
- Minimize the visual impact of service areas, refuse storage and mechanical/electrical equipment on streets, open space and adjoining development. For multifamily, mixed use, or commercial, civic, or education facilities, storage and refuse containers must be screened with impervious fencing or plantings.

8.02.13 Courtyards or green spaces between residential uses shall be designed to accommodate a sidewalk/path and outdoor amenities such as, but not limited to: seating areas, garden beds (edible or aesthetic), pollinator gardens, small pavilions, stormwater gardens, or other amenity.

- Front doors and porches of residential units shall front onto the courtyard/common space.

GATEWAYS AND CIRCULATION DESIGN STANDARDS

8.02.14 Gateways:

- Gateway elements at entry points to the neighborhood (at CR 107 entry and Highway 50/CR 104 intersection) shall be provided and be primarily architectural elements and not signs, although graphic elements are allowed.

8.02.15 Transportation System/Vehicular Access:

- The “spine” road connecting CR 107 to CR 104 shall serve as a primary connection to the South Ark Neighborhood and shall be designed as a multi-modal street with ample space adjacent to the curb to promote healthy, long-term tree growth.
- The street network shall be laid out as shown in Exhibit C. Any modifications to the proposed street grid shall be presented with proper reasoning and determined appropriate by the Community Development Director.
 - Rectangular blocks shall be a minimum of 180-feet wide.
 - The street network shall consider opportunities for future connections to CR 107, as shown in Exhibit C.
- All subdivisions within the South Ark Neighborhood shall provide an adaptable and interconnected transportation system that encourages alternative modes of transportation, disperses traffic, and provides streets that accommodate multiple modes of transportation including motor vehicles, bicycles, and pedestrians.
- Safe and efficient movement of vehicles, pedestrians and bicyclists is an important attribute of the South Ark Neighborhood. Uninterrupted pedestrian ways shall be maximized in order to improve or support the subarea as a walkable neighborhood.
- The width of driveways and curb cuts shall be minimized to reduce the overall impact of vehicular access across a planned pedestrian path or trail.
- Sharing of vehicle entries between two adjacent lots is strongly encouraged.
- Ensure all subareas have included a clearly defined connection to the regional trail system.

ENVIRONMENTAL DESIGN STANDARDS

Note that the model energy code and building codes shall supersede these standards, whichever is more stringent.

8.02.16 Orient buildings to take best advantage of solar access.

- Buildings should be designed to plan for the application of solar panels.
- Consideration of passive solar design opportunities should be provided.

8.02.17 Limit water use.

- Buildings should utilize water-saving fixtures and appliances.
- Landscaping should include water-wise, indigenous plant species.
- Consider the use of well irrigation for maintenance and watering of the flexible field uses.

8.02.18 Natural disaster preparedness.

- Buildings within the fluvial hazard buffer shall be elevated or the site shall be graded to alleviate the risk of flooding.

- Buildings shall include an appropriate buffer around their perimeter that does not include combustible materials.
- Stormwater detention elements should be considered in common areas such as courtyards, public parks, and yards to prevent the risk of flooding.

Section Seven

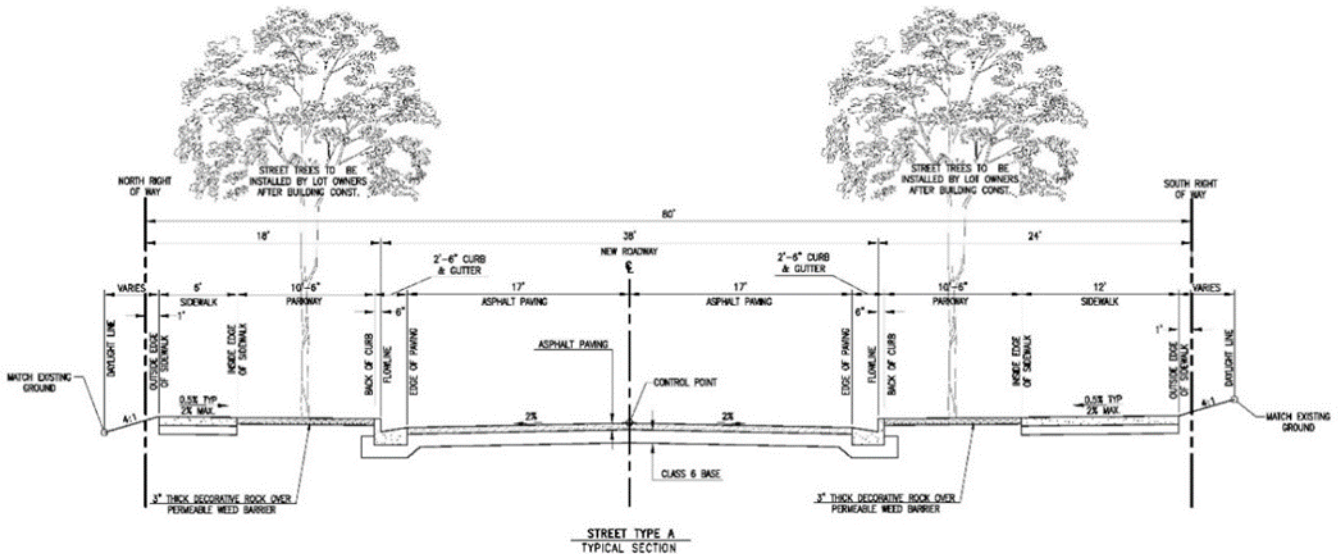
That the Transportation Network Map shall be created as shown in Exhibit C attached hereto shall amend the South Ark Neighborhood portion of Exhibit C “Circulation Map” as shown in the 2011 Vandaveer Ranch Overall Development Plan amendment.

And that the Vandaveer Ranch Planned Development District Overall Development Plan, Article 8, Section 8.05.4, “Street and Streetscape Design” shall be amended to include the following:

8.05.4.1 Street and Streetscape Design Specific to the South Ark Neighborhood Planned Development Modification area:

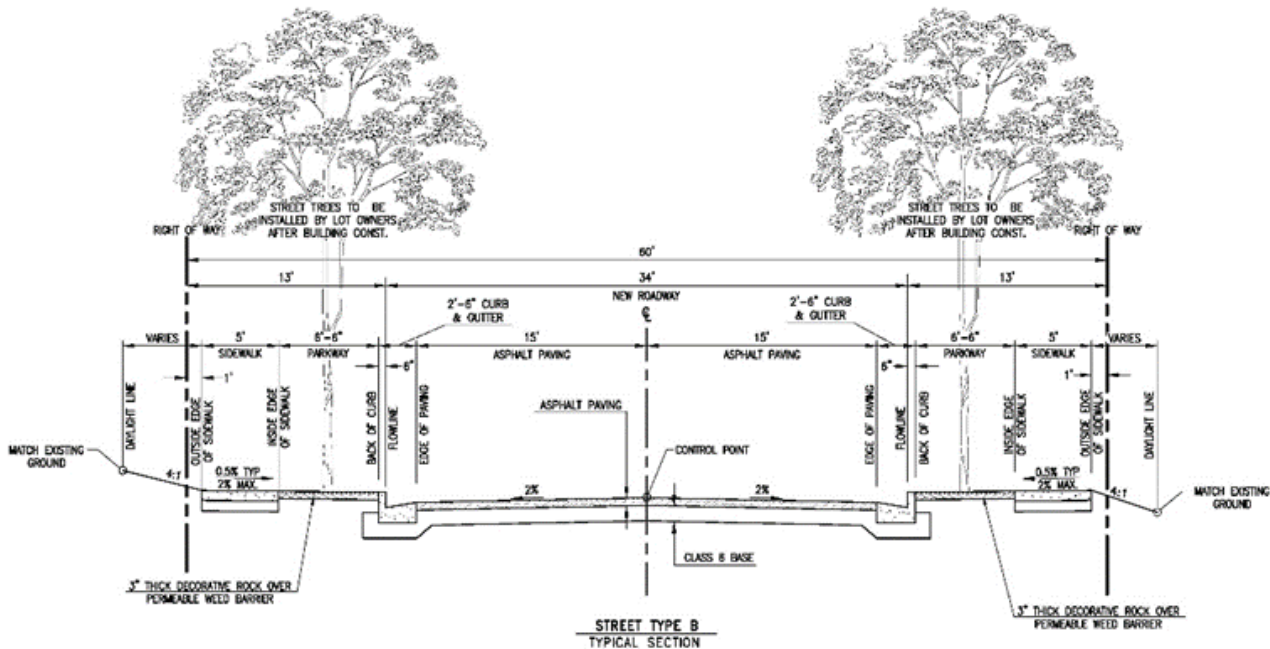
- **Street Type ‘A’** (80’ R.O.W.) – An east-west “spine road” connecting CR107 at the west to CR104 to the east, provides two points of access to the South Ark Neighborhood and Vandaveer Regional Park, while also providing helpful emergency access in the case of a county roadway closure. While this roadway is primarily responsible for east-west circulation across the site for vehicles, it is still intended to have a slower design speed, with ample tree lawns, and a clear multi-modal emphasis by way of a well-separated multi-use path on the south side of the roadway. As shown in the street section below, the street type includes a 38’ roadway (two 11’ travel lanes, along with 8’ parallel parking on each side of the roadway); an 11’ tree lawn (6” curb and 10’-6” parkway) on each side of the roadway; a 6’ sidewalk on the north side of the roadway; a 12’ multi-use path on the south side of the roadway; and a 1’ buffer from back of sidewalk/multi-use path to the adjacent property line. Note that depending on parking demand estimated at time of development, the spine road could potentially eliminate the southern parking lane in some areas (especially where no residences are adjacent to the street) in lieu of more space for landscaping, bicyclists, and pedestrians. Final street section should be determined during final design.
 - The full build-out of Street Type ‘A’ will likely be constructed in phases, to help distribute the infrastructure costs to the project over time. The interim condition of the roadway shall be similar to that of Street Type ‘C,’ outlined below, so that access is maintained across the site, and to the recreation amenities, but at a lesser infrastructure expense.
 - The interim condition of the spine road (similar to that of Street Type ‘C’) shall be constructed to the specification of Street Type ‘A’ as the development advances from one phase into another, or whenever the

City deems it to be necessary for the circulation and safety of the development.



- **Street Type ‘B’** (60’ R.O.W.) – The typical street type within the South Ark Neighborhood, Street Type ‘B’ is intended to be a pedestrian-friendly, lower design speed street, with ample tree lawns. As shown in the street section below, the street will include a 34’ roadway (two 9’ travel lanes, along with 8’ parallel parking on each side of the roadway); a 7’ tree lawn (6” curb and 6’-6” parkway) on each side of the roadway; a 5’ sidewalk on each side of the roadway; and a 1’ buffer from back of sidewalk to the adjacent property line.

 - **Street Type ‘B2’** (65’ R.O.W.) – A slight variation of Street Type ‘B’ that would be applicable only to the north-south street shown on Exhibit C. This variation expands the R.O.W. 5’ to the east, in order to facilitate a 10’ multi-use trail (in lieu of the 5’ sidewalk in the typical Street Type ‘B’ section below) to provide enhanced connectivity from Street Type ‘A’ up to the pedestrian bridge over the South Arkansas River, and to the trail amenities in Vandaveer Regional Park.



- **Street Type ‘C’** (60’ – 80’ R.O.W.) – A more rural street type that will serve as a recreation access road and, as noted above, an interim condition for the spine road, until the full build-out to Street Type ‘A.’ The street will include a minimum of 11’ wide travel lanes, surfaced with a minimum of four-inch compacted aggregate base with a dust control application; and shoulders that are a minimum of 8’ wide, constructed with a compacted road base.
 - The 60’ to 80’ of dedicated R.O.W. is intended to provide flexibility to the City long-term, should there be a desire to build-out the roadway in a manner similar to that of Street Type ‘A’ or ‘B’ in the future.
- **Street Type ‘D’** (20’ R.O.W.) – While not technically a “street,” this serves as the typical alley R.O.W. within the South Ark Neighborhood. There shall be a minimum width of 16’ within the center of the R.O.W., and 20’ of width is encouraged adjacent to commercial uses.

Connectivity to Surrounding Area

Hwy 50 – Comfortable bicycle and pedestrian connections to/across Hwy 50 will provide critical connectivity to the South Ark Neighborhood and Vandaveer Regional Park.

- The existing connection and pedestrian crossing at Hwy 50 and Milford Street, which connects to the pedestrian bridge at the northwest corner of the Vandaveer Regional Park should be retained and enhanced, if necessary.
- At the northeast corner of Vandaveer Regional Park, there is a 15’ easement providing connectivity to/from Hwy 50. A trail should be constructed along this easement, along with an additional pedestrian bridge over the South Arkansas River at this location. At Hwy 50, a pedestrian crossing should be implemented - RRFB and/or pedestrian

refuge island, similar to the crossing at Hwy 50 and Milford Street – to ensure a safe crossing from this new trail to/from Caldwell Street.

CR 104 – This is the main existing vehicular access point to Vandaveer Regional Park. It will continue to function in its current state until development of the adjacent parcels. CR 104 should be upgraded to include pedestrian and bicycle facilities when adjacent development allows for dedication of additional right of way. The utility highway crossing installed as part of the South Ark Neighborhood will make the large parcels on both sides of CR 104 more development-ready. The challenges to development of these adjacent parcels are entitlement (annexations or PD amendments are required) and highway access. A traffic signal will likely be required when the 48-acre parcel south of CR 104 develops.

CR 107 – This is the main vehicular connection between the City of Salida and South Ark Neighborhood due to proximity and the existing traffic signal at Highway 50. There are currently no pedestrian or bicycle facilities, and the addition of such is not currently feasible due to right of way constraints. Cooperation between adjacent private property owners, Tennessee Ditch water users, the City of Salida, and Chaffee County is needed to secure right of way for pedestrian and bicycle facilities as soon as possible. Until then, the existing ped/bike bridge will provide safe access to the South Ark Neighborhood and Vandaveer Regional Park for those who aren't comfortable using CR 107. In addition, the City of Salida and Chaffee County should follow up with SSG Holdings, LLC to the southwest of the site, to facilitate ped and bike access from South Ark Neighborhood to the Methodist Mountain trail system.

Future potential transit connections and locations should be explored in the future to provide additional connectivity and access to the South Ark Neighborhood and Vandaveer Regional Park from Hwy 50.

Section Eight

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 Nine

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 November 7, 2023, ADOPTED and ORDERED PUBLISHED IN FULL, other than Exhibits A, B, and C described herein which shall be on record with the City Clerk's office, in a newspaper of general circulation in the City of Salida by the City Council on the ____ day of _____, 2023 and set for second reading and public hearing on the 21st day of November, 2023.

INTRODUCED ON SECOND READING, FINALLY ADOPTED and ORDERED
PUBLISHED IN FULL, by the City Council on the 21st day of November, 2023.

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 _____, 2023, and BY TITLE ONLY, after final adoption on the ____ day of _____, 2023.

City Clerk/Deputy City Clerk

Exhibit A: South Ark Neighborhood Entitlements Map

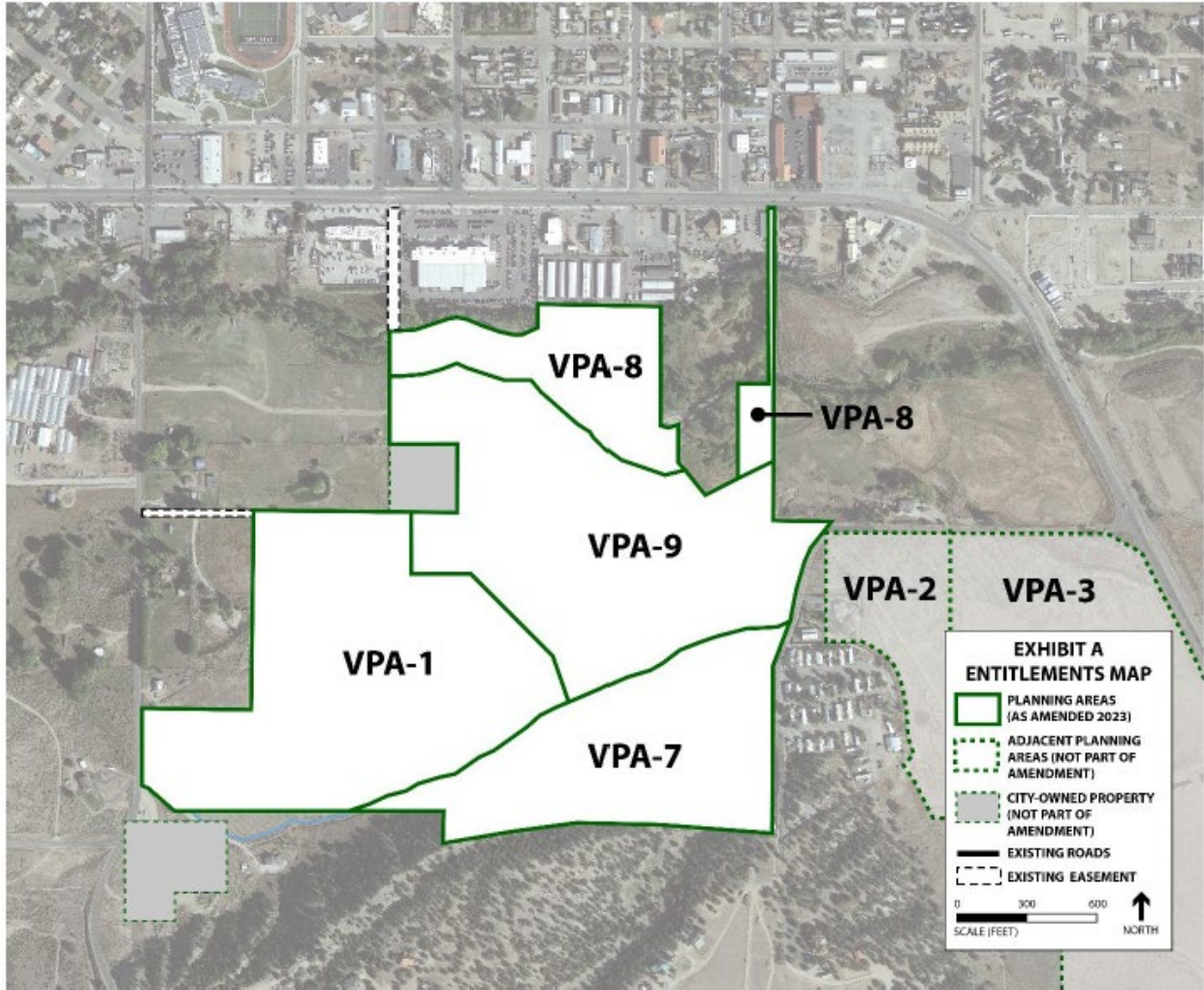


Exhibit B: South Ark Neighborhood Zone District Map

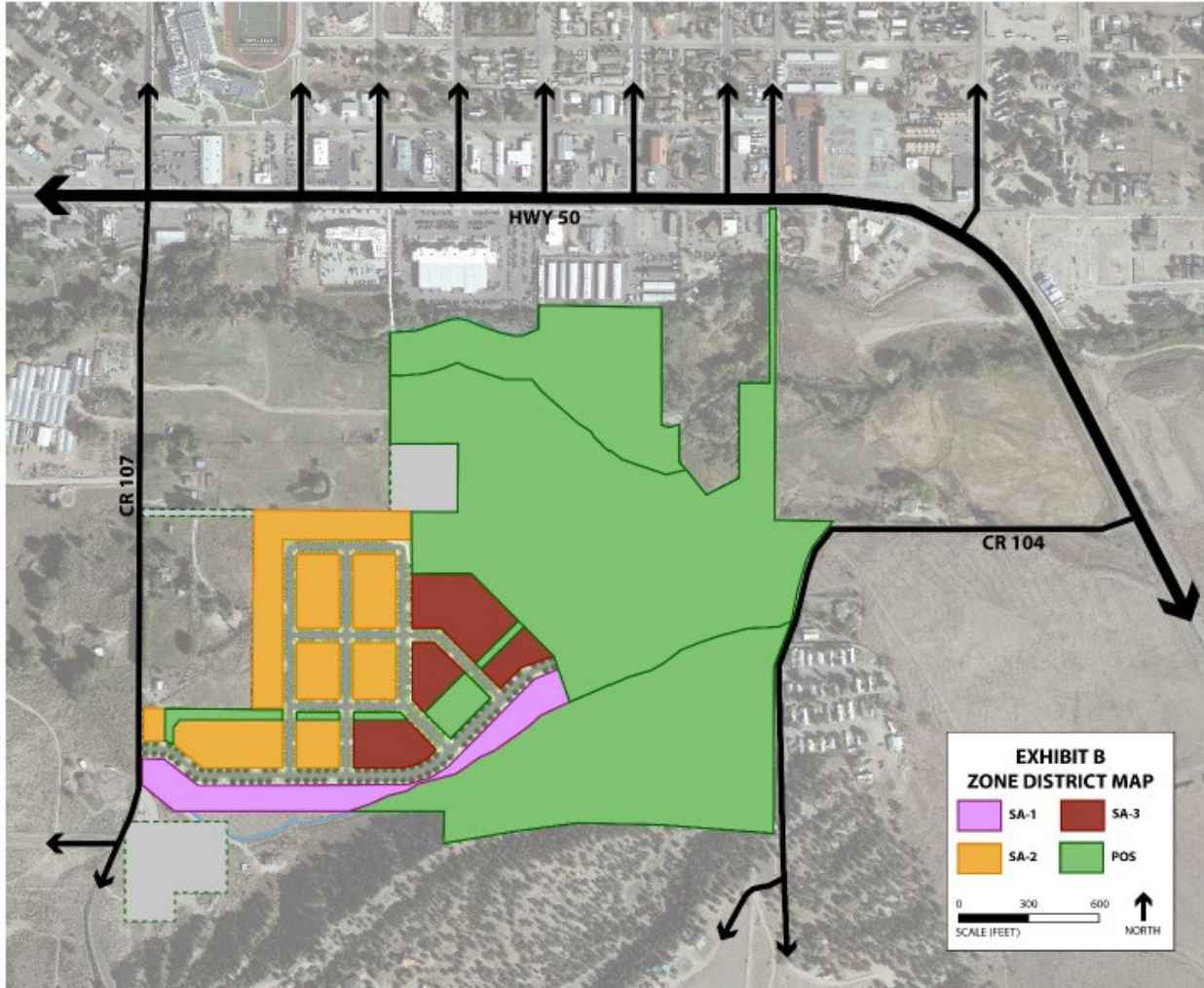
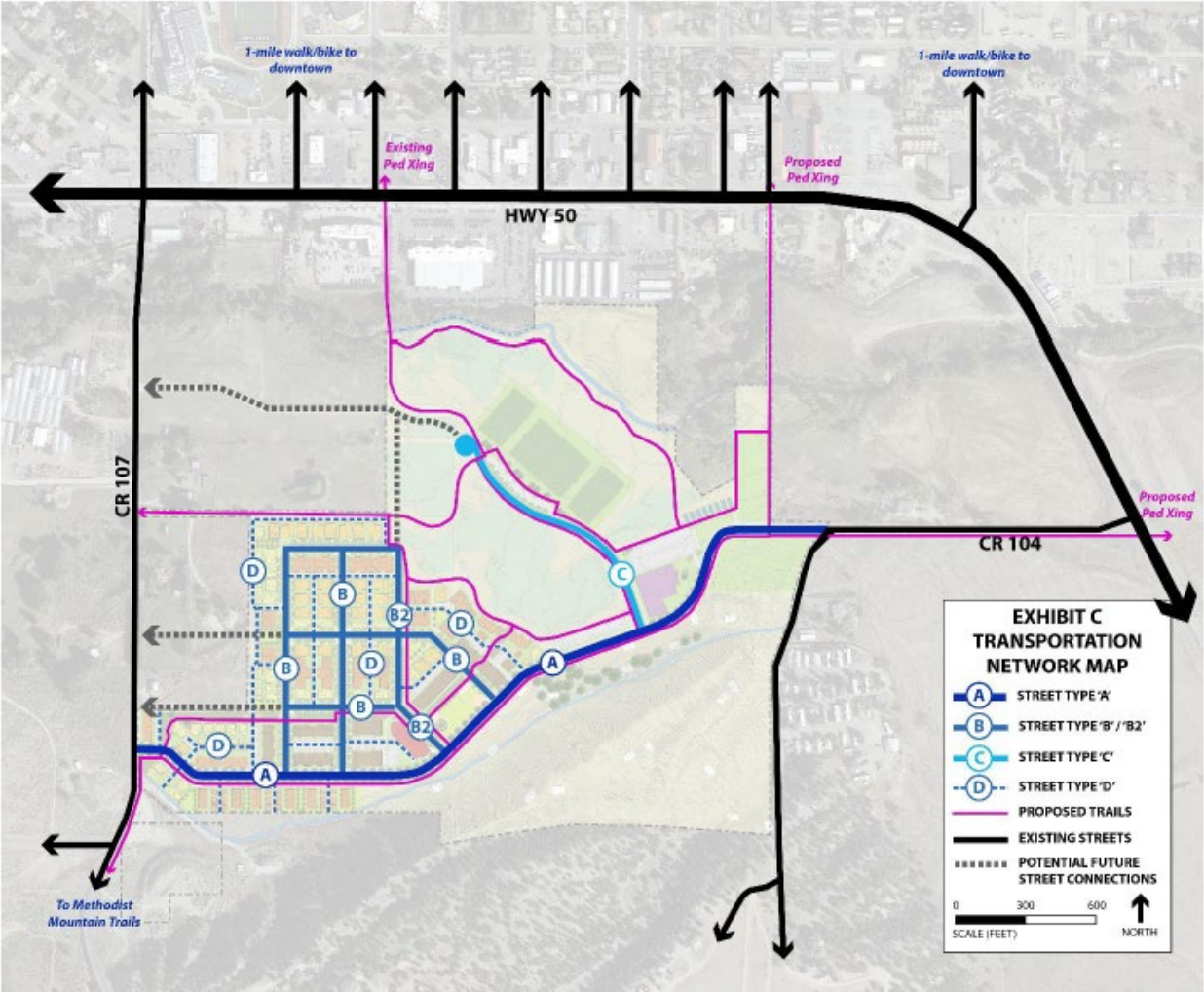


Exhibit C: South Ark Neighborhood Transportation Network Map





GENERAL DEVELOPMENT APPLICATION

448 East First Street, Suite 112
Salida, CO 81201

Phone: 719-539-4555 Fax: 719-539-5271

Email: planning@cityofsalida.com

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

- | | |
|--|---|
| <input type="checkbox"/> Annexation | <input type="checkbox"/> Administrative Review:
(Type)_____ |
| <input type="checkbox"/> Pre-Annexation Agreement | |
| <input type="checkbox"/> Appeal Application (Interpretation) | |
| <input type="checkbox"/> Certificate of Approval | <input type="checkbox"/> Limited Impact
Review:(Type)_____ |
| <input type="checkbox"/> Creative Sign Permit | |
| <input type="checkbox"/> Historic Landmark/District | |
| <input type="checkbox"/> License to Encroach | <input checked="" type="checkbox"/> Major Impact Review:
(Type) <u>PD Modification</u> _____ |
| <input type="checkbox"/> Text Amendment to Land Use Code | |
| <input type="checkbox"/> Watershed Protection Permit | |
| <input type="checkbox"/> Conditional Use | <input type="checkbox"/> Other: _____ |

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

A. Applicant Information

Name of Applicant: City of Salida

Mailing Address: 448 E. First Street Salida, CO 81201

Telephone Number: 719-530-2634 FAX: _____

Email Address: bill.almquist@cityofsalida.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: Vandaveer Ranch Planned Development- South Ark Neighborhood

Street Address: N/A (City-owned area of Vandaveer Ranch PD)

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 *W. J. Almquist* Date 09/15/23

Signature of property owner _____ Date _____



LIMITED IMPACT & MAJOR IMPACT SUBMITTAL REQUIREMENTS

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

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

1. PROCEDURE (Section 16-3-80)

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

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

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

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

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

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

8. Any subdivision request including a plat meeting the requirements of Section 16-6-110;

9. Any other information which the Administrator determines is necessary to determine whether the proposed development complies with this Code, including but not limited to the following:

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

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

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

(iv) Engineering specifications for any improvements.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The PD modification is consistent with the City's Comprehensive Plan and its recently adopted Future Land Use Map (FLUM) as far as locating variable levels of density within the southwestern portion of the site and retaining the remaining areas primarily for parks, open space, and recreation. It also focuses new development within the Municipal Services Area to ensure adequate provision of services and to limit sprawl development outside the City, among many other objectives related to affordability.

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 controlled by an existing Overall Planned Development (ODP) which specifies the purposes and standards of individual subareas within the ODP. This application merely proposes to amend the already approved PD with standards that will assist in implementing the South Ark Neighborhood master plan, which has been developed over much of the last year.

- b. **Site Development Standards.** The parking, landscaping, sign and improvements standards. Parking, landscaping, sign and improvements standards for the subarea are spelled out in the PD modification.

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.

Taken in its totality, and considering aspects such as the amount of open space created/protected, goals of providing housing (esp. affordable housing), and accounting for various view corridors from within the site and off-site, the primarily residential, recreational, and natural uses of the South Ark Neighborhood are both compatible with neighboring uses and enhance the mixture of complementary uses and activities in the immediate vicinity. The existing commercial uses to the north of the site and anticipated to the east of the site (within the Vandaveer PD) will complement the project very well.

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 uses are primarily residential and recreational and will not create any undue impacts. The size of the site, itself, provides an adequate buffer from many surrounding properties.

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.

Water, sewer, and electric are available in Highway 50 and/or CR 104 & 107. The City is currently proposing to extend such facilities into the interior of the site, pre-development.

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 master planning process has been very intentional to avoid development in areas that would cause undue impacts on the natural surroundings, including the South Arkansas River and adjoining floodplain, wetlands, springs, topographic aspects, and other sensitive characteristics. Each element has been sited in locations to minimize such impacts.



SOUTH ARK NEIGHBORHOOD PLAN

Planned Development Amendment Narrative

November 1, 2023

studio seed

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In partnership with:

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Article 11: The South Ark Neighborhood Amendment to the Vandaveer Ranch Planned Development District Overall Development Plan

1- Executive Summary

In November 2022, the City of Salida kicked off a community master planning process for approximately 100 acres of City-owned land – the majority of which was purchased by the city in 2004 and included in the Vandaveer Ranch Overall Development Plan (planning areas VPA-1, VPA-7, VPA-8, and VPA-9) established in 2006 and updated in 2011. This area is the only remaining City-owned land that is part of the original Vandaveer Ranch purchase – the rest has been sold to private developers. The process included multiple stakeholder interviews, an initial master plan visioning exercise for the site, a design charrette where community members could create their own site plans, site walking tours, and multiple open houses, a project webpage and Facebook page for the community to stay involved.

Over the course of 11 months, the consulting team hired by the City with experts in land use, master planning, urban design, architecture, housing, civil engineering, environmental planning, and economic market specialists worked with the community and stakeholders to develop a master plan for the site. The final master plan aligns with the original intent for the site; however, some modifications to the Vandaveer Ranch Overall Development Plan (ODP) are needed to implement the updated vision. The result is a plan for a future residential neighborhood that seeks to serve the local workforce and meet critical affordable housing goals as well as a regional park and South Arkansas River corridor with various natural and recreational amenities for Salidans to enjoy for future generations.

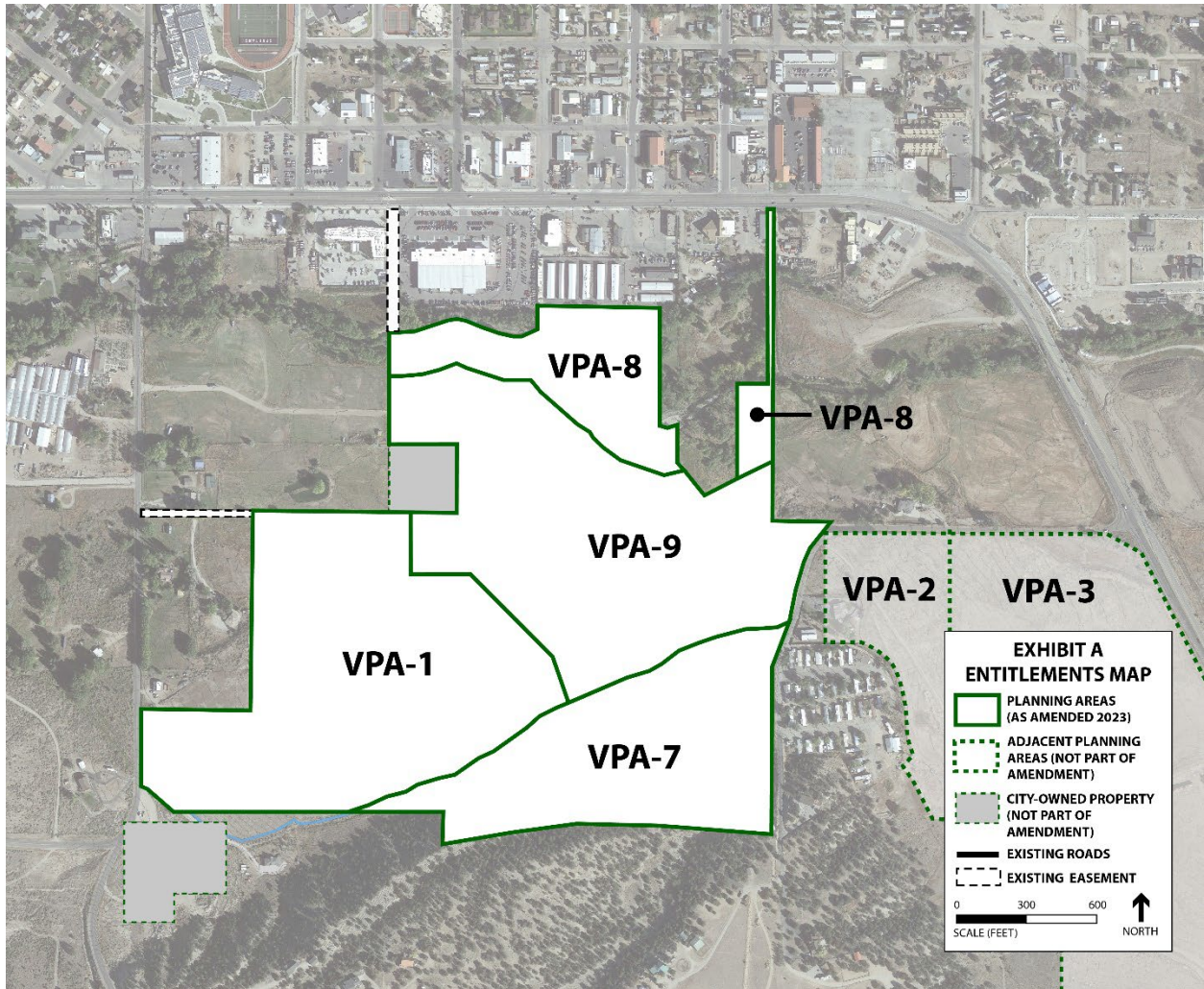
This document shall become part of a formal amendment to the Vandaveer Ranch ODP. The South Ark Neighborhood (SAN) Amendment area consists of **93.5 acres** of land owned by the City of Salida. The 3.5-acre gravel pit area immediately southwest of the site and the 2-acre parcel the city purchased in 2022 (west of VPA-9) that is not currently annexed into the city are not included in the ODP but are considered in the master plan. The 0.9-acre land swap in VPA-9 (the “V” shaped area) has been included as part of the ODP (see Appendix D: Snyder/Salida Boundary Line Adjustment Plat.) The formerly named “Vandaveer Neighborhood” / VPA-1 is being amended to apply to the “South Ark Neighborhood”/ VPA-1, and VPAs 7, 8, and 9 are being amended to apply to what is referred to in the master plan as “Vandaveer Regional Park”. Descriptions of the planning areas are as follows:

- **VPA-1** – The goal of the South Ark Neighborhood (SAN) is to include up to 400 residential units to serve a range of household incomes, ages/demographics, and housing types in a neighborhood organized around a compact grid of neighborhood streets. A minimum of 75% of all units should be restricted specifically for members of the Chaffee County workforce, and a minimum of 50% of all units should be restricted for members of the Chaffee County workforce at low- to moderate-income levels (refer to 3.3 – Affordable and Workforce Housing). The residential neighborhood will also feature a stormwater swale “greenway” and approximately

0.6-acre neighborhood park. The blocks surrounding the neighborhood park also allow up to 25,000 square feet of non-residential square footage. This planning area shrank from its original acreage, as informed by 2023 ecological studies (wetland mapping and fluvial hazard mapping) and a robust community engagement and master planning process.

- **VPA-7** – The goal of this area is to preserve the ridgeline and adjacent wash for parks and open space. The majority of the Heart of the Rockies Disc Golf Course is situated on VPA-7 and is envisioned to remain; however, some holes may need to be adjusted in the future to accommodate roads and infrastructure. Additional active and/or passive recreation uses may be introduced in the future including, but not limited to formal hiking trails, a mountain bike pump track or other adventure course (climbing/ziplines), a dog park, or other use to be defined as community recreation needs emerge. A public restroom and trailhead are also envisioned for this area. This area also includes the Tennessee Ditch which will remain undisturbed.
- **VPA-8** – The goal of this area is to preserve the South Arkansas River and surrounding riparian area for open space and as a river sanctuary. The area will provide the river with ample space for natural ecological processes to occur, including room for the river to “breathe” during inevitable future flooding events. This area includes the land north of the river and extending to a 175-foot buffer south from the centerline of the river. This area should include an accessible riverwalk trail with fishing access and seating areas.
- **VPA-9** – The goal of this area is to expand active and passive recreation and community gathering opportunities for residents of Salida. This area is envisioned to include flexible sports fields, pickleball courts, trails, and an indoor civic/education building of up to 40,000 square feet that could include, but is not limited to: indoor sports courts, weightlifting room, climbing wall, multi-use rooms, restrooms, a daycare and/or other educational component, senior center, etc. This area may be used to accommodate public events such as festivals. This area would include parking to accommodate these uses. This area excludes the 2-acre property west of VPA-9 that was purchased by the city in 2022 because it is not currently annexed into the city. When annexation occurs, VPA-9 should be updated to include this parcel. The two-acre city-owned parcel on the west side of VPA-9 is intended to be added to the ODP/PD Modification area following annexation of the parcel and will be included in VPA-9.

2- Planning Area Entitlements



The following table shall replace the Vandaveer Ranch Planned Development District Overall Development Plan, Article 3, Section 3.01, Planning Area Entitlements Chart as follows (changes are indicated in red text):

Planning Area Entitlements Chart (as amended for South Ark Neighborhood in 2023):

Planning Areas	Zoning	Gross Area	Dwelling Units and Commercial Lodging Units*	Non-residential** Development Square Footage
PROPOSED DEVELOPMENT	Corresponding Zone District	(Acres)	(up to and including)	(up to and including)
VPA-1	SA-1, SA-2, SA-3, POS per Article 11. South Ark Neighborhood****	32.7	400	25,000
VPA-2	Transitional Residential	15.6	130	30,000
VPA-3	Mixed Use Village	44.1	180 (includes commercial lodging units)	300,000
VPA-4	Mixed Use Village	21.7	125 (includes commercial lodging units)	100,000
VPA-5	R-3, RMU and C-1 per Article 10. Confluent Park***	15	289	125,000
VPA-7	Open Space/Parks	19.4	0	2,500
VPA-8	Open Space/Parks	11.3	0	0
VPA-9	Open Space/Parks	30.1	0	40,000
Total		189.9	1,124 units	622,500 SF

*This represents the total number of units but does not specify if they are single family, attached, or stacked units.

**Non-residential square footage includes employment centers, retail, commercial, educational centers, active and passive recreational uses requiring built facilities, commercial lodging, services, arts and cultural facilities, research and development

***See Article 10, Confluence Park Standards

****See Article 11, South Ark Neighborhood Standards

Changes from 2011 Vandaveer Ranch ODP Entitlements (as shown in red text above):

- Acreages for VPA-1, VPA-7, VPA-8, and VPA-9 have been recalculated based on the South Ark Neighborhood planning process.
 - VPA-1 shrank from 63.4 acres to 32.7 acres.
 - VPA-7 grew from 18.0 acres to 19.4 acres.
 - VPA-8 shrank from 11.7 acres to 11.3 acres.
 - VPA-9 grew from 2.1 acres to 30.1 acres and includes the 0.9-acre land swap the City executed in 2022.

- The total Vandaveer Ranch ODP area shrunk slightly from 191.6 acres to 189.9 acres, due to the fact that a survey was conducted that established more accurate acreages.
- Non-residential square footage has been recalculated in the following ways:
 - VPA-8 shrank from 2,000 SF to 0 SF.
 - VPA-9 grew from 500 SF to 40,000 SF to accommodate a potential civic/educational center.

3- Zone Districts

Section 4.01 Purpose of the Development Zones should be amended as follows:

South Ark Neighborhood. This district is intended to provide an area for residential uses that increase the range of housing types and choice of housing styles within the community. Site and dimensional requirements are more flexible than what is allowed under the City’s residential zone districts and are designed to promote innovative design and a greater choice of housing, promote housing affordability, and diverse home sizes to serve a mix of income levels. The size and location of the South Ark Neighborhood allows individual homes be oriented to take advantage of views and solar access.

Open Space /Parks and Recreation. Lands designated as Open Space or Parks and Recreation are shown on the zone district map as well as the Open Space, Parks, and Recreation Map. These areas make up the proposed “Vandaveer Regional Park” and shall remain as permanent open space and parks unless alternative open space or parks acceptable to the City is substituted. No improvements other than recreational/civic/educational facilities, trails, roads, and drainage facilities may be constructed in such open space areas.

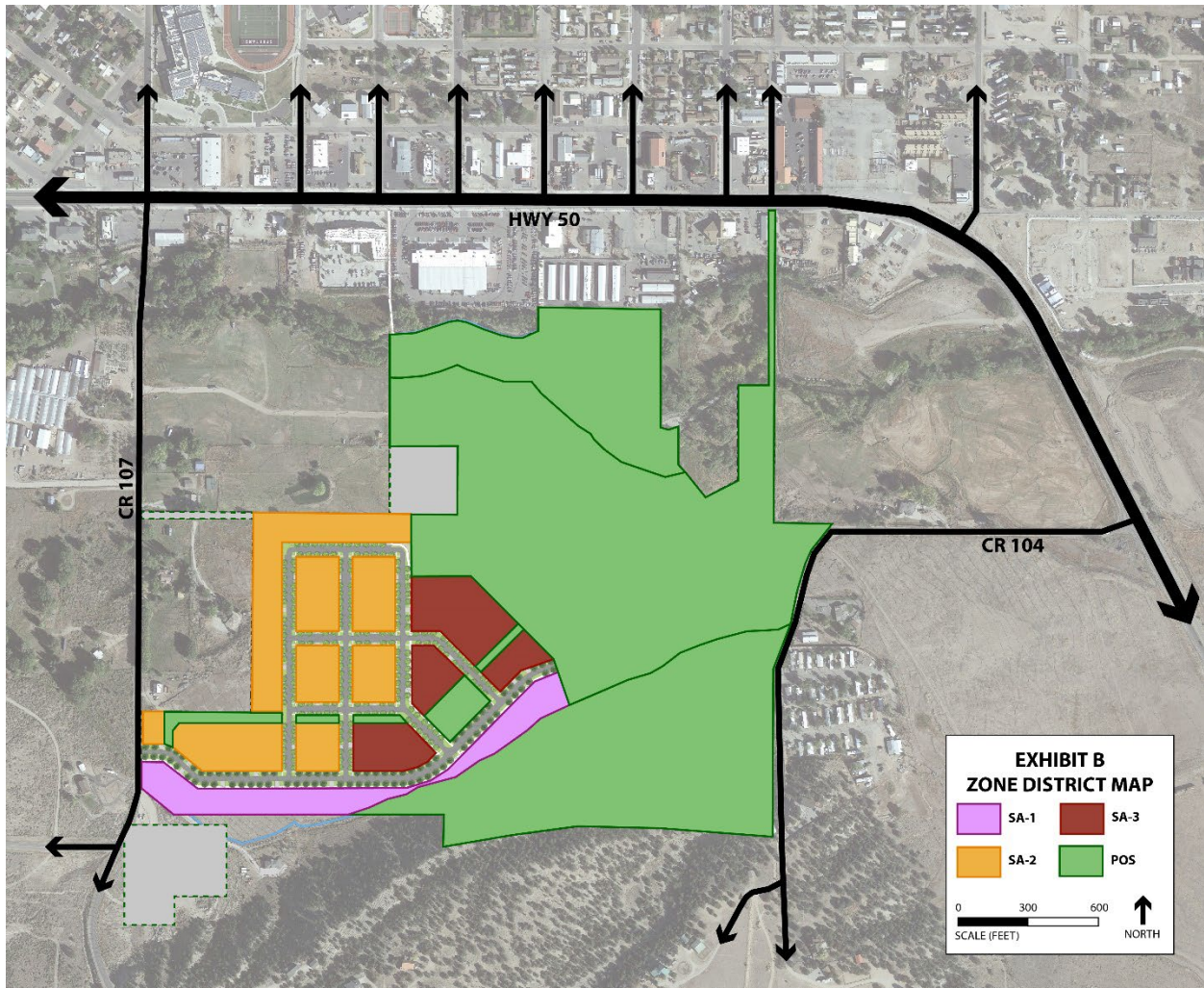
Section 4.02.6 Zone Districts Created should be amended as follows:

The following zone districts are hereby created for the South Ark Neighborhood and Vandaveer Regional Park. The land areas are shown on the Vandaveer Planned Development Zone Districts Map Exhibit B.

Three subarea zones are proposed within the South Ark Neighborhood (VPA-1):

- **SA-1:** South Ark Variable Residential – this includes residential lots south of the primary east-west “spine” road connecting CR107 to CR104. These lots are arranged around common courtyards to preserve views and provide areas for water to naturally drain toward the South Arkansas River from the south. This zone allows for single unit and attached-unit residential types at slightly lower densities and heights compared to other zone districts. Vehicular access is provided via alleys or shared parking courts.
- **SA-2:** South Ark Higher-Efficiency Residential – this includes residential lots along the western and northern edges of VPA-1 as well as the central four blocks. These lots orient onto the public streets or the neighborhood greenway and allow for single unit, attached unit, and small multi-unit residential types at medium densities and heights compared to other zone districts. Vehicular access is provided via alleys.
- **SA-3:** South Ark Residential Mixed-Use Center – This includes the lots and blocks adjacent to the public park and regional park. These lots orient onto the public streets, neighborhood greenway, and the neighborhood park or regional park. Attached, multi-unit, and commercial/mixed uses

are allowed at the highest densities and heights compared to other zone districts. Vehicular access is provided via alleys or shared parking courts. Single-unit housing is not allowed in this zone.



3.1 Dimensional Standards

Section 5.03 "Vandaveer Neighborhood [VR-VN]" should be amended as follows:

5.03 South Ark Neighborhood (VPA-1)

Dimensional Standards for the subareas of the South Ark Neighborhood (SA-1, SA-2, and SA-3) are listed in the columns of Section 5.06 Table of Dimensional Standards, which replaced the column of Vandaveer Neighborhood in the original ODP.

The South Ark Neighborhood (VPA-1) zone districts shall replace the Vandaveer Neighborhood (VPA-1) zone district in Section 5.06 of the ODP, along with additional standards, as follows:

DIMENSIONAL STANDARD	(former) Vandaveer Neighborhood	SA-1	SA-2	SA-3
Minimum Lot Area	3,000 sq. ft. per unit – res. 5,000 sq. ft. non res.	2,400 sq. ft. single family 1,600 sq. ft. attached	2,000 sq. ft. single family 1,200 sq. ft. attached	3,200 sq. ft. 5,000 non-res sq.ft.
Minimum Lot Width	30'	30' single family 20' attached	25' single family 15' attached	15' attached N/A multi-family/non-residential
Minimum Front Setback*	18' on one side, 5' on all other sides	15'	10'	10' residential 5' non-residential
Minimum Side Setbacks		3' accessory structure 5' primary structure	3' accessory structure 5' primary structure	3' accessory structure 5' primary structure
Minimum Rear Setbacks		5'	5'	5'
Maximum Lot Coverage (paved parking and structures)	60%	60%	60%	90%
Maximum Height – single family	35'	30', no more than 2-stories	30', no more than 2-stories	N/A
Maximum Height – multi-family, non-residential, and mixed use	40', no more than 3 stories	30', no more than 2-stories	40', no more than 3 stories 30', no more than 2 stories fronting CR 107	40', no more than 3 stories
Maximum Height – accessory buildings	25'	25'	25'	25'
Maximum unit size (above grade)		2,000 sq. ft.	2,000 sq. ft.	2,000 sq. ft.
Minimum Density (Max. lot SF per unit)		4,800 sq. ft./unit	4,000 sq. ft./unit	3,200 sq. ft./unit
Maximum Density (Min. lot SF per unit)		1,600 sq. ft./unit	1,200 sq. ft./unit	N/A

*Up to 5-ft. encroachment allowed for covered porches.

3.2 Use Standards

Section 4.03 “Vandaveer Neighborhood” should be amended as follows:

4.03 South Ark Neighborhood

The South Ark Neighborhood subarea zone districts shall be reserved for a mix of residential types and sizes. Non-residential (commercial/mixed use/public) is allowed in SA-3 only. Single-family detached units are not allowed in SA-3. Short-term rentals shall not be allowed anywhere in the South Ark Neighborhood. All uses must meet parking and other use specific criteria of the Code unless stated otherwise in this PD. The following principal and accessory uses are allowed:

SA-1: South Ark Variable Residential

Principal Uses Permitted by Right:

- Single-family dwelling units
- Duplex dwelling units
- Residential Multi-Family (3-4 units)
- Attached townhomes with no more than eight (8) units per structure

Accessory Uses Permitted with Conditions (conditions in parentheses):

- Accessory dwelling units (shall comply with ADU dimensional requirements in code requirements and be located behind a principal use)
- Accessory buildings and structures (e.g. garage, shed, art studio, etc.)
- Home occupations (shall occupy no more than 30% of the gross floor area of the residence and have no exterior indication of nonresidential activity. The business owner or operator must reside within the dwelling unit in which the business is conducted.)

SA-2: South Ark Higher-Efficiency Residential

Principal Uses Permitted by Right:

- Single-family dwelling units
- Duplex dwelling units
- Residential Multi-Family (3-4 units)
- Attached townhomes with no more than eight (8) units per structure
- Residential Multi-Family (5-19 units)

Accessory Uses Permitted with Conditions (conditions in parentheses):

- Accessory dwelling units (shall comply with ADU dimensional requirements in code requirements and be located behind a principal use)
- Accessory buildings and structures
- Home occupations (shall occupy no more than 30% of the gross floor area of the residence and have no exterior indication of nonresidential activity. The business owner or operator must reside within the dwelling unit in which the business is conducted.)

SA-3: South Ark Residential Mixed Use Center

Principal Uses Permitted by Right:

- Duplex dwelling units
- Residential Multi-Family (3-4 units)
- Attached townhomes with no more than eight (8) units per structure
- Residential Multi-Family (5-19 units)
- Residential Multi-Family (20+ units)
- Eating and drinking establishments less than 10,000 SF
- Retail sales and rental establishments less than 10,000 SF
- Daycare facility

Accessory Uses Permitted with Conditions (conditions in parentheses):

- Accessory dwelling units (shall comply with ADU dimensional requirements in code requirements and be located behind a principal use)
- Accessory buildings and structures
- Home occupations (shall occupy no more than 30% of the gross floor area of the residence and have no exterior indication of nonresidential activity. The business owner or operator must reside within the dwelling unit in which the business is conducted.)

Uses Allowed by Administrative Review:

- Public/Institutional Uses (transit center, church/religious, clubs, community buildings, government administrative facility, group homes, park, public parking facility, recreation facility, school)
- Other Commercial Uses (e.g. offices, retail, etc.)
- Sports complexes and active recreational fields, whether public, semi-public or private which may include related commercial uses, such as snack bars and restroom facilities, instruction, equipment storage and maintenance facilities, including but not limited to ball fields and courts, playfields and playgrounds.
- Other uses not listed above that are deemed similar by the City Administrator or his/her designee.

POS: Open Space/Parks and Recreation – this zone district is intended to prohibit intensive development, to provide open space and civic/educational facilities (including potentially a recreation center) and to protect the floodplain and wetlands. Areas designated as either Parks or Open Space satisfies the Planned Development District requirement for open space dedication. The POS zone district includes three separate planning areas. The allowed uses for those planning areas are listed below and expand upon the uses outlined at Section 4.06 of the ODP:

VPA-1: South Ark Neighborhood

Principal Uses Permitted by Right:

- Neighborhood Park with uses that support surrounding residences such as: playground, grilling areas, lawn space, plaza area, shade structure(s), benches, kiosks/signage, etc.

- Neighborhood Greenway designed to support the flow of stormwater through the neighborhood to VPA-9. This area may include passive recreation space such as overlooks, small plazas with seating, etc.
- Stormwater/Green Space areas that are intended to be preserved as open space in the short-term but may be converted to street right-of-way in the future if redevelopment occurs to the west along CR 107.

VPA-7: Ridgeline/Wash Area

Principal Uses Permitted by Right:

- Trails, benches, kiosks/signage, disc golf, dog park, other active outdoor recreation, and public restrooms are allowed.

VPA-8: River Corridor

Principal Uses Permitted by Right:

- Trails, benches, kiosks/signage, outdoor education, and fishing are allowed.

VPA-9: Active Recreation Area

Principal Uses Permitted by Right:

- Active or passive recreational areas or facilities, both public and private, open or covered, (and which may include related recreational amenities such as, snack bars and restroom facilities, band shells, picnic areas, instruction, equipment storage and maintenance facilities), including, but not limited to fishing facilities, ballfields and courts, play fields and playgrounds, trails, dog park, community supported agriculture, community gardens, passive recreational and Open Space areas.
- A future daycare facility shall also be allowed.

3.3 – Affordable and Workforce Housing

This South Ark Neighborhood PD modification shall ensure and require that a minimum of seventy-five percent (75%) of all housing units constructed within the PD modification area be either “affordable workforce housing” or “non-income-based workforce housing,” as defined herein and as further specified below. The additional requirements listed below shall override and supersede the City of Salida’s Inclusionary Housing Ordinance requirements as found within the Salida Municipal Code:

“Chaffee County local workforce” shall be defined as those individuals earning their primary (80% or more) source of income at a business or employer within Chaffee County, as documented with the United States Internal Revenue Service and as further defined and certified by the City Administrator and his/her designee. Individuals over sixty (60) years of age shall be considered part of the Chaffee County local workforce if they have: (1) maintained their sole and primary residence within Chaffee County a minimum of 10 years; or (2) earned 80% or more of their primary source of income at a business or employer within Chaffee County, as documented with the United States Internal Revenue Service, for a

minimum of four (4) years over the last ten (10) years; *and* if they otherwise qualify for the deed-restricted units.

“Affordable workforce housing” is housing that is available and affordable to very low-income, low-income and middle-income households where members of such households are part of the Chaffee County local workforce as defined herein, and further specified immediately below:

- **“Affordable workforce housing rental units”** shall be defined as permanently deed-restricted residential rental units which are affordable to households earning between thirty percent (30%) and one hundred percent (100%) of Area Median Income (AMI) for Chaffee County, as defined annually by the Colorado Housing Finance Authority (CHFA).
- **“Affordable workforce housing for-sale units”** shall be defined as permanently deed-restricted residential for-sale units which are affordable to households earning between sixty percent (60%) and one hundred sixty percent (160%) of Area Median Income (AMI) for Chaffee County, as defined annually by the Colorado Housing Finance Authority (CHFA).

“Non-income-based workforce housing” shall be defined as deed-restricted housing that is available to individuals who are part of the Chaffee County local workforce as defined herein. Such housing shall not be based on income but shall be deed-restricted only for members of the Chaffee County local workforce for a minimum of 5 years from the date of initial sale.

Additional Requirements:

- A minimum of fifty percent (50%) of the total residential units within the South Ark Neighborhood PD modification area shall be permanently deed-restricted affordable workforce housing as defined herein and as further specified immediately below:
 - Of all the affordable workforce housing units, no fewer than forty percent (40%) shall be reserved for affordable workforce housing *rental* units, and no fewer than forty percent (40%) shall be reserved for affordable workforce housing *for-sale* units.
 - A minimum of half of the affordable workforce housing *rental* units must be deed-restricted affordable to households earning eighty percent (80%) or less of the AMI for Chaffee County, as defined annually by CHFA.
 - The average of all affordable workforce housing *for-sale* units must be deed-restricted affordable to households earning one hundred thirty percent (130%) or less of the AMI for Chaffee County, as defined annually by CHFA. Additionally, no more than fifteen percent (15%) of affordable workforce housing for-sale units shall be sold at prices affordable to households earning above one hundred forty percent (140%) of the AMI for Chaffee County, as defined annually by CHFA.
- Any residential units within the South Ark Neighborhood PD modification area owned by public or non-profit housing entities, such as the Chaffee Housing Authority or the Chaffee Housing Trust, are exempt from the AMI and deed-restriction requirements set forth herein, but such residential units may count toward the fifty percent (50%) overall affordable workforce housing units requirement.

- A minimum of twenty-five percent (25%) of total residential units within the PD amendment area shall be deed-restricted non-income-based workforce housing as defined herein. Such deed restrictions on all non-income-based workforce housing shall apply for a minimum of 5 years.
- The deed-restricted affordable workforce housing units and non-income-based workforce housing units in each zone district (and phase) shall be built at substantially the same time as the non-deed-restricted residential units.
 - Certificates of occupancy (COs) shall be given at a maximum of three (3) non-deed-restricted residential units for every one (1) deed-restricted unit.
- Short Term Rental Unit(s) shall not be permitted anywhere in the South Ark Neighborhood PD modification area.
- Accessory Dwelling Units (ADUs) are encouraged but not required. They are permitted on attached and detached single family lots to assist in furthering the goals of serving the affordable and workforce housing needs of the County and City, but do not count towards the residential unit maximum or affordable or workforce housing requirements. See maximums ADU allotments further below.

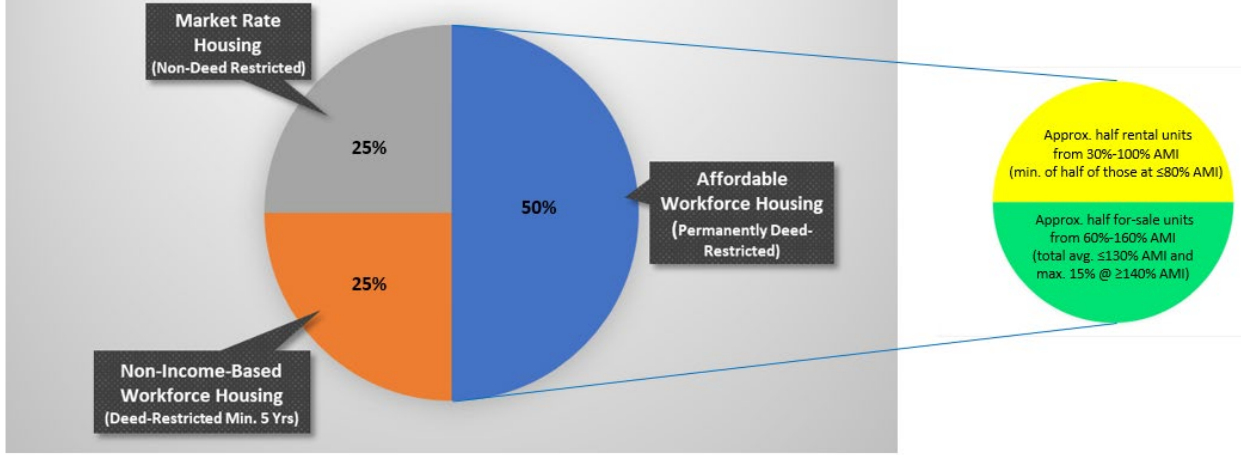
Each of the zone districts include a minimum and maximum number of units allowed as well as a percentage affordable target, as defined in the table below with the goal that the sum of deed-restricted affordable units in total for VPA-1 is at least 50% as defined above.

Residential Minimums/Maximums and Affordability Targets

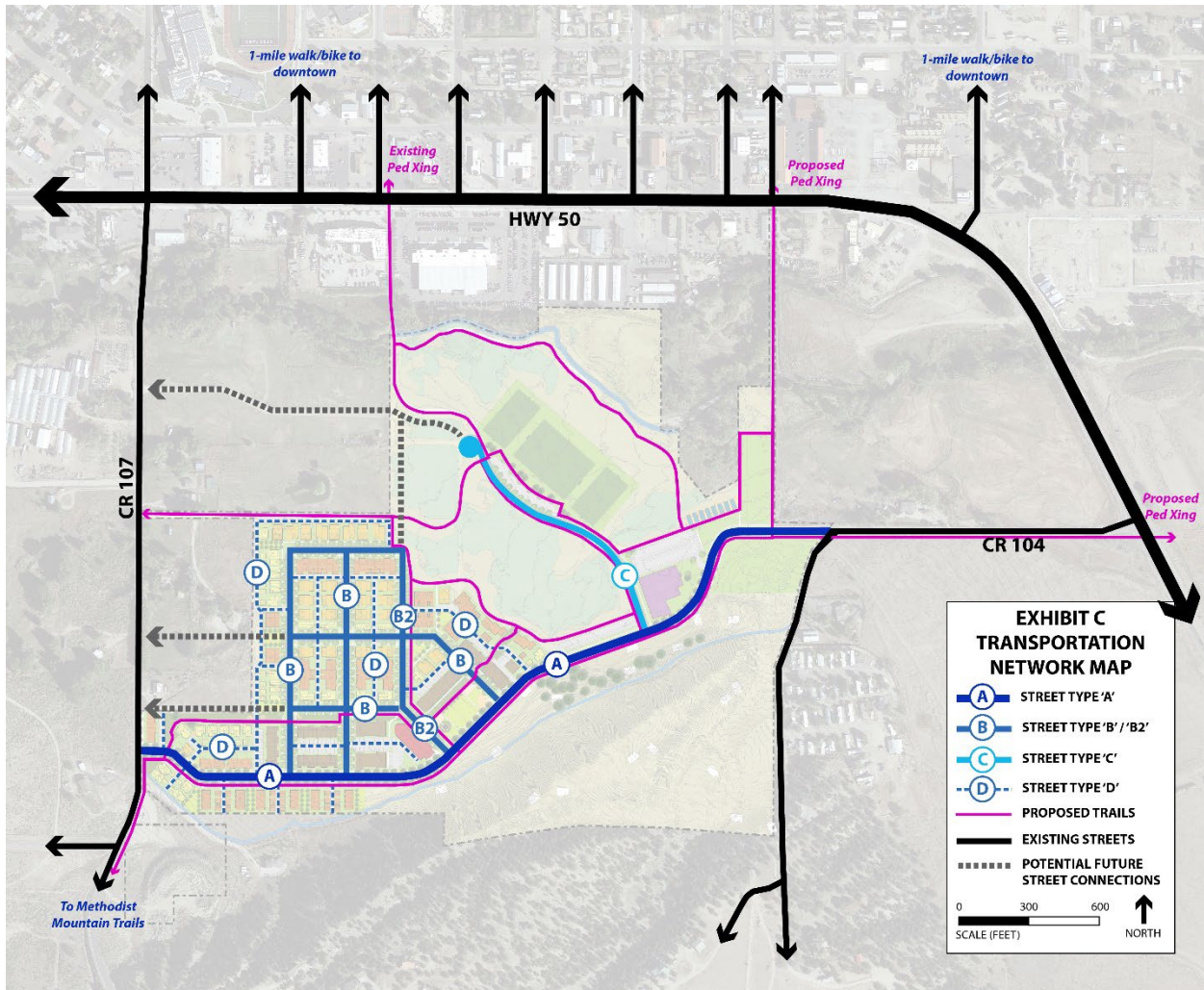
Zone District	Net Area (acres)	Units (min)	Units (max)	ADU (max)	% of total units affordable target
SA-1	3.9	20	30	10	10%
SA-2	10	140	155	15	55%
SA-3	6.4	190	215	5	55%
TOTAL	20.3	350	400	30	50%

Single-family housing shall be controlled to ensure appropriate densities and affordability targets. The maximum percentage of units allowed as single-family detached dwellings shall not exceed 7.5% of the overall units allowed, or 30 total single-family detached dwellings.

South Ark Neighborhood Overall Affordable & Workforce Housing Breakdown



4 – Transportation Network and Parking

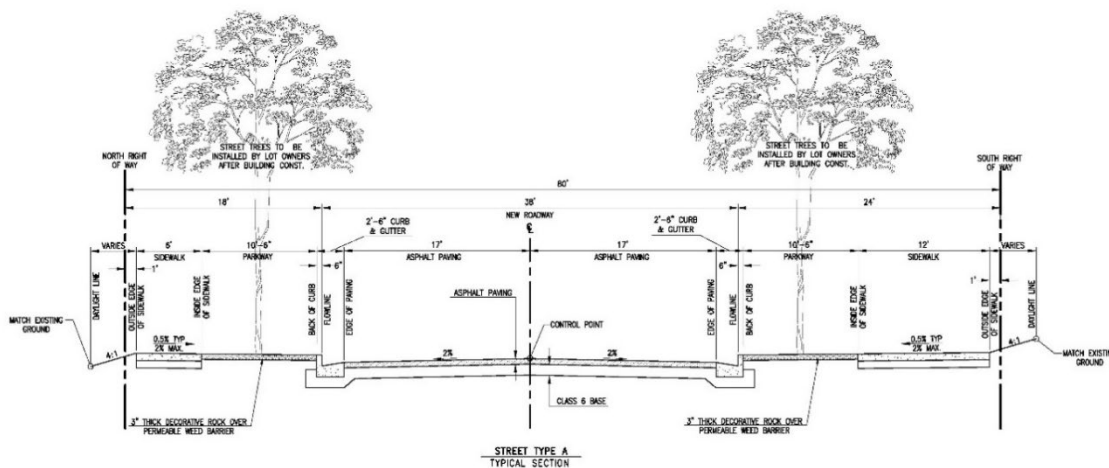


Street Types

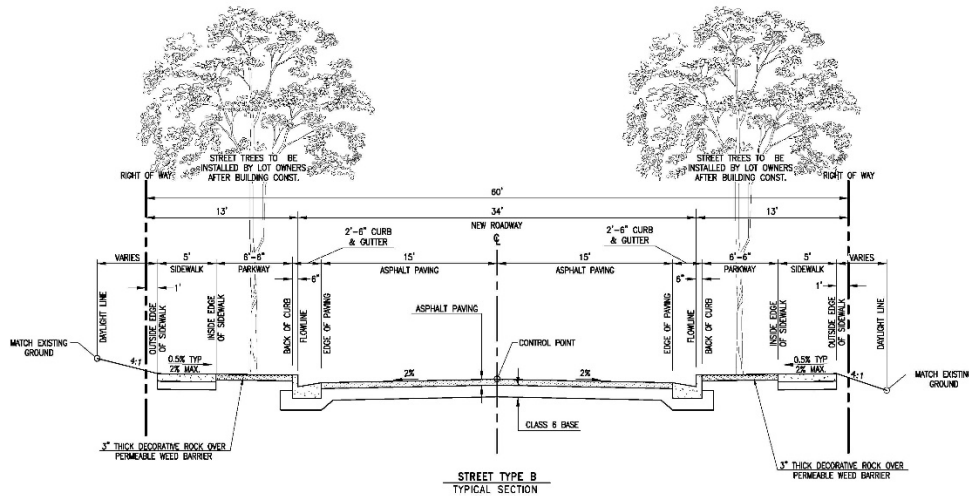
As shown in the Exhibit C: Transportation Network Map, there are 4 typical street types envisioned to be applicable to the South Ark Neighborhood and Vandaveer Regional Park areas which complement design elements of 8.05.4 of the ODP:

- **Street Type 'A' (80' R.O.W.)** – An east-west “spine road” connecting CR107 at the west to CR104 to the east, provides two points of access to the South Ark Neighborhood and Vandaveer Regional Park, while also providing helpful emergency access in the case of a county roadway closure. While this roadway is primarily responsible for east-west circulation across the site for vehicles, it is still intended to have a slower design speed, with ample tree lawns, and a clear multi-modal emphasis by way of a well-separated multi-use path on the south side of the roadway. As shown in the street section below, the street type includes a 38' roadway (two 11' travel lanes, along with 8' parallel parking on each side of the roadway); an 11' tree lawn (6" curb and 10'-6" parkway) on each side of the roadway; a 6' sidewalk on the north side of the roadway; a 12' multi-use path on the south side of the roadway; and a 1' buffer from back of sidewalk/multi-use path to the adjacent property line. Note that depending on parking demand estimated at time of development, the spine road could potentially eliminate the southern parking lane in some areas (especially where no residences are adjacent to the street) in lieu of more space for landscaping, bicyclists, and pedestrians. Final street section should be determined during final design.

 - The full build-out of Street Type 'A' will likely be constructed in phases, to help distribute the infrastructure costs to the project over time. The interim condition of the roadway shall be similar to that of Street Type 'C,' outlined below, so that access is maintained across the site, and to the recreation amenities, but at a lesser infrastructure expense.
 - The interim condition of the spine road (similar to that of Street Type 'C') shall be constructed to the specification of Street Type 'A' as the development advances from one phase into another, or whenever the City deems it to be necessary for the circulation and safety of the development.



- **Street Type 'B'** (60' R.O.W.) – The typical street type within the South Ark Neighborhood, Street Type 'B' is intended to be a pedestrian-friendly, lower design speed street, with ample tree lawns. As shown in the street section below, the street will include a 34' roadway (two 9' travel lanes, along with 8' parallel parking on each side of the roadway); a 7' tree lawn (6" curb and 6'-6" parkway) on each side of the roadway; a 5' sidewalk on each side of the roadway; and a 1' buffer from back of sidewalk to the adjacent property line.
 - **Street Type 'B2'** (65' R.O.W.) – A slight variation of Street Type 'B' that would be



applicable only to the north-south street shown on Exhibit C. This variation expands the R.O.W. 5' to the east, in order to facilitate a 10' multi-use trail (in lieu of the 5' sidewalk in the typical Street Type 'B' section below) to provide enhanced connectivity from Street Type 'A' up to the pedestrian bridge over the South Arkansas River, and to the trail amenities in Vandaveer Regional Park.

- **Street Type 'C'** (60' – 80' R.O.W.) – A more rural street type that will serve as a recreation access road and as noted above, an interim condition for the spine road, until the full build-out to Street Type 'A.' The street will include a minimum of 11' wide travel lanes, surfaced with a minimum of four-inch compacted aggregate base with a dust control application; and shoulders that are a minimum of 8' wide, constructed with a compacted road base.
 - The 60' to 80' of dedicated R.O.W. is intended to provide flexibility to the City long-term, should there be a desire to build-out the roadway in a manner similar to that of Street Type 'A' or 'B' in the future.
- **Street Type 'D'** (20' R.O.W.) – While not technically a “street,” this serves as the typical alley R.O.W. within the South Ark Neighborhood. There shall be a minimum width of 16' within the center of the R.O.W., and 20' of width is encouraged adjacent to commercial uses.


Connectivity to Surrounding Area

- **Hwy 50** – Comfortable bicycle and pedestrian connections to/across Hwy 50 will provide critical connectivity to the South Ark Neighborhood and Vandaveer Regional Park.

- The existing connection and pedestrian crossing at Hwy 50 and Milford Street, which connects to the pedestrian bridge at the northwest corner of the Vandaveer Regional Park should be retained and enhanced, if necessary.
- At the northeast corner of Vandaveer Regional Park, there is a 15' easement providing connectivity to/from Hwy 50. A trail should be constructed along this easement, along with an additional pedestrian bridge over the South Arkansas River at this location. At Hwy 50, a pedestrian crossing should be implemented - RRFB and/or pedestrian refuge island, similar to the crossing at Hwy 50 and Milford Street – to ensure a safe crossing from this new trail to/from Caldwell Street.
- **CR 104** – This is the main existing vehicular access point to Vandaveer Regional Park. It will continue to function in its current state until the development of the adjacent parcels. CR 104 should be upgraded to include pedestrian and bicycle facilities when adjacent development allows for dedication of additional right of way. The utility highway crossing installed as part of the South Ark Neighborhood will make the large parcels on both sides of CR 104 more development ready. The challenges to development of these adjacent parcels are entitlement (annexations or PD amendments are required) and highway access. A traffic signal will likely be required when the 48-acre parcel south of CR 104 develops.
- **CR 107** – This is the main vehicular connection between the City of Salida and South Ark Neighborhood due to proximity and the existing traffic signal at Highway 50. There are currently no pedestrian or bicycle facilities, and the addition of such is not currently feasible due to right of way constraints. Cooperation between adjacent private property owners, Tennessee Ditch water users, the City of Salida, and Chaffee County is needed to secure right of way for pedestrian and bicycle facilities as soon as possible. Until then, the existing ped/bike bridge will provide safe access to the South Ark Neighborhood and Vandaveer Regional Park for those who aren't comfortable using CR 107. Future extension of the river trail between the pedestrian bridge and CR 107 should also enhance connectivity to/from Highway 50 in this area. In addition, the City of Salida and Chaffee County should follow up with SSG Holdings, LLC to the southwest of the site, to facilitate ped and bike access from South Ark Neighborhood to the Methodist Mountain trail system.

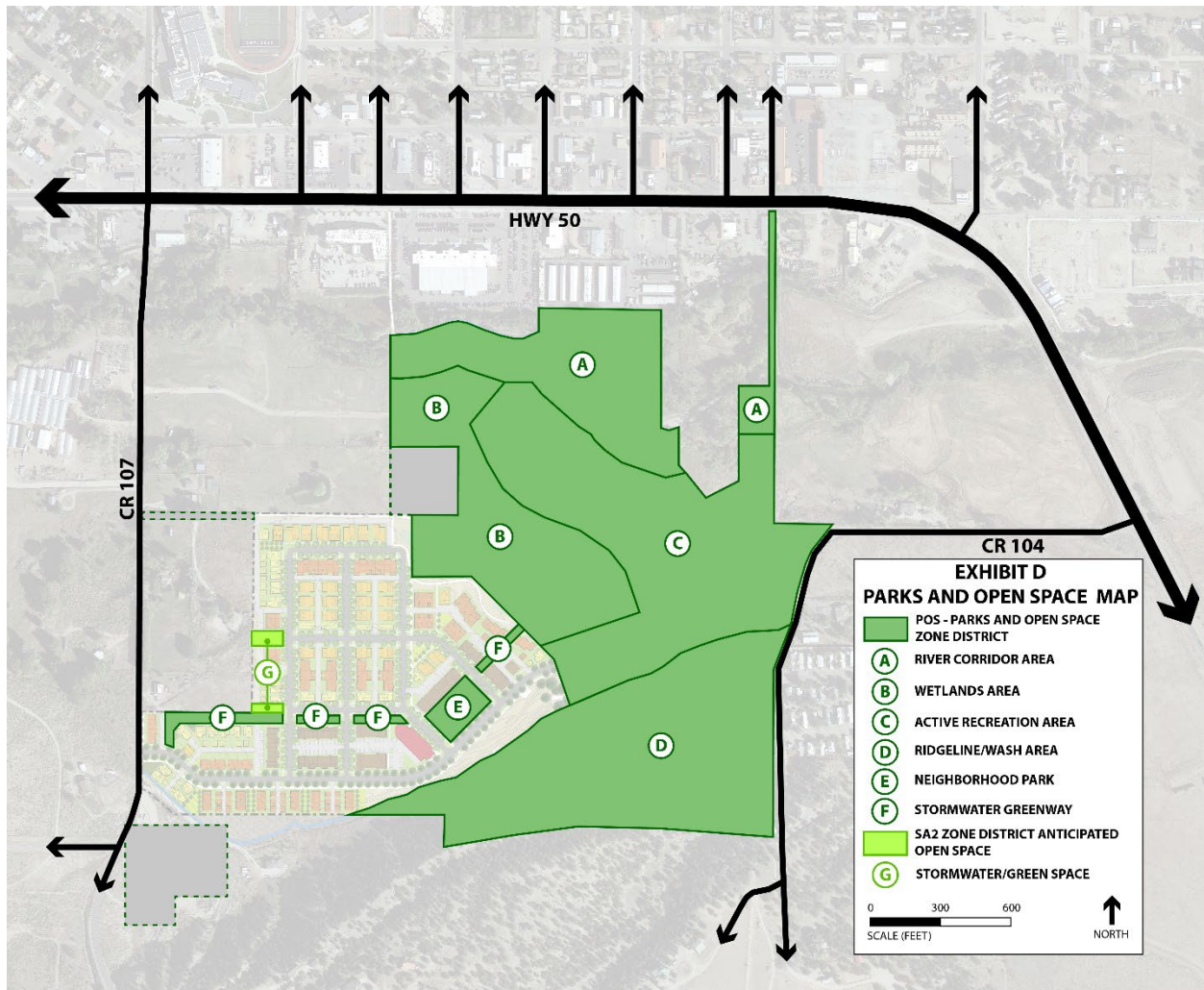
Future potential transit connections and locations should be explored in the future to provide additional connectivity and access to the South Ark Neighborhood and Vandaveer Regional Park from Hwy 50.

Estimated Trip Generation

SOUTH ARK NEIGHBORHOOD																	
Summary of Trip Generation																	
Land Use	ITE Code	Intensity		Rate	Daily Trip Ends	AM Peak-Hour Trip Ends						PM Peak-Hour Trip Ends					
						In		Out		In		Out					
						Rate	Total	%	Trips	%	Trips	Rate	Total	%	Trips	%	Trips
Single Family Detached Housing	210	10	DU	9.57	96	0.75	8	25%	2	75%	6	1.01	10	63%	6	37%	4
Apartments	220	200	DU	6.65	1,330	0.51	102	20%	20	80%	82	0.62	124	65%	81	35%	43
Condominiums/Townhouses	230	190	DU	5.81	1,104	0.44	84	17%	14	83%	69	0.52	99	67%	66	33%	33
City Park	411	30	AC	1.59	48	0.01	0	61%	0	39%	0	0.01	0	53%	0	47%	0
Rec Center	540	30	KSF	2.31	69	2.69	81	53%	43	47%	38	2.39	72	40%	29	60%	43
Soccer Complex	488	3	FLD	71.33	214	1.40	4	50%	2	50%	2	20.67	62	69%	43	31%	19
Total					2,861		278		82		197		367		225		142

Note the "City Park" is in reference to the small neighborhood park and is intended to serve the directly adjacent residents, who will most likely walk to the park rather than drive. No substantial trips are estimated for this reason.

5 – Parks and Open Space



Note that the original Vandaveer Ranch PD open space requirements were satisfied via the inclusion of VPAs 7, 8, and 9 and therefore no additional open space dedication or fee in lieu will be required. The Vandaveer Regional Park will be a City-owned and maintained public park of 60.8 Acres, with three distinct use zones, as described below. Trails within the site are to be provided by the City – 8’ minimum for paved and 5’ for unpaved – when feasible, and in locations generally aligned with the Exhibit C: Transportation Network Map.

A - Vandaveer Regional Park – River Corridor Area

This 11.3-acre area of open space in VPA-8 within the Vandaveer Regional Park is intended to be one of the most undisturbed and natural open spaces in the area. It should be the backbone of a South Arkansas River sanctuary, in which trees, naturally shifting channels, wetlands, beaver ponds, etc. are all preserved, and only supplemented with environmentally sensitive trails. This area should remain an area for birding and wildlife habitat and should include opportunities for environmental education along the river corridor. Initiatives by local environmental groups for grants to design and build river restoration projects should be encouraged.

The northeast portion of this area should leverage the connectivity opportunity presented by the 15' north-south easement extending up to Hwy 50. This easement can help to provide north-south bicycle and pedestrian access to the site – extending over the river with a future bike/pedestrian bridge – and should be accompanied by a safe crossing (RRFB and/or pedestrian refuge island) across Hwy 50 to Caldwell Street.

B- Vandaveer Regional Park – Wetlands Area

The approx. 12.7-acre Wetlands Area (as mapped in 2023) in VPA-9 within the Vandaveer Regional Park is intended to be kept natural/undisturbed. This area is distinct in that it should include trail connectivity to the broader Vandaveer Regional Park and the South Ark Neighborhood. However, any disturbance to the existing jurisdictional wetlands areas should be carefully considered and studied to minimize any detrimental impacts to the wetland habitats. Any future efforts to relocate/mitigate existing jurisdictional wetlands should be studied prior to implementation.

C- Vandaveer Regional Park – Active Recreation Area

The approx. 19.4-acre Active Recreation Area in VPA-9 within the Vandaveer Regional Park is the best opportunity for the City to expand its footprint of City-serving active recreational opportunities and needed community facilities. Appropriate active recreation and supplementary uses in this area include:

- Flexible fields for recreation and festivals
- Various sport courts
- Trails
- Small restroom facilities
- Public parking (to support active recreation uses and trailhead access)
- Additional active recreation uses as identified by the PROST Board and approved by the City Administrator
- Recreation center
- Daycare
- Educational facilities
- Maintenance facilities
- Civic facilities
- Non-profit space
- Dog park (separate from VPA 7)

It is highly recommended that this area consider well irrigation for maintenance and watering of the flexible field uses.

This area is also allowed to accommodate a future civic/education facility, as outlined in VPA-9 above, of up to 40,000SF. If located in Active Recreation Area, such a building shall be sited in a location that maximizes access to the supporting recreation fields/courts, while minimizing the obstruction of view corridors.

D - Vandaveer Regional Park – Ridgeline/Wash Area

The 19.4 acre Ridgeline/Wash Area in VPA-7 within the Vandaveer Regional Park currently includes the Heart of the Rockies Disc Golf Course, which is intended to remain as a use in this area (note that some tee boxes/hole locations may need to be moved over time to facilitate the implementation of the South Ark Neighborhood and other uses for the Vandaveer Regional Park, including corresponding infrastructure needs). Uses in this area should leverage the natural topography and mature vegetation, while minimizing the disturbance of each. Appropriate uses in this area include:

- Approximately 1-acre dog park, planned to be located under the cottonwood grove, adjacent to the spine road, and associated parking.
- Small picnic area(s)/restrooms
- Maintenance facility
- Disc Golf Course (existing Heart of the Rockies Disc Golf Course)
- Adventure Recreation, such as a zipline course, treehouses, etc.
- Trails (walking & biking)
- Pump Track/Bike Park
- Additional active recreation uses as identified by the PROST Board and approved by the City Administrator

E- Neighborhood Park

The Neighborhood Park within the South Ark Neighborhood/VPA-1 is intended to serve the surrounding neighborhood as a place for formal and informal community gathering among South Ark Neighborhood residents. Accordingly, the park area should include community amenities such as seating areas, shared grills, etc. This park area should include opportunities for shade and respite from the sun, whether through tree planting and/or a pavilion or shade structure as well as opportunities for small neighborhood events.

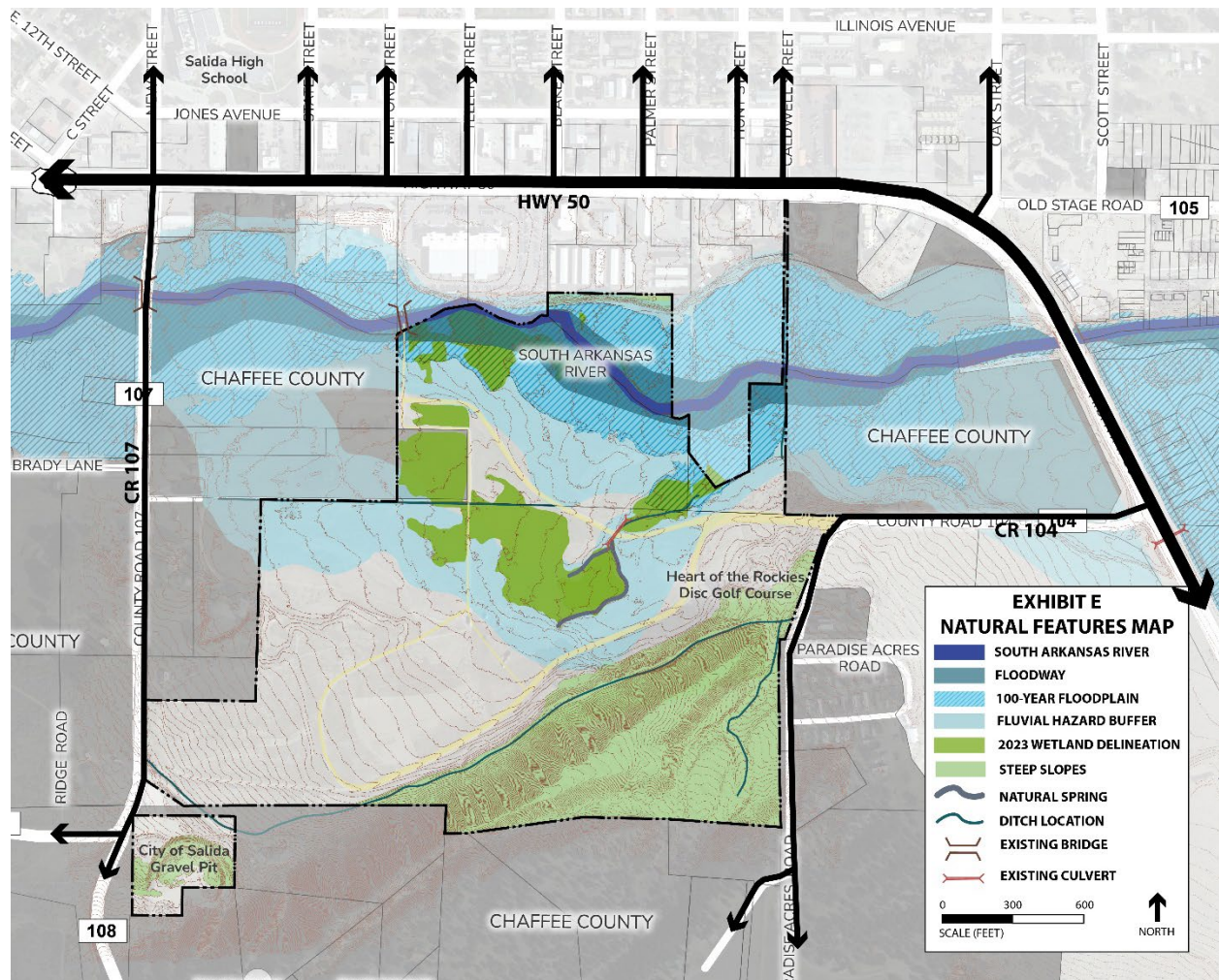
The construction of the park should occur prior to, or concurrently to, the immediate adjacent land uses, so that the park will become an active gathering space upon its completion. The park will be constructed to City Standard by the vertical developer of the adjacent land uses (to be determined through a developer's agreement) but it will be owned and maintained in perpetuity by the City following the completion of its corresponding development phase.

F - Stormwater Greenway

As noted in Section 7.2 below, a stormwater swale should be incorporated in the neighborhood greenway to convey storm events from the existing detention facility at the northeast corner of the County Road 107 / County Road 108 intersection. This stormwater greenway, while serving essential stormwater conveyance use, should be designed in a manner that also makes it an amenity to the South Ark Neighborhood. Where possible, a multi-use path should be incorporated into its design, so that connectivity across the site is further increased, and pedestrians and cyclists can utilize this corridor to move east-west across the site from the Vandaveer Regional Park through the South Ark Neighborhood to CR 107. The area should be well-planted with tree and plant species that will not disturb the stormwater conveyance functions of the greenway.

G - Stormwater/Green Space A pair of small stormwater/green spaces are located on the western edge of the central part of the South Ark Neighborhood. These green spaces are strategically located to align with the roadways running east-west adjacent to them, to facilitate the potential for future roadway connections to CR 107. The need/desire for future connections from the neighborhood to CR107 is currently unknown, so they should be designed in a manner that allows near-term neighborhood use and informal gathering, but would not require extensive demolition (i.e., strategically planting any trees so that they would not require removal).

6 – Natural Features



Natural Features

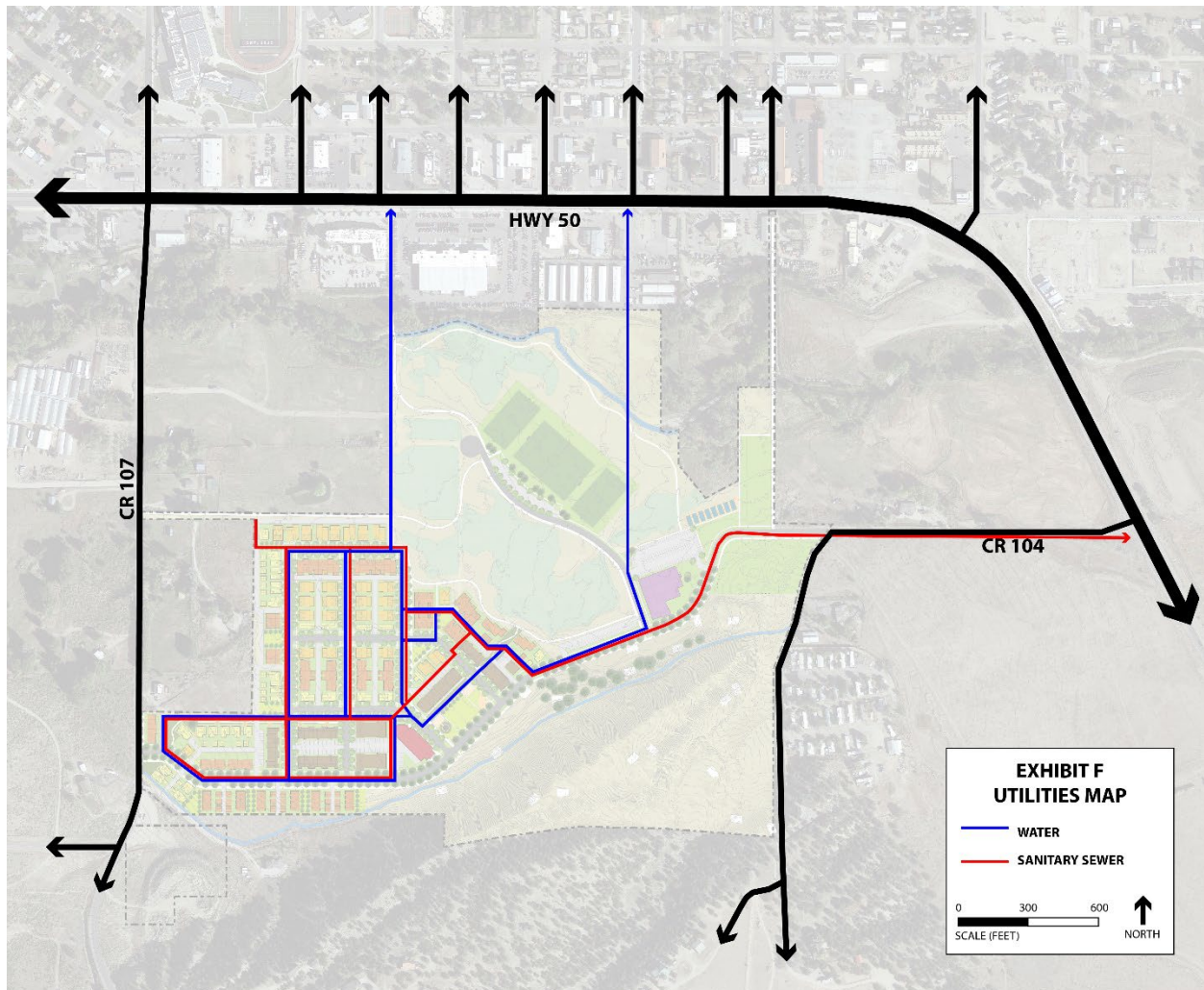
There are multiple natural features on the site where development opportunities are impacted, but natural and ecological opportunities are realized. They include:

- **South Arkansas River, Floodway, and 100-year Floodplain** – The South Arkansas River is a natural amenity that should be celebrated and preserved, including the riparian areas around the waterway. This includes the Floodway and 100-year Floodplain, which have been left primarily untouched. A 175-foot buffer from the centerline of the river shall be protected from any vertical or horizontal development impacts, except the need to install essential utilities.
- **Fluvial Hazard Buffer** – this area was mapped in 2020 with the South Arkansas River Stream Health Assessment report. This area indicates erosion-prone land where the South Arkansas River could flood during large events. This mapping should be taken into consideration for grading of the site to alleviate the major flooding event impacts on developed areas.
- **2023 Wetland Delineation** – in the spring of 2023, a wetland delineation mapping showed wetland species present in these areas. Some areas – including the 2-acre property within the South Ark Neighborhood Plan boundary, but outside the current VPA boundaries – are thought

to be potentially non-jurisdictional (not tied to the South Arkansas River stream) however this was not determined by the US Corps of Engineers and should be further studied in the future. They have been preserved in the master plan and planned to be incorporated as open space amenities.

- **Steep Slopes** – these areas include the hillside in the southeast triangle where the Heart of the Rockies disc golf course is located as well as the area within the site that is north of the South Arkansas River. These areas should be kept clear of intensive development but may grow as recreation opportunities in the future.
- **Natural Spring and Ditches** – there is a natural spring present in the center of the site that shall be kept as a natural open space amenity. The existing culvert is preserved in its existing location as well. A few irrigation ditches are also present on the site and have been left untouched.

7 – Utilities and Stormwater Management



NOTES:

- Reference the Appendix A - Planning Level Engineering Report for more detailed information on utilities.
- A water system update by the city is in progress and may supersede this engineering analysis.
- Legal staff is investigating the possibility of installing water main and other utilities in the easement containing the pedestrian bridge (labeled "easement" with no other definition.)
- All utility and stormwater design is subject to final approval of Salida Public Works prior to major subdivision.

7.1 Utilities

WATER

A 12" water main will need to be brought in for development from Highway 50 via the 60' easement that connects to the existing pedestrian bridge (between Hampton Inn and Faricy Brothers.) This will require going under the South Arkansas River and will need approval from the USCOE.

A second water main connection for redundancy is proposed. Multiple options exist for this connection (refer to Exhibit D in Appendix A.) This connection may be eligible for cost recovery. A pressure reducing valve (PRV) should be installed on the eastern edge of the site prior to development of adjoining eastern properties. Water mains shall be installed per City of Salida standards The Paradise Acres mobile home park could also connect to the southeast zone in the future.

SANITARY SEWER

A sanitary sewer main will connect to the city's trunk line in Highway 50 via CR 104 and be installed per City of Salida standards. Refer to Appendix A for more detailed information.

ELECTRIC, GAS, COMMUNICATION

All other utilities shall be provided underground and served from alleys and access easements wherever possible to create separation between wet and dry utilities, and to keep equipment such as transformers and pedestals out of the streetscape and front yards. Gas service is not required and may be desirable to leave out for energy and cost savings.

7.2 Stormwater Management

Water Quality Capture Volume must be provided for each phase of the development. No additional 25-year detention is required for the neighborhood due to the extensive natural detention provided by the jurisdictional wetlands.

A stormwater swale should be incorporated in the neighborhood greenway to convey storm events from the existing detention facility at the northeast corner of the County Road 107 / County Road 108 intersection. This detention basin, which was dug by Chaffee County staff, should ideally be studied, expanded as deemed appropriate to improve water quality, and maintained, by Chaffee County or the private property owner. Conveyance infrastructure is the only responsibility of South Ark Neighborhood regarding stormwater runoff from above the site. Failure of Chaffee County and/or the private property owner to address water quality could result in illegal discharge of sediment to jurisdictional wetlands.

An undersized culvert crossing under CR 107 west of the site should also be addressed prior to development to avoid redirecting flows from its 3 square mile tributary area into the South Arkansas Neighborhood. This culvert appears to be a recent installation and should be corrected by its installer. It is not the responsibility of the South Arkansas Neighborhood. See the engineering report for greater detail (Stormwater section, Drainage Basin 1).

8 – Development and Design Standards for the South Ark Neighborhood

The following sub-area standards shall apply to development in the South Ark Neighborhood and shall replace Section 8.02 Vandaveer Neighborhood District: Development and Design Standards of the Vandaveer Ranch PD as follows: New language is listed in red text (**red text**) and deleted language is shown crossed-out (~~strikethrough text~~). In the event that any of these sub-area standards conflict with the overall standards and guidelines of the Vandaveer Ranch PD, the sub-area standards shall control—especially due to the South Ark Neighborhood’s isolation from the remainder of the PD area and unique objectives.

8.02 South Ark Vandaveer Neighborhood District: Development and Design Standards

8.02.1 Development must be located with the existing topography in mind and shall minimize disruption to existing terrain, vegetation, drainage patterns, natural slopes and any other distinctive features.

8.02.2 The design and siting of all structures shall protect and preserve wetlands and riparian areas, critical wildlife habitats, natural features and landmarks and shall minimize the visual impact from Highways 50 and CR 107.

~~**8.02.3** Home-based businesses shall only receive delivery of supplies between the hours of 8:00 a.m. and 6:00 p.m.~~

8.02.3 ~~**8.02.4**~~ All permanent buildings shall be set back a minimum of two hundred and fifty (250) feet from the edge of the **South Arkansas River** channel.

8.02.4 ~~**8.02.5**~~ All development shall be designed so that for the given location, egress points, grading and other elements of the development could not be reasonably altered to:

- Reduce the number of access points onto a collector or local street.
- Minimize adverse impacts on any existing or planned residential uses.
- Improve pedestrian or vehicle safety within the site and exiting from it.
- Reduce the visual intrusion of parking areas, screened storage areas and similar accessory areas and structures.

8.02.5 ~~**8.02.6**~~ All development shall respect and complement existing development on abutting sites. This shall include:

- Provision for consolidating access points with abutting properties through joint access easements or other negotiated means;
- Provision for making sidewalks, trails and paths contiguous with abutting properties;
- Compatible massing and scale

8.02.6 ~~**8.02.7**~~ A variety of housing styles is strongly encouraged; therefore, model types shall vary.

- A variety of roof forms is permitted, though low-sloping or “flat” roofs shall be limited to two for every eight structures.
- Natural materials such as wood siding and masonry are encouraged.

- Affordable units shall be designed with the same quality of exterior finishes as market-rate units.

8.02.7 Vehicular access and garages, carports, or other private vehicle storage shall be accessed from an alley or parking court.

- Provide either a building or a landscaped area at least ten (10) feet wide containing dense planting between the front property line of any use and an outdoor parking or service area.
- Surface parking lots are encouraged to use permeable surfaces (gravel, permeable paving, or other permeable surface.)
- No street-facing garages shall be allowed.

8.02.8 Parking Standards

- Commercial uses shall be required to provide a minimum of 1 parking spaces per 1,000 SF of the commercial use.
- Residential uses shall be required to provide a minimum of 1 parking space per unit.

~~**8.02.8** Linear width of garage doors shall not exceed forty [40] percent of the linear width of a building's principal façade when the garage doors are part of the principal façade facing a street. If the garage is flush with the front façade, a covered porch or eave shall be extended forward from the front wall of the house at least six feet. Side-loaded and detached garages located behind the primary structure are encouraged.~~

8.02.9 Orient buildings to take best advantage of solar access.

8.02.10 In order to create usable private open spaces for residences in this area, front yards shall be used for outdoor patio space or for a landscaped buffer space. It shall not be used for the storage of anything other than patio/porch furniture.

8.02.11 Primary building entrances should be oriented towards streets, parks, or pedestrian ways. Any multi-story building should have one clearly identifiable "front door."

8.02.12 Ensure exterior walls are designed on a pedestrian scale by:

- Fragmenting them into smaller or multiple structures;
- Providing mature landscaping and manipulating the land form;
- Placing wall texture at eye-level;
- Clustering of small scale elements such as planter walls around the primary structure;
- Ensure that the ground floor uses are oriented toward the pedestrian with storefronts (where applicable), front porches, stoops, or patios that open onto the sidewalk as well as other pedestrian oriented spaces;
- Minimize the visual impact of service areas, refuse storage and mechanical/electrical equipment on streets, open space and adjoining development. For multifamily, mixed use, or commercial, civic, or education facilities, storage and refuse containers must be screened with impervious fencing or plantings.

8.02.13 Courtyards or green spaces between residential uses shall be designed to accommodate a sidewalk/path and outdoor amenities such as, but not limited to: seating areas, garden beds (edible or aesthetic), pollinator gardens, small pavilions, stormwater gardens, or other amenity.

- Front doors and porches of residential units shall front onto the courtyard/common space.

GATEWAYS AND CIRCULATION DESIGN STANDARDS

8.02.14 Gateways:

- Gateway elements at entry points to the neighborhood (at CR 107 entry and Highway 50/CR 104 intersection) shall be provided and be primarily architectural elements and not signs, although graphic elements are allowed.

8.02.15 Transportation System/Vehicular Access:

- The “spine” road connecting CR 107 to CR 104 shall serve as a primary connection to the South Ark Neighborhood and shall be designed as a multi-modal street with ample space adjacent to the curb to promote healthy, long-term tree growth.
- The street network shall be laid out as shown in Exhibit C. Any modifications to the proposed street grid shall be presented with proper reasoning and determined appropriate by the Community Development Director.
 - Rectangular blocks shall be a minimum of 180-feet wide.
 - The street network shall consider opportunities for future connections to CR 107, as shown in Exhibit C.
- All subdivisions within the South Ark Neighborhood shall provide an adaptable and interconnected transportation system that encourages alternative modes of transportation, disperses traffic, and provides streets that accommodate multiple modes of transportation including motor vehicles, bicycles, and pedestrians.
- Safe and efficient movement of vehicles, pedestrians and bicyclists is an important attribute of the South Ark Neighborhood. Uninterrupted pedestrian ways shall be maximized in order to improve or support the subarea as a walkable neighborhood.
- The width of driveways and curb cuts shall be minimized to reduce the overall impact of vehicular access across a planned pedestrian path or trail.
- Sharing of vehicle entries between two adjacent lots is strongly encouraged.
- Ensure all subareas have included a clearly defined connection to the regional trail system.

ENVIRONMENTAL DESIGN STANDARDS

Note that the model energy code and building codes shall supersede these standards, whichever is more stringent.

8.02.16 Orient buildings to take best advantage of solar access.

- Buildings should be designed to plan for the application of solar panels.
- Consideration of passive solar design opportunities should be provided.

8.02.17 Limit water use.

- Buildings should utilize water-saving fixtures and appliances.
- Landscaping should include water-wise, indigenous plant species.
- Consider the use of well irrigation for maintenance and watering of the flexible field uses.

8.02.18 Natural disaster preparedness.

- Buildings within the fluvial hazard buffer shall be elevated or the site shall be graded to alleviate the risk of flooding.
- Buildings shall include an appropriate buffer around their perimeter that does not include combustible materials.
- Stormwater detention elements should be considered in common areas such as courtyards, public parks, and yards to prevent the risk of flooding.

9 – Phasing and Implementation of South Ark Neighborhood Development

How the master plan is built-out overtime will ultimately depend on the structure of developer agreements, market demand, and builder availability. The city should continue to pursue a variety of infrastructure funding by way of grants, developer agreements, and city budgeting. A conceptual phasing plan was developed and included in Appendix A, but it shall be noted that it is allowed to change depending on unique circumstances. Final development plan approval specific to the phase or individual property shall be required prior to building permit submittals. More detailed information on infrastructure phasing and planning level costs can be found in Appendix A.

It is important that for the South Ark Neighborhood, as noted in the above sections, the housing units be built as a mixed-income neighborhood with affordable and market rate units intermixed, i.e. affordable units shall not be located all together. Additionally, it shall be required that affordable units be built at the same time as market rate units and not wait to come to market last. Delivering affordable units is the priority for the South Ark Neighborhood and every opportunity to deliver them as soon as possible is desired.



SOUTH ARK NEIGHBORHOOD PLAN

Planned Development Amendment Narrative

APPENDIX A

**South Ark Neighborhood Planning
Level Engineering Report (by Crabtree
Group, Inc.)**

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In partnership with:



**SOUTH ARKANSAS NEIGHBORHOOD
PLANNING LEVEL ENGINEERING REPORT
BILL HUSSEY, PE, CRABTREE GROUP, INC.**

9/11/2023

Executive Summary

The purpose of this report is to identify, and begin to analyze, the major engineering concerns related to development of the South Arkansas Neighborhood (SAN). The fundamental tension of developing this parcel is that potable water and sanitary sewer must come from the north and east, while vehicular connection is most feasible in the southwest. Development should start at the street connection to County Road 107 at the southwest corner of the parcel because street construction is relatively more expensive than utility construction. In addition, jurisdictional wetlands make development of the north portion of the site infeasible.

Exhibit A shows a phased infrastructure plan. Exhibit B is a phased infrastructure estimate.

Best available data was used to make planning-level assumptions, and none of the findings of this report are final or reliable for final design or infrastructure sizing. Error is most likely on the side of conservatism.

Contents

Floodplain and mass grading (Exhibit B) 1
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Floodplain and mass grading (Exhibit C)

As detailed in the 2020 South Arkansas River Stream Health Assessment by Central Colorado Conservancy and others, portions of the site, although outside the regulatory floodplain, are only 1 to 2 feet above the bottom of the South Arkansas River channel. The study also identifies an avulsion hazard zone where the river could change its course during a flood event. Therefore, fill is needed to mitigate the risk of uncontrolled flood water entering the site.

The regulatory flood model of the South Arkansas River was modified to a scenario where the County Road 107 bridge is 80% blocked, and the City of Salida pedestrian bridge was added to the model based on 2015 design drawings. The 500-year flood with these modifications is shown on Exhibit C. Downstream of these modifications, the difference between the 100 and 500-year floods is negligible for high level planning, typically less than 6”.

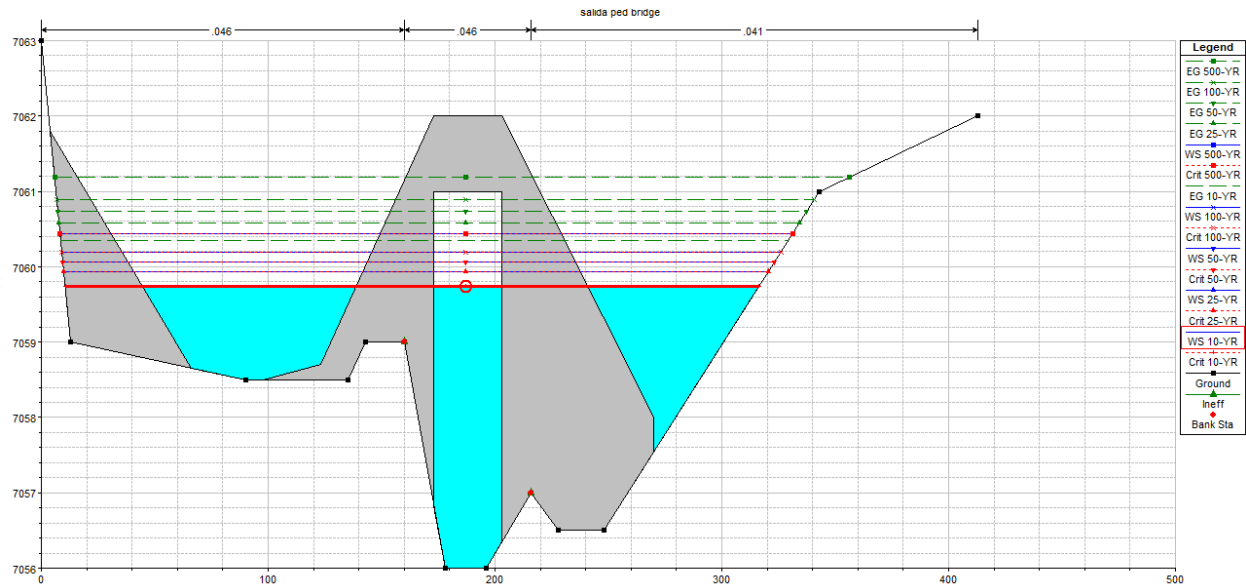
Two grading models were created. Scenario 1 considers a minimum amount of fill placement in the avulsion zone for recreation amenities. The maximum fill in the avulsion zone is 1.5’. This would allow for north/south leveling of playing fields and control of flood waters discharging through neighboring properties to the west. Scenario 2 considers 3’ max fill across the avulsion zone and would be more appropriate for vertical development within the avulsion zone.

Both scenarios require a channel to allow flood waters to pass through the fill area because neighbors to the west would still be accepting flood waters in a bridge blockage and/or avulsion scenario. Both scenarios include cut of the ridge south of the avulsion zone to provide developable grades. Earthwork estimates do not include east/west leveling of playing fields.

Scenario 1 (fill 1.5’) Not appropriate for neighborhood development	Cut 5,000 CY	Fill 38,000 CY	Net Fill 33,000 CY
Scenario 2 (fill 3’) Appropriate level of fill	Cut 18,000 CY	Fill 58,000 CY	Net Fill 40,000 CY

Grading Scenario 1 is shown in Exhibit C, “Grading, Drainage, and Floodplain Overview.” Sides of the fill that could come into contact with flood waters should be protected from erosion using large boulders.

The pedestrian bridge was added to the regulatory floodplain model based on 2015 design drawings. The model indicates that significant flow will overtop the approach walkways at the 10-year flow of 1440 cfs. The 500-year flood does not overtop the bridge due to the relatively large width of the floodplain and large amount of overtopping of the approach walkways. See cross section of the pedestrian bridge below with 10-year flood level in red, covering the north approach with approximately 1’ of water.



We recommend hardening the existing pedestrian bridge approach walkways only if maintenance due to flooding becomes a concern. The regulatory hydrology study likely overestimates flows, but it may become temporarily accurate in the likely event of major forest fire in the watershed. The existing pedestrian bridge is sized appropriately to allow infrequent flooding of the approach walkways. This design is more conducive to stream health because it minimizes required grading in the floodplain. The opposite end of the design approach spectrum is Highway 50, which is emergency-critical, and therefore creates a tall and wide dam across the floodplain.

Subsurface Drainage

A subsurface drain system should be installed across the west edge of the avulsion zone to intercept subsurface flows. This will mitigate stability issues for foundations, create dry-up credit to add to the city's water rights portfolio, and reduce the amount of pumping required for installation of subsurface utilities. The subsurface drain system should outfall at the head of the spring in order to maintain the natural amenity and avoid injury to spring water users.

Stormwater

Drainage Basin 1 – 3 square mile area, outfall at Hard Rock Pit

Drainage basin 1 is the 3 square mile area with an outfall at the bottom of the Hard Rock pit on BLM Land.



Large flows have historically crossed CR107 and CR107A, formed an alluvial fan, and sheet flowed into the Tennessee Ditch. Photo below is looking upstream at the CR107 crossing and the Hard Rock pit above.



Runoff from basin 1 may split along CR107 and contribute to basin 2. This potential is due to the undersized culvert in the historic flow path at CR107, shown above. The undersized culvert should be addressed to prevent runoff from following CR107 from basin 1 into basin 2.

Any future development at 6751 County Road 107 should safely convey all runoff from basin 1 to the South Arkansas River. Photo below shows the highly eroded basin 1 outfall channel below CR107.



Drainage Basin 2 – 0.16 square mile area, outfall SW corner of CR107/108 intersection



Basin 2 outfalls to the southwest corner of the intersection of county roads 107 and 108, where, in approximately 2019, Chaffee County crews installed a detention basin. Summer monsoons still regularly overtop the detention basin and carry sediment along CR107 and into the Tennessee Ditch.

Local observations are that the runoff from basin 2 always follows CR107 and the adjacent Tennessee Ditch, flowing north, and flooding adjacent properties. It appears, from field inspection, that larger storms would overtop CR107 and the Tennessee Ditch and flow northeast across the South Ark Neighborhood. Therefore, basin 2 must be conveyed through the South Ark Neighborhood.

The below photo of the small detention basin shows significant sedimentation. Preliminary discussion with Chaffee County staff have indicated that a scenario could be mutually beneficial where the South Ark Neighborhood provides stormwater infrastructure to route runoff from basin 2 to the South Arkansas River, and in return, Chaffee County continues to provide maintenance of the existing detention area.



A land swap proposal by the owner of the detention area and adjacent gravel pit was approved by Salida City Council in ordinance 2018-09, but was never executed. Chaffee County and the City of Salida should collaborate to allow for County ownership of the detention basin. Opportunity for a ped/bike trail on the west side, and stormwater improvements on the east side of CR108 should be examined along with the land swap.

Three methods of estimating runoff from Basin 2 were considered. TR-55 produced typically conservative results which would likely result in oversized infrastructure. Streamstats results were obviously too low. Consistent with the experience of this office for the area, the best ranges were provided by USGS Water-Resources Investigations Report 99-4190, "Analysis of the Magnitude and Frequency of Floods in Colorado." Although Basin 2 is extrapolated on the low side of areas studied, regression analysis of real basins is likely the most appropriate method. Standard error of prediction was applied to the regression equation to get a maximum discharge of 17 cfs for the 100 year storm. A bulk factor of 2 was applied for a 100-year design flow of 34 cfs.

Storm return interval (years)	2	10	25	50	100
Peak Discharge (cfs) TR-55	.1	5	11	21	34

Peak Discharge (cfs) USGS Regression	4	8	9	11	12
Peak Discharge (cfs) Streamstats	.4	1	2	2	3

From the small stormwater detention basin at the SW corner of county roads 107 and 108, CR107 is the most direct outfall route to the South Arkansas River. However, CR107 has right of way constraints, and the longitudinal grade is approximately 0.7% for the 1000' between Brady Lane and the South Arkansas River. This flat grade makes any stormwater conveyance unlikely to self-scour, leading to higher long-term maintenance costs.

A route along the west side of SAN would have similar grade constraints. The best route follows the natural grade to the spring area. This will allow for design flexibility to control velocity with boulder drop structures as needed. Following the natural grade creates the least risk of stormwater flows jumping the channel. The proposed route is shown in the PD Plan as the greenway.

All stormwater conveyance paths for basin 2 must have adequate overflow paths (likely the neighborhood street network) in case debris clogs the primary conveyance infrastructure.

Drainage Basin 3



Drainage basin 3 outfalls to the alluvial fan on the east end of city property. Following the same methodology as Basin 2, the 100-year design flow is 68 cfs. An appropriately sized culvert and rip rap channel should convey this basin to the wetlands adjacent to the South Arkansas River.

Similarly to Basin 2, overflows due to debris should be anticipated and directed appropriately in mass grading of the site. Energy dissipation structures should be considered upstream of where this drainage crosses the SAN spine road connecting CR104 to CR107.

On-Site Stormwater

Mile High Flood Control District detention sizing methods indicate approximately 0.6 acre feet of water quality control volume required. This should be distributed through the open spaces within the developed area. An additional 1.9 acre feet of storage is required to detain the 25-year storm per City standards. Wetlands provide approximately 10 acres of receiving area, which is sufficient for 25 year storm detention.

Per MHFCD’s modified rational method, peak 100-year flow for each half of the developed area is 50 cfs. Grading of the subdivision can be arranged so that at least two streets or swales collect runoff from the developed area. Stormwater conveyance streets can be graded steeper than 2% longitudinal grade which will allow them to carry the 100-year storm within the curbs for an assumed 34’ wide section.

Traffic

Below table shows SAN projected trip generation of approximately 3300 daily trip ends.

SOUTH ARK NEIGHBORHOOD																
Summary of Trip Generation																
Land Use	ITE Code	Intensity	Rate	Daily Trip Ends	AM Peak-Hour Trip Ends						PM Peak-Hour Trip Ends					
					Rate	Total	In		Out		Rate	Total	In		Out	
							%	Trips	%	Trips			%	Trips	%	Trips
Single Family Detached Housing	210	10 DU	9.57	96	0.75	8	25%	2	75%	6	1.01	10	63%	6	37%	4
Apartments	220	200 DU	6.65	1,330	0.51	102	20%	20	80%	82	0.62	124	65%	81	35%	43
Condominiums/Townhouses	230	190 DU	5.81	1,104	0.44	84	17%	14	83%	69	0.52	99	67%	66	33%	33
City Park	411	30 AC	1.59	48	0.01	0	61%	0	39%	0	0.01	0	53%	0	47%	0
Rec Center	540	30 KSF	2.31	69	2.69	81	53%	43	47%	38	2.39	72	40%	29	60%	43
Soccer Complex	488	3 FLD	71.33	214	1.40	4	50%	2	50%	2	20.67	62	69%	43	31%	19
Total				2,861		278		82		197		367		225		142

County records indicate that for a week in September 2015, CR104 had 390 average daily trips, and CR107 had 1300 average daily trips. Updated counts from a one week period in June 2023 indicated ADT of 1,794 on CR107 and 502 on CR104. ITE trip generation was used to estimate AM and PM peak hour traffic for both roads:

EXISTING CR104



Summary of Trip Generation

Land Use	ITE Code	Intensity		Rate	Daily Trip Ends	AM Peak-Hour Trip Ends						PM Peak-Hour Trip Ends					
						In		Out		In		Out					
						Rate	Total	%	Trips	%	Trips	Rate	Total	%	Trips	%	Trips
Single Family Detached Housing	210	4	DU	9.57	38	0.75	3	25%	1	75%	2	1.01	4	63%	3	37%	1
PUBLIC OPEN SPACE	NONE	1	EA	200	200	50.00	50	75%	38	25%	13	50.00	50	25%	13	75%	38
MOBILE HOME PARK	240	38	DU	5.99	228	0.44	17	20%	3	80%	13	0.59	22	62%	14	38%	9
Total					466		70		42		28		76		29		48

GLA = gross leasable area in KSF

DU = dwelling unit

RM = number of room

Source: ITE Trip Generation, 8th Edition

EXISTING CR107



Summary of Trip Generation

Land Use	ITE Code	Intensity		Rate	Daily Trip Ends	AM Peak-Hour Trip Ends						PM Peak-Hour Trip Ends					
						In		Out		In		Out					
						Rate	Total	%	Trips	%	Trips	Rate	Total	%	Trips	%	Trips
Single Family Detached Housing	210	114	DU	9.57	1,091	0.75	86	25%	21	75%	64	1.01	115	63%	73	37%	43
TRAILHEAD	NONE	1	EA	300	300	50.00	50	61%	31	39%	20	50.00	50	39%	20	61%	31
GRAVEL PIT	NONE	30	EMP	2.6	78	1.30	39	61%	24	39%	15	1.30	39	39%	15	61%	24
Total					1,469		175		76		99		204		107		97

GLA = gross leasable area in KSF

DU = dwelling unit

RM = number of room

Source: ITE Trip Generation, 8th Edition

Actual ADT exceeded estimates by 8% for CR104 and 22% for CR107. County staff was unwilling to provide temporal distribution of trips from the week in June 2023.

It is assumed that the existing traffic signal at CR107 has sufficient capacity to handle all additional SAN traffic, although an adjustment to its phasing may be required. A meeting with CDOT has been requested to confirm this assumption. Longer queue lengths will negatively affect the driveway off CR107 to the commercial property southeast of the Hwy 50/CR107 intersection, but that property also has direct access from Highway 50.



CR104 is currently stop-controlled. Delay analysis indicates that additional capacity is limited for 2nd order movements (right turn out, left turn in), and severely limited for the 3rd order movement (left turn out). This will push trip distribution from SAN mainly to CR107.

Consultation with CDOT is required to develop an access plan for southeast Salida. SAN is unlikely to warrant a signal at CR104. After a substantial portion of SAN is occupied, an engineering study of the CR104 / Highway 50 intersection may inform adjacent developers about the likelihood of meeting a signal warrant.

In approximately 2009, the left turn in to CR104 may have been designed and constructed at half the standard length (approximately 250' vs 650' standard) on the premise that it would eventually be closed because of the desired half mile spacing of intersections per the CDOT Highway Access Code. The right turn in and right turn out lanes are standard length. Discussion with CDOT is needed.

Utilities

Water

Note that a water system update by Providence Infrastructure Consultants is in progress and will supersede this analysis.

Per the Providence Infrastructure Consultants Technical Memorandum WS-3, January 4, 2019, the hydraulic grade line for the low zone is 7264'. Developed ground elevations in SAN range from 7042' to

7130'. Static pressures would therefore range from 58 to 96 psi in the low zone. Those pressures would be reduced by approximately 26 psi if SAN was put in the southeast zone, which would not provide appropriate pressure to the higher developed elevations of SAN.

Assuming connection to the low zone, a single 12" water main connection with a length of 3600', at elevation 7130', flowing 3000 gpm, would have a residual pressure of approximately 32 psi. Therefore a single 12" main is sufficient for a first phase of construction. This initial water main connection is anticipated at the existing pedestrian bridge easement. **City legal staff is investigating** the possibility of installing water main and other utilities in the easement containing the pedestrian bridge, which is labeled in records as "easement" with no other definition.

A second water main connection for redundancy is desirable. Several choices exist, and more details are provided in Exhibit D. The PIC report indicates the second connection should also be 12", but this assumption should be revisited prior to detailed design.

A PRV should be installed at the east end of SAN prior to development of the Treat, Jones, or Lau parcels, all of which will be on the southeast zone, with highest developable elevations of approximately 7050, 7095, and 7065, respectively. Paradise Acres mobile home park could also connect to the southeast zone in the future, with a top developable elevation of 7100.

Ground elevations within SAN, including the top of ridge or gravel pit locations, are not high enough for a ground mounted tank to feed the low zone. It is not efficient to feed the lowest zone of the system with a dedicated tank, so no water tank locations are contemplated in SAN.

Sanitary Sewer

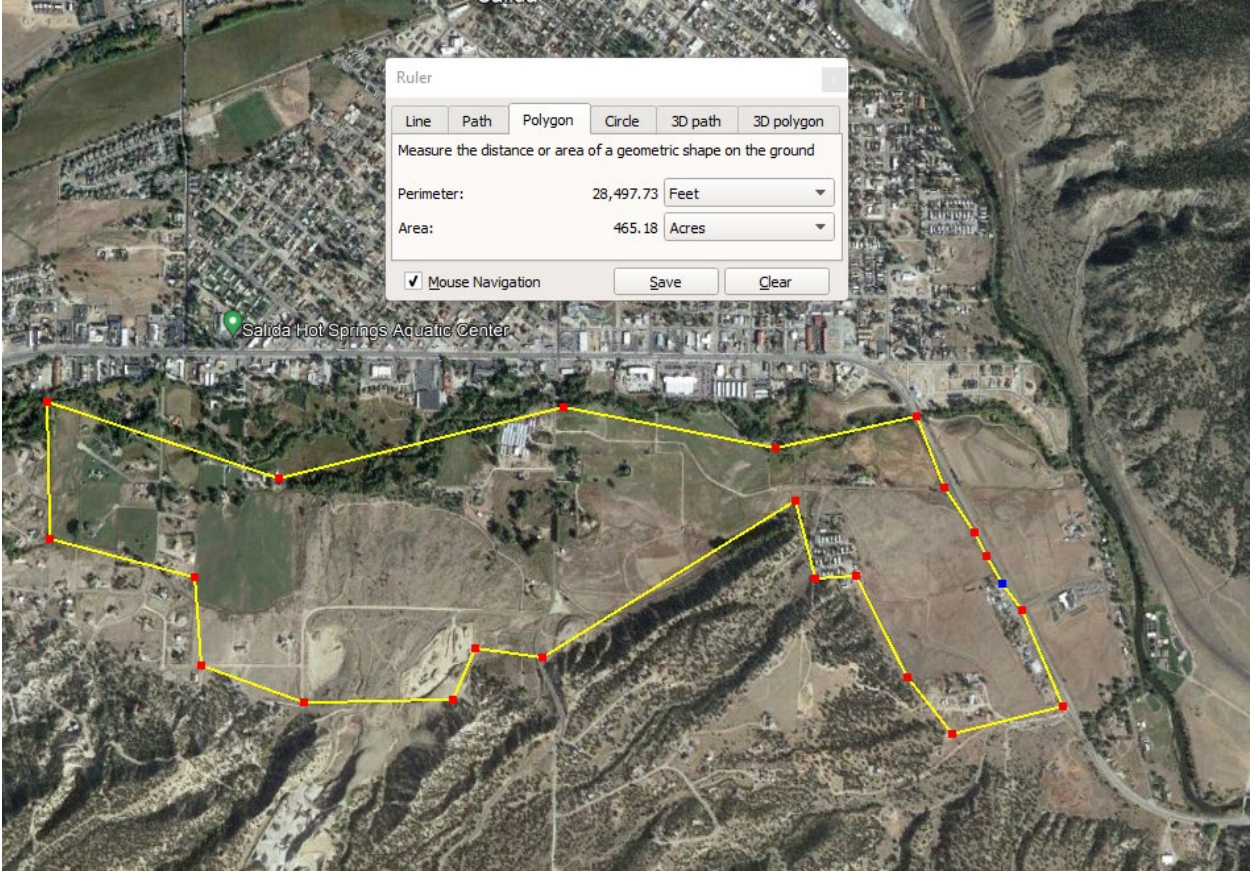
Sanitary sewer will connect to SAN via CR 104. The utility crossing of Highway 50 should be coordinated to sleeve all foreseeable utility crossings (included in SAN estimate), provide for a pedestrian underpass (not included in SAN estimate, rough order of magnitude cost \$0.3 million), and direct stormwater west of Hwy 50 to the north, into the South Arkansas River.

A shallower sanitary sewer route is available through private property north of CR 104. See Exhibit E, Treat Sewer. However, the landowner has indicated that a deal for a sanitary sewer easement within several years is unlikely. Therefore, all estimates have assumed that the sanitary sewer stays in CR 104. The sanitary sewer would be reimbursable based on frontage on the line, and the highway crossing could be reimbursed by all future connections.

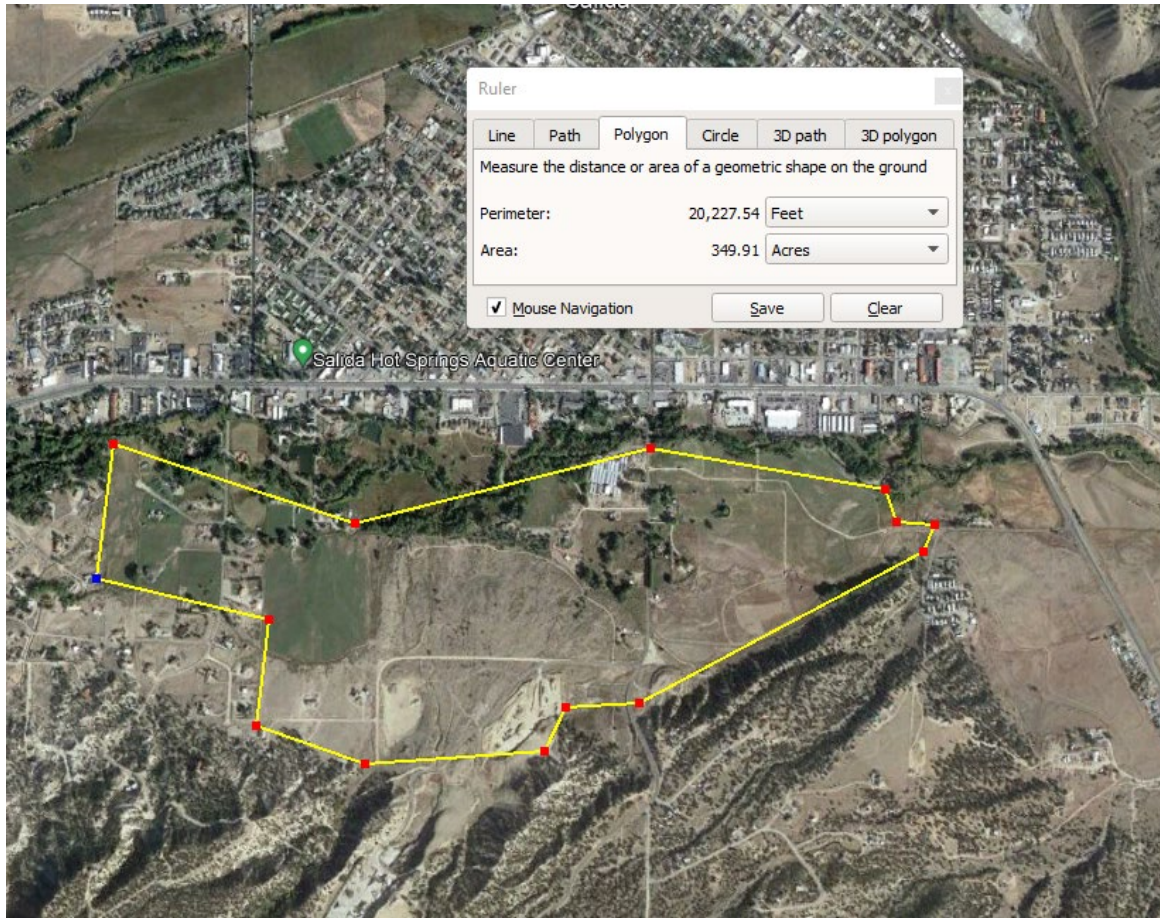
The ideal sewer extension route to serve CR 107 is through 7052 County Road 107 (Wikoff). This would allow for future sanitary sewer service for all the land south of the South Arkansas River. Lacking that connection, one should be pursued through the lane easement on the Armstrong property. The lane easement is currently not for utilities, and would require widening from 15' to a minimum of 20' for sanitary sewer interceptor installation. Grades through the subdivision must allow for sanitary sewer service to Brady Lane. The CAD file for phased infrastructure contains an approximate sanitary sewer profile to Brady Lane.

The downstream line is 15" with minimum slope of 1%. With depth/diameter = 0.8, the capacity is 5.8 cfs. Per PIC's 2019 draft sewer collection system build out infrastructure plan, single family homes averaged 122 gallons per day, and a peak factor of 3.4 is recommended. Using a peak factor of 4 to be conservative, 7,628 single family homes would be able to connect. The total buildout west of Highway 50

and south of the South Arkansas River is approximately 465 acres. Assuming 10 units/acre average gross density gives 4,650 units, well within allowable for the downstream line.



Removing parcels downstream (east) of SAN, by the same assumptions, 12" sanitary sewer interceptor is adequate for 350 acres of development. The interceptor should be 12" to the Wikoff (or Armstrong) property line to allow for 2.7 cfs peak flow with a minimum grade of 0.6%.



Dry utilities

Electric, natural gas, and communications lines are located in County Road 104 and County Road 107. Off-site improvements to the Xcel Energy electric backbone infrastructure may be required. Xcel policy is to not provide estimates prior to application for service. This is a significant risk to the project.

Miscellaneous Remaining Tasks

Exhibits

A Phase 1 Infrastructure

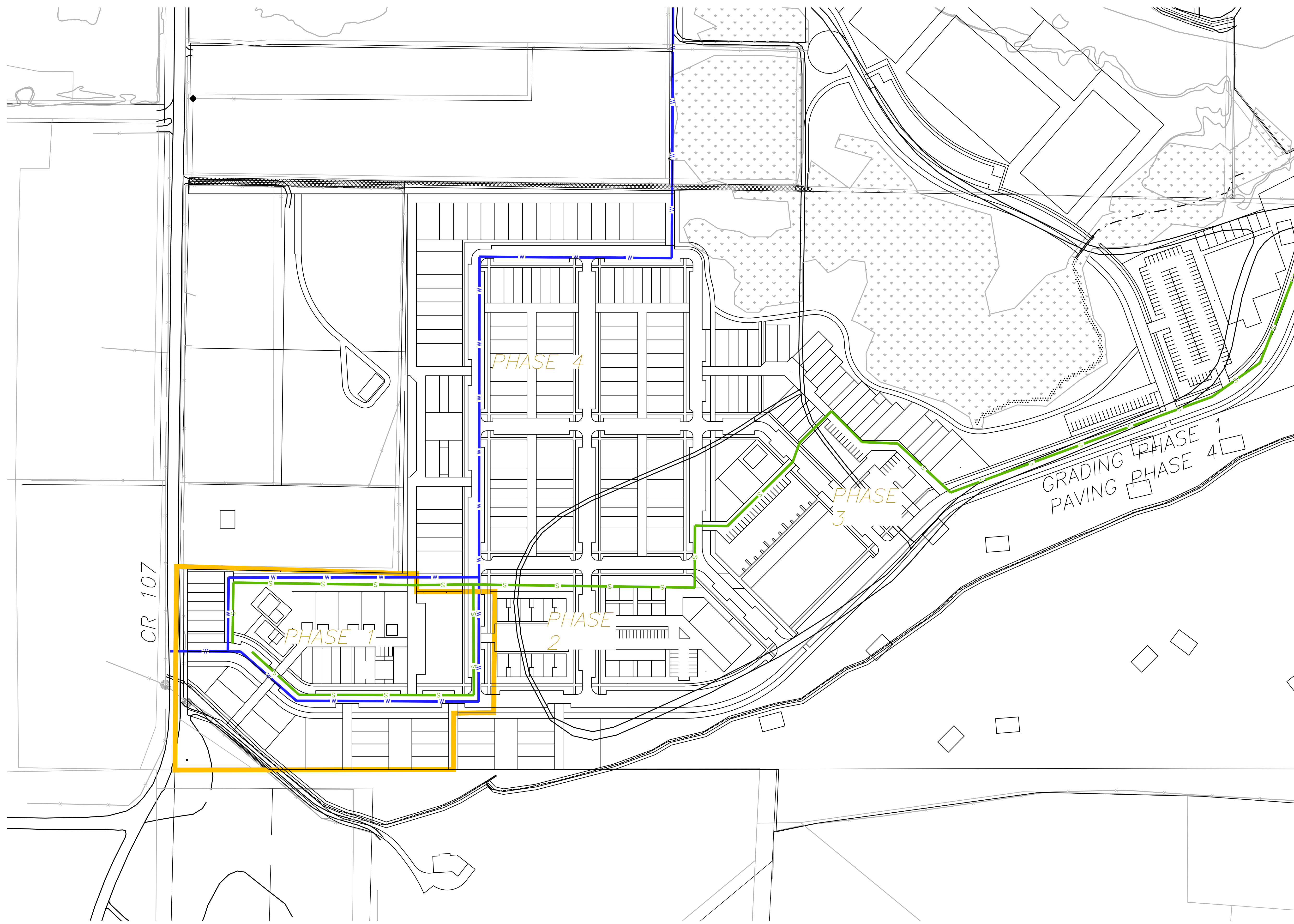
B Phase 1 Infrastructure Estimate (excel)

C Grading, Drainage, and Floodplain Overview

D Water Main Connection Options

E Treat Sewer Exhibit

F City Ordinance 2018-09 (Land swap)

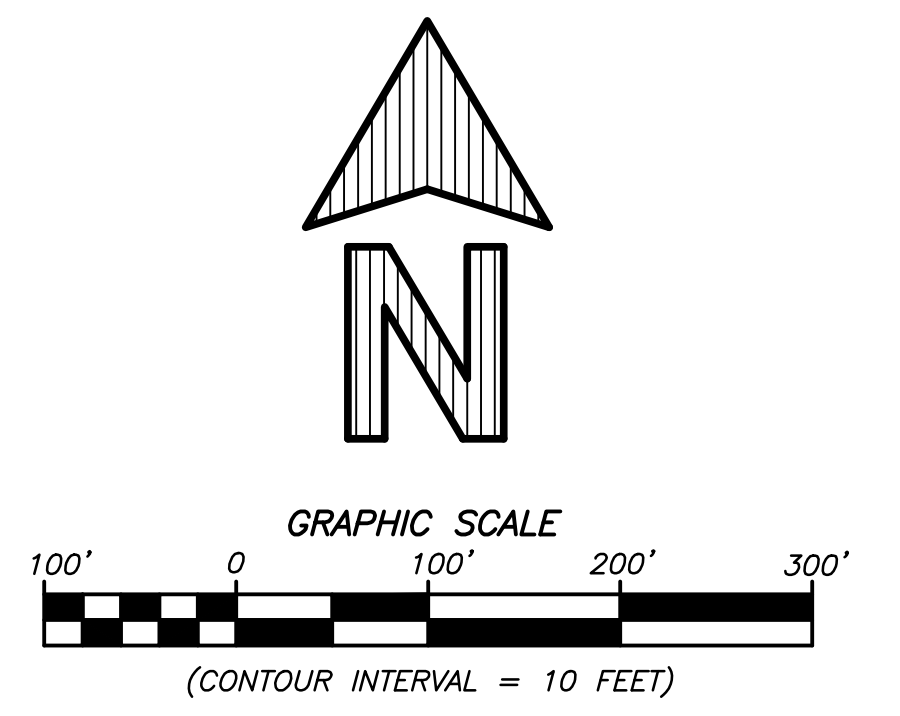


NOTES:

1. ASSUMED ONE WATER MAIN CONNECTION FOR PHASE 1.
2. PHASE 1 INCLUDES SEWER CONNECTION FROM EAST OF HIGHWAY 50, AND REPAVING OF CR104.

LEGEND

	SEWER MAIN
	WATER MAIN
	STREET - UNPAVED ACCESS
	PHASE LINE



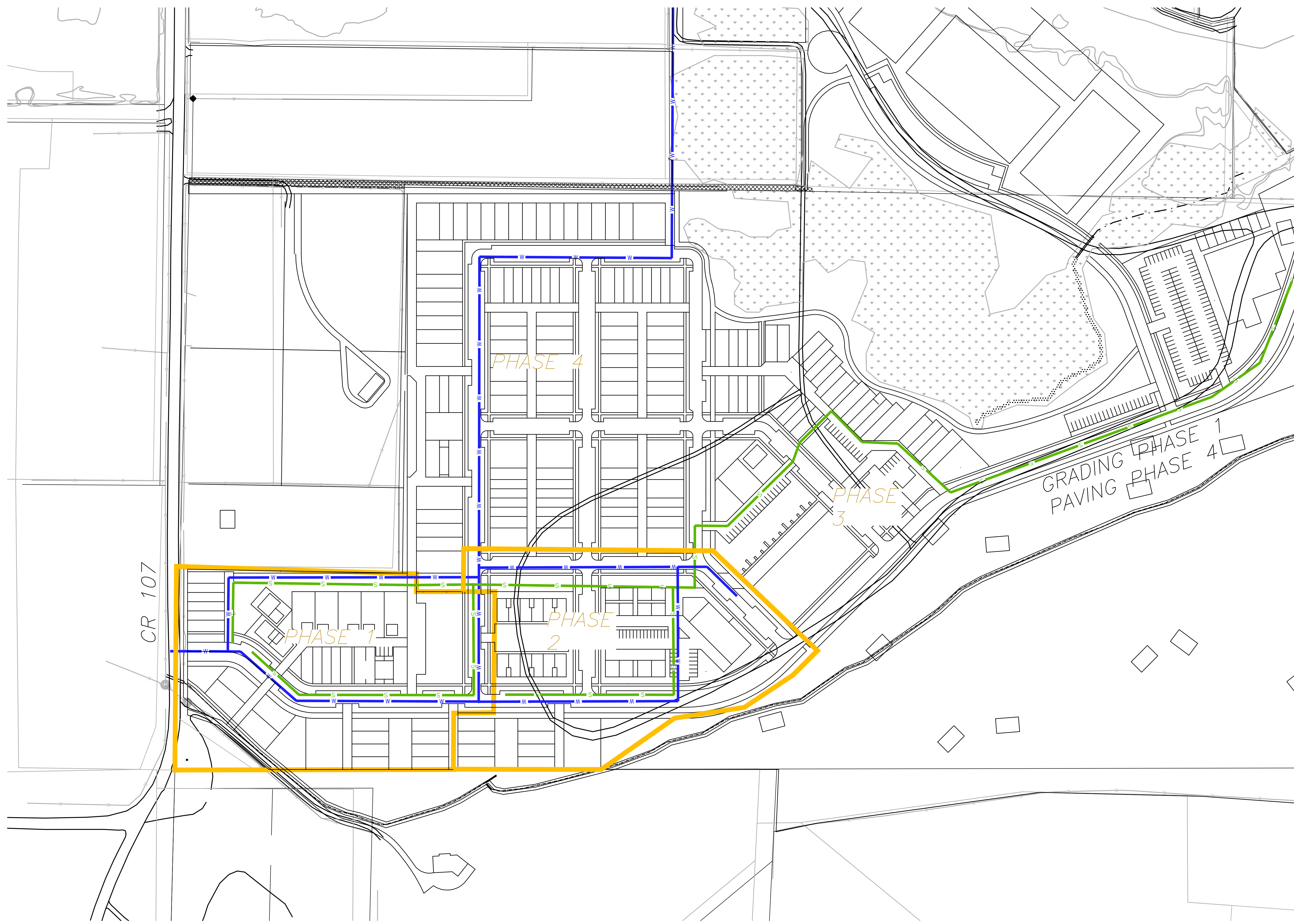
PHASE 1 INFRASTRUCTURE
SOUTH ARK NEIGHBORHOOD

CONCEPT PLAN 7/20/23

PREPARED BY:

CRABTREE GROUP INC.
ENGINEERING SMART GROWTH™

325 D STREET SALIDA, CO 81201 PH: 719-539-1675	918 CUYAMA ROAD OJAI, CA 93023 PH: 719-221-1799
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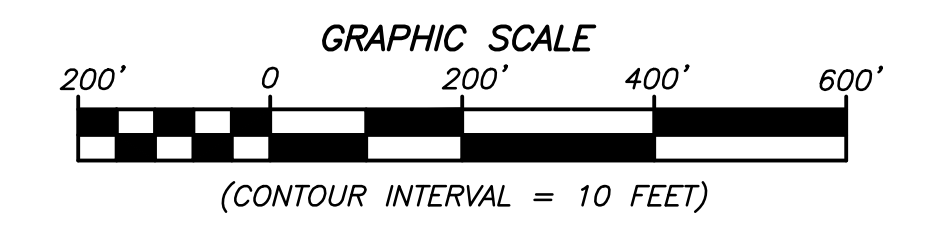
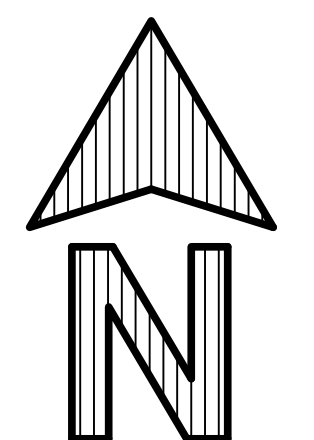


NOTES:

1. ASSUMED ONE WATER MAIN CONNECTION FOR PHASE 2.
- 2.

LEGEND

	SEWER MAIN
	WATER MAIN
	STREET - UNPAVED ACCESS
	PHASE LINE



PHASE 2 INFRASTRUCTURE
SOUTH ARK NEIGHBORHOOD

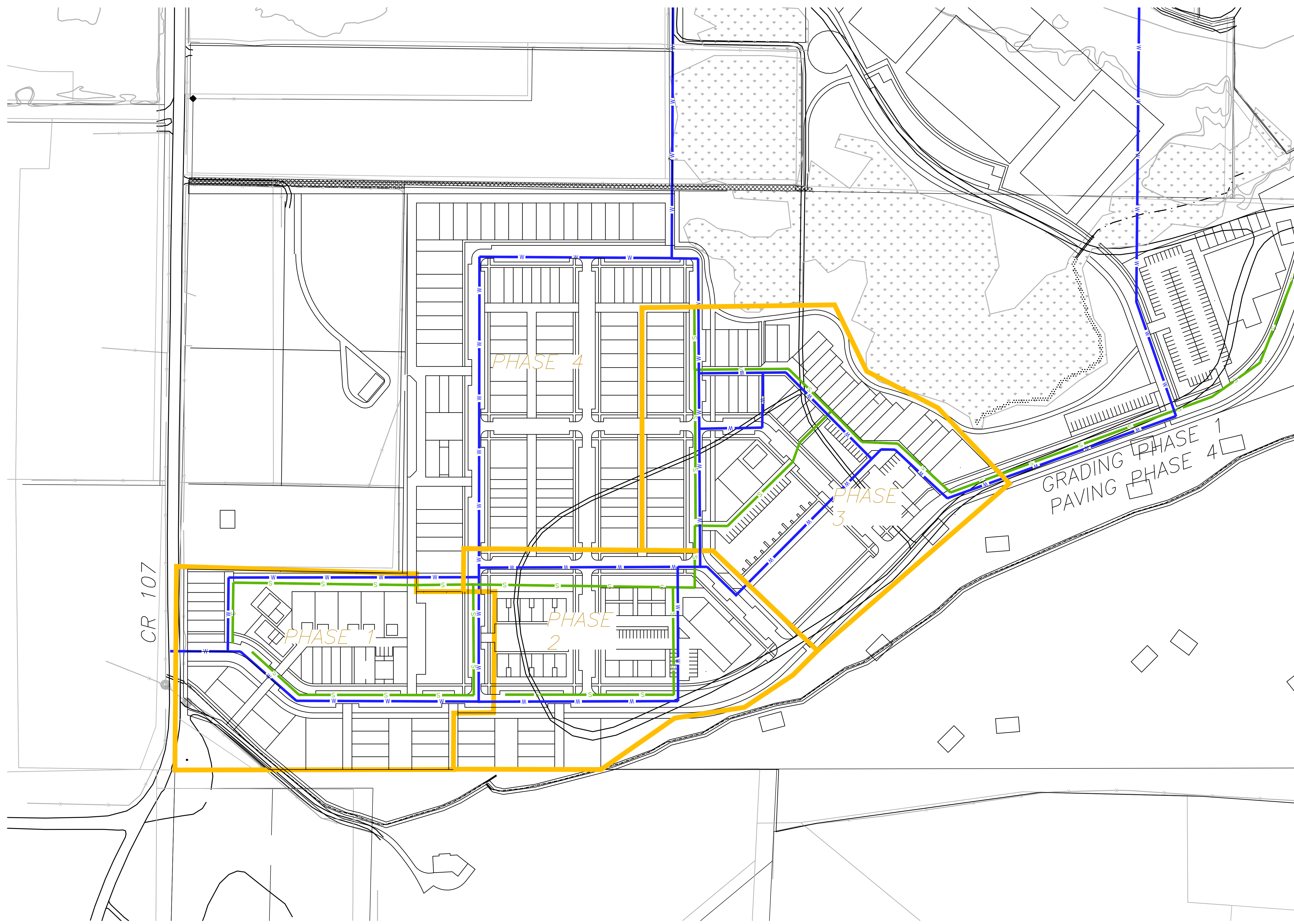
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PREPARED BY:

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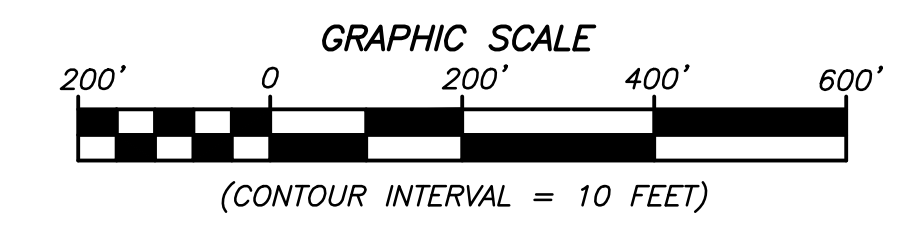
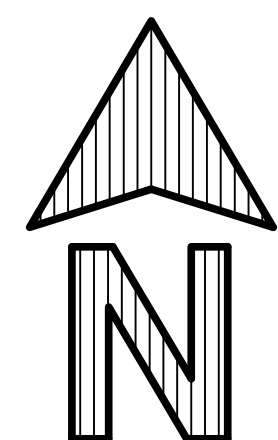


NOTES:

1. ASSUMED SECOND WATER CONNECTION (SHOWN AS PALMER STREET) IS INCLUDED IN PHASE 3.

LEGEND

	SEWER MAIN
	WATER MAIN
	STREET - UNPAVED ACCESS
	PHASE LINE

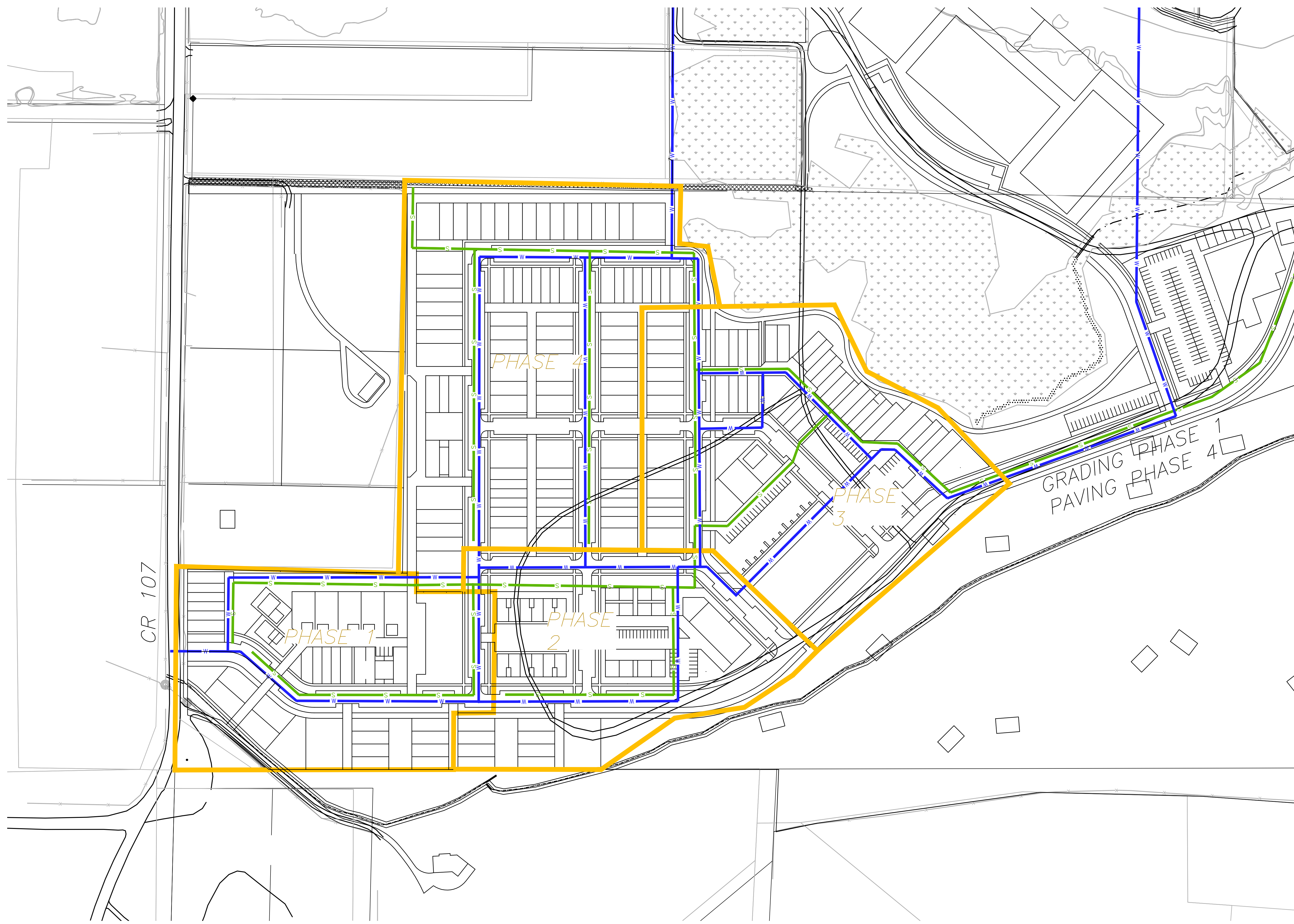


PHASE 3 INFRASTRUCTURE
SOUTH ARK NEIGHBORHOOD

CONCEPT PLAN 7/20/23
PREPARED BY:

CRABTREE GROUP INC.
ENGINEERING SMART GROWTH™

325 D STREET SALIDA, CO 81201 PH: 719-539-1675	918 CUYAMA ROAD OJAI, CA 93023 PH: 719-221-1799
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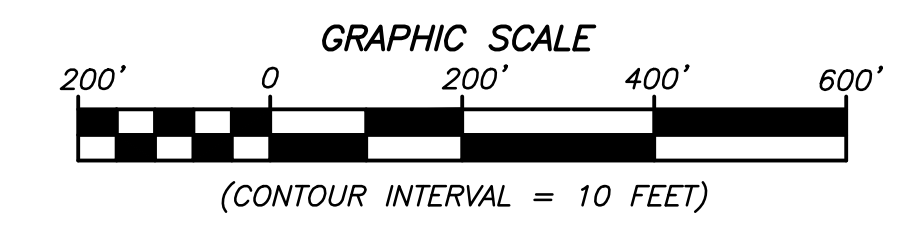
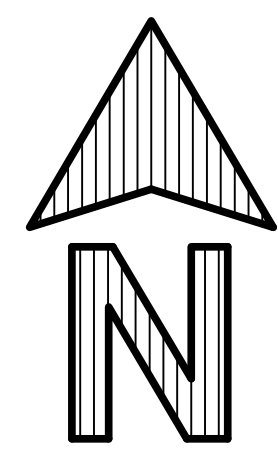


NOTES:

1. ASSUMED SECOND WATER CONNECTION (SHOWN AS PALMER STREET) IS INCLUDED IN PHASE 3.

LEGEND

	SEWER MAIN
	WATER MAIN
	STREET - UNPAVED ACCESS
	PHASE LINE



PHASE 4 INFRASTRUCTURE
SOUTH ARK NEIGHBORHOOD

CONCEPT PLAN 7/20/23

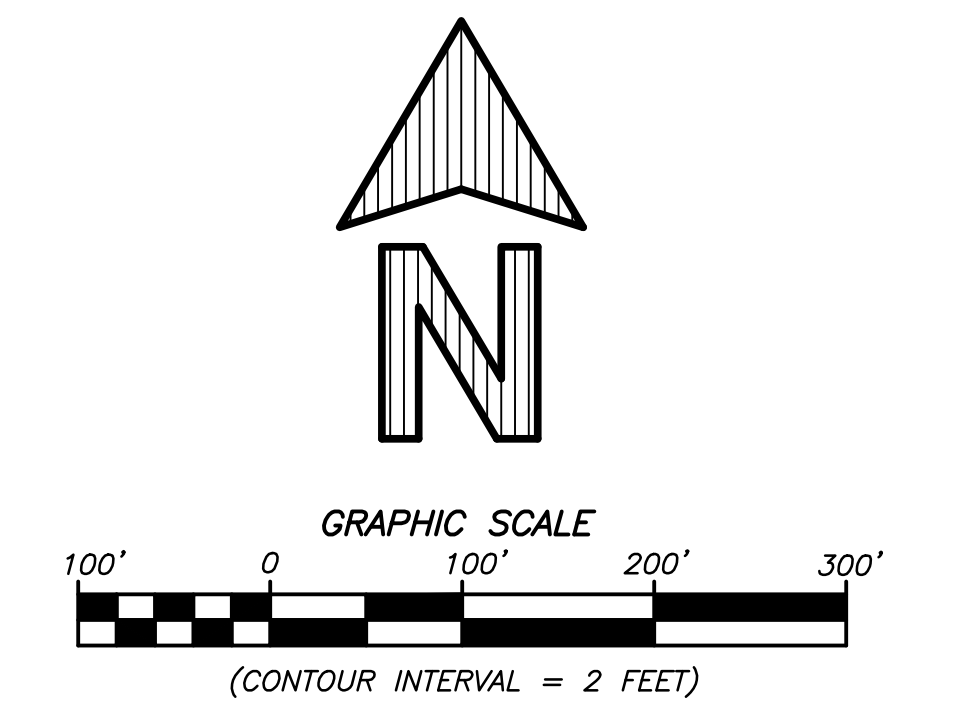
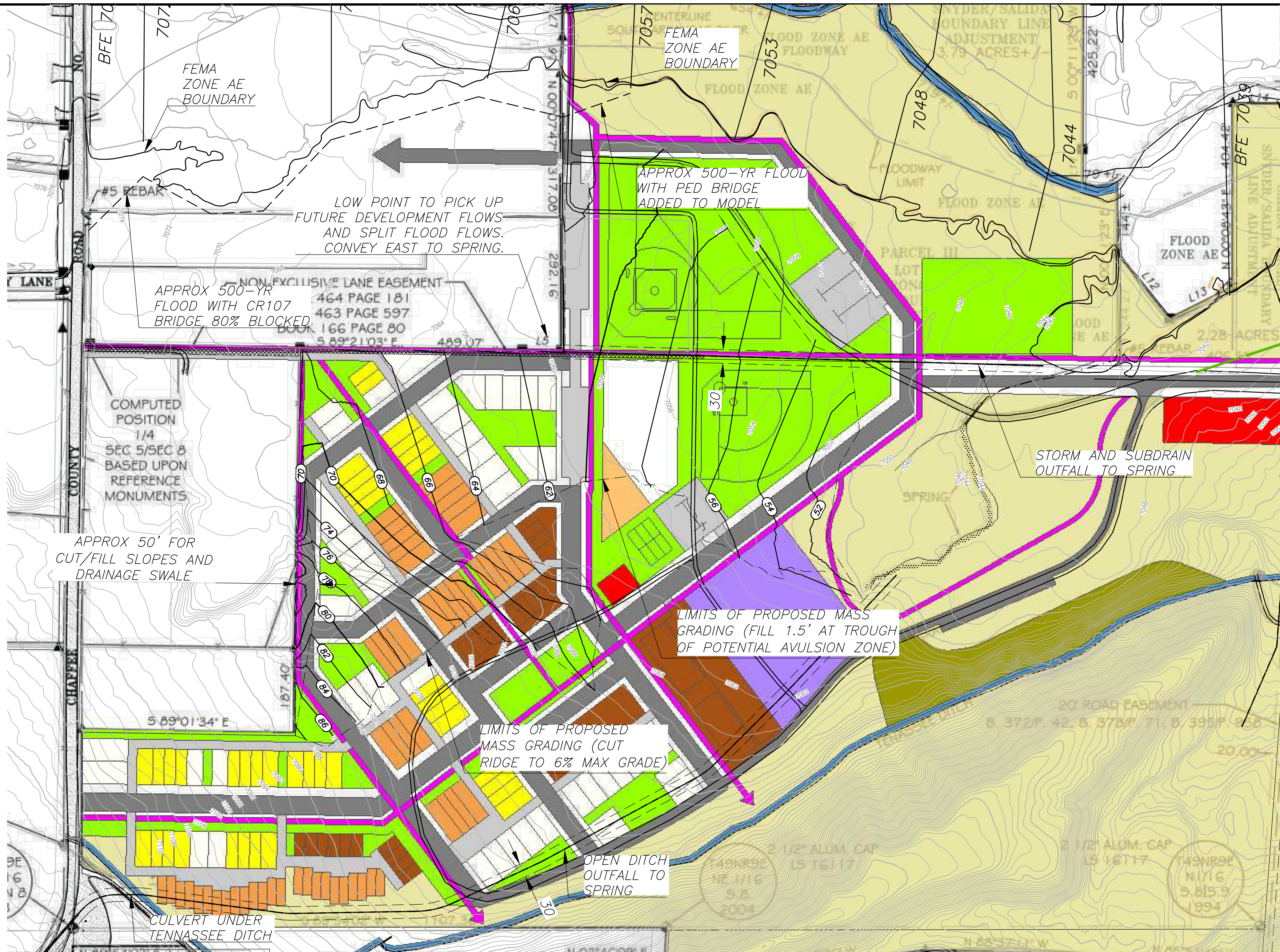
PREPARED BY:

CRABTREE GROUP INC.
ENGINEERING SMART GROWTH™

325 D STREET SALIDA, CO 81201 PH: 719-539-1675	918 CUYAMA ROAD OJAI, CA 93023 PH: 719-221-1799
--	---

SOUTH ARK NEIGHBORHOOD				
EOPC - PHASE 1				
CRABTREE GROUP, INC.				7/20/2023
	PHASE 1	PHASE 2	PHASE 3	PHASE 4
SANITARY SEWER	\$ 1,100,000.00	\$ 170,000.00	\$ 480,000.00	\$ 830,000.00
WATER	\$ 850,000.00	\$ 230,000.00	\$ 870,000.00	\$ 540,000.00
ELECTRIC CONNECTION AND 3 PHASE BACKBONE UPGRADES (DOES NOT INCLUDE TYPICAL PER-LOT COSTS)	\$ 276,750.00	\$ 70,000.00	\$ 62,500.00	\$ 82,500.00
CENTRAL CO TELECOM & CHARTER	\$ 30,700.00	\$ 28,000.00	\$ 25,000.00	\$ 33,000.00
NATURAL GAS	\$ 76,750.00	\$ 70,000.00	\$ 62,500.00	\$ 82,500.00
STREETS	\$ 1,500,000.00	\$ 1,000,000.00	\$ 1,160,000.00	\$ 1,390,000.00
STORMWATER IMPROVEMENTS	\$ 145,000.00	\$ 30,000.00	\$ 30,000.00	\$ 30,000.00
OVERLOT GRADING	\$ 50,000.00	\$ 50,000.00	\$ 50,000.00	\$ 50,000.00
TOTAL WITH 25% CONTINGENCY	\$ 5,036,500.00	\$ 1,997,500.00	\$ 3,362,500.00	\$ 3,735,000.00

\$ 14,131,500.00



GRADING, DRAINAGE, AND FLOODPLAIN OVERVIEW
SOUTH ARK NEIGHBORHOOD

CONCEPT PLAN 5/16/23

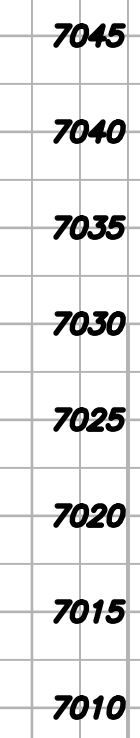
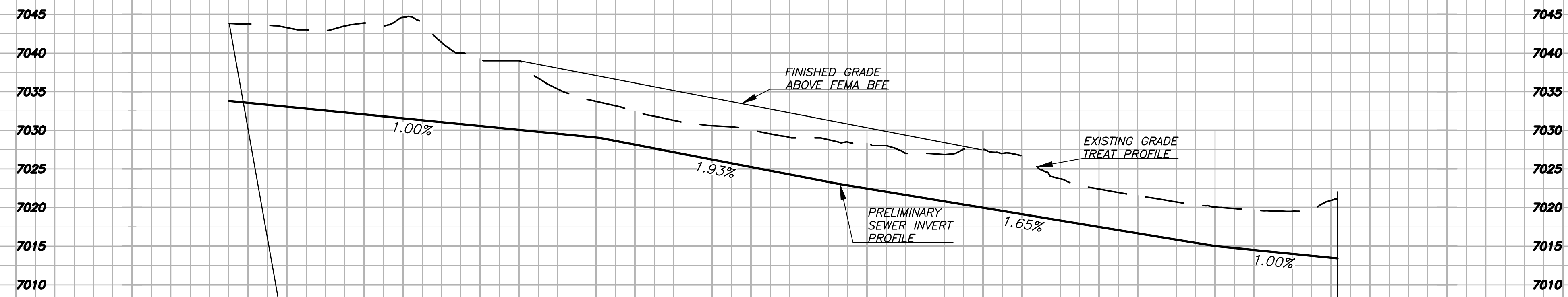
PREPARED BY:

CRABTREE GROUP INC.
ENGINEERING SMART GROWTH™

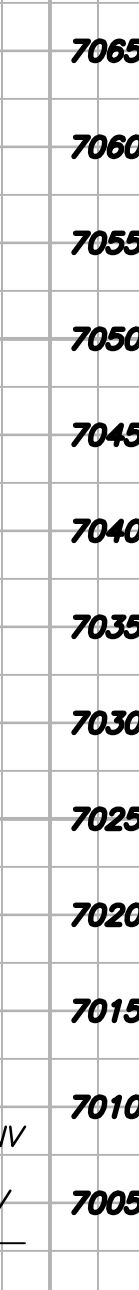
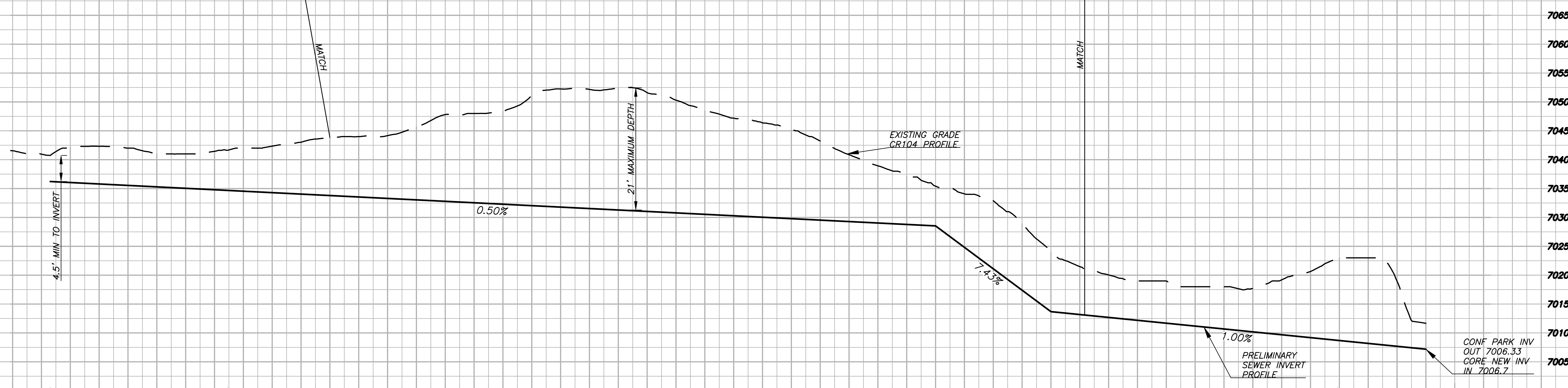
325 D STREET SALIDA, CO 81201 PH: 719-539-1675

918 CUYAMA ROAD OJAI, CA 93023 PH: 719-221-1799

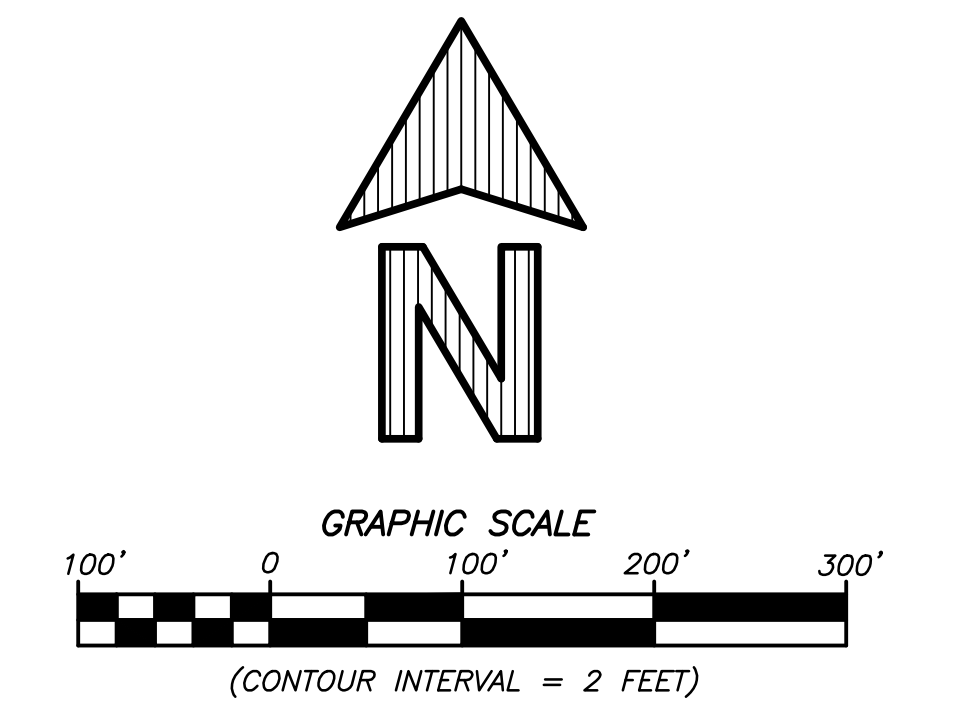
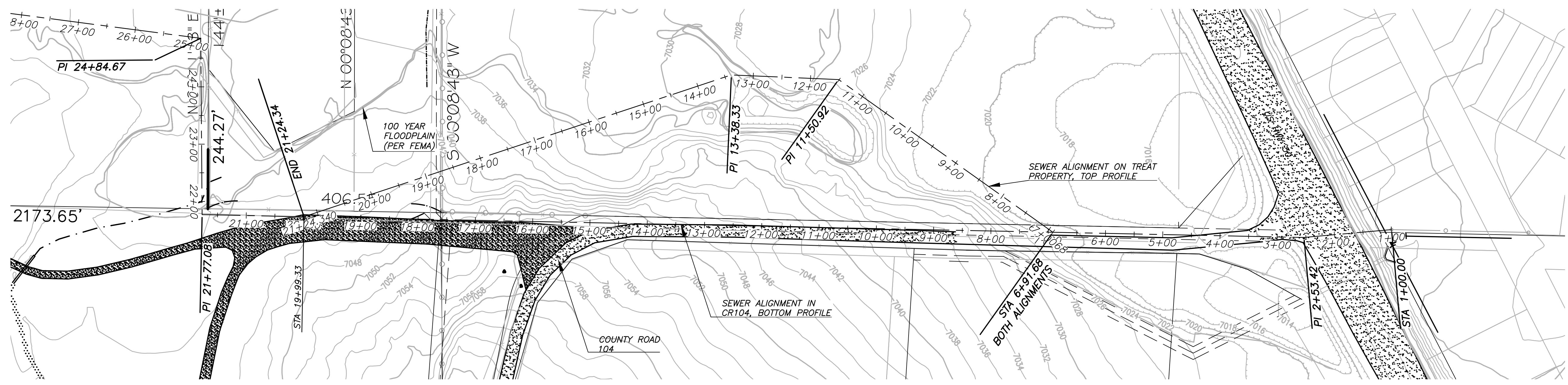
	ROW Width	Distance from existing water main to developable SAN	pros	cons	comments
CR107	36' min occurs at Hwy 50, S Ark Bridge, and Brady's West. varies	2200' or 1000' if it can cut through Wikoff property	Good opportunity for cost share with neighbors both sides of CR107. Minimal disturbance of floodplain ecosystem.	Insufficient right of way width for utilities and appropriate street section. But, right of way acquisition may be a priority for City, County, and adjacent landowners to improve emergency access, bike/ped separation from vehicular traffic, and stormwater conveyance. S Ark River crossing required.	Required partnerships will take a minimum of several years. Therefore, the first water main connection should be elsewhere. Due to the cost sharing opportunities, this is the best place for a second water main connection if partnerships can be secured. No sewer main due to S Ark River crossing.
Existing Ped Access, 931 E Hwy 50 (Faricy Boys)	60' easement (no right of way)	750'	Sufficient width for all utilities. Only moderate disruption of floodplain ecosystem due to existing pedestrian bridge. 750' from existing Hwy 50 water main to developable SAN is the shortest potential route.	Temporary disruption of business for property owner. S Ark River crossing required.	City attorney should provide legal definition of "easement." property records don't define it, other than being 60' wide. No sewer main due to S Ark River crossing.
Palmer Street	60'	1100'	Sufficient width for all utilities. Existing water main, although undersized, makes the connection to Hwy 50 water main less expensive. Some redevelopment potential exists between Hwy 50 and floodplain.	Significant disruption of floodplain ecosystem including removal of mature trees. S Ark River crossing required.	No sewer main due to S Ark River crossing.
16' Wide City Property (East of Carquest)	16'	1100'	Some redevelopment potential exists between Hwy 50 and floodplain.	Narrow work area and existence of gas main and overhead lines will add to construction cost. Significant disruption of floodplain ecosystem. S Ark River crossing required.	No sewer main due to S Ark River crossing.
CR 104	40 to 45'	1900'	Good opportunity for cost share with neighbors both sides of CR104. No river crossing. Hwy 50 crossing costs are minimal because sanitary sewer needs to cross at this location.	This connection would be to a lower pressure zone which means that it would not provide redundant service to SAN. Pressure reducing valve required (significant cost).	Water would run parallel to sanitary sewer main.



22+50 22+00 21+50 21+00 20+50 20+00 19+50 19+00 18+50 18+00 17+50 17+00 16+50 16+00 15+50 15+00 14+50 14+00 13+50 13+00 12+50 12+00 11+50 11+00 10+50 10+00 9+50 9+00 8+50 8+00 7+50 7+00 6+50 6+00



+50 25+00 24+50 24+00 23+50 23+00 22+50 22+00 21+50 21+00 20+50 20+00 19+50 19+00 18+50 18+00 17+50 17+00 16+50 16+00 15+50 15+00 14+50 14+00 13+50 13+00 12+50 12+00 11+50 11+00 10+50 10+00 9+50 9+00 8+50 8+00 7+50 7+00 6+50 6+00 5+50 5+00 4+50 4+00 3+50 3+00 2+50 2+00 1+50 1+00 0+50



SANITARY SEWER INTERCEPTOR
SOUTH ARK NEIGHBORHOOD

CONCEPT PLAN 3/7/23
PREPARED BY:
CRABTREE GROUP INC.
ENGINEERING SMART GROWTH™
325 D STREET SALIDA, CO 81201 PH: 719-539-1675
918 CUYAMA ROAD OJAI, CA 93023 PH: 719-221-1799

**ORDINANCE NO. 2018-09
(Series of 2018)**

**AN ORDINANCE OF THE CITY COUNCIL FOR THE CITY OF SALIDA,
COLORADO APPROVING AN EXCHANGE OF REAL PROPERTY
BETWEEN THE CITY OF SALIDA AND SSG HOLDINGS, LLC**

WHEREAS, the City of Salida, Colorado (“City”) is a statutory city, duly organized and existing under the laws of the state of Colorado; and

WHEREAS, the Salida City Council (“Council”) passed a resolution to authorize the City to settle a quiet title action with SSG Holdings, LLC; and

WHEREAS, related to that quiet title action with SSG Holdings, LLC, both the City and Chaffee County plan to enter into a land exchange or boundary line adjustments with SSG Holdings, LLC; and

WHEREAS, the City will grant real property it no longer uses or occupies in exchange for real property which the City Public Works Department is currently already using to access City property to the east which is used for storage of concrete, asphalt and other similar materials; and

WHEREAS, the City staff has determined that there is no practical alternative access to this aforementioned City property site and that the land exchange is in the City’s best interests; and

WHEREAS, the City of Salida City Council finds it in the best interest of the general health, safety and welfare of its citizens to authorize this land exchange.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL FOR THE CITY OF SALIDA, COLORADO as follows:

Section One

The Salida City Council approves the real property exchange between the City of Salida and SSG Holdings, LLC, described in more detail in the attached plat and letter from SSG Holdings, LLC attorney dated March 28, 2018, attached as Exhibit “A.” The Salida City Council authorizes City staff, including legal counsel, to effectuate the real property exchange and/or boundary line adjustments.

Section Two

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, ADOPTED and ORDERED PUBLISHED IN FULL in a newspaper of general circulation in the City of Salida by the City Council on the 22nd day of May, 2018 and set for second reading and public hearing on the 5th day of June 2018

INTRODUCED ON SECOND READING, FINALLY ADOPTED and ORDERED PUBLISHED BY TITLE ONLY, by the City Council on the 5th day of June, 2018.

CITY OF SALIDA

By: _____

Mayor



ATTEST:

Alise Bappert

City Clerk

PUBLISHED IN FULL in the Mountain Mail after First Reading on the 25th day of May, 2018, and **BY TITLE ONLY, OR IN FULL**, after Final Adoption on the 8th day of June, 2018.

By: _____

City Clerk

CORDOVA LAW FIRM, LLP

Pete Cordova, P.C.
Zachary D. Cordova, P.C.

1604 "H" Street Salida, Colorado 81201
Phone 719-539-6679 Fax 719-539-3020 www.petecordovalaw.com

March 28, 2018

VIA ELECTRONIC MAIL
npetraro@mdkrlaw.com

Nina Petraro
Murray Dahl Kuechenmeister & Renaud LLP
710 Kipling Street, Suite 300
Lakewood, CO 80215

Re: SSG Holdings, LLC Quiet Title Action

Dear Ms. Petraro:

Please find enclosed a color-coded plat showing the real property in question. The portion of the land currently owned by my client, SSG Holdings, LLC, is outlined in a black border. Those portions of my client's property that are colored in yellow would be the portions of the property that would be conveyed to the City of Salida. The portions shaded in blue would be those portions going to Chaffee County. The pink colored section would be the property that SSG would receive from the City of Salida and Chaffee County, and the property covered in red is the strip that SSG Holdings, LLC is quiet titling.

I hope this is of assistance. Please feel free to contact me with any questions, and I will be happy to answer them.

Sincerely,

Pete Cordova

PC/jlb

attachment

xc: SSG Holdings, LLC (w/attachment)



SOUTH ARK NEIGHBORHOOD PLAN

Planned Development Amendment Narrative

APPENDIX B

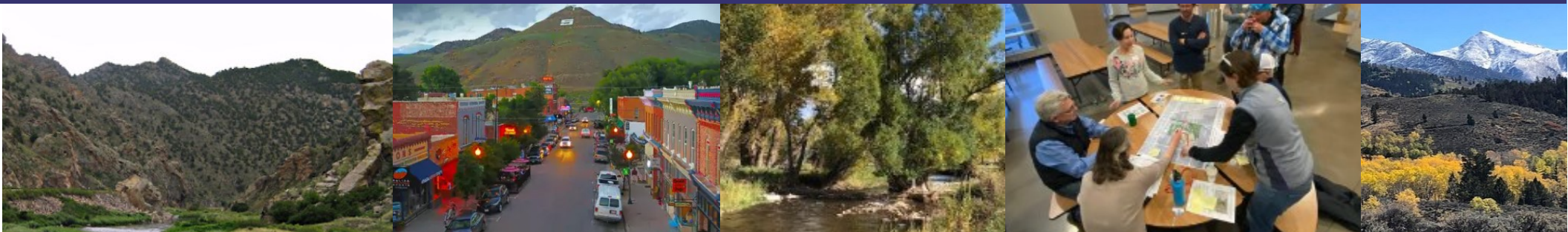
South Ark Neighborhood Master Plan Financial Analysis (by ArLand Land Use Economics)

studio seed

WWW.STUDIOSEED.ORG

In partnership with:





South Ark Neighborhood Master Plan

Financial Analysis

November 1, 2023

Prepared for:

City of Salida
Salida, Colorado
<https://www.cityofsalida.com/>

Prepared by:



ArLand Land Use Economics
Denver, Colorado
(t) 720.244.7678
www.arlandllc.com

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Option 2 Program	8
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Executive Summary

- The South Ark neighborhood is planned for **350 to 400 dwelling units** intended as permanent residences for the Chaffee County / Salida workforce. The Overall Development Plan spells out the affordability guidelines. In general, at least **50%** of the total residential units should be deed-restricted to **30% to 100%** of AMI for rental units and **60% to 160%** of AMI for ownership units. The tenure in the community should be 50% ownership and 50% rental. ADUs are encouraged but not required.
- The community has been divided into **three phases** with infrastructure and unit build out estimated to take place over **10 years**.
- The **costs of infrastructure are a significant development hurdle**. Total current estimates are \$14 million with the first phase estimated at over \$5 million. The total costs would be spread out in phases.
- The civic/education facility planned on the site will need to pursue funding in addition to the potential housing and community development resources identified herein.
- Sales of land for market rate units will not only help subsidize infrastructure development but will also help subsidize the development of affordable housing units by providing buildings and units (beyond land and infrastructure).
- **The preferred option requires \$7.6 to \$10.3 million in subsidies (\$2023)** which would **offset the costs of infrastructure** as well as the **delivery of affordable housing units**. Current estimated sources include DOLA state grants, City contribution to help offset infrastructure and civic / educational costs, County contributions for the spine road and emergency access improvements and Colorado Mountain College.
- An approximate \$5.2 to \$7.8 million in residual land value sales proceeds are estimated and assumed.
- **The preferred governance structure would entail continued involvement on the part of the City, ideally through partnerships with both private and nonprofit partners.** Ideally the City should participate in the Master Developer role, plowing sales proceeds and potential profits back into the community, thereby helping to subsidize the development and delivery of affordable housing units.

Introduction and Background

This memo focuses on the financial analysis, potential development structure and timing of the South Ark neighborhood build-out.

One of the goals of the South Ark neighborhood is to help address the affordable housing needs of Chaffee County as defined in the Housing Needs Assessment update.

Per the Overall Development Plan (ODP), the South Ark neighborhood is planned for **350 to 400** dwelling units intended as permanent residences for residents who are part of the Chaffee County workforce as employees, business owners, contractors and other workers as defined, and certified by the City Administrator and his/her designee. At least **50% of the total residential units shall be deed-restricted** affordable rental or ownership units as defined as follows:

- **Affordable Rental Units:** Affordable housing *rental* units shall be defined as units legally restricted to 30% to 100% of Area Median Income (AMI) for Chaffee County as defined by the Colorado Housing Finance Authority (CHFA).
- **Affordable Ownership Units:** Affordable housing *ownership* units shall be defined as units legally restricted to 60% to 160% of Area Median Income (AMI) for Chaffee County as defined by the Colorado Housing Finance Authority (CHFA).
- **Tenure Split:** Half of the deed restricted units shall be targeted as rental units while the other half is targeted as ownership units.

Other goals include:

- **Timing:** Affordable housing units should be built at substantially the same time as other units in the same phase or zone district.
- **ADUs:** Accessory Dwelling Units (ADUs) are highly encouraged but not required. ADUs are intended to help further the goal of serving the affordable workforce needs of the County and the City. Short Term Rentals in ADUs will not be allowed.
- **Inclusionary Housing Ordinance:** The deed-restricted percentage requirements for the South Ark neighborhood as described in the ODP supersedes Salida's Inclusionary Housing ordinance.

Planning Options & Lessons Learned

- The planning process which took place in late 2022 through 2023 examined several ways of organizing and phasing the community given transportation, environmental, flood plain, community, design, infrastructure, open space and recreation, and a myriad of other considerations.
- The final two site plans are shown in the following pages. **The site plans are the basis for the Overall Development Plan (ODP) which provides a general framework for ultimate site development.**
- It is anticipated that **additional design work and coordination are needed to bring the site plan closer to building / construction plans.** Changes could include substituting housing types and smaller lots. However, all changes need to fit within the general framework of the ODP.
- **The primary difference between the two options is the location of the civic / education building and associated services and unit count.** As there is currently no identified funding source for the civic/education facility, it is anticipated that development on the eastern edge of the South Ark neighborhood plan (where the civic/education facility may be located), by necessity, needs to remain somewhat flexible.
 - **Option 1 includes the civic/ education building located in the center of the neighborhood.** The eastern edge of the site would remain open until it is ultimately developed as civic / education facility.
 - **Option 2 depicts the civic/education building located at the edge of the neighborhood** with a fuller residential neighborhood and a higher overall unit count. Should the building fail to identify funding, building out the housing within the center of the neighborhood as shown in Option 2 would be recommended.

Key Considerations:

- **Paying for infrastructure:** The costs of Infrastructure were estimated at approximately \$14 million for sanitary sewer, water, electrical, gas, streets, stormwater, grading, and telecommunications. The first phase of infrastructure provision is especially high at \$5 million because of the need to make these services available to an area with no existing infrastructure. Subsequent phases are less expensive.
- **Civic/education uses should also help pay for infrastructure costs to not overly burden the residential units:** The infrastructure burden should not be placed on the residential units alone. Should that happen, the infrastructure cost per unit would be significantly more than the infrastructure costs at other similar communities in the Salida area. In order to make this neighborhood attractive to potential master developers or housing developers, the civic / education building should pay its fair share of infrastructure costs. This estimated cost has been bundled into the City's expected contribution.
- **Potentially competitive development pipeline which should be continually monitored:** A number of units are in the planning pipeline at the City of Salida helping address needs at the AMI levels forecast for the South Ark neighborhood. Market rate units are also in the pipeline as shown on the following pages.

In addition to the Salida market, Buena Vista is also planning for The Crossing, which is a 100+ unit residential and commercial project on Highway 24 which is forecasting up to 50% of their units for deed restriction. Their plan is to serve about the same AMI levels as the South Ark neighborhood.

Planning Options & Lessons Learned

Although the affordable housing need is significant in the County, **monitoring the development timing of affordable projects will be important** to not overwhelm potential affordable housing partner agencies and to ensure that there is no lag between unit provision and tenanting.

Salida Projects In Process or Recently Built: October 2023

	Salida											
	1st&D	HRRMC	3rd & M	River Ridge	West End	Cross-ings	Confluent Park	Two Rivers Southside	505 Oak Street	Jane's Place	Angel-view	Total
<i>Planned</i>												
SF/SFA			4	42	38	92	85-110	65	10		100	281-306
Apartments	19	5	2				32	50	32		40	180
Other										17		17
Planned Total	19	5	6	42	38	92	117-142	115	42	17	140	478-503
<i>Restricted</i>												
SF/SFA			4		6	24			2			36
Apartments	19	5	2					10	6			42
Transitional										17		17
Restriction Notes	60%-100%	TBD	80% AMI		80% AMI	120%-160%		Apts (80%)	TH (120%-160%)	<30%		
								Apts (80%-100%)				
Planned Restricted Total	19	5	6	0	6	24	0	10	8	17	0	59
Restricted % of Total												12%

Source: City of Salida, ArLand

Option 1 Program

Option 1 shows a scenario which maintains the eastern edge of the site free of vertical development but in return has fewer housing units possible. This option includes 350 units and an additional 28 Accessory Dwelling Units (ADUs) for a total of 378 units.

PROGRAM

TOTAL

Unit:	Land Area	Units	ADU/Comm
Single Family	114,000	28	28
Duplex	120,200	52	0
Townhome	168,000	104	0
Apartments	163,694	166	0
Total	565,894	350	28
Acres	13	27	du/ac
Commercial (sf)			10,000
Rec Center (sf)	54,677		30,000

DIFFERENTIATORS:

Civic/Education building located in center of neighborhood

- Keeps eastern area of site as undeveloped
- Separates building from recreation fields
- Until developed, would remain open space
- May seem "private" instead of "public" if tucked into neighborhood

Smaller Neighborhood Park / More Flexible Field Space

Not Maxing Out Housing Units

- Less feasible financial model (civic/education building would need to pay fair share of development costs)

The ODP for the site allows up to 400 units but flexibility is allowed to accommodate additional uses in the neighborhood.



LEGEND:

- SMALL LOT SINGLE FAMILY
- DUPLEX
- TOWNHOMES
- APARTMENTS / WALK-UPS
- MIXED USE BUILDING
- CIVIC / EDUCATION BUILDING

Option 2 Program

Option 2 includes 400 units and the potential for approximately 30 Accessory Dwelling Units (ADUs) for a total of 430 units. This option locates the civic/education facility in the eastern half of the site in order to maximize space for more residential units. This best reflects the maximum development scenario allowed by the Overall Development Plan approved in October, 2023.

PROGRAM			
TOTAL			
Unit: Type	Land Area	Units	ADU/Comm
Single Family	107,000	28	28
Duplex	129,800	62	
Townhome	226,000	132	2
Apartments	160,400	178	
Total	623,200	400	30
	14.3	28	du/ac
Commercial (sf)			9,000
Rec Center (sf)	54,677		30,000

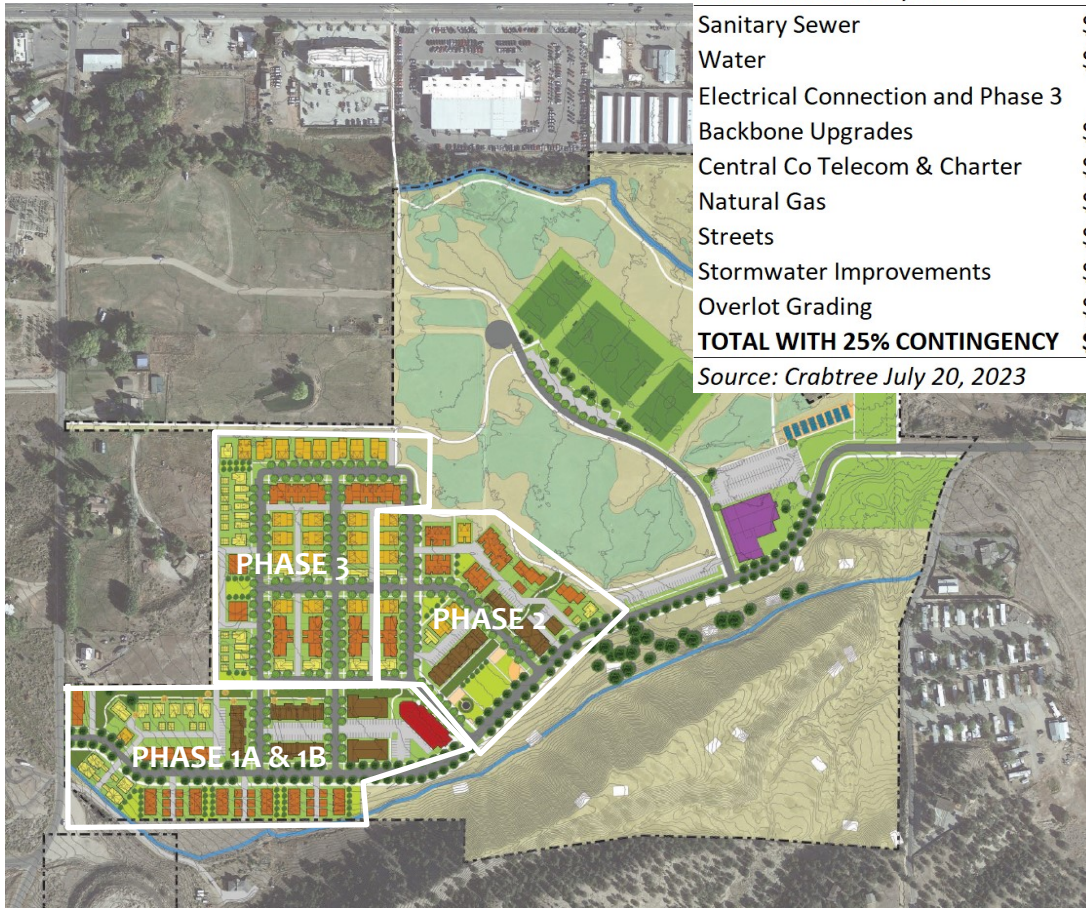
DIFFERENTIATORS:	
Civic/Education building located at eastern gateway site (CR 104) <ul style="list-style-type: none"> • Development on eastern edge • Co-locates recreation amenities • Until developed, would remain open space • More accessible to the rest of Salida 	Larger Neighborhood Park / Less Flexible Field Space Maxing Out Housing Units <ul style="list-style-type: none"> • More feasible financial model because of more housing units.



LEGEND:

 SMALL LOT SINGLE FAMILY
 DUPLEX
 TOWNHOMES
 APARTMENTS / WALK-UPS
 MIXED USE BUILDING
 CIVIC / EDUCATION BUILDING

Infrastructure Phases and Costs



- LEGEND:**
- SMALL LOT SINGLE FAMILY
 - DUPLEX
 - TOWNHOMES
 - APARTMENTS / WALK-UPS
 - MIXED USE BUILDING
 - CIVIC / EDUCATION BUILDING

CRABTREE GROUP, INC.	Phase 1A	Phase 1B	Phase 2	Phase 3	TOTAL
Sanitary Sewer	\$ 1,100,000	\$ 170,000	\$ 480,000	\$ 830,000	\$ 2,580,000
Water	\$ 850,000	\$ 230,000	\$ 870,000	\$ 540,000	\$ 2,490,000
Electrical Connection and Phase 3 Backbone Upgrades	\$ 276,750	\$ 70,000	\$ 62,500	\$ 82,500	\$ 491,750
Central Co Telecom & Charter	\$ 30,700	\$ 28,000	\$ 25,000	\$ 33,000	\$ 116,700
Natural Gas	\$ 76,750	\$ 70,000	\$ 62,500	\$ 82,500	\$ 291,750
Streets	\$ 1,500,000	\$ 1,000,000	\$ 1,160,000	\$ 1,390,000	\$ 5,050,000
Stormwater Improvements	\$ 145,000	\$ 30,000	\$ 30,000	\$ 30,000	\$ 235,000
Overlot Grading	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 200,000
TOTAL WITH 25% CONTINGENCY	\$ 5,036,500	\$ 1,997,500	\$ 3,362,500	\$ 3,735,000	\$ 14,131,500

Source: Crabtree July 20, 2023

The South Ark neighborhood area will need infrastructure to accommodate a new community. The master plan area has been divided into several phases to accommodate a 10-year buildout and phasing of infrastructure over time.

Crabtree Group provided the phasing plan, approximate locations and estimates. The example depicts Option 2. The same costs and phasing also applies to Option 1. The largest costs are incurred in the first phases in the south and west corners of the site in order to bring infrastructure in.

Phases 1A and 1B are anticipated to occur almost simultaneously with development in the very southwest corner anticipated to occur first.

Option 1—Phases



- LEGEND:**
- SMALL LOT SINGLE FAMILY
 - DUPLEX
 - TOWNHOMES
 - APARTMENTS / WALK-UPS
 - MIXED USE BUILDING
 - CIVIC / EDUCATION BUILDING

This table also depicts the phases, unit types, and assumptions about potential affordability levels and unit types. This represents an example of how the ODP guidelines may be followed, but does not represent a requirement.

PHASES				
<i>Unit:</i>	<i>Units</i>	<i>ADU</i>	<i>Desc</i>	<i>Affordability</i>
Phase 1A and B: South and West				
Single Family	10	10	1,200-2,000 sf, 1-2 story	
Duplex	2		1,200-2,000 sf, 1-2 story	
Townhomes	48		1,200-2,000 sf, 2-3 story	25 @ 140%
Apartments	66		960-980 sf	66 @ 80%
Subtotal	126	10		
Phase 2: East				
Single Family			1,200 sf, 2 story	
Duplex	10		1,600-2,000 sf, 2 story	10 @ 140%
Townhomes	8		1,200-2,000 sf, 2-3 story	8 @ 100%
Apartments	100		800-960 sf units	5 @ 80%
Rec Center			30,000	
Subtotal	118			
Phase 3: Central				
Single Family	18	18	1,200-2,000 sf, 1-2 story	18 @ 160%
Duplex	40		1,600-2,000 sf, 2 story	24 @ 120%
Townhomes	48		1,200-2,000 sf, 2-3 story	19 @ 120%
Apartments				
Subtotal	106	18		
TOTAL	350	28		175
Affordable % of Total (w/o ADU)				50.0%
Affordable % of Total (w/ ADU)				53.7%

Option 2—Phases



LEGEND:

- SMALL LOT SINGLE FAMILY
- DUPLEX
- TOWNHOMES
- APARTMENTS / WALK-UPS
- MIXED USE BUILDING
- CIVIC / EDUCATION BUILDING

This table also depicts the phases, unit types, and assumptions about potential affordability levels and unit types. This represents an example of how the ODP guidelines *may* be followed, but does not represent a requirement.

PHASES					
<i>Unit:</i>	<i>Units</i>	<i>ADU</i>	<i>Desc</i>	<i>Affordability</i>	
Phase 1A and B: South and West					
Single Family	10	10	1,200-2,000 sf, 1-2 story		
Duplex	2		1,200-2,000 sf, 1-2 story		
Townhomes	50	2	1,200-2,000 sf, 2-3 story	25 @ 140%	
Apartments	42		960-980 sf, 2-3 story units		
CMC	90			90 @ 80%	
Commercial SF			9,000		
Subtotal	194	12			
Phase 2: East					
Single Family	0	0	1,200 sf, 2 story		
Duplex	16		1,600-2,000 sf, 2 story	6 at 140%	
Townhomes	40	0	1,200-2,000 sf, 2-3 story	16 @ 100%	
Apartments	46		960 sf		
Subtotal	102	0			
Phase 3: Central					
Single Family	18	18	1,200-2,000 sf, 2 story	18 @ 160%	
Duplex	44		1,600-2,000 sf, 2 story	20 @ 120%	
Townhomes	42		1,200-2,000 sf, 2 story	25 @ 120%	
Apartments					
Rec Center			30,000		
Subtotal	104	18			
TOTAL	400	30		200	
Affordable % of Total (w/o ADU)				50.0%	
Affordable % of Total (w/ ADU)				53.5%	

Master Development and Residual Land Value (RLV)

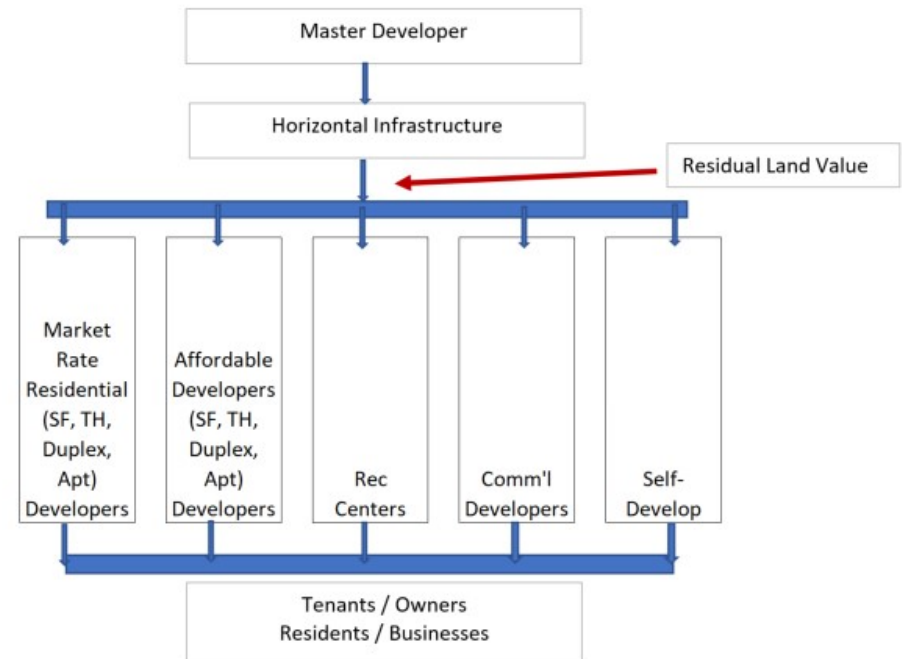
Development of the community will require a **master developer** who can install the horizontal infrastructure and then makes lots available to other single family, duplex, townhouse or apartment developers.

Master developer roles include the following:

- Obtains land control either through purchase or partnership
- Finalizes master plan: parcel subdivisions, infrastructure plans
- Obtains property entitlements
- Pays fees
- Finances, pays for, manages the installation of public infrastructure
- Markets, sells properties to other developers or self-develops

Residual Land Value

- **Residual Land Value is the price that a residential or commercial developer can pay for land from the master developer (who installed the horizontal infrastructure)**
- **The Residual Land Value (or the price of a parcel with infrastructure) can be used to help offset the costs of infrastructure installation at the South Ark neighborhood**
- **Residual Land Value is Future Developed Value minus Total Development Costs (including profit)**
 - Future Developed Value—is the projected revenue that the developer expects to generate from selling or leasing
 - Total Development Costs—all expenses required to bring the project to completion, including construction costs, financing costs, legal, architectural, marketing and brokerage fees, profit



Option 1—Sources and Uses

			Total		
PROJECT USES				Residual Land Value Proceeds (\$)	
Land Value (Costs)				Market Rate Single Family	\$ 1,000,605
S Ark Plan Area (~28 ac; ~15 dev)	\$400,000	ac		Market Rate Plexes	\$ 1,122,160
	350	units		Market Rate Townhome	\$ 2,045,653
Trunk Infrastructure				Market Rate Apartments	\$ 1,716,205
Hard Costs (see Crabtree estimates of 7.20.2023)				Affordable Single Family	\$ 1,392,608
Sanitary Sewer			\$ 2,580,000	Affordable Plexes	\$ (1,357,275)
Water			\$ 2,490,000	Affordable Townhome	\$ 441,173
Electric Connection and Ph3 backbone upgrades			\$ 491,750	Affordable Apartments	\$ (1,717,264)
Central Co Telecom & Charter			\$ 116,700	ADUs	\$ -
Natural Gas			\$ 291,750	Commercial Space	\$ 500,000
Streets			\$ 5,050,000	Total Residual Land Value Proceeds (\$)	\$ 5,143,865
Stormwater Improvements			\$ 235,000	Public and Other Financing	
Overlot Grading			\$ 200,000	DOLA, State	\$ 4,000,000
25% Contingency [1]			\$ 2,863,800	City	\$ 4,300,000
Total Hard Costs (Uninflated)			\$ 14,319,000	County	\$ 1,000,000
Total Hard Costs (Inflated at 3%)				Colorado Mtn College	\$ 1,000,000
Soft Costs				Total Public and Other Financing	\$ 10,300,000
Additional Planning / Feasibility			\$ 100,000	TOTAL REVENUES (SOURCES)	\$ 15,443,865
Infra Soft Costs			\$ -	PROJECT CASH FLOW	
Permits and Fees	1.0%	of Infr HC	\$ 143,190		\$ 22,535
Owner Contingency	2.0%	of Infr HC+SC	\$ 286,380	The column on the left shows forecast costs for infrastructure and additional planning and legal work estimated at \$15 million. The column on the right shows potential revenue sources. The Residual Land Value from parcel sales is estimated at \$5.2 million. Public and other subsidy source needs are estimated at \$10.3 million.	
Legal and Insurance	1.0%	of Infr HC	\$ 143,190		
Selling and Closing Costs	3.0%	of Infr HC+SC	\$ 429,570		
Master Developer Profit	0.0%	of Infr HC+SC	\$ -		
Total Soft Costs (Uninflated)			\$ 1,102,330		
Total Soft Costs (Inflated at 3%)					
Total Costs (Uninflated)			\$ 15,421,330		

Option 2—Sources and Uses

			Total		
PROJECT USES					
Land Value (Costs)					
S Ark Plan Area (~28 ac; ~15 dev)	\$400,000	ac			
	400	units			
Trunk Infrastructure					
Hard Costs (see Crabtree estimates of 7.20.2023)					
Sanitary Sewer			\$ 2,580,000		
Water			\$ 2,490,000		
Electric Connection and Ph3 backbone upgrades			\$ 491,750		
Central Co Telecom & Charter			\$ 116,700		
Natural Gas			\$ 291,750		
Streets			\$ 5,050,000		
Stormwater Improvements			\$ 235,000		
Overlot Grading			\$ 200,000		
25% Contingency [1]			\$ 2,863,800		
Total Hard Costs (Uninflated)			\$ 14,319,000		
Total Hard Costs (Inflated at 3%)					
Soft Costs					
Additional Planning / Feasibility			\$ 100,000		
Infra Soft Costs			\$ -		
Permits and Fees	1.0%	of Infr HC	\$ 143,190		
Owner Contingency	2.0%	of Infr HC+SC	\$ 286,380		
Legal and Insurance	1.0%	of Infr HC	\$ 143,190		
Selling and Closing Costs	3.0%	of Infr HC+SC	\$ 429,570		
Master Developer Profit	0.0%	of Infr HC+SC	\$ -		
Total Soft Costs (Uninflated)			\$ 1,102,330		
Total Soft Costs (Inflated at 3%)					
Total Costs (Uninflated)			\$ 15,421,330		
Residual Land Value Proceeds (\$)					
Market Rate Single Family				\$ 1,200,726	
Market Rate Plexes				\$ 3,179,453	
Market Rate Townhome				\$ 2,403,643	
Market Rate Apartments				\$ 1,372,964	
Affordable Single Family				\$ 1,237,874	
Affordable Plexes				\$ (1,023,813)	
Affordable Townhome				\$ (795,019)	
Affordable Apartments				\$ (238,196)	
ADUs				\$ -	
Commercial Space				\$ 500,000	
Total Residual Land Value Proceeds (\$)				\$ 7,837,632	
Public and Other Financing					
DOLA, State				\$ 4,000,000	
City				\$ 1,600,000	
County				\$ 1,000,000	
Colorado Mtn College				\$ 1,000,000	
Total Public and Other Financing				\$ 7,600,000	
TOTAL REVENUES (SOURCES)				\$ 15,437,632	
PROJECT CASH FLOW					
				\$ 16,302	

The column on the left shows forecast costs for infrastructure and additional planning and legal work estimated at \$15 million. The column on the right shows potential revenue sources. The Residual Land Value from parcel sales is estimated at \$7.8 million. Public and other subsidy source needs are estimated at \$7.6 million.

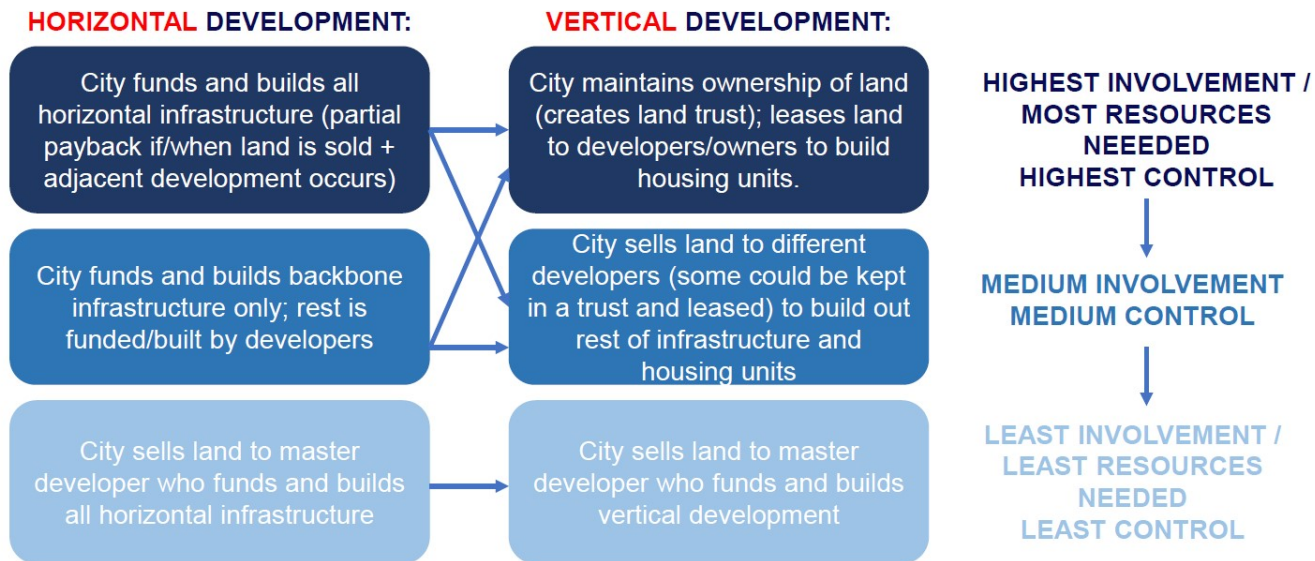
Development Assumptions

Assumptions

- **Funding Sources:** Subsidies are needed ranging from a currently estimated \$7.6 to approximately \$10.3 million. These subsidies offset the costs of affordable housing as well as the infrastructure needed. Potential sources include:
 - \$4.0 million in state grants from DOLA
 - \$1.6 to \$4.3 million from the City to help pay for the civic/education facility portion of infrastructure as well as contributions towards the provision of affordable units and infrastructure.
 - \$1 million from the County to pay for spine road and emergency access improvements
 - \$1 million from Colorado Mountain College
 - Residual land value sales proceeds range from \$5.2 to \$7.8 million.
- **Phasing:** Based on an analysis of buildout of other communities in the Salida market (Angelview, Tailwind, Two Rivers, The Farm at Buena Vista), estimated buildout of 350 to 400 units will likely occur over 10 years. It is assumed that infrastructure and unit buildout will occur in approximately 3 phases.
- **2023 Estimates:** The figures have been calculated with 2023 estimates with no inflationary assumptions built in. Recent housing costs and prices have risen at a much faster rate than household incomes. The plan will need to be flexible enough to allow changes in future phases to accommodate future changes in the economy.
- **Additional Planning, Entitlement, and Legal Costs:** The financial model also assumes that additional budget would be needed to finalize the community's design, obtain further entitlements/ site plan approvals, obtain legal guidance, and pay potential brokerage fees for land sales.
- **No Identified Funding for the Civic/Education facilities:** The civic/education facilities do not have cost estimates or identified funding sources associated with them. It is assumed that separate sources of funding will need to be pursued in order to help subsidize their construction or that the County/City may pursue a bond issuance to help pay for costs.
- **Colorado Mountain College (CMC):** CMC residential units are estimated to be at the 80% AMI level with the college assuming all responsibility for any subsidies needed.
- **Provide Affordable Units:** Sales of land for market rate units will help subsidize the development of affordable housing units by providing actual buildings and units (beyond providing land and infrastructure). The analysis assumes that market rate units pay for their portion of land and infrastructure while affordable units are provided land and infrastructure for free. It is also assumed that organizations developing the affordable units will pursue tax credits, other grant sources, philanthropic sources and others in order to help plug the funding gap.
- **Partnerships:** Local housing organizations (Chaffee Housing Trust and Chaffee Housing Authority) are also assumed to be partners and may help with funding. They are also assumed to manage and tenant some portion of the affordable units after they're constructed with the exact numbers to be determined later.

Governance Question

CITY'S ROLE IN DEVELOPMENT (PART 3)



A City Council / Planning Commission meeting held during the course of the planning process (June, 2023) outlined several different possibilities for development implementation of the South Ark neighborhood with the focus of the questions about City control and participation during the process. While there was one advocate for the lowest level of involvement, **the majority of those present supported the medium level of involvement which is a City partnership with the private and non-profit sectors** rather than ceding entire property development control to the private sector.

Governance Recommendation

Governance: Several governance structures are options as outlined below.

1. City as Master Developer or City Partnership with Master Developer:

The City, as Master Developer, would be able to exercise control over the entire development and insure that affordable housing units are built. Because the City, as a non-profit developer, could plow any sales proceeds back into the project, the potential for subsidizing the development and delivery of affordable housing units is enhanced. Because the role of the master developer is time-consuming and complex, additional staffing (with master development experience) would be needed.

Pros	Better control over quality and overall outcomes
Cons	<p>Unprecedented in Salida</p> <p>City's don't typically develop and so don't typically have the organizational structure or capacity to assume this role</p> <p>Partnership may be challenging particularly with potential local partners who may not desire the public scrutiny that may come with this type of partnership</p>

2. Sell portion of the Project to an Outside Master Developer

This scenario is a possibility if grant fundraising efforts fall very short. In order to raise funds to help pay for infrastructure, developers sometimes sell parts of their entitled parcels off at a project's inception with the proceeds used to help offset the infrastructure costs. While this scenario may help provide infrastructure and enable the market rate housing units to be developed, the development of affordable housing units may lag.

Pros	The project can be built more quickly and more efficiently and is a common method in the area to help pay for infrastructure
Cons	Less control over design and development outcomes with potential impact on the provision of affordable units.

Funding Sources

- **Grant Funding:** Any implementation scenario assumes that significant grant funding is pursued to help offset infrastructure costs. The estimated total infrastructure cost is \$14 million. **The estimated subsidy needed, at this point in time, ranges from \$7.6 to \$10.3 million.** The City could also potentially borrow funds (from a bank) to help fund infrastructure for the first phase based on the value of the land and its credit rating.
- **DOLA Energy/Mineral Impact Assistance Fund Grant (EIAF):** This program assists political subdivisions that are socially and/or economically impacted by the development, processing, or energy conversion of minerals and mineral fuels. This funding source can be used for infrastructure provision.
- **DOLA More Housing Now and Land Use Initiative:** This DOLA initiative helps address the significant demand for local government infrastructure to support affordable housing development.
- **DOLA Strong Communities Grant:** This grant provides funding to local governments for infrastructure associated with the development of community benefit-driven infill affordable housing that meets critical housing needs as identified by the local government.
- **Proposition 123:** Several hundred million dollars for affordable housing will become available in the second half of 2023 due to the enactment of Proposition 123 by Colorado’s voters in 2022. Nonprofits, community land trusts, private entities, and local governments are eligible for grants and loans as long as the community has “opted in” and have committed to increasing their affordable housing stock above a baseline amount. The City of Salida has opted in. Because the program is new, it is unclear how much future funding will be available.
- **CDOT Transportation Alternatives or Multimodal Options Fund:** These funding programs primarily fund the design, planning, and construction of pedestrian or bike facilities which can be used to connect the South Ark neighborhood to the other side of US 50.
- **CDOT Revitalizing Main Streets:** This is a newer program which enhances active transportation safety and strengthens the connection of people to main streets and central economic hubs through funding infrastructure improvements to make walking and biking easier. This would be another potential source to connect the South Ark neighborhood to the other side of US 50.
- Community Development Block Grants
- Chaffee County
- Capital Improvement Program
- Streets Fund
- Occupational Lodging Tax (OLT) Revenues

Rivers and Recreation

- CWA Colorado Healthy Rivers Fund
- Great Outdoors Colorado (GoCo) Grants
- Philanthropic Organizations such as the Colorado Health Foundation
- Bond
- Recreation District
- Parks Fund (General Fund)
- Land and Water Conservation Fund

Note: Commonly used redevelopment tools include Tax Increment Financing (TIF) and Title 32 Metropolitan Districts. These were examined but not considered for the South Ark area. TIF is a powerful, appropriate tool within a district with a significant amount of commercial development. Title 32 Metropolitan District bond financing could be used to help pay for infrastructure, however, a \$14 million infrastructure need would require a \$20 million bond issuance. Payback would likely entail a special property tax district which may not be politically popular, although possible. The City does not have property taxes.





SOUTH ARK NEIGHBORHOOD PLAN

Planned Development Amendment Narrative

APPENDIX C

Vandaveer Ranch Planned Development District Overall Development Plan & Confluent Park Planned Development Amendment

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In partnership with:



**Vandaveer Ranch Planned Development District
Overall Development Plan**

ARTICLE 1: DEFINITIONS

In addition to the definitions set forth in the Salida Land Use Code Section 16-5-20, the following terms shall be defined as follows.

Applicant or Developer will initially refer to the current owner of the property, as well as any entity that subsequently acquires a fee simple interest of record in any portion of the Project as a transferee of Developer. Applicant or Developer will include, collectively, all of the foregoing persons or entities, all of whom will be jointly and severally liable for the obligations and liabilities of the Developer to the extent such liability relates to the portion of the Project they purchase or otherwise obtain. Notwithstanding the foregoing, the term Applicant or Developer will not include (1) purchasers of subdivided residential lots or units or non-residential space in an approved PD or subdivision area or (2) holders of a security interest in the Project or a portion thereof.

Council or City Council means the City Council of the City.

Code means the same as **City of Salida Land Use Code**

Land Use Plan means the graphical Entitlements Map approved in connection with this PD Overall Development Plan, a copy of which is attached hereto as Exhibit A.

PD means the Planned Development District hereby approved for the Property

Postponed Submittal(s) means those items the City has determined are more appropriately postponed to the final development plan or subdivision stages of developing the Development as set forth in Article 2 of this agreement.

Project means that parcel of real property described on Exhibit B and which is referred to as The Vandaveer Ranch

Project Records means the various reports, maps, written documents, graphic documents and other data submitted by the Applicant in connection with this Project.

ARTICLE 2: BASIC INFORMATION REQUIRED FOR SUBMITTAL

2.01 This Planned Development District includes the following exhibits, all of which are attached hereto and incorporated herein by this reference:

Exhibit	Description
A	Vandaveer Planned Development District Entitlements Map
B	Vandaveer Planned Development Zone Districts Map
C	Vandaveer Planned Development District Circulation Map
D	Vandaveer Planned Development District Open Space and Parks Map
E	Vandaveer Environmental and Physiographic Map
F	Vandaveer Utilities Map
G	Warranty Deed and Legal Description of the Vandaveer Ranch Property
H	Policy of Title Insurance

2.02 A legal description of the total site including any recorded easements proposed for development, including a statement of present and proposed ownership. This statement shall include the address of the Applicant, all the property owners, developers, parties of interest, and any lien holders.

- The site is owned by the City of Salida, P.O. Box 417, Salida, CO 81201. The warranty deed and legal description, including recorded easements, is attached hereto as Exhibit G.

2.03 Evidence of the present ownership or agents thereof of all lands included within the Planned Development in the form of a current commitment for Title Insurance or Title Insurance Policy.

- A copy of the policy of title insurance has been submitted and is attached hereto as Exhibit H.

2.04 A statement of planning objectives.

This PD District provides for new mixed use and residential facilities within the community. The objectives of this Planned Development District are:

- Create a range of housing types and housing styles to serve all ages and income groups within Chaffee County;
- Allow for a mix of retail, educational, research and development, incubator business spaces, eating and entertainment, recreation, accommodations and other desired non-residential uses;
- Encourage alternative modes of transportation through the provision of trails and paths
- Encourage innovations in non-residential and residential development through the use of flexible dimensional requirements so that the growing demands of the population may be met by greater variety and types, design and layout of buildings and the conservation and more efficient use of open space ancillary to said buildings;
- Provide needed transportation connections between the County Road 107 and County Road 104 as adopted in both the Salida Comprehensive Plan and Chaffee County Transportation Plan;
- Conserve the value of the land and preserve environmental quality through the protection of the floodplain and associated wetlands and the provision of park land and useable open space.
- Provide for building and site design that is energy and resource efficient, allows for local community power generation and reduces the amount of energy consumption and demand of typical development.

2.05 A statement of proposed ownership of public and private open space areas

- This plan provides for parks and open space as depicted in Exhibit D: Vandaveer Planned Development District Open Space, Parks and Trails Map. The Plan includes open space and park lands adjacent to the river, including the location of Vandaveer family picnics, and creates desired trail connections along the river corridor. Additional open space is created on the bluff overlooking the property. This Plan dedicates a total of 16.6% of the Vandaveer Ranch site as parks and open space.
- The City will retain ownership of the parks and open space areas identified in Exhibit D and any trails developed on City rights of way. Ownership of additional parks or designation of additional open space areas will be negotiated at the time of Final Development Plan or subdivision approval.

2.06 A proposed development phasing schedule

- The development phasing schedule has not been determined at this time. The applicant is planning to sell the entire property to a developer who will determine the development phasing. Additional information regarding overall phasing of the development will be required at the time of Final Development Plan review.
- The years 2006 thru 2008 will focus on seeking a master developer to fund needed infrastructure improvements and develop a Final Development Plan for the property. It is expected that in the

years 2008 to 2009, the design of the infrastructure necessary to support development will occur. Planned activities include:

- Refine site plan and access requirements,
- Develop a more detailed phasing schedule,
- Prepare grading and erosion control plans,
- Prepare overall utility and roadway plans, and
- Prepare preliminary and final plat for phases of the project.
- Complete Final Development Plan for each phase of the project.

2.07 Any general physiographic and environmental studies of the proposed site.

- These are included herein as Exhibit E: Environmental and Physiographic Map and conditions.

2.08 A statement of the proposed method for controlling architectural design through-out the development.

- Article 8 of this Overall Development Plan addresses development and design standards for the Vandaveer Ranch including each of the zone districts within the PD. More specific design guidelines will be developed at the time of Final Development Plan for each phase of the development. These more detailed design guidelines will be reviewed for compliance with the planning objectives stated in Section 2.04, Article 5 - Dimensional Standards, Article 7- Special Provision to Cluster Developments and Article 8 – Development and Design Standards.
- In addition to the site development standards contained within this Overall Development Plan, architectural design will be controlled by protective covenants which will include design guidelines and a design review committee comprised of property owners within the Vandaveer Ranch.

2.09 A generalized drainage plan for the entire project indicating proposed on-site facilities and treatment and abatement of drainage to adjoining properties.

- A generalized drainage plan for the entire project indicating proposed on-site facilities and treatment and abatement of drainage to adjoining properties shall be completed upon submission of a Final Development Plan.

2.10 Water and sewer demand for projected uses.

- The City has adequate water rights and sewer treatment capacity to serve the projected uses at this time. At each submission for Final Development Plan the applicant will be required to provide detailed information regarding the projected demand of that phase so that the City can ensure that adequate capacity to serve is still available.

2.11 Letters from the City, appropriate utility districts and boards stating their ability to serve the development with water, sewer, electricity, natural gas, telephone and fire protection service.

- The City, as the applicant, states that it can serve the development with water and sewer. Further system development may be required as the site develops including, but not limited to construction of an additional water storage tank. Utility extensions to serve the site will be the responsibility of the developer. Fire and police protection services are also available from the City.

2.12 A generalized trip generation study for the entire development and its sub-parts. Also a statement of the general intent of the applicant as regards the designation of public versus private roads.

- The Trip Generation Study shall be submitted as part of the approval process for a Final Development Plan. The Planned Development implements the City's adopted Transportation Plan, the County's Transportation Improvement Plan and CDOT access control standards.
- All roads shall be constructed according to Article IX of the City of Salida Land Use Code. It is expected that all roads will be dedicated public roads. The City may consider the creation of private

roads at the time of Final Development Plan if the plan meets all other review criteria of this PD and the Land Use Code.

2.13 A statement explaining how the development shall be served and what measures have been taken to reduce the fiscal impacts of the development on the City.

- The development shall be served by municipal utilities and streets. The developer will bear the burden of infrastructure extension and construction. System improvements, including the eventual provision of a new water storage tank in this area will also be the responsibility of the developer unless the City agrees otherwise during Final Development Plan approval.

ARTICLE 3: OVERALL DEVELOPMENT DISTRICT ENTITLEMENTS BY PLANNING AREA

3.01 Planning Areas Identified and Entitlements.

The Entitlement Map delineates the nine [9] Planning Areas within the Property (each, a "Planning Area" and, collectively, the "Planning Areas"). The purpose of the Planning Areas is to identify the maximum number of residential units and square footage of non-residential space allowed within each portion of the Property designated as a Planning Area. Subject to the provisions of Section 3.03 below, the maximum number of residential units and maximum square footage of non-residential development (not including any public, not-for-profit or religious facilities) allowed within each such Planning Area shall be as set forth in the following chart (the "Planning Area Entitlements Chart"):

Planning Area Entitlements Chart

Planning Areas	Zoning	Gross Area	Dwelling Units and commercial lodging units *	Non-residential** Development Square Footage
PROPOSED DEVELOPMENT	Corresponding Zone district	(Acres)	(up to and including)	(up to and including)
VPA-1	Vandaveer Neighborhood	63.4	400	25,000
VPA-2	Transitional Residential	15.6	130	30,000
VPA-3	Mixed Use Village	44.1	180 [includes commercial lodging units]	300,000
VPA-4	Mixed Use Village	21.2	100 [includes commercial lodging units]	100,000
VPA-5	Transitional Residential	6.1	60	10,000
VPA-6	Transitional Residential	9.4	80	10,000
VPA-7	Open Space/Parks	18.0	0	2,500
VPA-8	Open Space/Parks	11.7	0	2,000
VPA-9	Open Space/Parks	2.1	0	500
Total		191.6	950 units	480,000

* This represents the total number of units but does not specify if they are single family, attached, or stacked units

** Non-residential square footage includes employment centers, retail, commercial, educational centers, active and passive recreational uses requiring built facilities, commercial lodging, services, arts and cultural facilities, research and development

Notwithstanding anything to the contrary contained in this Article 3 or elsewhere in this Overall Development Plan, development for public occupancies shall not count against the maximum non-residential square footage allowed in each Planning Area.

3.02 Minor Modification to Planning Area Boundaries.

The precise boundaries of the Planning Areas on the Entitlement Map shall be established by Final Development Plans. Such boundaries may be modified by the Property Owner or his/her designee from the boundaries shown on the Planning Areas Map in connection with an application for a Final Development Plan, without requiring any amendment to this Overall Development Plan, provided that the total acreage of the Planning Area is not increased or decreased by more than 10%. If such change is made, the Property Owner or his/her designee shall submit to the City Administrator or his/her designee a revised Entitlement Map indicating which Planning Area(s) have increased in size and which Planning Area(s) have decreased in size. The City Administrator or his/her designee shall cause such revised Entitlements Map to be recorded promptly in the real property records of Chaffee County, Colorado.

3.03 Transfer of Density among Planning Areas.

The maximum number of residential dwelling units and/or non-residential square footage allowed in any Planning Area may be increased by the Property Owner or his/her successor by up to ten percent [10%] of the amount specified for such Planning Area in Section 3.01 above, without requiring any amendment to this Overall Development Plan, provided that there is a corresponding decrease in the maximum number of residential units and/or square footage of permitted non-residential development in one or more of the other Planning Areas, so that the maximum number of 950 residential dwelling and accommodation units and 480,000 square feet of non-residential development for the entire Property is not exceeded. If such change is made, the Property Owner or his/her successor shall submit to the City Administrator or his/her designee a revised Entitlements Map, with a revised Planning Area Entitlements Chart indicating which Planning Area(s) have increased in number of residential units and/or amount of non-residential square footage and which Planning Area(s) have decreased in number of residential units and/or amount of non-residential square footage. The City Administrator or his/her designee shall cause such revised Entitlements Map and revised Planning Area Entitlements Chart to be recorded promptly in the real property records of Chaffee County, Colorado.

3.04 Transfer of Density into Planning Areas from Other Areas.

At such time as a Transfer of Development Rights (TDR) program is established in Chaffee County, this Plan may be amended to accommodate additional density through such a program. This change would be made as part of a TDR plan established by the City Council and would designate how much additional density would be permitted in each planning area.

3.05 Allocation of Density by the Property Owner or his/her successor.

Within each Planning Area, the Property Owner or his/her successor shall have the exclusive right to allocate the allowed residential units and/or non-residential square footage to parcels of land within such Planning Area. Such allocations may be set forth in a deed, deed of trust, plat or other document signed by the Property Owner or his/her successor and recorded in the real property records of Chaffee County, Colorado, a copy of which shall be provided to the City. Once so allocated, such densities may be reallocated by the Property Owner or his/her successor (in the same manner as set forth in the previous sentence) only with the consent of the owner of the land to which the densities have been allocated, or, in the case of an allocation set forth in a deed of trust signed by the Property Owner or his/her designee, the consent of the beneficiary of such deed of trust (provided, however, that if the deed of trust has been released, then such consent shall not be required). The Property Owner or his/her successor may, from time to time, assign the right to allocate the densities within any Planning Area(s) to any owner of land within the Property, or to a lender, by a written assignment signed by the Property Owner or his/her successor and recorded in the real property records of Chaffee County, Colorado, a copy of which shall be provided to the City. The assignee shall have all of the rights of the Property Owner or his/her successor under this Section 3.03 with respect to such Planning Area(s).

ARTICLE 4: OVERALL DEVELOPMENT PLAN ZONE DISTRICTS

4.01 Purpose of the Development Zones.

All uses must meet parking and other use specific criteria of the Code unless stated otherwise in this PD.

Vandaveer Neighborhood. This district is intended to provide an area for residential uses that increase the range of housing types and choice of housing styles within the community. Site and dimensional requirements are more flexible than what is allowed under the City's residential zone districts and are designed to promote innovative design and a greater choice of housing, promote housing affordability, and diverse home sizes to serve a mix of income levels. The size and location of the Vandaveer Neighborhood allows individual homes be oriented to take advantage of views and solar access.

Transitional Residential. The purpose of this district is to permit multi-family residential units in multi-story stacked structures along with conveniently located non-residential uses, small retail and professional offices that serve the neighborhood. The development will take measures to ensure compatibility with adjacent properties of lower densities and to provide adequate open space.

Mixed Use Village. This district is intended to permit a vertical mixture of compatible commercial and residential uses. Ground floor commercial uses are intended to serve the immediate surrounding residential areas and employment centers with convenience oriented retail sales and personal services establishments. Upper floor residential uses would be oriented to the local resident housing needs in terms of cost, finish and size.

Open Space /Parks and Recreation. Lands designated as Open Space or Parks and Recreation are shown on the zone district map as well as the Open Space, Parks and Recreation Map. These areas shall remain as permanent open space and parks, unless alternative open space or parks acceptable to the City is substituted. No improvements other than recreational facilities, roads and drainage facilities may be constructed in such open space areas.

4.02 Uses by Zone District.

All uses must meet parking and other use specific criteria of the Code unless stated otherwise in this PD.

4.02.1 Principal Uses (permitted by right)

These principle uses, as set forth below for each zone district, are permitted anywhere within such zone district, subject to approval of a Final Development Plan, subdivision plat and issuance of a building permit. Site plans will be required for any non-residential development, and all residential development of three units or more. All structures require building permit approval.

4.02.2 Accessory Uses (permitted by right)

Accessory Uses are permitted only if they are clearly subordinate to the principal use. They may constitute no more than 35% of the lot area and will be constructed concurrently with, or subsequent to the construction of the main building.

4.02.3 Conditional Uses (requiring approval)

A conditional use may be allowed in accordance with the Conditional Use Review Process set forth in the City of Salida Land Use Code if the location and the site proposed for the use is appropriate, the use is consistent with the purposes of the zone district within which it is proposed to be located, and the use is compatible with adjacent properties and uses.

4.02.4 Temporary Uses

Temporary uses are allowed in all zones as provided in the City's Land Use Code.

4.02.5 Uses Not Specifically Provided For

When a proposed use is not specifically enumerated it may still be allowed if deemed to be similar to an enumerated use by the City Administrator or his/her designee. This applies to all types of uses (i.e. principal, accessory, conditional and temporary) described above.

4.02.6 Zone Districts Created

The following zone districts are hereby created for the Project: Vandaveer Neighborhood; Transitional Residential; Mixed Use Village Center and Open Space/Parks and Recreation. The land areas are shown on the Vandaveer Planned Development Zone Districts Map Exhibit B.

4.03 Vandaveer Neighborhood

This PD zone district is intended to accommodate all types and sizes of single detached and attached residential dwelling units at varying densities. Limited non-residential uses providing amenities for the development are also allowed as a convenience to residents as well as incidental recreational, institutional, public and accessory uses compatible with the character of the district and customarily found to be viewed as an amenity by residents, thereby reducing vehicle trips are encouraged. All uses must meet parking and other use specific criteria of the Code unless stated otherwise in this PD.

4.03.1 Principal Uses Permitted by Right

- Single family dwellings
- Attached Residential Dwellings with no more than six [6] residential dwelling units per structure
- Non-residential uses including neighborhood restaurants, professional offices, convenience retail establishments and service establishments under three thousand [3,000] square feet, however, no drive-up facilities shall be permitted.
- Active or passive recreational areas including ancillary support facilities such as restrooms or shelters of less than one thousand [1,000] sq. ft. without lighting

4.03.2 Accessory Uses Permitted by Right.

- Uses that are customarily incidental to any of the permitted principal uses and are located on the same lot or on an adjacent lot
- Accessory Dwelling Units
- Parking for the principal use
- Home occupations and home businesses which occupy less than thirty-five (35%) of the gross floor area of the residence, and which have no exterior indication of nonresidential activity. The business owner or operator must reside within the dwelling unit in which the business is conducted.
- Garages and carports
- Private greenhouses, swimming pools, patios or recreation facilities customarily incidental to residential uses
- Storage of materials, provided all such storage is located within a structure
- Home based day care serving not more than six [6] children for less than twenty-four [24] hours per day
- Other uses not listed above that are deemed similar by the City Administrator or his/her designee.

4.03.3 Conditional Uses. The following conditional uses shall be allowed, subject to compliance with the Conditional Use Review Process set forth in Article XI of the City of Salida Land Use Code:

- Sports complexes and active recreational fields, whether public, semi-public or private which may include related commercial uses, such snack bars and restroom facilities, instruction, equipment storage and maintenance facilities, including, but not limited to ball fields and courts, playfields and playgrounds.
- Public and private schools
- Public buildings and civic facilities
- Other uses not listed above that are deemed similar by the City Administrator or his/her designee.

4.04 Transitional Residential

This PD zone district is intended to promote the development of residential buildings that encourages pedestrian activity through the incorporation of pedestrian oriented uses at the ground level street frontage such as porches, stoops, walkups and living room windows. This district also is intended to accommodate higher density multi-family and attached residential dwelling units at varying densities with limited non-residential uses providing convenient amenities for area residents. All uses must meet parking and other use specific criteria of the Code unless stated otherwise in this PD.

4.04.1 Principal Uses Permitted by Right

- Single family dwellings
- Attached Residential Dwellings
- Multi- Family Residential Dwellings
- Professional offices, business offices, and studios
- Retail stores and commercial establishments, eating and drinking establishments, not exceeding six thousand [6,000] square feet (exclusive of outside dining areas)
- Outdoor dining areas at ground level
- Recreational services and support facilities of less than six thousand [6,000] square feet
- Personal/consumer services, such as: barber shops, beauty shops, and travel and ticket agencies of less than six thousand [6,000] square feet
- Active or passive recreational areas or facilities, both public and private, open or covered, Clubs, spas, health facilities (public or private, whether operated for monetary gain or otherwise)
- Cultural facilities, including but not limited to, museums, art studios, educational facilities, and amphitheatres (open or enclosed) for musical and/or theatrical performances
- Churches, if the traffic impacts can be mitigated and if adequate parking arrangements are made either on site or on an adjacent site
- Transit and parking lots and facilities, whether or not accessory to a principal use
- Other uses not listed above that are deemed similar by the City Administrator or his/her designee.

4.04.2 Accessory Uses Permitted by Right.

- Uses that are customarily incidental to any of the permitted principal uses and are located on the same lot or on an adjacent lot
- Accessory Dwelling Units
- Parking for the principal use
- Home occupations and home businesses which occupy less than thirty-five (35%) of the gross floor area of the residence, and which have no exterior indication of nonresidential activity. The business owner or operator must reside within the dwelling unit in which the business is conducted.
- Garages and carports
- Home based day care serving not more than six [6] children for less than twenty-four [24] hours per day
- Private greenhouses, swimming pools, patios or recreation facilities customarily incidental to residential uses
- Storage of materials, provided all such storage is located within a structure
- Other uses not listed above that are deemed similar by the City Administrator or his/her designee.

4.04.3 Conditional Uses. The following conditional uses shall be allowed within the areas of the Property designated Transitional Residential [TR], subject to compliance with the Conditional Use Review Process set forth in Article XI of the City Land Use Code.

- Sports complexes and active recreational fields, whether public, semi-public or private which may include related commercial uses, such snack bars and restroom facilities, band shells and pavilions, instruction, equipment storage and maintenance facilities, including, but not limited to ball fields and courts, playfields and playgrounds.
- Public and private schools
- Public buildings and civic facilities
- Day care facilities serving seven [7] or more children
- Other uses not listed above that are deemed similar by the City Administrator or his/her designee.

4.05 Mixed Use Village

This PD zone district is a mixed use business land use category located on both sides of State Highway 50. This land use classification reflects the difference in traffic volumes and accessibility to businesses along this corridor. It differs from Salida's Historic Downtown since this highway is controlled by the Colorado Department of Transportation [CDOT] with the purpose of serving as an important regional arterial and direct access to properties along this length of highway must be through a series of collector roads. Highway 50 is classified by CDOT as a Non-Rural Arterial—this means moderate travel speeds and relatively moderate to high traffic speeds. Any new or redeveloping business is required to get an access permit from CDOT. Given the function of this corridor and the fact that CDOT allows only one access point to any lot or combination of lots under one ownership, a wide range of complementary uses that can share access to the Highway are encouraged. This area is also the gateway to the City, so a focus of the area is the image presented to the public. Improved landscape, beautification efforts, parking and screened or enclosed storage to the side or back of the building and any other efforts are encouraged. All uses must meet parking and other use specific criteria of the Code unless stated otherwise in this PD.

The purpose of this district is to promote the development of a village center for retail, service commercial, recreational, educational, office and research and development uses and secondary residential uses by:

1. Providing convenient business and other services for residents, and visitors to Salida;
2. Providing a broad mixture of uses within a compact pedestrian oriented environment;
3. Facilitating small business development and vitality;
4. Provide land sufficient in size for the development of employment centers; and
5. Allowing for the development of educational facilities.

4.05.1 Principal Uses Permitted by Right

- Commercial establishments engaged in providing personal or financial services to the general public. Examples include banking, dry cleaning, laundromats, tailoring, shipping and receiving services, barber and beauty shop and businesses that offer goods and services for sale.
- Offices used for the transaction of business, professional, or medical services and activities including, without limitation, real estate brokers, non-profit organizations, travel agents, advertising or insurance agents, lawyers, physicians, dentists, architects, engineers, accountants, and other licensed professionals
- Day care facilities.
- Eating and drinking establishments, including but not limited to bakeries and delicatessens, cocktail lounges, taverns and bars, coffee shops, fountain and sandwich shops, restaurants and brew pubs, and nightclubs (with or without live entertainment), all of which may provide off site catering services.
- Fabrication or assembly relating to retail sales with no outside storage if the proposed use can demonstrate that it will not create traffic hazards, noise, dust, noxious fumes, odors, smoke, vapor, vibration or industrial waste disposal problems.
- Clubs, spas, medical, health and wellness facilities and the like (public or private, whether operated for monetary gain or otherwise).
- Public and private schools and colleges
- Arts and Cultural facilities including but not limited to, museums, art studios, educational facilities, and amphitheaters (open or enclosed) for musical and/or theatrical performances
- Public buildings and civic facilities
- Commercial Accommodations including hotels and other lodging facilities,
- Multi-family dwelling units only if located above ground floor retail uses.
- Employment Centers including light industrial uses, commercial retail and professional office and research and development if the proposed use can demonstrate that it will not create traffic hazards, noise, dust, noxious fumes, odors, smoke, vapor, vibration or industrial waste disposal problems. Light industries are small-scale, non-polluting industries with limited heavy truck traffic
- Transit and parking lots and facilities, whether or not accessory to a principal use.

4.05.2 Accessory Uses Permitted by Right.

- Uses that are customarily incidental to any of the permitted principal uses and are located on the same lot or on an adjacent lot.
- Inside storage of materials and equipment accessory to any of the permitted uses.

- Outdoor dining areas located on the ground level or above ground level and operated in conjunction with permitted eating and drinking establishments if they are adequately screened from adjacent residential uses and have provided adequate mechanisms to ensure that noise, light and odor emitted from the site is not heard on adjacent land parcels under a different ownership
- Other uses not listed above that are deemed similar by the City Administrator or his/her designee.

4.05.3 Conditional Uses. The following conditional uses shall be allowed within the areas of the Property designated Mixed Use Village Center subject to compliance with the Conditional Use Review Process set forth in Article XI of the City Land Use Code.

- Sports complexes and active recreational fields, whether public, semi-public or private which may include related commercial uses, such snack bars and restroom facilities, band shells and pavilions, instruction, equipment storage and maintenance facilities, including, but not limited to ball fields and courts, playfields and playgrounds.
- Distribution centers provided that sixty [60%] of the building area is dedicated to a retail use and the proposed use can demonstrate that it will not create traffic hazards, noise, dust, noxious fumes, odors, smoke, vapor, vibration or industrial waste disposal problems.
- Religious buildings, if the traffic impacts can be mitigated and if adequate parking arrangements are made either on site or on an adjacent site.
- Theaters, meeting rooms and convention centers
- Other uses not listed above that are deemed similar by the City Administrator or his/her designee.

4.06 Open Space/Parks and Recreation

This PD zone district is intended to prohibit intensive development, to provide open space and recreational facilities, and to protect the floodplain and wetlands. Areas designated as either Parks or Open Space satisfies the Planned Development District requirement for open space dedication which is as follows: “Residential developments shall dedicate twenty [20 %] of the gross land area for use as publicly accessible parks, open spaces, or trails. Such sites and land areas are intended for the use and benefit of the owners and future owners in the proposed PD. Non-residential developments shall dedicate eight percent (8%) of the gross land area within the PD as open areas for use as one or more of the following: Parks; Open spaces; Pathways including trails, recreation and bicycle paths that are separate and distinct from any parking area or lot; Landscaped areas including buffers and berms to separate dissimilar uses; Public or private outdoor seating areas; Plazas; Courtyards; and Play areas.”

- Active or passive recreational areas or facilities, both public and private, open or covered, (and which may include related recreational amenities such as, snack bars and restroom facilities, band shells, picnic areas, instruction, equipment storage and maintenance facilities), including, but not limited to fishing facilities, ballfields and courts, play fields and playgrounds, trails, community supported agriculture, community gardens, passive recreational and Open Space areas.

ARTICLE 5: DIMENSIONAL STANDARDS

5.01 Applicability of Dimensional Standards. The dimensional requirements set forth in this Article 5 apply to the siting and massing of buildings and structures within each of the Vandaveer Ranch Zone Districts. Variances from these requirements will be permitted only in accordance with Article 16-12 of the City's Land Use Code (Variances).

5.02 Height and Transition between Uses. When a non-residential or mixed-use building that is over fifteen [15] feet in height locates next to an existing subdivided lot on which there has been or will be constructed a detached single family residence, the non-residential or mixed-use building shall be required to be set back at least twenty-five [25] feet from the common lot line.

The maximum height of all structures is as follows:

- Single Family Detached Residential = Thirty-five [35] ft
- Single Family Attached Residential = Thirty-five [35] ft
- Multiple family Residential = Forty [40] ft or no more than 3 stories
- Non-Residential = Forty [40] ft or no more than 3 stories
- Mixed Use - Residential and Commercial = Forty [40] ft or no more than 3 stories
- Accessory Buildings or Structures = Twenty-five [25] ft
- Mechanical equipment, chimneys, elevator penthouses, church spires and steeples, and similar appurtenances are exempted from height restrictions if those elements are usually appurtenant to a building. Mechanical equipment shall be setback or screened from view such that it cannot be seen from across any adjacent streets or rights-of-way.

5.03 Vandaveer Neighborhood [VR-VN]

Dimensional Standards for Areas within VR-VN are designed to allow for a full range of types and mixes of residential units at varying densities, and to allow clustering of development, and to allow convenience amenities including retail, office and recreational facilities. The following dimensional standards shall apply to those portions of the Property designated VR-VN on the Vandaveer Ranch Zone District Map:

5.03.1 Minimum lot area:

- Residential structures: three thousand [3,000] square feet per unit,
- Non-residential development or land parcels that include a mixture of land uses: five thousand [5,000] square feet

5.03.2 Minimum lot width:

- Thirty [30] feet, and building code requirements regarding minimum separation between structures are met.

5.03.3 Minimum setback requirements with no differentiation between front, side and rear:

- Eighteen [18] feet on one side, and five [5] feet on all other sides; attached residential structures do not require an interior setback

5.03.4 Maximum Impervious Coverage: Sixty percent [60%]; all areas that are impervious shall be landscaped as specified in Article VII of the Salida Land Use Code

5.04 Transitional Residential [VR-TR]

Dimensional Standards for Areas within VR-TR are designed to allow for a full range of types and mixes of products and uses, and to allow clustering of development. The following dimensional standards shall apply to those portions of the Property designated VR-TR on the Vandaveer Ranch Zone District Map:

5.04.1 Minimum lot area:

- Twenty-five Hundred [2,500] square feet

5.04.2 Minimum lot width:

- Twenty-five [25] feet

5.04.3 Minimum setback requirements: No minimum setbacks from lot lines, so long as building code requirements regarding minimum separation between structures are met and required parking is provided off-street

5.04.4 Maximum Impervious Surface: Eighty percent [80%]; all areas that are not impervious shall be landscaped as specified in Article VII of the Salida Land Use Code.

5.05 Mixed Use Village [VR-MUV]

Dimensional Standards for Areas within VR-MUV are designed to allow for a full range of types and mixes of products and uses, and to allow clustering of non-residential development thereby encouraging pedestrian-oriented development. The following dimensional standards shall apply to those portions of the Property designated VR-MUV on the Vandaveer Ranch Zone District Map:

5.05.1 Minimum lot area:

- None

5.05.2 Minimum lot width:

- Forty [40] feet (measured at the front building footprint)

5.05.3 Minimum setback requirements: No minimum setbacks from lot lines, so long as building code requirements regarding minimum separation between structures are met and required parking is provided off-street. Visitor parking may be provided on street. [Reference Streetscape cross-section in Section 8.5.4]

5.05.4 Maximum Impervious Surface: Eighty percent [80%]; all areas that are not impervious shall be landscaped.

5.05 Open Space/Parks and Recreation [VR-POS]

There are no dimensional requirements associated with this land use designation.

5.06 Table of Dimensional Standards

Dimensional Standard	Vandaveer Neighborhood	Transitional Residential	Mixed Use Village
Minimum Lot Area	3,000 sq ft per unit – residential 5,000 sq ft – non-residential	2,500 sq ft	None
Minimum Lot Width	30'	25'	40'
Minimum Setback	18' on one side, 5' on all other sides	None*	None*
Maximum Impervious Coverage	60%	80%	80%
Maximum Height - single family	35'	35'	35'
Maximum Height - multi-family, non-residential and mixed use	40', no more than 3 stories	40', no more than 3 stories	40', no more than 3 stories
Maximum Height - accessory buildings	25'	25'	25'

* No minimum setbacks from lot lines so long as building code requirements regarding minimum separation between structures are met and required parking is provided off-street

ARTICLE 6: SUBSTANTIVE LAND USE PROVISIONS

6.01 Lighting

The Project will utilize lighting techniques that minimize the impact of lighting on the night sky as provided for in Section 16-7-60 Illumination Standards of the City of Salida Land Use Code. In addition to said standards, the Project will also adhere to the following:

6.01.1 Neither the direct nor reflected light from any light source may create a traffic hazard to operators of motor vehicles on public roads, and no colored lights may be used in such a way as to be confused or construed as traffic control devices. Background spaces, such as parking lots and circulation drives, will be illuminated to be as unobtrusive as reasonably possible while meeting the functional needs of safe circulation and of protecting people and property.

6.01.2 The style of light standards and fixtures will be consistent with the style and character of the architecture proposed on the site. Poles (if other than wood) will be anodized or coated to minimize glare from the light source.

6.01.3 Light sources must minimize contrast with the light produced by surrounding uses, and must produce an unobtrusive degree of brightness in both illumination levels and color rendition. The light source must be a white or pale yellow color.

6.02 Development in Phases

It is anticipated that applications for Final Development Plans for various portions of the Property will be made from time to time as the development progresses. Materials to be submitted with each application for a Final Development Plan (traffic studies, drainage reports, etc.) shall only be required to address the impacts from the proposed development within such Final Development Plan, including any off-site impacts created as a direct result of such development. All applications for Final Development Plans shall be consistent with this Overall Development Plan, as it may be amended.

6.03 Postponed Submittals

The applicant has provided all submittal requirements as outlined in Article 2 with the exception of the following items. The applicant has worked with City staff regarding these items and the following determinations have been made:

- Ownership of additional parks or open space areas not included in Exhibit D will be determined at the time of Final Development Plan or subdivision approval.
- Phasing of development will be determined with each Final Development Plan application.
- Protective covenants which include further design guidelines and establish a design review committee will be considered at the time of Final Development Plan.
- A generalized drainage plan for the entire property will be required with the first Final Development Plan and site specific facilities and treatment and abatement of drainage will be required with each Final Development Plan.
- Detailed information regarding the projected demand for water and sewer services of that phase will be required for each Final Development Plan to ensure that adequate capacity to serve is still available.
- Trip generation studies will be required for each Final Development Plan. Consideration of any private roads will also be done at this stage.

6.04 Ownership and Maintenance of Roads

All roads shall be constructed according to Article IX of the City of Salida Land Use Code. Sidewalks shall follow the parkway; ramps; and curb return standards found in Section 16-9-20. Multi-purpose paths and trails shall be a minimum of eight [8] feet with ten [10] feet preferred.

6.06 Landscaping

The landscape preferences for the Vandaveer Ranch Project shall be predominantly native plants. All landscaping shall meet the requirements of 16-7-40 of the City of Salida Land Use Code.

ARTICLE 7: SPECIAL PROVISIONS TO CLUSTER DEVELOPMENTS

7.01 Purpose and Intent

The purpose and intent of this Section is to permit an administratively uncomplicated method to cluster residential development as a means to achieve imaginative, well-designed subdivisions that preserve Open Space, respect the physical qualities of the land and reduce overall development costs. More specifically, this development option is intended to permit clustered residential development, which will:

7.01.1 Allow for flexibility in design, site planning, and the allocation of density in exchange for increased preservation of Open Space to serve recreational, scenic and public service purposes, within the densities established by the Planning Areas and PD zone districts;

7.01.2 Promote more economically efficient subdivision layout by reducing street lengths, utility installations, and energy savings in street and utility line maintenance and garbage collection;

7.01.3 Encourage ingenuity in subdivision design to promote a variety of housing types;

7.01.4 Ensure that approval of clustered residential development is granted only if the subject parcel is large enough to make innovative and creative site planning possible;

7.01.5 Ensure that the applicants wishing to utilize the clustered residential development land planning option have the professional capability to produce a creative plan;

7.01.6 Ensure that the public interest in achieving goals stated in the Salida Comprehensive Plan will be better served by the clustered residential development provision and that the advantages to land owners afforded by the clustered residential development will be balanced by public benefits; and

7.01.7 Ensure that the Dwelling Units are concentrated on the most buildable portion of a parcel, so that natural drainage systems, Open Space, wildlife habitat, wetlands and other significant natural features that help control runoff and soil erosion are preserved.

7.02 Use and Density Requirements

Every clustered residential development will conform to overall density allocation within the Planning Area in which the Property is located and the uses set forth in the PD district.

7.03 Reduction in lot sizes

The size of all parcels may be reduced from the general lot size of the PD district, to a specific minimum lot size to allow for the clustering of Dwelling Units. All such lot reductions will be justified and compensated for by an equivalent amount of land in Open Space to be reserved as permanent Open Space and maintained for its scenic or recreational enjoyment or as wildlife habitat.

7.04 Dimensional Requirements; Modifications Allowed

7.04.1 Minimum Lot Area

The area of each lot within any subdivision may be reduced below the minimum lot size required by the PD zone district, provided that the total number of lots created within the subdivision is not more than what would have been allowed by applying the minimum lot size required by the PD district.

7.04.2 Setback Requirements

The minimum Setback requirements established by the PD district may be reduced, so long as at least one Setback has a minimum depth of eighteen [18] feet.

7.05 Eligibility Criteria

7.05.1 Land Area

A clustered residential development project will comprise at least four acres.

7.05.2 Clustered Residential Development Application Processed with Subdivision Plat. A request for clustered residential development will be processed and approved during the subdivision platting procedure.

7.06 Open Space

The amount of Open Space required for a clustered residential development will be equal to the amount that is equivalent to the total reduction in lot size for all lots in the development. Land reserved for Open Space will be preserved and maintained for scenic value, recreation or conservation uses, or to provide wildlife habitat. Any improvements will be consistent with such purposes. All Open Space resulting from the application of this clustered residential development provision will be protected by legal arrangements, reasonably satisfactory to the City, sufficient to assure its maintenance and preservation for the purpose intended. Covenants or other legal arrangements will specify the owner and maintenance responsibility which will be an owners association or Special District unless otherwise approved by the City.

ARTICLE 8: DEVELOPMENT AND DESIGN STANDARDS FOR THE VANDAVEER RANCH

8.01 Purpose and Intent

The purpose and intent of this Section is to set forth performance criteria that enhance and protect the environmental, geographic, historic, and visual qualities of the Vandaveer Ranch. The Standards are intended to promote the general health, safety, and welfare of the area by encouraging environmentally sensitive development. The Vandaveer Ranch presents a significant opportunity for development that reflects the unique characteristics of the area and protects and preserves environmentally sensitive areas. This Section first describes site development and design standards for each of the identified PD sub areas. More specific design guidelines as required by the City of Salida's Planned Development District will be forthcoming at the time of Final Development Plan submittal for each phase of development. [Refer to Section 2.12]

Following these subarea standards, there are overall standards and guidelines that address how different subareas which may be developed by different developers and builders should create transitions and unifying streetscape elements that ensure that the entire Vandaveer Ranch is perceived as a unified development.

Site plans, building form, landscape elements, street design and signs should be harmonious and result in projects that promote the following objectives:

8.01.1 The provision of necessary commercial, recreational and educational facilities conveniently located to housing to reduce the necessity and length of automobile trips;

8.01.2 The provision of well located, clean, safe and pleasant industrial sites involving a minimum impact on transportation facilities and adjacent uses;

8.01.3 The encouragement of innovations in residential, commercial, and limited industrial development and renewal so that the growing demands of the population may be met by greater variety in type, design, and lay-out of buildings and by the conservation and more efficient use of open space ancillary to said buildings;

8.01.4 A better distribution of induced traffic on the streets and highways;

- 8.01.5** Conservation of the value of the land;
- 8.01.6** Preservation of the site's natural characteristics and significant environmental resources;
- 8.01.7** Allows innovative housing choices within predominately single-family neighborhoods;
- 8.01.8** Provision of a range of housing types and price levels to accommodate diverse ages and incomes;
- 8.01.9** Promotion of the use of bicycles and walking as effective modes of transportation; and
- 8.01.10** Reduction of energy consumption and demand.

8.02 Vandaveer Neighborhood District: Development and Design Standards

8.02.1 Development must be located with the existing topography in mind and shall minimize disruption to existing terrain, vegetation, drainage patterns, natural slopes and any other distinctive natural features.

8.02.2 The design and siting of all structures shall protect and preserve wetlands and riparian areas, critical wildlife habitats, natural features and landmarks and shall minimize the visual impact from Highways 50 and CR 107.

8.02.3 Home-based businesses shall only receive delivery of supplies between the hours of 8:00 a.m. and 6:00 p.m.

8.02.4 All structures shall be set back a minimum of two hundred and fifty [250] feet from the edge of the stream channel.

8.02.5 All development shall be designed so that for the given location, egress points, grading and other elements of the development could not be reasonably altered to:

- Reduce the number of access points onto a collector or local street.
- Minimize adverse impacts on any existing or planned residential uses.
- Improve pedestrian or vehicle safety within the site and exiting from it.
- Reduce the visual intrusion of parking areas, screened storage areas and similar accessory areas and structures.

8.02.6 All development shall respect and complement existing development on abutting sites. This shall include:

- Provision for consolidating access points with abutting properties through joint access easements or other negotiated means;
- Provision for making sidewalks, trails and paths contiguous with abutting properties;
- Compatible building massing and scale

8.02.7 A variety of housing styles is strongly encouraged; therefore, model type shall vary. No two houses adjacent to one another shall have the same profile, roofline, and architectural features.

8.02.8 Linear width of garage doors shall not exceed forty [40] percent of the linear width of a building's principal façade when the garage doors are part of the principal façade facing a street. If the garage is flush with the front façade, a covered porch or eave shall be extended forward from the front wall of the house at least six feet. Side-loaded and detached garages located behind the primary structure are encouraged.

8.02.9 Orient buildings to take best advantage of solar access.

8.03 Transitional Residential District: Development and Design Standards

8.03.1 Development must be located with the existing topography in mind and shall minimize disruption to existing terrain, vegetation, drainage patterns, natural slopes and any other distinctive natural features.

8.03.2 The design and siting of all structures shall protect and preserve wetlands and riparian areas, critical wildlife habitats, natural features and landmarks and shall minimize the visual impact from Highways 50.

8.03.3 Home-based businesses shall only receive delivery of supplies between the hours of 8:00 a.m. and 6:00 p.m.

8.03.4 All structures shall be set back a minimum of 250 feet from the edge of the stream channel.

8.03.5 All development shall be designed so that for the given location, egress points, grading and other elements of the development could not be reasonably altered to:

- Reduce the number of access points onto an arterial collector or local street.
- Minimize adverse impacts on any existing or planned residential uses.
- Improve pedestrian or vehicle safety within the site and exiting from it.
- Reduce the visual intrusion of parking areas, screened storage areas and similar accessory areas and structures.

8.03.6 Orient buildings to take best advantage and solar access.

8.03.7 Linear width of garage doors shall not exceed forty [40] percent of the linear width of a building's principal façade when the garage doors are part of the principal façade facing a street. If the garage is flush with the front façade, a covered porch or eave shall be extended forward from the front wall of the house at least six [6] feet. Side-loaded and detached garages located behind the house are encouraged.

8.03.8 Parking lots shall be located to the side or rear of any structure.

- Avoid locating parking between the front setback and the street or open space.
- Improve the efficiency of parking areas by encouraging multiple uses to share parking spaces, curb cuts and circulation drives.
- Consider the comfort, compatibility with the overall site design, convenience and safety of pedestrians and bicyclists in parking lot design.

8.03.9 All development shall respect and complement existing development on abutting sites. This shall include:

- Provision for consolidating access points with abutting properties through joint access easements or other negotiated means;
- Provision for making sidewalks contiguous with abutting properties;
- Compatible building massing and scale

8.03.10 In order to create useable private open spaces for residences in this area, front yards shall be used for outdoor patio space or for a landscaped buffer space. It shall not be used for the outdoor storage of anything other than patio/porch furniture.

8.03.11 Development in the Transitional Residential District, including buildings, walls and fences shall be so sited to:

- Complement existing development in scale and location.
- Provide sidewalks as specified in the Section 6.4 or an off road system of pedestrian and bicycle trails of greater than five (5) feet in width.
- Create pocket parks or green spaces that are accessible to the public and at a minimum provide seating and landscaping.

8.03.12 Primary building entrances should be oriented towards streets, parks or pedestrian ways. Any multi-story building should have one clearly identifiable "front door".

8.04 Mixed Use Village District: Development and Design Standards

8.04.1 Development must be located with the existing topography in mind and shall minimize disruption to existing terrain, vegetation, drainage patterns, natural slopes and any other distinctive natural features.

8.04.2 The design and siting of all structures shall protect and preserve wetlands and riparian areas, critical wildlife habitats, natural features and landmarks and shall minimize the visual impact from Highways 50.

8.04.3 Arrange residential, employment, retail, service and open space uses to be convenient to and compatible with each other.

8.04.4 Orient buildings and entrances to the street and/or public open spaces in order to create a defined street space and strong visual character.

8.04.5 All development including buildings, walls and fences shall be so sited to:

- Complement existing development within one hundred feet (100') of the site in scale and location.
- Provide sidewalks at least five feet (5') in width; and
- Create pocket parks or green spaces that are accessible to the public and at a minimum provide seating and landscaping.

8.04.6 New development shall minimize unused or unusable public or private areas in the side or rear yards.

8.04.7 Parking and loading areas for commercial and office uses must be paved and screened from view of any adjacent residential properties or public parks or public trail systems. In addition, loading and unloading facilities shall be located in the rear of buildings and shall be screened from public view.

8.04.8 In general, parking lots shall be located at the side or rear of the buildings. Avoid locating parking between a buildings frontage and the street or open space except where the size of the use/building or the size of the parking lot makes this infeasible. No parking lots shall be located between structures facing Highway 50.

8.04.9 All development including buildings, walls and fences shall:

- Complement existing development within one-hundred feet (100') in scale and location;
- Provide an adequate system of sidewalks or an off-street system of pedestrian and bicycle paths greater;
- Provide pocket parks, plazas, or green spaces that at a minimum provide seating and landscaping.

8.04.10 Ensure exterior walls are designed on a pedestrian scale by:

- Fragmenting them into smaller or multiple structures;
- Providing mature landscaping and manipulating the land form;
- Placing wall texture at eye-level;
- Clustering of small scale elements such as planter walls around the primary structure.
- Ensure that ground floor uses are oriented toward the pedestrian with storefronts that open onto the sidewalk as well as other pedestrian oriented spaces,
- Provide either a building or a landscaped area at least ten (10) feet wide containing dense planting between the front property line of any use and an outdoor parking or service area.
- Minimize the visual impact of service areas, refuse storage and mechanical/electrical equipment on streets, open space and adjoining development. Storage and refuse containers must be screened with impervious fencing or plantings.

8.04.11 Entrances to buildings shall be designed to ensure smooth and safe pedestrian circulation, and ease of snow removal.

8.04.12 Buildings will be designed so as to minimize snow shedding and runoff onto pedestrian areas and public ways.

8.04.13 Driveways crossing sidewalks on arterial streets may serve parking and loading only, but may not serve any drive-in, drive-through or auto service facility.

8.04.14 The ground floor of building frontages shall be primarily occupied by active commercial or institutional uses.

8.04.15 Buildings shall orient facades and main entries toward the street, toward a plaza or pedestrian way that leads directly to a street.

8.04.16 All auto-oriented uses shall provide a distinct edge to separate the impacts of the automobile from nearby residential and office uses. Each development shall include acceptable edge treatments. Representative examples include but are not limited to: back buffer landscaping, the screening of trash and loading facilities, and the introduction of alleyways, streets or pedestrian walkways. Facility entrance drives shall be readily observable to the first time visitor;

8.04.17 All development shall provide at least three or more of the following design features as a condition of development approval:

- Public or private outdoor seating areas
- Useable public spaces located in sunny places
- Pathways to civic uses and amenities
- Primary structure built to the sidewalk so as to create a reasonably continuous building edge that adds to the intensity and activity of this mixed-use subarea
- Inviting street level storefront that is oriented toward pedestrians and provides visually interesting forms or displays for the pedestrian ; and/or
- Parking placed totally behind the primary structure, below grade, in a parking structure, or limit parking to one side of the building. In larger mixed- use projects, consider placing the parking within the interior of the project.

8.05 Vandaveer Ranch Overall Development and Design Standards to ensure compatibility between different developments.

8.05.1 Gateways:

- Vandaveer Ranch presents an opportunity to create an important defined gateway to the City of Salida along Highway 50 on the southern edge of the community. As part of the development of the Vandaveer Ranch, two way-finding monuments that point the traveling public to downtown Salida shall be developed along property abutting Highway 50. The first large monument is to be placed at the southern entrance to the Salida at the intersection proposed in the Overall Development Plan, and a smaller version of the monument shall be placed at the river crossing along Highway 50.
- To define the passage from one subarea to another, particularly from the predominantly residential neighborhoods to commercial areas, buildings or streetscape elements shall create a clear entry into the development at the main vehicular access points to the development. The use of coordinated architectural, landscape and lighting elements should be used at gateway opportunities between subareas or neighborhoods.
- Gateway elements should be primarily architectural elements and not signs, although graphic elements are allowed.
- All buildings elevations that face Highway 50 shall include architectural features and patterns since this corridor serves as the entryway into Salida [See specific standards for this subarea.]
- No fence, freestanding wall or berm located within 50 feet of Highway 50 shall exceed four [4] feet in height above grade except for screening required by State, or Federal law or by City ordinance.
- Landscaping shall be installed and maintained to a minimum depth of fifteen [15] feet along seventy percent [70%] of all property fronting on Highway 50.

8.05.2 Transportation System/Vehicular Access:

- All subdivisions within the Vandaveer Ranch shall provide an adaptable and interconnected transportation system that encourages alternate modes of transportation, disperses traffic, and provides

streets that accommodate multiple modes of transportation including motor vehicles, bicycles, and pedestrians.

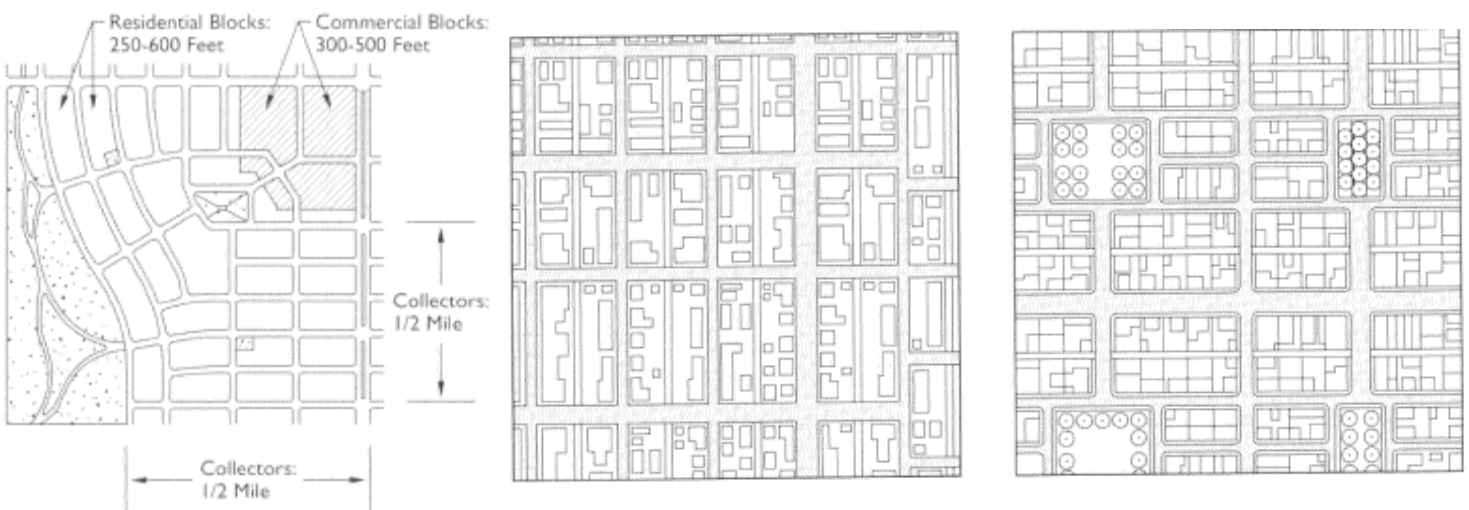
- Safe and efficient movement of vehicles, pedestrians and bicyclists is an important attribute of the Vandaveer Ranch. Uninterrupted pedestrian ways shall be maximized in order to improve or support the subarea as a walkable neighborhood.
- The width of driveways and curb cuts shall be minimized to reduce the overall impact of vehicular access across a planned pedestrian path or trail.
- Sharing of vehicle entries between two adjacent lots is strongly encouraged.
- Ensure all subareas have included a clearly defined connection to the regional trail system.

8.05.3 Transition between Subareas

- Arrange residential, employment, retail, service and open space uses to be convenient to and compatible with each other.
- Minimize the impacts of lighting on all predominately residential areas.
- Develop an identity for each neighborhood that reinforces the overall quality and character of the Vandaveer Ranch.
- Utilize the streetscape as a means to create cohesion between different developments.
- All buildings within the Vandaveer Ranch shall include buildings that break the building down into smaller forms and elements to maintain a neighborhood feel.

8.05.4 Street and Streetscape Design

- Streets should be designed equitably for pedestrians, bicycles and vehicles with pedestrian comfort as a primary concern.
- The street network shall form a generally connected pattern, with a minimum of cul-de-sacs. Rectangular grids shall be varied with boulevards, diagonal streets, curving crescents, eyebrows, ovals and courts providing visual interest.



Examples of preferred street network

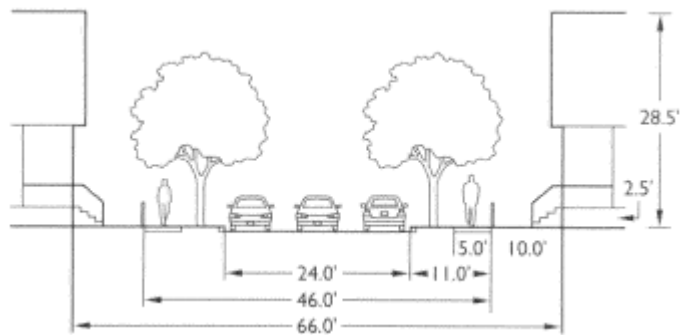


Curvilinear & Irregular street network – not preferred

- Alleys and driveways that serve multiple properties are encouraged to increase pedestrian comfort by reducing curb cuts and driveways and eliminating garage door dominance of the streetscape.
- Street widths shall be appropriate for the street type (i.e. local, collector, arterial) and shall conform to the dimensional standards of Article IX of the Land Use Code. Exception from these standards may be considered if the new design is found to further the goals of this Plan and satisfy all safety and maintenance concerns. The following are examples of local streets that may be compatible within the Vandaveer Ranch depending on the specific context including parking configuration, building use, degree/type of nonmotorist activity, truck traffic percentage, Americans with Disabilities Act (ADA) requirements and location within the urban fabric:

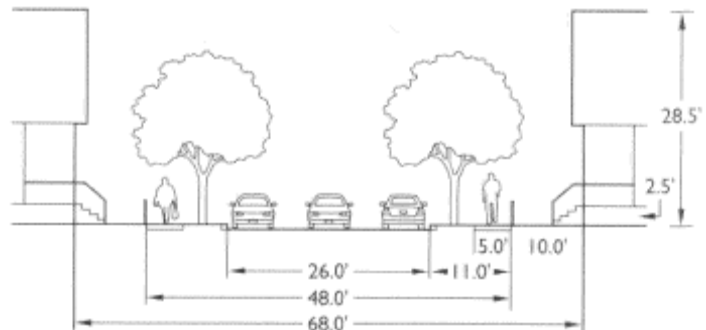
Edge Yield Street

This street type belongs on short blocks and between the edge and center of a neighborhood. Average daily trips (ADT) should not be more than 250 vehicles per day. Single-family detached building types should predominate.



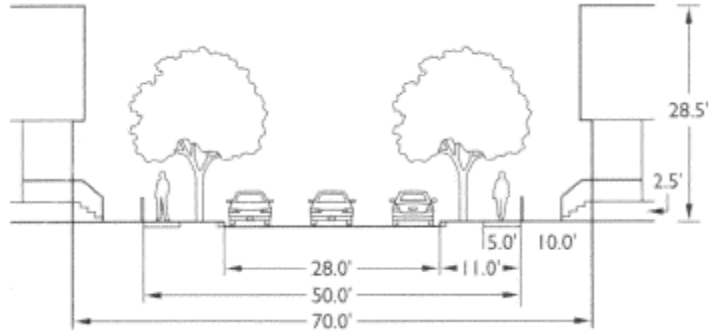
Residential Street

This is a typical residential street. Parking density must be evaluated to accommodate emergency vehicle access and operation.



Yield Street

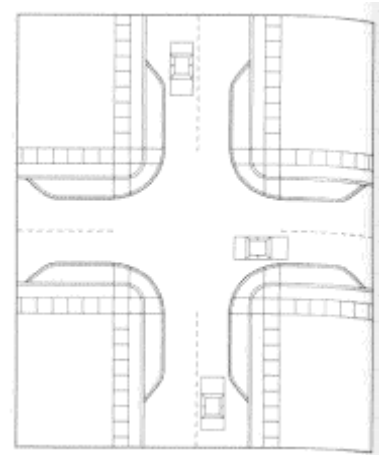
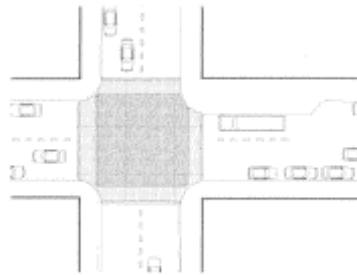
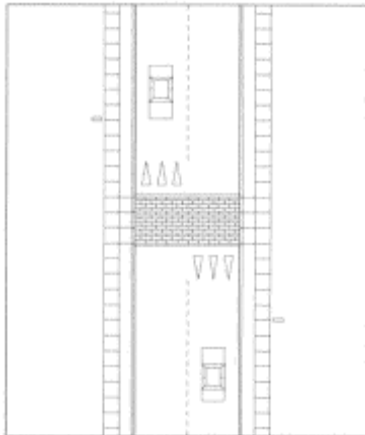
Detached residential and attached residential and mixed-use buildings front this street type, though the character of the street is still predominantly residential. Sidewalks generally are detached (5-foot minimum), but in areas of higher density the sidewalks can be attached and at least 10 feet wide. A retail condition may require 12- to 15-foot wide sidewalks.



- The streetscape within the Vandaveer Ranch should generally include a travel lane(s), parking lane, adequate space for street trees and detached sidewalk that separate pedestrian paths from traveled rights of way.
- Differentiate between sidewalks, crosswalks, and hardscaped areas such as plazas by utilizing different pavement patterns, colors and materials.
- Utilize techniques such as reduced crossing widths and textured surfaces to calm traffic and facilitate pedestrian crossing.

Neckdowns

Neckdowns are curb extensions at intersections used to reduce the roadway width. They are also called bulbouts, curb extensions, or intersection narrowings.



Raised and Textured Crosswalks

Raised crosswalks are speed humps with flat tops marked for pedestrian crossings. They bring the street up to the sidewalk level, increasing pedestrian visibility and safety. Textured surfaces draw attention to pedestrian crossings.

Graphics used in this section are examples taken from Planning and Urban Design Standards, American Planning Association, published by John Wiley and Sons, 2006.

ARTICLE 9.0: GENERAL PROVISIONS

9.01 Recording

The City will record this Overall Development Plan with the appropriate graphic documents in the office of Chaffee County Clerk and Recorder. The Applicant will pay all recording costs.

9.02 Assignment

Developer may transfer any of the duties, obligations, burdens, benefits or rights set forth herein, to any person or entity, including but not limited to an Owner's Association. The liabilities and obligations of a transferee of Developer under this Agreement will extend only to liabilities and obligations that relate to the specific property identified in the transfer instrument and will not impose any liabilities or obligations relating to other portions of the Project. All such persons and entities will be deemed to have had actual and constructive notice of the provisions of this Agreement. Likewise, as the result of transfer by Developer, it will be relieved of the liabilities and obligations relating solely to the specific site described in the transfer instrument that have no effect or impact, either direct or indirect, on any of the other portions of the Project.

9.03 Vested Property Rights

This Overall Development Plan is a site specific development plan for the purposes of developing the Project. Approval of this Overall Development Plan creates a vested property right pursuant to Section 16-13-110 of the Salida Municipal Code and Article 68 of Title 24, C.R.S as amended.

9.04 Severability

If any provision of this Plan is declared to be unenforceable by a Court of competent jurisdiction, the remaining provisions will remain in full force and effect and the Court will construe the Plan to reflect the intent of the Parties to the maximum extent permitted by law.

9.05 Venue

Venue for any litigation will be solely in the County or District Court in and for the County of Chaffee and State of Colorado.

9.06 Integration

This Plan, in conjunction with the site plan drawings, represents the full and complete Planned Development District Plan.

9.07 Grammar; Construction

Unless the context requires otherwise, the use of the singular will include the plural, the disjunctive will include the conjunctive, and *vice versa*, and the use of any gender will include all genders. The various headings, captions and titles are for convenience only. In the interpretation or construction of this Contract they will be given no effect unless the context requires otherwise.

9.08 Notices

Notices will be in writing and will be mailed to the other party, postage prepaid, at the party's address set forth herein. If a fax number is provided any notice may be transmitted to same and will be deemed given on the date of transmission. Any mailed notice will be deemed given five days after mailing. Any address or number provided herein may be changed by notice in writing to the other party.

City of Salida
c/o City Administrator
P.O. Box 45
Salida, CO 81201
Phone (719) 539-4555
Fax (719) 539-5271

9.09 Attorney's Fees

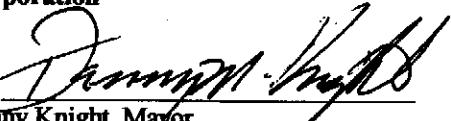
In the event of any litigation arising between the City and Developer regarding the terms of this Plan, the prevailing party will be entitled to collect all costs, including reasonable attorney's fees.

NOW, THEREFORE, it is hereby resolved by the City Council of the City of Salida:

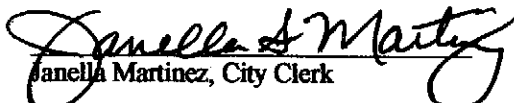
1. This Planned Development District Plan for the real property described in Article 2 and referred to as the Vandaveer Ranch is hereby approved and the Planned Development District designation is granted.
2. This Plan will constitute a new zone district. The portion of the Official Zoning Map of the City of Salida is hereby amended accordingly.
3. The City Clerk will record the pertinent site plan drawings for the Planned Development Overall Development Plan with the Chaffee County Clerk and Recorder. All recording costs are to be paid by the Applicant. Copies of all records will also be kept in the City Hall.
4. Upon filing and recording of the Planned Development District Plans, the terms and provisions of the approved Plan incorporated therein will govern and control the use and development of the Project.
5. The Developer will execute this Planned Development District Plan for the Vandaveer Ranch and will pay such fees as are required by the City of Salida Land Use Code.

This Planned Development District Plan for the Vandaveer Ranch is approved by the City Council of the City of Salida this 18th day of December 2006. The effective date for this Plan will be January 22, 2006.

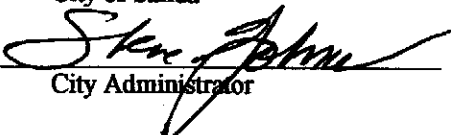
CITY:
CITY OF SALIDA, a Colorado Municipal Corporation

BY: 
Danny Knight, Mayor

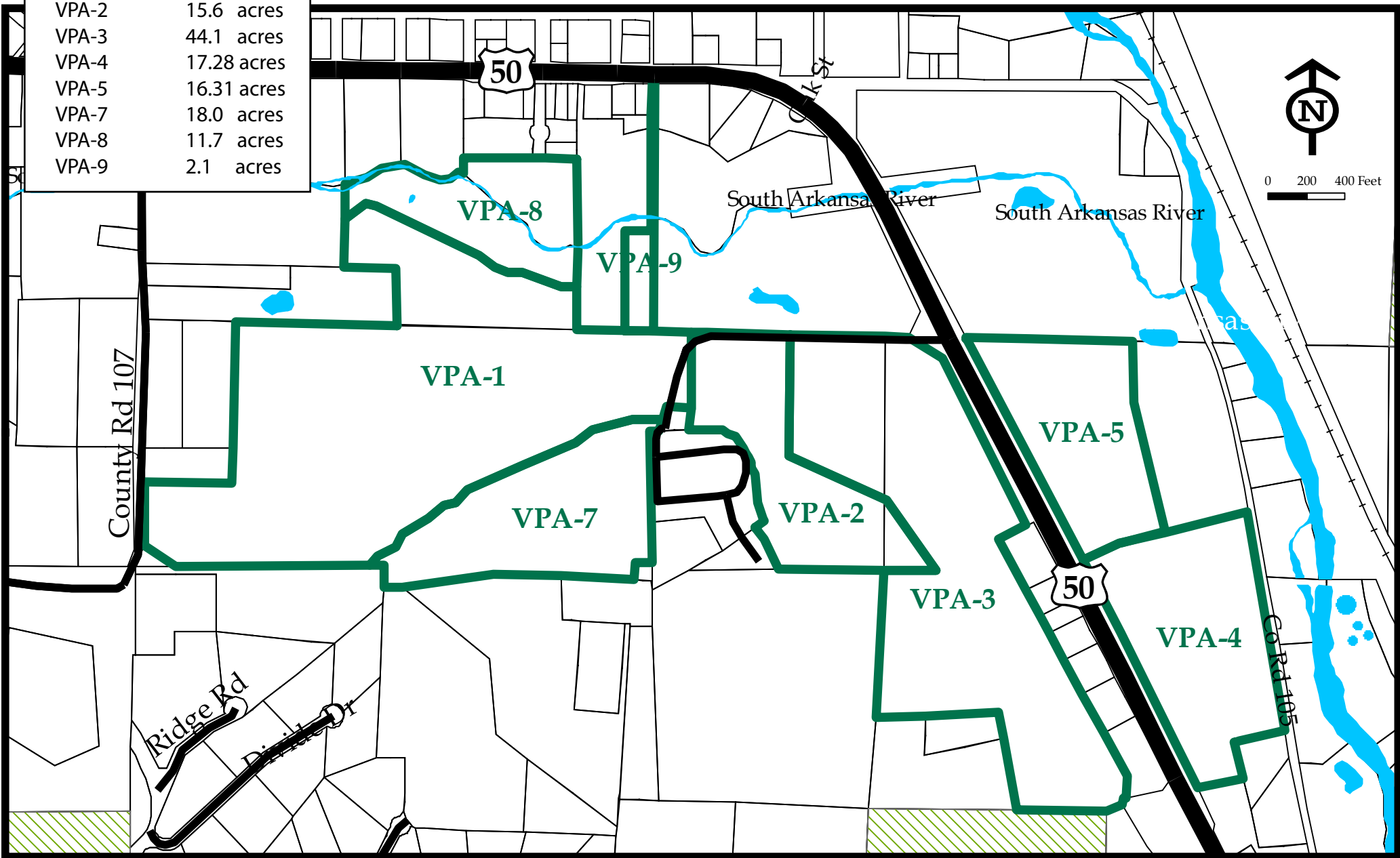
ATTEST:


Janella Martinez, City Clerk

The Vandaveer Ranch
c/o City Administrator
City of Salida


By: 
City Administrator

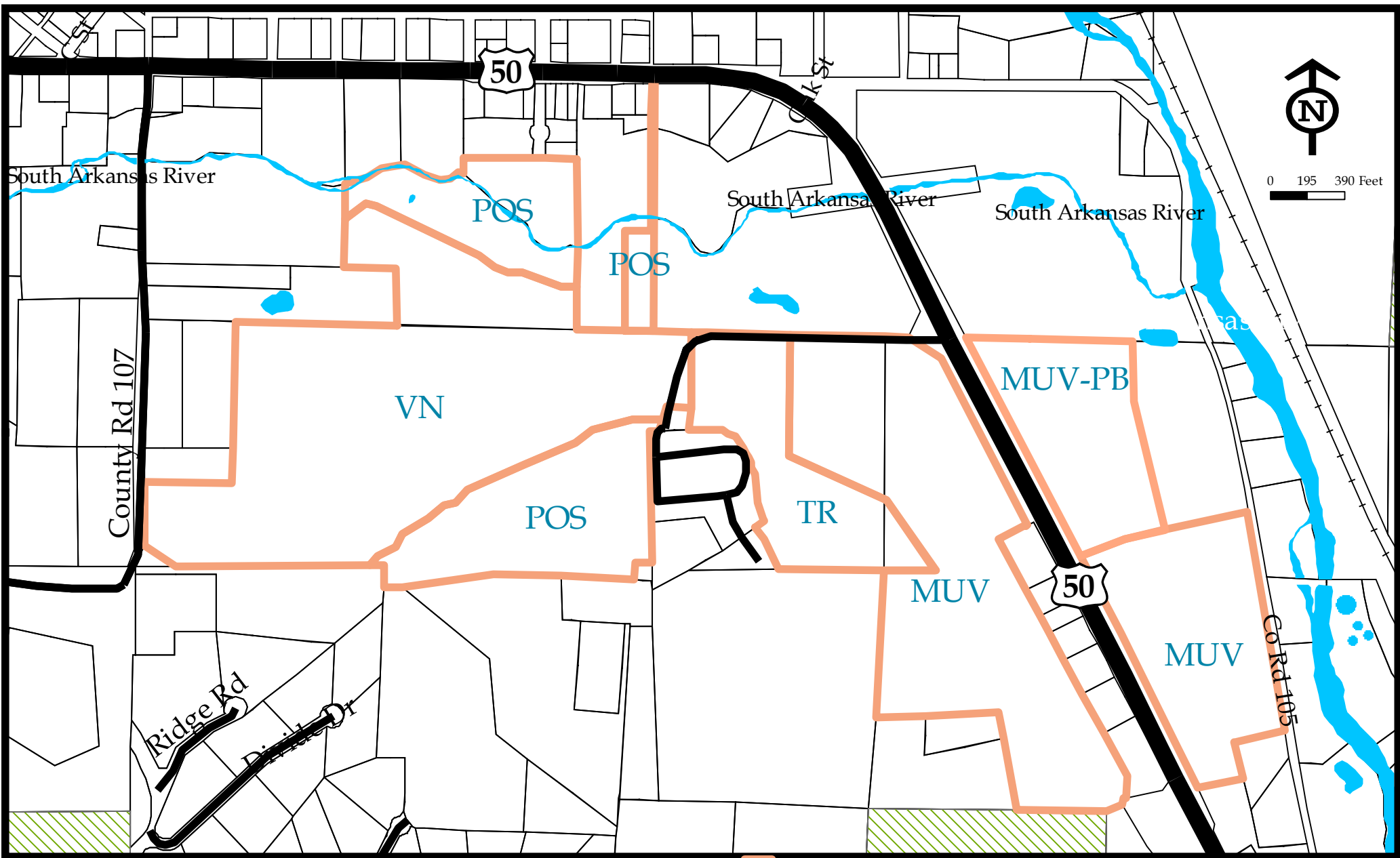
VPA-1	63.4 acres
VPA-2	15.6 acres
VPA-3	44.1 acres
VPA-4	17.28 acres
VPA-5	16.31 acres
VPA-7	18.0 acres
VPA-8	11.7 acres
VPA-9	2.1 acres



Vandaveer Ranch Planned Development District
 2011 Amendment to the Overall Development Plan
 City of Salida, Colorado

Exhibit A Entitlements Map

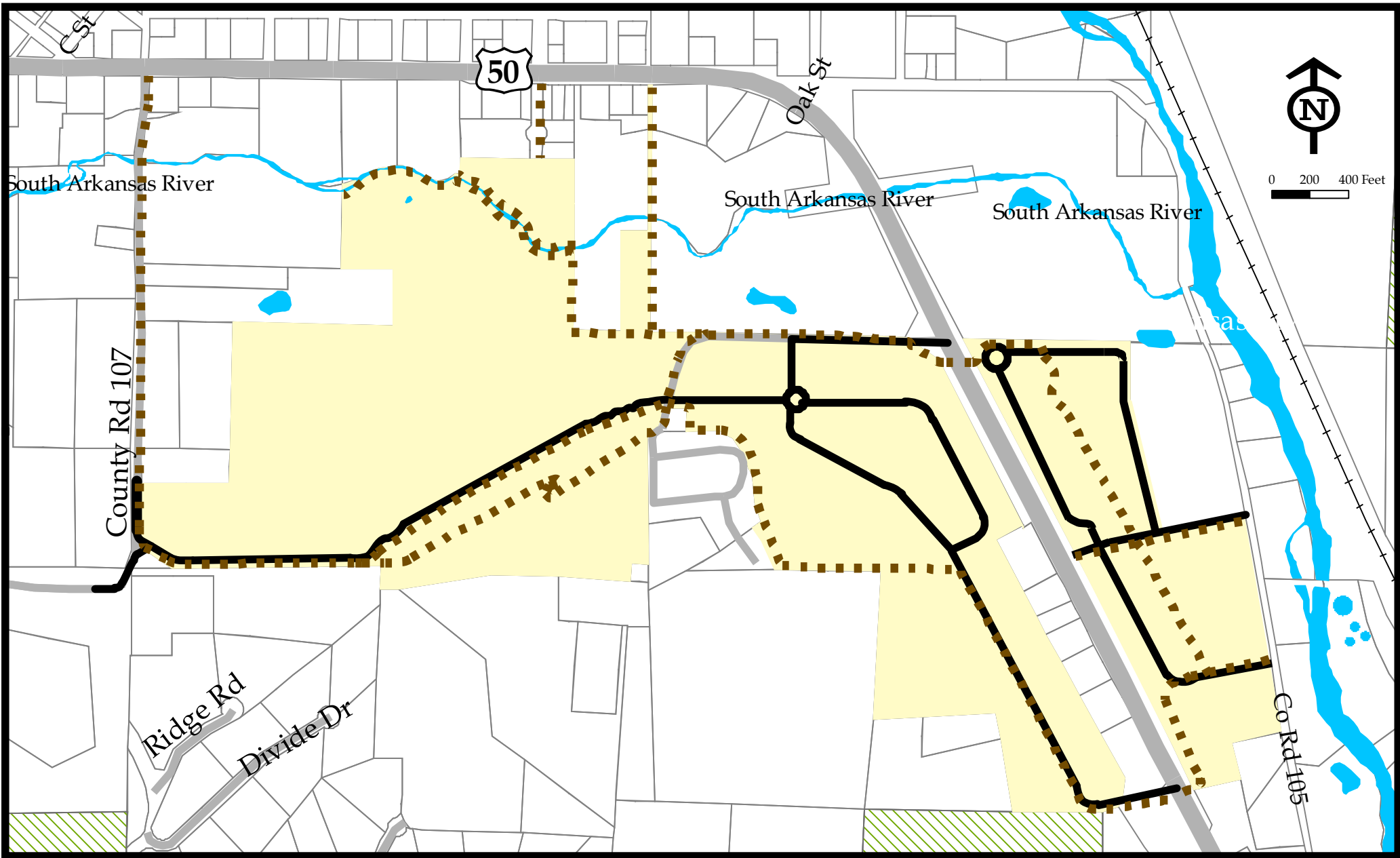
 Planning Areas



Vandaveer Ranch Planned Development District
 2011 Amendment to the Overall Development Plan
 City of Salida, Colorado

Exhibit B Zone Districts Map

- MUV Mixed Use Village
- MUV-PB Pinto Parrn
- POS Parks/Open Space
- TR Transitional Residential
- VN Vandaveer Neighborhood



Vandaveer Ranch Planned Development District
 2011 Amendment to the Overall Development Plan
 City of Salida, Colorado

Exhibit C Circulation Map

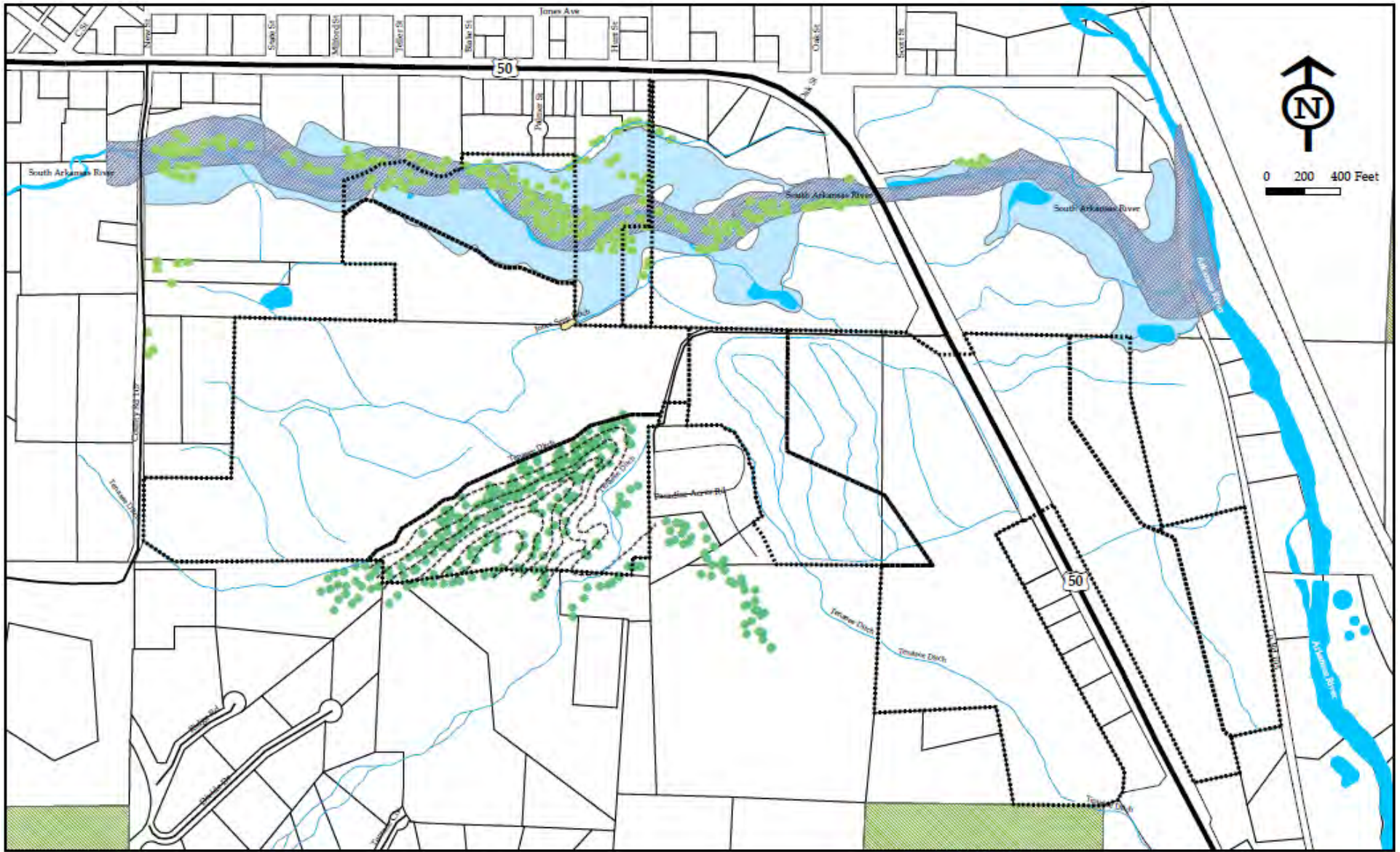
- Proposed Non-Motorized Trails
- Major Roadway Connections



Vandaveer Ranch Planned Development District
 Overall Development Plan
 City of Salida, Colorado

Exhibit D Open Space and Parks Map

Tree Type
 ● Coniferous
 ● Deciduous



Vandaveer Ranch Planned Development District
 Overall Development Plan
 City of Salida, Colorado

Exhibit E Environmental & Physiographic Map

- Major Ditches
- Minor Ditches
- 100 Year Flood Boundary
- Wet Alluvial Land
- Areas of Steep Slopes
- Wet Areas - UA Army Corp Field Identification



November 30, 2006

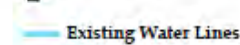


Vandaveer Ranch Planned Development District
 Overall Development Plan
 City of Salida, Colorado

Exhibit F Utilities Map



Proposed Signalized Intersection



Existing Water Lines

Proposed Water Line

Proposed Sanitary Sewer Line



November 30, 2006

**ORDINANCE NO. 01
(Series 2020)**

AN ORDINANCE OF THE CITY COUNCIL FOR THE CITY OF SALIDA, COLORADO APPROVING A SUBSTANTIAL MODIFICATION OF PARCEL VPA-5 OF THE VANDAVEER RANCH PLANNED DEVELOPMENT TO MODIFY THE OVERALL DEVELOPMENT PLAN BY CHANGING THE ENTITLEMENTS, ZONE DISTRICT MAP, DIMENSIONAL STANDARDS AND ARTICLE 10: PINTO BARN PARCEL STANDARDS

WHEREAS, the City Council approved the original Overall Development Plan for the Vandaveer Ranch Planned Development by Ordinance 2006-19 on December 22, 2006; and

WHEREAS, the Overall Development Plan was modified by changing the entitlements, zone district map, dimensional standards and adding new Article 10: Pinto Barn Parcel Standards for Parcel VPA-5 by Ordinance 2011-16 on October 18, 2011; and

WHEREAS, Section 16-7-150 of the Salida Municipal Code (SMC) states substantial modifications to a Planned Development may be amended by the City Council after a public hearing and subject to certain criteria; and

WHEREAS, Parcel VPA-5 of the Planned Development corresponds to Lot 1 of the Salida Natural Resource Center Subdivision Amended-2 which was approved by the City Administrator on August 23, 2013 and is recorded in the Office of the Chaffee County Recorder at Reception No. 409772; and

WHEREAS, the landowner of Lot 1, Confluent Park Salida, LLC, has made an application to amend the Planned Development in accordance with the SMC, to allow development of Parcel VPA-5 in accordance with new land uses and development standards; and

WHEREAS, the City of Salida Planning Commission held a duly noticed public hearing on December 30, 2019 to review the proposed changes and made a recommendation that the City Council approve the proposed substantial modification of the Planned Development, with conditions, as it met the criteria stated in Section 16-7-150; 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 Vandaveer Ranch Planned Development District Overall Development Plan, Article 3, Section 3.01, the Planning Area Entitlements Chart be as follows:

Planning Area Entitlements Chart

Planning Areas	Zoning	Gross Area	Dwelling Units and commercial lodging units ¹	Non-residential² Development Square Footage
PROPOSED DEVELOPMENT	Corresponding Zone District	(Acres)	(up to and including)	(up to and including)
VPA-1	Vandaveer Neighborhood	63.4	400	25,000
VPA-2	Transitional Residential	15.6	130	30,000
VPA-3	Mixed Use Village	44.1	180 (includes commercial lodging units)	300,000
VPA-4	Mixed Use Village	21.7	125 (includes commercial lodging units)	100,000
VPA-5	R-3, RMU and C-1 per Article 10. Confluent Park ³	15	289 ³	125,000 ³
VPA-7	Open Space / Parks	18.0	0	2,500
VPA-8	Open Space / Parks	11.7	0	2,000
VPA-9	Open Space / Parks	2.1	0	500
Total		191.6	1,124	585,000

¹ This represents the total number of units but does not specify if they are single family, attached, or stacked units.

² Non-residential square footage includes employment centers, retail, commercial, educational centers, active and passive recreational uses requiring built facilities, commercial lodging, services, arts and cultural facilities, research and development

³ See Article Ten, Confluent Park Standards

Section Two

That the Vandaveer Ranch Planned Development District Overall Development Plan, Article 5, Section 5.06, Table of Dimensional Standards shall be as follows:

Dimensional Standard	Vandaveer Neighborhood	Transitional Residential	Mixed Use Village	Confluent Park
Minimum Lot Area	3,000 sq ft per unit for residential; 5,000 sq ft for non-residential	2,500 sq ft	None	See Article Ten. <u>Confluent Park Standards</u>
Minimum Lot Width	30'	25'	40'	
Minimum Setback	18' on one side, 5' on all other sides	None ¹	None ¹	
Maximum Impervious Coverage	60%	80%	80%	
Maximum Height-single family	35'	35'	35'	
Maximum Height-multi-family, non-residential and mixed use	40', no more than 3 stories	40', no more than 3 stories	40', no more than 3 stories	
Maximum Height-accessory buildings	25'	25'	25'	

¹ No minimum setbacks from lot lines so long as building code requirements regarding minimum separation between structures are met and required parking is provided off-street

Section Three

Exhibit B Zone Districts Map of the Vandaveer Ranch Development District Overall Development Plan shall be amended as shown in Exhibit A attached hereto.

Section Four

Article Ten: Pinto Barn Parcel Standards of the Vandaveer Ranch Development District Overall Development Plan shall be replaced with new Article Ten: Confluent Park Standards attached hereto as Exhibit B and as amended below.

Section Five

The Confluent Park Planned Development Amendment shall be subject to the following conditions:

1. Revise Exhibit B of the Development Plan as shown below:
 - a. Reimbursements described in Section 3.16 are subject to being revised and defined in subsequent subdivision improvement agreement and in conformance with the Salida Municipal Code.
 - b. Architectural Standard 3.15.7 shall include additional language that screening of mechanical equipment must appear as integral to the design and architecture of the building.

- c. Engineering standards proposed for Utilities, Storm Water, Illumination and Flood Control in Sections 3.7, 3.8, 3.10 and 3.12 shall be defined by subsequent subdivision improvement agreement and be consistent with adopted standards and Salida Municipal Code.
- d. Encroachments into the front yard described in Section 3.13 cannot encroach into required public utility easements.

2. Lot 1 shall be legally restricted for up to 60 affordable rental apartments for households at 60% or less of the Area Median Income (AMI) for Chaffee County as defined by the Colorado Housing Finance Authority (CHFA). Per Section 16-13-30(d), each unit at 60% AMI counts as two units in meeting the project's affordable housing requirement.

3. Upon issuance of a building permit for Lot 1 in conformance with the above requirements, credit for affordable units greater than 37 (289 units X 12.5%) may be used to meet the affordable housing requirements for residential development within the Angel View Minor Subdivision recorded at Reception No. 428085. If this equals 100% or greater of the required affordable housing for the build-out of Angel View, the project will be afforded additional density only for R-3 as defined by Section 16-13-50. These provisions shall be approved as part of a development agreement for the Angel View site.

If residential building permits are issued within Angel View or Confluent Park prior to issuance of building permits within Lot 1, then developer shall submit the inclusionary housing in-lieu fee for said units, to be held in escrow until construction begins on Lot 1.

4. Dedicate to the City Lot 39 for a public park to be constructed, owned and maintained by the City of Salida.

5. Open space in lieu fees shall be collected for residential development within development area CPR only.

6. Public trail easements shall be provided and the developer shall construct eight foot (8') concrete sidewalks within the easements as called for at the following locations and widths:

- a. Provide ten foot (10') easement only between the 6906 LLC project through Lot 1 to the Park site as shown;
- b. Ten foot (10') easement on the east side of Lot 38 to connect the park with Chase Street and construct sidewalk;
- c. Ten foot (10') easement between Lots 6 and 7 as shown and construct sidewalk;
- d. Ten foot (10') easement along entire frontage of Highway 50 and construct sidewalk; and
- e. Twenty foot (20') easement on north side of Lot 12 and construct sidewalk.

7. The City of Salida will accept maintenance of the Highway 50 trail after its construction per condition 6.d above.

8. Provide redundancy in the water supply system and a second point of connection by extending the water main up Scott Street and along Illinois Street to a point of connection in Oak Street. This will include the installation of a pressure reducing vault built in accordance with City standards. These improvements are to be installed and accepted prior to issuing any Certificate of Occupancy or within three years of approval of minor subdivision, whichever occurs first.

9. The construction of Cleora Road and Confluent Drive shall be the first phase of road construction and shall be complete and accepted prior to issuing any Certificates of Occupancy within the project.

10. Developer shall construct one-half of the street improvements (curb, gutter, sidewalk and paving) for Trenton Street.

11. The Fair Contribution for Public School Sites in-lieu fee shall be provided in accordance with Section 16-6-140 of the Salida Municipal Code in an amount in effect at the time of issuance of a building permit (currently \$444.66).

12. The maximum number of units within each development parcel shall be:

CPR	68
CPMF	103
Lot 1 LIHTC	60
<u>CPC</u>	<u>58</u>
	289

13. Up to eight (8) short term rental licenses will be permitted in the development subject to the conditions that they are not allowed in apartment buildings; and no two licenses will be issued next door or directly across the street from each other. All requirements of Chapter 6, Article VI. Short Term Business License shall apply.

14. The Development Plan shall consist exclusively of the Narrative and Planned Development Site Plan, as modified herein and subject to the approved conditions. Chapter 16. Land Use and Development of the Salida Municipal Code shall apply unless specifically amended by the Confluent Park Development Plan.

Section Six

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.

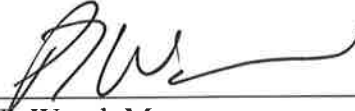
Section Seven

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 January 7, 2020, ADOPTED and ORDERED PUBLISHED IN FULL, other than Exhibits A and B described herein which shall be on record with the City Clerk’s office, in a newspaper of general circulation in the City of Salida by the City Council on the 10th day of January, 2020 and set for second reading and public hearing on the 21st day of January, 2020.

INTRODUCED ON SECOND READING, FINALLY ADOPTED and ORDERED PUBLISHED IN FULL, other than Exhibits A and B described herein which shall be on record with the City Clerk’s office, by the City Council on the 21st day of January, 2020.

CITY OF SALIDA, COLORADO



P.T. Wood, Mayor



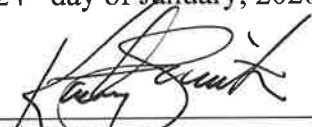
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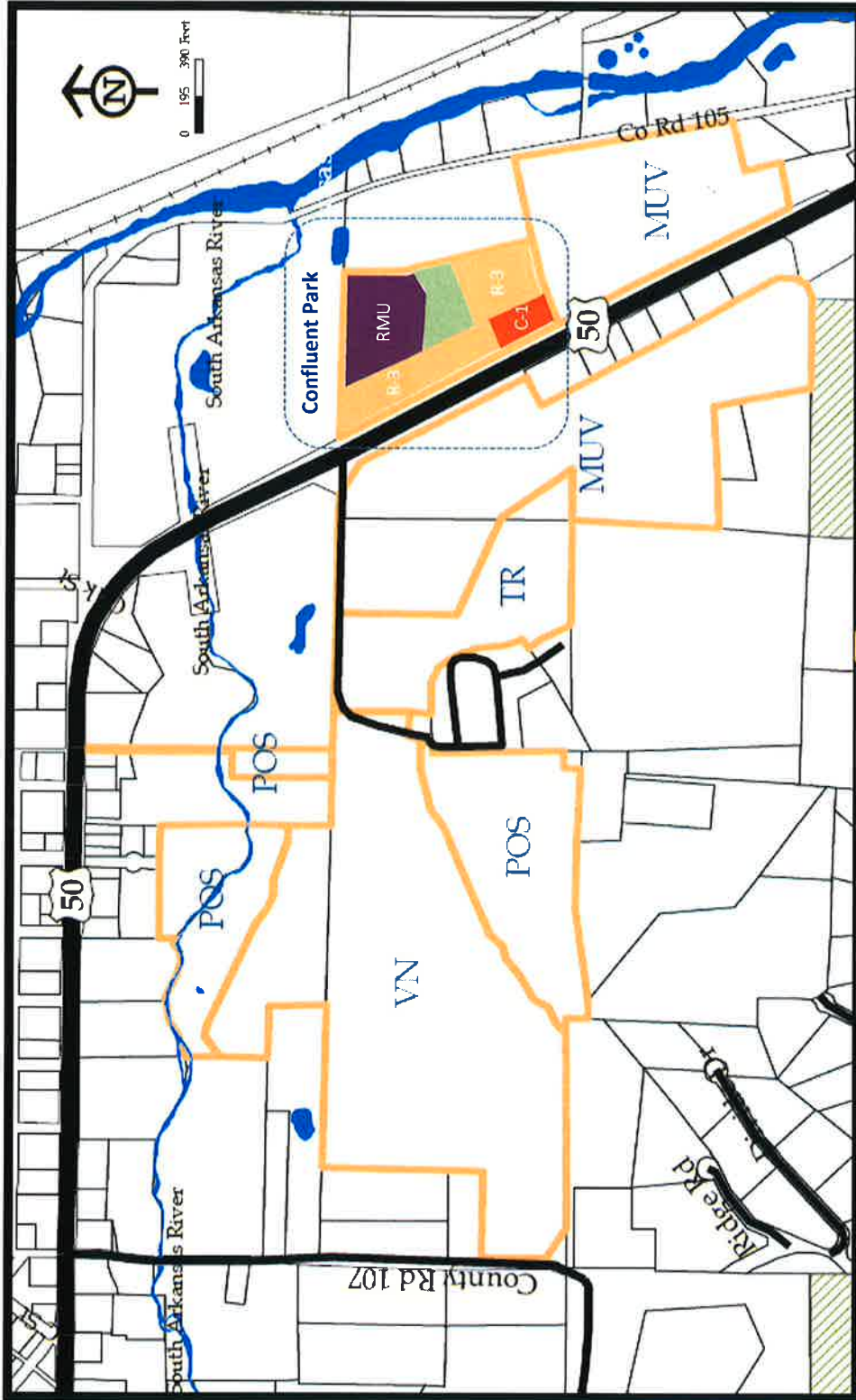


City Clerk/Deputy Clerk

PUBLISHED IN FULL in the Mountain Mail after First Reading on the 10th day of January, 2020, and IN FULL, after final adoption on the 24th day of January, 2020.



City Clerk/Deputy City Clerk



- Mixed Use Village
- Parks/Open Space
- Traditional Residential
- Vanderweir Neighborhood

**Exhibit B
Zone Districts Map**

Vandaveer Ranch Planned Development District
2011 Amendment to the Overall Development Plan
City of Salida, Colorado

January 2020

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Lori A Mitchell
Chaffee County Clerk

Exhibit B of Ordinance 2020-01
JANUARY 14, 2020



CONFLUENT PARK
PLANNED DEVELOPMENT AMENDMENT NARRATIVE



719.539.1675

325 D Street, P.O. Box 924, Salida, CO 81201
crabtreegroupinc.com

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1 EXECUTIVE SUMMARY

Confluent Park is a 15.87-acre parcel on Vandaveer Ranch owned by Confluent Park, LLC. The parcel is currently in the VPA-5 Overall Development Plan District and the MUV-PB PD zone of the 2011 Amendment to the Overall Development Plan for Vandaveer Ranch known as the Mixed-Use Village Pinto Barn Zone.

The Parcel is bounded by the Two Rivers Southside development on the north, U.S. Highway 50 East on the West, Vandaveer Ranch Road on the South and an Un-incorporated land parcels on the East between the subject parcel and Old Stage Road (CR 105).

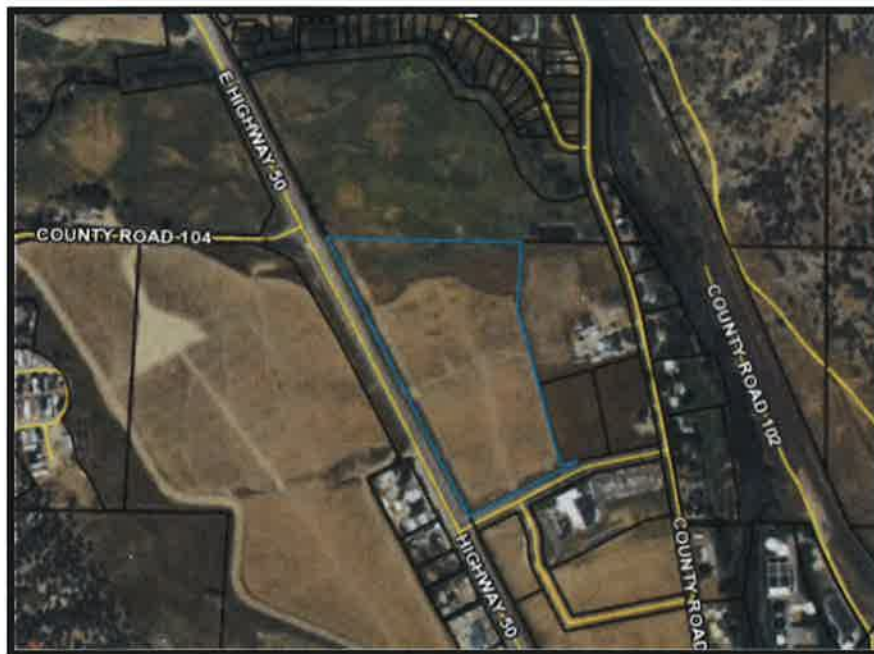


Figure 1 – Chaffee County Assessor’s Map, subject parcel in blue.

The goal of the neighborhood development is to provide a wide range of housing types and a diverse cost range of rental and purchase housing in an integrated neighborhood which is walkable with services in the pedestrian shed. This is accomplished by zoning, neighborhood planning, deed restrictions and site layout. Table 1 provides an overview of the housing type and housing cost diversity. The inclusion of Live-Work, Mixed Use and Commercial in the neighborhood provide opportunity for jobs and services within a walkable distance. Trail connectivity to Two Rivers South provides a viable walking and bicycle route to the City center employment and service areas. Table 1 also provides the maximum number of units that can be built in Confluent Park per the proposed density.

HOUSING TYPES	Lots	Units (max)	% of Total Units	Affordability
Single Family thru Fiveplex (CPR)	26	68	24%	less affordable
Apartment/Townhome/Condo (CPMF)	8	103	36%	more affordable
Units over Commercial (CPC)	3	58	20%	more affordable
Low-Income Apartment 60% AMI (CPMF)	1	60	21%	60% AMI
Total	38	289		

Table 1 – Housing Types and Cost Diversity (maximum possible residential units)

The PD plan includes the following:

- **Lot 1, zoned in the PD Zoning Overlay Amendment as CPMF (Confluent Park Multi-Family/Mixed Use) shall be designated for development of 50+ rental units deed restricted to 60% or less AMI for 30 years through the use of Low-Income Housing Tax Credits (LIHTC).** See Appendix A for details on LIHTC development. At 6.25%, 50 units meet the inclusionary zoning requirement for the next 750 market rate units.
 - Excess affordable housing credits from Confluent Park shall be transferrable to Angelview subdivision (Assessor parcels R380706200042, R380706200041, R380706200030, and R380706200029, see figure 2).
 - A four lot Minor Subdivision will be required as in interim step to facilitate the transfer of title to the LIHTC developer in the timeframe necessary to obtain the Tax Credit Financing. This is an opportunity for the City to obtain 50+ low income rental units. The lots in the Minor Subdivision would be Plat restricted from obtaining a building permit until the Major Subdivision is approved and the necessary public and private infrastructure is installed.



Figure 2 – Angelview Subdivision (remaining phases)

- **Lots 2, 3 & 4 (21,937 – 26,829 square feet) are zoned in the PD Zoning Overlay Amendment as CPC (Confluent Park Commercial/Mixed Use).**
 - These lots allow commercial, mixed use, and residential development. This includes the possibility of residential units above ground floor commercial.
 - Architectural standards are provided in the PD in order to enable approval of all multi-family development under administrative review procedure.
- **Lots 5-12 (21,937 – 23,888 square feet) are zoned in the PD Overlay Amendment as CPMF (Confluent Park Multi-Family/Mixed Use).**
 - These lots are dimensioned and designed to facilitate a variety of site plans for multi-family rental, townhomes, and/or condominiums.
 - Architectural standards are provided in the PD in order to enable approval of all multi-family development under administrative review procedure.
- **Lots 13-38 (5,200-9,927 square feet) are zoned in the PD Overlay Amendment as CPR (Confluent Park Residential).**
 - Lots are primarily intended for single family or attached duplex units.
 - Lots 13 and 24 are large enough to support a 5 unit Townhome, Condo or Multi-Family rental units. Units could front Cleora Drive, with alley access for on lot parking.
- **Lot 39 (53,986 square feet = 1.26 acres) is zoned CPP (Confluent Park Public Park)**

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Chaffee County Clerk

- The Vandaveer Ranch PD transferred all open space requirements to the west side of highway 50 in the public park area. However, a neighborhood park is beneficial, and this one will complement the river access provided in Two Rivers. The Lot 39 park will be dedicated to the City, constructed by the City, and maintained by the City.
- The developer will provide a smooth graded area, with water, sewer, and electric utility services. No system development fees shall be charged for water and sewer services to the park.
- **8 short term rental licenses** shall be given to the developer to assign to market rate units in Confluent Park.

2 CURRENT ENTITLEMENT – PINTO BARN PLANNED DEVELOPMENT

The “Mixed-Use Village – Pinto Barn Planned Development” (MUV-PB PD) currently in place was adopted by Ordinance 16 of 2011.

The PD consists of a Planning Area Entitlements Chart showing the subject property in the VPA-5 with a zoning designation of Mixed-Use Pinto Barn Village as shown in Table 2. The PD entitles the property for 25,000 square feet of Dwelling Units and Commercial lodging units and 150,000 square feet of Non-residential development square footage.

Pinto Barn Accessory Uses specified are:

- Dormitories with common dining facilities
- Multi-family buildings that are ancillary to and affiliated in ownership with education or employment centers within the Pinto Barn parcel.
- Single-family residences that are ancillary to and affiliated in ownership with education or employment centers within the Pinto Barn parcel.

Pinto Barn Parking Requirements:

- Within the Pinto Barn Parcel, on-street parking spaces may be used to satisfy up to 50% of the total parking requirement associated with the development of the parcel; provided, however that such on street parking spaces shall count towards no more than 50% of the total parking requirement associated with the final development plan for each phase.
- Loading and unloading facilities within the Pinto Barn Parcel may be located directly off a dedicated street if the facilities are not visible from Highway 50.
- One Parking space will be required for each 1,000 square feet of industrial use within the Pinto Barn parcel.
- Except as provided herein, parking within the Pinto Barn Parcel shall comply with Salida Municipal Code Standards.

It is not clear by the 2011 PD Pinto Barn Amendment or the 2006 Vandaveer Ranch PD what dimensional standards apply to the property. Table 2 shows existing Pinto Barn entitlement. Table 3 is an amendment to Table 2. Further amendments in this document reference the City of Salida Municipal Code.

Table 2 implies that the Pinto Barn PD has entitlement for 115 dwelling units (subtracting VPA 1 through 4 dwelling units from the total of 950 gives 115 dwelling units for VPA-5). Table 3 amends this up to 289 dwelling units (maximum) for Confluent Park, increasing the total entitlement for Vandaveer Ranch to 1,124 units. This is an increase of 174 units.

Table 2 – Existing Pinto Barn Planning Area Entitlements Chart

Planning Area Entitlements Chart Pinto Barn				
Planning Areas	Zoning	Gross Area	Dwelling Units and Commercial Lodging Units*	Non-residential Development Square Footage **
Proposed Development	Corresponding Zone District	(Acres)	(Up to and Including)	(Up to and Including)
VPA-1	Vandaveer Neighborhood	63.4	400	25,000
VPA-2	Transitional Residential	15.6	130	30,000
VPA-3	Mixed Use Village	44.1	180 [includes commercial lodging units]	300,000
VPA-4	Mixed Use Village	21.7	125 [includes commercial lodging units]	100,000
VPA-5	Mixed Use Pinto Barn	15.87	25,000 s.f. for residential units ***	150,000
VPA-7	Open Space/Parks	18	0	2,500
VPA-8	Open Space/Parks	11.7	0	2,000
VPA-9	Open Space/Parks	2.1	0	500
Total		191.6	950 units	610,000

Table 3 - New Confluent Park Planning Area Entitlements Chart

Planning Area Entitlements Chart Confluent Park				
Planning Areas	Zoning	Gross Area	Dwelling Units and Commercial Lodging Units*	Non-residential Development Square Footage **
Proposed Development	Corresponding Zone District	(Acres)	(Up to and Including)	(Up to and Including)
VPA-1	Vandaveer Neighborhood	63.4	400	25,000
VPA-2	Transitional Residential	15.6	130	30,000
VPA-3	Mixed Use Village	44.1	180 [includes commercial lodging units]	300,000
VPA-4	Mixed Use Village	21.7	125 [includes commercial lodging units]	
VPA-5	Confluent Park	15.87	289 Dwelling Units ***	125,000 ****
VPA-7	Open Space/Parks	18	0	2,500
VPA-8	Open Space/Parks	11.7	0	2,000
VPA-9	Open Space/Parks	2.1	0	500
Total		191.6	1,124	610,000

* This represents the total number of units but does not specify if they are single family, attached or stacked units.

** Non-residential square footage includes employment centers, retail, commercial, commercial lodging, research and development, services and educational

*** Includes single family, attached, multi-family, stacked units, townhomes and condominiums.

**** Includes all non-residential uses in CPC and CPMF zones

3 CONFLUENT PARK PD AMENDMENT NARRATIVE

Four zones are proposed within Confluent Park (See Figure 2, and attached PD Plan):

- Confluent Park Residential (CPR), which closely resembles R-3 dimensional standards with RMU uses. Underlying zone: RMU
- Confluent Park Commercial (CPC), which closely resembles C-1. Underlying zone: C-1
- Confluent Park Multi-Family/Mixed Use (CPMF) which closely resembles R-3 dimensional standards with RMU uses. Underlying zone: RMU
- Confluent Park Public Park (CPP).

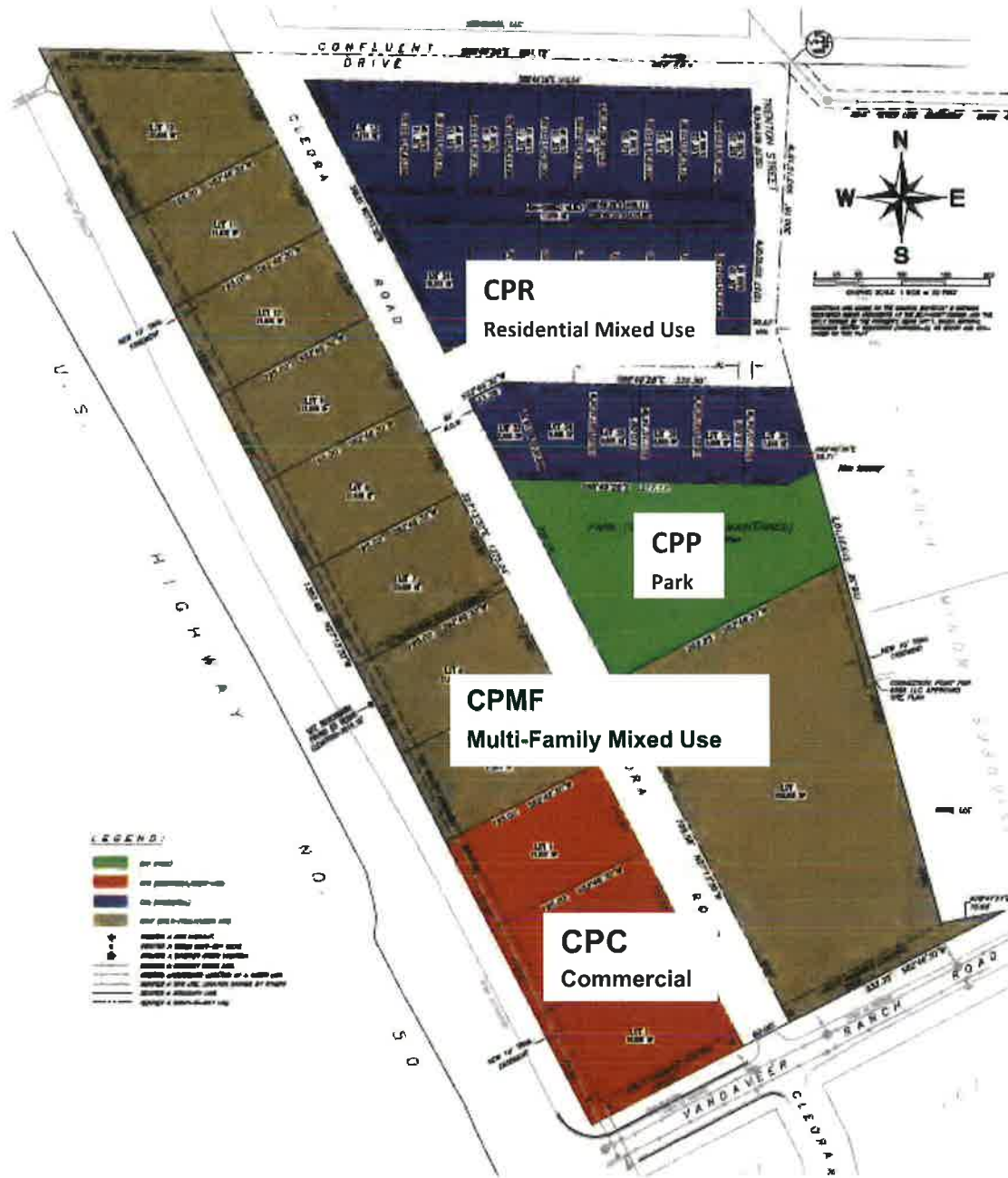


Figure 3 - Confluent Park Planned Development Zones Map

3.1 DIMENSIONAL STANDARDS

CPR and CPMF dimensional standards varying from the standard city zone of R3 are shown in green text. The most substantial change for the CPMF zone is to the density, going from 2100 lot square feet per dwelling unit to 1800 to accommodate smaller, more affordable units. The primary goal of this change in

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density is to lower the cost of rent and purchase units in this development. The secondary goal is to provide enough residents within walking distance to promote small businesses in the neighborhood. Front setback is also reduced from 20' to 12' to accommodate density.

Density in the CPR zone is lowered to 1750 lot square feet per dwelling unit in order to incorporate a neighborhood that has potential to be truly mixed-use, with single family, duplex, townhome, accessory dwelling units (ADU's), and limited commercial possibilities on the same street.

High residential density will be desirable and livable in this neighborhood because every resident will be within a 1 block walk of the park.

CPC dimensional standards conform to C1 with variations shown in green text. Density is adjusted to 1200 lot square feet per unit if the ground floor contains at least 50% commercial. If CPC lots are built out with less than 50% of the ground floor being commercial, density shall be 1800 lot square feet per unit.

Accessory dwelling units shall meet the requirement of the underlying zone, and the recent ordinance passed by City Council.

TABLE 16-F Schedule of Dimensional Standards (for comparison)			Confluent Park PD		
Dimensional Standard	C-1	R-3	CPR Residential	CPC Commercial	CPMF Multi-Family
Min. lot size (sq. ft.)	5,625 5,063 6 3,750 7	5625 5,063 6 3,750 7	4000	4,000	3,600
Density (Lot s.f./Min. lot area per dwelling unit)	2,800 2,450 6	2400 2,100 6	1,750	1800, or 1200 if commercial use >50% of ground floor	1,800
Min lot size (sq. ft.) - attached units	2,800 2,520 6	2400 2,160 6	2,400 2,160 6	2,800 2,520 6	2,400 2,160 6
Min. lot frontage	37' - 6" 25 ft 7	37'-6" 25 ft 7	33' 25 ft 7	33' 25 ft 7	37' - 6" 25 ft 7
Min. lot frontage – attached units	20'	15'	15'	15'	15'
Max. lot coverage: structures (additive coverage total for structures and uncovered parking cannot exceed 90% except in C-2)	60% 66% 6	45% 50% 6	60%	60% 66% 6	60%
Max. lot coverage: uncovered parking/access (additive coverage total for structures and uncovered parking cannot exceed 90% except in C-2)*****	60%	25%	25%	60%	25%
Min. landscape area	10%	30%	30%	10%	20%
Min. setback from side lot line for a primary bldg.	5 ft'	5'	5'	5 ft'	5'
Min. setback from side lot line for a detached accessory bldg.	3'	3'	3'	3'	3'
Min. setback from rear lot line: principal bldg.	5 ft'	20'	15'	5 ft'	15'
Min. setback from rear lot line: accessory bldg.	5'	5'	5'	5'	5'
Min. setback from front lot line'	10'	20'	15'	10'	15'
Max. building height for a primary bldg.	35'	35'	35'	35'	35'
Max. building height for a detached accessory bldg.	25'	25'	25'	25'	25'

Notes:

- 1 If a property does not utilize the zero setback allowance, the minimum landscape area shall be ten percent (10%).
- 2 If the property adjoins a residential zone district, setbacks on the side and rear lot line shall be the same as those in the residential zone.
- 3 Existing structures are not required to meet off-street parking requirements. New structures and additions shall meet off-street parking requirements.
- 4 A covered porch may encroach into the front yard setback by ~~twenty-five percent (25%)~~ 50%
- 5 If a front-loaded garage is set back at least ten (10) feet behind the primary street-facing building façade, the lot coverage between the garage entrance and the primary, street-facing building façade shall not be included in the calculation of lot coverage for uncovered parking/access.
- 6 Standards for inclusionary housing development per Section 16-13-50.
- 7 15% of the single family lots within an inclusionary housing development may be 25 feet X 150 feet.

Confluent Park PD Dimensional Standards

3.2 USE STANDARDS

Uses in CPR default to RMU, to encourage small neighborhood businesses. Specific reasons for each additional entitlement are given in the table. Uses in CPC default to C1, except where restrictions are proposed to prevent businesses not compatible with neighborhood scale (car dealership, etc.).

TABLE 16-D Schedule of Uses (for comparison only)			Confluent Park PD				
N = Not Permitted P = Permitted AC = Administrative Conditional Use C = Conditional Use AR = Administrative Review LR = Limited Impact Review	RMU	C-1	CPR Residential (Based on RMU)	CPMF Multi-Family (Based on RMU)	CPC Commercial (Based on C-1)	Standards ¹	Explanation
	Residential Uses						
Accessory buildings and structures.	P	P	P	P	P		
Multiple principal structures	LR	LR	LR	P	P	Sec. 16-4-190(b)	Enable dense multi-family construction in a variety of configurations to add interest to the streetscape.
Accessory dwelling units	AR	AR	AR	AR	AR	Sec. 16-4-190(c)	
Duplex dwelling units	P	LR ²	P	P	P		
Residential (3 - 4 units)	AR	AR ²	P	P	P		Streamline process/reduce risk for a small developer.
Residential (5 - 19 units)	LR	LR ²	LR	AR	AR		Reduce the schedule for multi-family projects while ensuring appropriate level of code review by city staff. Additional Architectural standards per PD apply.
Residential (20 or more units)	MR	MR ²	MR	AR	AR		Reduce the schedule for multi-family projects while ensuring appropriate level of code review by city staff. Additional Architectural standards per PD apply.
Single-family dwelling units	AR	AR ²	AR	AR ²	AR ²		
Single Mobile Home	N	N	N	N	N		
Medical marijuana cultivation—patient or primary	P	P	P	P	P	Sec. 16-4-190(j)	
Medical marijuana cultivation—patient or primary	N	LR	N	N	LR	Sec. 16-4-190(j)	
Mobile home parks	N	N	N	N	N	Sec. 16-4-190(d)	
One or more dwelling units on the same site as a commercial or industrial use	AR	LR	AR	P	P		Enable mixed-use.
Recreational vehicles – long term occupancy	N	AR	N	N	AR	Sec. 16-4-190(i)	
Recreational vehicle parks	N	LR	N	N	LR	Sec. 16-4-190(e)	
Rooming or boarding houses ²	LR ²	LR ²	LR ²	LR ²	LR ²		

Residential Business Uses	RMU	C-1	CPR Residential (Based on RMU)	CPMF Multi- Family (Based on RMU)	CPC Commercial (Based on C-1)	Standards¹	Explanation
Bed and breakfast inns	P	P	P	P	P		
Short-term Rental Units	P	P	P	P	P	Sec. 16-4-190(q)	
	RMU	C-1	RMU	RMU	C-1		
Day care, adult	LR	AR	LR	LR	AR	Sec. 16-4-190(f)	
Day care, small	AC	AC	P	P	P	Sec. 16-4-190(f)	Needed in the community, enable mixed-use. Also regulated by the state.
Day care, large	C	AC	P	P	P	Sec. 16-4-190(f)	Needed in the community, enable mixed-use. Also regulated by the state.
Home occupations	P	P	P	P	P	Sec. 16-4-190(g)	
Home Businesses	AR	P	P	P	P	Sec. 16-4-190(g)	Enable mixed-use.
Public/Institutional Uses	RMU	C-1	CPR Residential (Based on RMU)	CPMF Multi- Family (Based on RMU)	CPC Commercial (Based on C-1)	Standards¹	Explanation
Bus Stations	N	LR	N	N	LR		
Churches, parish homes and religious education buildings	AR	AR	AR	AR	AR		
Clubs operated by and for their members	LR	P	LR	LR	P		
Community buildings	LR	AR	LR	LR	AR		
Government administrative facilities and services	LR	AR	LR	LR	AR		
Group homes	C	C	C	C	C		
Hospitals	MR	MR	MR	MR	MR		
Nursing homes	MR	MR	MR	MR	MR		
Parks	AR	AR	AR	AR	AR		
Public parking facilities	LR	LR	LR	LR	LR		
Recreation facilities	AR	AR	AR	AR	AR		
Schools	LR	LR	LR	LR	LR		

Commercial, Personal Service and Office Uses	RMU	C-1	CPR Residential (Based on RMU)	CPMF Multi-Family (Based on RMU)	CPC Commercial (Based on C-1)	Standards¹	Explanation
Commercial lodging	LR	AR	LR	LR	AR		
Commercial parking lots and garages	LR	LR	LR	LR	LR		
Downtown Street Patio	N	N	N	N	N	Sec.16-4-190 (r)	
Drive-in facilities	N	LR	N	N	LR	Sec.16-4-190(l)	
Drive-in food or beverage facilities	N	LR	N	N	LR	Sec.16-4-190(l)	
Outdoor amusement establishment	N	LR	N	N	LR		
Eating and drinking establishments	P	P	P	P	P		
Medical marijuana centers	N	AR	N	N	AR	Sec. 16-4-190(k)	
Retail marijuana store	N	AR	N	N	AR	Sec. 16-4-190(k)	
Marijuana cultivation facilities	N	LR	N	N	LR	Sec. 16-4-190(p)	
Professional offices	P	P	P	P	P		
Campground	N	MR	N	N	MR		
Retail sales and rental establishments	P	P	P	P	P	Sec. 16-4-190(m)	
Temporary commercial activities	LR	AR	P	P	P	Sec. 16-4-190(n)	Possibilities include a food truck at the neighborhood park, or an artist having a public exhibition in their front yard.
General Services	RMU	C-1	CPR Residential (Based on RMU)	CPMF Multi-Family (Based on RMU)	CPC Commercial (Based on C-1)	Standards¹	Explanation
Automobile sales, service and repairs	N	P	N	N	N		Would disrupt neighborhood design.
Gasoline service stations and car washes	N	AR	N	N	AR		
Mobile home and recreational vehicle sales and services	N	P	N	N	N		Would disrupt neighborhood design.
Veterinary clinics	N	LR	N	N	LR		

Industrial Uses	RMU	C-1	CPR Residential (Based on RMU)	CPMF Multi- Family (Based on RMU)	CPC Commercial (Based on C-1)	Standards ¹	Explanation
Light industrial	LR	AR	LR	N	AR		Avoid potential nuisance to neighbors in multi-family scenario.
Heavy industrial	N	MR	N	N	N		Would disrupt neighborhood design.
Marijuana infused products manufacturing operation	N	N	N	N	N		
Medical marijuana optional premises cultivation operation	N	N	N	N	N		
Communication facility	N	MR	N	N	MR	Sec. 16-4-190(o)	
Storage yards	N	LR	N	N	N		
Warehouses, enclosed storage and truck terminals	N	LR	N	N	N		
Wholesale businesses	N	LR	N	N	LR		
Bulk fuel storage facilities and wholesalc sales of fuchs	N	N	N	N	N		
Junkyards, salvage yards or automobile wrecking yards	N	N	N	N	N		
Notes: ¹ The standards referenced herein are in addition to all other applicable standards of this Land Use Code. ² Provided that State Health Code space and sanitation requirements are met. ³ An existing dwelling can be modified or rebuilt as a matter of right provided it is in conformance with the dimensional standards of Table 16-F. ⁴ The allowed use is conditional in the SH 291 Corridor Overlay (291 CO). Refer to Section 16-5-50 regarding the SH 291 Corridor (291 CO) District.							

3.3 OPEN SPACE/TRAILS

Note that the original Vandaveer Ranch PD does not require any open space dedication or fee in lieu.

A city-owned and maintained public park of 53,986 square feet (1.26 acres) is included in the PD plan. This park will complement the South Arkansas River access in Two Rivers by providing a traditional neighborhood park for the developing southeast part of Salida.

A 10' trail easement will be provided along the entire west boundary of the property to align with the 8' trail easement approved for Two Rivers South. The applicant will construct the 8' wide concrete trail in this easement, and the City will maintain it.

A 10' trail easement is provided along the east edge of Lot 1, from the park to the connection point required by the City on the approved 6906, LLC, site plan. The applicant will not construct or maintain a trail in this easement.

A 20' trail and utility easement is provided along the north edge of Lot 12. The applicant will construct an 8' wide concrete trail to be maintained by the Confluent Park HOA.

A 10' trail easement is provided along the south edge of Lot 7. The developer of Lot 7 shall construct an 8' wide concrete trail in this easement, prior to certificate(s) of occupancy on Lot 7. This concrete trail shall be maintained by the Confluent Park HOA.

A 10' trail easement is provided along the east edge of Lot 38. The applicant will construct an 8' wide concrete trail to be maintained by the Confluent Park HOA.

Trail easements are shown on Appendix B, PD Plan.

All CPR units will pay an open space fee. All other units will not pay an open space fee because their open space is addressed by the park and trail dedications.

3.4 TRANSPORTATION DESIGN

Cleora Road will extend from the Forest Service building to the south side of the Two Rivers South. Confluent Drive will connect Cleora Road to Old Stage Road (as approved by the City, Two Rivers South plat not yet recorded at the time of this report). Right of way designated on the east side of the property will allow a future 4-way intersection with Confluence Road, and the east end of Southside Loop. The north end of Confluent Park features a traditional block structure, offering excellent connectivity for all modes of transportation when the parcel to the east develops in the future. See Figure 4, below.



Figure 4. Connectivity Plan, depicting Two Rivers South (approved subdivision, not yet filed), 6906 LLC (site plan approved), and *potential* extension of street and alley grid to County Road 105. Not to scale.

3.4.1 INTERNAL STREET LAYOUT

Cleora Road will have all way stops at Confluence Drive and Chase Street. In addition, a colored stamped concrete crosswalk will be installed across Cleora Road at the park to provide a visual cue to drivers to slow down.

3.5 STREET SECTION

Cleora Road, Confluent Drive, and Chase Street will have water and sewer mains per City standards. Cleora Road and Confluent Road will be the City’s standard street section, except that the clear distance between curbs will be 36 feet (rather than the standard 38). Chase Street will experience very little traffic, so the clear distance between curbs will be 34 feet. All full street rights of way are 60’ wide (standard).

Trenton Street will be constructed with 30’ minimum right of way. The street section in Figure 6 will be used, cut off at the centerline.

Proposed street sections are shown in figures 5 and 6.

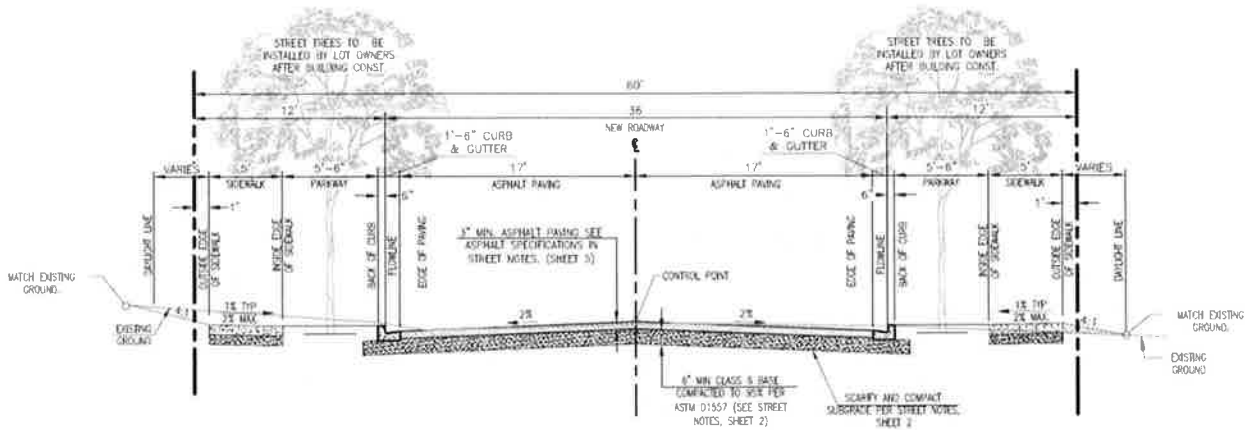


Figure 5 - Cleora Street and Confluent Drive

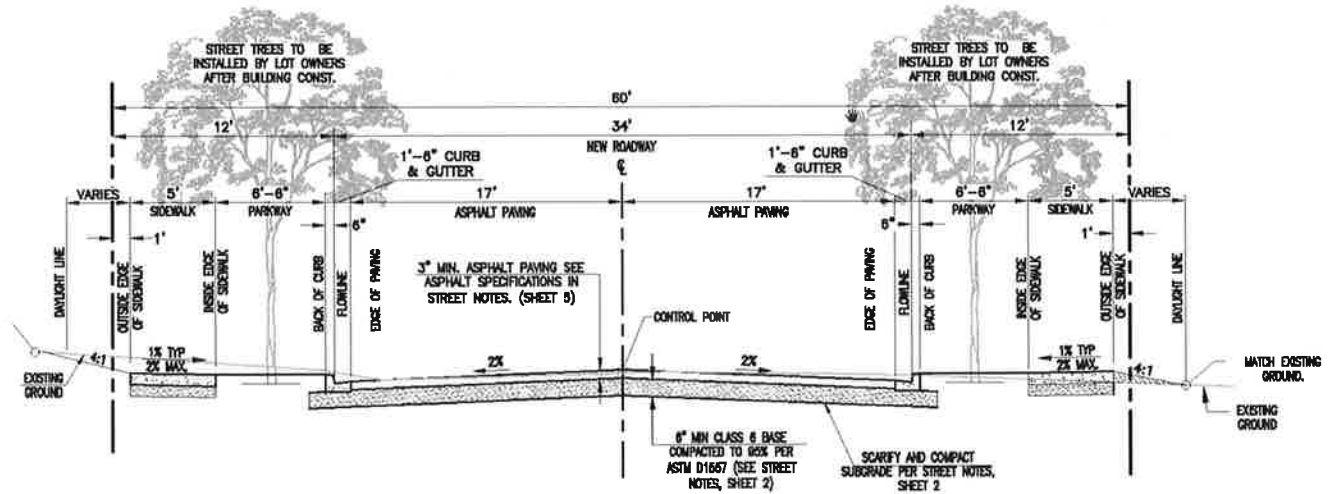


Figure 6 – Chase Street and Trenton Street (left half)

3.6 HIGHWAY 50 AND VANDAVEER RANCH ROAD INTERSECTION & TRAFFIC ANALYSIS

The intersection of Vandaveer Ranch Road and US Highway 50 was designed in anticipation of the Pinto Barn and Natural Resource Center development in VPA-4 and VPA-5. A CDOT Access permit was issued March 3, 2013 Permit No. 512046 reception no. 407231 and 407232. The permit listed the following uses:

- 733- Salida Natural Resource Center 35,500 square feet
- Pinto Barn Campus 154,900 Square feet
- Pinto Barn-Apartments 8 Each
- Pinto Barn – Dormitories 40 Each

The required turn lanes for the permit were constructed on Highway 50 and are currently in place on the site to include the intersection of Vandaveer Ranch Road with the highway right of way.

The intersection has existing acceleration and deceleration lane as well as a left turn lane as shown below.



Figure 7-Vandaveer Ranch Road & Highway 50 Aerial View

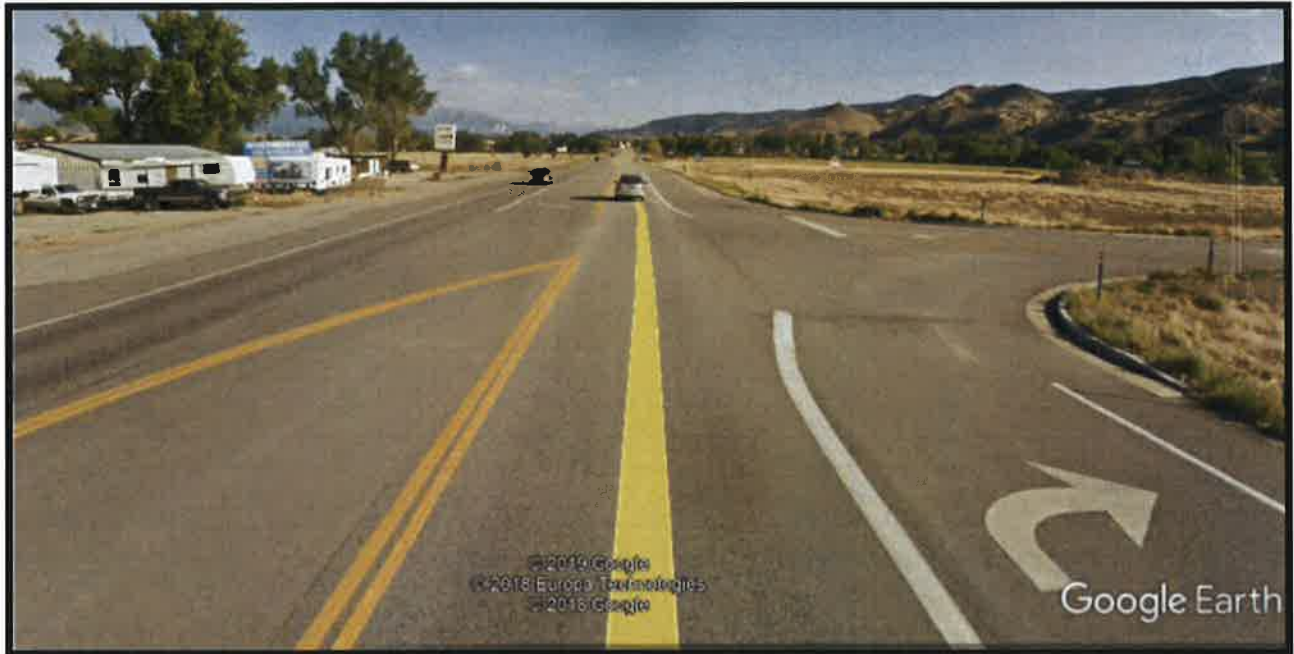


Figure 8-Highway 50 looking North West at Vandaveer Ranch Road



Figure 9-Vandaveer Ranch Road looking East from Highway 50

A traffic study listing the details of the permit uses for Pinto Barn and the Natural Resource Center is provided in Figure 10.

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PROJECT: VPA - 5 PINTO BARN (2011) & NATURAL RESOURCE CENTER																ORAN TREE GROUP				
Summary of Trip Generation																				
Land Use	ITE Code	Intensity	Rate	Daily Trip Ends	AM Peak-Hour Trip Ends						PM Peak-Hour Trip Ends									
					Rate		Total		In		Out		Rate		Total		In		Out	
					%	Trips	%	Trips	%	Trips	%	Trips	%	Trips	%	Trips	%	Trips		
PINTO BARN																				
Apartments (Dormitories) *	220	48 DU	6.65	319	0.51	24	20%	5	80%	20	0.62	30	65%	19	35%	10				
Condominiums/Townhouses	230	0 DU	5.81	0	0.44	0	17%	0	83%	0	0.52	0	67%	0	33%	0				
Lodging (Hotel)	310	0 RM	8.17	0	0.56	0	61%	0	39%	0	0.59	0	53%	0	47%	0				
Office (General)	710	0.0 GLA	11	0	1.55	0	88%	0	12%	0	1.49	0	17%	0	83%	0				
Manufacturing **	140	100.0 GLA	3.82	382	0.73	73	88%	64	12%	9	0.73	73	17%	12	83%	61				
Education (College) ***	540	49.9 GLA	27.5	1,372	2.99	149	88%	131	12%	18	2.54	127	17%	22	83%	105				
Retail (Specialty) ****	814	5.0 GLA	44.3	222	6.84	34	48%	16	52%	18	2.71	14	44%	6	56%	8				
Sub-Totals				2,295		281		217		64		243		59		184				
NATURAL RESOURCE CENTER																				
Government Office (Forest Service)	733	35.5 GLA	2.21	78	2.21	78	88%	69	12%	9	2.85	101	17%	17	83%	84				
Sub-Totals				78		78		69		9		101		17		84				
TOTALS				2,295		281		217		64		243		59		184				
GLA = gross leasable area in KSF		* 2011 PD lists 950 dwelling Units (950-VPA1 400- VPA2 130-VPA 3 180-VPA4 125=115 units remaining for VPA-5																		
DU = dwelling unit		** Assumed 100,000 s.f. of 154,900 non-residential to be manufacturing s.f. as it was primary function of site.																		
RM = number of room		*** Assumed education size based on number of dormitory units and that some training would be vocational																		
Source: ITE Trip Generation, 8th Edition		**** Assumed a show room and retail for visitors as PD mentions visitor content in PD																		

Figure 10-PINTO BARN & NATURAL RESOURCE CENTER TRAFFIC ANALYSIS

A revised traffic analysis has been completed for the Confluent Park PD Amendment, including the Natural Resource Center and is shown in Figure 11.

PROJECT: VPAS CONFLUENT PARK (2019)																
Summary of Trip Generation																
Land Use	ITE Code	Intensity	Rate	Daily Trip Ends	AM Peak-Hour Trip Ends						PM Peak-Hour Trip Ends					
					In		Out		In		Out					
					Rate	Total	%	Trips	%	Trips	Rate	Total	%	Trips	%	Trips
Single Family Detached Housing *	210	26 DU	9.57	249	0.75	20	25%	5	75%	15	1.01	26	63%	17	37%	10
Apartments **	220	188 DU	6.65	1,250	0.51	96	20%	19	80%	77	0.62	117	65%	76	35%	41
Condominiums/Townhouses ***	230	75 DU	5.81	436	0.44	33	17%	6	83%	27	0.52	39	67%	26	33%	13
Lodging (Hotel)	310	0 RM	8.17	0	0.56	0	61%	0	39%	0	0.59	0	53%	0	47%	0
Office (General) ****	710	3.0 GLA	11	33	1.55	5	88%	4	12%	1	1.49	4	17%	1	83%	4
Retail (Specialty) ****	814	12.0 GLA	44.3	532	6.84	82	48%	39	52%	43	2.71	33	44%	14	56%	18
Sub-Totals				2,500		235		73		162		219		134		85
NATURAL RESOURCE CENTER																
Government Office (Forest Service)	733	35.5 GLA	2.21	78	2.21	78	88%	69	12%	9	2.85	101	17%	17	83%	84
Sub-Totals				78		78		69		9		101		17		84
Total				2,578		314		142		171		320		151		169
GLA = gross leasable area in KSF		* Number of CP-R Lots														
DU = dwelling unit		** Includes 60 LISC units and 128 market rental units in CP-MF and CP-C (likely will not reach this total)														
RM = number of room		*** Includes condominium and Townhomes for sale in CP-MF and CP - C														
Source: ITE Trip Generation, 8th Edition		*** Ground floor retail and office in CF-C														

Figure 11-CONFLUENT PARK & NATURAL RESOURCE CENTER TRAFFIC ANALYSIS

Summary

The change in traffic volume from the Pinto Barn PD to the Confluent Park PD is only 12% and that assumes maximum buildout of the Confluent Park PD to full density. There is only a 12% increase in Average Daily Trips and a 12% increase in Peak Hour trips for the Confluent Park PD.

A copy of the Pinto Barn/Salida NRC CDOT permit is attached as Appendix C.

A new access permit will be submitted to CDOT to cover the change in use.

3.7 UTILITY DESIGN

Water mains per City of Salida standards shall be installed in Cleora Road, Confluent Drive, and Chase Street, but not Trenton Street. Trenton Street will have sewer main due to site topography and is too narrow to accommodate water main until additional right of way is dedicated. Confluent park water mains will connect to existing main in Vandaveer Ranch Road, and proposed water mains in Two Rivers South.

Sewer mains will be per City of Salida standards and will connect to the City sewer trunk line at the northeast corner of Confluent Park.

Electric, gas, and communication (all underground) will be served from alleys and access easements wherever possible in order to create separation between wet and dry utilities, and to keep equipment such as transformers and pedestals out of the streetscape and front yards.

In order to provide redundant water supply to Confluent Park, the developer will provide a water main loop from the north end of River Ridge’s water main, north up Scott Street, and tie into existing city water main either in Scott Street or Highway 291 (Oak Street). This will include a PRV. This portion of water main shall be eligible for cost recovery, and must be constructed within three years of approval, or prior to the first certificate of occupancy for Confluent Park.

Utility design is subject to final approval of Salida Public Works prior to major subdivision.

3.8 STORMWATER MANAGEMENT

Per 16-8-80(d), stormwater detention will be provided so that only historic runoff from the 25-year, 24-hour storm will be released off site. Roughly 20,000 cubic feet of stormwater detention will be provided by lowering the park 1 to 2 feet below street level. Stormwater will enter the park via curb inlet/culvert, and curb openings with sidewalk chases.

Additional stormwater detention will be provided in the form of tree trenches and/or infiltration galleries. Curb inlets will drain to perforated pipes which will infiltrate stormwater in the root zone of shrubs and trees between the curb and sidewalk.

In addition, curb bumpouts will be provided at the intersection of Confluent Drive and Trenton Street. Additional stormwater detention will be provided between the sidewalk and curb.

Stormwater management is subject to final approval of Salida Public Works prior to major subdivision.

3.9 PARKING STANDARDS

Commercial uses of less than 1000 square feet shall be required no more than 2 spaces dedicated to the commercial use. Residential multi-family parking requirement shall be 1 space per unit.

3.10 ILLUMINATION STANDARDS

Street lights will be Greenshine Lumina solar lights, 1 per street intersection, or approved equal. They will be maintained by the HOA.

Street lighting is subject to final approval of Salida Public Works prior to major subdivision.

3.11 SIGN STANDARDS

Per underlying zone.

3.12 FLOOD CONTROL

Part of the Confluent Park property is within the 100-year floodplain of the South Arkansas River. A Conditional Letter of Map Revision (CLOMR) has been approved by FEMA, and the fill will be completed prior to infrastructure installation.

Floodplain review is subject to final approval of Salida Public Works and the designated community floodplain manager prior to major subdivision. All FEMA requirements will be met.

3.13 SETBACK DETAILS

Eaves, architectural projections, at-grade structures and covered porches

16-8-30(c) Covered porches which are unenclosed may encroach into the front yards setback by 50% in Confluent Park, instead of the standard 25%. For a 12' front setback, 50% is required to achieve a usable porch depth of 6'.

3.14 INCLUSIONARY HOUSING

A 2.5-acre lot shall be designated for development of 50 or more rental units deed restricted to 60% or less AMI for 30 years using Low-Income Housing Tax Credits (LIHTC). At 6.25%, these 50 units meet the inclusionary zoning requirement for the next 750 units built by Harder-Diesslin Development within Confluent Park, and future phases of Angelview Subdivision (see Figure 2). Maximum possible buildout of Confluent Park is 289 units. This leaves 750-289= 461 units for Angelview. Therefore, Angelview shall be entitled to inclusionary housing development standards if it is 461 or less units.

Due to the 2 to 3-year schedule of LIHTC projects, the applicant shall have the option to pay fees in lieu of inclusionary housing per the City's inclusionary housing ordinance on Confluent Park and Angelview. These fees shall be held in escrow by the City for 4 years maximum from the date of PD approval. If a LIHTC project is permitted by the Chaffee County Building Department within 4 years of PD approval, the City shall return fees in lieu of inclusionary housing to the applicant.

The applicant acknowledges that LIHTC projects are funded by Colorado Housing and Finance Authority (CHFA) through a competitive process. There is a possibility that Lot 1 will not be awarded a LIHTC project. In that case, the applicant will meet the City's inclusionary housing ordinance.

3.15 ARCHITECTURAL STANDARDS

The following architectural standards shall apply to CPC and CPMF zones for administrative review procedures per the use table in this PD. Projects not meeting these architectural standards shall be reviewed using the procedures specified for the underlying zone. Examples for each of the 7 architectural standards listed here are included in Appendix D.

LIHTC projects must meet architectural requirements through CHFA. Therefore, they are exempt from Confluent Park architectural standards.

1. Identical or mirrored layouts shall not be allowed for more than two adjacent lots.
2. On lots with more than 4 units, at least two different unit types shall be provided. Each unit type shall have a unique color, façade, and roof line.
3. Multi-family residential units closest to Cleora Road shall have a front door facing Cleora Road which leads onto a stoop or porch.
4. Multi-story buildings shall have a clearly defined element of separation between the ground floor and upper floors across the entire building frontage. Frontage includes any wall of a building which faces a public Right of Way or park (at street corners, more than one side of the building). One or more of the following elements, or similar element approved by staff, shall be included.
 - a. porch/stoop roof
 - b. change in material
 - c. change in color
 - d. step back upper floor
 - e. awning
 - f. eave
 - g. light fixture.
5. The side of a building fronting a park or public right of way shall have windows on 20% minimum. Sides and rear shall have 10% minimum.
6. Parking shall be at the rear or side of the lot. If placed on the side of the lot, parking shall be set back at least 10' behind the main building frontage.
7. Mechanical equipment shall not be visible from public right of way, including Highway 50. Screening of equipment is acceptable. This requirement does not demand a parapet wall or mechanical penthouse.

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3.16 REIMBURSEMENT AGREEMENT ITEMS

- a) Scott Street Water Main shall be cost shared based on Scott Street lot frontage.
- b) Scott Street Pressure Reducing Vault Assembly shall be cost shared based on lot area between Confluent Park and all future development south of Confluent Drive and east of US Highway 50.
- c) Trenton Street water main shall be cost shared evenly between Confluent Park, and the property owned by Ned Suesse bordering Trenton Street, when that property connects to City of Salida water mains.

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APPENDIX A – LOW INCOME HOUSING TAX CREDIT POLICY BRIEF

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The Low-Income Housing Tax Credit

The Low-Income Housing Tax Credit (Housing Credit) stimulates investment in affordable housing in underserved urban and rural communities and in higher cost suburban communities across the nation. It provides low-income families with a safe and decent place to live and, by lessening their rent burdens, frees up additional income that can be spent on other necessities or put into savings for education or homeownership. The Housing Credit is also a vital community and economic development tool, creating jobs and catalyzing redevelopment in struggling communities.

What is the Low-Income Housing Tax Credit?

- » The Housing Credit is the single most important federal resource available to support the development and rehabilitation of affordable housing – currently financing about 90 percent of all new affordable housing development.
- » How the credit works:
 - Federal tax credits are allocated to state housing finance agencies by a formula based on population.
 - Each state agency establishes its affordable housing priorities and developers compete for an award of tax credits based on how well their projects satisfy the state's housing needs.
 - Developers receiving an award use the tax credits to raise equity capital from investors in their developments.
 - The tax credits are claimed over a 10-year period but the property must be maintained as affordable housing for a minimum of 30 years.
 - Because tax credits can be recaptured for any noncompliance, investors maintain close supervision over the properties to ensure their long-term viability and compliance with IRS and state allocating agency requirements.
- » Units funded by the Housing Credit must be affordable for people earning no more than 60 percent of the area median income (AMI), although most residents have far lower incomes.
- » Rent may not exceed 30 percent of the qualifying income.



*Encanto Pointe,
Phoenix, Arizona.*

What are the outcomes?

- » Since its inception, the Housing Credit has spurred the development of approximately **three million quality homes** for working families, seniors, disabled veterans, and people at risk of homelessness.
- » Each year, the Housing Credit finances about **100,000 units** of affordable housing and creates approximately **96,000 jobs** in the construction and property management industries.
- » Housing Credit properties outperform market-rate housing properties, with occupancy rates topping 96 percent and a cumulative **foreclosure rate of 0.66 percent** over the program's entire history.
- » The units tend to be occupied by very low-income families, with 48 percent of the units occupied by families making less than 30 percent of AMI; and 82 percent of the units occupied by families making less than 50 percent of AMI.

What has been LISC's involvement?

- » In 1987, LISC created National Equity Fund, Inc. (NEF) to attract investor capital to Housing Credit properties. NEF provides technical assistance, structures and closes these investments, and provides asset management services.
- » In 2018, LISC, through NEF, placed \$1.2 billion in equity investments into tax credit properties. Since inception, it has invested more than \$15.3 billion in 176,804 affordable rental residences.
- » NEF has established dedicated pools of funding to finance housing that is linked to healthcare services, housing for homeless veterans, and housing for victims of natural disasters.
- » Example of Housing Credit properties supported by NEF include:
 - **Parksdale Village II, located in the agrarian Central Valley of California**, is an overdue and welcome alternative to the older, overcrowded housing that most low-income farm workers have endured. The development contains **49 energy-efficient multifamily residences** targeted to households whose incomes range from 30 to 60 percent of AMI.
 - **Encanto Pointe, located in Phoenix, Ariz.**, is home to chronically homeless community members, including veterans and in particular Native American veterans. It is a modern energy-efficient complex that sets the standard for future developments in its Phoenix neighborhood. Its sponsor, Native American Connections, applied the Housing First model to this **54-unit** community serving the homeless. Housing First is based on the belief that helping people access permanent affordable housing is central to creating effective supportive services programs.
 - **JBJ Soul Homes in Philadelphia, Pa.**, is home to 55 formerly homeless and low-income individuals and young adults transitioning out of programs for homeless teens. Twenty-five of the studios are furnished and available as permanent supportive housing with services including basic medical care, employment training and educational classes provided by Project HOME. Nationally recognized as a premier non-profit developer, **Project HOME** has been at the forefront of the battle against homelessness.

What can Congress do?

- » Enact the Affordable Housing Credit Improvement Act. This legislation would:
 - Streamline requirements and provide states with additional flexibility;
 - Facilitate Housing Credit development in challenging markets like rural and Native American communities;
 - Increase the Housing Credit's ability to serve extremely low-income tenants;
 - Better support the preservation of existing affordable housing; and
 - Enhance the 4% Credit and multifamily housing bond portion of the program.
- » Expand the Housing Credit by at least 50%, consistent with a recommendation that was made by the Bipartisan Policy Center's Housing Commission.

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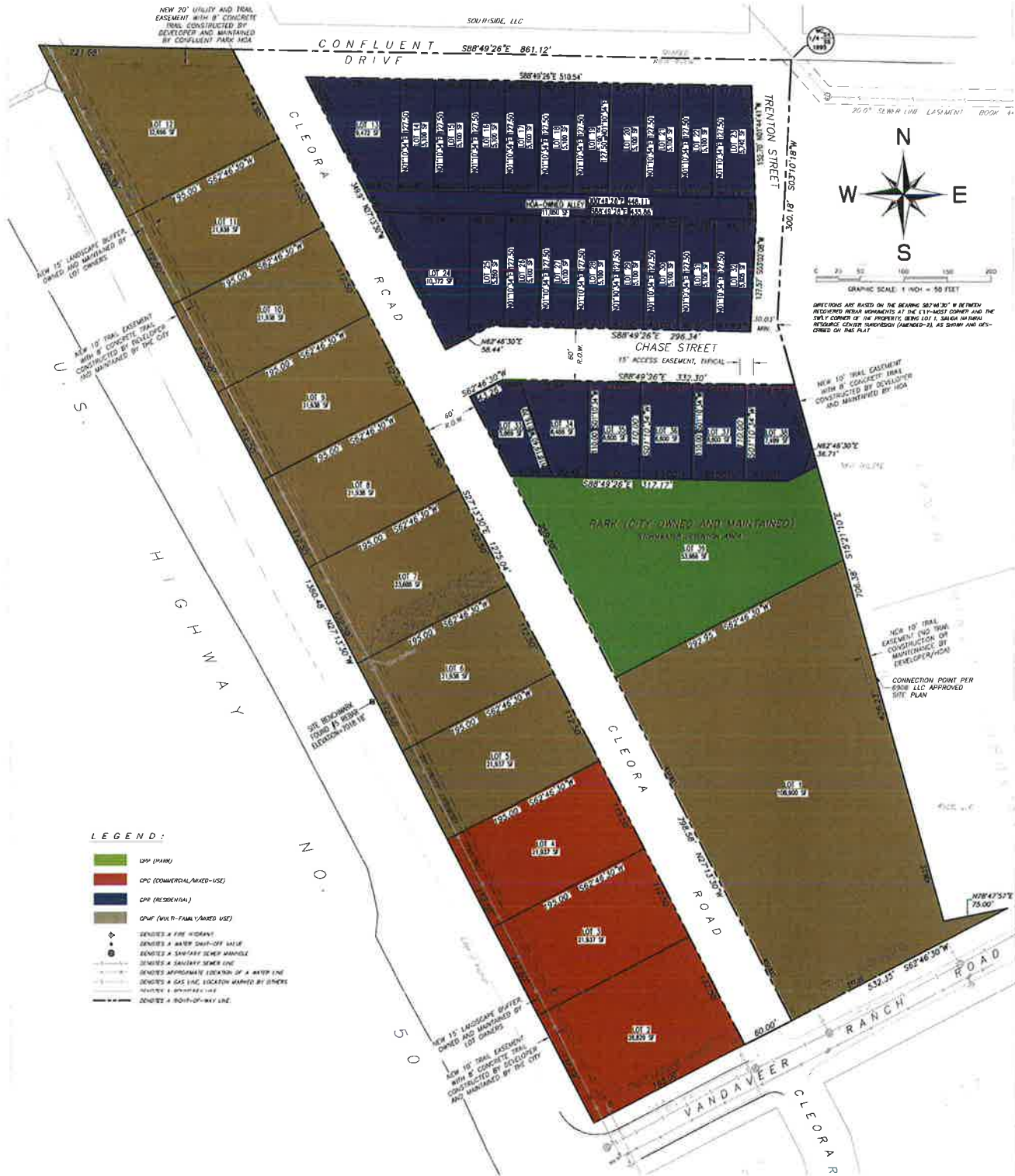
APPENDIX B – CONFLUENT PARK PD PLAN

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CONFLUENT PARK PLANNED DEVELOPMENT
LOCATED WITHIN
LOT 1, SALIDA NATURAL RESOURCE CENTER (AMENDED-2)
IN THE
CITY OF SALIDA



LEGEND:

- LUP (PARK)
- OPC (COMMERCIAL/OFFICE USE)
- OR (RESIDENTIAL)
- OMF (MULTI-FAMILY/RESIDENTIAL USE)
- DENOTES A FIRE HYDRANT
- DENOTES A WATER SHUT-OFF VALVE
- DENOTES A SANITARY SEWER MANHOLE
- DENOTES A SALUARY SEWER LINE
- DENOTES APPROXIMATE LOCATION OF A WATER LINE
- DENOTES A GAS LINE LOCATION MARKED BY SINKS
- DENOTES A BIOPHASE USE
- DENOTES A HOV-3+ HOV-4+ HOV-5+ HOV-6+ HOV-7+ HOV-8+ HOV-9+ HOV-10+ HOV-11+ HOV-12+ HOV-13+ HOV-14+ HOV-15+ HOV-16+ HOV-17+ HOV-18+ HOV-19+ HOV-20+ HOV-21+ HOV-22+ HOV-23+ HOV-24+ HOV-25+ HOV-26+ HOV-27+ HOV-28+ HOV-29+ HOV-30+ HOV-31+ HOV-32+ HOV-33+ HOV-34+ HOV-35+ HOV-36+ HOV-37+ HOV-38+ HOV-39+ HOV-40+ HOV-41+ HOV-42+ HOV-43+ HOV-44+ HOV-45+ HOV-46+ HOV-47+ HOV-48+ HOV-49+ HOV-50+ HOV-51+ HOV-52+ HOV-53+ HOV-54+ HOV-55+ HOV-56+ HOV-57+ HOV-58+ HOV-59+ HOV-60+ HOV-61+ HOV-62+ HOV-63+ HOV-64+ HOV-65+ HOV-66+ HOV-67+ HOV-68+ HOV-69+ HOV-70+ HOV-71+ HOV-72+ HOV-73+ HOV-74+ HOV-75+ HOV-76+ HOV-77+ HOV-78+ HOV-79+ HOV-80+ HOV-81+ HOV-82+ HOV-83+ HOV-84+ HOV-85+ HOV-86+ HOV-87+ HOV-88+ HOV-89+ HOV-90+ HOV-91+ HOV-92+ HOV-93+ HOV-94+ HOV-95+ HOV-96+ HOV-97+ HOV-98+ HOV-99+ HOV-100+ HOV-101+ HOV-102+ HOV-103+ HOV-104+ HOV-105+ HOV-106+ HOV-107+ HOV-108+ HOV-109+ HOV-110+ HOV-111+ HOV-112+ HOV-113+ HOV-114+ HOV-115+ HOV-116+ HOV-117+ HOV-118+ HOV-119+ HOV-120+ HOV-121+ HOV-122+ HOV-123+ 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APPENDIX C – CPC AND CPMF ARCHITECTURAL STANDARDS

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1. Identical or mirrored layouts shall not be allowed for more than two adjacent lots.



YES



NO

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2. On lots with more than 4 units, at least two different unit types shall be provided. Each UNIT TYPE shall have a unique color, façade, and roof line.



YES



NO

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Chaffee County Clerk

3. Multi-family residential units closest to Cleora Road shall have a front door facing Cleora Road which leads onto a stoop or porch.



YES



NO

NOTE: PER CODE, PORCH MAY TAKE UP ONLY 25% OF FRONT SETBACK. PD AMENDMENT CHANGES THIS TO 50%.

STAFF CONCERNED WITH ELECTRICAL/GAS PLACEMENT – LET DEVELOPER COORDINATE.

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4. Multi-story buildings shall have a clearly defined element of separation between the ground floor and upper floors across the entire building frontage. Frontage includes any wall of a building which faces a public Right of Way or park (at street corners, more than one side of the building). One or more of the following elements, or similar element approved by staff, shall be included.

- a. porch/stoop roof
- b. change in material
- c. change in color
- d. step back upper floor
- e. awning
- f. eave
- g. light fixture.



YES



NO

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5. The side of a building fronting a park or public right of way shall have windows on 20% minimum. Sides and rear shall have 10% minimum.



YES



NO

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6. Parking shall be at the rear or side of the lot. If placed on the side of the lot, parking shall be set back at least 10' behind the main building frontage.



YES



NO

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7. Mechanical equipment shall not be visible from public right of way, including Highway 50. Screening of equipment is acceptable. This requirement does not demand a parapet wall or mechanical penthouse.



YES



NO

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APPENDIX D – SALIDA NRC AND PINTO BARN CDOT ACCESS PERMIT

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COLORADO DEPARTMENT OF TRANSPORTATION			CDOT Permit No.
STATE HIGHWAY ACCESS PERMIT			512046
Permit fee	Date of transmittal	Region/Section/Patrol	State Highway No./Mpr/Side
\$300	03/27/2013	05/07/35	050/222.999/Right
			Local Jurisdiction
			City of Salida

The Permittee(s): Salida Natural Resource Center Dev. Corp. ATTN: Dara MacDonald 448 East First Street Salida, CO 81201 719-530-2626	The Applicant(s): REGen, I.L.C 1125 Seventeenth Street, Suite 2500 Denver, CO 80202 303-295-1731 rwwells@regenllc.com
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PAID
22070 JAL
MC 4-24-13
Salida Natural Resources

is hereby granted permission to have an access to the state highway at the location noted below. The access shall be constructed, maintained and used in accordance with this permit, including the State Highway Access Code and any attachments, terms, conditions and exhibits. This permit may be revoked by the issuing authority if at any time the permitted access and its use violate any parts of this permit. The issuing authority, the Department and their duly appointed agents and employees shall be held harmless against any action for personal injury or property damage sustained by reason of the exercise of the permit.

Location:
Access is to be located on the South side of State Highway 050, a distance of approximately 5275 feet East of Milepost 222.

Access to Provide Service to:	(Land Use Code)	(Size or Count)	(Units)
	733 - Salida Natural Resource Center	35,500	SQ FT
	540 - Pinto Barn Campus	154,900	SQ FT
	220 - Pinto Barn - Apartments	8	EACH
	220 - Pinto Barn - Dormitories	40	EACH

Other terms and conditions:
* See Attached Pages 2 and 3 and Other Enclosures for Additional Terms and Conditions.

RECEIVED
APR 24 2013
COLORADO DEPT. OF TRANSPORTATION
TRAFFIC & SAFETY

MUNICIPALITY OR COUNTY APPROVAL
Required only when the appropriate local authority retains issuing authority.

Signature	Print Name	Title	Date
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Upon the signing of this permit the permittee agrees to the terms and conditions and referenced attachments contained herein. All construction shall be completed in an expeditious and safe manner and shall be finished within 45 days from initiation. The permitted access shall be completed in accordance with the terms and conditions of the permit prior to being used.

The permittee shall notify Drew McFarland with the Colorado Department of Transportation in Salida at 719-530-8001 at least 48 hours prior to commencing construction within the State Highway right-of-way.

The person signing as the permittee must be the owner or legal representative of the property served by the permitted access and have full authority to accept the permit and its terms and conditions.

Permittee Signature <i>[Signature]</i>	Print Name Keith Baker	Date 4/2/13
Applicant Signature <i>[Signature]</i>	Print Name A. Rocky Wells	Date 4/2/13

This permit is not valid until signed by a duly authorized representative of the Department.

COLORADO DEPARTMENT OF TRANSPORTATION	Signature <i>[Signature]</i>	Print Name James E. Horn	Title Access Manager	Date (of issue) 4-24-13
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Copy Distribution:
Required: 1. Region, 2. Applicant, 3. Staff Access Section, 4. Central Files
Make copies as necessary for: Local Authority, MTCE Para, Inspector, Traffic Engineer
Previous editions are obsolete and may not be used
Page 1 of 3 CDOT Form #101 5/07

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**State Highway Access Permit
Form 101, Page 2**

The following paragraphs are excerpts of the State Highway Access Code. These are provided for your convenience but do not alleviate compliance with all sections of the Access Code. A copy of the State Highway Access Code is available from your local issuing authority (local government) or the Colorado Department of Transportation (Department). When this permit was issued, the issuing authority made its decision based in part on information submitted by the applicant, on the access category which is assigned to the highway, what alternative access to other public roads and streets is available, and safety and design standards. Changes in use or design not approved by the permit or the issuing authority may cause the revocation or suspension of the permit.

APPEALS

- Should the permittee or applicant object to the denial of a permit application by the Department or object to any of the terms or conditions of a permit placed there by the Department, the applicant and permittee (appellant) have a right to appeal the decision to the [Transportation] Commission [of Colorado]. To appeal a decision, submit a request for administrative hearing to the Transportation Commission of Colorado within 60 days of transmittal of notice of denial or transmittal of the permit for signature. Submit the request to the Transportation Commission of Colorado, 4201 East Arkansas Avenue, Denver, Colorado 80222-3400. The request shall include reasons for the appeal and may include changes, revisions, or conditions that would be acceptable to the permittee or applicant.
- Any appeal by the applicant or permittee of action by a local issuing authority shall be filed with the local authority and be consistent with the appeal procedures of the local authority.
- In submitting the request for administrative hearing, the appellant has the option of including within the appeal a request for a review by the Department's internal administrative review committee pursuant to [Code] subsection 2.10. When such committee review is requested, processing of the appeal for formal administrative hearing, 2.9(5) and (6), shall be suspended until the appellant notifies the Commission to proceed with the administrative hearing, or the appellant submits a request to the Commission or the administrative law judge to withdraw the appeal. The two administrative processes, the internal administrative review committee, and the administrative hearing, may not run concurrently.
- Regardless of any communications, meetings, administrative reviews or negotiations with the Department or the internal administrative review Committee regarding revisions or objections to the permit or a denial, if the permittee or applicant wishes to appeal the Department's decision to the Commission for a hearing, the appeal must be brought to the Commission within 60 days of transmittal of notice of denial or transmittal of the permit.

PERMIT EXPIRATION

1. A permit shall be considered expired if the access is not under construction within one year of the permit issue date or before the expiration of any authorized extension. When the permittee is unable to commence construction within one year after the permit issue date, the permittee may request a one year extension from the issuing authority. No more than two one-year extensions may be granted under any circumstances. If the access is not under construction within three years from date of issue the permit will be considered expired. Any request for an extension must be in writing and submitted to the issuing authority before the permit expires. The request should state the reasons why the extension is necessary, when construction is anticipated, and include a copy of page 1 (face of permit) of the access permit. Extension approvals shall be in writing. The local issuing authority shall obtain the concurrence of the Department prior to the approval of an extension, and shall notify the Department of all denied extensions within ten days. Any person wishing to reestablish an access permit that has expired may begin again with the application procedures. An approved Notice to Proceed, automatically renews the access permit for the period of the Notice to Proceed.

CONSTRUCTION

- Construction may not begin until a Notice to Proceed is approved. (Code subsection 2.4)
- The construction of the access and its appurtenances as required by the terms and conditions of the permit shall be completed at the expense of the permittee except as provided in subsection 2.14. All materials used in the construction of the access within the highway right-of-way or on permanent easements, become public property. Any materials removed from the highway right-of-way will be disposed of only as directed by the Department. All fencing, guard rail, traffic control devices and other equipment and materials removed in the course of access construction shall be given to the Department unless otherwise instructed by the permit or the Department inspector.
- The permittee shall notify the individual or the office specified on the permit or Notice to Proceed at least two working days prior to any construction within state highway right-of-way. Construction of the access shall not proceed until both the access permit and the Notice to Proceed are issued. The access shall be completed in an expeditious and safe manner and shall be finished within 45 days from initiation of construction within the highway right-of-way. A construction time extension not to exceed 30 working days may be requested from the individual or office specified on the permit.
- The issuing authority and the Department may inspect the access during construction and upon completion of the access to ensure that all terms and conditions of the permit are met. Inspectors are authorized to enforce the conditions of the permit during construction and to halt any activities within state right-of-way that do not comply with the provisions of the permit, that conflict with concurrent highway construction or maintenance work, that endanger highway

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Chaffee County Clerk

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property, natural or cultural resources protected by law, or the health and safety of workers or the public.

5. Prior to using the access, the permittee is required to complete the construction according to the terms and conditions of the permit. Failure by the permittee to abide by all permit terms and conditions shall be sufficient cause for the Department or issuing authority to initiate action to suspend or revoke the permit and close the access. If in the determination of the Department or issuing authority the failure to comply with or complete the construction requirements of the permit create a highway safety hazard, such shall be sufficient cause for the summary suspension of the permit. If the permittee wishes to use the access prior to completion, arrangements must be approved by the issuing authority and Department and included in the permit. The Department or issuing authority may order a halt to any unauthorized use of the access pursuant to statutory and regulatory powers. Reconstruction or improvement of the access may be required when the permittee has failed to meet required specifications of design or materials. If any construction element fails within two years due to improper construction or material specifications, the permittee shall be responsible for all repairs. Failure to make such repairs may result in suspension of the permit and closure of the access.

6. The permittee shall provide construction traffic control devices at all times during access construction, in conformance with the M.U.T.C.D. as required by section 42-4-104, C.R.S., as amended.

7. A utility permit shall be obtained for any utility work within highway right-of-way. Where necessary to remove, relocate, or repair a traffic control device or public or private utilities for the construction of a permitted access, the relocation, removal or repair shall be accomplished by the permittee without cost to the Department or issuing authority, and at the direction of the Department or utility company. Any damage to the state highway or other public right-of-way beyond that which is allowed in the permit shall be repaired immediately. The permittee is responsible for the repair of any utility damaged in the course of access construction, reconstruction or repair.

8. In the event it becomes necessary to remove any right-of-way fence, the posts on either side of the access shall be securely braced with an approved end post before the fence is cut to prevent any slacking of the remaining fence. All posts and wire removed are Department property and shall be turned over to a representative of the Department.

9. The permittee shall ensure that a copy of the permit is available for review at the construction site at all times. The permit may require the contractor to notify the individual or office specified on the permit at any specified phases in construction to allow the field inspector to inspect various aspects of construction such as concrete forms, subbase, base course compaction, and materials specifications. Minor changes and additions may be ordered by the Department or local authority field inspector to meet unanticipated site conditions.

10. Each access shall be constructed in a manner that shall not cause water to enter onto the roadway or shoulder, and shall not interfere with the existing drainage system on the right-of-way or any adopted municipal system and drainage plan.

11. By accepting the permit, permittee agrees to save, indemnify, and hold harmless to the extent allowed by law, the issuing authority, the Department, its officers, and employees from suits, actions, claims of any type or character brought because of injuries or damage sustained by any person resulting from the permittee's use of the access permit during the construction of the access.

CHANGES IN ACCESS USE AND PERMIT VIOLATIONS

1. It is the responsibility of the property owner and permittee to ensure that the use of the access to the property is not in violation of the Code, permit terms and conditions or the Act. The terms and conditions of any permit are binding upon all assigns, successors-in-interest, heirs and occupants. If any significant changes are made or will be made in the use of the property which will affect access operation, traffic volume and or vehicle type, the permittee or property owner shall contact the local issuing authority or the Department to determine if a new access permit and modifications to the access are required.

2. When an access is constructed or used in violation of the Code, section 43-2-147(5)(c), C.R.S., of the Act applies. The Department or issuing authority may summarily suspend an access permit and immediately order closure of the access when its continued use presents an immediate threat to public health, welfare or safety. Summary suspension shall comply with article 4 of title 24, C.R.S.

MAINTENANCE

1. The permittee, his or her heirs, successors-in-interest, assigns, and occupants of the property serviced by the access shall be responsible for meeting the terms and conditions of the permit, the repair and maintenance of the access beyond the edge of the roadway including any cattle guard and gate, and the removal or clearance of snow or ice upon the access even though deposited on the access in the course of Department snow removal operations. Within unincorporated areas the Department will keep access culverts clean as part of maintenance of the highway drainage system. However, the permittee is responsible for the repair and replacement of any access-related culverts within the right-of-way. Within incorporated areas, drainage responsibilities for municipalities are determined by statute and local ordinance. The Department will maintain the roadway including auxiliary lanes and shoulders, except in those cases where the access installation has failed due to improper access construction and/or failure to follow permit requirements and specifications in which case the permittee shall be responsible for such repair. Any significant repairs such as culvert replacement, resurfacing, or changes in design or specifications, requires authorization from the Department.

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Permit Number 512046
State Highway 050, Milepost 222.999 Right
Salida Natural Resource Center/Pinto Barn Campus Access

LEVEL 3 - ACCESS PERMIT TERMS & CONDITIONS
FULL-MOVEMENT ACCESS WITH AUXILIARY LANES

A. PERMIT REQUIREMENTS SPECIFIC TO THIS ACCESS:

1. Permit Number 512046 is issued by the Colorado Department of Transportation (CDOT) in accordance with the 1998 Access Code and is based upon the information submitted by the Permittee. Any changes in the herein permitted type and use and/or volume of traffic using the access, drainage, or other operational aspects shall render this permit void, requiring that a new application be submitted for review based upon currently existing and anticipated future conditions. This permit replaces and voids all previous access permits for this location.
2. Permit Number 512046 is issued for the construction and use of:
 - a. A Paved Full-Movement access on State Highway 050 for Salida Natural Resource Center/Pinto Barn Campus at approximate mile marker 222.999 Right.
 - b. A left ingress deceleration lane from State Highway 050 into the access.
 - c. A right ingress deceleration lane from State Highway 050 into the access.
 - d. A right egress acceleration lane from the access onto State Highway 050.
3. The access shall be Paved a distance of 50 feet from the edge of traveled way and may be paved or gravel surfaced any remaining distance within State Highway ROW. The access shall have a width of 36 feet and radius of 50 feet.
4. The access shall be perpendicular to the travel lanes of the State Highway for a minimum distance of 40 feet from the edge of pavement or to the ROW, whichever is furthest. It shall slope down and away from the adjacent pavement edge at a rate of two percent (2%) for a minimum of 20 feet, then not to exceed eight percent (8%) grade up or down to the ROW line.
5. Temporary Traffic Control, with prior written approval by CDOT, is required at all times during construction of the access in accordance with the Traffic Control Plan (TCP) and corresponding Methods of Handling Traffic (MHT). The MHT's shall be developed and implemented by a Traffic Control Supervisor (TCS) certified by the American Traffic Safety Services Association (ATSSA) or the Colorado Contractors Association (CCA).
6. The category for this section of Highway 050 is NR-A. The access shall be in conformance with the State of Colorado State Highway Access Code, Volume Two, Code of Colorado Regulations 601-1, August 31, 1998 as amended.
7. The access shall serve tracts of land described as Tract 2, Vandaveer Subdivision according to the plat thereof recorded on June 3, 2004 as Reception No. 343953; Parcels B, C, D, E, and F, Vandaveer Ranch, as more particularly described in Special Warranty Deed recorded on February 23, 2012 as Reception No. 398604; all as

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Permit Number 512046

State Highway 050, Milepost 222.999 Right

Salida Natural Resource Center/Pinto Barn Campus Access

recorded in the Chaffee County, Colorado Clerk and Recorder's Office.

8. Incorporated as part of this permit are the following:
 - a. State Highway Access Permit pages 1-3 and Page 101a
 - b. Access Permit Terms and Conditions Pages **1 through 10**
 - c. **EXHIBIT "A,"** (Traffic Impact Study dated **May 21, 2012**)
 - d. **EXHIBIT "B," Reserved** (Plans)
 - e. CDOT Late Fall, Winter and Spring Special Provisions for Access Construction and Utility Installations
 - f. CDOT Environmental Clearances Information Summary
 - g. Water Quality Program Summary
 - h. State Highway Access Permit Application (CDOT Form No. 137) received **November 9, 2012**
9. This Permit describes the access and improvements that will serve the following land uses:
 - a. **Salida Natural Resource Center (ITE Code 733), 35,500 Square Feet**
 - b. **Pinto Barn Campus (ITE Code 540), 154,900 Square Feet**
 - c. **Pinto Barn Campus Apartments (ITE Code 220), Eight (8) units**
 - d. **Pinto Barn Campus Dormitories (ITE Code 220), Forty (40) units**
10. This permit is only for the purpose stated herein. Any changes in the type, use and/or volume of traffic using the access will require a new permit.
11. The maximum traffic generation to **State Highway 050** for the development listed in **9** above is as follows:
 - a. Natural Resource Center/Pinto Barn Campus – shall generate no more than a maximum of **1,901** daily new external vehicle trips, **192** AM Peak Hour movements, and **197** PM Peak Hour movements as identified in **EXHIBIT "A,"**.
12. If any future development impacts this State Highway connection, CDOT will review the changes and shall determine if a traffic impact study is needed. CDOT will make the determination based on the potential degradation of the access below an acceptable level of service "**C**" for the classification of **State Highway 050** of **National Truck Route** in **Mountainous** terrain. If in the sole judgment of CDOT a new traffic impact study is needed, it shall be completed at no cost to CDOT and the new development shall be required to mitigate any impacts revealed by the traffic impact study.
13. At the access location, **State Highway 050** has a posted speed limit of **55 mph** with approximate **6:1 foreslopes** and an Average Daily Traffic of **5,200** which correlates to a minimum Clear Zone of **20** feet from the edge of traveled way. The Permittee/Contractor shall take the minimum Clear Zone into consideration during the design and construction of the access.
14. Any damaged curb and gutter, sidewalk and abandoned curb cuts along the property adjacent to the State Highway shall be replaced as part of this project.

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Permit Number 512046
State Highway 050, Milepost 222.999 Right
Salida Natural Resource Center/Pinto Barn Campus Access

15. All required access improvements will be installed prior to any use of this access.
16. The Permittee shall record a true and correct copy of this permit at the Chaffee County Court House upon issuance by the Department of Transportation. Written certification of the recordation shall be provided to the Department within thirty (30) days of the permit issue date.

B. REQUIREMENTS PRIOR TO NOTICE-TO-PROCEED (NTP) FOR CONSTRUCTION:

1. A written request for a Notice to Proceed must be submitted to this issuing office along with the following items. Only after the Permittee complies with items a through l of this section will a Notice-to-Proceed (NTP) be issued to allow the commencement of construction.
 - a. The Permittee shall provide written approval from the Local Authority for the proposed land use that will be served by the access. Granting of an access permit in no way implies CDOT concurrence or non-concurrence with the Permittee's proposed land use.
 - b. Once the Land Use has been approved by the Local Authority, the Permittee will furnish the Colorado Department of Transportation (CDOT) a minimum of three (3) sets of design plans stamped by a Colorado registered professional engineer for review.
 - c. Once accepted, CDOT will sign the plans as approved. Once approved, the design plans will become final and labeled EXHIBIT "B," (Plans) and incorporated as part of this permit. The access approach and all related highway improvements will be constructed in accordance with the approved final design plans. The remainder of the terms and conditions of this permit shall refer to the final design plans as EXHIBIT "B," reserved. If the Permittee wishes a waiver from the design standards the request shall be in conformance with section 4.12 of the State Highway Access Code utilizing CDOT Form No. 112. CDOT may or may not approve the waiver. CDOT will only issue a NTP for approved designs.
 - d. The Permittee shall provide documentation showing that current (less than 1 year old) CDOT approved mix designs will be used for Hot Mix Asphalt (HMA) and Concrete as well as documentation listing the sources of materials for use on the project. The documentation shall be submitted to the CDOT Region 5 Permit Program Manager for verification a minimum of five (5) working days prior to the requested NTP date. A NTP shall NOT be issued PRIOR to obtaining approval for all materials from the Region Materials Engineer (RME).
 - e. The Permittee shall provide a Traffic Control Plan (TCP) which will be submitted as part of the aforementioned design plans. The TCP shall include the typical applications (which may be a reference to one or more of the cases illustrated in the MUTCD or in the CDOT S Standard Plans) showing the different phases of construction, the locations of signs, signals, and pavement marking. A tabulation of necessary

Permit Number 512046
State Highway 050, Milepost 222.999 Right
Salida Natural Resource Center/Pinto Barn Campus Access

pavement markings, signing quantities, schedule of construction traffic control devices and project specifications are also required. In addition to the TCP, the actual Methods of Handling Traffic (MHT) shall be submitted by the Traffic Control Supervisor (TCS) at the pre-construction conference. Any additional MHT's required during the course of construction shall be submitted to the Region 5 Permit Program Manager for review and acceptance a minimum of three (3) working days prior to the desired implementation date. Traffic Control of any nature will not be allowed unless authorized in writing by CDOT.

- f. A Performance Bond to CDOT shall be required to be in place to insure completion of the required highway improvements in conformance with all CDOT standards and specifications. The bond must be in the amount of at least 110% of the cost of the construction. A Cost Estimate certified by the Engineer and a draft of the bond must be provided to CDOT for review and approval by CDOT before acceptance of the final bond and before construction is allowed to commence. Upon completion and acceptance of the highway improvements, CDOT will release the performance bond after an approved Warranty Bond in the amount of 20% of the cost of the construction is received. The warranty bond shall be held for two (2) years after the construction acceptance date.
- g. The Permittee/Contractor is required to obtain Insurance in conformance with Standard Special Provision Revision of Section 107 Responsibility for Damage Claims, Insurance Types and Coverage Limits. Copies of insurance coverage will be submitted to the Region 5 Permit Program Manager prior to the issuing of the NTP. A copy of the insurance policy is required to be available at the construction site at all times for inspection.
- h. The Department will require the Permittee to retain a Professional Engineer (PE) to be in Responsible Charge of Construction Observation. A written confirmation from the Permittee is required to show that the requirement in this term is met.
- i. A Construction Schedule detailing the execution of the project shall be submitted to the Region 5 Permit Program Manager.
- j. A pre-construction conference is required prior to the issuance of the NTP. It is the responsibility of the Permittee to schedule and coordinate this meeting. At least five (5) working days prior to the pre-construction conference the Permittee will submit the following packet of information to CDOT for review:
 - a. Material Submittals
 - b. Asphalt and Concrete Mix Designs
 - c. Methods of Handling Traffic
 - d. Performance Bond
 - e. Liability Insurance
 - f. Witten confirmation of PE for Construction
- k. The Permittee/Contractor must contact the Region 5 Permit Program Manager at 3803

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State Highway 050, Milepost 222.999 Right
Salida Natural Resource Center/Pinto Barn Campus Access

North Main Avenue, Durango, CO or telephone (970) 385-8360 to schedule a pre-construction conference. Proof of this pre-inspection meeting must be provided along with the written request for Notice to Proceed.

C. GENERAL DESIGN REQUIREMENTS:

1. Design of improvements within the highway ROW shall be in compliance with the most current editions of the following manuals and documents except as indicated:
 - a. CDOT Design Guide
 - b. CDOT Drainage Design Manual
 - c. CDOT Standard Plans M&S Standards
 - d. AASHTO Roadside Design Guide
 - e. AASHTO Policy on Geometric Design of Highways and Streets
 - f. CDOT Standard Specifications for Road and Bridge Construction
 - g. CDOT Standard Special Provisions
 - h. Manual on Uniform Traffic Control Devices (MUTCD)
 - i. 1998 State Highway Access Code, Volume 2, Code of Regulations 601-1, as amended
 - j. ITE Traffic Engineering Handbook
 - k. ITE Trip Generation Manual, 6th Edition
2. The design standards listed under item 1 of this section will override the final design plans, EXHIBIT "B," reserved should an oversight, omission or conflict occur.
3. CDOT assumes no liability or responsibility whatsoever for the accuracy, completeness or correctness of the Permittee's final design plans, EXHIBIT "B," reserved. Any design errors are the sole responsibility of the Permittee and their Engineer.
4. Permittee is required to comply with the Americans with Disabilities Act Accessibility Guidelines (ADAAG) that have been adopted by the U.S. Architectural and Transportation Barriers Compliance Board (Access Board), and incorporated by the U.S. Attorney General as a federal standard. These guidelines are defining traversable slope requirements and prescribing the use of a defined pattern of truncated domes as detectable warnings at street crossings. The current Standard Plans reflect these requirements.
5. It is the responsibility of the Permittee/Applicant to determine which environmental clearances and/or regulations apply to the project, and to obtain any clearances that are required directly from the appropriate agency. Please refer to "CDOT Environmental Clearance Information Summary" for details. FAILURE TO COMPLY WITH REGULATORY REQUIREMENTS MAY RESULT IN SUSPENSION OR REVOCATION OF THE CDOT ACCESS PERMIT, OR ENFORCEMENT ACTIONS BY OTHER AGENCIES.
6. ALL discharges are subject to the provisions of the Colorado Water Quality Control Act and the Colorado Discharge Permit Regulations. Prohibited discharges include substances such as: wash water, paint, automotive fluids, solvents, oils or soaps.

Permit Number 512046
State Highway 050, Milepost 222.999 Right
Salida Natural Resource Center/Pinto Barn Campus Access

- 7. Unless otherwise identified by CDOT or the Colorado Department of Public Health and Environment (CDPHE) Water Quality Control Division (WQCD) as significant sources of pollutants to the waters of the State, the following discharges to storm water systems are allowed without a Colorado Discharge Permit System permit: landscape irrigation, diverted stream flows, uncontaminated ground water infiltration to separate storm sewers, discharges from potable water sources, foundation drains, air conditioning condensation, irrigation water, springs, footing drains, water line flushing, flows from riparian habitats and wetlands, and flow from fire fighting activities. **However, construction activities may require a Construction Stormwater Permit(s) or separate permits from CDPHE or the appropriate agency before commencement of work. For additional information and forms, go to the CDPHE website at: <http://www.cdphe.state.co.us/wq/PermitsUnits/wqcdpmt.html> or contact the CDOT Water Quality Program Manager at 303-757-9343.**
- 8. **Any removal of existing fence, in excess of opening required for the access, or installation of a fence that is erected adjacent to the highway ROW requires a separate CDOT Fencing Agreement.** All fencing described by the CDOT Fencing Agreement shall be shown in the design plans.
- 9. **Any landscaping** within CDOT ROW requires a separate **CDOT Landscaping Permit**. All landscaping described by the CDOT Landscaping Permit shall be shown in the design plans.
- 10. **Any Utility work** within CDOT ROW requires a separate **CDOT Utility Permit**. All utilities and utility work described by the CDOT Utility Permit shall be shown in the design plans.

D. DRAINAGE DESIGN REQUIREMENTS:

- 1. No site drainage from the constructed access shall enter onto the traveled way of the highway.
- 2. Drainage to the State Highway Right-of-Way shall not exceed the historical undeveloped rate of flow. Detention ponds may be required to control drainage flow from developed properties at or below historical flow rates.
- 3. Any drainage study shall consider and the design reflect the 25 year flood for rural two lane highways, 50 year flood for four lane highways, and 100 year flood in all urban areas.
- 4. Required Cross Culverts under the State Highway, Side Drain Culverts under the Access, Curb, Gutter, Inlets, Manholes, Sidewalk and Driveways shall conform to CDOT Standards and facilitate proper drainage along the State Highway. Culvert ends not contained within manholes or inlets shall be fitted with standard end sections. The Drainage design shall be included in **EXHIBIT "B,"** reserved.

E. PAVEMENT DESIGN REQUIREMENTS:

- 1. Pavement design materials shall conform with:

Date Recorded: 5/8/2013 11:21:00 AM

Permit Number 512046
State Highway 050, Milepost 222.999 Right
Salida Natural Resource Center/Pinto Barn Campus Access

- a. Section 304 - Aggregate Base Course (ABC) - Class 1 or 2 and Class 6, with resistance values of at least 70 and 76 respectively when tested by the Hveem Stabilometer method.
 - b. Section 403 - Hot Mix Asphalt Grading S or SX.
 - c. Section 412 & 601 - Concrete Pavement Class P = 4,200 psi
2. The permittee/applicant is responsible for submitting a pavement design for improvements within current or proposed CDOT ROW. At its discretion, CDOT may provide the pavement design required for the improvements.

F. FINAL STABILIZATION REQUIREMENTS:

- 1. Topsoil, seeding, fertilizer and mulching shall be required within the ROW limits on all disturbed areas not surfaced immediately upon completion of the access.
- 2. A minimum of 4 inches of topsoil shall be placed on all slopes which are to be seeded and mulched.
- 3. The following types of seed and application rates shall be used unless a separate Landscaping Permit states otherwise:

Seed Requirements:

<u>COMMON NAME</u>	<u>BOTANICAL NAME</u>	<u>LBS.</u>
<u>PLS/ACRE</u>		
Western Wheatgrass (V. Arriba)	Pascopyrum Smithii	16
Slender Wheatgrass (V. San Luis)	Elymus Trachycaulus	6
Indian Ricegrass (V. Paloma)	Oryzopsis Hymenoides	6
Hard Fescue (V. Durar)	Festuca Ovina Duriuscula	6
Alsike Clover	Trifolium Hybridum	4
Sand Dropseed	Sporobolus Cryptandrus	<u>0.50</u>
Total lbs/acre		38.50

Seed shall be mechanically drilled to a depth of 0.25 or 0.5 inches into the soil on slopes flatter than 3:1. Seed shall be broadcast on slopes 3:1 or steeper and raked into soil.

4. **Fertilizer Requirements:**

<u>Nutrient Type</u>	<u>% AVAILABLE</u>	<u>LBS/ACRE</u>
Nitrogen:	18	45
Phosphorus:	46	115

Fertilizer shall be incorporated to a depth of 2" to 4" into the topsoil.

- 5. **Mulching Requirements and Application:** 2 tons/acre straw mechanically crimped into soil on slopes flatter than 3:1. Place a soil retention blanket consisting of woven wood or straw coconut material on slopes 3:1 or steeper.

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G. GENERAL CONSTRUCTION REQUIREMENTS:

1. **A COPY OF THIS PERMIT AND THE VALIDATED NOTICE TO PROCEED MUST BE ON THE JOB WITH THE CONTRACTOR AT ALL TIMES OR ANY WORK ONSITE AND OFFSITE WILL BE ORDERED TO BE IMMEDIATELY SUSPENDED UNTIL THIS TERM IS COMPLIED WITH.**
2. The PE in responsible charge of construction observation shall evaluate insure compliance with plans and specifications with regard to the roadway improvements and Traffic Control within the State Highway ROW. The PE's responsibilities shall be as defined in Section 5 of the BYLAWS AND RULES OF THE STATE BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS and the relevant sections of the latest CDOT Standard Specifications for Road and Bridge Construction. The PE shall be experienced and competent in road and bridge construction management, inspection and materials testing.
3. Construction Activities within the highway ROW shall be in compliance with the most current editions of the following manuals:
 - a. CDOT Standard Specifications for Road and Bridge Construction
 - b. CDOT Standard Special Provisions
 - c. CDOT Standard Plans M&S Standards
 - d. CDOT Construction Manual
 - e. CDOT Field Materials Manual
 - f. CDOT Laboratory Manual of Test Procedures
 - g. Manual on Uniform Traffic Control Devices (MUTCD) Part IV and the Colorado Supplement
 - h. EXHIBIT "B," reserved
4. The Permittee/Contractor is responsible for obtaining any necessary additional **Federal, State and/or City/County permits or clearances** required for construction of the access. Approval of this access permit does not constitute verification of this action by the Permittee.
5. The Permittee will be responsible for **verification of existing utility locations**. The Permittee must notify owners or operators of **underground utility facilities** at least two (2) business days prior to beginning excavation in the vicinity of such facilities, as required under Section 9-1.5-103, Colorado Revised Statutes. Call Utility Notification Center of Colorado (UNCC), 1-800-922-1987 for marking of member utilities. Call non-member utilities directly.
6. The Permittee/Contractor shall coordinate access construction with any utility installations.
7. Any damage to utilities during construction shall be the Permittee's responsibility to repair or replace the utility at no cost to the Department.
8. The Permittee/Contractor shall not make any changes to the access design without prior approval from the Region 5 Permit Program Manager or other authorized Region 5 CDOT

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Permit Number 512046
State Highway 050, Milepost 222.999 Right
Salida Natural Resource Center/Pinto Barn Campus Access

representative. If necessary, minor changes, corrections, and/or additions to this permit will be ordered by CDOT to meet unanticipated site conditions.

- 9. Any damage to any existing highway facilities shall be repaired by the Permittee prior to continuing other work.

H. SAFETY, WORKING TIMES AND TRAFFIC CONTROL:

- 1. CDOT reserves the right to suspend any construction activities, to include Traffic Control, that interfere with the safe operation of the State Highway. Any such suspensions shall require a written plan of action detailing how the Permittee/Contractor will prevent further safety infractions prior to recommencing construction activities.
- 2. All equipment, materials or any other non-crashworthy item shall be stored outside the clear zone during non-working times.
- 3. Existing highway signs requiring removal within the limits of the construction activities shall be removed and delivered to the CDOT Maintenance Shop for storage and future replacement by the Permittee unless otherwise agreed to by CDOT and Permittee. Installation shall be as directed by CDOT.
- 4. The Permittee/Contractor will be responsible for keeping the State Highway travel lanes and shoulders clear of any mud or debris tracked onto it throughout construction of the access on a daily basis or as otherwise directed by CDOT.
- 5. The existing paved shoulder edge shall not be saw cut back until the future pavement is ready to be installed. The shoulder shall be saw cut a minimum of one (1) foot from the existing pavement edge to assure a straight edge for placement of adjacent asphalt material.
- 6. Any pavement drop-offs that will be left overnight shall be delineated with appropriate channelizing devices and any reasonably obtained lateral buffer space.
- 7. Any required pavement marking(s) and signing shall be installed by the Permittee/Contractor prior to opening any roadway to traffic.
- 8. The Permittee/Contractor shall comply with Revision of Section 107.06' of the CDOT Specifications regarding Safety, Health, and Sanitation Provisions.
- 9. No work within the highway ROW will be allowed on Saturdays, Sundays, legal holidays, or during periods of adverse weather conditions.
- 10. All construction activities within the state highway ROW will not be allowed to begin before sunrise and shall be required to cease prior to sunset. Traffic Control operations may begin one half hour before sunrise and continue until one half hour after sunset.

479406

Joyce M. Reno Chaffee County Clerk

Reception #: 407232

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4/7/2022 12:54 PM

Lori A Mitchell
Chaffee County Clerk

Pages Recorded: 10 of 10
Document Type: PCR

Recording Fee: \$53.00

61 of 61 ORD R\$313.00 D\$0.00

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Permit Number 512046

State Highway 050, Milepost 222.999 Right

Salida Natural Resource Center/Pinto Barn Campus Access

11. No disruption of traffic flow will be allowed during the morning (7:00 AM to 8:30 AM) and evening (4:30 PM to 6:00 PM) peak hour traffic flows, unless otherwise authorized in writing by CDOT.

I. FINAL PROJECT ACCEPTANCE:

1. **Engineering Certification Letter:** Prior final acceptance by CDOT, the PE shall certify to CDOT in writing that all inspections, materials, materials testing, and construction methods conform to the plans, specifications and purpose of the design. The letter shall be submitted to the Region 5 Permit Program Manager, Colorado Department of Transportation, 3803 Main Avenue, Suite 100, Durango, Colorado 81301. The certification letter shall:
 - a. Have the stamp and signature of the PE in responsible charge of construction observation signifying that the engineering services addressed therein have been performed by the PE, or directly under the PE's supervision.
 - b. Be based upon the PE's knowledge, information and belief regarding the project.
 - c. Be in accordance with applicable standards of practice.
2. Upon completion of the work, the Engineer shall submit 3-sets of "As Constructed" plans showing in detail all ROW easements, construction improvements and any modifications or revisions. The "As Constructed" Plans shall also show all wiring, cabling, locations and depths of conduit, in conformance with Section 614.10(a) of the Standard Specifications. All changes, modifications or revisions shall be signed and sealed by the engineer.
3. **Final Project Acceptance** will be by the Regional Transportation Director (RTD) or their authorized designee.
4. **Reconstruction or improvements** to the access will be required when the Permittee fails to meet the required design and/or materials specifications. If any construction element fails within two years of CDOT's final acceptance due to improper construction or materials, the Permittee is responsible for all such repairs.

PERMITTEE: Keith Baker
Keith Baker for Salida Natural Resource Center

DATE 4/17/13

APPLICANT: H. Rickey Wells
H. Rickey Wells for REGen, LLC

DATE 4/19/13

RECEIVED

APR 24 2013

COLORADO DEPT. OF TRANSPORTATION
REGION 5
TRAFFIC & SAFETY



SOUTH ARK NEIGHBORHOOD PLAN

Planned Development Amendment Narrative

APPENDIX D

Snyder/Salida Boundary Line Adjustment Plat

studio seed

WWW.STUDIOSEED.ORG

In partnership with:

CRESCENDO
PLANNING + DESIGN

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

ARLAND
Land Use Economics

**FELSBURG
HOLT &
ULLEVIG**
connecting & enhancing communities

PEL · ONA
ARCHITECTS & URBANISTS

**CITY OF SALIDA, COLORADO
ORDINANCE NO. 19
(Series of 2021)**

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SALIDA, COLORADO, APPROVING THE TRANSFER AND CONVEYANCE OF REAL PROPERTY FROM THE CITY OF SALIDA, APPROVING THE TRANSFER AND CONVEYANCE OF REAL PROPERTY TO THE CITY OF SALIDA, AND AUTHORIZING THE EXECUTION OF CERTAIN AGREEMENTS FOR SAID CONVEYANCES

WHEREAS, the City of Salida, Colorado (“City”) is a statutory city, duly organized and existing under the laws of the State of Colorado; and

WHEREAS, pursuant to Colorado Revised Statutes § 31-15-713, the City, acting by and through its City Council (“Council”), possesses the authority to sell and dispose of real estate owned by the City by ordinance, where the real property was not used or held for park purposes or any governmental purpose; and

WHEREAS, the City owns approximately .90 acres of certain real property (the “City Property”), more particularly described in **Exhibit A**, attached hereto and incorporated herein by this reference; and

WHEREAS, Snyder Revocable Trust (represented by Barry and Jodie Snyder) owns approximately .90 acres of certain real property (the “Snyder Property”), more particularly described in **Exhibit B**, attached hereto and incorporated herein by this reference; and

WHEREAS, the City has determined that it would further the goals and objectives of the City, its residents, customers and taxpayers to take ownership of the Snyder Property in exchange for the City Property in order to facilitate potential future trail connections and certain development within the City-owned portion of the Vandaveer Planned Development; and

WHEREAS, in furtherance of these goals, the City and the Snyders are also entering into agreements to restrict development on the City Property in perpetuity, to provide boundary fencing, and to remove the requirement of a trail easement across the remainder of the Snyder Property; and

WHEREAS, the City Council finds and determines that the City Property has not been a public park, and is not, or has not been, used or held for any governmental purpose; and

WHEREAS, the City Council therefore desires to approve the transfer and conveyance of the City Property conditioned upon execution of certain agreements related to the restriction of development of the City Property; and

WHEREAS, the City Council likewise authorizes the acceptance of the Snyder Property in exchange for the conveyance of the City Property and authorizes the execution of all necessary documents associated with the exchange, transfer and conveyance of the Properties.

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

Section 1. The City Council incorporates the foregoing recitals as conclusions, facts, determinations and findings by the City Council.

Section 2. Conveyance of Real Property. Pursuant to Colorado Revised Statutes §31-15-713, the City Council hereby approves the conveyance and transfer of the real property described on **Exhibit A**, from the City to the Snyder Revocable Trust, and authorizes and directs the Mayor to execute a quit claim deed and such other instruments as necessary to effect such conveyance, in forms approved by the City Attorney.

Section 3. Acceptance of Real Property. The City Council hereby authorizes the City's acceptance of the real property described on **Exhibit B**, in exchange for the conveyance of the real property described on **Exhibit A**, and authorizes the Mayor to executed any instruments as necessary to effect such conveyance, in form(s) approved by the City Attorney.

Section 4. Additional Agreements Approved. In connection with the transfer and conveyance of the City Property approved by Section 2 above, the City Council hereby authorizes and directs the Mayor to execute additional agreements which prohibit development on the real property described on **Exhibit A**, outside of natural or ecological restoration purposes; which establish requirements for the construction of a new boundary fence; and which remove the requirement of a trail easement across the remainder of the Snyder Property, and any associated documents, in form(s) approved by the City Attorney.

Section 5. Conditions of Approval of Conveyance of Property. The transfer and conveyance of the City Property and execution of documents approved by Section 2 above is expressly contingent upon the satisfaction of the following condition precedent: the execution of agreements referenced and approved by Section 4, and any associated documents, in form(s) approved by the City Attorney.

Section 6. 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 the ordinance.

INTRODUCED ON FIRST READING, on December 7, 2021 ADOPTED and ORDERED PUBLISHED IN FULL in a newspaper of general circulation by the City Council on this 10 day of December 2021 and set for second reading and public hearing on the 21st day of December, 2021.

INTRODUCED ON SECOND READING FINALLY ADOPTED and ORDERED PUBLISHED IN FULL BY TITLE ONLY by the City Council on this 21st day of December, 2021.



City of Salida

Mayor Dan Shore

ATTEST:

City Clerk/Deputy City Clerk

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3 of 7

1/27/2022 12:26 PM
ORD R\$43.00 D\$0.00

Lori A Mitchell
Chaffee County Clerk

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5 of 7 ORD R\$43.00 D\$0.00

Lori A Mitchell
Chaffee County Clerk

EXHIBIT B

Legal description of the "Snyder Property" being conveyed from the Snyder Revocable Trust to the City

ALL THAT PARCEL OF LAND LOCATED IN THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 5, TOWNSHIP 49 NORTH, RANGE 9 EAST OF THE NEW MEXICO PRINCIPAL MERIDIAN, IN THE CITY OF SALIDA, CHAFFEE COUNTY, COLORADO, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE SOUTH LINE OF SAID SECTION 5, MARKED BY A #5 REBAR, FROM WHENCE THE SOUTHEAST CORNER OF SAID SECTION 5, MARKED BY A B.L.M. BRASS CAP, BEARS SOUTH 89°03'23" EAST, A DISTANCE OF 406.55 FEET;

THENCE NORTH 00°11'23" EAST, A DISTANCE OF 244.27 FEET;

THENCE SOUTH 38°49'33" EAST, A DISTANCE OF 184.20 FEET;

THENCE NORTH 63°34'25" EAST, A DISTANCE OF 155.66 FEET;

THENCE SOUTH 00°08'43" WEST, A DISTANCE OF 174.24 FEET TO SAID SOUTH LINE OF SECTION 5;

THENCE NORTH 89°03'23" WEST ALONG SAID SOUTH LINE, A DISTANCE OF 255.28 FEET TO THE POINT OF BEGINNING.

CONTAINING 0.90 ACRES, MORE OR LESS.

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Lori A Mitchell
Chaffee County Clerk

EXHIBIT A

Legal description of the "City Property" being conveyed from the City
to the Snyder Revocable Trust

ALL THAT PARCEL OF LAND LOCATED IN THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 5, TOWNSHIP 49 NORTH, RANGE 9 EAST OF THE NEW MEXICO PRINCIPAL MERIDIAN, IN THE CITY OF SALIDA, CHAFFEE COUNTY, COLORADO, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF LOT NO. 13, RIVER BEND ADDITION TO THE CITY OF SALIDA, ACCORDING TO THE REPLAT FILED AT RECEPTION NO. 267623 IN THE OFFICE OF THE CHAFFEE COUNTY CLERK & RECORDER, FROM WHENCE THE SOUTHEAST CORNER OF SAID SECTION 5, MARKED BY A B.L.M. BRASS CAP, BEARS SOUTH 24°03'20" EAST, A DISTANCE OF 989.94 FEET;

THENCE SOUTH 00°11'23" WEST ALONG THE EAST LINE OF SAID LOT NO.13, A DISTANCE OF 508.75 FEET TO THE CENTER OF THE SOUTH ARKANSAS RIVER;

THENCE WESTERLY ALONG SAID CENTERLINE, A DISTANCE OF 79 FEET, MORE OR LESS;

THENCE NORTH 00°11'23" EAST, A DISTANCE OF 510.52 FEET TO THE NORTH BOUNDARY OF SAID LOT NO. 13;

THENCE SOUTH 88°56'30" EAST, A DISTANCE OF 76.21 FEET TO THE POINT OF BEGINNING;

CONTAINING 0.90 ACRES, MORE OR LESS.

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6 of 7

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Lori A Mitchell
Chaffee County Clerk

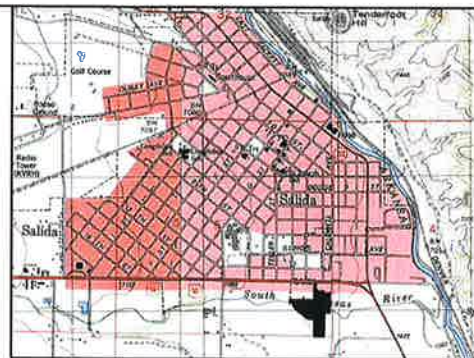


SCALE
1" = 50'

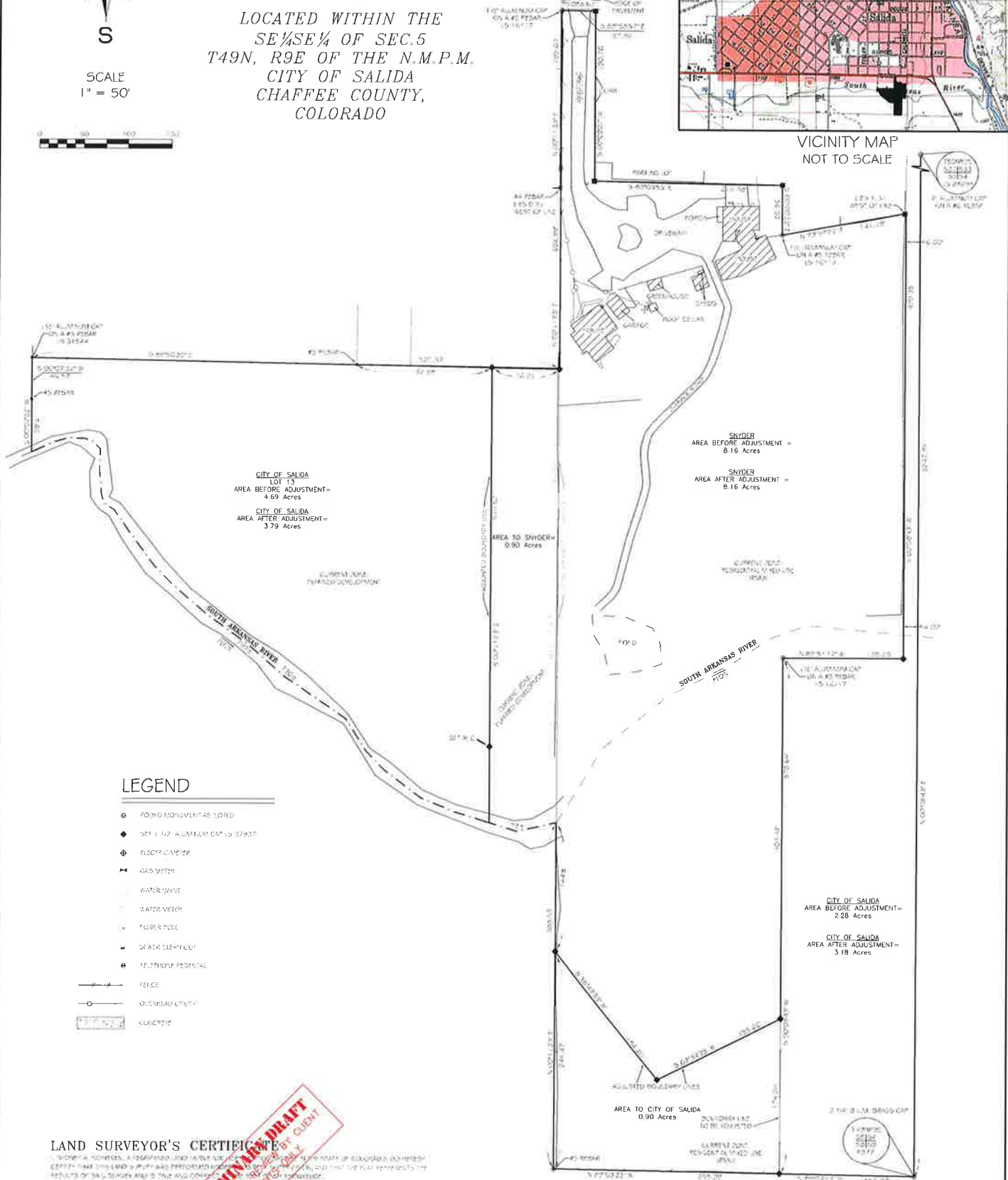


SNYDER/SALIDA BOUNDARY LINE ADJUSTMENT

LOCATED WITHIN THE
SE 1/4 SE 1/4 OF SEC. 5
T49N, R9E OF THE N.M.P.M.
CITY OF SALIDA
CHAFFEE COUNTY,
COLORADO



VICINITY MAP
NOT TO SCALE



LEGEND

- FOUND MONUMENTS NOTED
- ◆ SET 1 1/2 ALUMINUM CAP IS 37537
- ◆ ELECTRIC VEER
- ◆ GAS WATER
- WATER WAY
- WATER VEER
- FENCE POLE
- SEWER SLEEVES
- METHORN PESTICIDE
- FENCE
- OVERHEAD UTILITY
- CONCRETE

LAND SURVEYOR'S CERTIFICATE

I, the undersigned, a registered land surveyor in the State of Colorado, do hereby certify that this land survey was prepared in accordance with the laws of Colorado, and that the plan represents the results of a true survey made by me and conducted in accordance with the laws of Colorado.

PRELIMINARY DRAFT
INTENDED FOR REVIEW BY CLIENT
AND AGENCIES ONLY



**SNYDER/SALIDA BOUNDARY
LINE ADJUSTMENT**
LOCATED WITHIN THE
SE 1/4 SE 1/4 OF SEC. 5
T49N, R9E OF THE N.M.P.M.
CITY OF SALIDA
CHAFFEE COUNTY,
COLORADO

