



## PLANNING COMMISSION STAFF REPORT

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**MEETING DATE:** April 26, 2021

**AGENDA ITEM TITLE:** Jane's Place Planned Development

**AGENDA SECTION:** Public Hearing

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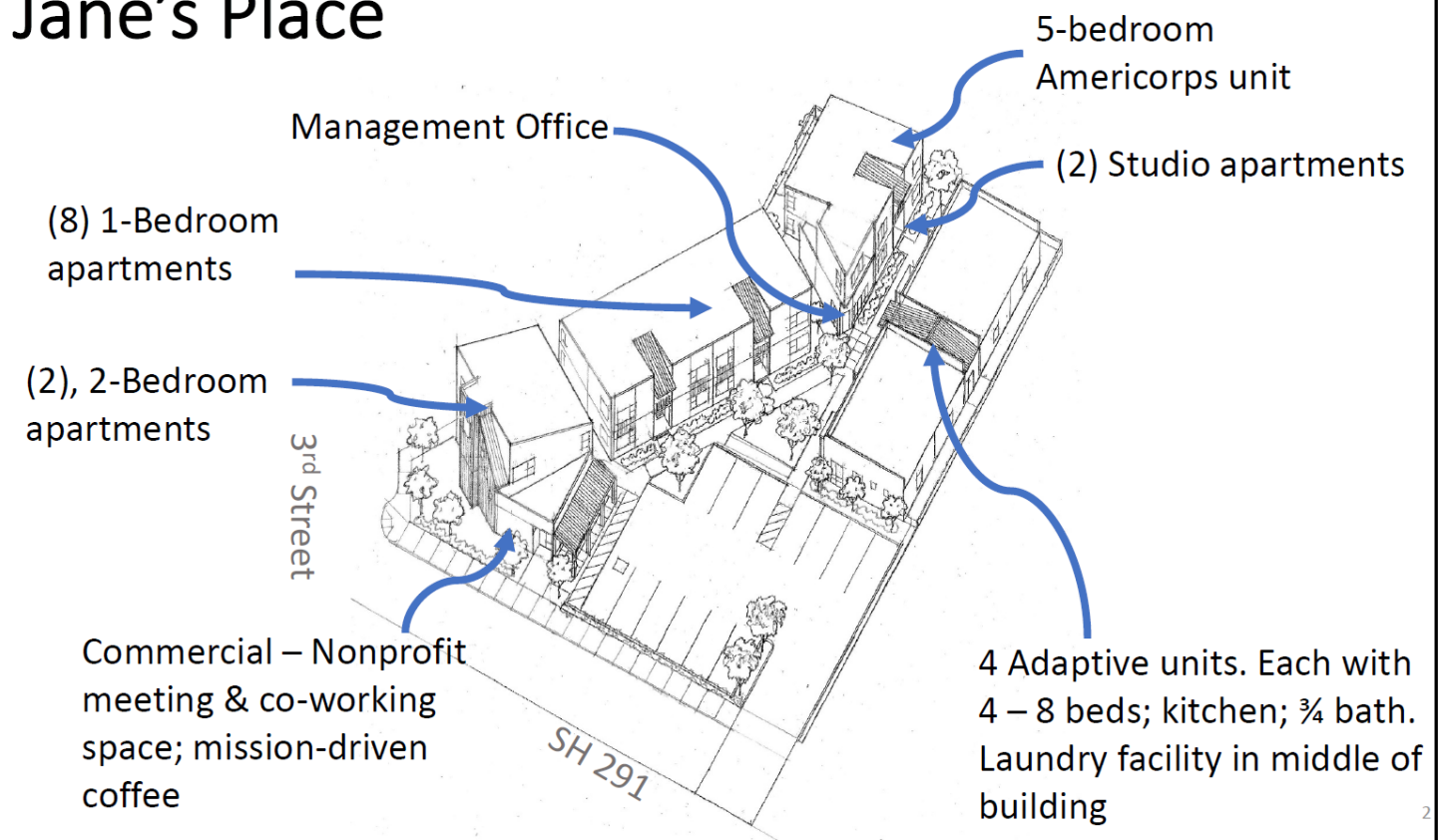
### **REQUEST / BACKGROUND:**

The applicant (Chaffee County Community Foundation) is requesting a Major Impact Review to approve a Planned Development for a mixed-use project on a .46 ac. parcel located at the southwest corner of Highway 291 and W. 3<sup>rd</sup> Street. The property is vacant and currently owned by Ronald Ferris and is described as "A tract of land located in the NW quarter of the SW quarter of Section 32, Township 50 North, Range 9 East of the NMPM, within the City of Salida, Chaffee County, Colorado" and is zoned Commercial (C-1) with a Highway 291 Established Commercial overlay. The general purpose of the hearing is to review and consider the applicant's proposal for a four-building, 17-unit "community housing" development with a variety of dwelling types, as well as commercial and community space.



Vicinity Map

# Jane's Place



## **A. PROPOSED PLANNED DEVELOPMENT**

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

The applicant is requesting Planned Development approval to allow four buildings on the site with a total of 17 residential units, a coffee shop, a community meeting room and administrative offices, among other amenities. The residential units are proposed to take a variety of forms and are split amongst each of the four buildings:

Building 1 is intended for what the applicant refers to as "adaptive housing," or a "four-plex comprised of oversized studio units" that can be adjusted for size via the use of firewall doors. Essentially a "rooming house," the overall capacity would be up to 32 individuals, and the applicant states that the units would be intended for "emergency and temporary housing, as well as seasonal housing for Chaffee County's public land, food & beverage, and recreation workforce." This building would also house a communal laundry facility. Building 2 is a tri-plex that would include two studio apartments, a five-bedroom apartment, and a centrally-located administrative and management office. Building 3 is proposed as an eight-plex containing all one-bedroom apartments. Building 4 is a primarily commercial building, with meeting space and a co-working space (that may include a coffee bar) on the ground floor and 2 two-bedroom apartments on the top floor.

The applicant is asking for approval to deviate from three specific code requirements through the PD process:

1. **Maximum allowable density.** The site area would generally allow a maximum of 7 residential units (or 8 with inclusionary housing units provided). The application proposes 17 units of varying sizes.
2. **Minimum off-street parking requirements.** The proposed number of units would generally require a minimum of 25 off-street parking spaces for multi-family housing (17 with inclusionary housing units provided), as well as approximately 5 spaces for the commercial components of the development (community room, possible coffee shop, etc.).
3. **Permanent deed-restriction or fee-in-lieu requirements of Section 16-13: Inclusionary Housing.** The project is focused on providing transitional housing for individuals and families earning between 20% AMI to 200% AMI at rental rates that will be capped at no greater than 30% of their income. The project is proposed to be owned and managed by the Chaffee Housing Authority.

A table of dimensional standards clarifying requested deviations is attached to the end of this report.

### **THE CITY OF SALIDA COMPREHENSIVE PLAN**

Per Section 16-7-20 of the Salida Municipal Code, a planned development constitutes a zoning classification and is established by overlaying the designation upon land within an existing or newly created zone district. Generally zoning should be consistent with the community's comprehensive plan. The following Policies, Actions and Principles are most applicable to the proposal:

**Policy LU&G-I.1.** – *New development within the city shall make the most appropriate use of the land using design standards that enhance and complement the historic built environment of the city.*

Given the location within a commercial zone, and the surrounding development, the proposed development does not conflict with this policy statement.

**Action LU&G-I. 1.a.** – *Amend Salida's Land Use Code and Zoning Map to advance the objectives of this plan and consider appropriate zoning designations, densities and overlays that utilize setbacks and promote the traditional historic built environment.*

The proposed PD amendment to the zoning map would accomplish the requested density without compromising anything regarding the traditional built environment.

**Action LU&G-I. 1.b.** – *New development should complement the neighborhoods' mass and scale.*

The area is surrounded by a mix of one, two, and three-story buildings, as well as vacant lots. The proposed development would complement and in fact enhance the neighborhood from that perspective.

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

The proposed development would provide considerable residential infill to advance the objectives of this plan.

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

The applicants have requested a deviation in order to maximize potential residential density on the site, which would create efficiencies for using existing infrastructure.

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

The development proposes a significant mix of housing types targeting a variety of incomes and lifestyles.

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

The development includes a variety of affordability levels, but are all intended to be rented out at no more than 30% of an individual's income.

**Policy H-II.3:** -- *Work cooperatively with other agencies to provide affordable housing and home improvements.*

The applicant is the Chaffee County Community Foundation, working in concert with the Chaffee Housing Authority.

**Action H-II.3.a** -- *Maintain and strengthen relationships with affordable housing providers in the community and examine ways the city can provide both monetary and non-monetary support for housing agencies in the community.*

Though not “deed-restricted” affordable housing, the development is of a nature that would meet the tenets of this action items. Additional forms of support will be considered upon request.

### **PLANNED DEVELOPMENT EVALUATION CRITERIA:**

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

1. **Minimum dimensional standards:** *The PD is a negotiated zone district. While there may be no fixed lot size or lot widths, the Planning Commission and City Council require minimum dimensional standards, including setbacks and space between buildings as necessary to provide adequate access and fire protection, to ensure proper ventilation, light and air between buildings and to ensure that the PD is compatible with other developments in the area.*

The only deviation to a dimensional standard being requested through the application is that regarding density, which is discussed in #5 below.

2. **Trails:** *Reasonable effort must be made to connect to nearby recreation trails, parks and public open space such that green corridors define and connect urbanized areas. Any trails identified for the area in the City's Comprehensive Plan or Parks Master Plan must be included in the PD.*

No trails are planned for the development, nor should they be required given the location and size of the development. However, given the proposed density of the development and the proximity to Marvin Park and the Arkansas River, staff recommends the following condition of approval:



- The applicant shall be responsible for installing a thermoplastic or similar pedestrian crossing across Highway 291 and relevant safety signage (similar to that found roughly ¼ mile west of the site) in a specific location to be determined by Public Works Director and CDOT, prior to CO for any of the buildings.
3. Ownership and Maintenance: *No PD shall be approved unless the City Council is satisfied that the landowner has provided for or established an adequate organization for the ownership and maintenance of common open space and private roads, drives, parking or other common assets to ensure maintenance of such areas.*

No HOA is proposed, however, the project is intended to be owned by the CCCF and managed by the newly-created Chaffee Housing Authority.

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

The developer intends to provide improvement plans that will include designs for sewer and water mains to serve the interior of the site; however, at this time, the applicant has not submitted plans that meet the requirements of Sec. 16-3-50 of the SMC. Due to the fact that the proposal does not include any subdivision of lands, nor public improvements on the parcel, staff feels comfortable moving forward with the request, with the following recommended condition of approval:

- The engineered plan submittal shall include the roadway, utility, and drainage details, and shall be submitted to Public Works for review and approval prior to processing of the development improvement agreement.
5. Residential Density: *Density shall be limited as required by the Planning Commission and City Council upon consideration of the overall development plan, individual characteristics of the subject land and surrounding uses. In a multi-lot PD, the averaging of lot areas shall be permitted to provide flexibility in design and to relate lot size to topography, but each lot shall contain an acceptable building site. The clustering of development with usable common open areas shall be permitted to encourage provision for and access to common open areas, encourage pedestrian access and to save street and utility construction and maintenance costs. Such clustering is also intended to accommodate contemporary building types which are not spaced individually on their own lots but share common side walls, combined service facilities or similar architectural innovations, whether or not providing for separate ownership of land and buildings. In high-density development, housing will be designed to provide adequate privacy between dwelling units.*

The proposed development is on a single lot. The project proposes a total of 17 residential units of varying types (within four buildings). The maximum allowable density, given the Commercial (C-1) zone district, would be 7 units (or 8 with Inclusionary Housing units provided).

This is a unique development that is largely focused on providing affordable, transitional housing for people in need of housing. The applicant contends that the deviation should be granted due to the smaller average unit size (575 SF), and the intent of the development. The applicant states that “At the time (the land use code) was written, the housing demand environment was much different from today’s severe affordability and demand-supply imbalance, especially in locations close to downtown with the kind of services that are critical to the demographics we are seeking to serve. In addition, there is very little vacant land near downtown available for development so it is important that, whenever possible, any development should make full use of the opportunity to serve the most critical housing needs.”

Given the unique nature of the project, the diverse types of housing that the applicant intends to provide, as well as the proximal location to downtown, staff is in support of the deviation request from the maximum allowable density. However, in order to ensure the long-term intent of the project, staff recommends that the following shall appear as a note on the development plan:

- The project shall remain managed by the Chaffee Housing Authority or similar organization focused on affordable/attainable housing.
- No short-term rental licenses shall be allowed in the development without appropriate Planned Development (or PD amendment) approvals.
- The total number of individuals housed in each building shall not exceed Fire Code requirements.

Otherwise, the buildings are clustered, spaced in conformance with standard setback requirements, adequate privacy is provided, and small common open spaces are proposed in various locations surrounding Buildings 1, 2, and 3.

6. Relationship to the Subdivision Regulations: *The provisions of these regulations concerning Planned Developments are not intended to eliminate or replace the requirements applicable to the subdivision of land or air space, as defined in state statutes and the ordinances and regulations of the City.*

The provisions of these regulations concerning a Planned Development will not eliminate or replace the requirements applicable to the subdivision of land or air space, as defined in state statutes and the ordinances and regulations of the City. No subdivision is requested.

7. Improvement Standards: *The PD may deviate from the Design Standards described in Article VIII of this Chapter, including specifications for the width and surfacing of streets, public ways, public utility rights-of-way, curbs and other standards, only if the reasons for such deviations are well documented and are necessary for realizing the purposes described in the objectives of development. Deviations may be incorporated only with the approval of the Planning Commission and City Council as a part of its review of the Overall Development Plan for a PD and shall conform to acceptable engineering, architectural and planning principles and practices. If a deviation from the improvement standards is not specifically addressed and approved under the Overall Development Plan, the improvement shall comply with all improvement standards of this Chapter.*

No public streets or ways are proposed with this development. Other public utility easements, stormwater management, and public infrastructural construction design will be submitted at a later date. As a recommended condition of approval,

- The engineered plan submittal shall include the roadway, utility, and drainage details and shall be submitted to Public Works for review and approval prior to processing of the development improvement agreement.
8. *The maximum height of buildings may be increased above the maximum permitted for like buildings in other zone districts. In no case shall a building exceed the maximum height requirement if the deviation shall result in:*
- a. Adverse visual impacts on adjacent sites or other areas in the vicinity, including extreme contrast, interruption of vistas or scale that is disproportionate to surrounding development or natural features.*
  - b. Potential problems for adjacent sites caused by shadows, loss of air circulation or loss of view.*
  - c. Inability to provide adequate fire protection using equipment currently in use by the Fire Department.*

The maximum height proposed for any of the buildings is 27 feet for Building 4, which is well under the maximum height allowed in the zone. The buildings are not anticipated to create any issues addressed in a-c.

9. Gross Floor Area: *The gross building floor area of uses other than residential may be limited as required by the City Council upon consideration of the Overall Development Plan, individual characteristics of the subject land and surrounding uses.*

The gross building floor area of the commercial spaces is approximately 1326 SF or approximately 12% of gross building floor area for the development. Considering that the majority of the development is intended for residential use and the relative amount of the commercial space is limited and fronting the street, staff does not feel that such a limitation is necessary.

10. Permitted Uses: *A PD may include any permitted principal or accessory uses by right and conditional review uses allowed in any other zone, except that any use that has been declared a nuisance by statute, ordinance or any court of competent jurisdiction shall not be permitted. Uses within the PD will be permitted upon consideration of the Overall Development Plan, individual characteristics of the subject land and surrounding uses. The PD shall be designed, insofar as practicable when considering the overall size of the PD, to provide commercial, recreational and educational amenities to its residents to alleviate the necessity of increased traffic and traffic congestion.*

The proposed residential and commercial office/community space and retail uses are uses by right within the existing zone district. The size of the development site is not large enough to justify the requirement of any amenities other than those already provided.

11. Transportation Design: *The PD shall provide interconnected transportation networks designed to disperse and reduce the length of automobile trips, connect to adjacent roadways and enhance the greater transportation pattern of the City and surrounding area. The street design and circulation system must be adequate to support the anticipated traffic. The proposed land uses may not generate traffic volumes which exceed the capacity of existing transportation systems, or it shall be shown that adequate measures have been developed to effectively mitigate such impacts. The internal street circulation system shall be designed for the type of traffic generated, safety and separation from living areas, convenience and access. Private internal streets may be permitted, provided that adequate access for police and fire protection is maintained, access for maintaining public infrastructure within the right-of-way is explicit and provisions for using and maintaining such streets are imposed upon the private users and approved by the Planning Commission and City Council. Bicycle lanes, paths and sidewalks shall be provided for all residential uses, retail establishments and public buildings and amenities. Nonmotorized transportation ways shall be adequate in terms of safety, separation, convenience and access to points of destination and attractiveness.*

The development provides direct access between the parking area and Highway 291. Public Works has no concerns regarding transportation design. Police and Fire Department staff also approved the design for emergency access. The development also provides safe and adequate pedestrian access from the development to nearby amenities.

12. Development Standards: *The PD may deviate from the Development Standards described in this Chapter only if the reasons for such deviations are well-documented and are necessary for realizing the purposes described in the objectives of development. Any variation from the development standards of this Chapter must be specifically addressed and approved in the Overall Development Plan. If an area of development (parking, landscaping, illumination, fences, signs, etc.) is not specifically addressed and approved under the Overall Development Plan, the area of development shall meet or exceed the standards of this Chapter applying to that area of development.*

The only deviation requested specifically from the Design Standards of Article VIII of the Land Use and Development Code regards parking for the residential and commercial portions of the development. The development proposes 12 off-street parking spaces. The proposed number of units would generally require a minimum of 25 off-street parking spaces for multi-family housing (17 with inclusionary housing units provided), as well as approximately 5 spaces for the commercial component of the development. The development also proposes to construct two additional identified on-street parking spaces and proposes a transit stop in that location. Although staff is generally in support of the deviation in parking spaces, given the parking analysis information provided and the nature of the development, there are some concerns about the availability of parking spaces especially for the commercial components of the use and the potential impact on the surrounding area. Therefore, staff recommends the following condition of approval:

- The applicant shall work with City staff to identify other off-site parking options and access in the immediate vicinity that may accommodate patrons and employees (or provide an offset for residents' vehicles) of the commercial aspects of the development and thereby reduce potential impacts on the surrounding area in a safe and effective method. Such parking would need to be paved and have connection to the property via a sidewalk.

13. Energy Efficient Design: *The PD provides for design that is energy-efficient and reduces the amount of energy consumption and demand of typical development.*

The construction of new buildings will have to meet the energy reducing standards of the building codes. The smaller, compact design of the buildings/units should also contribute to energy efficiency. The applicant also notes that, though the project does not currently anticipate incorporating any solar PV system, if funding becomes available, they would like to install such a system and several rooftop options would exist as feasible locations for installation.

14. Variety in Housing Types: *Where residential uses are proposed, the PD shall provide for a variety in housing types and densities, other facilities and common open space.*

This small development proposes a significant variety in housing types: from “adaptive housing” to studio apartments to a five-bedroom apartment, to one- and two-bedroom apartments. The development also proposes other facilities and some common open space.

15. Fiscal Impacts: *The fiscal impacts of the PD have been satisfactorily addressed and the City or special district will be able to provide adequate levels of service for police and fire protection, street maintenance, snow removal and other public services, or it shall be shown that adequate measures have been developed to effectively mitigate such impacts.*

The driveway and parking area, utilities, and open space areas are to be maintained by the owner of the development. The City will provide the police and fire protection and serve the project with water and sewer through public mains. Water and sewer tap fees will help offset long-term costs of expanding those systems. The Fair Contributions for Public School Sites fees will be waived by the School District.

16. *Higher levels of amenities than would be achieved by using established zone districts, including open spaces, parks, recreational areas, trails and school sites, will be provided to serve the projected population.*

The project does provide a few small private open space area for residents of the development. Staff recommends the following condition of approval:

- The applicant shall provide a childrens' playscape or similar amenities to encourage play and outdoor activity in one of the open space areas on the site.

17. *There are special physical conditions or objectives of development that the proposal will satisfy to warrant a departure from the standard regulation requirements.*

Providing affordable, transitional housing is the primary objective that would warrant a departure from the standard regulation requirements discussed. Under the Inclusionary Housing Section 16-13-20 of the Salida Municipal Code, any application brought under the planned development sections of the code is required to include at least 12.5% of the total number of residential dwelling units as affordable dwelling units. If followed strictly, this would equate to two (2) units required to be built and restricted as affordable at 80% AMI or less. Given the unique nature of this development, with an intent is to provide a significantly higher number of affordable units down to as low as 20% AMI in a variety of transitional and seasonal forms, staff feels the goal of the Inclusionary Housing standards is already satisfied.

18. *The adjacent and nearby developments will not be detrimentally affected by the proposed PD and approval period.*

The proposed project locates the buildings well to the interior of the site, away from most existing development. The project is surrounded by commercial use to the west, industrial use (gravel operations and equipment storage) to the south, and a single-family home to the southeast (of which the development has the support of the owner). The applicant has provided a traffic impact report which shows moderate usage coming in and out of the site, but nothing too dissimilar to other commercial and residential uses in the vicinity.

## **EVALUATION STANDARDS FOR MINOR PLANNED DEVELOPMENTS**

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

- (1) Staging of Development: *There shall be no staging of development in a minor PD.*

The applicant does not indicate any phasing of the development of infrastructure for this project.

- (2) Types of Uses: *A minimum of 25% of the floor area of the project is recommended for non-residential, commercial uses.*

The applicant is proposing some commercial retail and office use, totaling approximately ... % of the entire floor area of the development. Given the primarily residential use, orientation of the lot, and close proximity to other commercial uses/zoning, staff considers this percentage to be satisfactory.

- (3) Public Places. *Public gathering places should be provided to reinforce community identity and support civic engagement.*

There are a few small private open spaces provided within the development. Marvin Park is also located just a few hundred yards away and staff has recommended installation of a

crosswalk across Highway 291 for ease of access to the park and river trail system for residents of the development.

- (4) Economic Opportunity: *The PD provides a unique economic opportunity or provides a service, industry, or housing type that will benefit the City and would not be possible under the existing zone districts or dimensional standards of the City.*

This PD does provide a housing type (and service) that will benefit the City and would not be possible to offer to nearly as many individuals and families under the existing zone districts or dimensional standards of the City, specifically regarding density and parking.

- (5) Open Space: *A Minor PD is not required to provide a dedication of open space on the site, however, it is required that any PD contribute to meeting the goals for open space through a negotiated fee-in-lieu of open space or other contribution.*

No public open space is dedicated through this development. The applicant will be required to pay open space fees-in-lieu prior to CO for each unit, unless waived by the City.

## **RESPONSE FROM REFERRAL DEPARTMENTS AND AGENCIES:**

Requests to referral agencies and City departments were sent on April 14, 2021. Comments received are as follows:

- Salida Fire Department: Kathy Rohrich, Fire Plan Review responded “There are no concerns at this time from the Fire Department.”
- Salida Police Department: Russ Johnson, Police Chief responded “I have reviewed the plans that have been submitted and have no concerns at this time.”
- Chaffee County Planning Department: There has not been a response at the time of this writing.
- Salida School District: David Blackburn, Superintendent responded “We waive all fees for this project.”
- Salida Utilities: Renee Thonoff, Senior Accountant stated “Regarding Jane’s Place, this property currently has one sewer tap. Development would require the purchase of water/sewer taps and meters.”
- Atmos Energy: No response by time of this writing.
- Salida Public Works Department: Public Works Director, David Lady, submitted the following comments: “The site plan included appears to provide necessary improvements for serving the proposed development. Engineered design drawings/plans have not been submitted as required per 16-3-50 of the city code. However, this PD does not include any subdividing or public improvement proposed on the parcel. The engineered plan submittal shall include the roadway, utility, and drainage details and shall be submitted for review and approval prior to processing of the developments improvements agreement.
- Xcel Energy: Sterling Waugh: “I have been working with the builder and the easements you state on the site plan will work for what is needed. We are good to go on my side.”



**STAFF RECOMMENDATIONS:**

Staff recommends approval of the requests with the following conditions:

**A. PROPOSED PLANNED DEVELOPMENT**

- The applicant shall be responsible for installing a thermoplastic pedestrian crossing across Highway 291 and relevant safety signage (similar to that found roughly ¼ mile west of the site) in a specific location to be determined by Public Works Director and CDOT, prior to CO for any of the buildings.
- The engineered plan submittal shall include the roadway, utility, and drainage details and shall be submitted to Public Works for review and approval prior to processing of the development improvement agreement.
- The project shall remain managed by the Chaffee Housing Authority or similar organization focused on affordable/attainable housing.
- No short-term rental licenses shall be allowed in the development without appropriate Planned Development (or PD amendment) approvals.
- The total number of individuals housed in each building shall not exceed Fire Code requirements.
- The applicant shall provide a childrens' playscape or similar amenities to encourage play and outdoor activity in one of the open space areas on the site.
- The applicant shall work with City staff to identify other off-site parking options and access in the immediate vicinity that may accommodate patrons and employees (or provide an offset for residents' vehicles) of the commercial aspects of the development and thereby reduce potential impacts on the surrounding area in a safe and effective method. Such parking would need to be paved and have connection to the property via a sidewalk.

**RECOMMENDED MOTIONS:**

- A. "I make a motion to recommend the City Council approve the proposed Jane's Place Planned Development subject to the conditions recommended by staff."

**Attachments:**

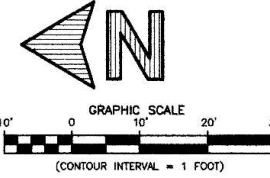
Proposed Table of Dimensional Standards for Jane's Place PD  
Jane's Place PD Application Materials  
Development Plan  
Proof of Notice

Code Analysis of Proposed Planned Development - Jane's Place

	C-1 Zoning		Planned Development	Differences		Highway 291 Overlay Commercial	Planned Development	Differences	
	Allowed	Required	Proposed	Over	Under	Required	Proposed	Over	Under
Minimum Lot Size	-	5,625	19,820	14,195	-	-	19820	-	-
Density: Minimum square foot per unit	-	2,800	1,101	-	1,699	-	-	-	-
Minimum lot frontage	-	37.5	126.19	88.69	-	-	-	-	-
Maximum lot coverage	60%	-	40%	-	20%	-	-	-	-
Maximum lot coverage, including parking	90%	-	64%	-	26%	-	-	-	-
Minimum landscape areas (excluding pathways)	-	10%	23%	13%	-	-	-	-	-
Minimum side setback	-	5	Varies, 5 minum	-	Varies	5	Varies, 5 minum		Varies
Minimum rear setback	-	5	5	-	-	5	5	-	-
Minimum front setback	-	10	10	-	-	10	10	-	-
Maximum building height	35'	-	27'	-	8	Not to exceed 2 stories	27'	-	-
Parking	-	18	13	-	5	24 Res + 3 Comm = 27	13	-	14
Parking Notes:		With Inclusionary Ordinance	Active and Public transportation; parking studies support reduced parking for lower income developments			Shared access encouraged; 24 spaces for residential plus 1 space for each 400SF Commercial (3 spaces) = 27 parking spots	Active and Public transportation; parking studies support reduced parking for lower income developments		
Highway Access	-	-	-	-	-	Per CDOT access	-	-	-
Pedestrian Access	-	-	-	-	-	5' sidewalk	-	-	-
	-	-	-	-	-	4' parkway	-	-	-
Exterior Materials	-	-	-	-	-	2 or more materials	-	-	-
Multifamily Housing	-	-	-	-	-	Conditional Use	-	-	-

# Jane's Place

(8) 1-Bedroom  
apartments



## LEGEND

	EXISTING WATER MAIN
	EXISTING SANITARY SEWER MAIN
	EXISTING UNDERGROUND COMMUNICATION
	EXISTING GAS MAIN
	EXISTING OVERHEAD POWER
	EXISTING/NEW UTILITY POLE WITH STREET LIGHT
	EXISTING ASPHALT (NOT SHOWN ON SITE FOR CLARITY)
	EXISTING CONTOUR
	PROPERTY LINE
	DRAINAGE SWALE
	CONCRETE

2<sup>nd</sup> Floor - (2), 2-  
Bedroom  
apartments

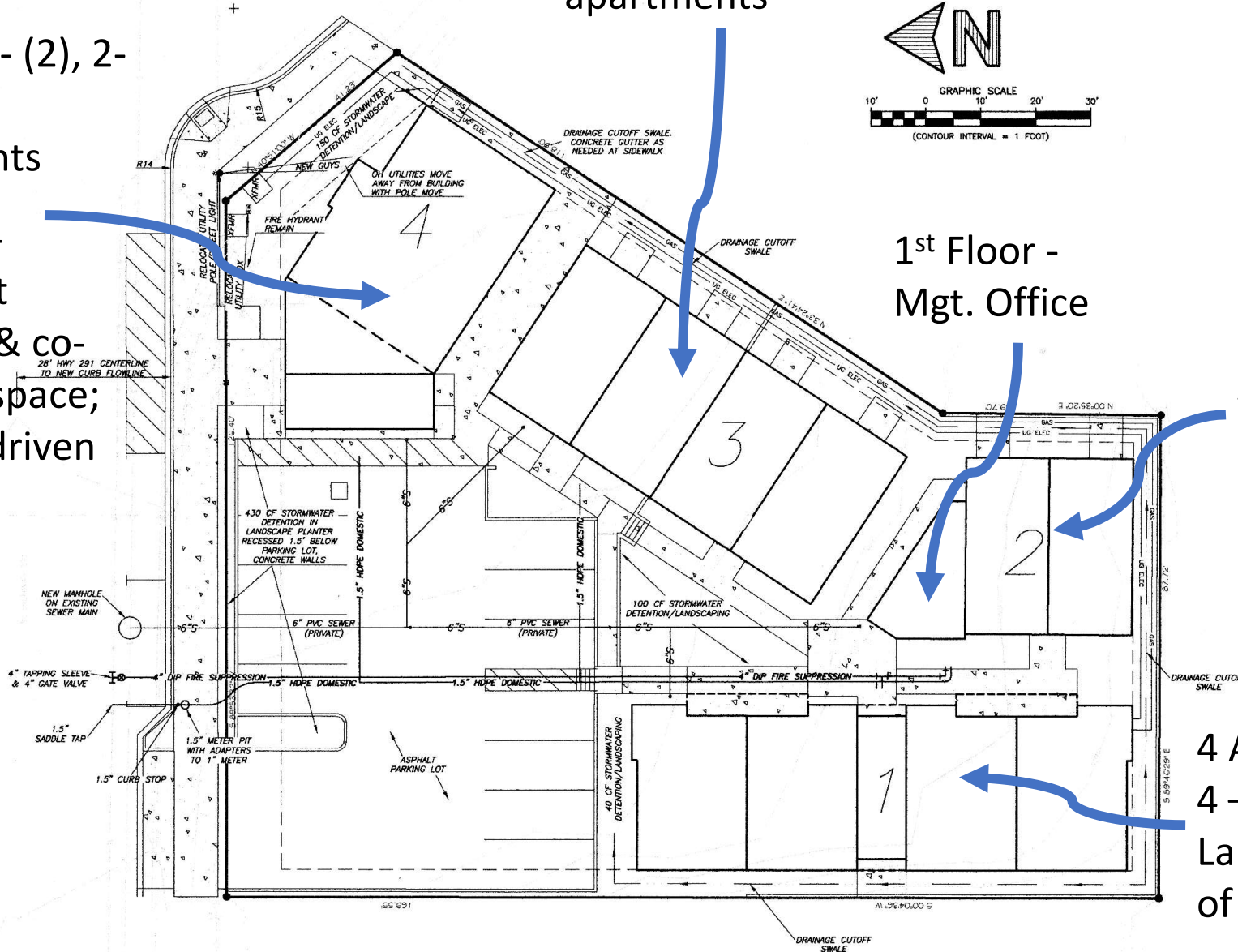
1<sup>st</sup> Floor -  
Nonprofit  
meeting & co-  
working space;  
mission-driven  
coffee

1<sup>st</sup> Floor -  
Mgt. Office

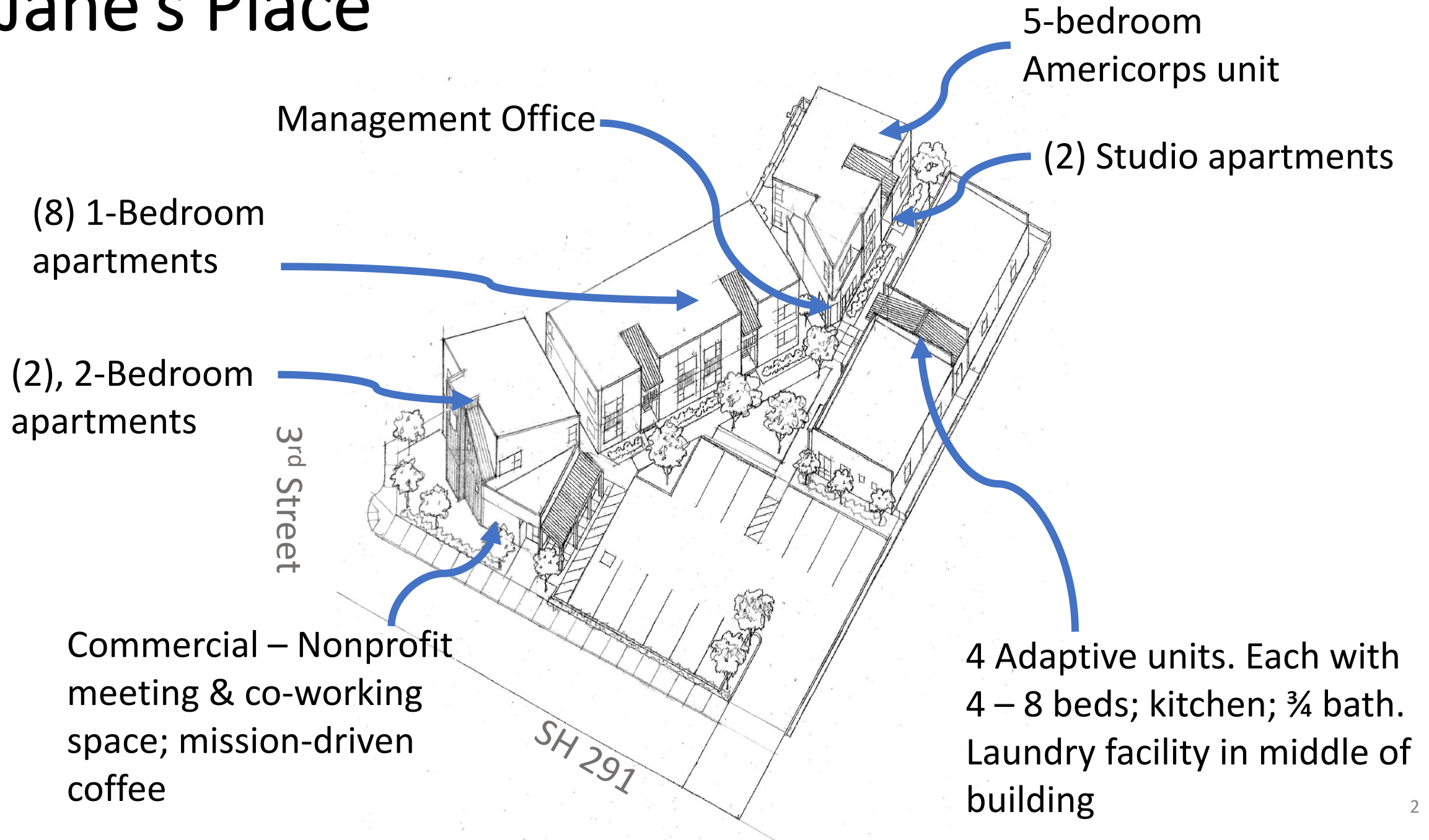
2<sup>nd</sup> Floor - 5-bedroom  
Americorps unit

1<sup>st</sup> Floor - (2) Studio  
apartments

4 Adaptive units. Each with  
4 – 8 beds; kitchen;  $\frac{3}{4}$  bath.  
Laundry facility in middle  
of building



# Jane's Place







## Jane's Place Planned Development Application



March 29, 2021

Dear City of Salida Planning & Zoning Commissioners and City Staff,

We are honored to submit this planned development application for your consideration. Since our joint session on November 30<sup>th</sup>, we have continued to refine the development called Jane's Place through nonprofit and partner conversations, workforce housing discussions with local employers, engaging consultants, and two public informational meetings held on March 4<sup>th</sup> and March 18<sup>th</sup>. Jane's Place continues to be an innovative and unique concept worthy of your consideration and support.

We look forward to meeting with you on April 26<sup>th</sup> and include here the following documents all contained within a single PDF. Please note the page numbers as shown below are shown in red on each page and sometimes overlap page numbers or formatting of files included herein.

Planned Development Application .....	1
Site Plan .....	6
Building Floorplans & Elevations .....	7
Civil Engineering Plan.....	14
Table of C-1 Code Compliance .....	15
Parking Reduction Assessment.....	16
In/Out Traffic Analysis .....	22
Landscaping Plan .....	23
Water Demand Analysis .....	24
Utilities & Drainage.....	25
Drainage Report.....	26
Property Survey .....	46

Thank you all for your leadership in our community. Your time, consideration, and support of Jane's Place will serve to make Jane's Place a stronger development which serves the Salida and Chaffee community for many decades to come.

Sincerely,

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## **PD APPLICATION FOR JANE'S PLACE COMMUNITY HOUSING**

### **EXECUTIVE SUMMARY**

Jane's Place is an innovative housing and nonprofit development space proposed on a currently vacant lot at the corner of Highway 291 and 3rd Street in Salida, Colorado. The project is named after, and honors the vision of, the late Jane Whitmer, who was integral in founding Family & Youth Initiatives within Chaffee County's Department of Human Services, among many other projects. Chaffee County Community Foundation is acting as a catalyst and convener and will own the property, and the Chaffee Housing Authority is envisioned to own and manage all aspects of the housing.

The project design includes the following four buildings:

- 1) **Adaptive Housing:** This four-plex is comprised of oversized studio units. Two units are on either side of a laundry facility, and can be connected by firewall doors, allowing the space to "adapt" and grow or shrink to meet the needs of the community at any given time. Each sleeping area in the building can hold up to four bunk beds, establishing a maximum occupancy of 32 individuals. These units are designed to meet the needs of emergency and temporary housing as well as seasonal housing for Chaffee County's public lands, food and beverage, and recreation workforce.
- 2) **Administrative/Americorps Housing:** This three-plex is designed based on community input, and includes two studio apartments, a five-bedroom apartment, and a centrally located administrative and management office. The studio apartments are in response to our employers need to have transitional or temporary housing for the recruitment of new professionals into our community, as well as respite housing for community members fleeing domestic violence. The five-bedroom unit was designed in response to our non-profit partners feedback on a need to house Americorps VISTA volunteers, who expressed a desire for group living as well as their own bedroom door. Lack of affordable housing has been one of the biggest barriers to bringing additional Americorps volunteers to serve with Chaffee County nonprofits.
- 3) **The Eight Plex:** This traditional eight-plex contains all one-bedroom apartments and is designed to fill the need for transitional housing for the Chaffee County workforce, or temporary housing for visiting professionals.
- 4) **The Commercial Building:** Two apartments are on the top floor of the commercial building, each containing two bedrooms. These apartments were designed in response to feedback from community partners at Chaffee County Department of Human Services, and their need to house families with children. The ground floor of this building will contain meeting space, a non-profit development/co-working space, which may include a mission-driven coffee bar employing youth and adults with disabilities operated by an existing Chaffee non-profit.

### **DEVELOPMENT PLAN:**

The Development Plan information required by the City of Salida is included in two attached plan documents – the Site Plan and the Engineering Plan. The Site Plan shows the building outlines, setbacks, building square footages, unit types, parking lot, pathways, offsite improvements, and proposed paving and building floor elevations as well as the existing contour lines. The Engineering Plan, created by The Crabtree Group, provides additional required information for this application. In addition, separate



drawings of each building's floor plan and elevation are included, providing the types and sizes of the apartment units and the ground floor plan of the commercial space in Building #4.

## **CODE ANALYSIS**

The site area under C-1 zoning would allow 7 residential units by right, and this project proposes 17 units. Several considerations justify the proposed number of units, based on density considerations. First is that the average unit size is 575 square feet which is much smaller than a market driven project would typically build. The requirement for 2800 square feet per unit seems unreasonable for units that are only an average of 575 square feet and the ordinance was likely not written with this kind of project in mind. At the time it was written, the housing demand environment was much different from today's severe affordability and demand-supply imbalance, especially in locations close to downtown with the kind of services that are critical to the demographics we are seeking to serve. In addition, there is very little vacant land near downtown available for development so it is important that, whenever possible, any development should make full use of the opportunity to serve the most critical housing needs.

The proposed use of the commercial space is permitted under the C-1 zoning as indicated in Table 16-D.

It is important to note that the building coverage is only 40.4%, including the 1362 square foot commercial space, whereas the allowable coverage for C-1 zoning is 60%.

The project does meet or exceed the setbacks required for C-1 zoning and is well under the height limitations.

In addition, the minimum landscape area required by C-1 zoning is 10% whereas the project provides 23% of the site area in landscaping or more than double the requirement. If the landscape area was 10% of the lot size it would require 1982 square feet and would then require 6.6 trees. The actual landscape area is 4559 square feet which would require 15 trees. The project will provide 20 trees or 5 more than required.

A table demonstrating a thorough analysis of Jane's Place as compared to the code is included with this application.

## **SH 291 CORRIDOR OVERLAY (the Overlay):**

Given the location, this project falls under the requirements for Established Commercial within the Highway 291 Corridor, and is surrounded on all sides by properties zoned C-1. Following is an analysis of this Planned Development (PD) Project's compliance with the Overlay.

Even though this is a PD application, this project meets the setback requirements of C-1 zoning as required by the Overlay.

The project embraces the Overlay recommendation for shared parking, and therefore does not meet the parking standard of Section 16-8-80. The proposed parking reduction for this PD is analyzed in an attached memorandum prepared by a transportation consultant, Wells and Associates, and concludes that "this project strikes a good balance between land use and parking needs." The proposed parking for this PD is further supported by a recent study of affordable housing projects in Colorado, which found that 50% of the required parking for the studied projects go unused.

An Access Permit from CDOT for the parking lot has been applied for and may be available at the time of the Planning Commission Hearing. Preliminary discussions with the CDOT engineer indicate that the proposed location for access is likely the only possible access point. Based on the Overlay preference, an attempt was made to create a shared driveway with the adjacent property owner to the West but there was no a response.

The Project meets the requirement of the Architectural Standards that require two materials for the exterior finishes as demonstrated in the attached drawings of the building elevations.

The uses of the commercial building will comply with Table 16-D.

The one and two-story buildings in the PD are compatible in scale with the neighboring structures.

The proposed Project includes an 8-foot-wide sidewalk on the SH 291 frontage, suggested by the Public Works Director, along with a modification of the intersection which will increase public safety and reduce the speed of traffic coming eastbound on SH 291 traffic and making a right turn on to W. 3<sup>rd</sup> Street. Also proposed is a 4-foot-wide planting strip along the parking lot frontage, split half on the highway Right of Way (ROW) and half on the property to allow for a planting screen as show on the Landscape Plan.

The requirement for a Conditional Use Permit for Multi-Family units in the Overlay is addressed by the PD application process.

## **INCLUSIONARY ZONING REQUIREMENT**

The City of Salida; Inclusionary Housing Ordinance requires that 12.5% of all units constructed be held permanently affordable at 80% AMI. This Project aims to meet a variety of community needs, based on input from community partners, and tenants will pay no more than 30% of their income for rent. The Project is anticipated to serve tenants earning from 20% AMI to 200% AMI.

The following is a summary of the Project's primary tenant base:

- People without housing: Our community partner, Chaffee Hospitality Inc., provides overnight shelter for people experiencing homelessness from November through April. We are estimating maximum of 16 people per night, based on their historic shelter numbers. The guests themselves would stay at no charge, but Chaffee Hospitality will be paying on a lease for the units involved. This tenant profile is likely earning 30% AMI or less.
- People working entry-level seasonal jobs: This includes Americorps volunteers (year-round), Colorado Fire Camp participants (summer), Southwest Conservation Corps (summer), river raft guides (summer), Monarch Mountain employees (winter), and service industry workers (both summer and winter). These tenants will pay no more than 30% of their income (and perhaps less for the Americorps Volunteers, depending on their sponsor organization's commitment), and their AMI range is estimated to be between 30% - 70 % AMI.
- Temporarily displaced households: This includes persons leaving domestic violent situations, persons experiencing a natural disaster (fire, flood, loss of electricity), and persons transitioning from one housing situation to another. This tenant group is expected to pay up to 30% of their income, and the remainder of rent costs (if any) may be picked up by a partnering agency or

employer working with the household. This tenant population's AMI can range from 20% to 200%.

- Temporary or newly recruited employees: This includes newly recruited professionals to the community who need a place to rent before making a long-term housing commitment as well as visiting employees, such as medical professionals who work for a number of months in our location, then return to their long-term home. This is a need we heard from the US Forest Service, the Buena Vista Correctional Facility (DOC), the Heart of the Rockies Regional Medical Center, as well as local governments. Again, this population would pay no more than 30% of their income on rent, and we estimate their AMI range to be 80% -200% AMI.
- Households with support: This includes households working with the Chaffee County Department of Human Services, Full Circle Restorative Justice, the Alliance against Domestic Violence, or any other partner organization who provides supportive services to the household. Again, the tenants will pay no more than 30% of their income for rent, and this population's AMI range is estimated to be 50% - 150% AMI.

Because of this community-based approach and the maximum rent a tenant will pay being capped at 30% of their income, which is by definition affordable, this Project should be exempt from the City of Salida's Inclusionary Housing Ordinance. An additional reason to exempt this property is that it will be owned and managed by the Chaffee Housing Authority, a public entity partially controlled by the City of Salida itself.

## **SOIL AND GEOLOGIC CHARACTERISTICS**

Per discussion with the Public Works Director, the Project proposes to wait until the construction document Phase to obtain the necessary soil studies for the use of the structural engineer. It is possible that this location is within the 3rd Street sand area which would then be reflected in the foundation designs.

## **TRAFFIC ANALYSIS**

The CDOT Access Permit required an estimate of traffic volume expected to use the access. Attached is an analysis identified as Table 1, Adaptive Housing Project, done by Wells and Associates that concluded there would be an average of 71 trips in and out of the PD per day.

## **STORM DRAINAGE ANALYSIS**

This analysis and plan is provided as an attachment by The Crabtree Group.

## **WATER AND SANITARY SEWER**

Attached are the AAWA M31 calculations by The Crabtree Group.

Water and sewer services will be provided as shown in the Crabtree Plan from the existing City of Salida utilities in the SH 291 R.O.W.

## **COST OF PUBLIC IMPROVEMENTS**

The curb and gutter, sidewalk, ADA ramp and driveway apron on the SH 291 and W. 3<sup>rd</sup> Street R.O.W. are estimated to cost \$91,000 based on recent unit costs provided by the City Public Works Director.

#### **SOLAR DESIGN**

At this time, the project does not anticipate incorporating any solar photovoltaic system; however, should the opportunity arise during the course of the development to obtain funding or in-kind donations to support the installation of a solar system, the Project design contains several roof-top options that would be feasible locations for such a system.

#### **FLOOD PLAIN AND WETLANDS**

The project is not in a 100-year flood plain and does not have any wetlands.

#### **LANDSCAPE PLAN**

Attached is a Landscape Plan by landscape architect Evan Brady of Mountain Aspect.

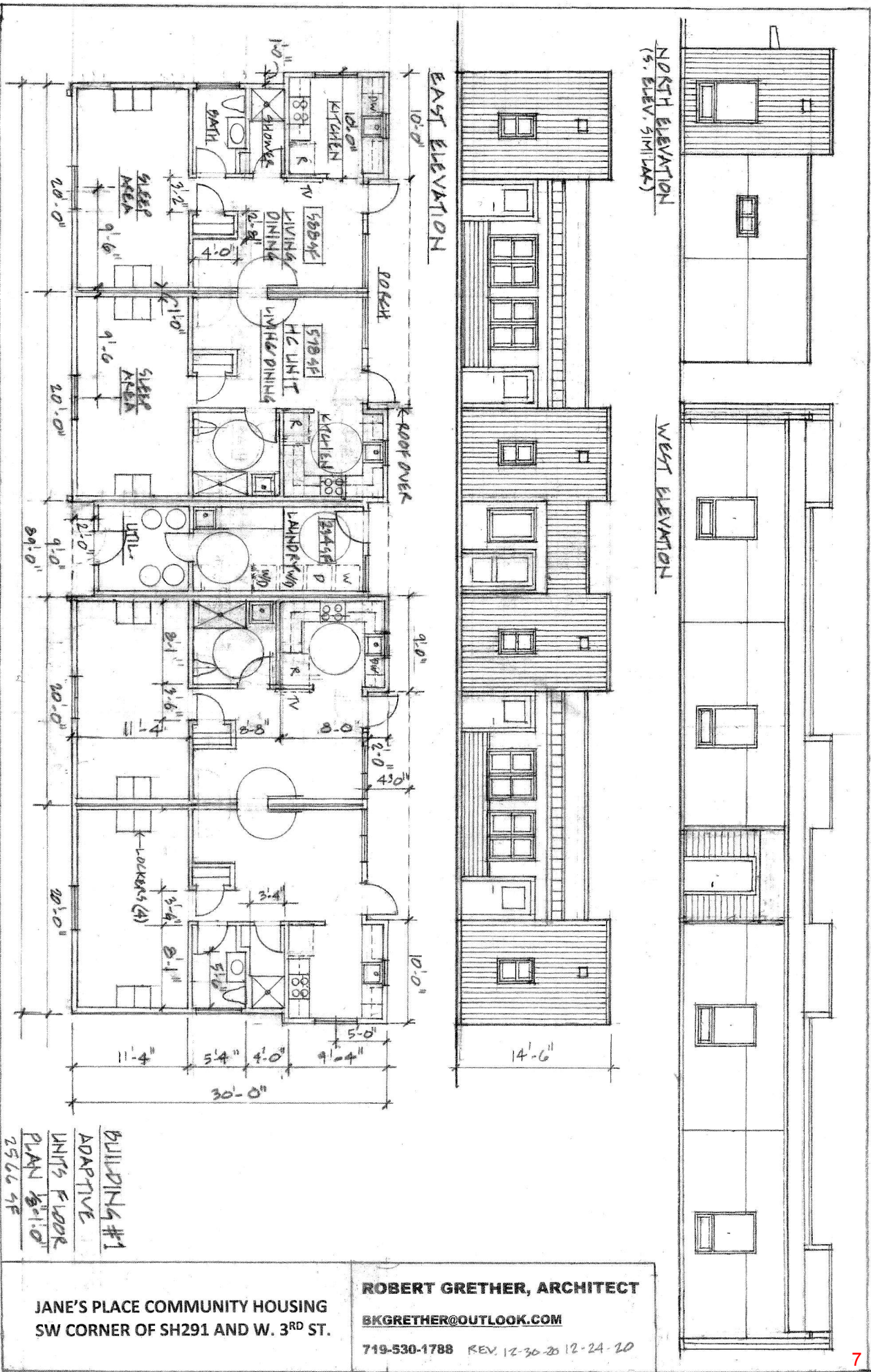
#### **STREETLIGHTS, SIGNS AND TRAFFIC CONTROLS**

The stop sign and street sign are on the opposite corner and the streetlight is on the existing power pole which Xcel will be required to move as the existing guy wires encroach on the Building envelope. The request to move the pole has been submitted to Xcel and the project will provide a 10-foot-wide utility easement on both street frontages per a request from Xcel. The project has provided locations for two transformers that meet Xcel clearance requirements.









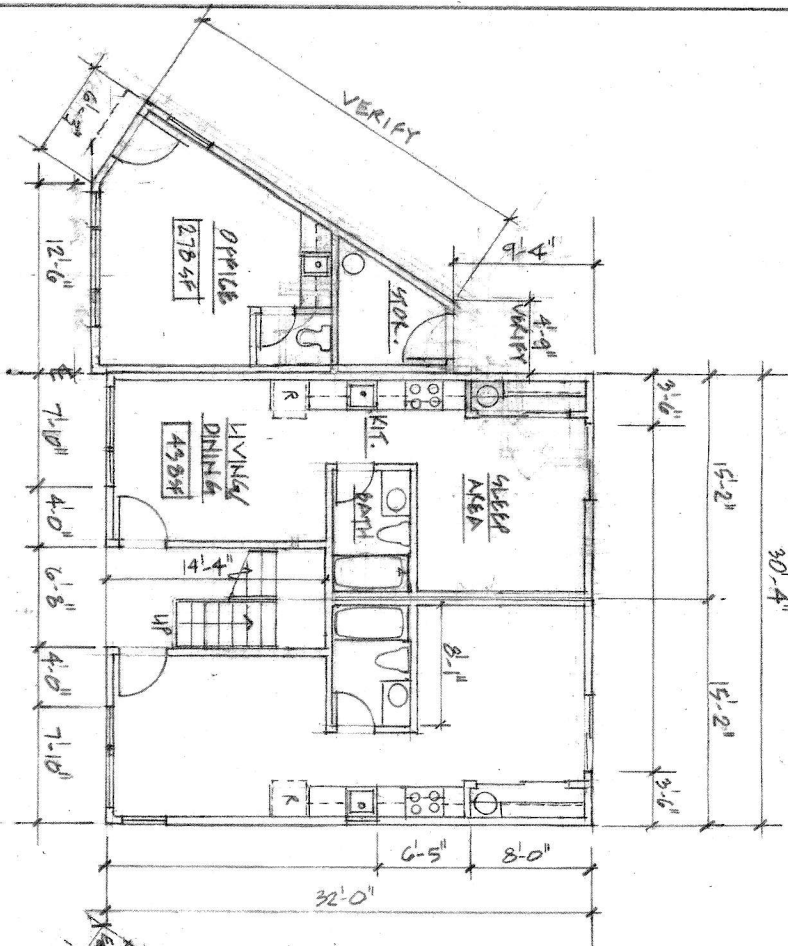
BUILDING #1  
ADAPTIVE  
UNITS FLOOR  
PLAN 8'-10"  
2566 SF

JANE'S PLACE COMMUNITY HOUSING  
SW CORNER OF SH291 AND W. 3RD ST.

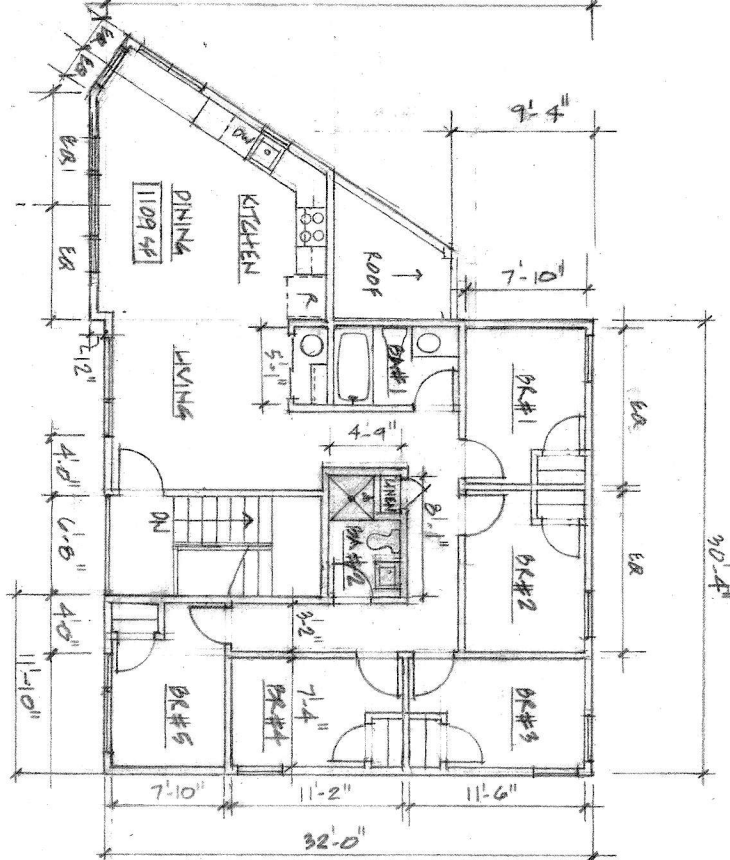
ROBERT GRETHER, ARCHITECT  
BKGRETHER@OUTLOOK.COM  
719-530-1788 REV. 12-30-20 12-24-20



GROUND FLOOR PLAN BUILDING #2



SECOND FLOOR PLAN



JANE'S PLACE COMMUNITY HOUSING  
SW CORNER OF SH291 AND W. 3<sup>RD</sup> ST.

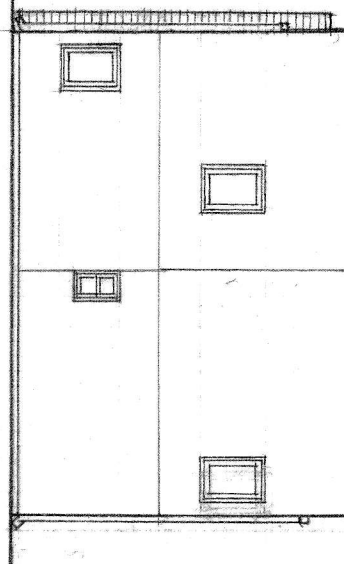
ROBERT GRETHER, ARCHITECT

BKGRETH@OUTLOOK.COM

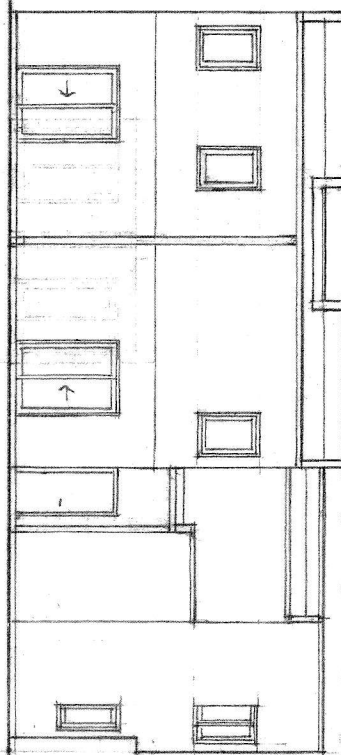
719-530-1788

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FLOOR PLANS  
BUILDING 2

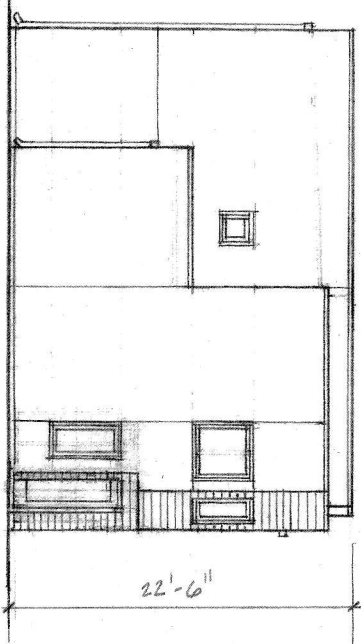
DATE: 12-24-20  
REV. 12-26-20  
REV. 1-18-21



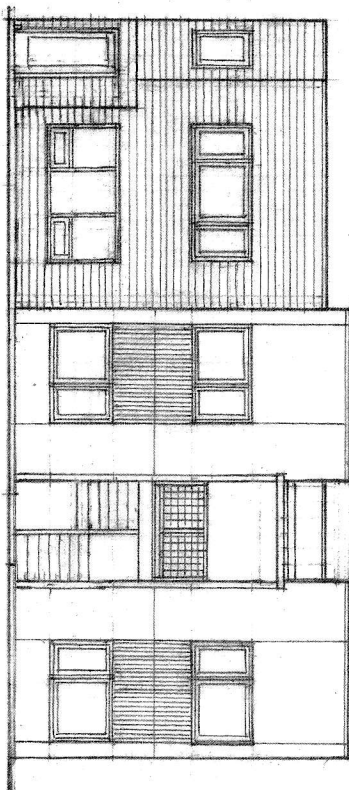
SOUTH ELEVATION



EAST ELEVATION



NORTH ELEVATION BUILDING #2



WEST ELEVATION BUILDING #2

JANE'S PLACE COMMUNITY HOUSING  
SW CORNER OF SH291 AND W. 3<sup>RD</sup> ST.

**ROBERT GRETHER, ARCHITECT**

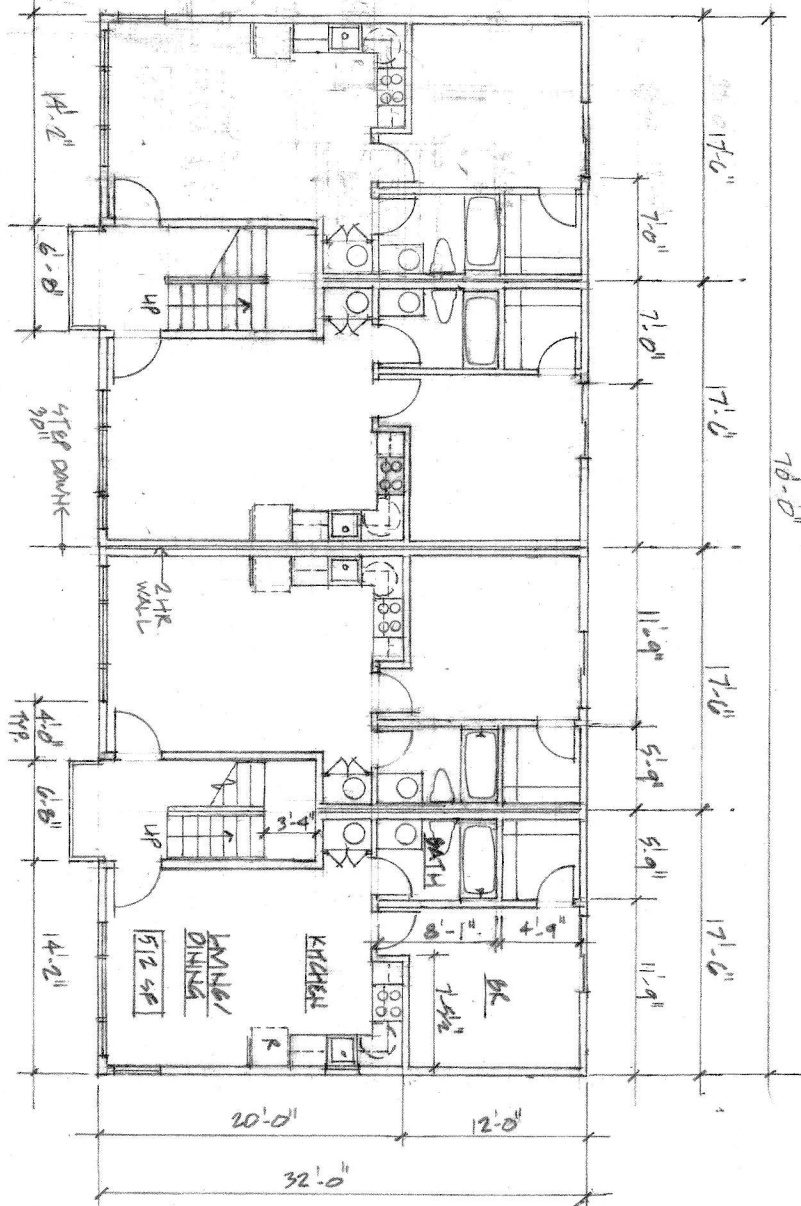
[BKGRETER@OUTLOOK.COM](mailto:BKGRETER@OUTLOOK.COM)

719-530-1788

TITLE:  
ELEVATIONS  
BUILDING #2

DATE: 12-24-20  
REV: 12-24-20  
REV: 1-18-21

BUILDING #3 FLOOR PLAN - TWO FLOORS  
1/8" = 1'-0"



JANE'S PLACE COMMUNITY HOUSING  
 SW CORNER OF SH291 AND W. 3<sup>RD</sup> ST.

**ROBERT GRETHER, ARCHITECT**

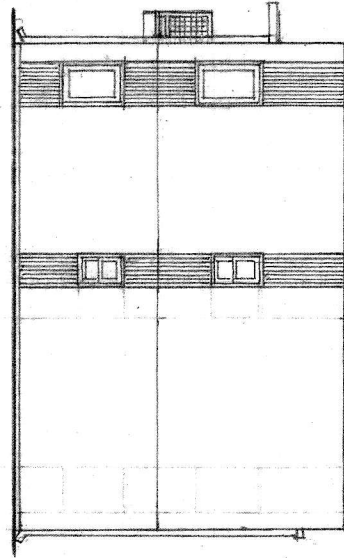
[BKGRETH@OUTLOOK.COM](mailto:BKGRETH@OUTLOOK.COM)

719-530-1788

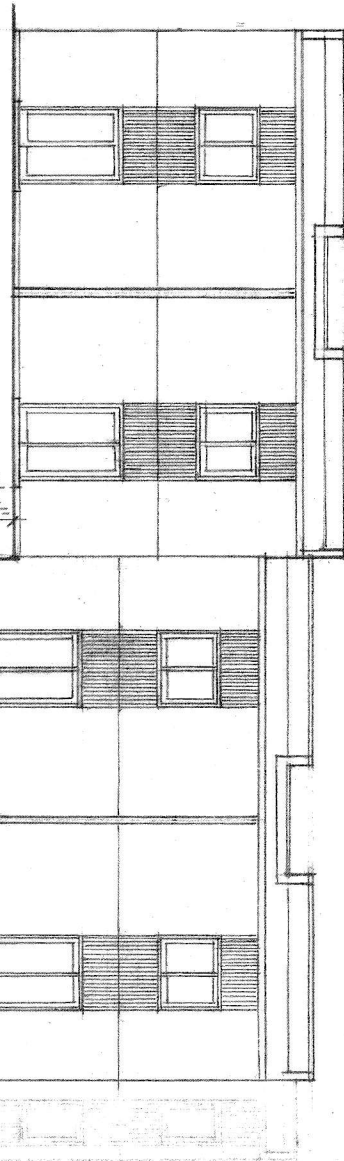
TITLE:  
 BUILDING #3  
 FLOOR PLAN

DATE: 12-24-20  
 REV. 12-26-20  
 REV. 2-26-21

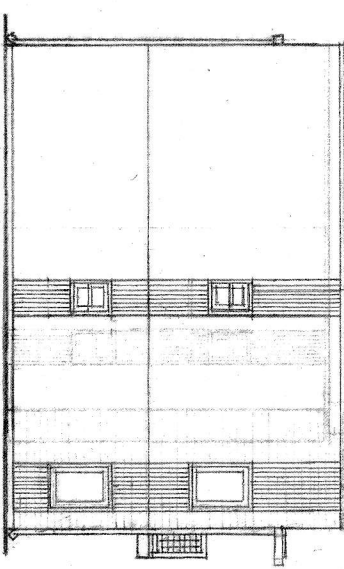




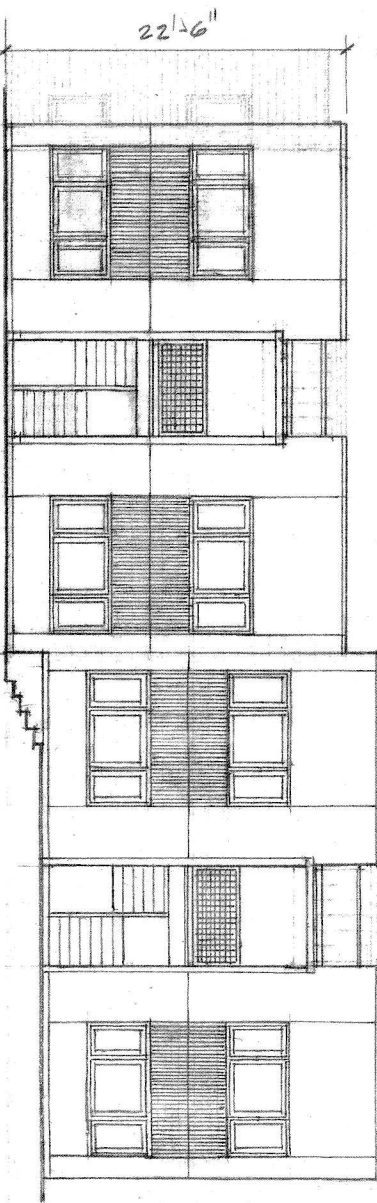
SOUTH ELEVATION



EAST ELEVATION



NORTH ELEVATION BUILDING #3



WEST ELEVATION

JANE'S PLACE COMMUNITY HOUSING  
SW CORNER OF SH291 AND W. 3<sup>RD</sup> ST.

ROBERT GRETHER, ARCHITECT

BKGRETHER@OUTLOOK.COM

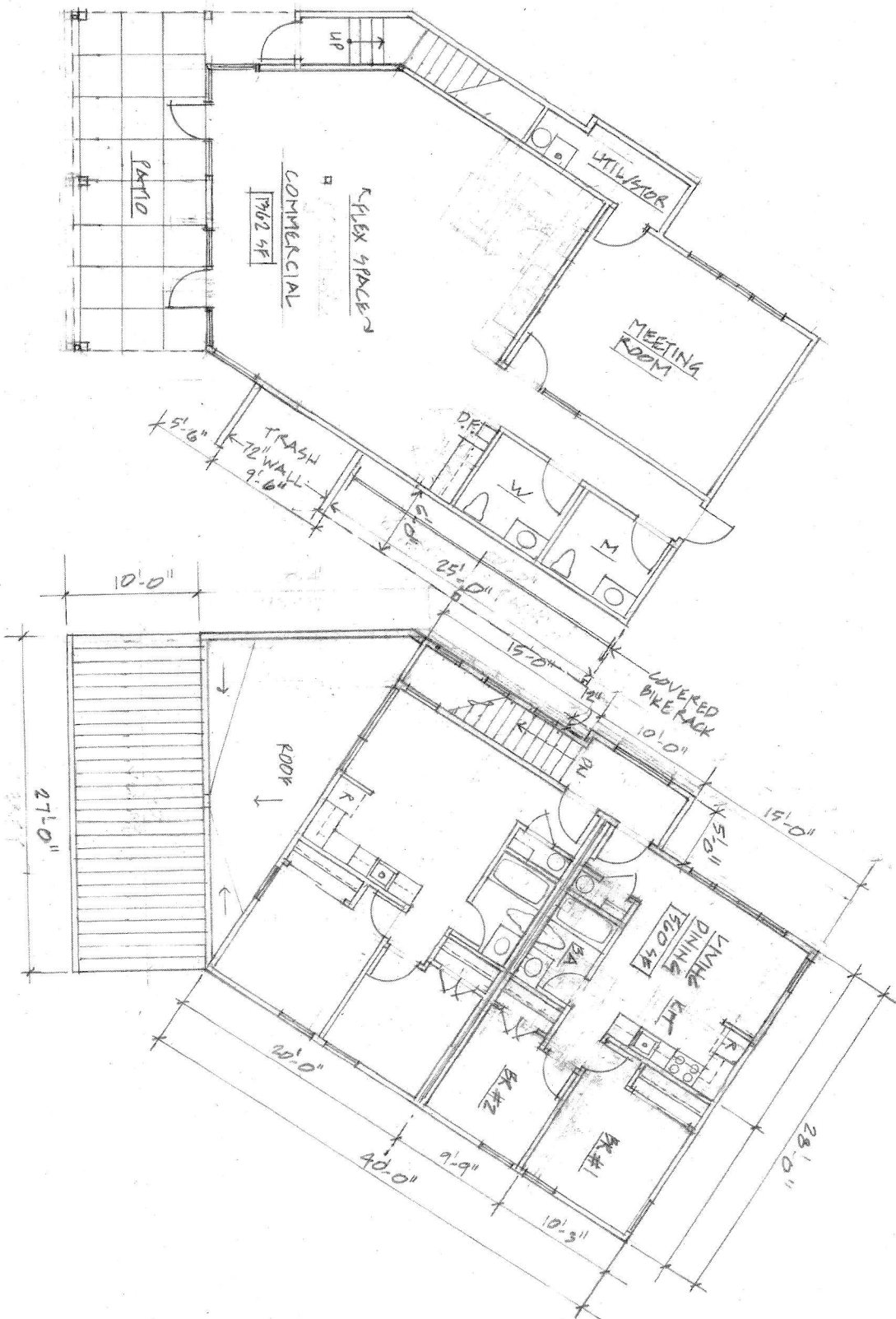
719-530-1788

TITLE:  
BUILDING #3  
ELEVATIONS

DATE: 12-24-20  
REV. 12-26-20  
REV. 2-26-21

$$\frac{1}{10} = 0.1$$

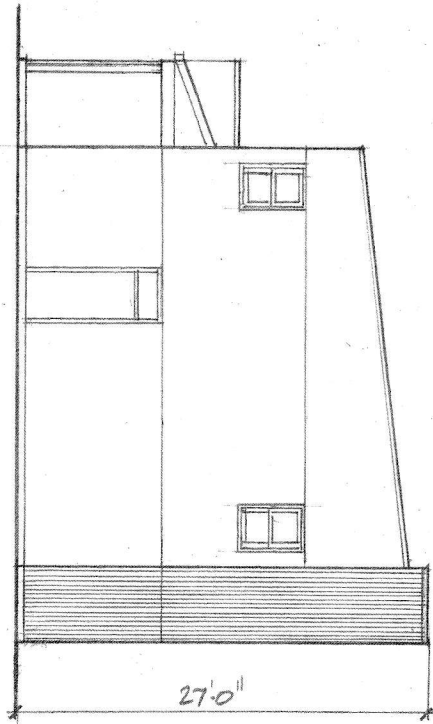
BUILDING #5 SECOND FLOOR 2 BR. APT. PLANS



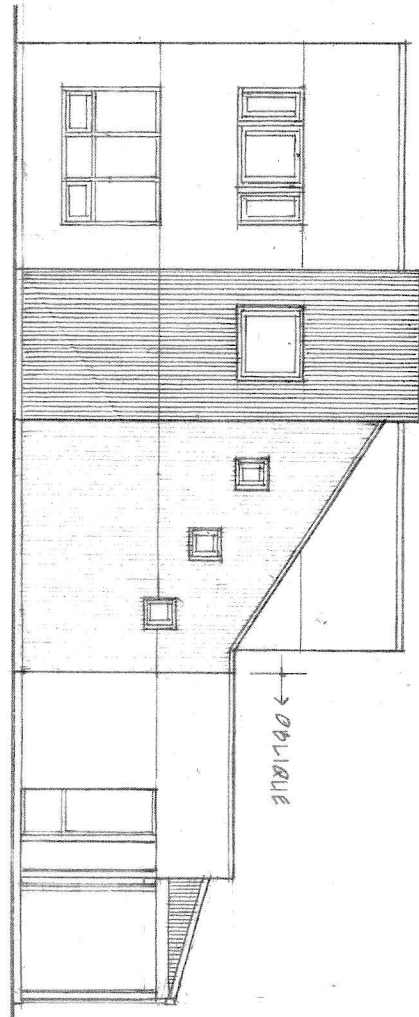
DATE 2-26-2



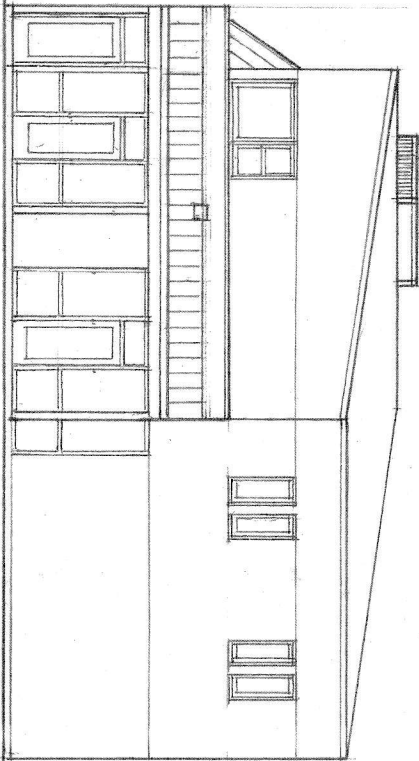
SOUTHEAST ELEVATION



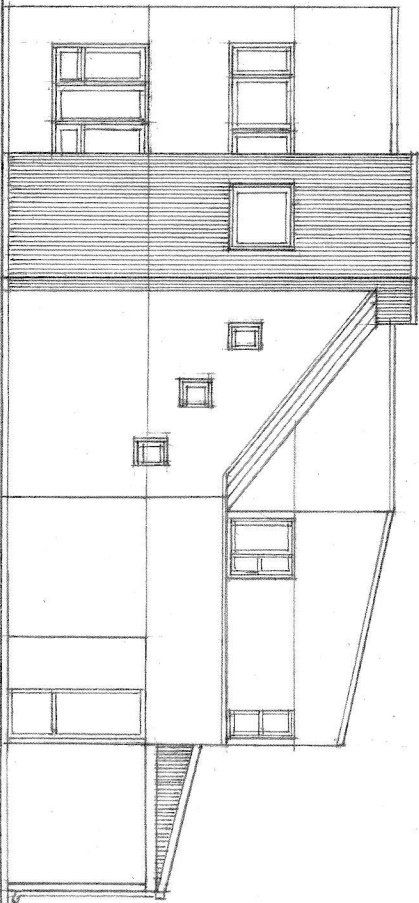
NORTHEAST ELEVATION



WEST ELEVATION



NORTH ELEVATION BUILDING #4



JANE'S PLACE COMMUNITY HOUSING  
SW CORNER OF SH291 AND W. 3<sup>RD</sup> ST.

ROBERT GREETHER, ARCHITECT

BKGREETHER@OUTLOOK.COM

719-530-1788

TITLE:  
BUILDING #4  
ELEVATIONS

DATE: 2-24-23  
13





**Code Analysis of Proposed Planned Development**

	C-1 Zoning		Planned Development	Differences		Highway 291 Overlay Commercial	Planned Development	Differences	
	Allowed	Required	Proposed	Over	Under	Required	Proposed	Over	Under
Minimum Lot Size	-	5,625	19,820	14,195	-	-	19820	-	-
Density: Minimum square foot per unit	-	2,800	1,101	-	1,699	-	-	-	-
Minimum lot frontage	-	37.5	126.19	88.69	-	-	-	-	-
Maximum lot coverage	60%	-	40%	-	20%	-	-	-	-
Maximum lot coverage, including parking	90%	-	64%	-	26%	-	-	-	-
Minimum landscape areas (excluding pathways)	-	10%	23%	13%	-	-	-	-	-
Minimum side setback	-	5	Varies, 5 minum	-	Varies	5	Varies, 5 minum		Varies
Minimum rear setback	-	5	5	-	-	5	5	-	-
Minimum front setback	-	10	10	-	-	10	10	-	-
Maximum building height	35'	-	27'	-	8	Not to exceed 2 stories	27'	-	-
Parking	-	18	13	-	5	24 Res + 3 Comm = 27	13	-	14
Parking Notes:		With Inclusionary Ordinance	Active and Public transportation; parking studies support reduced parking for lower income developments			Shared access encouraged; 24 spaces for residential plus 1 space for each 4005F Commercial (3 spaces) = 27 parking spots	Active and Public transportation; parking studies support reduced parking for lower income developments		
Highway Access	-	-	-	-	-	Per CDOT access	-	-	-
Pedestrian Access	-	-	-	-	-	5' sidewalk	-	-	-
	-	-	-	-	-	4' parkway	-	-	-
Exterior Materials	-	-	-	-	-	2 or more materials	-	-	-
Multifamily Housing	-	-	-	-	-	Conditional Use	-	-	-



11220 Assett Loop  
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Manassas, VA 20109  
703-365-9262  
[WellsandAssociates.com](http://WellsandAssociates.com)

**TO:** Robert Grether

**FROM:** Kevin R. Fellin, P.E.  
Lester E. Adkins, P.E.

**SUBJECT:** Parking Reduction Assessment

**RE:** Adaptive Housing Project  
City of Salida, Colorado

**DATE:** December 17, 2020

---

The purpose of this memorandum is to submit a formal parking reduction request to the City of Salida, Colorado in support of the proposed Adaptive Housing Project. The subject site is located in the southwest corner of the 3<sup>rd</sup> Street/State Highway (SH) 291 intersection and is currently undeveloped. The proposed Adaptive Housing project seeks to construct four (4) new buildings that would provide a total of 17 affordable/workforce dwelling units and approximately 1,375 square feet (SF) of commercial space. The commercial space would operate as a non-profit resource center for low-income individuals.

The demand for on-site parking for a particular project depends on a wide variety of factors and this parking assessment evaluates those factors that may impact this project based on the on-site parking supply that is being proposed. The proposal would provide 12 off-street spaces without a shared access driveway off of SH 291, but could increase the supply to a total of 13 spaces if a shared driveway is obtained (see Exhibit A). In addition, one designated motorcycle parking space would be provided.

The baseline minimum number of required parking spaces is based on the assumption that the residential units are considered inclusionary, which, under the zoning ordinance would require one (1) space per unit or 17 spaces. When classifying the commercial space as a community building, this use would require 3.44 spaces or three (3) spaces after rounding for a total of 20 spaces required for the entire project. As summarized in Table 1, the shortfall would either be seven (7) or eight (8) spaces below the City's minimum parking requirement depending on the driveway location.

# WELLS + ASSOCIATES

## MEMORANDUM

Table 1  
Parking Tabulation Summary

Use	Amount	Minimum Parking Requirements (1)	Minimum Required Spaces
Residential (2)	17 units	1 spaces per unit	17 spaces
Commercial (3)	1,375 SF	1 spaces per 400 SF	<u>3 spaces</u>
Total Required Spaces			20 spaces
Total Provided Spaces (without shared driveway)			12 Spaces <i>(8 fewer spaces than Code or 40.0% parking reduction)</i>
Total Provided Spaces (with shared driveway)			13 Spaces <i>(7 fewer spaces than Code or 35.0% parking reduction)</i>

Note(s):

- (1) Minimum parking requirements based on the Table 16-J of the Zoning Ordinance.
- (2) Standards for inclusionary housing developments (Section 16-13-50) permit one (1) space per unit.
- (3) The commercial space is assumed parked according to the "Community Building" land use standard.

A reduction in the required parking supports making the apartments more affordable by reducing the cost impact per unit. A policy issue arising out of the requirement for one (1) parking space per unit adds approximately 12% to the cost of the unit according to a study by the Victoria Transport Policy Institute. This percentage is likely even higher when the units are small and certainly increases the rents that the project must charge to be viable. Based on the same study, when land cost is based on \$500,000 per acre which applies to this project, the land cost alone per parking space is approximately \$4,200. Added to that would be constructions costs and long-term maintenance costs.

The following is a summary key factors that would further support reducing the required parking by mitigating the on-site parking demand to a proposed parking supply that would be adequate for this project.

### VEHICLE OWNERSHIP BASED ON INCOME

According to the Victoria Transport Policy Institute study referenced above, it indicates that vehicle ownership rates drop with income. Given the fact that on an average basis the incomes of the targeted residents for this project would be lower than what is typical for a conventional market rate apartment project, it would be anticipated some residents would not own a vehicle.

# WELLS + ASSOCIATES

## MEMORANDUM

This is especially true when the surrounding community provides opportunities (e.g. walking, biking, shuttle service) to make ancillary trips without the need of a vehicle.

In Chaffee County, government statistics indicate approximately 22% of households or 46% of non-family households make less than \$30,000 and are at less than 50% of the Area Median Income (AMI). This segment of the population represents a category of people who need either emergency shelter, transition housing or supportive housing. This project would provide seven (7) of its 17 units (or 41%) that would be designed to serve this target population. One can safely assume that vehicle ownership rates associated with those seven (7) units will be lower than average. One or more of these units will be occupied by tenants such as the Southwest Conservation Corps, Americorps Volunteers, and other seasonal workers that have lower parking needs than typical tenants.

### UNBUNDLED PARKING

The project is planning to unbundle the residential parking from the cost to lease the residential unit where residents will be offered parking at a separate/additional cost. Those residents who do not have a vehicle are in effect paying a portion of the parking cost for those who do have a vehicle when the parking is free. To unbundle the parking cost, the project proposes to charge tenants with a vehicle on a sliding scale based on income, thus reducing the incentive to have a vehicle. Figures from 2002 in the previously noted study indicate that lower income tenants spend approximately \$3,000 annually on a vehicle that is undoubtedly much higher today. The fee for parking would be coupled with a limit of 11 maximum issued permits that would allow residents to park on-site. This would be enforced by a dashboard permit as available on a first come first serve basis.

### BICYCLE PARKING AND PEDESTRIAN ACCESS

The project would provide 10 covered bicycle parking spaces as a supporting alternative to vehicle ownership. The tenant demographic and local bicycle amenities/culture anticipates a substantial proportion of younger workers who would bike to work as well as to other necessary services. The downtown, with two (2) grocery stores, post office, recreational parks, entertainment, library, and many clothing stores, is about a half a mile to the east and the hospital is about one third of a mile to the west. Those distances are within a reasonable 10 to 15- minute walks and less via a bicycle trip. Again, the on-site bicycle parking would further support bicycle versus vehicle ownership. Salida is a relatively compact city with numerous bicycle trails and a strong bicycle culture that supports a higher than average use.

# WELLS + ASSOCIATES

## MEMORANDUM

### SHUTTLE SERVICES

The Chaffee Shuttle is a free shuttle service available by appointment or, possibly, with a regular scheduled stop that provides transportation to shopping, work, medical services, and social activities throughout the County. In addition, there is a shuttle service that for a fee provides service to other cities in the state. The Shuttle is a viable alternative for many people who do not have a vehicle, do not have a driver's license, or choose not to drive to function in a normal fashion. This project is proposing to improve its SH 291 frontage with a sidewalk and a dedicated shuttle stop space to support non-auto trips. Alternatives to vehicle ownership would reduce the need for on-site parking and represents a significant savings in cost of living for future residents.

### SHARED PARKING

Shared parking is especially useful in cases such as the subject property where a single parking space may be used by either a residential or commercial user. Because each land use within the development may experience a peak parking demand at different times of day or different months of the year relative to each other, the actual peak parking demand of the subject development may be less than if the peak parking demand of each land use was considered separately. For example, the commercial use would experience peak parking demands during the midday hours while the residential use experiences peak demands during late evening and overnight. It is anticipated that residents of the subject site would have varying work schedules and shifts that also include the working shifts during the weekends. Assuming a baseline condition that reduces the residential parking requirement by six (6) spaces ( $17 - 6 = 11$  residential spaces) based on the attributes described previously, it would be safe to assume that at least half of the residential spaces would be available during the day, leaving seven (7) to eight (8) spaces available for the commercial use. This would exceed the three (3) space commercial parking requirement that would be needed during the important daytime hours.

As shown with the shared parking analysis presented in Table 2, the inherent characteristics of the site and shared parking would suggest an overall 12 to 13 space parking supply would serve typical conditions.

# WELLS + ASSOCIATES

## MEMORANDUM

Table 2

Shared Parking Analysis (1) (2) (3) (4)

Hour	Residential		Commercial (Required = 3 spaces)				Total
	Hourly Demand		Visitor Hourly Demand		Employee Hourly Demand		
	(%)	(Spaces)	(%)	(Spaces)	(%)	(Spaces)	
	Required = 17 spaces (Adjustment = 6 fewer spaces) <b>Adjusted Req = 11 spaces</b>		<b>Visitor Req. = 2 spaces</b>		<b>Employ Req = 1 spaces</b>		
6 AM	95%	11	0%	0	0%	0	11
7 AM	80%	9	0%	0	0%	0	9
8 AM	67%	8	15%	1	25%	1	10
9 AM	55%	7	35%	1	45%	1	10
10 AM	50%	6	60%	2	75%	1	9
11 AM	45%	5	75%	2	95%	1	9
12 PM	40%	5	100%	2	100%	1	9
1 PM	40%	5	100%	2	100%	1	9
2 PM	40%	5	95%	2	100%	1	9
3 PM	40%	5	85%	2	100%	1	9
4 PM	45%	5	85%	2	100%	1	9
5 PM	50%	6	85%	2	100%	1	10
6 PM	60%	7	90%	2	100%	1	11
7 PM	70%	8	80%	2	100%	1	12
8 PM	80%	9	65%	2	90%	1	12
9 PM	85%	10	45%	1	60%	1	12
10 PM	95%	11	0%	0	0%	0	11
11 PM	97%	11	0%	0	0%	0	11
12 AM	100%	11	0%	0	0%	0	11

Note(s):

- (1) Hourly distributions obtained from the Urban Land Institute (ULI) "Shared Parking" 3<sup>rd</sup> Edition.
- (2) A residential adjustment of 6 fewer spaces than Code parking was applied as a baseline condition to account for anticipated reduced auto ownership, availability of a shuttle, unbundled parking, and access to pedestrian/bicycle facilities.
- (3) ULI's hourly percent distribution for a typical retail use was utilized for the commercial use and broken down by visitors (customers) and employees.
- (4) The published ULI hourly percent distributions for the commercial use were adjusted to 0% before 8 AM and after 9 PM when anticipating the commercial uses future operating hours.

## ON-STREET PARKING

This project proposes to provide a new sidewalk along its SH 291 frontage that would allow for two (2) additional parallel on-street parking spaces. As mentioned above, if a shared driveway or a modified right angle corner street intersection is achieved, the parallel parking could be increased to three (3) spaces. This segment of highway frontage currently has little to no demand for on—street parking. For all intents and purposes, this project would likely provide the only parking demand for those spaces. The property across the street has far more parking available that it ever uses and is more convenient than the proposed on-street parking spaces. Although not counted to meet the site's parking requirements, in effect the on-street parking would serve



# WELLS + ASSOCIATES

## MEMORANDUM

as additional project parking that further supports the requested parking reduction (see Exhibits A and B). Third Street, which is primarily residential in the block to the east, has little to no on-street parking demand as seen in the below photo taken on a Sunday afternoon when people are most likely to be home. Though unlikely needed, it would be available for any small overflow parking needs that may occur.



Note: Third Street on Sunday evening, December 6, 2020.

## CONCLUSIONS

Given the nature of the project and the wide variety of alternatives listed above that would either reduce or mitigate the number of on-site parking spaces required by the Zoning Ordinance, it is reasonable to conclude that the project as proposed can function adequately with proper management. There would be on-site management that would address any issue that may arise and enforce solutions. This project strikes a good balance between land use and parking needs. It is this balance that further supports affordable housing and is more environmentally sound by taking advantage of underutilized on-street parking spaces that otherwise are underutilized. We feel confident that this project would function at a high level and be a positive prototype for other future developments.



Table 1  
Adaptive Housing Project: Salida, Colorado  
Trip Generation Analysis (1) (2) (3)

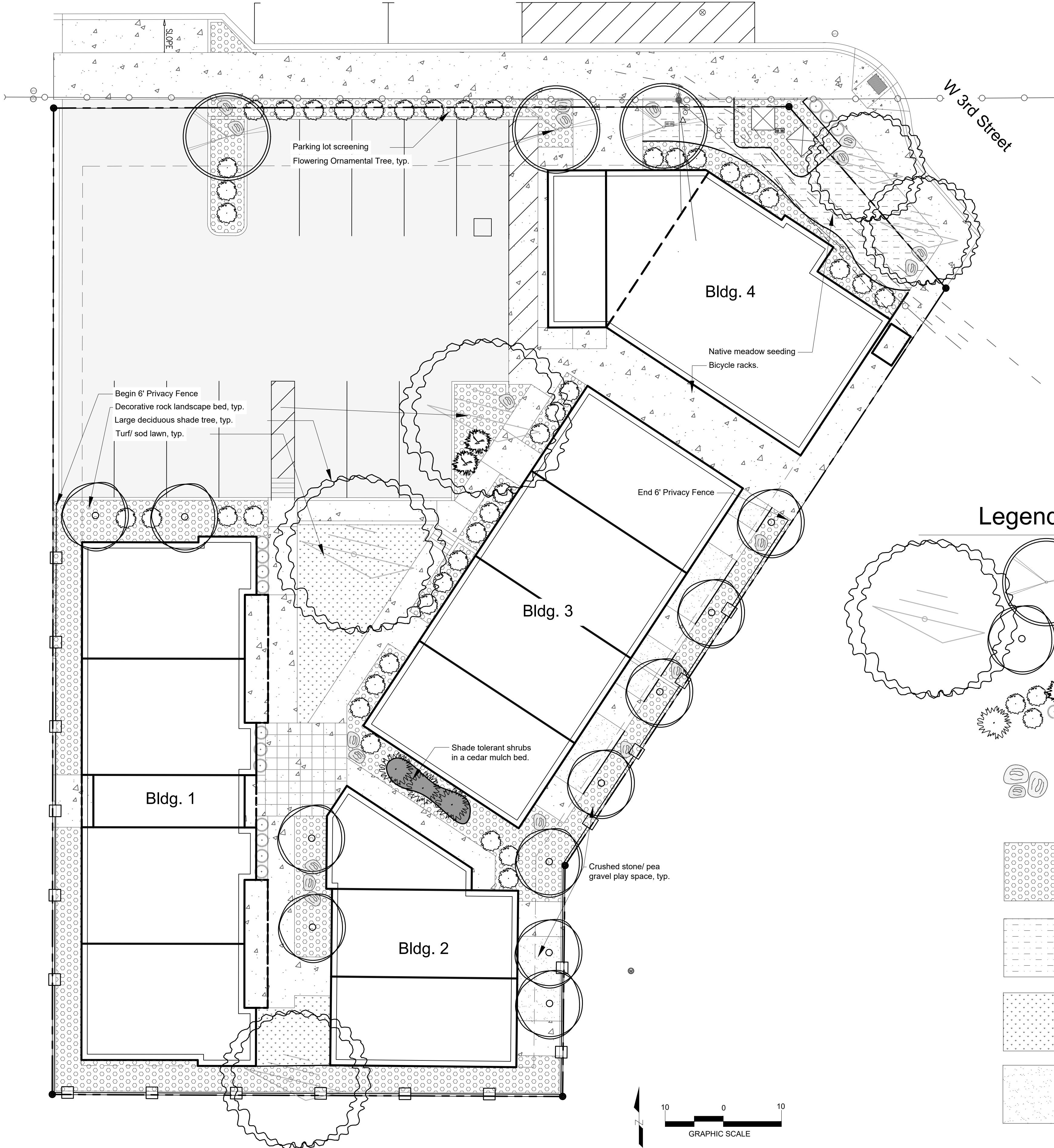
ITE Land Use	Land Use Code	Amount	Units	Weekday AM Peak Hour			Weekday PM Peak Hour			Weekday Average Daily Trips
				In	Out	Total	In	Out	Total	
Multifamily Housing (Low-Rise) 1-2 Stories	220	17 Trip Reduction	DU 35% Net New Trips	2 (1)	7 (2)	9 (3)	8 (3)	5 (2)	13 (5)	88 (31) 57
Small Office Building/Community Space	712	1,375 Trip Reduction	SF 35% Net New Trips	2 (1)	1 0	3 (1)	1 0	3 (1)	4 (1)	22 (8) 14
<b>Total</b>				<b>2</b>	<b>6</b>	<b>8</b>	<b>6</b>	<b>5</b>	<b>11</b>	<b>71</b>

Note(s):

- (1) Trip generation based on the Institute of Transportation Engineers' Trip Generation, 10th Edition.  
 (2) GFA = Square Feet of Gross Floor Area, DU = Dwelling Unit  
 (3) A 35% trip reduction is assumed to account for the affordable housing character of the development and bike friendly nature of the community where residents may not own a vehicle. The site is supported by a parking reduction that reflects the intended non-auto users.



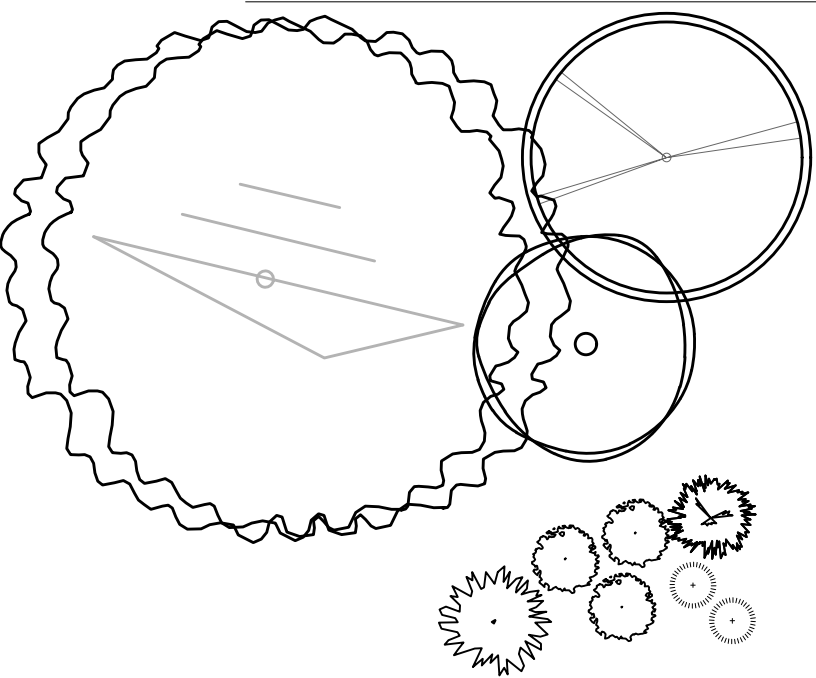
State Highway 291



Jane's Place Conceptual Plant Schedule						
Key	Botanical Name	Common Name	Size	Root	Spacing	Cultivars
Deciduous Trees						
AN	Acer negundo 'Sensation'	Sensation Box Elder	2"	B&B	As Shown	'Sensation'
CA	Crataegus ambigua	Russian Hawthorn	2"	B&B	As Shown	
GT	Gleditsia triacanthos	Common Honeylocust	2"	B&B	As Shown	'Shademaster', 'Skyline'
MR	Malus x. 'Radiant'	Radiant Crabapple	2"	Cont.	As Shown	'Radiant'
PN	Prunus cerasifera 'Newport'	Newport Plum	2"	Cont.	As Shown	'Newport'
ST	Sorbus x thuringiaca	Oakleaf Mountain Ash	2"	B&B	As Shown	
TC	Tilia cordata	Littleleaf Linden	2"	B&B	As Shown	'Greenspire'
Evergreen Shrubs						
Jp	Juniperus x pfizeriana 'Monsan'	Sea of Gold Juniper	3 gal.	Cont.	As Shown	
Ma	Mahonia aquifolium	Oregon Grape	5 gal.	Cont.	As Shown	
Deciduous Shrubs						
Bt	Berberis thunbergii	Japanese Barberry	5 gal.	Cont.	As Shown	'Rose Glow'
Cb	Caryopteris x clandonensis	Blue Mist Spirea	5 gal.	Cont.	As Shown	'Dark Knight'
Ch	Chamaebatiaria millefolium	Fernbush	5 gal.	Cont.	As Shown	
Ca	Cotoneaster apiculatus	Cranberry Cotoneaster	3 gal.	Cont.	As Shown	'Tom Thumb'
Fp	Fallugia paradoxa	Apache Plume	5 gal.	Cont.	As Shown	
Pl	Philadelphus lewisii 'Cheyenne'	Cheyenne Mockorange	5 gal.	Cont.	As Shown	'Cheyenne'
Pg	Potentilla fruticosa 'Goldfinger'	Goldfinger Potentilla	5 gal.	Cont.	As Shown	'Goldfinger'
Sa	Spiraea japonica 'Anthony Waterer'	Anthony Waterer Spiraea	5 gal.	Cont.	As Shown	'Anthony Waterer'
Ornamental Grasses						
ca	Calamagrostis x acutiflora 'Karl Foerster'	Feather Reed Grass	1 gal.	Cont.	As Shown	'Karl Foerster'
bg	Bouteloua gracilis 'Blonde Ambition'	Blue Grama Grass	1 gal.	Cont.	As Shown	'Blonde Ambition'
Seed Mixes						
1	Pinon Juniper Meadow Mix					
	As supplied by Western Native Seeds, Coaldale, CO, 719-942-3935					

City of Salida - Landscape Design Guidelines		
Landscape Area Calculations - C1 Zoning		
Total Project Area	19812 SF	
Minimum Required Landscaped Area (10%)	1981 SF	
Total Landscaped Area / Open Space Provided: 23%	4455 SF	
Trees Required Per Landscaped Area	Provided:	
1 Tree Required per 300 SF (1981/300=7 Trees)	20 Trees	
Parking Lots		
Minimum Required Landscaping (6 plants per 15 spaces, 1 tree)		
12 Spaces: 1 tree, 5 shrubs	Provided:	
Trees (included in above total)	5	
Shrubs	18	

Legend



Proposed deciduous trees

Proposed shrubs and grasses

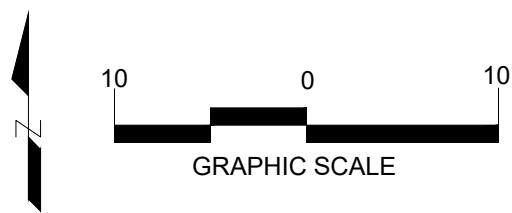
Proposed landscape boulders  
Large: Approximately 3'x5'  
Small: Approximately 2'x3'

Proposed decorative landscape rock;  
3/8" - 9/16" Pea Gravel

Proposed native meadow seed mix (Seed Mix1)

Proposed turf / sod

Proposed crusher fines / 1/4" minus mix



Sheet Title: Concept Plan  
Scale: 1" = 10'-0"  
Date: 3/25/2021  
Drawn By: EWB  
File: 21.01 L Working.dwg  
Job Number: 21.02

- Preliminary Drawing - Not For Construction.
- Bid Set
- For Construction
- As Built

Revisions  
Date: By:

Overall Landscape Concept Plan

Jane's Place

H 291 / W 3rd Street Salida, CO 81201



Mountain Aspect Landscape Architecture, LLC  
139 W 3rd Street, Suite 3  
Salida, CO 81201  
719-842-2162  
www.mountainaspect.com

SHEET  
L100

# Water Demand Estimate and Meter Sizing Using Fixture Values

(Based on AWWA M22 Manual, Second Edition)

Project **Jane's Place**

Residential, Non-Residential, M.F. Residential Multi-Family

Pressure Zone at Project 80

Fixture or Appliance	Fixture Value (at 60 psi)	Number of Fixtures	Subtotal Fixture Value
Toilet (tank)	4	21	84
Toilet (flush valve)	35	0	0
Urinal (wall or stall)	16	0	0
Urinal (flush valve)	35	0	0
Shower (single head)	2.5	5	12.5
Sink (lavatory)	1.5	21	31.5
Kitchen Sink	2.2	17	37.4
Utility Sink	4	1	4
Dishwasher	2	17	34
Bathtub	8	14	112
Clothes Washer	6	3	18
Hose connections (with 50 ft of hose)			
1/2 in.	5	0	0
5/8 in.	9	0	0
3/4 in.	12	2	24
Miscellaneous			
Bedpan washers	10	0	0
Drinking fountains	2	0	0
Dental units	2	0	0
Combined Fixture Value			357.4
Demand (gpm) - See Curves			39
Pressure Adjustment Factor			1
Total Adjusted demand (gpm)			39
Minimum Meter Size			1"
Service Line Velocity (fps)			5.8
Minimum Service Size (HDPE)			1.5"

Approved by: \_\_\_\_\_

  calculated  
  user inputted

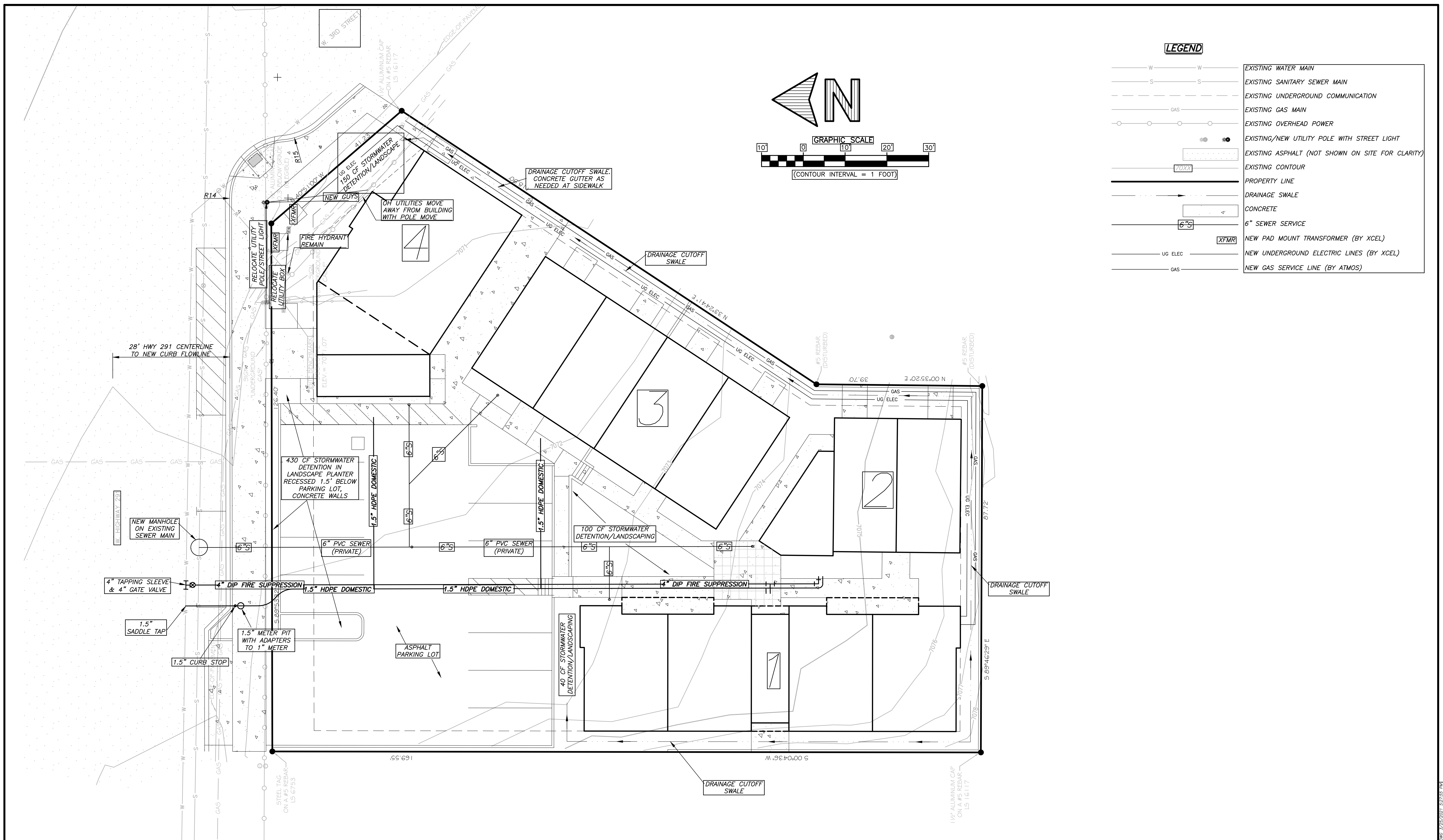
Date 3/25/2021  
By Bill Hussey

## Sewer Service Sizing per UPC

bldg 1	bldg 2	bldg 3	bldg 4	upc dfu	upc dfu total
4	5	8	4	4	84
					0
					0
					0
4	1			2	10
4	5	8	4	1	21
4	3	8	2	2	34
1				2	2
4	3	8	2	2	34
	4	8	2	2	28
3				3	9
					0
					0
					0
		1	1		0

222  
6" sewer service at 1% ok up to 700 dfu





FOR REVIEW 3/25/21

<p><b>[PRIVATE ENGINEER'S NOTES TO CONTRACTOR]</b></p> <p>THE EXISTENCE AND LOCATION OF ANY UNDERGROUND UTILITY PIPES, CONDUITS OR STRUCTURES SHOWN ON THESE PLANS ARE OBTAINED BY A SEARCH OF THE AVAILABLE RECORDS TO THE BEST OF OUR KNOWLEDGE. THERE ARE NO KNOWN UTILITIES EXCEPT AS SHOWN ON THESE PLANS. THE CONTRACTOR IS REQUIRED TO TAKE DUE PRECAUTIONARY MEASURES TO PROTECT THE UTILITY LINES SHOWN ON THESE DRAWINGS. THE CONTRACTOR FURTHER ASSUMES ALL LIABILITY AND RESPONSIBILITY FOR THE UTILITY PIPES, CONDUITS, OR STRUCTURES SHOWN OR NOT SHOWN ON THESE DRAWINGS.</p> <p>THE CONTRACTOR AGREES THAT HE SHALL ASSUME SOLE COMPLETE RESPONSIBILITY FOR THE JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THE PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY. THAT THIS REQUIREMENT SHALL APPLY CONJUNCTLY AND NOT BE LIMITED TO NORMAL WORKING HOURS; AND THAT THE CONTRACTOR SHALL DEFEND, INDEMNIFY AND HOLD THE COUNTY, THE CITY, THE OWNER AND THE ENGINEER HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPTING FOR LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE OWNER OR THE ENGINEER.</p>	<p><b>[PREPARED FOR:]</b></p> <div style="border: 1px solid black; padding: 5px; text-align: center;"> <b>CCCC</b>              PO BOX 492              BUENA VISTA              PHONE: 303-995-3595         </div> <p><b>[PREPARED UNDER THE DIRECTION OF:]</b></p> <div style="border: 1px solid black; padding: 5px; text-align: center;"> <b>WILLIAM HUSSEY</b>              L.C.E. NO. 569889              EXP. DATE 10/31/21         </div>	<p><b>[PREPARED BY:]</b></p> <div style="text-align: center;">   <b>CRABTREE GROUP INC.</b>              ENGINEERING SMART GROWTH™         </div> <div style="display: flex; justify-content: space-between; font-size: small;"> <div style="border: 1px solid black; padding: 2px;">                 3325 D STREET                  SALIDA, CO 81001                  PH: 719-559-1675             </div> <div style="border: 1px solid black; padding: 2px;">                 918 CUYAMA ROAD                  OJAJAI, CA 91028                  PH: 719-221-1799             </div> </div>	<p><b>[SEAL]</b></p> <div style="border: 1px solid black; width: 40px; height: 40px; margin: 0 auto;"></div>	<p><b>REVISIONS</b></p> <table border="1" style="width: 100%; border-collapse: collapse; font-size: x-small;"> <thead> <tr> <th>DATE</th> <th>BY</th> <th>MARK</th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> </tbody> </table>	DATE	BY	MARK																															<p><b>APPR. DATE</b></p> <p>REVISION AGENCY</p>	<div style="text-align: center;"> <b>CITY OF SALIDA</b>  <div style="display: flex; justify-content: space-around; font-size: x-small;"> <div><b>DESIGNED BY</b> WBH</div> <div><b>APPROVED BY:</b></div> </div> <div style="display: flex; justify-content: space-around; font-size: x-small;"> <div><b>DRAWN BY</b> WBH</div> <div><b>CHECKED BY</b> =</div> </div> <div style="display: flex; justify-content: space-around; font-size: x-small;"> <div><b>SCALE</b> 1"=20'</div> <div><b>DATE</b> MAR. 2021</div> </div> <div style="font-size: x-small;"> <b>BENCHMARK:</b> DOCK SPIKE WHERE SHOWN ON PLAN, ELEV.=7071.07                 </div> </div>	<div style="text-align: center;"> <b>JANE'S PLACE</b>              SALIDA, CO  <b>PLANNED DEV. &amp; MIR</b>  <b>CIVIL ENGINEERING PLAN</b>              UTILITIES AND DRAINAGE         </div>	<p><b>[SHEET NO.]</b></p> <div style="border: 1px solid black; width: 40px; height: 40px; margin: 0 auto; text-align: center; line-height: 40px; font-size: 24px;">1</div> <p><b>[OF 1 SHEETS]</b></p> <p><b>[PROJECT NO.]</b></p> <div style="border: 1px solid black; width: 40px; height: 20px; margin: 0 auto; text-align: center; line-height: 20px; font-size: 12px;">21005</div>
DATE	BY	MARK																																							

MARCH 25, 2021



# DRAINAGE REPORT

JANE'S PLACE

BILL HUSSEY, PE  
Crabtree Group Inc.  
Salida, Colorado  
Project #21005



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719.221.1799

325 D Street, P.O. Box 924, Salida, CO 81201  
422 Main Street Ventura, CA 93001

[crabtreegroupinc.com](http://crabtreegroupinc.com)





## Contents

1	Introduction.....	1
2	Existing Conditions.....	1
3	Soils.....	1
4	Precipitation .....	1
5	Runoff Analysis .....	1
6	Conclusion .....	2



# 1 INTRODUCTION

---

Jane's Place is a proposed development in the City of Salida, at the southwest corner of Highway 291 and 3<sup>rd</sup> Street. Improvements to the site will include asphalt parking lot, concrete sidewalk, and four buildings.

## 2 EXISTING CONDITIONS

---

The subject site contains deteriorating asphalt and sparse vegetation. Existing stormwater flow on site consists of sheet flow from southwest to northeast. There is no evidence of significant off-site generated stormwater runoff entering the site. Existing stormwater outfall to the site is to Highway 291, which slopes downhill to the east.

## 3 SOILS

---

Information for the on-site soils was obtained from the USDA Web Soil Survey (U.S. Department of Agriculture, n.d.). The soils consist of Dominson gravelly sandy loam, which is assigned to Hydrologic Soils Group A. Web Soil Survey data is included in Appendix A.

## 4 PRECIPITATION

---

Precipitation amounts for the Design Storms was obtained from the NOAA precipitation frequency estimates for the subject area. The Design Storms utilized in the analysis are summarized in 1 below.

TABLE 1

Storm Return Period (yr)	24-hour Rainfall Amount (in.)
2	1.34
5	1.64
10	1.89
25	2.26
50	2.55
100	2.85

## 5 RUNOFF ANALYSIS

---

The runoff Analysis was performed utilizing the methods described in the Natural Resources Conservation Service (NRCS) Technical Release #55 (TR-55), with a Type II storm distribution. Predevelopment peak site runoff for the 25-year, 24 hour is 0.32 cfs. Postdevelopment peak site runoff for the 25-year, 24 hour storm is 0.76 cfs.

Therefore, per TR-55 Figure 6-1, a minimum of 720 cubic feet of stormwater detention is needed to mitigate the additional runoff caused by development of the site. Surface detention will be provided per the civil engineering plans.

TR-55 calculations are included in Appendix C

## 6 CONCLUSION

---

The development of the site is expected to increase the on-site generated stormwater flows after completion of construction. To mitigate this impact, a minimum of 720 cubic feet of on-site stormwater detention is incorporated in the site plan. Incorporation of the stormwater storage into the site design will mitigate the impact of the development to the stormwater flows in the area.

---

## APPENDIX A: SOILS REPORT



# Soil Map—Chaffee-Lake Area, Colorado, Parts of Chaffee and Lake Counties



## MAP LEGEND

### Area of Interest (AOI)

 Area of Interest (AOI)

### Soils

 Soil Map Unit Polygons

 Soil Map Unit Lines

 Soil Map Unit Points

### Special Point Features



Blowout



Borrow Pit



Clay Spot



Closed Depression



Gravel Pit



Gravelly Spot



Landfill



Lava Flow



Marsh or swamp



Mine or Quarry



Miscellaneous Water



Perennial Water



Rock Outcrop



Saline Spot



Sandy Spot



Severely Eroded Spot



Sinkhole



Slide or Slip



Sodic Spot



Spoil Area



Stony Spot



Very Stony Spot



Wet Spot



Other



Special Line Features

### Water Features



Streams and Canals

### Transportation



Rails



Interstate Highways



US Routes



Major Roads



Local Roads

### Background



Aerial Photography

## MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:20,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service

Web Soil Survey URL:

Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Chaffee-Lake Area, Colorado, Parts of Chaffee and Lake Counties

Survey Area Data: Version 13, Jun 5, 2020

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: May 18, 2020—May 21, 2020

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

## Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
DoD	Dominson gravelly sandy loam, 1 to 9 percent slopes	0.4	100.0%
<b>Totals for Area of Interest</b>		<b>0.4</b>	<b>100.0%</b>

---

## APPENDIX B: NOAA PRECIPITATION ESTIMATES



**NOAA Atlas 14, Volume 8, Version 2**  
**Location name: Salida, Colorado, USA\***  
**Latitude: 38.5395°, Longitude: -105.9994°**  
**Elevation: 7085.8 ft\*\***  
 \* source: ESRI Maps  
 \*\* source: USGS



### POINT PRECIPITATION FREQUENCY ESTIMATES

Sanja Perica, Deborah Martin, Sandra Pavlovic, Ishani Roy, Michael St. Laurent, Carl Trypaluk, Dale Unruh, Michael Yekta, Geoffrey Bonnin

NOAA, National Weather Service, Silver Spring, Maryland

[PF tabular](#) | [PF graphical](#) | [Maps & aeriels](#)

### PF tabular

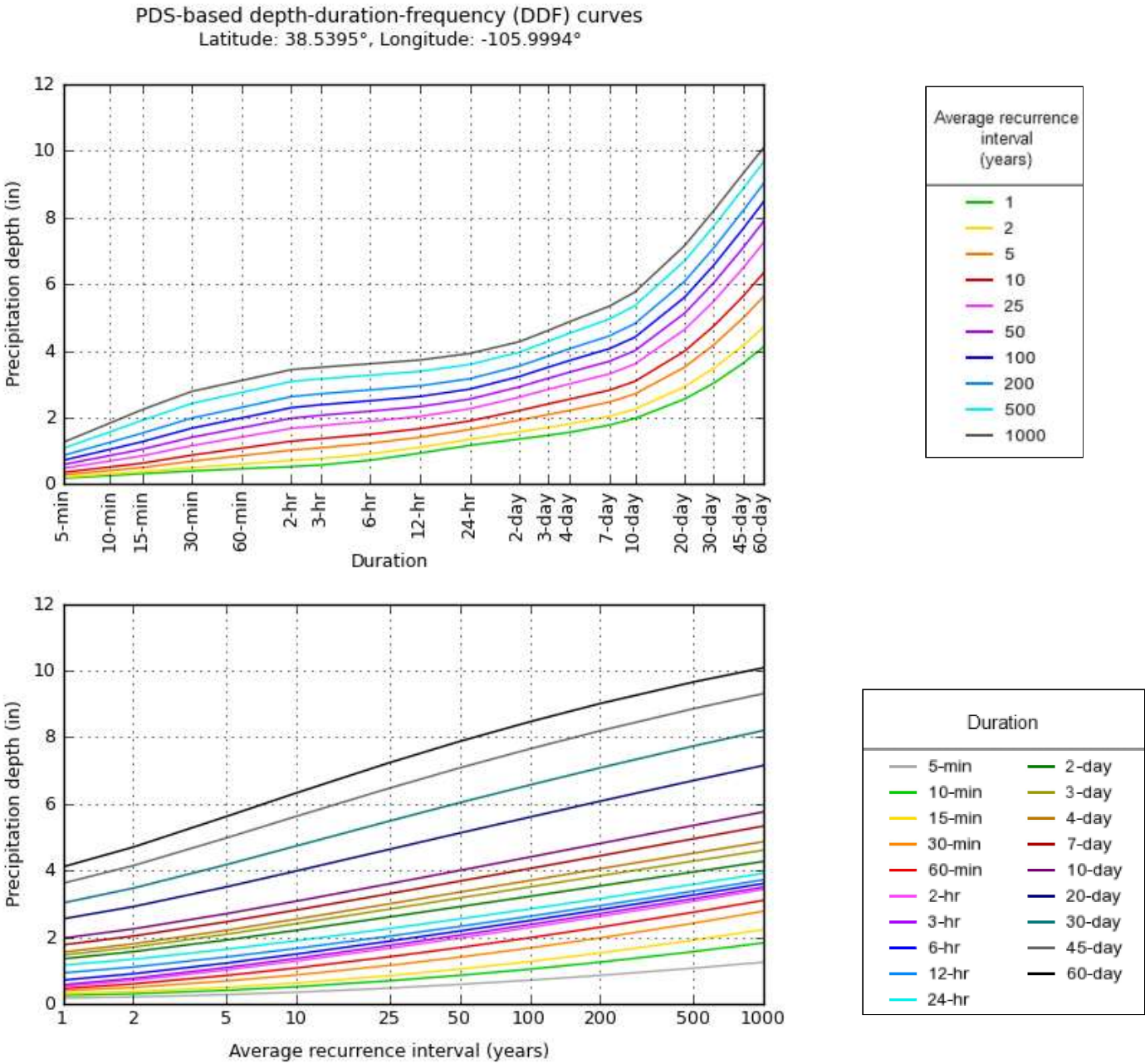
PDS-based point precipitation frequency estimates with 90% confidence intervals (in inches) <sup>1</sup>										
Duration	Average recurrence interval (years)									
	1	2	5	10	25	50	100	200	500	1000
5-min	0.174 (0.137-0.227)	0.207 (0.163-0.270)	0.277 (0.217-0.362)	0.350 (0.272-0.460)	0.472 (0.365-0.674)	0.584 (0.435-0.837)	0.711 (0.510-1.04)	0.855 (0.586-1.29)	1.07 (0.703-1.66)	1.25 (0.791-1.94)
10-min	0.255 (0.200-0.332)	0.304 (0.238-0.395)	0.406 (0.317-0.530)	0.513 (0.398-0.673)	0.692 (0.534-0.987)	0.855 (0.637-1.23)	1.04 (0.746-1.53)	1.25 (0.859-1.89)	1.57 (1.03-2.43)	1.83 (1.16-2.84)
15-min	0.311 (0.244-0.405)	0.370 (0.291-0.482)	0.495 (0.387-0.647)	0.625 (0.486-0.821)	0.844 (0.652-1.20)	1.04 (0.777-1.49)	1.27 (0.910-1.87)	1.53 (1.05-2.31)	1.91 (1.25-2.96)	2.23 (1.41-3.46)
30-min	0.394 (0.309-0.512)	0.494 (0.388-0.643)	0.685 (0.535-0.894)	0.867 (0.673-1.14)	1.15 (0.881-1.62)	1.40 (1.04-1.99)	1.68 (1.20-2.44)	1.98 (1.35-2.97)	2.42 (1.58-3.73)	2.78 (1.76-4.31)
60-min	0.458 (0.359-0.595)	0.600 (0.471-0.781)	0.851 (0.665-1.11)	1.08 (0.836-1.41)	1.41 (1.07-1.96)	1.69 (1.24-2.37)	1.98 (1.41-2.87)	2.30 (1.56-3.43)	2.75 (1.79-4.22)	3.11 (1.97-4.82)
2-hr	0.522 (0.415-0.669)	0.706 (0.561-0.906)	1.02 (0.805-1.31)	1.29 (1.01-1.66)	1.67 (1.27-2.26)	1.98 (1.47-2.72)	2.29 (1.64-3.24)	2.62 (1.80-3.83)	3.08 (2.03-4.63)	3.43 (2.20-5.24)
3-hr	0.572 (0.458-0.728)	0.765 (0.612-0.974)	1.09 (0.867-1.39)	1.36 (1.08-1.75)	1.75 (1.34-2.35)	2.06 (1.54-2.81)	2.38 (1.72-3.33)	2.71 (1.87-3.91)	3.16 (2.09-4.70)	3.50 (2.26-5.30)
6-hr	0.713 (0.579-0.895)	0.903 (0.732-1.14)	1.22 (0.987-1.54)	1.49 (1.20-1.89)	1.88 (1.46-2.48)	2.19 (1.65-2.93)	2.50 (1.83-3.45)	2.83 (1.98-4.01)	3.27 (2.19-4.79)	3.61 (2.36-5.38)
12-hr	0.928 (0.763-1.15)	1.11 (0.907-1.37)	1.40 (1.15-1.75)	1.66 (1.35-2.08)	2.03 (1.60-2.64)	2.32 (1.78-3.07)	2.63 (1.95-3.57)	2.95 (2.09-4.12)	3.38 (2.30-4.88)	3.72 (2.46-5.45)
24-hr	1.16 (0.966-1.42)	1.34 (1.11-1.63)	1.64 (1.36-2.01)	1.89 (1.56-2.33)	2.26 (1.80-2.89)	2.55 (1.98-3.31)	2.85 (2.14-3.80)	3.16 (2.27-4.35)	3.59 (2.47-5.09)	3.92 (2.63-5.65)
2-day	1.35 (1.14-1.63)	1.57 (1.32-1.89)	1.92 (1.61-2.31)	2.21 (1.84-2.68)	2.61 (2.10-3.27)	2.92 (2.29-3.72)	3.23 (2.45-4.22)	3.54 (2.57-4.78)	3.96 (2.76-5.50)	4.27 (2.90-6.05)
3-day	1.46 (1.24-1.74)	1.70 (1.44-2.03)	2.09 (1.77-2.50)	2.41 (2.02-2.89)	2.84 (2.30-3.53)	3.18 (2.51-4.01)	3.51 (2.68-4.55)	3.84 (2.81-5.13)	4.28 (3.01-5.90)	4.61 (3.16-6.47)
4-day	1.55 (1.33-1.84)	1.80 (1.54-2.14)	2.21 (1.88-2.63)	2.54 (2.15-3.04)	3.00 (2.44-3.70)	3.35 (2.67-4.20)	3.70 (2.84-4.77)	4.06 (2.98-5.38)	4.52 (3.19-6.18)	4.87 (3.35-6.78)
7-day	1.77 (1.53-2.07)	2.03 (1.75-2.38)	2.46 (2.12-2.89)	2.82 (2.41-3.33)	3.31 (2.73-4.03)	3.68 (2.97-4.56)	4.06 (3.16-5.16)	4.44 (3.31-5.82)	4.95 (3.54-6.68)	5.34 (3.71-7.33)
10-day	1.97 (1.71-2.29)	2.25 (1.95-2.62)	2.70 (2.34-3.15)	3.08 (2.65-3.61)	3.60 (2.99-4.35)	4.00 (3.25-4.92)	4.41 (3.45-5.55)	4.81 (3.61-6.25)	5.35 (3.85-7.16)	5.76 (4.04-7.85)
20-day	2.55 (2.25-2.92)	2.92 (2.57-3.34)	3.51 (3.08-4.03)	3.99 (3.48-4.60)	4.64 (3.90-5.50)	5.13 (4.21-6.18)	5.61 (4.44-6.93)	6.08 (4.61-7.74)	6.70 (4.88-8.79)	7.16 (5.08-9.57)
30-day	3.03 (2.69-3.43)	3.47 (3.09-3.94)	4.18 (3.70-4.75)	4.74 (4.17-5.42)	5.49 (4.64-6.43)	6.04 (4.99-7.19)	6.57 (5.24-8.03)	7.09 (5.41-8.91)	7.74 (5.67-10.0)	8.20 (5.87-10.9)
45-day	3.62 (3.25-4.07)	4.15 (3.72-4.67)	4.98 (4.44-5.61)	5.63 (4.99-6.38)	6.47 (5.51-7.49)	7.08 (5.90-8.34)	7.65 (6.15-9.24)	8.20 (6.30-10.2)	8.86 (6.54-11.3)	9.31 (6.72-12.2)
60-day	4.11 (3.71-4.59)	4.70 (4.24-5.26)	5.62 (5.05-6.30)	6.33 (5.65-7.13)	7.24 (6.19-8.30)	7.88 (6.59-9.19)	8.47 (6.84-10.1)	9.01 (6.97-11.1)	9.66 (7.17-12.2)	10.1 (7.32-13.1)

<sup>1</sup> Precipitation frequency (PF) estimates in this table are based on frequency analysis of partial duration series (PDS). Numbers in parenthesis are PF estimates at lower and upper bounds of the 90% confidence interval. The probability that precipitation frequency estimates (for a given duration and average recurrence interval) will be greater than the upper bound (or less than the lower bound) is 5%. Estimates at upper bounds are not checked against probable maximum precipitation (PMP) estimates and may be higher than currently valid PMP values. Please refer to NOAA Atlas 14 document for more information.

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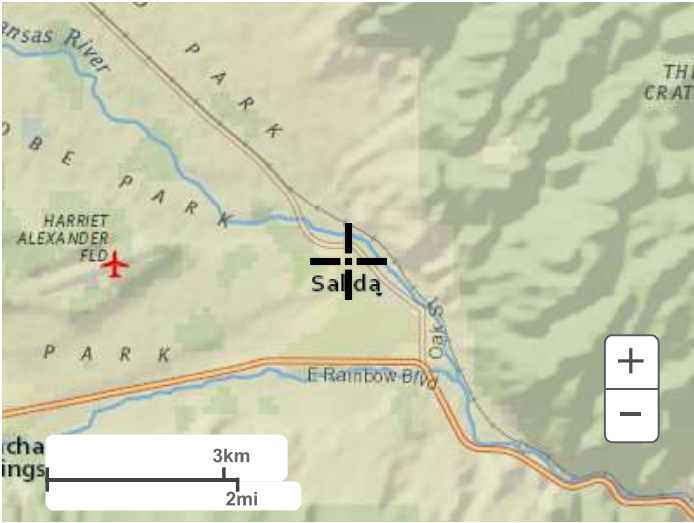
### PF graphical





Maps & aerials

Small scale terrain



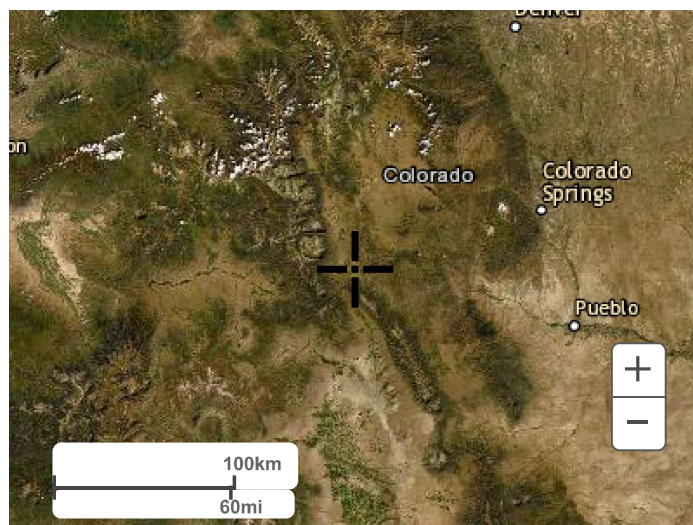
Large scale terrain



Large scale map



Large scale aerial



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[US Department of Commerce](#)  
[National Oceanic and Atmospheric Administration](#)  
[National Weather Service](#)  
[National Water Center](#)  
1325 East West Highway  
Silver Spring, MD 20910  
Questions?: [HDSC.Questions@noaa.gov](mailto:HDSC.Questions@noaa.gov)

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## APPENDIX C: HYDROLOGIC ANALYSIS



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## DRAINAGE CALCULATIONS

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**Project Name:** Jane's Place

**Project #:** 21005

**Location:** Salida, CO

**Client Name:** Chaffee County Community Foundation

**Client Address:** PO Box 492

Buena Vista, CO 81211

**Client Phone #:** 303-995-3595

**Prepared By:** WBH

**Date:** 3/25/2021

**Checked by:**

**Date:**

**Area Name:**

Storm Return Period (yr)		24-hour Rainfall Amount (in.)
2		1.34
5		1.64
10		1.89
25		2.26
50		2.55
100		2.85

Source:

**Rainfall Distribution:** II

## PRE-DEVELOPMENT RUNOFF CALCULATIONS

### Pre-Developed Curve Number

Land Use Description	HSG	Curve No.	Area (acres)	Area (%)
Impervious	A	98	0.17	38%
Open space (grass cover <50%)	A	68	0.28	62%
Totals			0.45	100%

Weighted Curve Number 79

### Time to Concentration

#### Sheet Flow

Surface Cover	Length (ft)	Slope ( $\frac{ft}{ft}$ )	Manning's n	T <sub>t</sub> (hrs)
Range (natural)	100	0.020	0.130	0.225

#### Shallow Flow

Surface Cover	Length (ft)	Slope ( $\frac{ft}{ft}$ )	Velocity Coefficient	T <sub>t</sub> (hrs)
Paved	100	0.020	20.328	0.010

#### Channel Flow

Length (ft.)	Slope ( $\frac{ft}{ft}$ )	n-Value	Flow Area (ft <sup>2</sup> )	Wetted Perimeter (ft)	T <sub>t</sub> (hrs)

Total Travel Time 0.235

### Peak Discharge

Storm	2-yr	10-yr	25-yr	50-yr	100-yr
24-hr Precipitation (P)	1.34	1.89	2.26	2.55	2.85
Initial Abstraction (I <sub>a</sub> )	0.532	0.532	0.532	0.532	0.532
I <sub>a</sub> /P	0.397	0.281	0.235	0.208	0.187
Unit Peak Discharge (q <sub>u</sub> )	513	631	659	677	691
Runoff (Q)	0.19	0.46	0.68	0.87	1.08
Peak Discharge (q <sub>p</sub> )	0.068	0.204	0.316	0.415	0.526

## POST-DEVELOPMENT RUNOFF CALCULATIONS

### Post-Developed Curve Number

Land Use Description	HSG	Curve No.	Area (acres)	Area (%)
Natural Desert Landscaping	A	63	0.09	20%
Impervious	A	98	0.36	80%
Totals			0.45	100%

**Weighted Curve Number** 91

### Time to Concentration

#### Sheet Flow

Surface Cover	Length (ft)	Slope ( $\text{ft}/\text{ft}$ )	Manning's n	$T_t$ (hrs)
Range (natural)	100	0.020	0.130	0.225

#### Shallow Flow

Surface Cover	Length (ft)	Slope ( $\text{ft}/\text{ft}$ )	Velocity Coefficient	$T_t$ (hrs)

#### Channel Flow

Length (ft.)	Slope ( $\text{ft}/\text{ft}$ )	n-Value	Flow Area ( $\text{ft}^2$ )	Wetted Perimeter (ft)	$T_t$ (hrs)

**Total Travel Time (hrs)** 0.225

### Peak Discharge

Storm	2-yr	10-yr	25-yr	50-yr	100-yr
24-hr Precipitation (P)	1.34	1.89	2.26	2.55	2.85
Initial Abstraction ( $I_a$ )	0.198	0.198	0.198	0.198	0.198
$I_a/P$	0.148	0.105	0.088	0.078	0.069
Unit Peak Discharge ( $q_u$ )	729	760	773	780	786
Runoff (Q)	0.61	1.07	1.39	1.66	1.93
Peak Discharge ( $q_p$ )	<b>0.314</b>	<b>0.571</b>	<b>0.757</b>	<b>0.908</b>	<b>1.068</b>

## MINIMUM DETENTION CALCULATIONS

1. Data:

Drainage area  $A_m = 0.0007$  mi.<sup>2</sup>

Rainfall distribution II

1st Stage	2nd Stage
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2. Frequency  $\dots$  yr

25	100
----	-----

3. Peak Inflow

discharge  $q_i$   $\dots$  cfs 

0.757	1.068
-------	-------

  
(from Post-Developed worksheet)

4. Peak outflow

discharge  $q_p$   $\dots$  cfs 

0.316	0.526
-------	-------

  
(from Pre-Developed worksheet)

5. Compute  $q_p/q_i$

0.42	0.49
------	------

6.  $V_s/V_r$

$$(V_s/V_r = C_0 + C_1(q_0/q_i) + C_2(q_0/q_i)^2 + C_3(q_0/q_i)^3)$$

0.31	0.28
------	------

7. Runoff,  $Q$

(from Post-Developed worksheet)

1.39	1.93
------	------

8. Runoff Vol.  $V_r$

$$(V_r = QA_m 53.33)$$

$\dots$  cu-ft 

2,281	3,162
-------	-------

9. Storage vol,  $V_s$

$\dots$  cu-ft 

712	884
-----	-----

10. Maximum storage  $E_{max}$

(from plot)

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## GENERAL DEVELOPMENT APPLICATION

448 East First Street, Suite 112

Salida, CO 81201

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

Email: [planning@cityofsalida.com](mailto:planning@cityofsalida.com)

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

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

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

#### A. Applicant Information

Name of Applicant: Chaffee County Community Foundation

Mailing Address: PO Box 492, Buena Vista, Colorado 81211

Telephone Number: (719) 204-5071 FAX: \_\_\_\_\_

Email Address: joseph@chaffeecommunity.org

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: Jane's Place

Street Address: Grand Avenue (SW corner of 3rd Street and Highway 291)

Legal Description: Lot \_\_\_\_\_ Block \_\_\_\_\_ Subdivision \_\_\_\_\_ (attach description)

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

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

Signature of applicant/agent \_\_\_\_\_ Date 3/29/21

Signature of property owner [Signature] Date 3/29/21



## LIMITED IMPACT & MAJOR IMPACT SUBMITTAL REQUIREMENTS

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

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

### 1. PROCEDURE (Section 16-3-80)

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

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

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

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

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

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

a. The locations of existing and proposed land uses, the number of dwelling units and the square footage of building space devoted to each use;

b. The location and dimensions, including building heights, of all existing and proposed Buildings or structures and setbacks from lot lines or building envelopes where exact dimensions are not available;

c. Parking spaces;

d. Utility distribution systems, utility lines, and utility easements;

e. Drainage improvements and drainage easements;

f. Roads, alleys, curbs, curb cuts and other access improvements;

g. Any other improvements;

h. Any proposed reservations or dedications of public right-of-way, easements or other public lands, and

i. Existing topography and any proposed changes in topography, using five-foot contour intervals or ten-foot contour intervals in rugged topography.

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

a. Utility plans for water, sanitary sewer, storm sewer, electric, gas and telephone lines;

b. Plans and profiles for sanitary and storm sewers; and

c. Profiles for municipal water lines; and

d. Street plans and profiles.

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

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

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

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

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

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

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

(iv) Engineering specifications for any improvements.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

**See attachment**

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.

**See attachment**

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

**See attachment**

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.

**See attachment**

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.

**See attachment**

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.

**See attachment**

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.

**See attachment**

## ATTACHMENT – JANE’S PLACE PLANNED DEVELOPMENT

### 2. Review Standards

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

The proposed development is consistent with the applicable parts of the City of Salida’s 2013 Comprehensive Plan. Specifically, Jane’s Place aligns with the vision by creating a “multi-generational community with an eclectic range of housing.”

Moreover, this project aligns with “Policy LU&G-I. 2 – Infill and redevelopment should be encouraged and will advance the objectives of this plan,” and it’s associated Actions:

- Action LU&G-I.2.a - Encourage projects to use maximum density allowances to make the best use of the available infra-structure.”
- Action LU&G-I.2.b – Encourage and incentivize the provision of affordable units where they were removed to make room for new development.
- Action LU&G-I.2.c –Focus new development in the Salida area within the Municipal Services Area to ensure adequate provision of services and limit sprawl development around the city.

Community informational meetings were held March 4<sup>th</sup> and 18<sup>th</sup>, and invitations were sent to property owners within 350 feet of the proposed development site, which aligns with “Policy LU&G-I.4 – Respect rights of private landowners through open and inclusive public processes.”

Jane’s Place includes an outdoor courtyard and a commercial space that includes outdoor seating, which aligns with “Policy LU&G-III.1 – Ensure adequate public spaces as part of new development.” Specifically aligning with “Action LU&G-III.1.a – Public spaces should be inventoried and a requirement for providing additional space should be a condition of approval for new development,” and “Action LU&G-III.1.b – Encourage the creation of an eclectic range of infill recreation opportunities in existing neighborhoods for all residents of the community to enjoy.”

The proposed development will be on a currently vacant lot, and will improve the natural character of the neighborhood, aligning with “Policy LU&G-IV.1 – Development should not detract from the natural character in and around the city,” and specifically, “Action LU&G-IV.1.a – New development and infill/redevelopment should complement the natural environment and should not compromise identified natural and/or protected resources.”

Additionally, Jane’s Place will fit nicely into the Highway 291 Overlay Corridor and aligns with “Policy ES-I. 1 – Development and/or expansion of existing development should not encroach on important visual resources.”

The drainage plan for Jane’s Place is aligned with “Policy ES-III. 1 – Continue to actively protect and preserve groundwater and surface water resources, and it’s associated “Action ES-III. 1.a. – Require drainage/grading plans for new or expanded development to reduce non-point and point source pollution. Also encourage use of natural run-off filtration such as bio-swales, pervious pavement, etc. for on-site retention.”

Many of the design elements of this proposed development align with many items in the “Environmental Sustainability” section of the Comprehensive Plan.

With specific regard to the Housing section of the comprehensive plan, Jane’s Place supports “Policy H-I.1 – Provide a mix of housing types and densities throughout the city to address a variety of in-comes and lifestyles,” as well as “Policy H-II.1 – Promote new development projects that contain a variety of housing, including affordable units.”

Moreover, it provides the City opportunity to embrace “Policy H-II.3 – Work cooperatively with other agencies to provide affordable housing and home improvements,” and specifically addresses the following action items:

- “Action H-II.3.d – When affordable housing units are provided, ensure the city has a mechanism or partner organization to keep track of and enforce the deed restrictions or land ownership arrangements to ensure the housing remains attainable in the long-term for low and moderate income residents,” and
- “Action H-II.3.e – Facilitate discussions with major employers (e.g. R-32-J, Heart of the Rockies Regional Medical Center, Heart of the Rockies Chamber of Commerce, etc.) in the southern part of the County to understand the needs of their employees and possibly forge new partnerships to help meet employee housing needs,” as the Director of Housing and the Director of Chaffee County Community Foundation hosted several discussions with major employers, whose input directly impacted the design of the project.

The overall design of the project supports “Principle H-III. Energy Efficient, Safe & Sustainable Housing: Dwelling units should be built and maintained for safety and efficiency,” as well as “Principle T-I. Alternative Modes of Transportation: Promote the continued development of a safe and efficient transportation system that offers alternative modes of transportation options in addition to the automobile,” as Jane’s Place is designed to promote the use of the Chaffee Shuttle and alternate transportation options like walking and cycling.

**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.

Jane’s Place was designed to conform with the C-1 Commercial District as well as the Highway 291 Corridor Overlay District.

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

Jane’s Place was designed to align with the parking, landscaping, sign, and improvement standards contained within City code.

**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.

Jane's Place is compatible with the surrounding neighborhood, which has an eclectic mix of commercial and long and short term housing. The development will be complimentary to existing uses.

**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.

Jane's Place is a predominantly residential development, where the operating characteristics will be compatible to the existing residential elements in the neighborhood. The commercial aspect of the development is not anticipated to produce any nuisance in terms of noise, odor, vibrations, glare, or other similar conditions.

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

There will be adequate facilities to serve the proposed use. The development includes a dedicated stop for the Chaffee Shuttle as well as a reconfigured intersection at 3<sup>rd</sup> and Highway 291. The design of the intersection has been influenced by Salida's Public Works Director.

**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 water drainage plan for Jane's Place ensures that the development will not cause significant deterioration to water resources. The project will have limited impacts to the environment.



through the GoToWebinar application via the following direct link: <https://register.gotowebinar.com/r/1909092342220683277>. Additionally, depending on which "Tier" of its COVID-19 Action Plan the City of Salida is in on April 26th, 2021, based upon Public Health Department guidance, the hearing may also take place in person in the City Council Chambers, 448 East 1st Street, Salida, Colorado. The hearing concerns an application for a Planned Development known as "Jane's Place" located on a .46 ac parcel at the southwest corner of Highway 291 and W. 3rd Street. The lot is currently zoned Commercial (C-1) and legally known as a Tract in the NW 1/4 SW 1/4 of Section 32 T50N R9E of the N.M.P.M., Chaffee County, Colorado. The application has been submitted by the Chaffee County Community Foundation.

The general purpose of the hearing is to review and consider the applicant's proposal for a four-building, 17-unit "community housing" development with a variety of dwelling types, a coffee shop, community meeting room, and administrative offices, plus other amenities. Any recommendation by the Planning Commission for the Planned Development shall be forwarded to the City Council for review and a public hearing, currently scheduled for June 1st, 2021, at or about the hour of 6:00 p.m., to be conducted remotely through the GoToWebinar application via the following direct link: <https://attendee.gotowebinar.com/register/6382995264411204366>. Additionally, depending on which "Tier" of its COVID-19 Action Plan the City of Salida is in on June 1st, 2021, based upon Public Health Department guidance, the hearing may also take place in person in the City Council Chambers, 448 East 1st Street, Salida, Colorado.

Interested persons are encouraged to attend the public hearings. Further information on the application may be obtained from the Community Development Department, (719) 530-2634. Public comment can be submitted via mail to the City of Salida at the address above (attn: Community Development Department) or via email at [publiccomment@cityofsalida.com](mailto:publiccomment@cityofsalida.com) until 12:00PM the days of the hearings.

\*Please note that it is inappropriate to personally contact individual Planning Commissioners or City Councilors outside of the public hearings 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 meetings via the above GoToWebinar link so your comments can be made part of the record. To review the City's social distancing policy and other regulations, please visit: <https://cityofsalida.com/administration/page/covid-19-information>  
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or Planning Commissioners, outside of the public hearing, while an application is pending. Such contact is considered ex-parte communication and will have to be disclosed as part of the public hearings on the matter. If you have any questions/comments, you should email or write a letter to staff, or present your concerns at the public meeting via the above GoToWebinar link so your comments can be made part of the record.

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**PUBLIC NOTICE  
NOTICE OF PUBLIC HEARINGS BEFORE  
THE PLANNING COMMISSION AND  
CITY COUNCIL FOR THE CITY OF  
SALIDA CONCERNING A MAJOR IMPACT  
REVIEW APPLICATION FOR A PLANNED  
DEVELOPMENT**

**TO ALL MEMBERS OF THE PUBLIC  
AND INTERESTED PERSONS: PLEASE  
TAKE NOTICE** that on April 26th, 2021, at or about the hour of 6:00 p.m., a public hearing will be conducted by the City of Salida Planning Commission remotely