PLANNING COMMISSION STAFF REPORT

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

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

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

LOCATION:

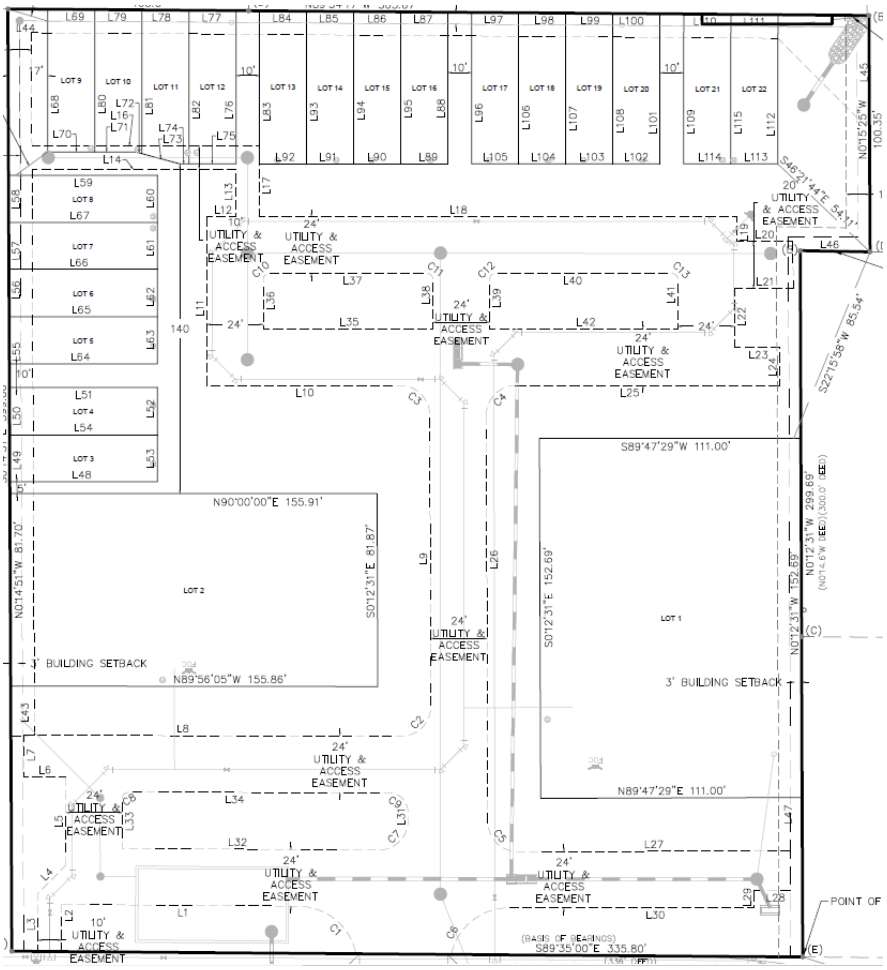


Figure 1: Proposed Subdivision Plat

Figure 2: Proposed Site Plan

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

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

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

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

The proposed major subdivision must comply with the following standards:

1. Comprehensive Plan.

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

2. Zone District Standards.

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

3. Improvements.

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

- *Developer shall remit all fees-in-lieu, as determined by the Public Works Director, for work done along Highway 50, prior to issuance of any certificate of occupancy for the project, as stated in the original PD approval.*

- *Developer shall construct a stormwater-detaining bio-swale and/or landscaping strip for the approximately 1-10 feet of ROW between the back of the existing sidewalk and the subject property, to be reviewed and approved by staff, prior to issuance of any certificate of occupancy for the project. Such landscape strip shall include a minimum of six (6) trees and various shrubbery to be planted and effectively maintained by the developer and HOA. All required trees shall be replaced upon mortality, unless specifically authorized by staff.*

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

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

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

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

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

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

- *All required access permits from CDOT must be received and reviewed by staff prior to issuance of building permits.*

- *The Developer shall enter into a Subdivision/Development Improvements Agreement to address the improvements required for the project as well as those requirements contained in other conditions of approval, prior to issuance of a building permit.*

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

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

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

4. Natural Features.

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

5. Floodplains.

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

6. Noise Reduction.

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

7. Future Streets.

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

8. Parks, Trails and Open Space.

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

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

9. Common Recreation Facilities.

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

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

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

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

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

10. Lots and Blocks.

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

11. Architecture.

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

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

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

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

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

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

12. Codes.

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

13. Inclusionary Housing.

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

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

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

- *A minimum of two of the townhome units shall be permanently deed-restricted to be sold at prices no greater than what is affordable to households earning 160% of area median income (AMI).*
- *A minimum of 22 of the condominium units shall be permanently deed-restricted to be sold at prices no greater than what is affordable to households earning 100% AMI (8 units); 120% AMI (8 units); and 140% AMI (6 units). Owner of the mixed use building shall disperse the deed-restricted units evenly between buildings and such units shall be dispersed evenly between floors.*

- *If the deed-restricted units are to be rentals, then the provisions of the current Inclusionary Housing policies will control for all units (rents for each of the units would be no more than what is affordable to households earning up to 80% AMI or up to 100% AMI, with at least fifty percent of the units at up to 80% AMI.*

- *HOA fees for deed-restricted units shall not be greater than ordinary fees for utilities, trash services, and the like, and owners of such units shall not be responsible for any special assessments. HOA document language regarding such fees shall be approved by City Attorney.*

- *Consistent with the original PD approval, the deed restrictions shall address income and employment qualifications, proposed lottery or other equitable systems for the initial sale of the units, and be approved by the City Council. The enforcement of the deed restrictions will be by the Chaffee Housing Authority, unless it does not exist (or does not have the capacity) at the time of the first sale of a deed-restricted unit, in which case it shall be the onus of the City of Salida to designate an appropriate entity.*

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

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

RESPONSE FROM REFERRAL DEPARTMENTS AND AGENCIES:

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

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

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

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

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

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

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

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

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

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

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

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

1. *Developer shall remit all fees-in-lieu, as determined by the Public Works Director, for work done along Highway 50, prior to issuance of any certificate of occupancy for the project, as stated in the original PD approval.*

2. *Developer shall construct a stormwater-detaining bio-swale and/or landscaping strip for the approximately 1-10 feet of ROW between the back of the existing sidewalk and the subject property, to be reviewed and approved by staff, prior to issuance of any certificate of occupancy for the project. Such landscape strip shall include a minimum of six (6) trees and*

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

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

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

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

6. *All required access permits from CDOT must be received and reviewed by staff prior to issuance of building permits.*

7. *The Developer shall enter into a Subdivision/Development Improvements Agreement to address the improvements required for the project as well as those requirements contained in other conditions of approval, prior to issuance of a building permit.*

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

9. *Applicable fees-in-lieu for Open Space and for Fair Contributions to Schools shall be required at time of building permit for all units.*

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

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

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

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

14. *A minimum of two of the townhome units shall be permanently deed-restricted to be sold at prices no greater than what is affordable to households earning 160% of area median income (AMI).*

15. *A minimum of 22 of the condominium units shall be permanently deed-restricted to be sold at prices no greater than what is affordable to households earning 100% AMI (8 units); 120% AMI (8 units); and 140% AMI (6 units). Owner of the mixed use building shall disperse the deed-restricted units evenly between buildings and such units shall be dispersed evenly between floors.*

16. *If the deed-restricted units are to be rentals, then the provisions of the current Inclusionary Housing policies will control for all units (rents for each of the units would be no more than what is affordable to households earning up to 80% AMI or up to 100% AMI, with at least fifty percent of the units at up to 80% AMI.*

17. *HOA fees for deed-restricted units shall not be greater than ordinary fees for utilities, trash services, and the like, and owners of such units shall not be responsible for any special assessments. HOA document language regarding such fees shall be approved by City Attorney.*

18. *Consistent with the original PD approval, the deed restrictions shall address income and employment qualifications, proposed lottery or other equitable systems for the initial sale of the units, and be approved by the City Council. The enforcement of the deed restrictions will be by the Chaffee Housing Authority, unless it does not exist (or does not have the capacity) at the time of the first sale of a deed-restricted unit, in which case it shall be the onus of the City of Salida to designate an appropriate entity.*

19. *Both required deed-restricted townhome units shall be constructed and receive CO prior to the 6th townhome unit receiving CO.*

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

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

21. *The development will be subject to dimensional standards and any other requirements of the approved Salida Crossings Planned Development modification.*

22. *No short-term vacation rental licenses shall be permitted within the development.*

23. *The ground floor space of the two commercial buildings shall include a minimum of 4,000 SF and 6,000 SF of commercial space, respectively.*

24. *The Developer is encouraged (though not required) to provide space within one of the mixed-use buildings specifically for a childcare facility.*

25. *Applicant shall provide updated plat and development plan for review and approval by staff prior to recording.*

26. *Should, for any reason, proper two-way drive aisle width not be feasible within the front or rear parking areas, the developer shall make these drive aisles one-way only (in counter-clockwise direction) and provide appropriate signage and aisle markings.*

27. *The Developer shall provide ample bike parking (minimum one space per unit, in an area with good visibility to the development) for each of the mixed-use buildings.*

28. *The applicant shall indicate on the subdivision plat the area(s) to be considered an "outlot(s)" or Limited Common Element (L.C.E.) for the HOA, outside of the lots intended to be platted.*

29. *The subdivision plat may not be recorded until an approved PD modification plan and approved subdivision improvements agreement are recorded.*

30. *No building permit applications may be approved until the subdivision plat is recorded.*

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

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

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

GENERAL DEVELOPMENT APPLICATION

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

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

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

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

A. Applicant Information

Name of Applicant: Salida Crossings (Bernard Weber)

Mailing Address: 2605 Fairhill LN Flower TX 75022

Telephone Number: 970-390-6902 FAX: _____

Email Address: bwconcept30inc@gmail.com

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

B. Site Data

Name of Development: Salida Crossings

Street Address: 1520 HWY 50 Salida CO

Legal Description: Lot__SW ¼ section 4_____ Block Subdivision_Township 49 North Range_____ (attach description)

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

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

Signature of applicant/agent BERNARD WEBER Date 10.27.22

Signature of property owner_____ Date_____

☐ 12. A plan for locations and specifications of street lights, signs and traffic control devices. YES e, f PL

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

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

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

The Plan is consistent with stated goals in the following ways:
Improved standards for structures, landscaping, and
signage will improve the overall attractiveness and livability of Salida.
2. New development will be focused within or adjacent to the city to preserve the rural, scenic character of the surrounding area's open spaces and agricultural lands.
3. Highway 50 will be an attractive commercial corridor that safely and efficiently accommodates pedestrians, bicycles, and automobiles.
4. Community gateways along major roadway corridors
will create a positive and unique identity.

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

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

Highway 50 Corridor Overlay (50 CO).
Building Setbacks. To create a consistent image throughout the corridor, new construction should be developed in a manner that complements the historic pattern of buildings being located close to the highway
Architectural Standards:
1. Materials. With new construction, including an addition, two (2) or more materials must be used for exterior materials excluding roofing 2. Façade treatment. Long, blank walls must be avoided. 3. Fenestration. A minimum of twenty percent (20%) of the front façade of a building which houses a principal use on the parcel shall be glass. 4. Building Height. Additional height may be considered through the Planned Development process if it results in achieving one (1) or more goals of the Comprehensive Plan regarding infill development,

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

Sidewalks shall be provided within the Highway 50 Corridor Overlay (50 CO). Sidewalks fronting Highway 50 shall be detached sidewalks with a width of six (6) feet. The parkway located between the curb or travel lane and the sidewalk shall be four (4) feet wide. Landscaping Standards. The minimum landscape area applicable to any property in the Highway 50 Corridor Overlay (50 CO) shall be that required in the underlying zone district. At a minimum, this landscaping shall be located along the road frontages identified herein and shall also be located within and around the parking areas, as described in Section 16-8-90 below.(i)Highway frontage buffer. There shall be an average of one (1) tree planted per thirty (30) feet of the property's highway frontage adjacent to the highway.

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

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

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

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

Once built, the project will be operated under the direction of an HOA and the impacts on the surrounding properties will be minimized with respect to noise, odors, vibrations, glare or similar conditions. In addition, the project will follow permitted principal or accessory uses as allowed within the C-1 zoning with a PD overlay.
It is expected that during the construction phases of the project, normal construction work hours and days will be established and will follow all City guidelines and rules as outlined in the City of Salida Code of Ordinances.

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

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

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

The drainage system is designed and will be constructed so that only historic runoff at a maximum, not including historic irrigation, shall be released from the site. Drainage flows in excess of this amount will be detained in an on-site underground detention vault per Sec. 16-8-60 (d).
Further, the site is designed such that height of buildings is minimized to the extent reasonable to preserve scenic sight lines including natural and man-made per Sec. 16-2-30
In addition, the Salida Crossings property will enhance positive impact on the nearby wetlands, wildlife habitat and scenic characteristics while mitigating any adverse impacts on the environment through the selection of native or adapted plant material and locally sourced landscape materials.

November 5, 2022

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

RE: **Salida Crossings**

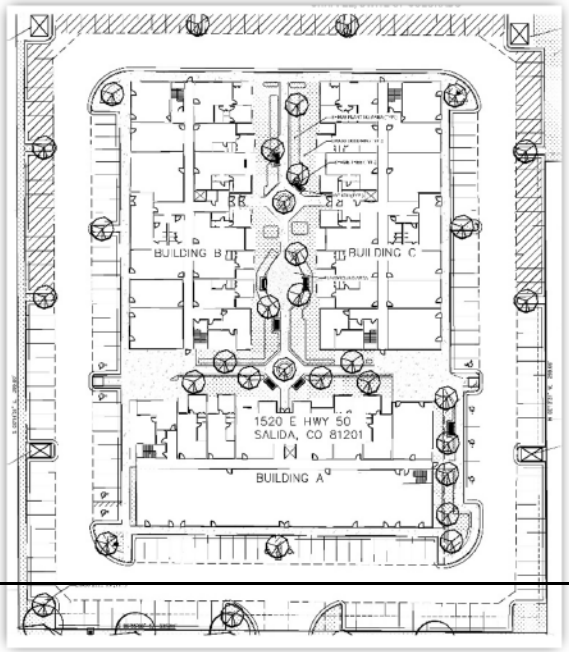
Dear Mr. Almquist,

Background and Zoning Information

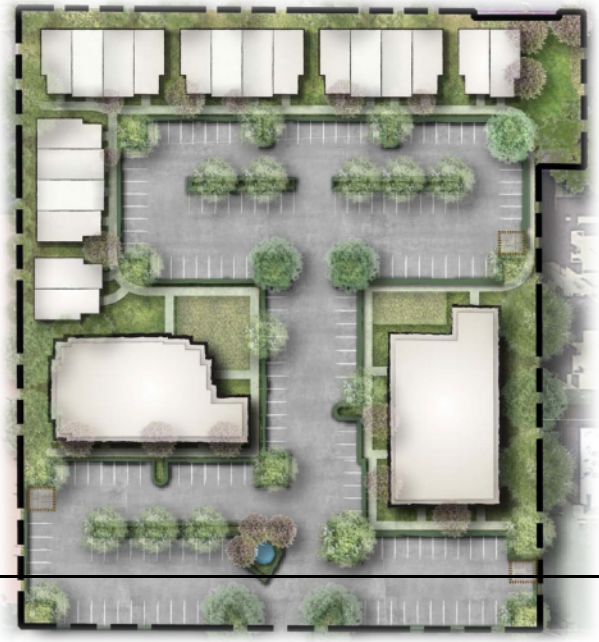
The 3.15 acre property is located in the City of Salida, CO. This property contained an automotive sales center and accompanying garage and infrastructure. The site has since been demolished and currently sits as an unpaved, dirt lot. Adjacent to the subject property are a 9-unit apartment building and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

Proposed Site Plan Comparison

Old Site Plan – 2017



New Site Plan - 2022



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

Site Data Table

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

* Minimum requirements
** Provided by current Site Plan
***Off private drive

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

- Lot unit density reduction
- Building height reduction
- Setbacks on buildings increased
- Diversified structures to better accommodate the needs of the citizens of Salida, which includes 1 to 3 bedroom condos and 3 bedroom townhomes, of which a set amount will be deed restricted.
- Increased affordable housing ratio compared to the original Site Plan
- Increased landscaped area

Conclusions

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

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

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

Best regards,

Bernie Weber
Project Development Manager
Salida Crossings

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

CERTIFICATE OF TITLE INSURANCE:

KNOW ALL MEN BY THESE PRESENTS, THAT THE UNDERSIGNED, BEING ALL OF THE OWNER(S), MORTGAGEE(S) AND LIEN HOLDER(S) OF CERTAIN LAND IN THE CITY OF SALIDA, CHAFFEE COUNTY, COLORADO, DESCRIBED AS FOLLOWS: BEGINNING _____, CONTAINING _____ ACRES, MORE OR LESS; _____ HAVE BY THESE PRESENTS LAID OUT, PLATTED AND SUBDIVIDED THE SAME INTO LOTS, BLOCKS OR TRACTS, AS SHOWN ON THIS PLAT, UNDER THE NAME AND STYLE OF _____, AND DO HEREBY DEDICATE TO THE CITY OF SALIDA AS PUBLIC ROADS, THE STREETS AND ROADS AS SHOWN ON SAID PLAT, THESE BEING _____. THE UNDERSIGNED HEREBY FURTHER DEDICATE TO THE PUBLIC ALL UTILITY EASEMENTS ON THE PROPERTY AS DESCRIBED AND AS SHOWN HEREON. THE UNDERSIGNED HEREBY FURTHER DEDICATE TO THE PUBLIC UTILITIES THE RIGHT TO INSTALL, MAINTAIN AND OPERATE MAINS, TRANSMISSION LINES, SERVICE LINES AND APPURTENANCES TO PROVIDE SUCH UTILITY SERVICES WITHIN THIS SUBDIVISION OR PROPERTY CONTIGUOUS THERETO, UNDER, ALONG AND ACROSS PUBLIC ROADS AS SHOWN ON THIS PLAT AND ALSO UNDER, ALONG AND ACROSS UTILITY EASEMENTS AS SHOWN HEREON. THE LANDS COMPRISING THIS SUBDIVISION ARE SUBJECT TO CERTAIN COVENANTS WHICH ARE RECORDED IN BOOK _____ AT PAGE _____ OF THE RECORDS OF CHAFFEE COUNTY, COLORADO.

EXECUTED THIS _____ DAY OF _____, 20__.

OWNER(S): MORTGAGEE(S)/LIENHOLDER(S):

_____ _____

COUNTY OF CHAFFEE)
) SS.
STATE OF COLORADO)

THE FOREGOING DEDICATION WAS ACKNOWLEDGED BEFORE ME THIS ____ DAY OF _____ 20__, BY _____. WITNESS MY HAND AND SEAL.

MY COMMISSION EXPIRES _____.

_____
NOTARY PUBLIC

CERTIFICATE OF STREET AND UTILITY MAINTENANCE:

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

SURVEYOR'S CERTIFICATE:

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

_____ _____
REGISTERED LAND SURVEYOR

TITLE CERTIFICATE:

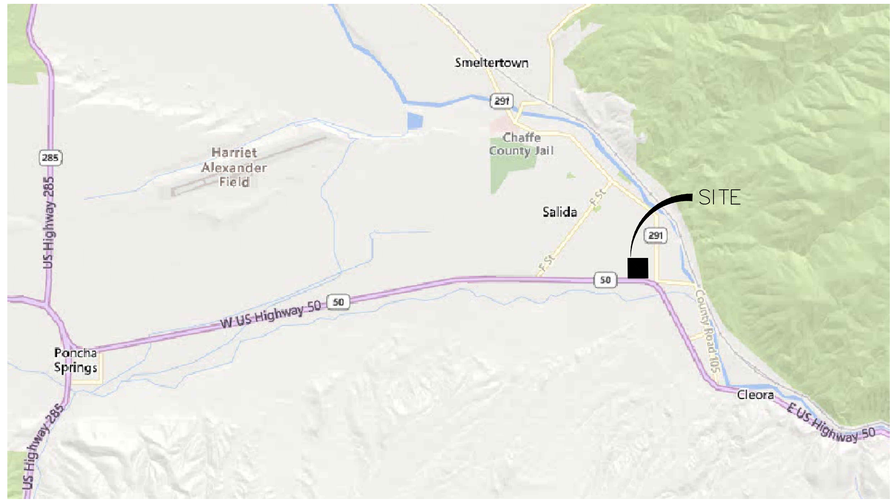
I, _____, AN (ATTORNEY AT LAW DULY LICENSED TO PRACTICE BEFORE THE COURTS OF RECORD OR A LICENSED TITLE INSURANCE AGENT REPRESENTING _____) IN THE STATE OF COLORADO, CERTIFY THAT I HAVE EXAMINED TITLE TO THE PROPERTY DESCRIBED HEREIN AND THAT IN MY OPINION TITLE TO THE ABOVE DESCRIBED REAL PROPERTY IS HELD BY _____.

SIGNED THIS ____ DAY OF _____, 20__.

_____ _____
ATTORNEY AT LAW

LEGAL DESCRIPTION:

COMMENCING AT A POINT ON THE NORTHERLY RIGHT-OF-WAY BOUNDARY OF U.S. HIGHWAY NO. 50, WHENCE THE SOUTHEAST CORNER (BRASS CAP) OF SAID SECTION 4 BEARS SOUTH 72°19.0' EAST 4848.6 FEET, AND WHENCE THE HIGHWAY RIGHT-OF-WAY CORNER (BRASS CAP) OF STATION 2301+12 OF THE CENTERLINE SURVEY OF SAID HIGHWAY BEARS SOUTH 89° 35' EAST 127.0FEET, SAID COMMENCING POINT BEING MARKED BE A POINT IN THE EASTERLY SIDE OF 24 INCH CMP CULVERT AND BEING WITNESSED BY A 5/8 INCH STEEL REINFORCING BAR 2 FEET LAND DRIVEN INTO THE GROUND AND HAVING A ONE INCH ALUMINUM CAP WHICH IS NORTH 89°35' WEST 3.0 FEET FROM SAID COMMENCING POINT ALSO BEING THE POINT OF BEGINNING OF THE TRACT HEREIN DESCRIBED;
THENCE NORTH 0°14.6' WEST 300.0 FEET TO A REINFORCING BAR AS DESCRIBED ABOVE;
THENCE SOUTH 89°35' EAST 28.8 FEET;
THENCE NORTH 0°14.6' WEST 100.0 FEET;
THENCE NORTH 89°35' WEST 365.4 FEET TO THE NORTHEAST CORNER OF THE TRACT HEREIN DESCRIBED IN BOOK 251 AT PAGE 423 OF THE RECORDS OF GHAFFEE COUNTY, COLORADO;
THENCE SOUTH 0°20' EAST 400 FEET ALONG THE EAST BOUNDARIES OF THE TRACTS DESCRIBED IN BOOK 251 AT PAGE 423 AND IN BOOK 260 AT PAGE 184 OF THE RECORDS OF CHAFFEE COUNTY, COLORADO;
THENCE SOUTH 89°35' EAST 336 FEET ALONG THE NORTHERLY RIGHT-OF-WAY BOUNDARY OF U.S. HIGHWAY NO. 50 TO THE POINT OF BEGINNING.



PROJECT CONTACTS:

OWNER: BV INVESTMENTS 401 WHITEWIGN MURPHY, TX 75094	CIVIL ENGINEER: PHELPS ENGINEERING SERVICES, INC. LONNY PHELPS, P.E. 3522 SOUTH EMMERSON STREET ENGLEWOOD, CO 80113 PHONE: (303) 298-1644
DEVELOPER: LOUCIOS ENTERPRISES LLC 2605 FAIRHILL LANE FLOWER, TX 75022	SURVEYOR: RUBINO SURVEYING ROBERT J. RUBINO, PLS 14142 3312 AIRPORT ROAD BOULDER, CO 80301 (303) 464-9515

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

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

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

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

10. NOTE: THE FOLLOWING NOTICES PURSUANT TO CRS 9-1.5-103 CONCERNING UNDERGROUND FACILITIES HAVE BEEN FILED WITH THE CLERK AND RECORDER. THESE STATEMENTS ARE GENERAL AND DO NOT NECESSARILY GIVE NOTICE OF UNDERGROUND FACILITIES WITHIN THE SUBJECT PROPERTY:
A) MOUNTAIN BELL TELEPHONE COMPANY - FILED OCTOBER 2, 1981, RECEPTION NO. 211211;
B) PUBLIC SERVICE COMPANY OF COLORADO - FILED NOVEMBER 2, 1981, RECEPTION NO. 211929;
C) WESTERN SLOPE GAS COMPANY - DECEMBER 11, 1981, RECEPTION NO. 212569 AND FILED MAY 24, 1985, RECEPTION NO. 234357; (COMPANY NAME AMENDED TO "WESTERN GAS SUPPLY COMPANY" BY CERTIFICATES RECORDED JUNE 27, 1988 IN BOOK 497 AT PAGE 103); MERGED WITH PUBLIC SERVICE COMPANY OF COLORADO PER INSTRUMENT RECORDED JANUARY 25, 1993 IN BOOK 531 AT PAGE 694. (NOT PLOTTABLE - NO SPECIFIC LOCATION GIVEN)
D) GREELEY GAS COMPANY - FILED NOVEMBER 18, 1981, AT RECEPTION NO. 212196.
(NOT PLOTTABLE - NO SPECIFIC LOCATION GIVEN)
E) LETTER FROM UTILITY NOTIFICATION CENTER OF COLORADO DISCLOSING LOCAL FACILITIES ACCESS THROUGH "ONE CALL SYSTEM" RECORDED SEPTEMBER 14, 1988 IN BOOK 498 AT PAGE 950. (NOT PLOTTABLE)

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

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

13. THE EFFECT, IF ANY, OF THE FOLLOWING MATTERS AS SHOWN ON THAT CERTAIN A.L.T.A./N.S.P.S. LAND TITLE SURVEY PREPARED BY ROBERT RUBINO, PLS 14142, DRAWING NO. 171191.DWG DATED OCTOBER 10, 2017
A) ANY LOSS OR CLAIM RESULTING FROM FAILURE OF EXISTING FENCING TO PRECISELY FOLLOW SUBJECT BOUNDARY LINES.
B) POSSIBLE ENCROACHMENT OF "WOOD WALL" ALONG THE WESTERLY BOUNDARY OF SUBJECT PROPERTY.
C) UTILITY POLES AND OVERHEAD UTILITY LINES AND POSSIBLE UNRECORDED EASEMENTS THEREFOR.
D) ENCROACHMENT OF "BOX CAR" ONTO SUBJECT PROPERTY
NOTE: UPON RECORDATION OF "ENCROACHMENT EASEMENT AGREEMENTS" AS SET FORTH AS A REQUIREMENT IN SCHEDULE B-I HEREIN, THIS EXCEPTION SHALL BE DELTED. (SEE SURVEY)

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

GENERAL NOTES:

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

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

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

CITY ADMINISTRATOR APPROVAL:

THIS PLAT IS APPROVED BY THE SALIDA CITY ADMINISTRATOR THIS __ DAY OF 20___.

_____ _____
CITY ADMINISTRATOR

PLANNING COMMISSION APPROVAL:

PLANNING COMMISSION APPROVAL.
THIS PLAT IS APPROVED BY THE CITY OF SALIDA PLANNING COMMISSION THIS ____ DAY OF _____, 20__.

_____ _____
CHAIRMAN

THIS PLAT IS APPROVED FOR FILING AND THE CITY HEREBY ACCEPTS THE DEDICATION OF THE STREETS AND ROADS SHOWN HEREON SUBJECT TO THE PROVISIONS IN "STREET MAINTENANCE" SET FORTH ABOVE, AND FURTHER ACCEPTS THE DEDICATION OF THE EASEMENTS SHOWN HEREON.
SIGNED THIS _____ DAY OF _____, 20__.
CITY OF SALIDA

BY:_____
MAYOR

PLANNING COMMISSION APPROVAL:

THIS PLAT WAS FILED FOR RECORD IN THE OFFICE OF THE COUNTY CLERK AND RECORDER OF CHAFFEE COUNTY AT _____ ___.M. ON THE _____ DAY OF _____, 20__, RECEPTION NO. _____.
COUNTY CLERK AND RECORDER
BY:_____
DEPUTY
(ORD. NO. 2018-21 , § 2, 1-11-2019)

No.	REVISIONS	DATE	BY

PHELPS ENGINEERING

SCALE: SEE SHEET
DESIGNED BY: JJP
DRAWN BY: ZJD
CHECKED BY: RR

FINAL PLAT

SALIDA CROSSINGS
CITY OF SALIDA
CHAFFEE COUNTY, CO

DATE
10/27/2022

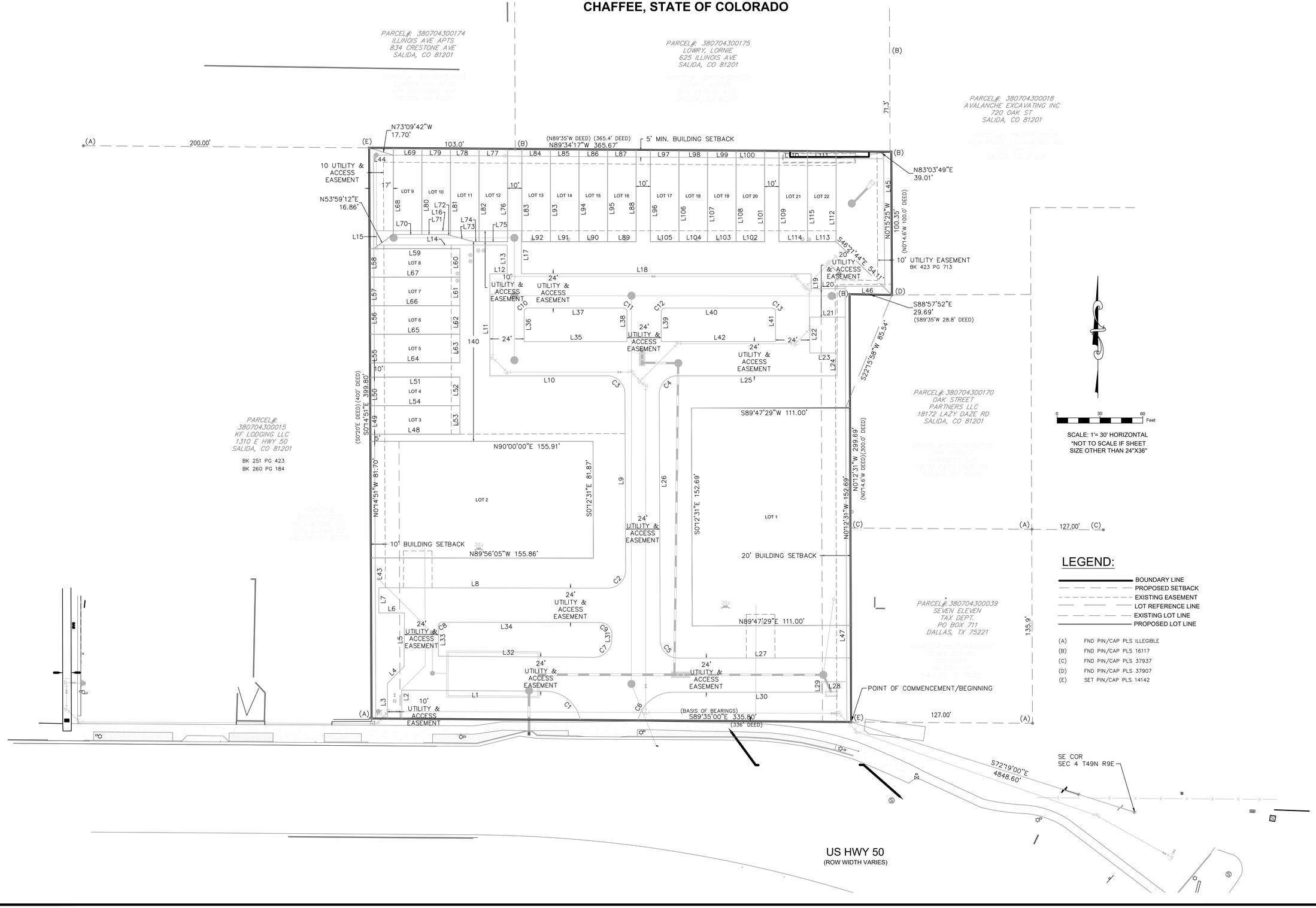
PROJECT NO.
17202

Drawing name: C:\Users\JPucillo\OneDrive - Phelps Engineering Services\Company\Entitlement Engineering\17202 - Salida Commons\CAD\Sheets\PRELIM PLAT\17202 - COVER PLAT.dwg COVER SHEET Dec 02, 2022 2:02pm by: JPucillo

FINAL PLAT

SALIDA CROSSINGS MINOR SUBDIVISION

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



0 30 60 Feet

SCALE: 1'= 30' HORIZONTAL
*NOT TO SCALE IF SHEET SIZE OTHER THAN 24"X36"

LEGEND:

- BOUNDARY LINE
- PROPOSED SETBACK
- EXISTING EASEMENT
- LOT REFERENCE LINE
- EXISTING LOT LINE
- PROPOSED LOT LINE

(A) FND PIN/CAP PLS ILLEGIBLE
(B) FND PIN/CAP PLS 16117
(C) FND PIN/CAP PLS 37937
(D) FND PIN/CAP PLS 37907
(E) SET PIN/CAP PLS 14142

No.	REVISIONS	DATE	BY

PHELPS ENGINEERING

SCALE: SEE SHEET
DESIGNED BY: JJP
DRAWN BY: ZJD
CHECKED BY: RR

FINAL PLAT

SALIDA CROSSINGS
CITY OF SALIDA
CHAFFEE COUNTY, CO

DATE 10/27/2022
PROJECT NO. 17202

Drawing name: C:\Users\JPucillo\OneDrive - Phelps Engineering Services\Company\Entitlement Engineering\17202 - Salida Commons\CAD\Sheets\PRELIM PLAT\17202 - PLAT.dwg PLAT MAP Dec 02, 2022 2:04pm by: JPucillo

FINAL PLAT
SITE INFORMATION

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

LINE TABLE		
LINE	LENGTH	BEARING
L21	24.92	S89°59'12.58"E
L22	25.10	S0°00'00.00"E
L23	19.16	N90°00'00.00"W
L24	16.00	N0°00'00.00"E
L25	112.02	N90°00'00.00"W
L26	172.72	N0°12'31.17"W
L27	118.02	S89°56'29.68"W
L28	16.50	S89°47'28.83"W
L29	7.28	N0°00'00.00"E
L30	104.20	N90°00'00.00"E
L31	3.46	N0°25'04.98"E
L32	108.86	S89°34'55.02"E
L33	21.30	S0°25'04.98"W
L34	110.33	N89°55'42.55"W
L35	72.00	N90°00'00.00"W
L36	21.00	N0°00'00.00"E
L37	67.00	N90°00'00.00"E
L38	21.00	S0°00'00.00"E
L39	21.00	N0°00'00.00"E
L40	75.00	N90°00'00.00"E

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

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

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

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

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

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

No.	REVISIONS	DATE	BY

PHELPS ENGINEERING

SCALE: SEE SHEET
DESIGNED BY: JJP
DRAWN BY: ZJD
CHECKED BY: RR

FINAL PLAT

SALIDA CROSSINGS
CITY OF SALIDA
CHAFFEE COUNTY, CO

DATE
10/27/2022

PROJECT NO.
17202

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

GENERAL NOTES

MAINTENANCE:

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

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

PLANTING:

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

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

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

COST ESTIMATE

COST ESTIMATE - MATERIALS AND INSTALLATION

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

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

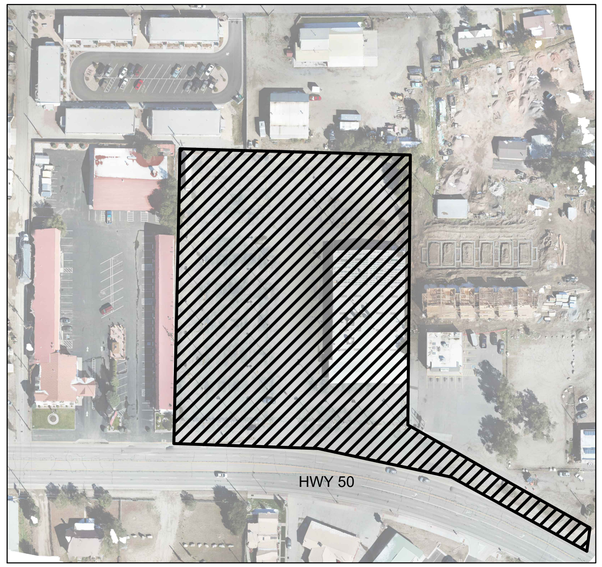
HARDSCAPE	Quantity (SF & CY)	Cost	Total
Unilock Boulevard B Interlocking pavers	2,300	50	$ 115,000
Crusher Fines	23.66	105	$ 2,484
TOTAL			$ 117,484

PROJECT ESTIMATED COSTS	**$ 362,363**

LANDSCAPE CALCULATIONS

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

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



VICINITY MAP
SCALE: 1" = 100'

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

SITE TOTAL AREA: 3.15 AC

PARKING REQUIRED – 185
W/ 25% MIXED-USE REDUCTION – 139
PARKING PROVIDED
STANDARD PARKING 9'X18' (10 ADA).....113 STALLS
COMPACT PARKING 8'X16'.....46 STALLS
SITE TOTAL.....159 STALLS

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

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

CONTACTS:

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

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

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

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

SUBMITTAL DATES
1ST - 10/27/2022

COLORADO 811 KNOW WHAT'S BELOW. CALL BEFORE YOU DIG.

No.	REVISIONS	DATE	BY

PHELPS ENGINEERING
3522 South Emerson St, Englewood, CO 80113
(303)298-1644 mike@phelpsengineering.net phelpsengineering.net

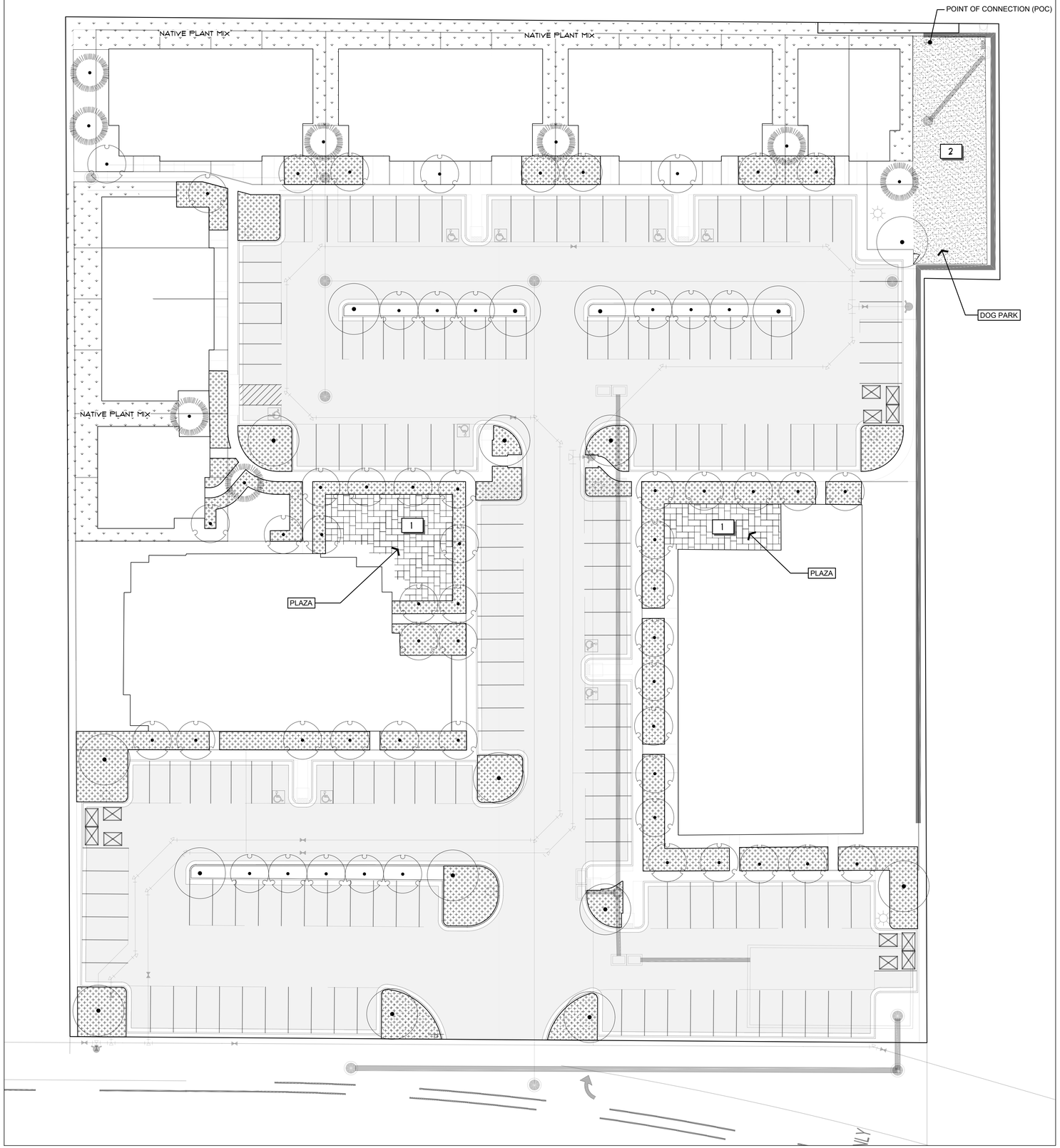
SCALE: SEE SHEET
DESIGNED BY:KM
DRAWN BY:KM
CHECKED BY:CT

CONSTRUCTION DOCUMENTS
LANDSCAPE PLAN
COVER SHEET

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

DATE
10/27/2022

PROJECT NO.
17202



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TOTAL SHRUB COUNT		1,136		Shrubs shall be a minimum two-gallon container.

PLANT SCHEDULE

TREES	QTY	BOTANICAL NAME	COMMON NAME	SIZE	CONTAINER	DETAIL
		DECIDUOUS				
	11	GLEDITSIA TRIACANTHOS INERMIS 'SKYLINE'	SKYLINE HONEY LOCUST	1.5" CAL.	B&B	1/L-3
		EVERGREEN				
	8	JUNIPERUS SCOPULORUM	ROCKY MOUNTAIN JUNIPER	6' HT.	B&B	2/L-3
		SMALL DECIDUOUS				
	56	SYRINGA RETICULATA	JAPANESE TREE LILAC	1.5" CAL.	B&B	1/L-3

SHRUB AREAS	QTY	BOTANICAL NAME	COMMON NAME	SIZE	CONTAINER	SPACING	DETAIL
	11,018 SF	SHRUB AREA					3/L-3
	446	AMORPHA CANESCENS	LEADPLANT	2 GAL	POT	3'0" @ 36" O.C.	
	19	ARCTOSTAPHYLOS UVA-URSI 'MASSACHUSETTS'	MASSACHUSETTS KINNIKINICK	2 GAL	POT	1'0" @ 36" O.C.	
	446	CARYOPTERIS X CLANDONENSIS	BLUEBEARD	2 GAL	POT	3'0" @ 36" O.C.	
	48	RHUS TRILOBATA	SKUNKBUSH SUMAC	2 GAL	POT	1'0" @ "U" O.C.	

NATIVE SEED MIX (NM)

BOTANIC	COMMON	PURE LIVE SEED RATE (LBS/ACRE)	PLANTING RATE PLS (LBS/ACRE)	
Agropyron cristatum	Crested Wheatgrass	10	25%	2.5
Bouteloua gracilis	Blue Grama Grass	8	20%	1.6
Elymus lanceolatus	Northern Wheatgrass	17	20%	3.4
Panicum virgatum	Switch Grass	3	20%	0.6
Spondolius cryptandrus	Sand Dropseed	1	15%	0.15
	TOTALS:		100%	8.25
	DRILL SEEDED RATE:		8.25	PLS/ACRE
	MECHANICAL BROADCAST RATE:		16.5	PLS/ACRE
	HAND BROADCAST RATE:		49.5	PLS/ACRE

REFERENCE NOTES SCHEDULE

SYMBOL	DESCRIPTION	QTY	DETAIL
1	UNILOCK BOULEVARD II INTERLOCKING PAVERS WITH A SMOOTH FINISH.	2,309 SF	5/L-3

SYMBOL	DESCRIPTION	QTY	DETAIL
2	CRUSHER FINES - MOUNTAIN GRANITE BREEZE	23.66 CY	4/L-3

0 20 40 60 feet

SCALE: 1" = 20'

PHELPS ENGINEERING
3522 South Emerson St. Englewood, CO 80113
(303) 256-1644 dm@phelpsengineering.net phelpsengineering.net

No.	REVISIONS	DATE	BY

SCALE: SEE SHEET
DESIGNED BY:KM
DRAWN BY:KM
CHECKED BY:CT

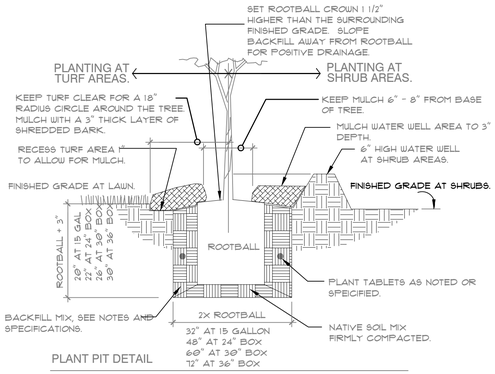
CONSTRUCTION DOCUMENTS
LANDSCAPE PLAN

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

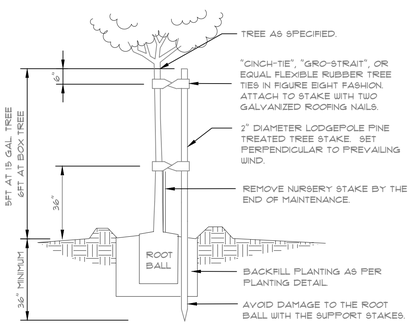
DATE
10/27/2022

PROJECT NO.
17202

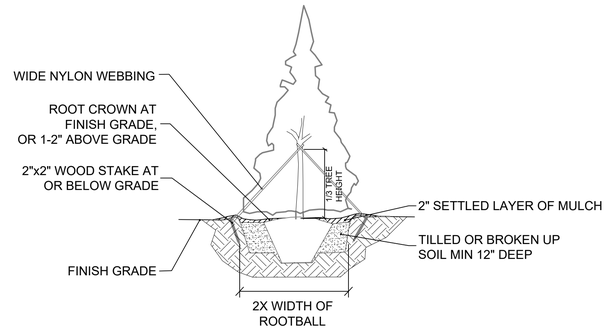
L-2
2 of 3



PLANT PIT DETAIL



STAKING DETAIL



1 TREE SINGLE STAKE PLANTING

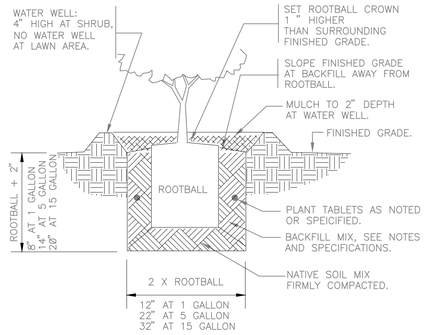
1" = 1'-0"

FX-PL-FX-TREE-02

2 EVERGREEN TREE PLANTING

1/4" = 1'-0"

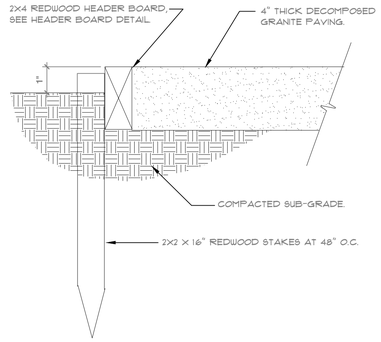
32 9343.25-01



3 SHRUB PLANTING

1" = 1'-0"

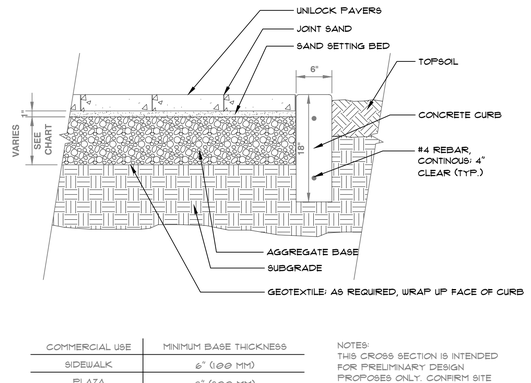
FX-PL-FX-SHRB-01



4 EDGE AT DECOMPOSED GRANITE PAVING

3" = 1'-0"

FX-SI-FX-PAV-01



COMMERCIAL USE	MINIMUM BASE THICKNESS
SIDEWALK	6" (150 MM)
PLAZA	8" (200 MM)
OTHER	CONTACT UNILOCK

NOTES:
THIS CROSS SECTION IS INTENDED FOR PRELIMINARY DESIGN PROPOSES ONLY. CONFIRM SITE CONDITIONS AND CONSULT WITH A QUALIFIED DESIGN PROFESSIONAL OR INSTILLER PRIOR TO INSTALLATION.

5 COMMERCIAL APPLICATION PAVER DETAIL

1" = 1'-0"

FX-SI-UNLK-INTE-01

Drawing name: C:\Users\Kelly - Work\OneDrive - Phelps Engineering Services\Company\Entitlement Engineering\17202 - Salida Commons\CAD\Landscape\17202-Salida-Landscape Plan.dwg L-3 DETAILS Oct 25, 2022 10:32pm by: Kelly - Work

No.	REVISIONS	DATE	BY

PHELPS ENGINEERING
3522 South Emerson St. Englewood, CO 80113
(303) 256-1644 mail@phelpsengineering.net phelpsengineering.net

SCALE: SEE SHEET
DESIGNED BY:KM
DRAWN BY:KM
CHECKED BY:CT

CONSTRUCTION DOCUMENTS
LANDSCAPE PLAN
DETAILS

SALIDA CROSSINGS
1520 E. RAINBOW BLVD.
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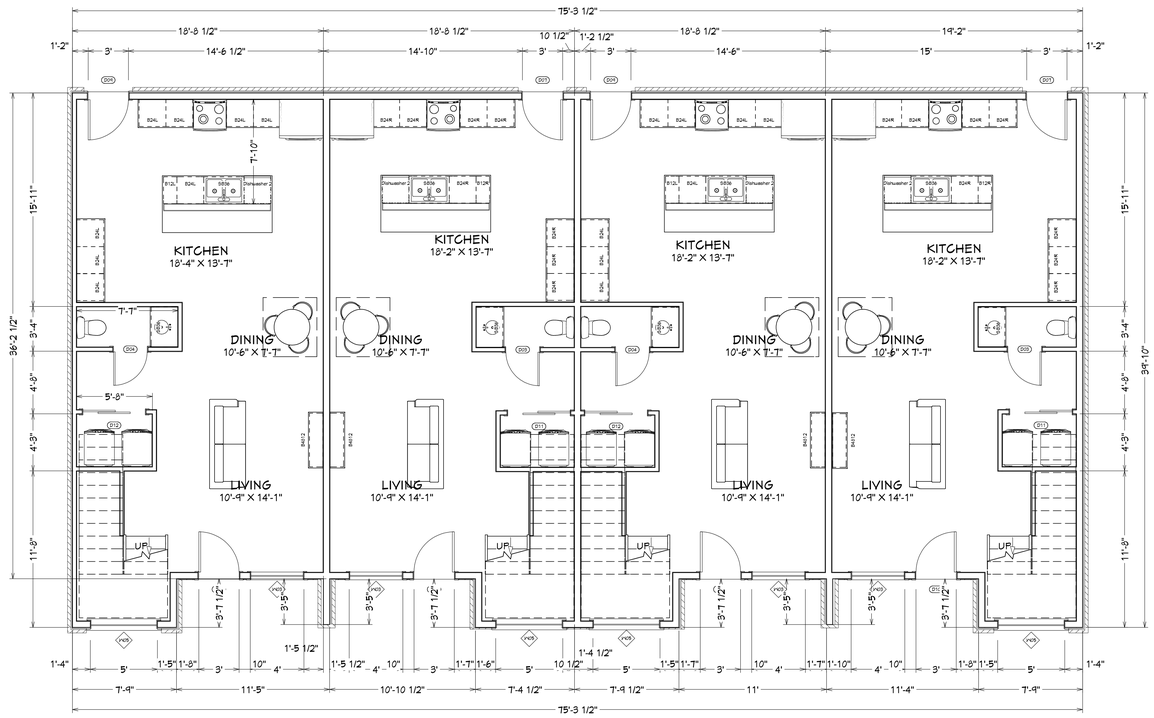
10/27/2022

PROJECT NO.
17202

L-3
3 of 3

COLORADO 811
KNOW WHAT'S BELOW. CALL BEFORE YOU DIG.



Elevation 1

DOOR SCHEDULE							
NUMBER	LABEL	QTY	FLOOR	SIZE	R/O	DESCRIPTION	HEADER
D01	2468	2	2	2468 L	30"X82 1/2"	2 DR. BIFOLD-LOUVERED	2X6X33" (2)
D02	2468	1	2	2468 R	30"X82 1/2"	2 DR. BIFOLD-LOUVERED	2X6X33" (2)
D03	2668	2	1	2868 L IN	32"X82 1/2"	HINGED-DOOR P04	2X6X35" (2)
D04	2668	2	1	2868 R IN	32"X82 1/2"	HINGED-DOOR P04	2X6X35" (2)
D05	2668	8	2	2668 L IN	32"X82 1/2"	HINGED-DOOR P04	2X6X35" (2)
D06	2668	8	2	2868 R IN	32"X82 1/2"	HINGED-DOOR P04	2X6X35" (2)
D07	3068	2	1	3068 L EX	38"X83"	EXT. HINGED-DOOR E21	2X6X41" (2)
D08	3068	2	1	3068 L EX	38"X83"	EXT. HINGED-GLASS PANEL	2X6X41" (2)
D09	3068	2	1	3068 R EX	38"X83"	EXT. HINGED-DOOR E21	2X6X41" (2)
D10	3068	2	1	3068 R EX	38"X83"	EXT. HINGED-GLASS PANEL	2X6X41" (2)
D11	4868	2	1	4868 L IN	51 9/16"X82 1/2"	SLIDER-DOOR P04	2X6X60 9/16" (2)
D12	4868	2	1	4868 R IN	51 9/16"X82 1/2"	SLIDER-DOOR P04	2X6X60 9/16" (2)
D13	5068	2	2	5068 L EX	62"X83"	EXT. SLIDER-GLASS PANEL	2X6X65" (2)
D14	5068	4	2	5068 L IN	62"X82 1/2"	SLIDER-DOOR P04	2X6X65" (2)
D15	5068	2	2	5068 R EX	62"X83"	EXT. SLIDER-GLASS PANEL	2X6X65" (2)
D16	5068	4	2	5068 R IN	62"X82 1/2"	SLIDER-DOOR P04	2X6X65" (2)
D17	2568	1	2	2568 R	30 9/16"X82 1/2"	2 DR. BIFOLD-LOUVERED	2X6X33 9/16" (2)

WINDOW SCHEDULE							
NUMBER	LABEL	QTY	FLOOR	SIZE	R/O	DESCRIPTION	HEADER
W01	2020FX	6	2	2020FX	25"X25"	FIXED GLASS	2X6X28" (2)
W02	3050DH	2	2	3050DH	37"X61"	DOUBLE HUNG	2X6X40" (2)
W03	4068FX	4	1	4068FX	49"X81"	FIXED GLASS	2X6X52" (2)
W04	5020FX	4	2	5020FX	61"X25"	FIXED GLASS	2X6X64" (2)
W05	5050FX	4	1	5050FX	61"X61"	FIXED GLASS	2X6X64" (2)

DOOR LABEL/ SIZE: 3068 IS A DOOR THAT IS 3 FT 0 INCHES WIDE BY 6 FEET 8 INCHES TALL. TO FURTHER CLARIFY, THE 3068 LABEL IS TO BE READ AS FEET AND INCHES (WIDTH) AND FEET AND INCHES (HEIGHT). THE DOOR LABEL IS THE ACTUAL SIZE OF THE DOOR ITSELF, NOT THE ROUGH OPENING SIZE. VERIFY THE ROUGH OPENING SIZE WITH THE DOOR MANUFACTURER CHOSEN AT SITE.
WINDOW LABEL/ SIZE: 3050 IS A WINDOW THAT IS 3 FT 0 INCHES WIDE BY 5 FEET 0 INCHES TALL. TO FURTHER CLARIFY, THE 3050 LABEL IS TO BE READ AS FEET AND INCHES (WIDTH) AND FEET AND INCHES (HEIGHT) THE WINDOW LABEL IS THE ACTUAL SIZE OF THE WINDOW ITSELF, NOT THE ROUGH OPENING SIZE. VERIFY THE ROUGH OPENING SIZE WITH THE WINDOW MANUFACTURER CHOSEN AT SITE.

GENERAL NOTES:

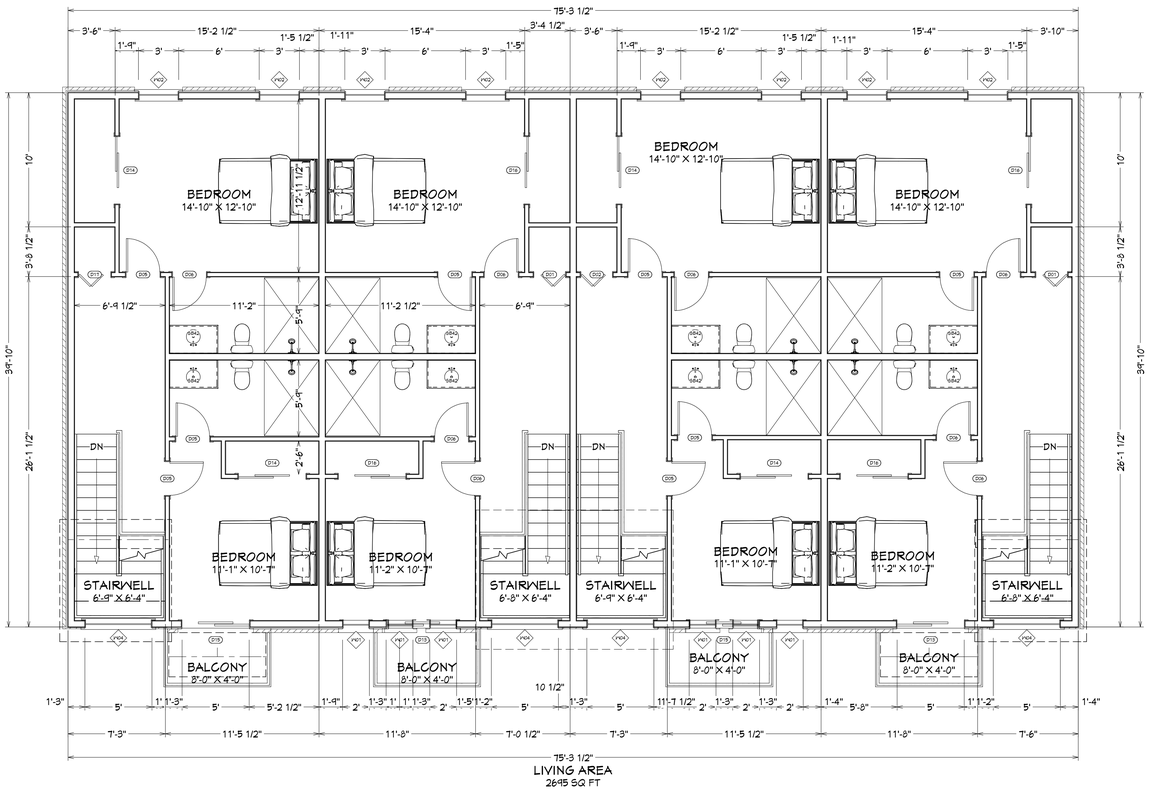
THE BUILDER SHALL VERIFY THAT SITE CONDITIONS ARE CONSISTENT WITH THESE PLANS BEFORE STARTING WORK. WORK NOT SPECIFICALLY DETAILED SHALL BE CONSTRUCTED TO THE SAME QUALITY AS SIMILAR WORK THAT IS DETAILED. ALL WORK SHALL BE DONE IN ACCORDANCE WITH INTERNATIONAL BUILDING CODES AND LOCAL CODES.

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

PLEASE SEE ADDITIONAL NOTES CALLED OUT ON OTHER SHEETS.

BUILDING PERFORMANCE:

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



IMPORTANT DISCLAIMER
THE ENCLOSED INFORMATION IS INTENDED TO ASSIST AND INFORM YOU THROUGH THE CONSTRUCTION OF THIS TOWNHOME. YOUR CONSTRUCTION PLANS HAVE BEEN DRAWN TO PRESCRIBE TO INDUSTRY STANDARDS. THESE PROFESSIONAL STANDARDS DETERMINE HOW CONSTRUCTION PLANS ARE DRAWN AND WHAT INFORMATION THEY INCLUDE. CONSTRUCTION PLANS ARE INTENDED AS A TECHNICAL GUIDE TO PROFESSIONAL CONTRACTORS AND ARE NOT INTENDED TO BE A SET OF STEP-BY-STEP INSTRUCTIONS. THEREFORE, IF YOU ARE PLANNING TO BUILD YOUR TOWN HOME WITHOUT THE SERVICE OF A PROFESSIONAL BUILDER, WE SUGGEST THAT YOU BECOME THOROUGHLY FAMILIAR WITH READING CONSTRUCTION PLANS OR CONSIDER CONSULTING A CONSTRUCTION SPECIALIST. GREAT CARE AND EFFORT GOES INTO THE DESIGN AND CREATION OF THE CONSTRUCTION PLANS; HOWEVER, BECAUSE OF THE IMPOSSIBILITY OF PROVIDING ANY PERSONAL AND/OR "ON-SITE" CONSULTATION, SUPERVISION AND CONTROL OVER THE ACTUAL CONSTRUCTION, AND BECAUSE OF THE GREAT VARIANCES IN LOCAL BUILDING CODE REQUIREMENTS AND OTHER GEOGRAPHIC LOCATION AND WEATHER CONDITIONS, DRAFTING DREAMZ, LLC. NOR THE AGENTS OR EMPLOYEES ASSUMES NO RESPONSIBILITY FOR ANY DAMAGES INCLUDING BUT NOT LIMITED TO, ANY DEFICIENCIES, OMISSIONS, OR ERRORS IN THE DESIGN. IN ANY CASE, ANY DISCREPANCIES, ERRORS, AND/OR OMISSIONS IN THE DIMENSIONS, AND/OR DRAWINGS CONTAINED IN THE CONSTRUCTION PLANS SHALL BE BROUGHT TO THE ATTENTION OF HOUSE PLAN ZONE, LLC. PRIOR TO COMMENCEMENT OF CONSTRUCTION. PROCEEDING WITH CONSTRUCTION CONSTITUTES THE ACCEPTANCE OF THE CONSTRUCTION DOCUMENTS 'AS IS' AND ANY DISCREPANCIES, ERRORS, AND/OR OMISSIONS BECOME THE SOLE RESPONSIBILITY OF THE PURCHASER. IF ANY ERRORS ARE DISCOVERED PRIOR TO CONSTRUCTION OF HOUSE DRAFTING DREAMZ, LLC. WILL BE GIVEN FULL OPPORTUNITY TO CORRECT ANY ERRORS AND/OR OMISSIONS TO THE CONSTRUCTION PLANS. IN ANY OR ALL CIRCUMSTANCES, THE MAXIMUM FINANCIAL LIABILITY TO DRAFTING DREAMZ, LLC. CAN NOT EXCEED THE TOTAL PLAN PURCHASE.
PROFESSIONAL SEAL/ ADDITIONAL DRAWINGS
THOUGH EVERY EFFORT WAS MADE TO MAKE THE CONSTRUCTION DOCUMENTS FOLLOW THE I.R.C. NATIONAL CODE METHODOLOGIES, A FEW STATES AND CITIES HAVE PASSED BI-LAWS REGARDING CONSTRUCTION PLANS THAT WOULD BE SUBMITTED TO YOUR LOCAL MUNICIPALITY AND USED FOR THE CONSTRUCTION OF YOUR HOME. THESE BI-LAWS REQUIRE THE CONSTRUCTION PLANS TO BE REVIEWED AND/OR PREPARED, INSPECTED, AND SEALED (OR STAMPED) BY A LICENSED ARCHITECT/ ENGINEER IN YOUR STATE. IT IS ADVISED THAT YOU CONTACT YOUR MUNICIPALITY'S BUILDING DEPARTMENT FOR INSTRUCTIONS TO COMPLY WITH THEIR CONSTRUCTION PLANS REVIEW PROCESS. FURTHERMORE, ADDITIONAL ITEMS SUCH AS STRUCTURAL, HVAC, PLUMBING, SITE, ENERGY EFFICIENCY DOCUMENTATION, ETC. MAY BE REQUIRED AND THESE SHALL BE PROVIDED BY A LOCAL PROFESSIONAL THAT IS FAMILIAR WITH THE REQUIREMENTS AND THESE SHALL BE PROVIDED AT THE OWNERS EXPENSE.
OTHER IMPORTANT INFORMATION
FOUNDATIONS - ALL FOUNDATION PLANS MUST BE REVIEWED AND/OR STAMPED BY AN ENGINEER OF YOUR LOCAL STATE IF CITY REQUIRES.
SQUARE FOOTAGES - BONUS ROOMS (WHERE APPLICABLE) ARE NOT INCLUDED IN THE HEATED AREA OF THE DESIGN UNLESS SPECIFICALLY NOTED. GARAGE PLANS ARE EXCLUDED. SQUARE FOOTAGES SHOWN ARE CALCULATED TO THE OUTSIDE OF THE STUD WALL AND DO NOT INCLUDE THE EXTERIOR MATERIALS SUCH AS BRICK, STONE, OR SIDING.
DIMENSIONS - OUR PLANS ARE DIMENSIONED TO THE OUTSIDE OF THE STUD WALL ONLY AND NOT TO THE OUTSIDE OF THE BRICK LEDGE (WHERE APPLICABLE).
COPYRIGHTS
REPRODUCTION OF THESE CONSTRUCTION PLANS, EITHER IN WHOLE OR IN PART, INCLUDING ANY FORM COPYING AND/OR PREPARATION OF A DERIVATIVE WORKS THEREOF, FOR ANY REASON IS STRICTLY PROHIBITED. THE PURCHASE OF A SET OF CONSTRUCTION PLANS IN NO WAY TRANSFERS ANY COPYRIGHT OR OTHER OWNERSHIP INTEREST IN IT TO THE PURCHASER EXCEPT FOR A LIMITED LICENSING RELEASE TO USE THE SAID PLAN SET FOR CONSTRUCTING ONE AND ONLY ONE DWELLING UNIT. THE PURCHASE OF ADDITIONAL SETS OF THE SAID PLANS AT A REDUCED PRICE FROM THE ORIGINAL SET OR AS PART OF A MULTIPLE SET PACKAGE DOES NOT CONVEY TO THE PURCHASER A LICENCE TO CONSTRUCT MORE THAN ONE DWELLING. SIMILARLY, THE PURCHASE OF REPRODUCIBLE CONSTRUCTION PLANS (A.K.A. SEPIAS, MYLARS, OR VELLUMS) CARRIES THE SAME COPYRIGHT PROTECTION AS MENTIONED ABOVE. IT IS GENERALLY ALLOWED TO MAKE A MAXIMUM OF 10 COPIES FOR THE CONSTRUCTION OF A SINGLE DWELLING ONLY. TO USE ANY PLAN MORE THAN ONCE, AND TO AVOID ANY COPYRIGHT/ LICENSE INFRINGMENT, IT IS NECESSARY TO CONTACT THE ORIGINAL DESIGNER TO RECEIVE A LICENSE FOR ANY EXTENDED USAGE. WHEREAS A PURCHASER OF REPRODUCIBLE'S IS GRANTED A LICENSE TO MAKE COPIES, IT SHOULD BE NOTED THAT AS COPYRIGHTED MATERIALS, MAKING PHOTOCOPIES FROM CONSTRUCTION PLANS IS ILLEGAL. COPYRIGHT AND LICENSEE OF CONSTRUCTION PLANS EXISTS TO PROTECT ALL PARTIES. IT RESPECTS AND SUPPORTS THE INTELLECTUAL PROPERTY OF THE ORIGINAL ARCHITECT AND/OR DESIGNER, THEREBY KEEPING IT POSSIBLE TO OFFER PRE-DRAWN PLANS AT AFFORDABLE PRICES. COPYRIGHT LAW FOR PRE-DRAWN CONSTRUCTION PLANS IS NOW BEING VIGOROUSLY ENFORCED. COPYRIGHT INFRINGEMENT COULD LEAD TO FINES OF UP TO $100,000 PER VIOLATION.
GENERAL SITE NOTES
1. CONTRACTOR TO VERIFY LOCATIONS OF SITE UTILITIES, REQUIREMENTS, AND CONNECTIONS FEES. OWNER, CONTRACTOR AND SUB-CONTACTORS TO PAY ALL OF THEIR RELATED CONSTRUCTION PERMIT FEES AS AGREED UPON BETWEEN THE OWNER AND CONTRACTOR.
2. BEFORE EXCAVATION, THE CONTRACTOR SHALL EXAMINE ALL DRAWINGS, MAPS, AND BUILDING SITE TO DETERMINE THE ROUTES OF ALL UNDERGROUND UTILITIES.
BEFORE DIGGING COMMENCES IT IS ADVISED THAT THE OWNER AND OR CONTRACTOR CALL THEIR STATES UTILITY LOCATOR FACILITATOR.
3. IT IS RECOMMENDED THAT THE SITES SOIL BE TESTED FOR COMPRESSION RATING TO DETERMINE FOUNDATION AND FOOTING DESIGN. CONCRETE FOUNDATIONS AND FOOTING DESIGN SHALL BE IN ACCORDANCE TO CHAPTER 4 OF THE I.R.C. CODE. FOUNDATION DESIGN TO BE VERFIED BY A LOCAL PROFESSIONAL OR ENGINEER. CONSULT A LOCAL CIVIL ENGINEER FOR SITE PLANS AND SURVEYS OF EXISTING PROPERTY. A LANDSCAPE ARCHITECT SHOULD BE CONSULTED FOR MORE EXTENSIVE LANDSCAPE DESIGNS.

36 X 48
PAPER SIZE

REVISION TABLE		
NUMBER	DATE	REVISED BY	DESCRIPTION

TOWN HOME
PRELIMINARY DESIGN

CUSTOMER:
CONCEPT 30 INC
1520 HWY 50
SALIDA, CO 80221

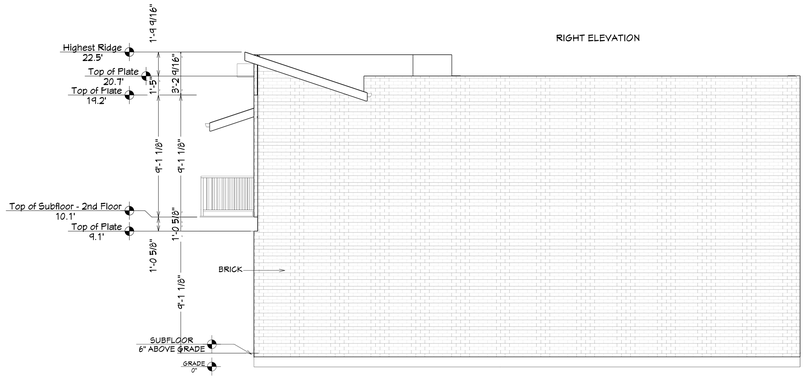
DRAWINGS PROVIDED BY:
DRAFTING DREAMZ
5050 QUEBEC DR. STE 700
DENVER, CO 80217
(469) 931-6812
DRAFTINGDREAMZ.COM

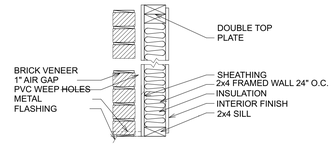
DATE:
10/14/22

SCALE:
1/4" = 1'

SHEET:
A-1

RIGHT ELEVATION





REAR ELEVATION

36 X 48
PAPER SIZE

REVISION TABLE			
NUMBER	DATE	REVISED BY	DESCRIPTION

TOWN HOME
PRELIMINARY DESIGN

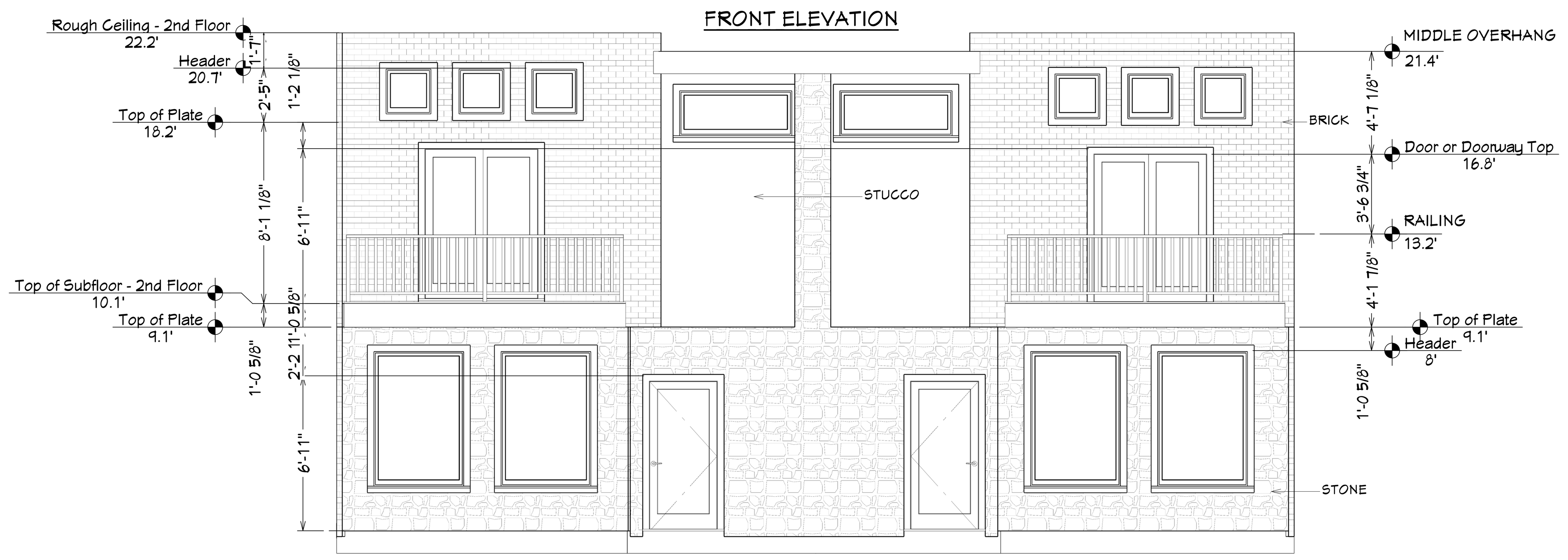
CUSTOMER:
CONCEPT 30 INC
1520 HWY 50
SALIDA, CO 80221

DRAWINGS PROVIDED BY:
DRAFTING DREAMZ
5050 QUORUM DR. STE 700
DALLAS, TX 75254
(469) 371-6811
DRAFTINGDREAMZ.COM

DATE:
10/14/22

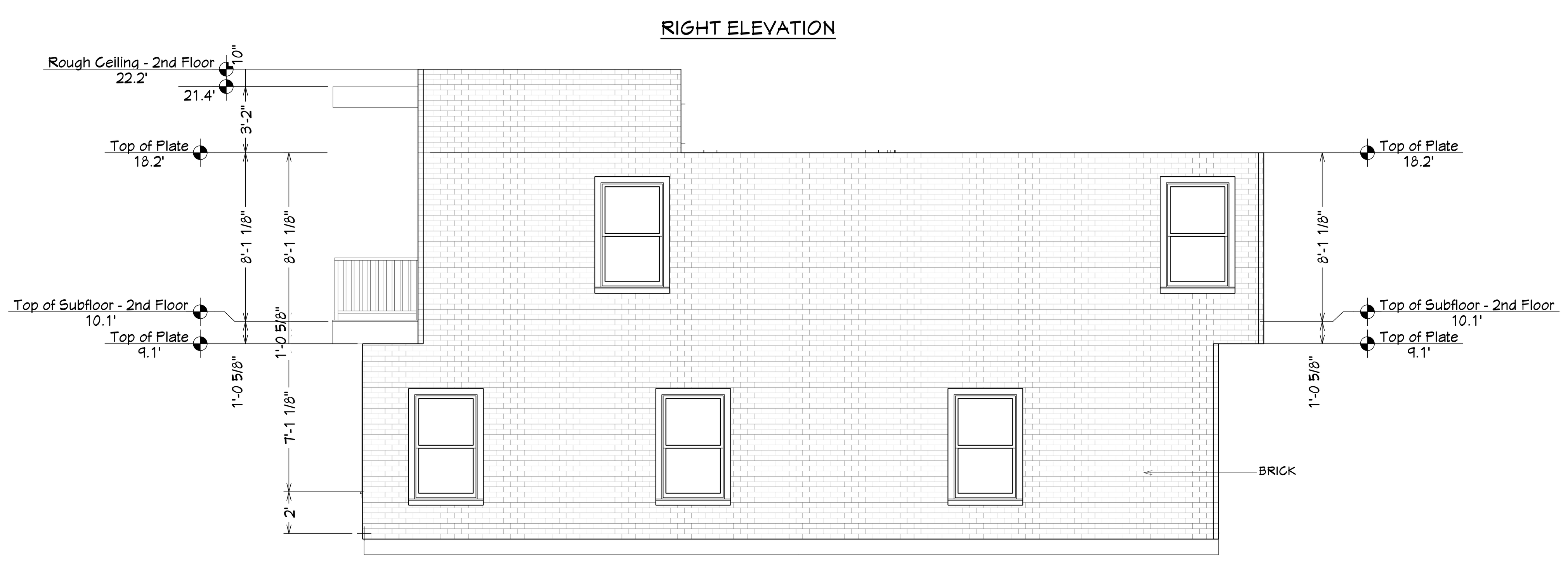
SCALE:
1/4" = 1'

SHEET:
A-4



Elevation 1

Elevation 3



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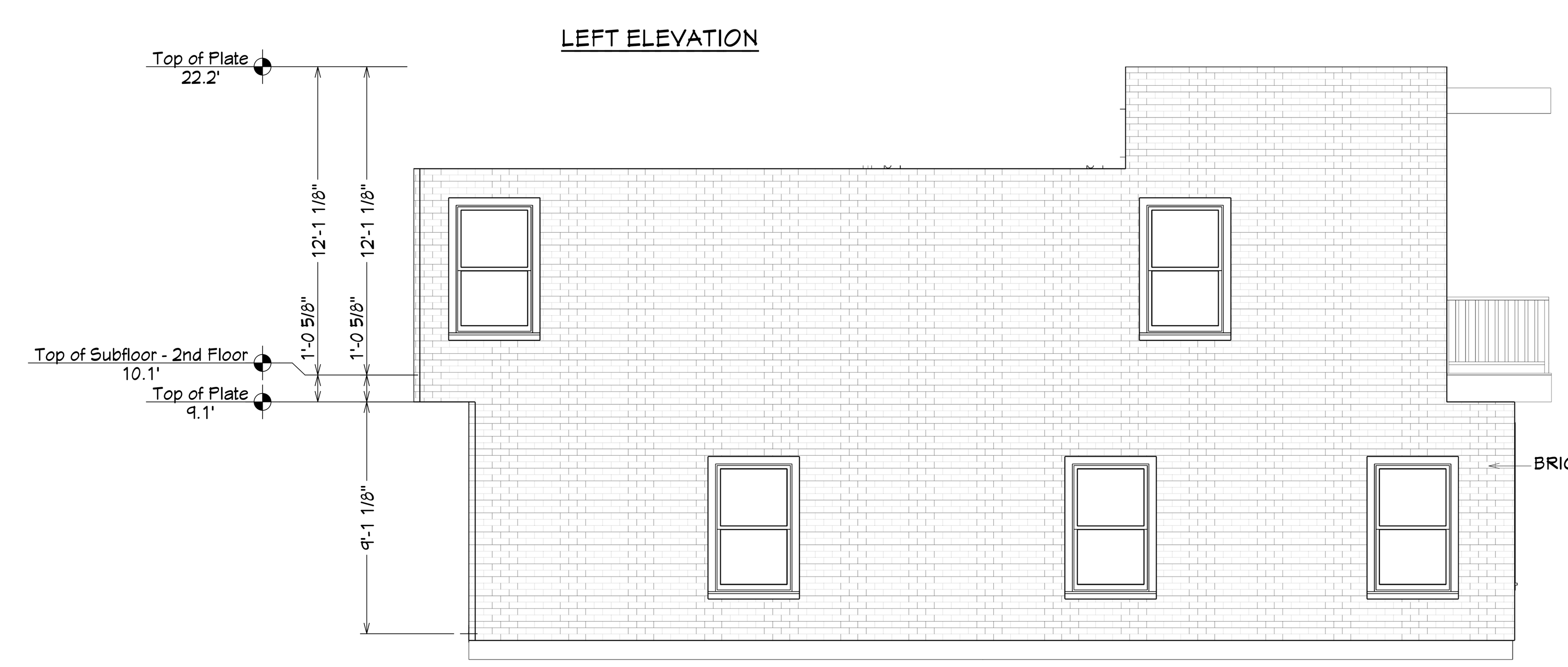

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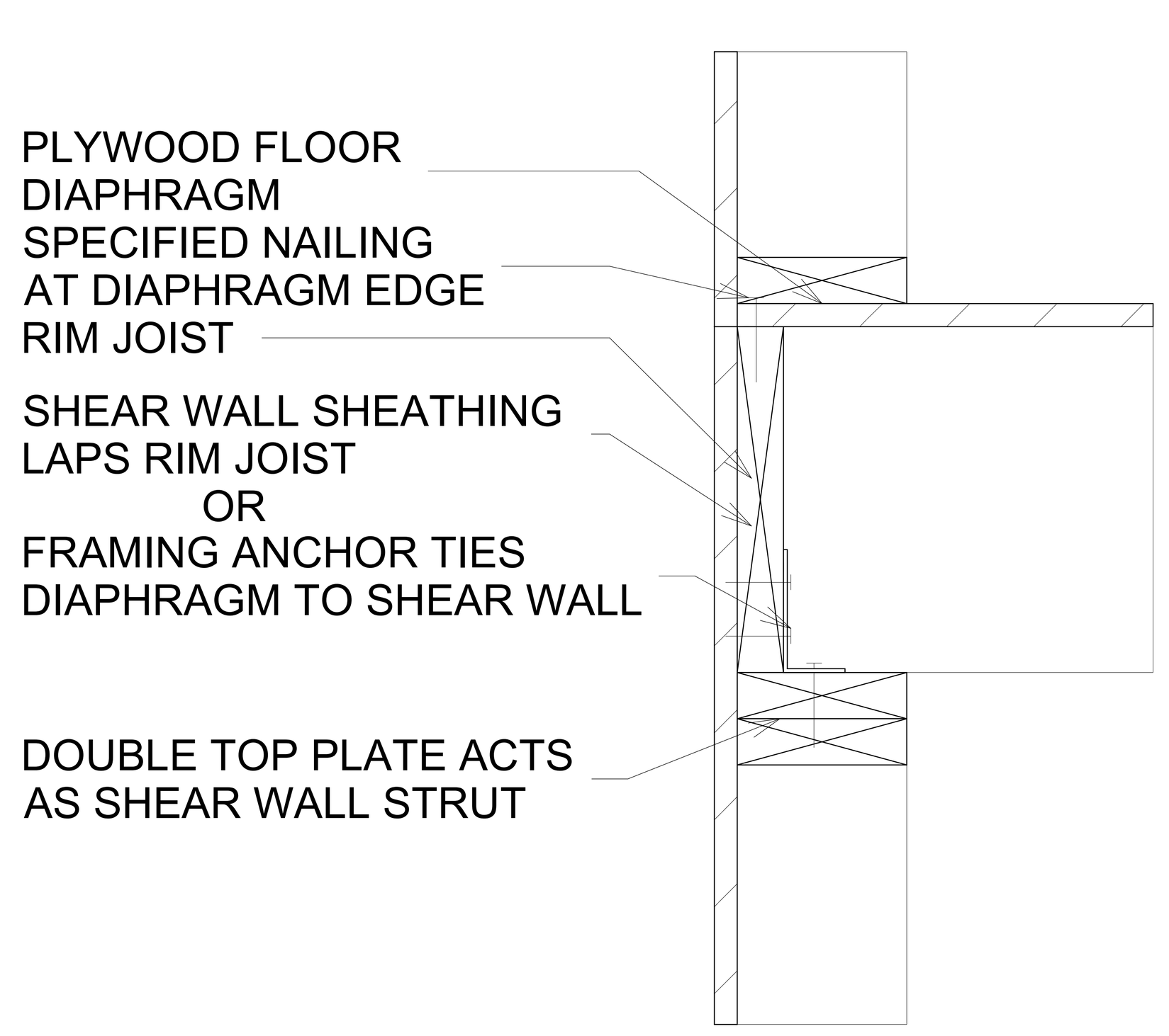
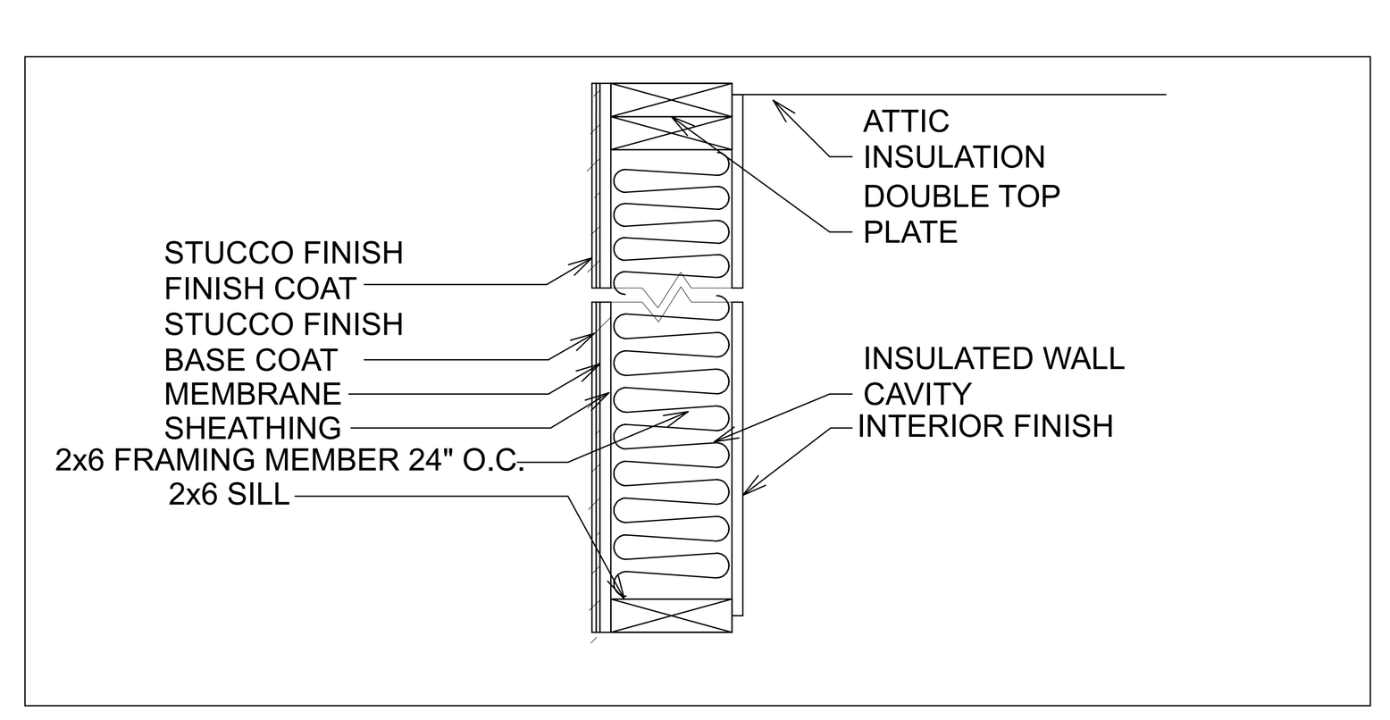
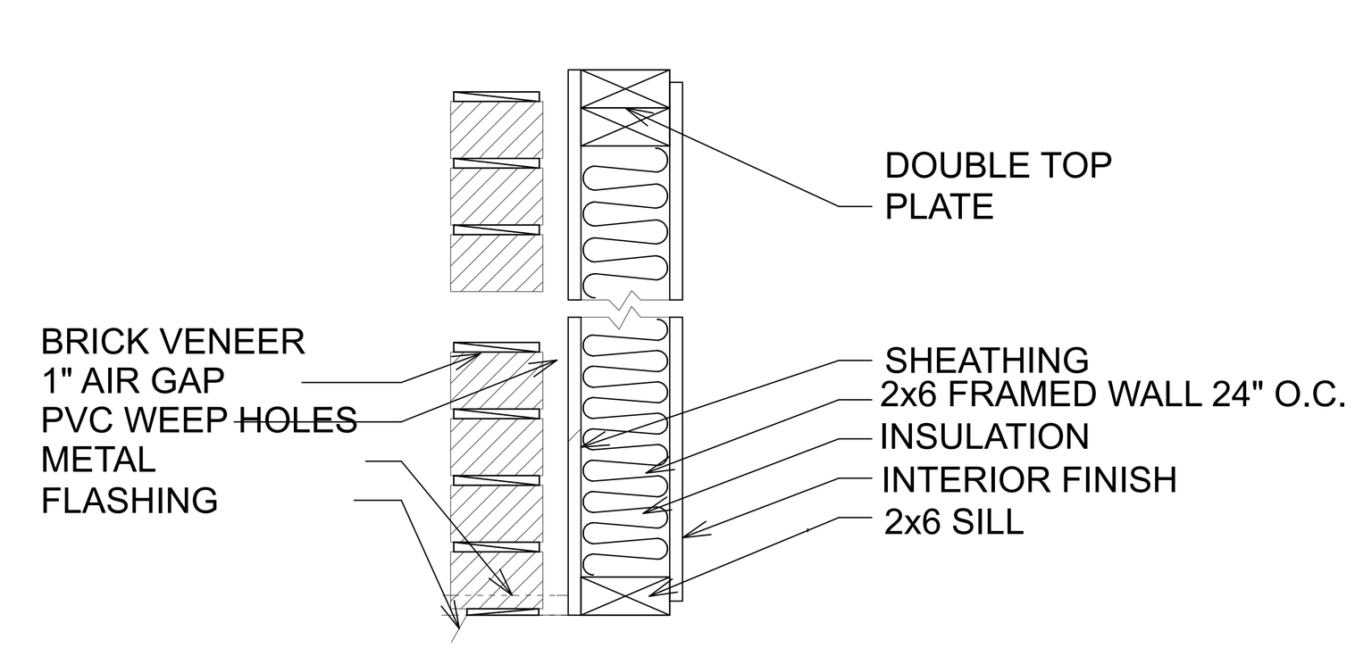
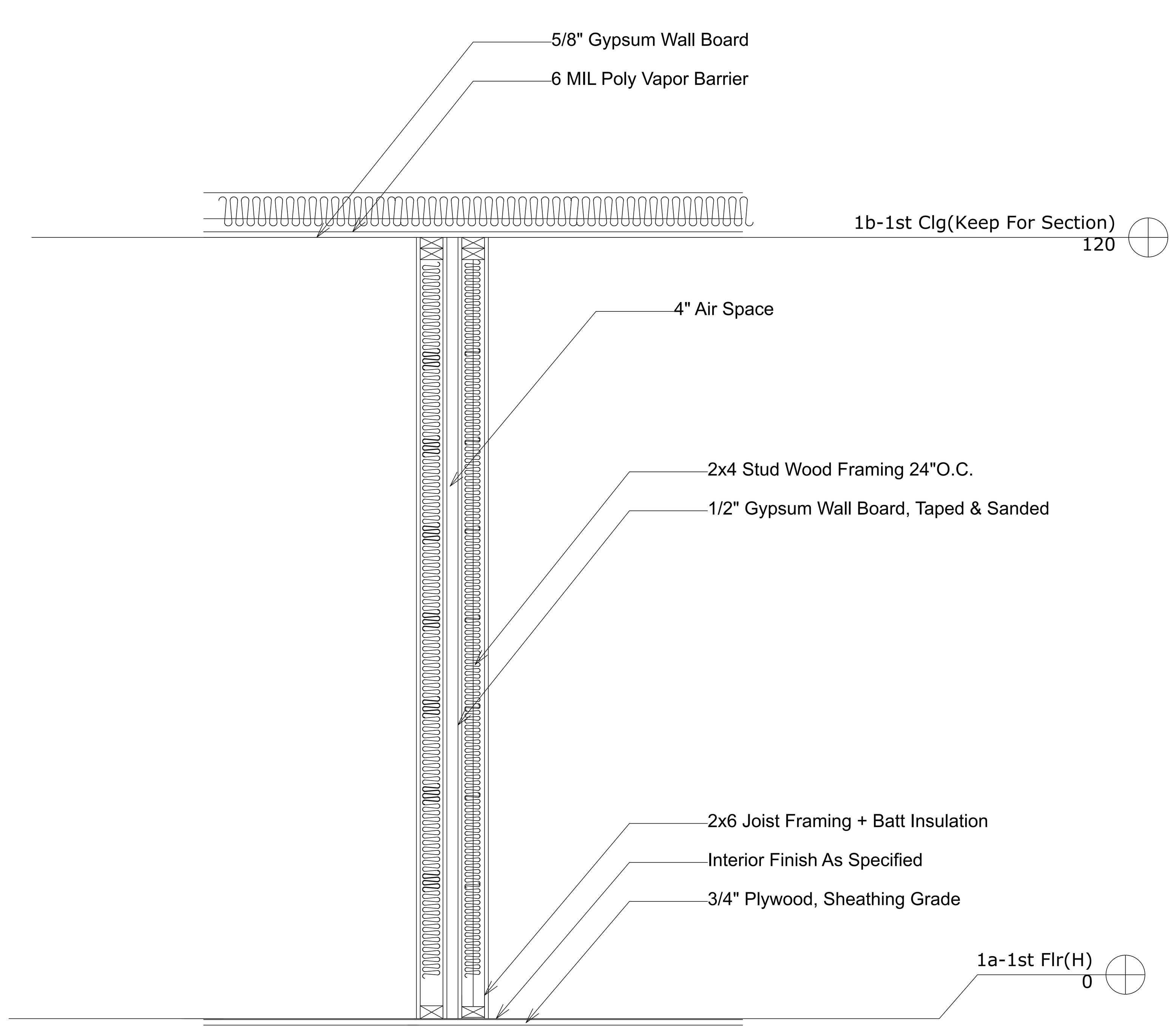


Shear Wall: Floor Diaphragm







FIRE WALL DETAIL

36 X 48 PAPER SIZE

REVISION TABLE

NUMBER	DATE	REVISED BY	DESCRIPTION

PROJECT:

CUSTOMER:

DRAWINGS PROVIDED BY:
DRAFTING DREAMZ
5050 QUORUM DR, STE 700
DALLAS, TX 75254
DRAFTINGDREAMZ.COM

DATE: 10/25/22

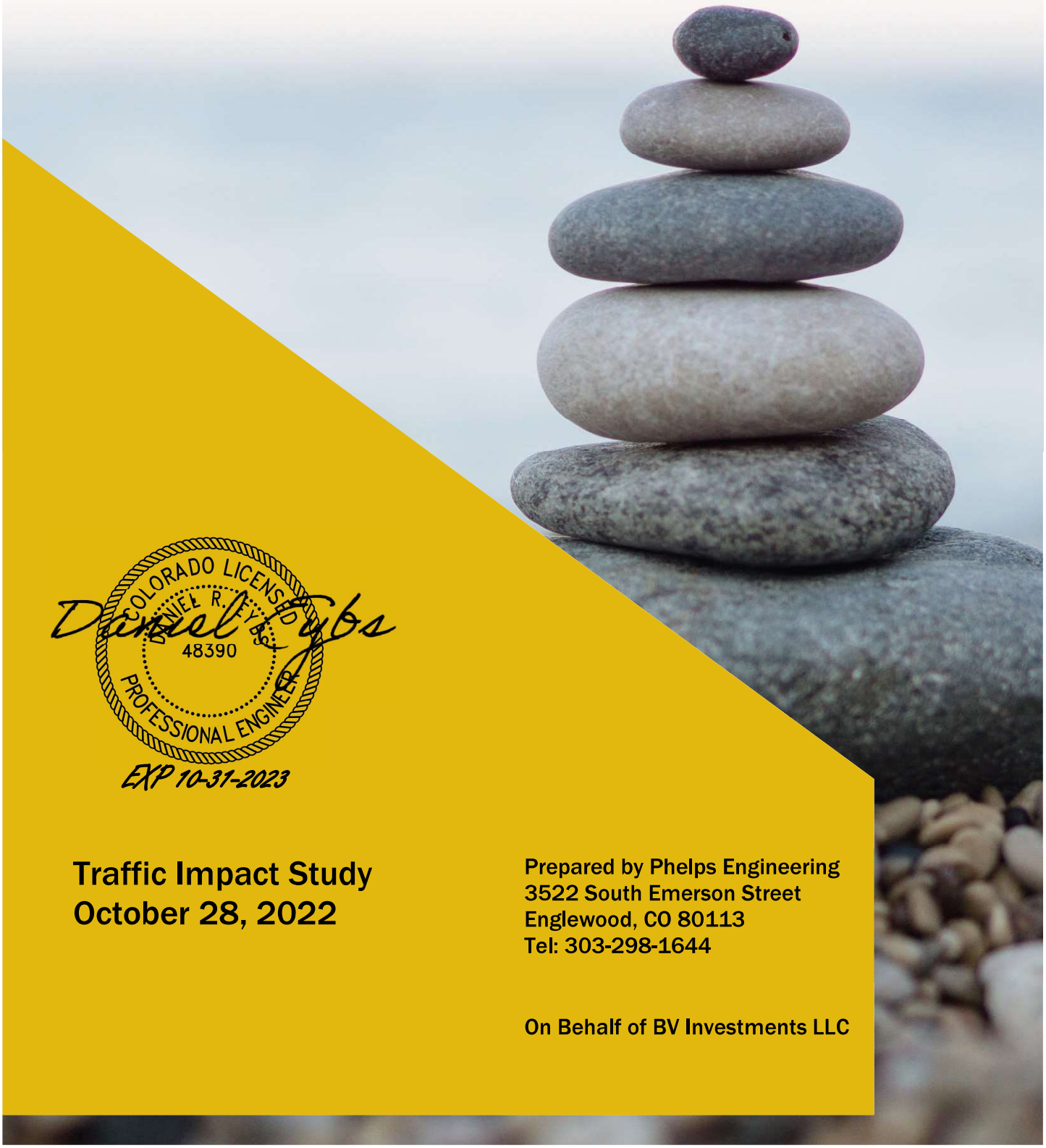
SCALE: 1/4" = 1'

SHEET: A-2

DRAFTING Dreamz

SALIDA CROSSINGS

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



COLORADO LICENSED
DANIEL R. FYBS
48390
PROFESSIONAL ENGINEER
EXP 10-31-2023

Traffic Impact Study
October 28, 2022

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

On Behalf of BV Investments LLC

REPORT CONTENTS

INTRODUCTION

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

The preparation of this report included the following:

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

LAND USE AND ACCESS

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

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

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

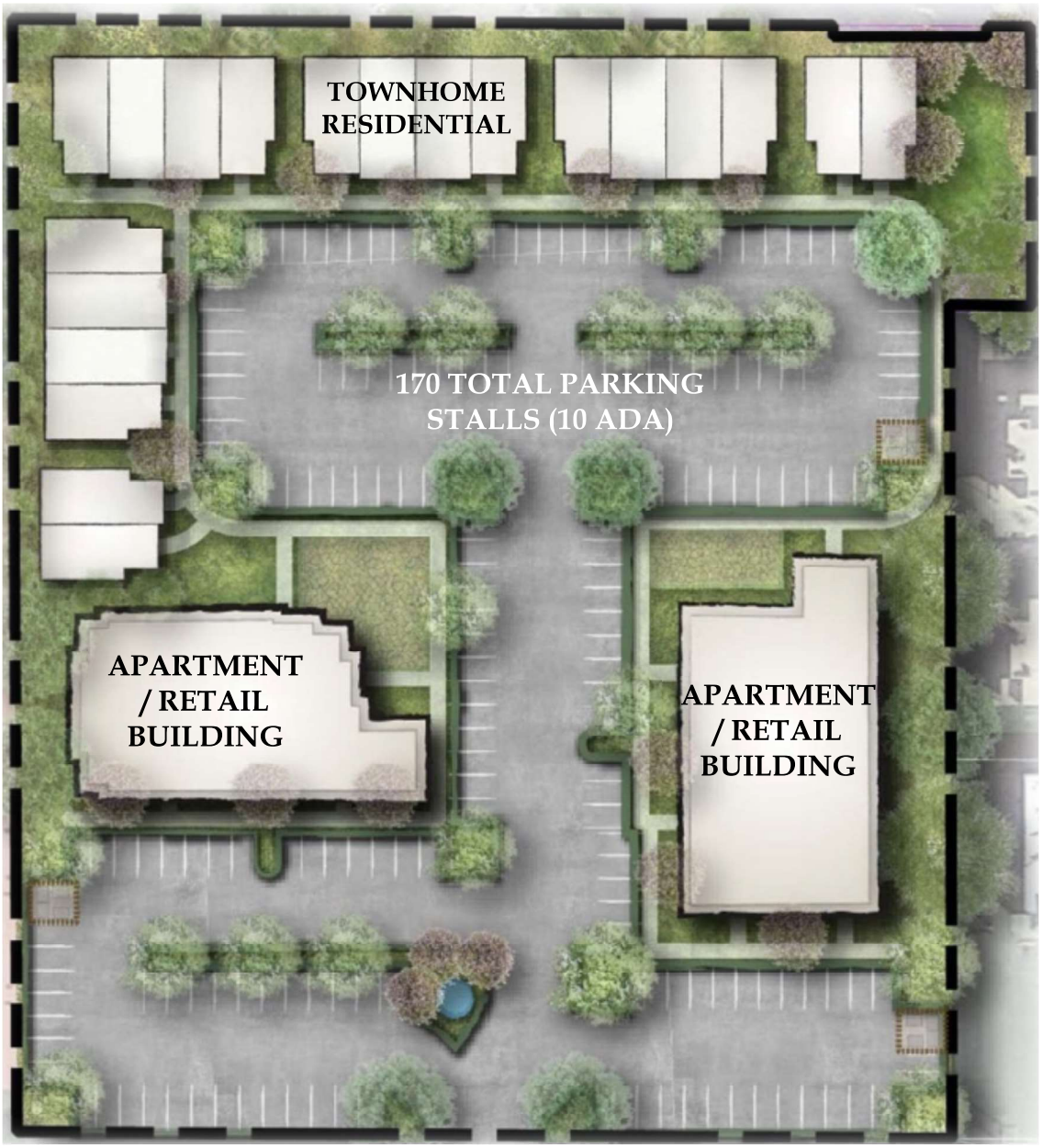


Figure 2: New Mixed-Use Redevelopment Conceptual Site Plan

ROAD AND TRAFFIC CONDITIONS

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

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

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

- State Highway 291 (Oak Street) is classified as a two-lane NR-C (Non-Rural Arterial) in the vicinity of the site. Extending nine miles through Salida from US Highway 50A to US Highway 285, State Highway 291 has a posted speed limit of 35 mph north of US Highway 50A. The intersection of State Highway 291/US Highway 50A is a Stop-sign-controlled, full-movement T-intersection.

- Hunt Street is classified as an urban collector street in the City of Salida. The improvements to the roadway include a 34-foot traveled way, on-street parallel parking, detached sidewalks, curb and gutter, and directional curb ramps. The City Code, Section 1101(2)(a), states: "The speed limits for all streets within the City, unless otherwise posted, shall be 25 miles per hour." The speed limit on Hunt Street is not posted, so it is legally twenty-five mph. The intersection of US Highway 50A/Hunt Street is a Stop-sign-controlled, full-movement T-intersection.

- Chaffee County Road 105 (Old Stage Road) is a rural two-lane roadway with graded shoulders. The posted speed limit is twenty-five mph. The intersection of State Highway 291/County Road 105 is a stop-sign-controlled, full-movement T-intersection.

Existing Traffic Volumes

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

Generated with PTV VISTRO

Version 2022 (SP 0-3)

AM peak-hour traffic volumes at site adjacent intersections

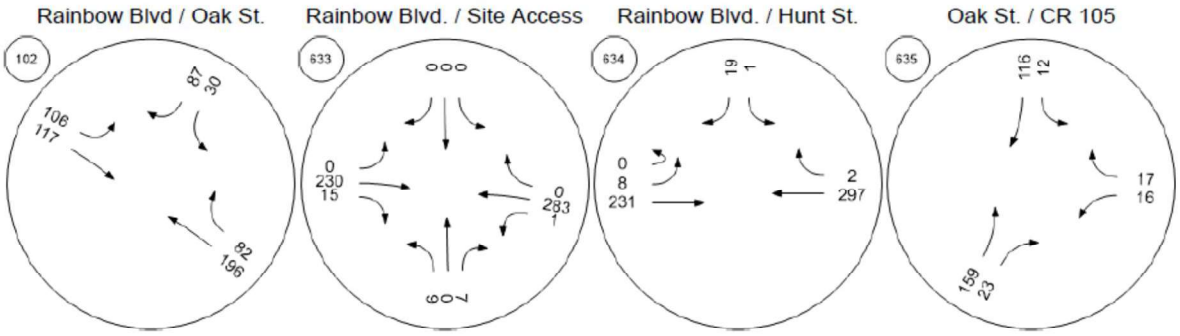


Figure 3a: AM peak-hour traffic volumes at site adjacent intersections.

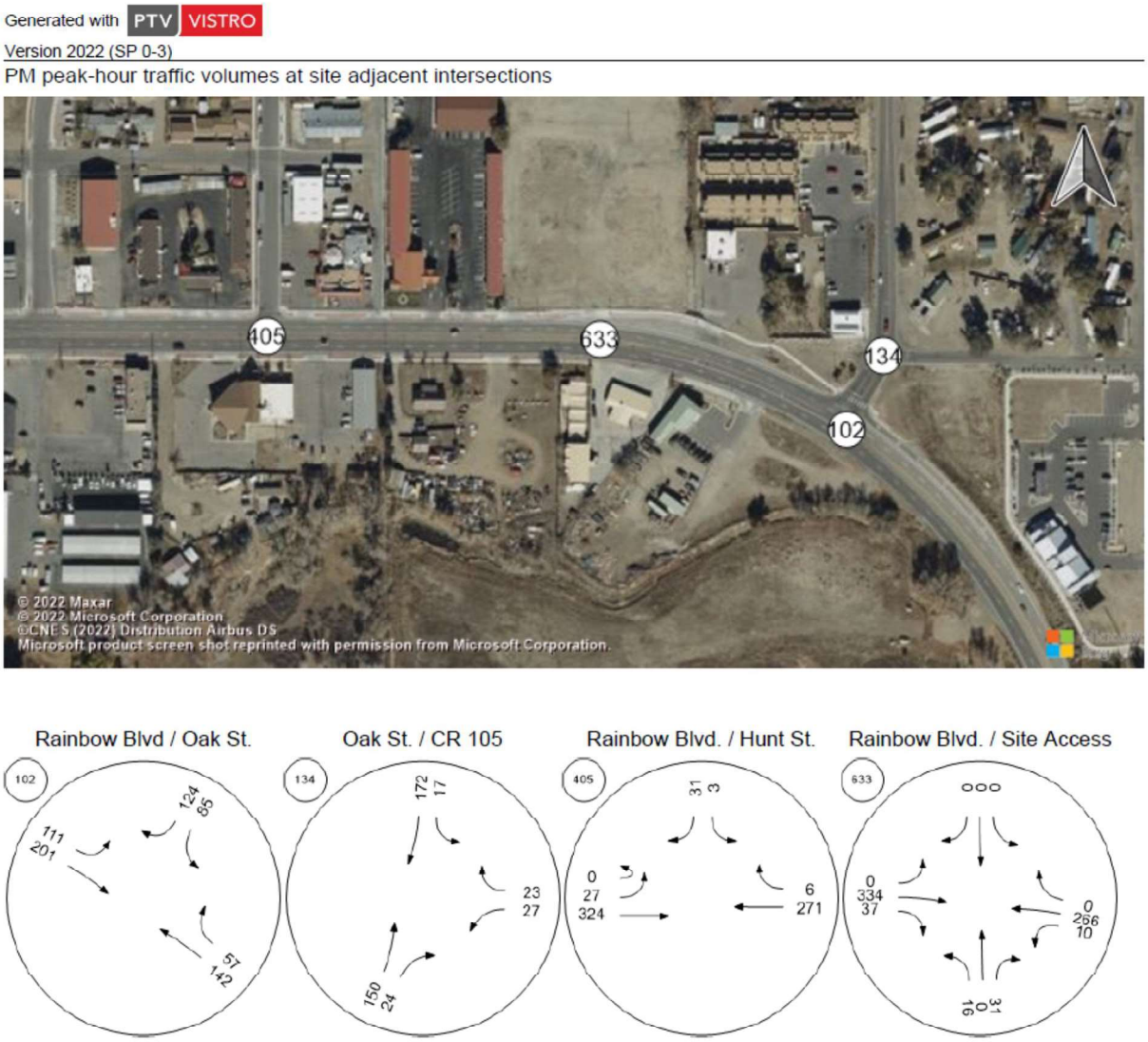


Figure 3b: PM peak-hour traffic volumes at site adjacent intersections.

PES also obtained the most current CDOT traffic data for count stations 102286, 102287, and 105345 located adjacent to the site. Table 1 includes the CDOT short duration count station 2021 AADT and project 2042 AADT for each station.

Station ID	Route	Milepost Begin-End	2021 AADT	Projected 2042 AADT	CDOT Growth Factor
102286	050A	222.198-222.399	8,400	9,106	1.084
102287	050A	222.399-233.62	6,200	6,786	1.095
105345	291A	0 – 0.865	4,100	4,444	1.084

Table 1: CDOT Short Duration Count Station 2021 AADT and 2042 AADT

Crash Pattern Review

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

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

Table 2: Three-year Crash Record Summary

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

TRIP GENERATION

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

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

Table 3: Estimated Site Vehicle Driveway Trip Generation

Pass-By and Diverted Trips

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

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

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

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

Trip Reduction Factor

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

TRIP DISTRIBUTION AND ASSIGNMENT

Trip Directional Distribution

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

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

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

Site-Generated Traffic

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

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Version 2022 (SP 0-3)
AM Peak-Hour Site Generated Traffic Volumes

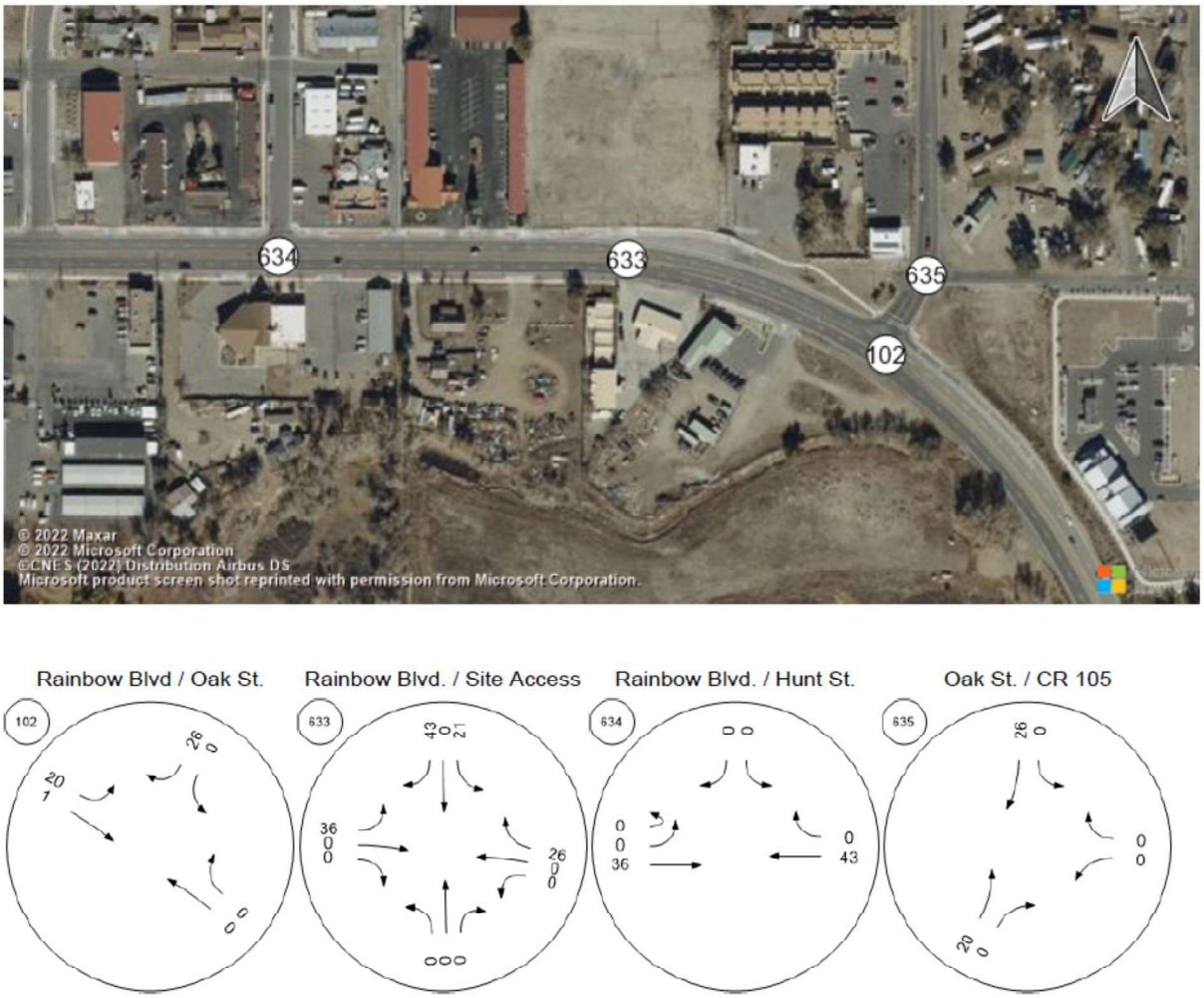


Figure 4a: AM Peak-Hour Site Generated Traffic Volumes

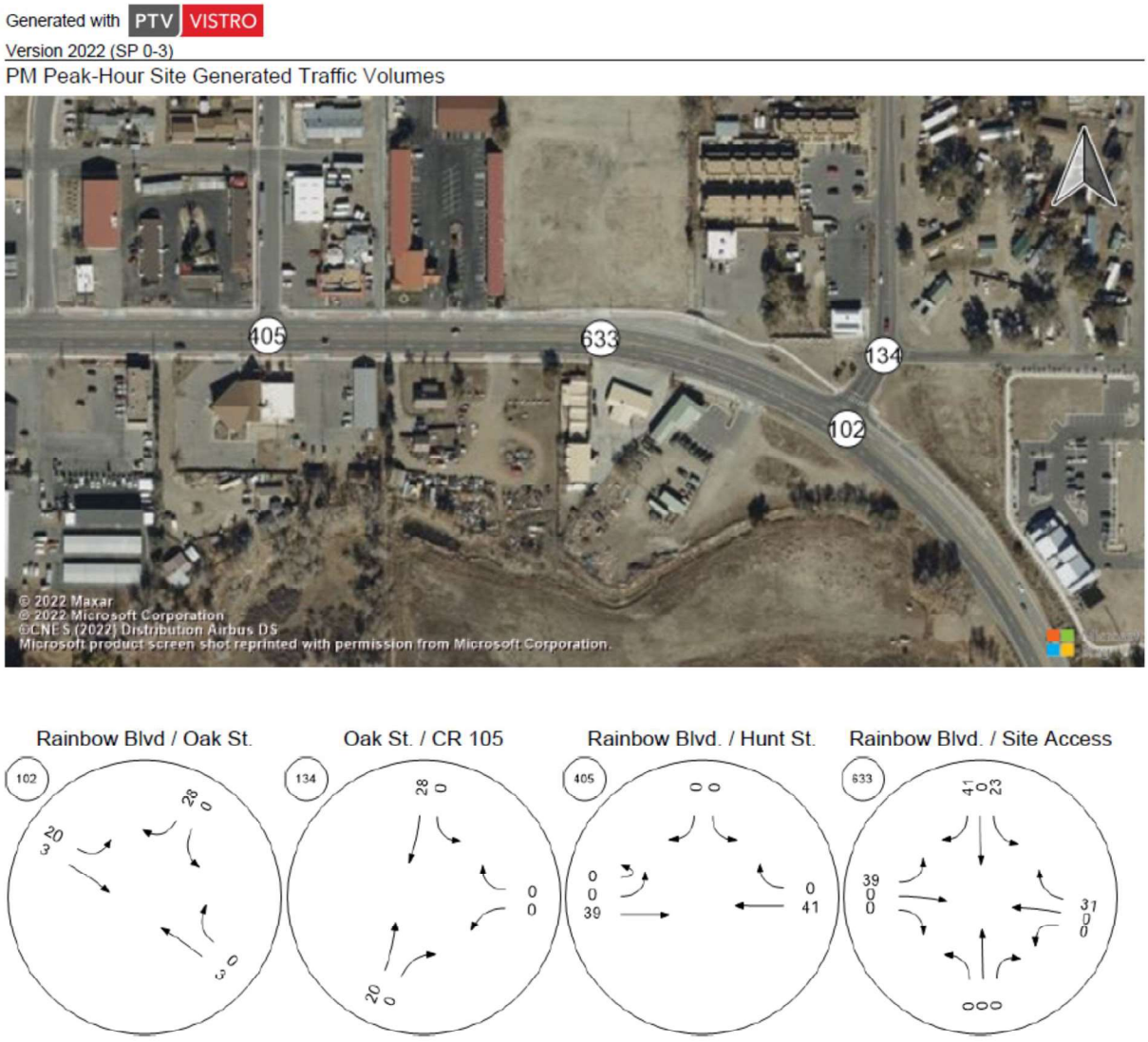


Figure 4b: PM Peak-Hour Site Generated Traffic Volumes

Existing-Plus-Site-Generated Traffic Volumes

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

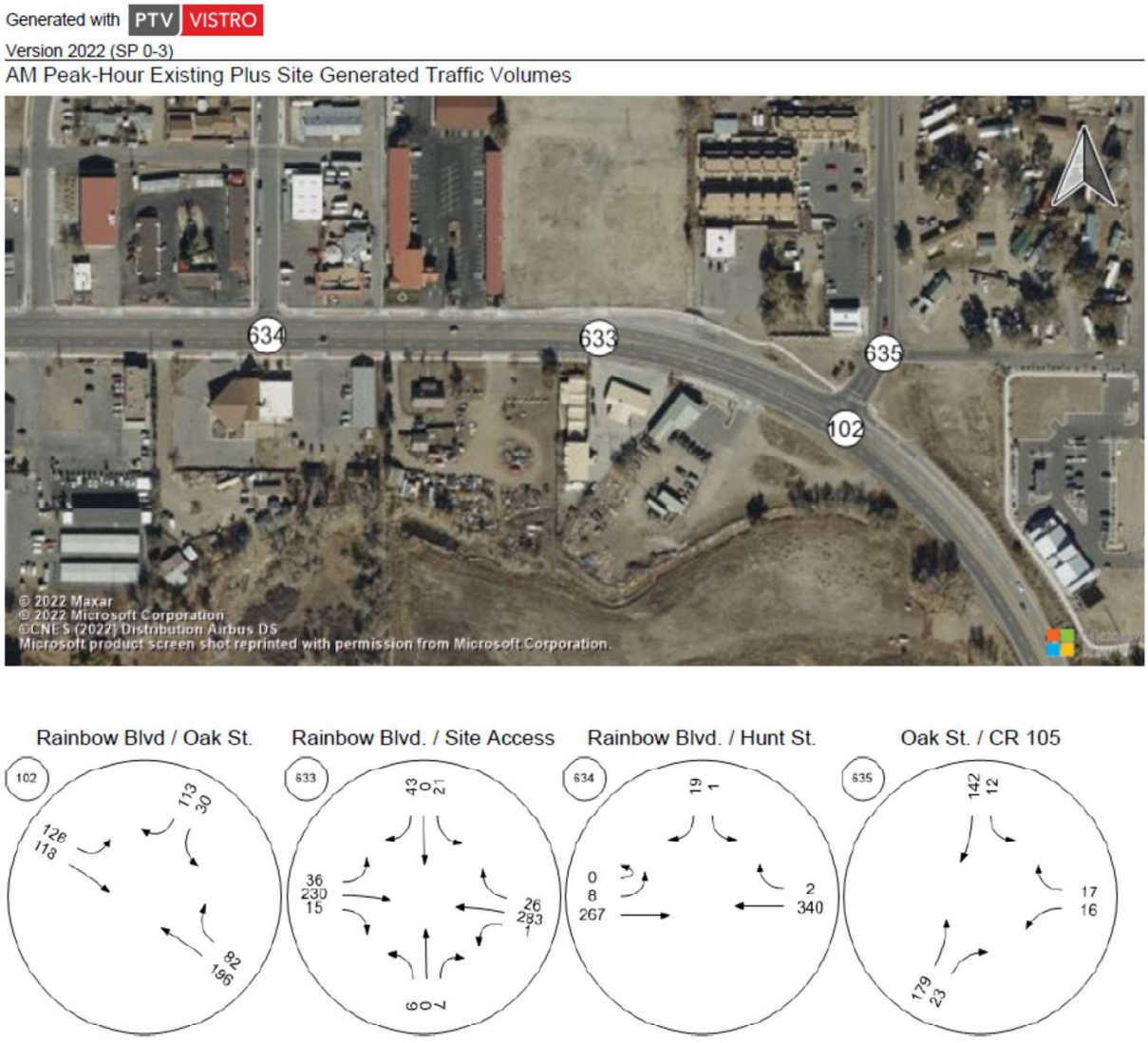


Figure 5a: AM Peak-Hour Existing Plus Site Generated Traffic Volumes

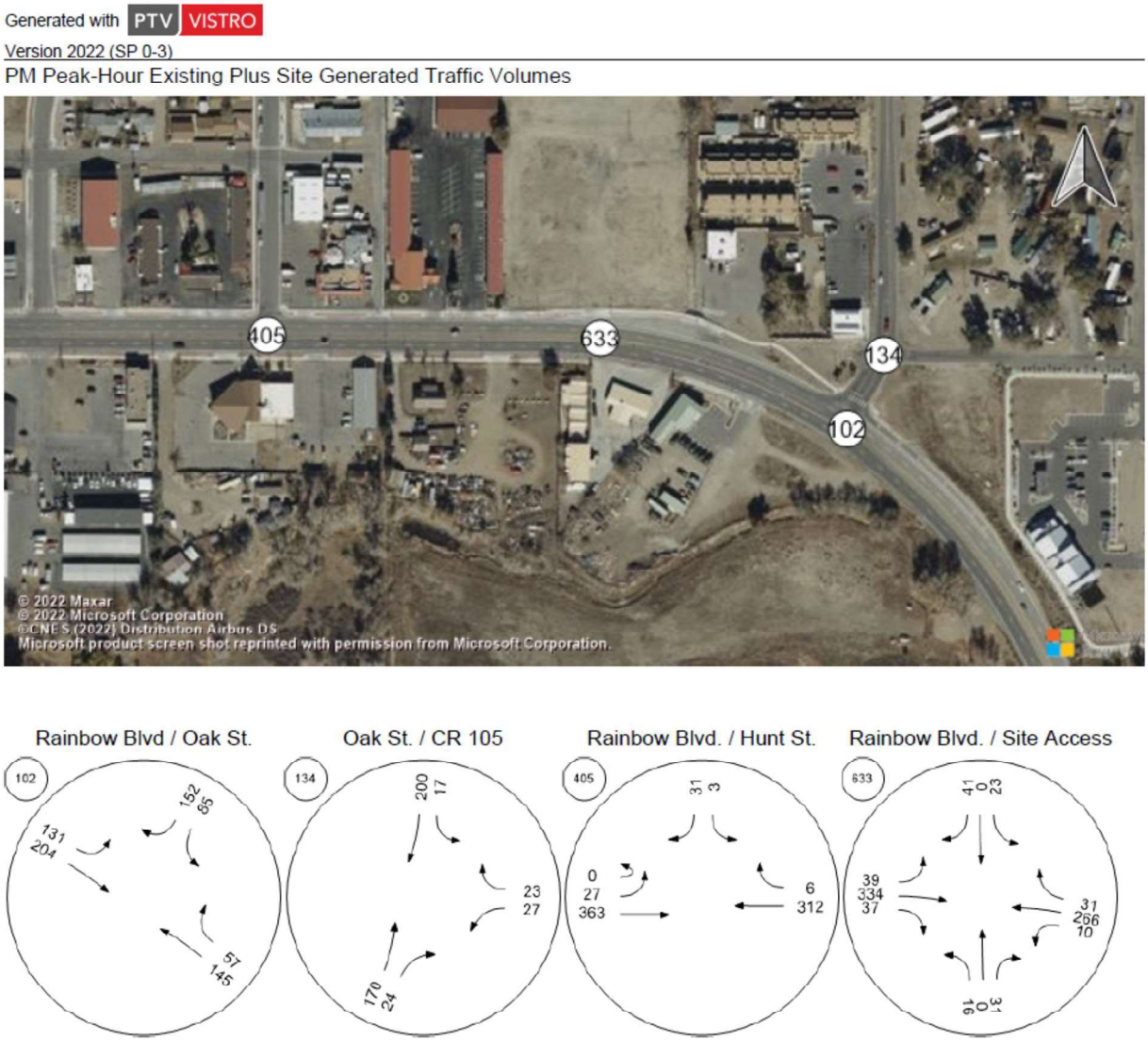


Figure 5b: PM Peak-Hour Existing Plus Site Generated Traffic Volumes

Estimated Future 2042 Background Traffic Volumes

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

Generated with PTV VISTRO

Version 2022 (SP 0-3)

2042 AM Peak-Hour Background Traffic Volumes

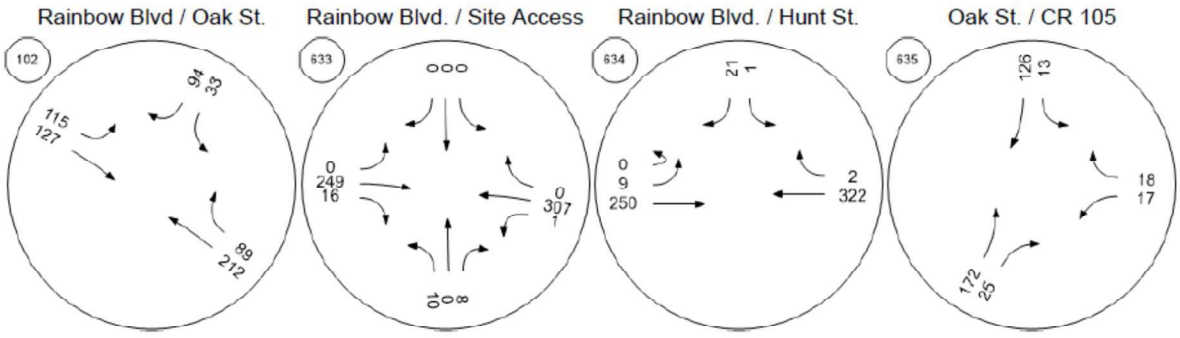


Figure 6a: 2042 AM Peak-Hour Background Traffic Volumes

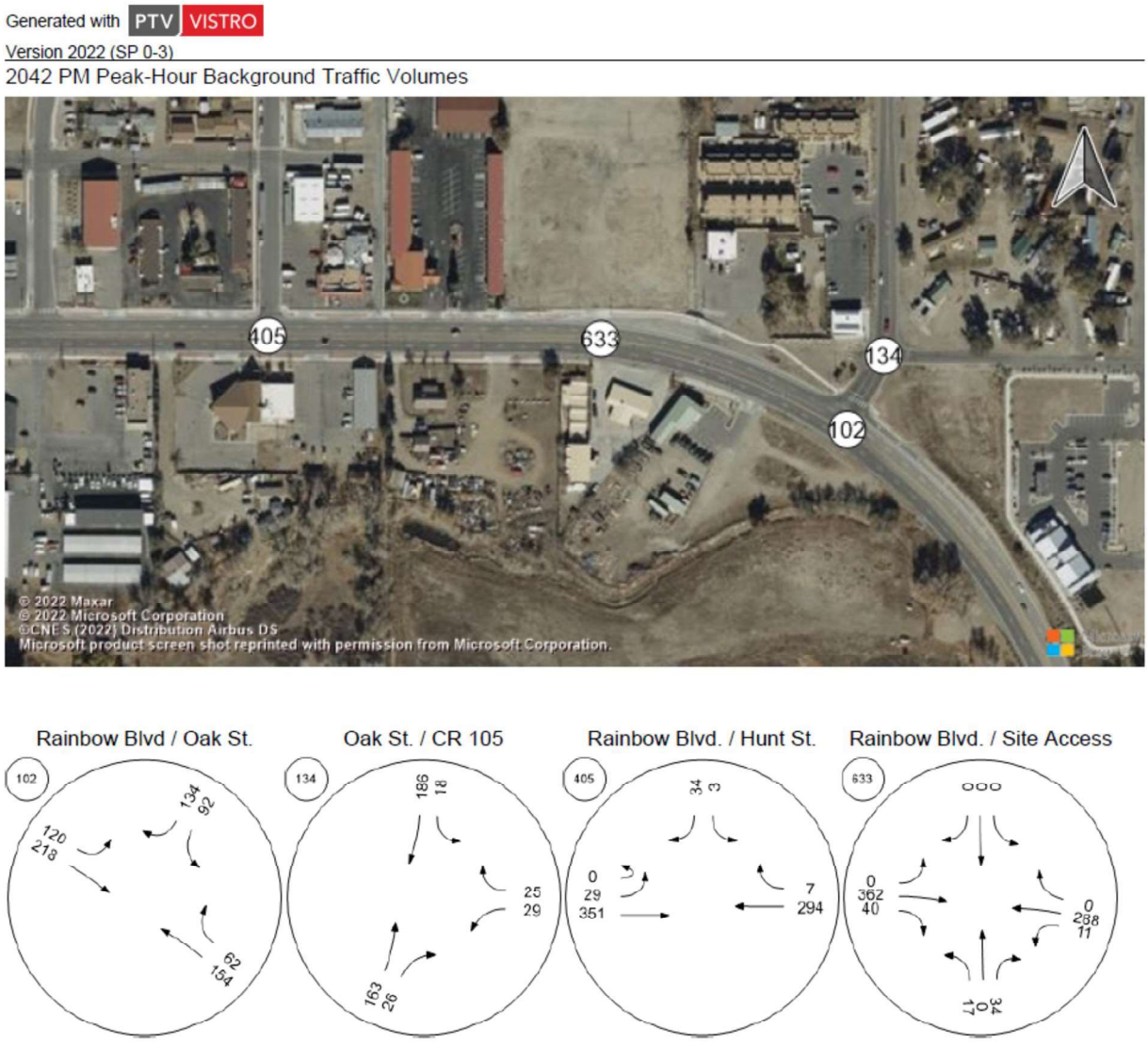


Figure 6b: 2042 PM Peak-Hour Background Traffic Volumes

Future 2042 Total Traffic Volumes

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

Generated with PTV VISTRO

Version 2022 (SP 0-3)

2042 AM Peak-Hour Background Plus Site Generated Traffic Volumes

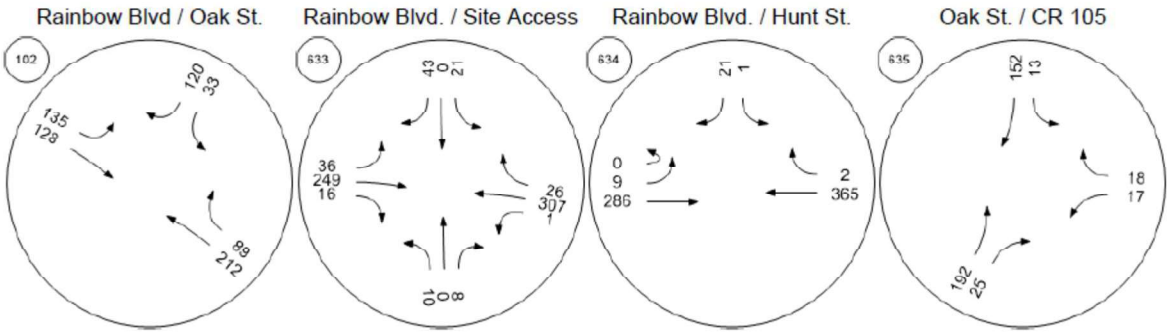


Figure 7a: 2042 AM Peak-Hour Background Plus Site Generated Traffic Volumes

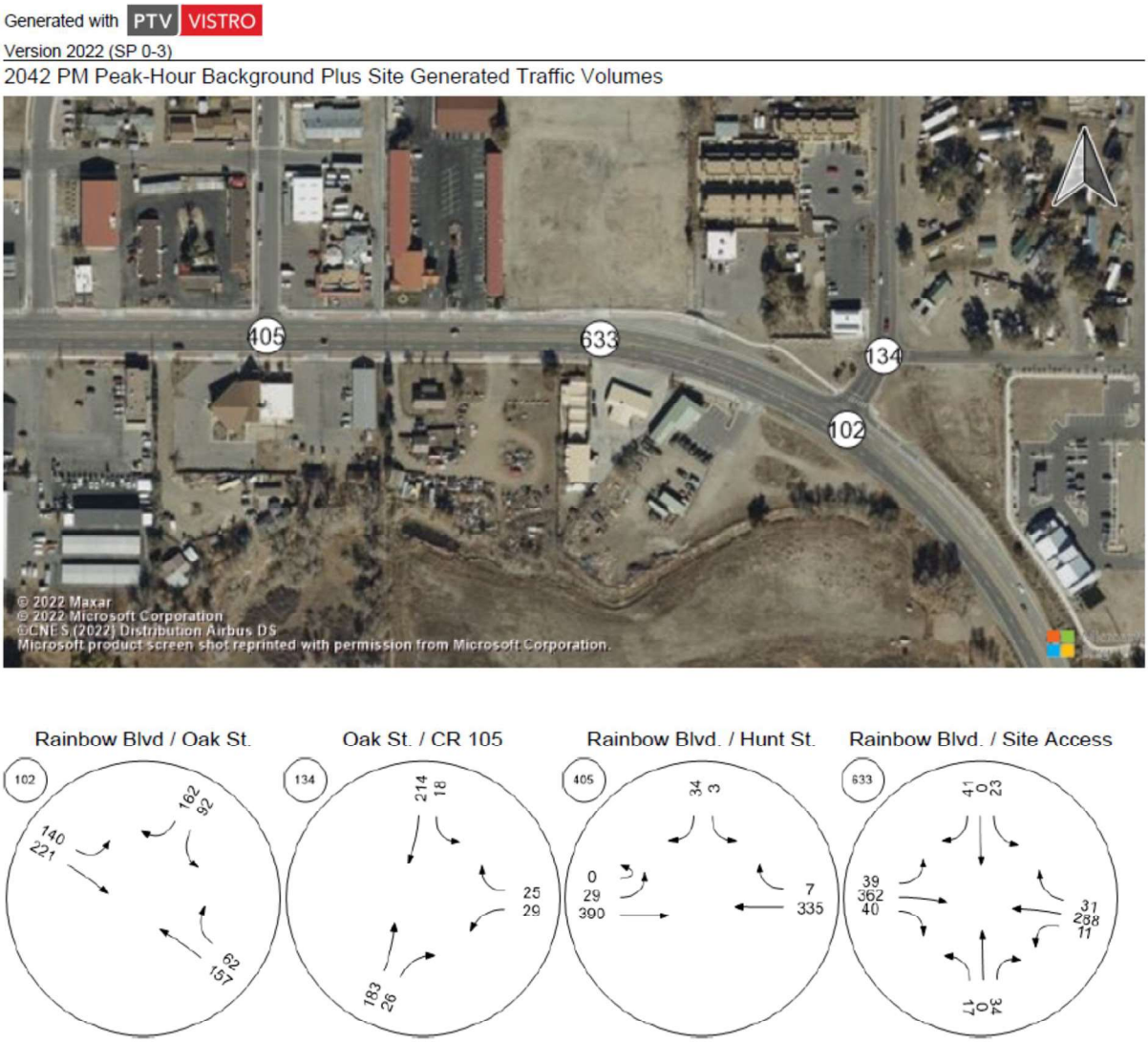


Figure 7b: 2042 PM Peak-Hour Background Plus Site Generated Traffic Volumes

LEVEL OF SERVICE ANALYSIS

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

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

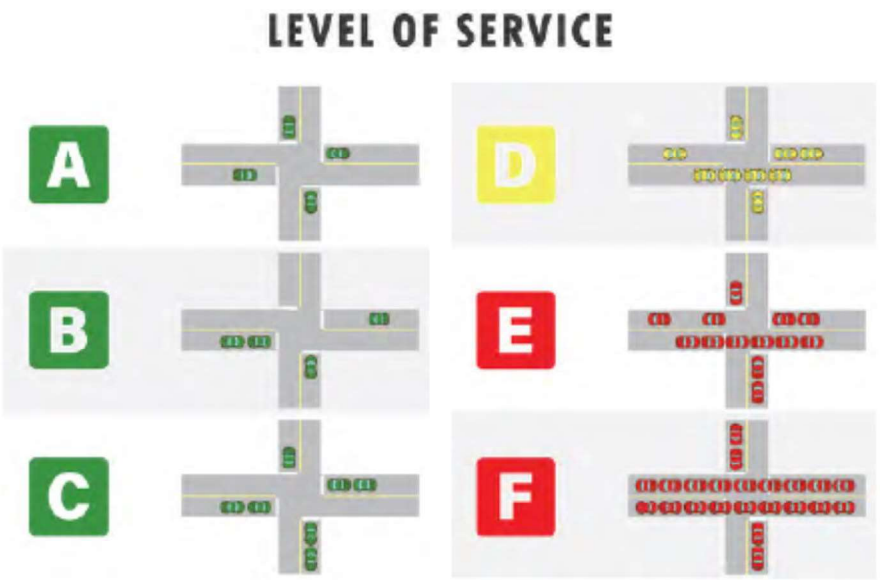


Figure 8: Intersection Levels of Service Graphical Representation

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

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

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

Table 5: Intersection Levels of Service Delay Ranges

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

Scenario	Site Access/East Rainbow Blvd. Intersection Control: TWSC				East Rainbow Blvd./Oak St. Intersection Control: TWSC	
	NB	EBL	WBL	SBL	SB	EBL
Weekday Mid-Day Peak Hour						
2022 Existing	B	A	A	A	C	A
2022 Existing + Site	B	A	A	B	B	A
2042 Background	B	A	A	A	C	A
2042 Background + Site	C	A	A	B	C	A
Weekday PM Peak-Hour						
2022 Existing	B	A	A	A	B	A
2022 Existing + Site	B	A	A	C	B	A
2042 Background	B	A	A	A	B	A
2042 Background + Site	C	A	A	C	C	A

NB = Shared Northbound Left/Right Turns
EBL = Eastbound Left Turn
WBL = Westbound Left Turn
SB = Shared Southbound Left/Right Turns
TWSC = Two-way, Stop-sign Intersection Traffic Control

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

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

AUXILIARY TURN LANE RECOMMENDATIONS

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

Westbound Right-Turn Deceleration Lane

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

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

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

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

Left-Turn Deceleration Lane

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

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

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

Westbound Right-Turn Acceleration Lane

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

THE US 50A/CO 291 INTERSECTION IMPROVEMENTS

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

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

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

ADDITIONAL RECOMMENDATIONS

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

CONCLUSIONS

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

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

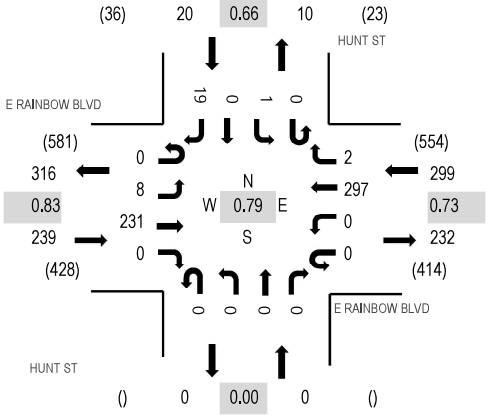
- Although a westbound right-turn acceleration lane on East Rainbow Boulevard at the site access is prescribed based on the projected volumes and criteria in the State Highway Access Code, PES does not recommend that this lane be required. Please refer to the "Auxiliary Turn Lane Recommendations" section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

APPENDIX A – TRAFFIC COUNT DATA

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

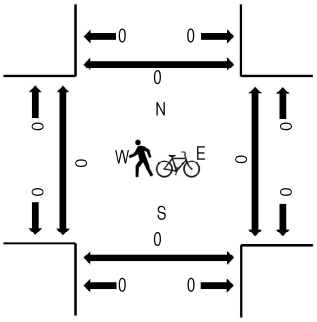
Location: 1 HUNT ST & E RAINBOW BLVD AM
Date: Tuesday, April 5, 2022
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



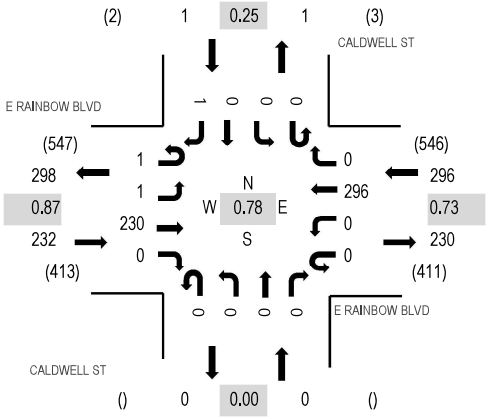
Traffic Counts

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

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

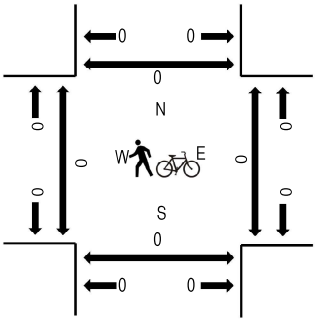
Location: 2 CALDWELL ST & E RAINBOW BLVD AM
Date: Tuesday, April 5, 2022
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



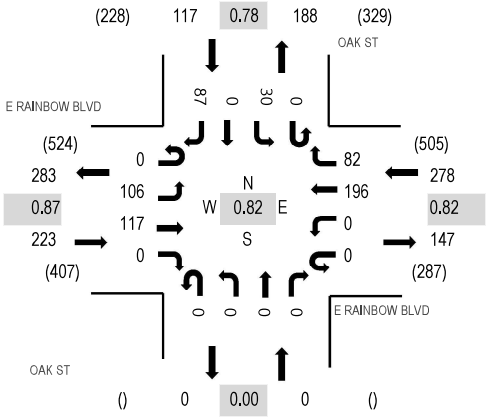
Traffic Counts

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

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

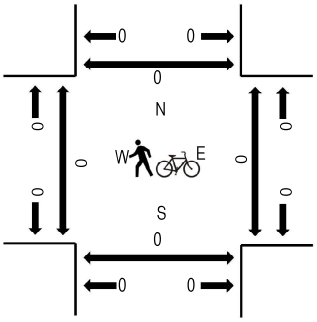
Location: 3 OAK ST & E RAINBOW BLVD AM
Date: Tuesday, April 5, 2022
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



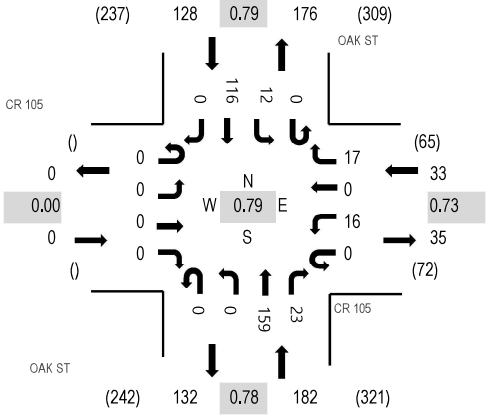
Traffic Counts

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

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

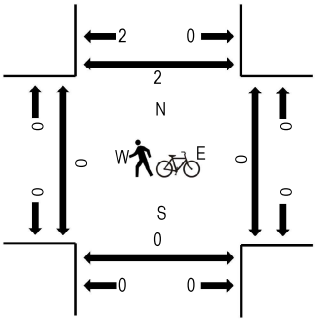
Location: 4 OAK ST & CR 105 AM
Date: Tuesday, April 5, 2022
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



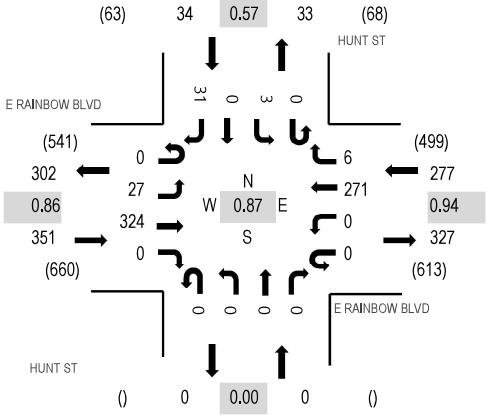
Traffic Counts

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

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

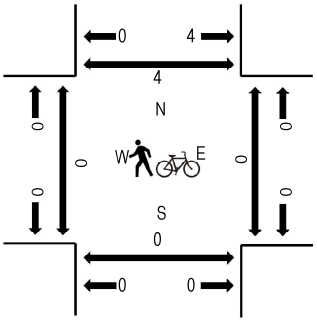
Location: 1 HUNT ST & E RAINBOW BLVD PM
Date: Tuesday, April 5, 2022
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:00 PM - 04:15 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



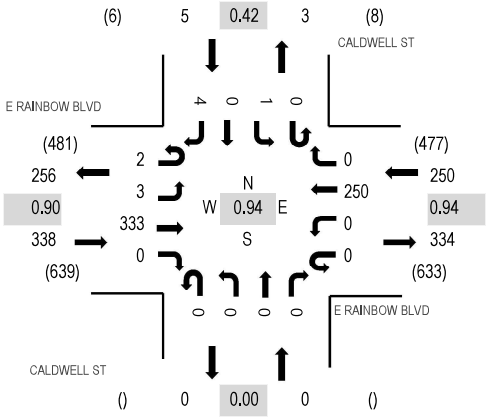
Traffic Counts

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

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

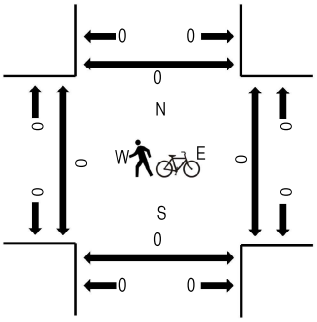
Location: 2 CALDWELL ST & E RAINBOW BLVD PM
Date: Tuesday, April 5, 2022
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:15 PM - 04:30 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



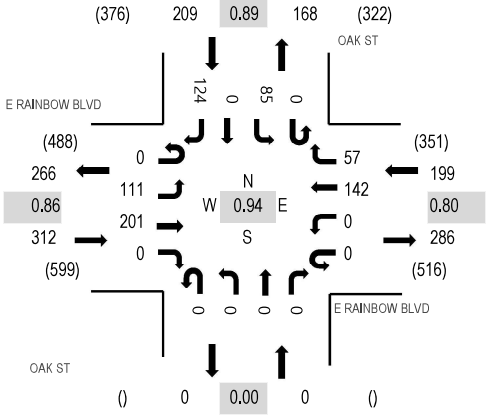
Traffic Counts

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

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

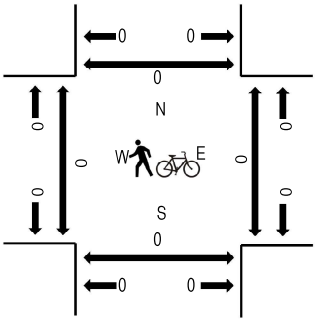
Location: 3 OAK ST & E RAINBOW BLVD PM
Date: Tuesday, April 5, 2022
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



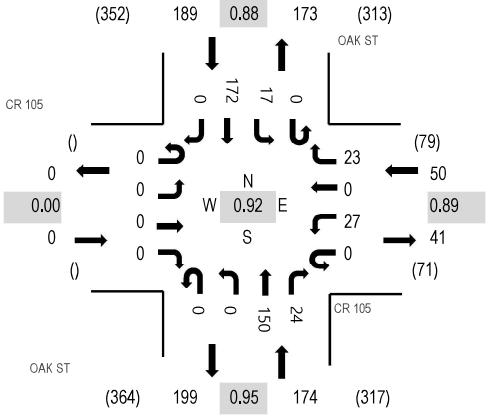
Traffic Counts

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

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

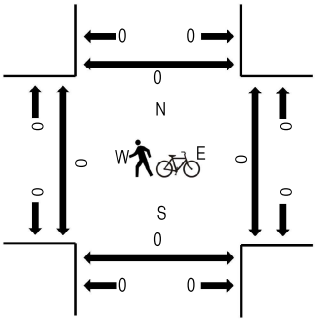
Location: 4 OAK ST & CR 105 PM
Date: Tuesday, April 5, 2022
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles on Crosswalk



Traffic Counts

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

APPENDIX B - PTV VISTRO INTERSECTION CAPACITY REPORTS

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

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

Intersection Setup

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

Volumes

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

Intersection Settings

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

Movement, Approach, & Intersection Results

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

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

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

Intersection Setup

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

Volumes

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

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	11.67	13.01	9.11	11.79	12.95	9.09	7.82	0.00	0.00	7.73	0.00	0.00
Movement LOS	B	B	A	B	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.07	0.07	0.07	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	1.85	1.85	1.85	0.00	0.00	0.00	0.00	0.00	0.00	0.04	0.02	0.00
d_A, Approach Delay [s/veh]	10.55			11.28			0.00			0.03		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	0.32											
Intersection LOS	B											

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

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

Intersection Setup

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

Volumes

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

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.03	0.00	0.01	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	13.33	9.64	10.98	8.17	0.00	0.00	0.00
Movement LOS	B	A	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.12	0.12	0.04	0.04	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	2.88	2.88	1.12	1.12	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.77		0.47			0.00	
Approach LOS	A		A			A	
d_I, Intersection Delay [s/veh]	0.58						
Intersection LOS	B						

Intersection Level Of Service Report
Intersection 635: Oak St. / CR 105

Control Type:	Two-way stop	Delay (sec / veh):	11.2
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.034

Intersection Setup

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

Volumes

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

Intersection Settings

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

Movement, Approach, & Intersection Results

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

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

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

Intersection Setup

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

Volumes

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

Intersection Settings

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

Movement, Approach, & Intersection Results

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

Intersection Level Of Service Report
Intersection 134: Oak St. / CR 105

Control Type:	Two-way stop	Delay (sec / veh):	12.1
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.078

Intersection Setup

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

Volumes

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

Intersection Settings

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

Movement, Approach, & Intersection Results

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

Intersection Level Of Service Report
Intersection 405: Rainbow Blvd. / Hunt St.

Control Type:	Two-way stop	Delay (sec / veh):	13.0
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.011

Intersection Setup

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

Volumes

Name	Hunt Street		East Rainbow Boulevard			East Rainbow Boulevard	
Base Volume Input [veh/h]	3	31	0	27	324	271	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	31	0	27	324	271	6
Peak Hour Factor	0.5800	1.0000	1.0000	0.9700	0.8400	0.9400	0.5800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	8	0	7	96	72	3
Total Analysis Volume [veh/h]	5	31	0	28	386	288	10
Pedestrian Volume [ped/h]	0		0			0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.04	0.00	0.02	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	12.97	9.33	10.08	7.89	0.00	0.00	0.00
Movement LOS	B	A	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.14	0.14	0.07	0.07	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	3.62	3.62	1.68	1.68	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.83		0.53			0.00	
Approach LOS	A		A			A	
d_I, Intersection Delay [s/veh]	0.77						
Intersection LOS	B						

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

Control Type:	Two-way stop	Delay (sec / veh):	13.5
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.036

Intersection Setup

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

Volumes

Name							East Rainbow Boulevard			East Rainbow Boulevard		
Base Volume Input [veh/h]	16	0	31	0	0	0	0	334	37	10	266	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	16	0	31	0	0	0	0	334	37	10	266	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	0	8	0	0	0	0	84	9	3	67	0
Total Analysis Volume [veh/h]	16	0	31	0	0	0	0	334	37	10	266	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	13.53	14.70	9.81	12.70	14.48	9.04	7.78	0.00	0.00	8.05	0.00	0.00
Movement LOS	B	B	A	B	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.24	0.24	0.24	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.01	0.00
95th-Percentile Queue Length [ft/ln]	5.93	5.93	5.93	0.00	0.00	0.00	0.00	0.00	0.00	0.42	0.21	0.00
d_A, Approach Delay [s/veh]	11.07			12.07			0.00			0.29		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	0.87											
Intersection LOS	B											

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

Control Type:	Two-way stop	Delay (sec / veh):	16.6
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.109

Intersection Setup

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

Volumes

Name	Collegiate Peaks Byway		East Rainbow Boulevard		US 50	
Base Volume Input [veh/h]	30	87	106	117	196	82
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	26	20	1	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	30	113	126	118	196	82
Peak Hour Factor	0.8000	0.8000	0.7400	0.8100	0.8200	0.8400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	35	43	36	60	24
Total Analysis Volume [veh/h]	38	141	170	146	239	98
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.15	0.14	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	16.56	9.64	8.38	0.00	0.00	0.00
Movement LOS	C	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.36	0.54	0.48	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	9.07	13.57	11.95	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	11.11		4.51		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	4.10					
Intersection LOS	C					

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

Control Type:	Two-way stop	Delay (sec / veh):	13.6
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.047

Intersection Setup

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

Volumes

Name							East Rainbow Boulevard			East Rainbow Boulevard		
Base Volume Input [veh/h]	9	0	7	0	0	0	0	230	15	1	283	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	21	0	43	36	0	0	0	0	26
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	9	0	7	21	0	43	36	230	15	1	283	26
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	0	2	5	0	11	9	58	4	0	71	7
Total Analysis Volume [veh/h]	9	0	7	21	0	43	36	230	15	1	283	26
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.01	0.05	0.00	0.05	0.03	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	13.14	14.40	9.15	13.62	14.74	9.75	7.97	0.00	0.00	7.73	0.00	0.00
Movement LOS	B	B	A	B	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.09	0.09	0.09	0.32	0.32	0.32	0.09	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	2.13	2.13	2.13	7.99	7.99	7.99	2.23	0.00	0.00	0.04	0.02	0.00
d_A, Approach Delay [s/veh]	11.40			11.02			1.02			0.02		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	1.76											
Intersection LOS	B											

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

Control Type:	Two-way stop	Delay (sec / veh):	14.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

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

Volumes

Name							
Base Volume Input [veh/h]	1	19	0	8	231	297	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	36	43	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	19	0	8	267	340	2
Peak Hour Factor	1.0000	0.6800	1.0000	0.4600	0.8300	0.7400	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	7	0	4	80	115	1
Total Analysis Volume [veh/h]	1	28	0	17	322	459	2
Pedestrian Volume [ped/h]	0		0			0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.04	0.00	0.02	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	14.36	9.86	11.54	8.34	0.00	0.00	0.00
Movement LOS	B	A	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.12	0.12	0.05	0.05	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	3.03	3.03	1.18	1.18	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10.01		0.42			0.00	
Approach LOS	B		A			A	
d_I, Intersection Delay [s/veh]	0.52						
Intersection LOS	B						

Intersection Level Of Service Report
Intersection 635: Oak St. / CR 105

Control Type:	Two-way stop	Delay (sec / veh):	11.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.037

Intersection Setup

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

Volumes

Name	Collegiate Peaks Byway		Collegiate Peaks Byway		County Road 105	
Base Volume Input [veh/h]	159	23	12	116	16	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	20	0	0	26	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	179	23	12	142	16	17
Peak Hour Factor	0.8100	0.6700	0.7500	0.8500	0.7500	0.7900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	55	9	4	42	5	5
Total Analysis Volume [veh/h]	221	34	16	167	21	22
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.04	0.03
d_M, Delay for Movement [s/veh]	0.00	0.00	7.77	0.00	11.70	9.87
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.03	0.03	0.21	0.21
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.67	0.67	5.15	5.15
d_A, Approach Delay [s/veh]	0.00		0.68		10.76	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	1.22					
Intersection LOS	B					

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

Control Type:	Two-way stop	Delay (sec / veh):	16.7
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.267

Intersection Setup

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

Volumes

Name	Oak Street		East Rainbow Boulevard		US 50	
Base Volume Input [veh/h]	85	124	111	201	142	57
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	28	20	3	3	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	85	152	131	204	145	57
Peak Hour Factor	0.7600	0.9700	0.9600	0.8600	0.8900	0.6900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	39	34	59	41	21
Total Analysis Volume [veh/h]	112	157	136	237	163	83
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.27	0.16	0.10	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	16.67	9.44	8.01	0.00	0.00	0.00
Movement LOS	C	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	1.06	0.58	0.34	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	26.56	14.43	8.51	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12.45		2.92		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	5.00					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 134: Oak St. / CR 105

Control Type:	Two-way stop	Delay (sec / veh):	12.7
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.084

Intersection Setup

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

Volumes

Name	Oak Street		Oak Street		CR 105	
Base Volume Input [veh/h]	150	24	17	172	27	23
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	20	0	0	28	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	170	24	17	200	27	23
Peak Hour Factor	0.9100	0.6900	0.6800	0.8300	0.6100	0.6700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	47	9	6	60	11	9
Total Analysis Volume [veh/h]	187	35	25	241	44	34
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.02	0.00	0.08	0.04
d_M, Delay for Movement [s/veh]	0.00	0.00	7.70	0.00	12.66	10.09
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.06	0.06	0.42	0.42
95th-Percentile Queue Length [ft/ln]	0.00	0.00	1.41	1.41	10.56	10.56
d_A, Approach Delay [s/veh]	0.00		0.72		11.54	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	1.93					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 405: Rainbow Blvd. / Hunt St.

Control Type:	Two-way stop	Delay (sec / veh):	13.8
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.012

Intersection Setup

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

Volumes

Name	Hunt Street		East Rainbow Boulevard			East Rainbow Boulevard	
Base Volume Input [veh/h]	3	31	0	27	324	271	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	39	41	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	31	0	27	363	312	6
Peak Hour Factor	0.5800	1.0000	1.0000	0.9700	0.8400	0.9400	0.5800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	8	0	7	108	83	3
Total Analysis Volume [veh/h]	5	31	0	28	432	332	10
Pedestrian Volume [ped/h]	0		0			0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.04	0.00	0.02	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	13.78	9.48	10.44	8.00	0.00	0.00	0.00
Movement LOS	B	A	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.15	0.15	0.07	0.07	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	3.80	3.80	1.75	1.75	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10.08		0.49			0.00	
Approach LOS	B		A			A	
d_I, Intersection Delay [s/veh]	0.70						
Intersection LOS	B						

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

Control Type:	Two-way stop	Delay (sec / veh):	15.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.044

Intersection Setup

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

Volumes

Name							East Rainbow Boulevard			East Rainbow Boulevard		
Base Volume Input [veh/h]	16	0	31	0	0	0	0	334	37	10	266	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	23	0	41	39	0	0	0	0	31
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	16	0	31	23	0	41	39	334	37	10	266	31
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	0	8	6	0	10	10	84	9	3	67	8
Total Analysis Volume [veh/h]	16	0	31	23	0	41	39	334	37	10	266	31
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.00	0.04	0.06	0.00	0.05	0.03	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	15.51	16.60	9.92	14.98	16.79	9.84	7.95	0.00	0.00	8.05	0.00	0.00
Movement LOS	C	C	A	B	C	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.27	0.27	0.27	0.35	0.35	0.35	0.10	0.00	0.00	0.02	0.01	0.00
95th-Percentile Queue Length [ft/ln]	6.66	6.66	6.66	8.87	8.87	8.87	2.39	0.00	0.00	0.42	0.21	0.00
d_A, Approach Delay [s/veh]	11.82			11.69			0.76			0.26		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	2.05											
Intersection LOS	C											

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

Control Type:	Two-way stop	Delay (sec / veh):	16.4
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.115

Intersection Setup

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

Volumes

Name	Collegiate Peaks Byway		East Rainbow Boulevard		US 50	
Base Volume Input [veh/h]	30	87	106	117	196	82
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	33	94	115	127	212	89
Peak Hour Factor	0.8000	0.8000	0.7400	0.8100	0.8200	0.8400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	29	39	39	65	26
Total Analysis Volume [veh/h]	41	118	155	157	259	106
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.13	0.13	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	16.44	9.59	8.43	0.00	0.00	0.00
Movement LOS	C	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.39	0.45	0.44	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	9.68	11.23	11.04	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	11.36		4.19		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	3.72					
Intersection LOS	C					

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

Control Type:	Two-way stop	Delay (sec / veh):	12.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.019

Intersection Setup

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

Volumes

Name							East Rainbow Boulevard			East Rainbow Boulevard		
Base Volume Input [veh/h]	9	0	7	0	0	0	0	230	15	1	283	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	0	8	0	0	0	0	249	16	1	307	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	2	0	0	0	0	62	4	0	77	0
Total Analysis Volume [veh/h]	10	0	8	0	0	0	0	249	16	1	307	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	12.04	13.50	9.20	12.18	13.43	9.16	7.88	0.00	0.00	7.78	0.00	0.00
Movement LOS	B	B	A	B	B	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.09	0.09	0.09	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	2.16	2.16	2.16	0.00	0.00	0.00	0.00	0.00	0.00	0.04	0.02	0.00
d_A, Approach Delay [s/veh]	10.78			11.59			0.00			0.03		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	0.34											
Intersection LOS	B											

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

Control Type:	Two-way stop	Delay (sec / veh):	14.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

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

Volumes

Name							
Base Volume Input [veh/h]	1	19	0	8	231	297	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	21	0	9	250	322	2
Peak Hour Factor	1.0000	0.6800	1.0000	0.4600	0.8300	0.7400	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	8	0	5	75	109	1
Total Analysis Volume [veh/h]	1	31	0	20	301	435	2
Pedestrian Volume [ped/h]	0		0			0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.04	0.00	0.02	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	14.02	9.79	11.34	8.28	0.00	0.00	0.00
Movement LOS	B	A	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.13	0.13	0.05	0.05	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	3.28	3.28	1.36	1.36	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.92		0.52			0.00	
Approach LOS	A		A			A	
d_I, Intersection Delay [s/veh]	0.61						
Intersection LOS	B						

Intersection Level Of Service Report
Intersection 635: Oak St. / CR 105

Control Type:	Two-way stop	Delay (sec / veh):	11.5
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.039

Intersection Setup

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

Volumes

Name	Collegiate Peaks Byway		Collegiate Peaks Byway		County Road 105	
Base Volume Input [veh/h]	159	23	12	116	16	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	172	25	13	126	17	18
Peak Hour Factor	0.8100	0.6700	0.7500	0.8500	0.7500	0.7900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	53	9	4	37	6	6
Total Analysis Volume [veh/h]	212	37	17	148	23	23
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.04	0.03
d_M, Delay for Movement [s/veh]	0.00	0.00	7.75	0.00	11.51	9.83
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.03	0.03	0.22	0.22
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.71	0.71	5.42	5.42
d_A, Approach Delay [s/veh]	0.00		0.80		10.67	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	1.35					
Intersection LOS	B					

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

Control Type:	Two-way stop	Delay (sec / veh):	16.8
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.284

Intersection Setup

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

Volumes

Name	Oak Street		East Rainbow Boulevard		US 50	
Base Volume Input [veh/h]	85	124	111	201	142	57
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	92	134	120	218	154	62
Peak Hour Factor	0.7600	0.9700	0.9600	0.8600	0.8900	0.6900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	35	31	63	43	22
Total Analysis Volume [veh/h]	121	138	125	253	173	90
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.28	0.14	0.10	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	16.79	9.37	8.03	0.00	0.00	0.00
Movement LOS	C	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	1.16	0.50	0.32	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	28.93	12.51	7.88	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12.84		2.66		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	4.81					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 134: Oak St. / CR 105

Control Type:	Two-way stop	Delay (sec / veh):	12.5
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.089

Intersection Setup

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

Volumes

Name	Oak Street		Oak Street		CR 105	
Base Volume Input [veh/h]	150	24	17	172	27	23
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	163	26	18	186	29	25
Peak Hour Factor	0.9100	0.6900	0.6800	0.8300	0.6100	0.6700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	45	9	7	56	12	9
Total Analysis Volume [veh/h]	179	38	26	224	48	37
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.02	0.00	0.09	0.04
d_M, Delay for Movement [s/veh]	0.00	0.00	7.69	0.00	12.51	10.10
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.06	0.06	0.45	0.45
95th-Percentile Queue Length [ft/ln]	0.00	0.00	1.46	1.46	11.37	11.37
d_A, Approach Delay [s/veh]	0.00		0.80		11.46	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	2.13					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 405: Rainbow Blvd. / Hunt St.

Control Type:	Two-way stop	Delay (sec / veh):	13.5
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.012

Intersection Setup

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

Volumes

Name	Hunt Street		East Rainbow Boulevard			East Rainbow Boulevard	
Base Volume Input [veh/h]	3	31	0	27	324	271	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	34	0	29	351	294	7
Peak Hour Factor	0.5800	1.0000	1.0000	0.9700	0.8400	0.9400	0.5800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	9	0	7	104	78	3
Total Analysis Volume [veh/h]	5	34	0	30	418	313	12
Pedestrian Volume [ped/h]	0		0			0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.04	0.00	0.02	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	13.55	9.44	10.32	7.96	0.00	0.00	0.00
Movement LOS	B	A	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.16	0.16	0.07	0.07	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	4.03	4.03	1.85	1.85	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.97		0.53			0.00	
Approach LOS	A		A			A	
d_I, Intersection Delay [s/veh]	0.77						
Intersection LOS	B						

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

Control Type:	Two-way stop	Delay (sec / veh):	14.2
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.041

Intersection Setup

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

Volumes

Name							East Rainbow Boulevard			East Rainbow Boulevard		
Base Volume Input [veh/h]	16	0	31	0	0	0	0	334	37	10	266	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	17	0	34	0	0	0	0	362	40	11	288	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	0	9	0	0	0	0	91	10	3	72	0
Total Analysis Volume [veh/h]	17	0	34	0	0	0	0	362	40	11	288	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.04	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	14.21	15.48	10.00	13.25	15.21	9.10	7.83	0.00	0.00	8.13	0.00	0.00
Movement LOS	B	C	A	B	C	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.27	0.27	0.27	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.01	0.00
95th-Percentile Queue Length [ft/ln]	6.77	6.77	6.77	0.00	0.00	0.00	0.00	0.00	0.00	0.46	0.23	0.00
d_A, Approach Delay [s/veh]	11.40			12.52			0.00			0.30		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	0.89											
Intersection LOS	B											

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

Control Type:	Two-way stop	Delay (sec / veh):	17.9
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.128

Intersection Setup

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

Volumes

Name	Collegiate Peaks Byway		East Rainbow Boulevard		US 50	
Base Volume Input [veh/h]	30	87	106	117	196	82
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	26	20	1	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	33	120	135	128	212	89
Peak Hour Factor	0.8000	0.8000	0.7400	0.8100	0.8200	0.8400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	38	46	40	65	26
Total Analysis Volume [veh/h]	41	150	182	158	259	106
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.13	0.17	0.15	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	17.90	9.78	8.52	0.00	0.00	0.00
Movement LOS	C	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.44	0.59	0.53	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	10.89	14.85	13.29	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	11.52		4.56		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	4.19					
Intersection LOS	C					

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

Control Type:	Two-way stop	Delay (sec / veh):	14.1
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.050

Intersection Setup

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

Volumes

Name							East Rainbow Boulevard			East Rainbow Boulevard		
Base Volume Input [veh/h]	9	0	7	0	0	0	0	230	15	1	283	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	21	0	43	36	0	0	0	0	26
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	0	8	21	0	43	36	249	16	1	307	26
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	2	5	0	11	9	62	4	0	77	7
Total Analysis Volume [veh/h]	10	0	8	21	0	43	36	249	16	1	307	26
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.01	0.05	0.00	0.05	0.03	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	13.62	15.00	9.25	14.14	15.34	9.87	8.03	0.00	0.00	7.78	0.00	0.00
Movement LOS	B	B	A	B	C	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.10	0.10	0.10	0.33	0.33	0.33	0.09	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	2.50	2.50	2.50	8.32	8.32	8.32	2.27	0.00	0.00	0.04	0.02	0.00
d_A, Approach Delay [s/veh]	11.68			11.27			0.96			0.02		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	1.71											
Intersection LOS	B											

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

Control Type:	Two-way stop	Delay (sec / veh):	15.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.003

Intersection Setup

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

Volumes

Name							
Base Volume Input [veh/h]	1	19	0	8	231	297	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	36	43	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	21	0	9	286	365	2
Peak Hour Factor	1.0000	0.6800	1.0000	0.4600	0.8300	0.7400	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	8	0	5	86	123	1
Total Analysis Volume [veh/h]	1	31	0	20	345	493	2
Pedestrian Volume [ped/h]	0		0			0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.04	0.00	0.02	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	15.14	10.01	11.94	8.45	0.00	0.00	0.00
Movement LOS	C	B	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.14	0.14	0.06	0.06	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	3.44	3.44	1.43	1.43	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10.17		0.46			0.00	
Approach LOS	B		A			A	
d_I, Intersection Delay [s/veh]	0.55						
Intersection LOS	C						

Intersection Level Of Service Report
Intersection 635: Oak St. / CR 105

Control Type:	Two-way stop	Delay (sec / veh):	12.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.042

Intersection Setup

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

Volumes

Name	Collegiate Peaks Byway		Collegiate Peaks Byway		County Road 105	
Base Volume Input [veh/h]	159	23	12	116	16	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	20	0	0	26	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	192	25	13	152	17	18
Peak Hour Factor	0.8100	0.6700	0.7500	0.8500	0.7500	0.7900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	59	9	4	45	6	6
Total Analysis Volume [veh/h]	237	37	17	179	23	23
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.04	0.03
d_M, Delay for Movement [s/veh]	0.00	0.00	7.81	0.00	12.04	10.03
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.03	0.03	0.23	0.23
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.71	0.71	5.76	5.76
d_A, Approach Delay [s/veh]	0.00		0.68		11.03	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	1.24					
Intersection LOS	B					

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

Control Type:	Two-way stop	Delay (sec / veh):	18.3
Analysis Method:	HCM 2010	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.310

Intersection Setup

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

Volumes

Name	Oak Street		East Rainbow Boulevard		US 50	
Base Volume Input [veh/h]	85	124	111	201	142	57
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	28	20	3	3	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	92	162	140	221	157	62
Peak Hour Factor	0.7600	0.9700	0.9600	0.8600	0.8900	0.6900
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	42	36	64	44	22
Total Analysis Volume [veh/h]	121	167	146	257	176	90
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.31	0.17	0.11	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	18.31	9.54	8.09	0.00	0.00	0.00
Movement LOS	C	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	1.30	0.63	0.38	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	32.44	15.71	9.39	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	13.23		2.93		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	5.22					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 134: Oak St. / CR 105

Control Type:	Two-way stop	Delay (sec / veh):	13.2
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.096

Intersection Setup

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

Volumes

Name	Oak Street		Oak Street		CR 105	
Base Volume Input [veh/h]	150	24	17	172	27	23
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	20	0	0	28	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	183	26	18	214	29	25
Peak Hour Factor	0.9100	0.6900	0.6800	0.8300	0.6100	0.6700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	50	9	7	64	12	9
Total Analysis Volume [veh/h]	201	38	26	258	48	37
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.02	0.00	0.10	0.04
d_M, Delay for Movement [s/veh]	0.00	0.00	7.74	0.00	13.15	10.34
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.06	0.06	0.49	0.49
95th-Percentile Queue Length [ft/ln]	0.00	0.00	1.48	1.48	12.18	12.18
d_A, Approach Delay [s/veh]	0.00		0.71		11.93	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	2.00					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 405: Rainbow Blvd. / Hunt St.

Control Type:	Two-way stop	Delay (sec / veh):	14.4
Analysis Method:	HCM 2010	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.013

Intersection Setup

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

Volumes

Name	Hunt Street		East Rainbow Boulevard			East Rainbow Boulevard	
Base Volume Input [veh/h]	3	31	0	27	324	271	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Growth Factor	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	39	41	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	34	0	29	390	335	7
Peak Hour Factor	0.5800	1.0000	1.0000	0.9700	0.8400	0.9400	0.5800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	9	0	7	116	89	3
Total Analysis Volume [veh/h]	5	34	0	30	464	356	12
Pedestrian Volume [ped/h]	0		0			0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.04	0.00	0.02	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	14.42	9.60	10.68	8.07	0.00	0.00	0.00
Movement LOS	B	A	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.17	0.17	0.08	0.08	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	4.23	4.23	1.92	1.92	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10.22		0.49			0.00	
Approach LOS	B		A			A	
d_I, Intersection Delay [s/veh]	0.71						
Intersection LOS	B						

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

Control Type:	Two-way stop	Delay (sec / veh):	16.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.051

Intersection Setup

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

Volumes

Name							East Rainbow Boulevard			East Rainbow Boulevard		
Base Volume Input [veh/h]	16	0	31	0	0	0	0	334	37	10	266	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	23	0	41	39	0	0	0	0	31
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	17	0	34	23	0	41	39	362	40	11	288	31
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	0	9	6	0	10	10	91	10	3	72	8
Total Analysis Volume [veh/h]	17	0	34	23	0	41	39	362	40	11	288	31
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.00	0.04	0.06	0.00	0.05	0.03	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	16.37	17.55	10.13	15.72	17.74	9.98	8.00	0.00	0.00	8.13	0.00	0.00
Movement LOS	C	C	B	C	C	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.31	0.31	0.31	0.37	0.37	0.37	0.10	0.00	0.00	0.02	0.01	0.00
95th-Percentile Queue Length [ft/ln]	7.63	7.63	7.63	9.34	9.34	9.34	2.44	0.00	0.00	0.46	0.23	0.00
d_A, Approach Delay [s/veh]	12.21			12.04			0.71			0.27		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	2.03											
Intersection LOS	C											

CERTIFICATE OF PUBLICATION

STATE OF COLORADO } SS

County of Chaffee

I, MERLE J. BARANCZYK, Being first duly sworn according to law, on oath depose and say, that I am, and at all the times herein mentioned, was the publisher of the Mountain Mail and that said Mountain Mail is a bi-weekly newspaper of general circulation, in said County and State, printed and published in the City of Salida, County of Chaffee and State of Colorado, and that copies of each number thereof are, and at all the times herein mentioned were, regularly distributed and delivered, by carrier or mail, to each of the subscribers of said newspaper, in accordance with the customary method of business in newspaper offices.

That the annexed NOTICE OF PUBLIC HEARING FROM THE CITY OF SALIDA

In the matter of MAJOR SUBDIVISION APPLICATION / BV INVESTMENTS, LLC / SALIDA CROSSINGS PLANNED DEVELOPMENT This a true copy of the original, and the same was regularly published in the newspaper proper and not in a supplement, for the full period of ONE (1) INSERTION of said newspaper, and that the first publication was in the issue dated NOVEMBER 18, 2022 and that the last publication of the same was in the issue dated NOVEMBER 18, 2022

and the said Mountain Mail has been established, printed and published for the full period of fifty-two consecutive weeks, and continuously and uninterruptedly prior to the said date of the first publication of the notice aforesaid, in the City of Salida, County of Chaffee and State of Colorado, and is a newspaper duly qualified for the publishing of said notice within the meaning of an Act of the General Assembly of the State of Colorado, approved May 30th, 1923, and entitled "An act to Amend an Act Entitled 'An Act Concerning Legal Notices, Advertisements and Publications and the Fees of Printers and Publishers thereof, and to Repeal all Acts and Parts of Acts in Conflict with the Provisions of this Act'," and within the meaning of an Act amendatory thereof, approved May 18th, 1931 and entitled "An Act to Amend Section 4, of Chapter 139, Session Laws 'of Colorado, 1923, relating to Legal Notices and Advertisements," and within the meaning of any and all other Acts amendatory thereof or supplemental thereto. And further affiant saith not.

Pursuant to C.R.S. 24-70-103(5) this notice has also been posted online and available at: https: //www.themountainmail.com and posted online and available at Colorado Press Association Network-Colorado Public Notice database at:: https://www.publicnoticecolorado.com

Merle J. Baranczyk

The above certificate of publication was subscribed and sworn to before me by the above named Merle J. Baranczyk who is personally known to me to be the identical person described in the above certificate, on the 18TH day of NOVEMBER, 2022 A.D.

FEIN # 84-0718607

Karen K. Hasselbrink

KAREN K HASSLEBRINK-NOTARY PUBLIC-ID#20224038329
STATE OF COLORADO/COUNTY OF CHAFFEE
My Commission Expires: October 4, 2026

KAREN K HASSELBRINK
Notary Public
State of Colorado
Notary ID # 20224038329
My Commission Expires 10-04-2026

PROOF OF PUBLICATION

PUBLIC NOTICE
NOTICE OF PUBLIC HEARING BEFORE THE PLANNING COMMISSION FOR THE CITY OF SALIDA CONCERNING A MAJOR SUBDIVISION APPLICATION

TO ALL MEMBERS OF THE PUBLIC AND INTERESTED PERSONS: PLEASE TAKE NOTICE that on December 13th, 2022 at or about the hour of 6:00 p.m., a public hearing will be conducted by the City of Salida Planning Commission at City Council Chambers, 448 East First Street, Suite 190, Salida, Colorado on an application submitted by BV Investments, LLC for a Major Subdivision for the Salida Grossings Planned Development. The 3.15 acre property is located at 1520 E. Highway 50 and is legally described as "A portion of the SW ¼ of the NW ¼ or the SW ¼ Section 4, Township 49 North, Range 9 East of the New Mexico P.M. County of Chaffee, State of Colorado".

The proposal is to subdivide the property into 22 lots (including 20 townhome lots and 2 lots for mixed-use buildings) plus common elements/outlots to be owned by an HOA. The subdivision would also require approval of a modification to the previously approved development plan.

Interested persons are encouraged to attend the public hearing in person or online at https://attendee.gotowebinar.com/rt/1909092342220683277. Further information on the application may be obtained from the Community Development Department, (719) 530-2634.

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

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