

**DEPARTMENT** Community Development PRESENTED BY

Bill Almquist - Community Development Director

DATE December 20, 2022

## ITEM:

Resolution 2022-62: A Resolution of the City Council for the City of Salida, Colorado Approving the Subdivision Plat for the Salida Crossings Major Subdivision (Public Hearing)

## **REQUEST SUMMARY:**

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

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

SITE LOCATION: 1520 E. Hwy 50, Salida, CO.





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Figure 1: Proposed Subdivision Plat

Figure 2: Colorized Representation of Proposed Site Plan

## BACKGROUND AND PROCESS:

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

The proposed modified PD would include 2 mixed-use buildings—both with commercial space on the ground floor and two residential floors above. Each mixed-use buildings would have 36 residential units (including 15



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

The major subdivision request was considered by Planning Commission at the December 13, 2022 public hearing and received a recommendation of approval with conditions. City Council conducted a first reading of the PD modification request on December 6, 2022 and will have conducted a second reading and public hearing for that request on December 20, 2022, prior to reviewing the subdivision request.

## MAJOR SUBDIVISION PLAT REVIEW

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

The proposed major subdivision must comply with the following standards:

## 1. Comprehensive Plan.

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

## 2. Zone District Standards.

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

## 3. Improvements.

No public streets are proposed for the development, however, one of the conditions of the original PD approval was that the applicant "complete the Highway 50 corridor improvement plan improvements, consisting of sidewalks, parkway, and street lighting for the project's frontage and continuing to the intersection of Highway



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291 (Oak Street). The work shall be complete prior to issuance of any certificate of occupancy for the project, or an appropriate in-lieu amount and agreement is provided." Much of that work has since been completed as part of a recent project, but no fees-in-lieu have yet been remitted. There is also an area, ranging between approximately 1 and 10 feet wide between the back of the existing sidewalk and the front property line. This area (combined with the proposed landscaping strip for the front few feet of the site) would be ideal for either a depressed bio-swale (to collect and infiltrate stormwater) or a landscape strip (with trees and shrubs) to both soften the visual impact of the parking area and to help further dampen noise from the adjacent highway. There is also an area south of the sidewalk and north of the proposed curb that will require treatment. Therefore, the following conditions of approval are recommended to be included as plat notes:

- "Developer shall remit all fees-in-lieu, as determined by the Public Works Director, for work done along Highway 50, prior to issuance of any certificate of occupancy for the project, as stated in the original PD approval."
- "Developer shall construct a landscaping strip (which could include a stormwater-detaining bio-swale) for the approximately 1-10 feet of ROW between the back of the existing sidewalk and the subject property, to be reviewed and approved by staff, prior to issuance of any certificate of occupancy for the project. Such landscape strip shall include a minimum of six (6) trees and various shrubbery to be planted and effectively maintained by the developer and HOA. All required trees shall be replaced upon mortality, unless specifically authorized by staff."
- "Developer shall construct an additional landscaping strip between the to-be-constructed curb beside the deceleration lane and the outside of the sidewalk. No trees are required in such strip, but there shall be some live cover in the form of shrubs or grasses to be maintained by developer/HOA."

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

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

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



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- The applicant may locate a portion of the required water line on the subject property, leaving a minimum of 5-foot clearance on either side of the line and shall dedicate a minimum 10-foot public utility easement (PUE) for access to said utilities on the plat.
- Private utility easements shall also be required per review and final approval of local utility providers and shown on the development plan and subdivision plat.

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

- A plat note shall be added that states "All required access permits from CDOT must be received and reviewed by staff prior to issuance of building permits."
- The developer shall enter into a Subdivision/Development Improvements Agreement to address the improvements required for the project as well as other conditions of approval, prior to issuance of a building permit.

Additional detailed review regarding stormwater detention, ADA, and other items that are not anticipated to affect the overall site plan is being completed by engineering staff. The following condition of approval is recommended should additional related recommendations/requirements arise out of such review:

 The applicant must meet the requirements of the Public Works Director and City engineering consultants, and all remaining engineering recommendations/requirements shall be incorporated prior to as part of the Subdivision/Development Improvements Agreement.

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

## 4. Natural Features.

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

## 5. Floodplains.

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

## 6. Noise Reduction.



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

## 7. Future Streets.

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

## 8. Parks, Trails and Open Space.

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

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

## 9. Common Recreation Facilities.

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

 "Developer shall provide a flexible recreational playscape or similar amenities to encourage play and outdoor activity for people of all ages in one or more of the open space/landscape areas on the site. The facility shall be constructed prior to CO of either mixed-use building, and access to said area(s) shall be provided via sidewalks that will connect the mixed-use buildings and the townhomes. Security fencing is also recommended for said amenities."

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

## 10. Lots and Blocks.



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

## 11. Architecture.

This standard states that it "is intended to prevent monotonous streetscapes and offer consumers a wider choice of housing styles. To avoid uniformity and lack of variety in design among housing units within the subdivision, no residential facade elevation shall be repeated more than once every five (5) lots on the same side of the street (e.g. the first and fifth lots in a row may contain the same façade elevation, but the second, third and fourth lots must contain some different façade elevations... Mirror images of the same residential façade shall not count as two (2) distinctly different facades. In unusual circumstances, the Planning Commission may grant a petition seeking waiver of this requirement. Such an exception may be granted if the petitioner demonstrates that the proposed plan uses repetition for an architectural purpose, such allusion to historical repetition that would not create a monotonous streetscape of the types this standard seeks to prevent."

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

- "The applicant shall provide, at time of building permits, with elevations showing distinct variation between the facades of each four-plex building. Such variation may be provided via differentiated roof styles and/or patio and door and shall be approved by staff. The duplexes, given their physical separation from each other, may maintain the same architectural style, but be differentiated from each adjacent four-plex. The developer shall also include architectural elements on windows and doors of the mixed-use buildings, to break up the façade elevations."

## 12. Codes.

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

## 13. Inclusionary Housing.

The applicants have proposed to meet the current Inclusionary Housing standards with the construction and deed restriction of 24 out of the 92 units (26%) at between up to 100% - 140% AMI, and all located in the mixed-use buildings. The previous iteration of the PD required 30 out of the 122 units (24.6%) to be deed



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restricted at 80% AMI or less. While staff supports the overall number of deed-restricted units and the adjustment of AMI levels to meet current needs and financial realities, staff suggests that—in order to provide affordable units that are more representative of the overall development—the applicants provide two (2) duplex units as affordable to a household at up to 160% AMI, in addition to 20 units within the mixed-use buildings, as shown below:

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

The following conditions of approval are recommended to be included on the subdivision plat and in the Inclusionary Housing Agreement, in regards to Inclusionary Housing:

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



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

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

As conditioned, this standard will be met.

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

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

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

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

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

Plat

1) Utility Easements shall extend a minimum of 7.5-ft beyond public utility improvements.

2) Provide a plat for review with utility improvements overlay.

Drainage Report

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

## Plans

1) Provide a signed and stamped copy for review.



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2) The water main connection on the west end will be at Caldwell and not Hunt.

3) Applicant to work with City on water main re-alignment through site.

4) Provide additional detail of existing improvements in CDOT ROW including street lights and sidewalks. Relocate proposed private storm sewer out of CDOT ROW and onto subject property. Avoid new streetscape improvements to the greatest extent possible.

General

1) Provide record of CDOT utility and access permits.

2) Provide record of SUE in CDOT ROW.

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

Finance Department - Renee Thonhoff, Staff Accountant - No Issues

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

**Xcel Energy** – Sterling Waugh – … We have a mix of 1 phase and 3ph customers and will need large pieces of equipment to serve this development. A 10' alley is not enough room for Xcel to place equipment and have the land still drivable. Xcel will need 15' easement instead of 10' on the perimeters of this development. The 10' front lot easement on the residential lots can stay as is. We will need a 20'x20' pocket easement for a large cabinet. Please also have the water meter pits not on the corner of the residential lots so we can place equipment on the corner. The customer also can apply for service through Xcel's web page and work directly with an Xcel rep to fine tune the easements.

Atmos Energy – No comments were received.

## PLANNING COMMISSION RECOMMENDATION

Planning Commission reviewed the major subdivision proposal at a public hearing on December 13, 2022 and unanimously recommended approval subject to the following conditions, with recommended additions and changes—many of which could also be incorporated into the PD modification:



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- 1. The developer shall provide an updated development plan and subdivision plat for review and approval by staff prior to recording.
- 2. The developer shall enter into a Subdivision/Development Improvements Agreement to address the improvements required for the project as well as other conditions of approval, prior to issuance of a building permit.
- 3. The applicant must meet the requirements of the Public Works Director and City engineering consultants, and all remaining engineering recommendations/requirements shall be incorporated prior to as part of the Subdivision/Development Improvements Agreement.
- 4. Private utility easements shall also be required per review and final approval of local utility providers and shown on the development plan and subdivision plat.
- 5. The subdivision plat shall not be recorded until an approved PD modification plan and approved Development/Subdivision Improvements Agreement are recorded.
- 6. The applicant shall install a water line, consistent with Public Works standards, extending from the "alley" immediately west of the adjacent Gateway Inn (technically Caldwell Street) all the way to Oak Street/Hwy 291. The construction will be eligible for some cost reimbursement based upon a formula created by the Public Works director and specified in the SIA/DIA.
- 7. The applicant may locate a portion of the required water line on the subject property, leaving a minimum of 5-foot clearance on either side of the line and shall dedicate a minimum 10-foot public utility easement (PUE) for access to said utilities on the plat.
- 8. A plat note shall be added that states that "Developer shall remit all fees-in-lieu, as determined by the Public Works Director, for work done along Highway 50, prior to issuance of any certificate of occupancy for the project, as stated in the original PD approval".
- 9. A plat note shall be added that states "The development will be subject to dimensional standards and any other requirements of the approved Salida Crossings Planned Development modification."
- 10. A plat note shall be added that states that "The southwest and northern parking areas shall have oneway circulations (in a counter-clockwise direction) and shall be provided with appropriate signage, aisle markings, and a landscape island/curbing that will prevent wrong-way traffic, while still providing ample turning radii for fire apparatus and other large vehicles."



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- 11. A plat note shall be added that states that "Developer shall construct a landscaping strip (which could include a stormwater-detaining bio-swale) for the approximately 1-10 feet of ROW between the back of the existing sidewalk and the subject property, to be reviewed and approved by staff, prior to issuance of any certificate of occupancy for the project. Such landscape strip shall include a minimum of six (6) trees and various shrubbery to be planted and effectively maintained by the developer and HOA. All required trees shall be replaced upon mortality, unless specifically authorized by staff."
- 12. A plat note shall be added that states that "Developer shall construct an additional landscaping strip between the to-be-constructed curb beside the deceleration lane and the outside of the sidewalk. No trees are required in such strip, but there shall be some live cover in the form of shrubs or grasses to be maintained by developer/HOA."
- 13. A plat note shall be added that states that "Fees-in-lieu for Open Space and for Fair Contributions for Public School Sites shall be paid at the time of building permit submittal of any residential units."
- 14. A plat note shall be added that states "No short-term vacation rental licenses shall be permitted in the development."
- 15. A plat note shall be added that states that "Developer shall provide a flexible recreational playscape or similar amenities to encourage play and outdoor activity for people of all ages in one or more of the open space/landscape areas on the site. The facility shall be constructed prior to CO of either mixed-use building, and access to said area(s) shall be provided via sidewalks that will connect the mixed-use buildings and the townhomes. Security fencing is also recommended for said amenities."
- 16. A plat note shall be added that states that "The applicant shall provide, at time of building permits, with elevations showing distinct variation between the facades of each four-plex building. Such variation may be provided via differentiated roof styles and/or patio and door and shall be approved by staff. The duplexes, given their physical separation from each other, may maintain the same architectural style, but be differentiated from each adjacent four-plex. The developer shall also include architectural elements on windows and doors of the mixed-use buildings, to break up the façade elevations."
- 17. A plat note shall be added that states that "The ground floor space of the two commercial buildings shall include a maximum total of 10,000 SF of commercial space."
- 18. A plat note shall be added that states that "All required access permits from CDOT must be received and reviewed by staff prior to issuance of building permits."
- 19. A plat note shall be added that states "The developer shall provide ample bike parking (minimum one space per unit, in an area with good visibility to/from the development) for each of the mixed-use buildings."



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- 20. In regards to the 24 proposed deed-restricted units, the following plat notes shall be added:
  - a. A minimum of two of the townhome units shall be permanently deed-restricted to be sold at prices no greater than what is affordable to households earning 160% of area median income (AMI).
  - b. A minimum of 22 of the condominium units shall be permanently deed-restricted to be sold at prices no greater than what is affordable to households earning 100% AMI (8 units); 120% AMI (8 units); and 140% AMI (6 units). Owner of the mixed-use buildings shall disperse the deed-restricted units evenly between buildings and such units shall be dispersed between floors.
  - c. If the deed-restricted units are to be rentals, then the provisions of the current Inclusionary Housing policies will control for all units (rents for each of the units would be no more than what is affordable to households earning up to 80% AMI or up to 100% AMI, with at least fifty percent of the units at up to 80% AMI).
  - d. HOA fees for deed-restricted units shall not be greater than ordinary fees for utilities, trash services, and the like, and owners of such units shall not be responsible for any special assessments. HOA document language regarding such fees shall be approved by City Attorney.
  - e. The deed restrictions shall address income and employment qualifications, proposed lottery or other equitable systems for the initial sale of the units, and be approved by the City Council. The enforcement of the deed restrictions will be by the Chaffee Housing Authority at the time of the first sale (or rental) of a deed-restricted unit; otherwise, it shall be the onus of the City of Salida to designate an appropriate entity.
  - f. Both required deed-restricted townhome units shall be constructed and receive CO prior to the 6th townhome unit receiving CO.
  - g. The first mixed-use building (which shall include a minimum of 11 deed-restricted units) shall receive, at minimum, preliminary mechanical inspection approvals (framing walls constructed, etc. prior to drywall) prior to CO for the remaining six (6) townhomes.

## ADDITIONAL RECOMMENDATIONS FROM PLANNING COMMISSION

The following recommendations regarding the project came from their review of the proposed subdivision, but are also relevant to the Planned Development modification. These are not conditions of approval:

- Consider including in the HOA covenants a prohibition of extra-large vehicles (such as RVs and long trailers), so as to protect parking spaces.
- Consider an outdoor dog park/relief area, especially for residents of the mixed-use buildings.



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- Developer is highly encouraged to provide space within one of the mixed-use buildings specifically for a childcare facility, with outdoor access that would conform with state requirements.
- Consider additional electric charging stations within the development.

## **RECOMMENDED FINDINGS:**

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

## **RECOMMENDED MOTION:**

"I make a motion to approve Resolution 2022-62: A Resolution of the City Council for the City of Salida, Colorado Approving the Subdivision Plat for the Salida Crossings Major Subdivision"

Attachments:

Resolution 2022-62 and exhibits Major Subdivision Application Materials Landscape and Draft Elevation drawings Traffic Study Proof of Notice

### CITY OF SALIDA, COLORADO RESOLUTION NO. 62 (Series 2022)

### A RESOLUTION OF THE CITY COUNCIL FOR THE CITY OF SALIDA, COLORADO APPROVING THE SUBDIVISION PLAT FOR THE SALIDA CROSSINGS MAJOR SUBDIVISION

WHEREAS, the property owners, BV Investments, LLC ("Developers") submitted application for approval of a Major Impact Review for Salida Crossings Major Subdivision; and

WHEREAS, the property ("Property") that is subject to the proposed subdivision consists of 3.15 acres located at 1520 E. Highway 50, particularly described in Exhibit A; and

WHEREAS, the property is zoned Planned Development (PD) and subject to specific conditions and dimensional standards of the Salida Crossings PD modification; and

WHEREAS, on December 13, 2022, the Salida Planning Commission held a public hearing and recommended approval with conditions of the Salida Crossings Major Subdivision, consisting of 22 lots plus a common outlot; and

WHEREAS, the Salida City Council held a duly noticed public hearing on Dec 20, 2022.

**NOW, THEREFORE, BE IT RESOLVED** by the City Council for the City of Salida that:

The Salida Crossings Major Subdivision is hereby approved, subject to the conditions described in **Exhibit B** and incorporated herein:

## **RESOLVED, APPROVED AND ADOPTED on this 20th day of December, 2022.**

CITY OF SALIDA, COLORADO

Mayor

(SEAL)

ATTEST:

City Clerk/Deputy City Clerk



KNOW ALL MEN BY THESE PRESENTS. THAT THE UNDERSIGNED. BEING ALL OF THE OWNER(S). MORTGAGEE(S) AND LIEN HOLDER(S) OF CERTAIN LAND IN THE CITY OF SALIDA, CHAFFEE COUNTY, COLORADO, DESCRIBED AS FOLLOWS: BEGINNING ACRES, MORE OR LESS, , CONTAINING HAVE BY THESE PRESENTS LAID OUT, PLATTED AND SUBDIVIDED THE SAME INTO LOTS, BLOCKS OR TRACTS, AS SHOWN ON THIS PLAT, UNDER THE NAME AND STYLE OF , AND DO HEREBY DEDICATE TO THE CITY OF SALIDA AS PUBLIC ROADS, THE STREETS AND ROADS AS SHOWN ON SAID PLAT, THESE BEING THE UNDERSIGNED HEREBY FURTHER DEDICATE TO THE PUBL ALL UTILITY EASEMENTS ON THE PROPERTY AS DESCRIBED AND AS SHOWN HEREON. THE UNDERSIGNED HER DEDICATE TO THE PUBLIC UTILITIES THE RIGHT TO INSTALL, MAINTAIN AND OPERATE MAINS, TRANSMISSION LINES LINES AND APPURTENANCES TO PROVIDE SUCH UTILITY SERVICES WITHIN THIS SUBDIVISION OR PROPERTY CONTIGUOUS THERETO, UNDER, ALONG AND ACROSS PUBLIC ROADS AS SHOWN ON THIS PLAT AND ALSO UNDER, ALONG AND ACROSS UTILITY EASEMENTS AS SHOWN HEREON. THE LANDS COMPRISING THIS SUBDIVISION ARE SUBJECT TO CERTAIN COVENANTS WHICH ARE RECORDED IN BOOK \_\_\_\_\_\_ AT PAGE \_\_\_\_\_ OF THE RECORDS OF CHAFFEE COUNTY, COLORADO. EXECUTED THIS DAY OF \_\_\_\_, 20\_\_\_.

OWNER(S)

) SS.

COUNTY OF CHAFFEE

STATE OF COLORADO

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

MORTGAGEE(S)/LIENHOLDER(S)

MY COMMISSION EXPIRES

NOTARY PUBLIC

SURVEYOR'S CERTIFICATE

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

REGISTERED LAND SURVEYOR

TITLE CERTIFICATE:

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

SIGNED THIS \_\_\_\_ DAY OF \_\_\_\_\_ \_\_\_\_, 20\_\_\_.

#### ATTORNEY AT LAW

#### LEGAL DESCRIPTION:

COMMENCING AT A POINT ON THE NORTHERLY RIGHT-OF-WAY BOUNDARY OF U.S. HIGHWAY NO. 50, WHENCE THE SOUTHEAST CORNER (BRASS CAP) OF SAID SECTION 4 BEARS SOUTH 72°19.0' EAST 4848.6 FEET, AND WHENCE THE HIGHWAY RIGHT-OF-WAY CORNER (BRASS CAP) OF STATION 2301+12 OF THE CENTERLINE SURVEY OF SAID HIGHWAY BEARS SOUTH 89° 35' EAST 127.0FEET, SAID COMMENCING POINT BEING MARKED BE A POINT IN THE EASTERLY SIDE OF 24 INCH CMP CULVERT AND BEING WITNESSED BY A 5/8 INCH STEEL REINFORCING BAR 2 FEET LAND DRIVEN INTO THE GROUND AND HAVING A ONE INCH ALUMINUM CAP WHICH IS NORTH 89°35' WEST 3.0 FEET FROM SAID COMMENCING POINT ALSO BEING THE POINT OF **BEGINNING OF THE TRACT HEREIN DESCRIBED;** 

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

THENCE SOUTH 89°35' EAST 28.8 FEET; THENCE NORTH 0°14.6' WEST 100.0 FEET;

THENCE NORTH 89°35' WEST 365.4 FEET TO THE NORTHEAST CORNER OF THE TRACT HEREIN DESCRIBED IN BOOK 251 AT PAGE 423 OF THE RECORDS OF GHAFFEE COUNTY, COLORADO; THENCE SOUTH 0°20' EAST 400 FEET ALONG THE EAST BOUNDARIES OF THE TRACTS DESCRIBED IN BOOK 251 AT PAGE 423 AND

IN BOOK 260 AT PAGE 184 OF THE RECORDS OF CHAFFEE COUNTY, COLORADO; THENCE SOUTH 89°35' EAST 336 FEET ALONG THE NORTHERLY RIGHT-OF-WAY BOUNDARY OF U.S. HIGHWAY NO. 50 TO THE POINT OF BEGINNING.

CITY COUNCIL APPROVAL

THIS PLAT IS APPROVED BY THE SALIDA CITY COUNCIL THIS \_\_ DAY OF 20\_\_\_\_

MAYOR

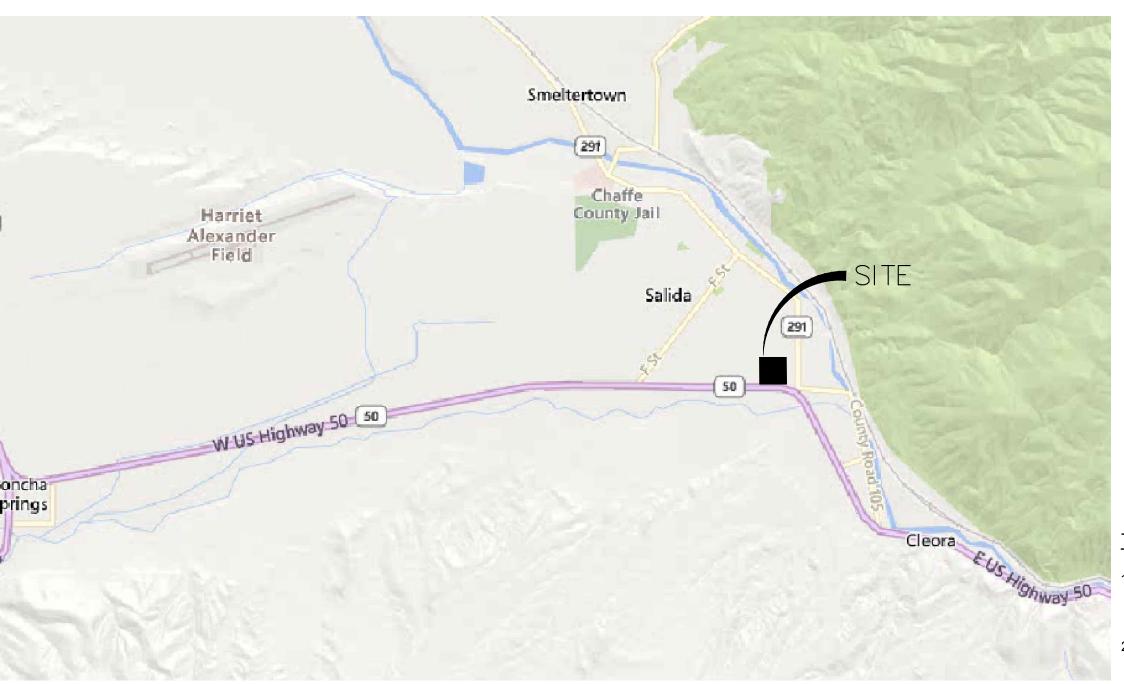
THIS PLAT IS APPROVED FOR FILING AND THE CITY HEREBY ACCEPTS THE DEDICATION OF THE STREETS AND ROADS SHOWN HEREON SUBJECT TO THE PROVISIONS IN "STREET MAINTENANCE" SET FORTH ABOVE, AND FURTHER ACCEPTS THE DEDICATION OF THE EASEMENTS SHOWN HEREON. SIGNED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_.

CITY OF SALIDA

MAYOR

# FINAL PLAT SALIDA CROSSINGS MAJOR SUBDIVISION

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



## PROJECT CONTACTS: OWNER:

**BV INVESTMENTS** 401 WHITEWIGN MURPHY, TX 75094

DEVELOPER:

2605 FAIRHILL LANE

FLOWER, TX 75022

LOUCIOS ENTERPRISES LLC

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

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

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

- 1. SUBJECT TO ANY VESTED AND ACCRUED WATER RIGHTS FOR MINING, AGRICULTURAL, MANUFACTURING OR OTHER PURPOSES, AND RIGHTS TO DITCHES AND RESERVOIRS USED IN CONNECTION WITH SUCH WATER RIGHTS AS MAY BE RECOGNIZED AND ACKNOWLEDGED BY THE LOCAL CUSTOMS, LAWS AND DECISIONS OF COURT AND ALSO SUBJECT TO THE RIGHT OF THE PROPRIETOR OF A VEIN OR LODE TO EXTRACT AND REMOVE HIS ORE THEREFROM, SHOULD THE SAME BE FOUND TO PENETRATE OR INTERSECT THE PREMISES HEREBY GRANTED, AS PROVIDED BY LAW, IN U.S. PATENT ISSUED JANUARY 20, 1882 AND RECORDED MARCH 4, 1882 IN BOOK 23 AT PAGE 139. (NOT PLOTTABLE)
- 2. EASEMENT GRANTED TO PUBLIC SERVICE COMPANY OF COLORADO IN INSTRUMENT RECORDED MARCH 14, 1979 IN BOOK 423 AT PAGE 713. (PLOTTED AND SHOWN HEREON) 3. EXHIBIT B DEED RESTRICTIONS AS SET FORTH IN DOCUMENT RECORDED SEPTEMBER 5, 2017 AS RECEPTION NO. 437005. (NOT PLOTTABLE)
- 4. NOTE: THE FOLLOWING NOTICES PURSUANT TO CRS 9-1.5-103 CONCERNING UNDERGROUND FACILITIES HAVE BEEN FILED WITH THE CLERK AND RECORDER. THESE STATEMENTS ARE GENERAL AND DO NOT NECESSARILY GIVE NOTICE OF UNDERGROUND FACILITIES WITHIN THE SUBJECT PROPERTY:
- 4.a. MOUNTAIN BELL TELEPHONE COMPANY FILED OCTOBER 2, 1981, RECEPTION NO. 211211;
- PUBLIC SERVICE COMPANY OF COLORADO FILED NOVEMBER 2, 1981, RECEPTION NO. 211929;
- WESTERN SLOPE GAS COMPANY DECEMBER 11, 1981, RECEPTION NO. 212569 AND FILED MAY 24, 1985, RECEPTION NO. 234357; (COMPANY NAME AMENDED TO "WESTERN GAS SUPPLY COMPANY" BY CERTIFICATES RECORDED JUNE 27, 1988 IN BOOK 497 AT PAGE 103); MERGED WITH PUBLIC SERVICE COMPANY OF COLORADO PER INSTRUMENT RECORDED JANUARY 25, 1993 IN BOOK 531 AT PAGE 694. (NOT PLOTTABLE - NO SPECIFIC LOCATION GIVEN) GREELEY GAS COMPANY - FILED NOVEMBER 18, 1981, AT RECEPTION NO. 212196. (NOT PLOTTABLE - NO SPECIFIC LOCATION GIVEN)
- LETTER FROM UTILITY NOTIFICATION CENTER OF COLORADO DISCLOSING LOCAL FACILITIES ACCESS THROUGH "ONE CALL SYSTEM" 4.e. RECORDED SEPTEMBER 14, 1988 IN BOOK 498 AT PAGE 950. (NOT PLOTTABLE) TERMS AND CONDITIONS SET FORTH IN DECLARATION OF UTILITY EASEMENT RECORDED OCTOBER 24, 2017 AS RECEPTION NO. 438348.
- (PLOTTED AND SHOWN HEREON) 6. TERMS AND CONDITIONS SET FORTH IN DECLARATION OF UTILITY EASEMENT RECORDED OCTOBER 24, 2017 AS RECEPTION NO. 438348.
- (PLOTTED AND SHOWN HEREON) 7. THE EFFECT, IF ANY, OF THE FOLLOWING MATTERS AS SHOWN ON THAT CERTAIN A.L.T.A./N.S.P.S. LAND TITLE SURVEY PREPARED BY ROBERT RUBINO, PLS 14142, DRAWING NO. 171191.DWG DATED OCTOBER 10, 2017
- 7.a. ANY LOSS OR CLAIM RESULTING FROM FAILURE OF EXISTING FENCING TO PRECISELY FOLLOW SUBJECT BOUNDARY LINES.
- 7.b. POSSIBLE ENCROACHMENT OF "WOOD WALL" ALONG THE WESTERLY BOUNDARY OF SUBJECT PROPERTY. 7.c. UTILITY POLES AND OVERHEAD UTILITY LINES AND POSSIBLE UNRECORDED EASEMENTS THEREFOR.
- 7.d. ENCROACHMENT OF "BOX CAR" ONTO SUBJECT PROPERTY

NOTE: UPON RECORDATION OF "ENCROACHMENT EASEMENT AGREEMENTS" AS SET FORTH AS A REQUIREMENT IN SCHEDULE B-I HEREIN, THIS EXCEPTION SHALL BE DELTED. (SEE SURVEY) 8. TERMS, CONDITIONS, PROVISIONS AND OBLIGATIONS SET FORTH IN ENCROACHMENT AGREEMENTS RECORDED

AS			
RECEPTION NO.	, AND	AS RECEPTION NO.	, AND
	AS RECEPTION NO.	(NOT ADDRESSED)	

## TITLE NOTES

- HEREON

- PLAT NOTES:
- APPROVAL

9.

- ENTITY.

# Exhibit A

NOTICE: ACCORDING TO COLORADO LAW YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT MAY ANY LEGAL ACTION BASED

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

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

DEVELOPER SHALL REMIT ALL FEES-IN-LIEU, AS DETERMINED BY THE PUBLIC WORKS DIRECTOR, FOR WORK DONE ALONG HIGHWAY 50, PRIOR TO ISSUANCE OF ANY CERTIFICATE OF OCCUPANCY FOR THE PROJECT, AS STATED IN THE ORIGINAL PD

THE DEVELOPMENT WILL BE SUBJECT TO DIMENSIONAL STANDARDS AND ANY OTHER REQUIREMENTS OF THE APPROVED SALIDA CROSSINGS PLANNED DEVELOPMENT MODIFICATION.

3. THE SOUTHWEST AND NORTHERN PARKING AREAS SHALL HAVE ONE-WAY CIRCULATIONS (IN A COUNTER-CLOCKWISE DIRECTION) AND SHALL BE PROVIDED WITH APPROPRIATE SIGNAGE, AISLE MARKINGS, AND A LANDSCAPE ISLAND/CURBING THAT WILL PREVENT WRONG-WAY TRAFFIC, WHILE STILL PROVIDING AMPLE TURNING RADII FOR FIRE APPARATUS AND OTHER LARGE VEHICLES.

DEVELOPER SHALL CONSTRUCT A LANDSCAPING STRIP (WHICH COULD INCLUDE A STORMWATER-DETAINING BIO-SWALE) FOR THE APPROXIMATELY 1-10 FEET OF ROW BETWEEN THE BACK OF THE EXISTING SIDEWALK AND THE SUBJECT PROPERTY, TO BE REVIEWED AND APPROVED BY STAFF, PRIOR TO ISSUANCE OF ANY CERTIFICATE OF OCCUPANCY FOR THE PROJECT. SUCH LANDSCAPE STRIP SHALL INCLUDE A MINIMUM OF SIX (6) TREES AND VARIOUS SHRUBBERY TO BE PLANTED AND EFFECTIVELY MAINTAINED BY THE DEVELOPER AND HOA. ALL REQUIRED TREES SHALL BE REPLACED UPON MORTALITY, UNLESS SPECIFICALLY AUTHORIZED BY STAFF.

DEVELOPER SHALL CONSTRUCT AN ADDITIONAL LANDSCAPING STRIP BETWEEN THE TO-BE-CONSTRUCTED CURB BESIDE THE DECELERATION LANE AND THE OUTSIDE OF THE SIDEWALK. NO TREES ARE REQUIRED IN SUCH STRIP, BUT THERE SHALL BE SOME LIVE COVER IN THE FORM OF SHRUBS OR GRASSES TO BE MAINTAINED BY DEVELOPER/HOA. 6. FEES-IN-LIEU FOR OPEN SPACE AND FOR FAIR CONTRIBUTIONS FOR PUBLIC SCHOOL SITES SHALL BE PAID AT THE TIME OF BUILDING PERMIT SUBMITTAL OF ANY RESIDENTIAL UNITS.

NO SHORT-TERM VACATION RENTAL LICENSES SHALL BE PERMITTED IN THE DEVELOPMENT. 8. DEVELOPER SHALL PROVIDE A FLEXIBLE RECREATIONAL PLAYSCAPE OR SIMILAR AMENITIES TO ENCOURAGE PLAY AND OUTDOOR ACTIVITY FOR PEOPLE OF ALL AGES IN ONE OR MORE OF THE OPEN SPACE/LANDSCAPE AREAS ON THE SITE. THE FACILITY SHALL BE CONSTRUCTED PRIOR TO CO OF EITHER MIXED-USE BUILDING, AND ACCESS TO SAID AREA(S) SHALL BE PROVIDED VIA SIDEWALKS THAT WILL CONNECT THE MIXED-USE BUILDINGS AND THE TOWNHOMES. SECURITY FENCING IS ALSO RECOMMENDED FOR SAID AMENITIES.

THE APPLICANT SHALL PROVIDE, AT TIME OF BUILDING PERMITS, WITH ELEVATIONS SHOWING DISTINCT VARIATION BETWEEN THE FACADES OF EACH FOUR-PLEX BUILDING. SUCH VARIATION MAY BE PROVIDED VIA DIFFERENTIATED ROOF STYLES AND/OR PATIO AND DOOR AND SHALL BE APPROVED BY STAFF. THE DUPLEXES, GIVEN THEIR PHYSICAL SEPARATION FROM EACH OTHER, MAY MAINTAIN THE SAME ARCHITECTURAL STYLE, BUT BE DIFFERENTIATED FROM EACH ADJACENT FOUR-PLEX. THE DEVELOPER SHALL ALSO INCLUDE ARCHITECTURAL ELEMENTS ON WINDOWS AND DOORS OF THE MIXED-USE BUILDINGS, TO BREAK UP THE FAÇADE ELEVATIONS.

10. THE GROUND FLOOR SPACE OF THE TWO COMMERCIAL BUILDINGS SHALL INCLUDE A MAXIMUM TOTAL OF 10,000 SF OF COMMERCIAL SPACE.

11. ALL REQUIRED ACCESS PERMITS FROM CDOT MUST BE RECEIVED AND REVIEWED BY STAFF PRIOR TO ISSUANCE OF BUILDING PERMITS. 12. THE DEVELOPER SHALL PROVIDE AMPLE BIKE PARKING (MINIMUM ONE SPACE PER UNIT, IN AN AREA WITH GOOD VISIBILITY

TO/FROM THE DEVELOPMENT) FOR EACH OF THE MIXED-USE BUILDINGS. 13. A MINIMUM OF TWO OF THE TOWNHOME UNITS SHALL BE PERMANENTLY DEED-RESTRICTED TO BE SOLD AT PRICES NO

GREATER THAN WHAT IS AFFORDABLE TO HOUSEHOLDS EARNING 160% OF AREA MEDIAN INCOME (AMI). 14. A MINIMUM OF 22 OF THE CONDOMINIUM UNITS SHALL BE PERMANENTLY DEED-RESTRICTED TO BE SOLD AT PRICES NO GREATER THAN WHAT IS AFFORDABLE TO HOUSEHOLDS EARNING 100% AMI (8 UNITS); 120% AMI (8 UNITS); AND 140% AMI (6

UNITS). OWNER OF THE MIXED-USE BUILDINGS SHALL DISPERSE THE DEED-RESTRICTED UNITS EVENLY BETWEEN BUILDINGS AND SUCH UNITS SHALL BE DISPERSED BETWEEN FLOORS. 15. IF THE DEED-RESTRICTED UNITS ARE TO BE RENTALS, THEN THE PROVISIONS OF THE CURRENT INCLUSIONARY HOUSING

POLICIES WILL CONTROL FOR ALL UNITS (RENTS FOR EACH OF THE UNITS WOULD BE NO MORE THAN WHAT IS AFFORDABLE TO HOUSEHOLDS EARNING UP TO 80% AMI OR UP TO 100% AMI, WITH AT LEAST FIFTY PERCENT OF THE UNITS AT UP TO 80% 16. HOA FEES FOR DEED-RESTRICTED UNITS SHALL NOT BE GREATER THAN ORDINARY FEES FOR UTILITIES, TRASH SERVICES,

AND THE LIKE, AND OWNERS OF SUCH UNITS SHALL NOT BE RESPONSIBLE FOR ANY SPECIAL ASSESSMENTS. HOA DOCUMENT LANGUAGE REGARDING SUCH FEES SHALL BE APPROVED BY CITY ATTORNEY. 17. THE DEED RESTRICTIONS SHALL ADDRESS INCOME AND EMPLOYMENT QUALIFICATIONS, PROPOSED LOTTERY OR OTHER

EQUITABLE SYSTEMS FOR THE INITIAL SALE OF THE UNITS, AND BE APPROVED BY THE CITY COUNCIL. THE ENFORCEMENT OF THE DEED RESTRICTIONS WILL BE BY THE CHAFFEE HOUSING AUTHORITY AT THE TIME OF THE FIRST SALE (OR RENTAL) OF A DEED-RESTRICTED UNIT; OTHERWISE, IT SHALL BE THE ONUS OF THE CITY OF SALIDA TO DESIGNATE AN APPROPRIATE

18. BOTH REQUIRED DEED-RESTRICTED TOWNHOME UNITS SHALL BE CONSTRUCTED AND RECEIVE CO PRIOR TO THE 6TH TOWNHOME UNIT RECEIVING CO.

19. THE FIRST MIXED-USE BUILDING (WHICH SHALL INCLUDE A MINIMUM OF 11 DEED-RESTRICTED UNITS) SHALL RECEIVE, AT MINIMUM, PRELIMINARY MECHANICAL INSPECTION APPROVALS (FRAMING WALLS CONSTRUCTED, ETC. PRIOR TO DRYWALL) PRIOR TO CO FOR THE REMAINING SIX (6) TOWNHOMES.

$\boldsymbol{\frown}$	SCALE: SEE	SHEET

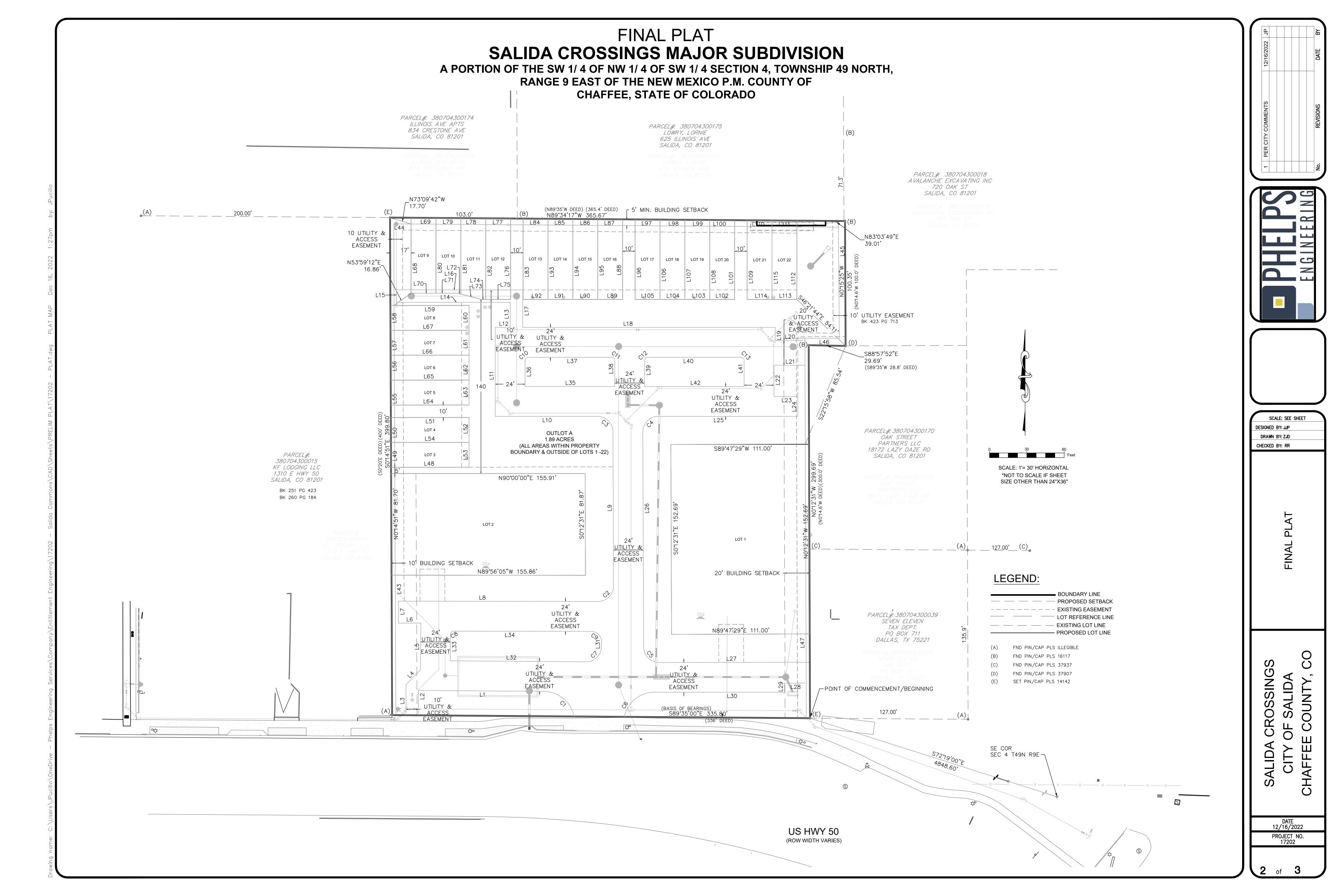
DESIGNED BY: JJP DRAWN BY: ZJD CHECKED BY: RR

ALIDA CROSSINGS	CITY OF SALIDA	AFFEE COUNTY. CO

	DA 12/16	TE /2022	
	PROJE		
1	of	3	

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

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

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

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

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

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

# FINAL PLAT SITE INFORMATION

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

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

1     PER CITY COMMENTS     12/16/2022     JP       1     No.     RVISIONS     DATE     BY
ENGINE ERING
SCALE: SEE SHEET DESIGNED BY: JJP DRAWN BY: ZJD CHECKED BY: RR
FINAL PLAT
SALIDA CROSSINGS CITY OF SALIDA CHAFFEE COUNTY, CO
DATE 10/27/2022 PROJECT NO. 17202

## Exhibit B:

## Conditions of Approval for Salida Crossings Major Subdivision

- 1. The developer shall provide an updated development plan and subdivision plat for review and approval by staff prior to recording.
- 2. The developer shall enter into a Subdivision/Development Improvements Agreement to address the improvements required for the project as well as other conditions of approval, prior to issuance of a building permit.
- The applicant must meet the requirements of the Public Works Director and City engineering consultants, and all remaining engineering recommendations/requirements shall be incorporated prior to as part of the Subdivision/Development Improvements Agreement.
- 4. Private utility easements shall also be required per review and final approval of local utility providers and shown on the development plan and subdivision plat.
- 5. The subdivision plat shall not be recorded until an approved PD modification plan and approved Development/Subdivision Improvements Agreement are recorded.
- 6. The applicant shall install a water line, consistent with Public Works standards, extending from the "alley" immediately west of the adjacent Gateway Inn (technically Caldwell Street) all the way to Oak Street/Hwy 291. The construction will be eligible for some cost reimbursement based upon a formula created by the Public Works director and specified in the SIA/DIA.
- 7. The applicant may locate a portion of the required water line on the subject property, leaving a minimum of 5-foot clearance on either side of the line and shall dedicate a minimum 10-foot public utility easement (PUE) for access to said utilities on the plat.
- 8. A plat note shall be added that states that "Developer shall remit all fees-in-lieu, as determined by the Public Works Director, for work done along Highway 50, prior to issuance of any certificate of occupancy for the project, as stated in the original PD approval".
- 9. A plat note shall be added that states "The development will be subject to dimensional standards and any other requirements of the approved Salida Crossings Planned Development modification."
- 10. A plat note shall be added that states that "The southwest and northern parking areas shall have oneway circulations (in a counter-clockwise direction) and shall be provided with appropriate signage, aisle markings, and a landscape island/curbing that will prevent wrong-way traffic, while still providing ample turning radii for fire apparatus and other large vehicles."
- 11. A plat note shall be added that states that "Developer shall construct a landscaping strip (which could include a stormwater-detaining bio-swale) for the approximately 1-10 feet of ROW between the back of the existing sidewalk and the subject property, to be reviewed and approved by staff, prior to issuance of any certificate of occupancy for the project. Such landscape strip shall include a minimum of six (6) trees and various shrubbery to be planted and effectively maintained by the developer and HOA. All required trees shall be replaced upon mortality, unless specifically authorized by staff."
- 12. A plat note shall be added that states that "Developer shall construct an additional landscaping strip between the to-be-constructed curb beside the deceleration lane and the outside of the sidewalk. No trees are required in such strip, but there shall be some live cover in the form of shrubs or grasses to be maintained by developer/HOA."
- 13. A plat note shall be added that states that "Fees-in-lieu for Open Space and for Fair Contributions for Public School Sites shall be paid at the time of building permit submittal of any residential units."

- 14. A plat note shall be added that states "No short-term vacation rental licenses shall be permitted in the development."
- 15. A plat note shall be added that states that "Developer shall provide a flexible recreational playscape or similar amenities to encourage play and outdoor activity for people of all ages in one or more of the open space/landscape areas on the site. The facility shall be constructed prior to CO of either mixed-use building, and access to said area(s) shall be provided via sidewalks that will connect the mixed-use buildings and the townhomes. Security fencing is also recommended for said amenities."
- 16. A plat note shall be added that states that "The applicant shall provide, at time of building permits, with elevations showing distinct variation between the facades of each four-plex building. Such variation may be provided via differentiated roof styles and/or patio and door and shall be approved by staff. The duplexes, given their physical separation from each other, may maintain the same architectural style, but be differentiated from each adjacent four-plex. The developer shall also include architectural elements on windows and doors of the mixed-use buildings, to break up the façade elevations."
- 17. A plat note shall be added that states that "The ground floor space of the two commercial buildings shall include a maximum total of 10,000 SF of commercial space."
- 18. A plat note shall be added that states that "All required access permits from CDOT must be received and reviewed by staff prior to issuance of building permits."
- 19. A plat note shall be added that states "The developer shall provide ample bike parking (minimum one space per unit, in an area with good visibility to/from the development) for each of the mixed-use buildings."
- 20. In regards to the 24 proposed deed-restricted units, the following plat notes shall be added:
- a. A minimum of two of the townhome units shall be permanently deed-restricted to be sold at prices no greater than what is affordable to households earning 160% of area median income (AMI).
- b. A minimum of 22 of the condominium units shall be permanently deed-restricted to be sold at prices no greater than what is affordable to households earning 100% AMI (8 units); 120% AMI (8 units); and 140% AMI (6 units). Owner of the mixed-use buildings shall disperse the deed-restricted units evenly between buildings and such units shall be dispersed between floors.
- c. If the deed-restricted units are to be rentals, then the provisions of the current Inclusionary Housing policies will control for all units (rents for each of the units would be no more than what is affordable to households earning up to 80% AMI or up to 100% AMI, with at least fifty percent of the units at up to 80% AMI).
- d. HOA fees for deed-restricted units shall not be greater than ordinary fees for utilities, trash services, and the like, and owners of such units shall not be responsible for any special assessments. HOA document language regarding such fees shall be approved by City Attorney.
- e. The deed restrictions shall address income and employment qualifications, proposed lottery or other equitable systems for the initial sale of the units, and be approved by the City Council. The enforcement of the deed restrictions will be by the Chaffee Housing Authority at the time of the first sale (or rental) of a deed-restricted unit; otherwise, it shall be the onus of the City of Salida to designate an appropriate entity.
- f. Both required deed-restricted townhome units shall be constructed and receive CO prior to the 6th townhome unit receiving CO.
- g. The first mixed-use building (which shall include a minimum of 11 deed-restricted units) shall receive, at minimum, preliminary mechanical inspection approvals (framing walls constructed, etc. prior to drywall) prior to CO for the remaining six (6) townhomes.

EST. 1880 Phor	<b>DEVELOPMENT APPLICATION</b> 448 East First Street, Suite 112 Salida, CO 81201 ne: 719-530-2626 Fax: 719-539-5271 Email: planning@cityofsalida.com
1. TYPE OF APPLICATION (Check-off as a	ppropriate)
<ul> <li>Annexation</li> <li>Pre-Annexation Agreement</li> <li>Appeal Application (Interpretation)</li> <li>Certificate of Approval</li> <li>Creative Sign Permit</li> <li>Historic Landmark/District</li> <li>License to Encroach</li> <li>Text Amendment to Land Use Code</li> <li>Watershed Protection Permit</li> <li>Conditional Use</li> </ul>	<ul> <li>Administrative Review: (Type)</li> <li>Limited Impact Review: (Type)</li> <li>Major Impact Review: (Type)</li> <li>Other:</li> </ul>
2. GENERAL DATA (To be completed by the	he applicant)
Mailing Address:       2605 Fairhill LN Flower         Telephone Number:       970-390-6902         Email Address:       bwconcept30inc@gmail.c         Power of Attorney/ Authorized Representative:	
<b><u>B. Site Data</u></b> Name of Development: <u>Salida Crossings</u>	
run with the land. (May be in the form of a current of encumbrance report, attorney's opinion, or other do I certify that I have read the application form and t	Block Subdivision_Township 49 North ortgages, liens, easements, judgments, contracts and agreements that certificate from a title insurance company, deed, ownership and cumentation acceptable to the City Attorney) hat the information and exhibits herewith submitted are true and
Signature of applicant/agent	Date Date
Signature of property owner	Date



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

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

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

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

Improved standards for structures, landscaping, and

signage will improve the overall attractiveness and livability of Salida.

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

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

4. Community gateways along major roadway corridors

will create a positive and unique identity.

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

# a. Zoning District Standards. The purpose of the zone district in which it is located, the dimensional standards of that zone district, and any standards applicable to the particular Highway 50 Corridor Overlay (50 CO).

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

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

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

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

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

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

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

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

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

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

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

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

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

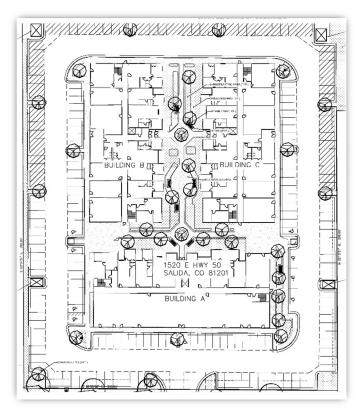
The drainage system is designed and will be constructed so that only historic runoff at a maximum, not including historic irrigation, shall be released from the site. Drainage flows in excess of this amount will be detained in an on-site underground detention vault per Sec. 16-8-60 (d).

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

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

## Salida Crossings Comparison

#### Old Site Plan – 2017



#### Site Data Comparison Table

	Approved (old)	Proposed (new)
Residential Density (units/acre)	42.5	28.6
Residential Density (units/lot sf)	1,024	1,492
Apartment Units	134	72
Townhome Units	0	20
Total Units	134	92
Total Office/Retail Space	19,454	10,274
Lot Coverage - Buildings	38%	24%
Lot Coverage - Paving	48%	39%
Coverage Cumulative	86%	63%
Minimum Landscape Area	14%	10%
Primary Building Side Setback min (ft)	65-75	21.3
Primary Building Front Setback min (ft)	75.00	81.9
Primary Building Rear Setback min (ft)	50.00	188
Accessory Building Side Setback (ft)	5.00	10
Accessory Building Rear Setback (ft)	5.00	10
Maximum Height Primary Building (ft/in)	37/8 - 48/1	34/9
Maximum Height Accessory Building (ft)	15	23/7
Property Size (sq. ft)	137,254	137,254
Min. Lot Frontage (ft)	335-7"	335-7"

#### Parking Requirements

	Approved (old)	Proposed (new)
Retail Parking (250 SF per space)	37	41
Office Parking (400 SF per space)	26	-
Residential (1 space per first unit/building)	3	8
1.5 spaces per remaining units	196	126
Subtotal Spaces Required	262	175
25% Reduction for Mixed Use	-65	-43
Total Spaces Required	197	132
Total Spaces Provided	203	159

New Site Plan - 2022



The differences between the old and new site plan for Salida Crossings can be noted in the images (above) and table (left). The old site plan consisted of three large mixed-use buildings that were four stories tall and clustered in the center of the site. The corridor between buildings was a landscaped common area while the remainder of the site was designated as parking. Compared to the old site, which had a density of 42.5 du/ac (see table), the new site layout has a density of 28.6 du/ac and 23% less cumulative coverage. Two smaller mixed-use building types are positioned near the entrance and are only 3 stories. Townhomes wrap around the rear perimeter while the parking is strategically located throughout the site to serve both retail and residential uses. While this site layout has 42 less units and 9000 SF less retail/office space, it offers a more aesthetically pleasing and livable environment with a greater diversity of housing types that will enhance the HWY 50 corridor through Salida.

# GENERAL NOTES

## MAINTENANCE:

- A. THE DEVELOPER, HIS SUCESSORS AND ASSIGNS, SHALL BE RESPONSIBLE FOR INSTALLATION, MAINTENANCE AND REPLACEMENT OF ALL LANDSCAPING MATERIALS SHOWN OR INDICATED ON THE APPROVED SITE PLAN, INCLUDING THOSE AREAS FOUND IN THE RIGHT-OF-WAY.
- B. LANDSCAPING SHALL BE CONTINUOUSLY MAINTAINED INCLUDING NECESSARY WATERING, WEEDING, PRUNING, PEST CONTROL, AND REPLACEMENT OF DEAD OR DISEASE PLANT MATERIAL. REPLACEMENT FOR DEAD OR DISEASED PLANT MATERIAL SHALL BE OF THE SAME TYPE OF PLANT MATERIAL AS SET FORTH IN THE APPROVED SITE PLAN; FOR EXAMPLE, A TREE MUST REPLACE THE TREE, A SHRUB MUST REPLACE A SHRUB, ETC. REPLACEMENT SHALL OCCUR IN THE NEXT PLANTING SEASON, BUT IN ANY EVENT, SUCH REPLACEMENT TIME SHALL NOT EXCEED ONE YEAR.

#### PLANTING:

- A. FINAL PLANT SELECTION AND LAYOUT WILL BE BASED ON SOUND HORTICULTURAL PRACTICES RELATING TO MICROCLIMATE, SOIL, AND WATER REGIMES. ALL TREES WILL BE STAKED SO AS TO REMAIN UPRIGHT AND PALM FOLLOWING INSTALLATION. PLANT SIZE AND QUALITY AT TIME OF PLANTING WILL BE PER THE AMERICAN STANDARD FOR NURSERY STOCK (ANSI Z60.1-1990).
- B. ALL PLANTS DEPICTED ON THE LANDSCAPE PLAN SHALL BE OF A VARIETY WHICH IS COMPATIBLE WITH LOCAL CLIMATE AND THE SOILS, DRAINAGE AND WATER CONDITIONS OF THE SITE.

#### IRRIGATION:

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

## COST ESTIMATE

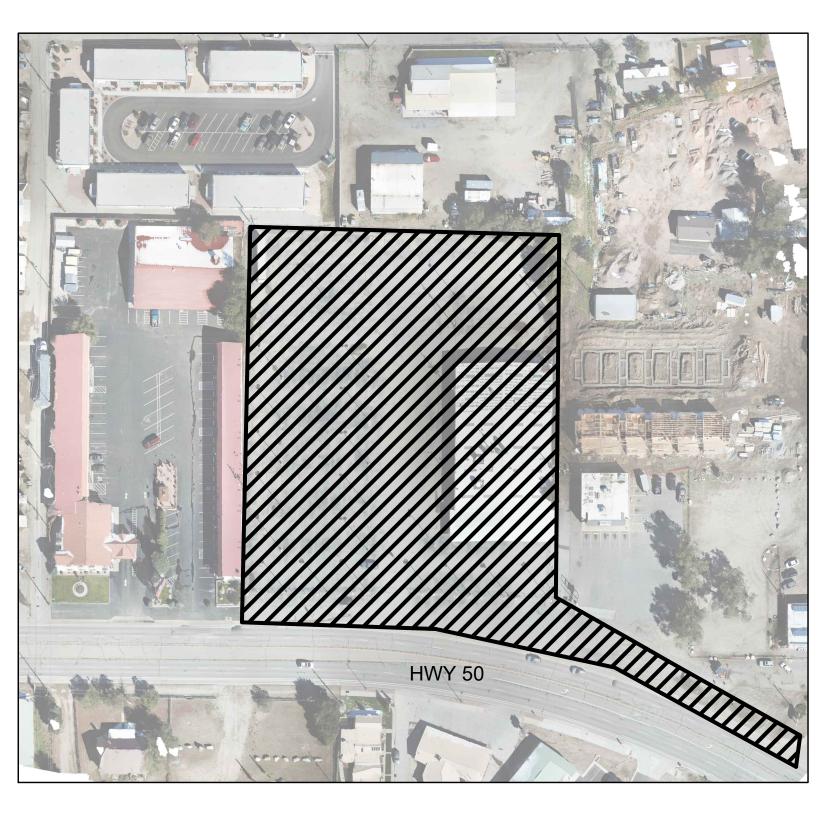
COST ESTIMA	re - Mater	RIA	LS ANI	D INS <sup>-</sup>	<b>FALLATION</b>
PLANTS	Quantity	Uni	it Cost	Total	
DECIDUOUS	17	\$	250	\$	4,250
EVERGREEN	8	\$	450	\$	3,600
SMALL DECIDUOUS	56	\$	250	\$	14,000
SHRUBS	1,131	\$	60	\$	67,860
NATIVE PLANT MIX	6844	\$	5	\$	34,218
TOTAL				\$	123,928
IRRIGATION	Quantity	Uni	it Cost	Total	
SLEEVING - LF	300	\$	20	\$	6,000
MAINLINE - LF	1,046	\$	75	\$	78,450
VALVES	6	\$	250	\$	1,500
DRIPLINES - LF	5,000	\$	5	\$	25,000
TIMER	2	\$	5,000	\$	10,000
TOTAL				\$	120,950
	Quantity				
HARDSCAPE	(SF & CY)	Cos	st	Total	
Unilock Boulevard B					
Interlocking pavers	2,300		50	\$	115,000
Crusher Fines	23.66		105	\$	2,484
TOTAL	·			\$	117,484

362,363 PROJECT ESTIMATED COSTS Ś

# LANDSCAPE CALCULATIONS

	Acres	SF	Notes	Reference - Salida Code of Ordinances - Version 10/11/22
Total Gross Area of Site	3.14	137,214		
				Code Sec. 16-8-90.A1 - If a property does not utilize the zero-
				foot setback allowance, the minimum landscape area shall be
				ten percent (10%) and shall be located in both the front and
Required Landscape (10%)	0.314	13,721		side yard, where applicable.
Provided Landscape (13%)	0.403	17,555		
	REQUIRED	PROVIDED		
			Commercial (C-1) - 1 per 300 s.f.,	
			17,555 SF LANDSCAPE/300 = 59	
TREES	59	66	TREES REQ'D	Code Sec. 16-8-90.C5-6
				Deciduous trees. Deciduous trees shall be a minimum of one
Deciduous - Min. 1.5" Cal.		58		and one-half (1½) inches in caliper
				Coniferous trees. Coniferous trees shall be a minimum of six (6)
Evergreen - Min. 6' Ht.		8		feet in height.
			169 SPOTS, 1 TREE PER 15 SPOTS,	
PARKING LOT TREES	11	15	169/15 X 1 = 11 TREES	Code Sec. 16-8-90.D1-3
Total TREES	70	81		
				Code Sec. 16-8-90.C3 - Minimum of sixty percent (60%) of the
Total SHRUB AREA	10,533 SF	11,086 SF	:	required landscape area shall be live ground cover.
			169 SPOTS, 5 SHRUBS PER 15	
PARKING LOT SHRUBS	56	382	SPOTS, 169/15 X 5 = 56 SHRUBS	
TOTAL SHRUB COUNT		1,136		Shrubs shall be a minimum two-gallon container.

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



VICINITY MAP SCALE: 1" = 100'

## CONTACTS:

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

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

## LANDSCAPE ARCHITECT

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

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

SUBMITTAL DATES 1ST - 10/27/2022

## Residential Density (units/ Residential Density (units/ Apartment Units Townhome Units Total Units Total Office/Retail Space Lot Coverage - Buildings Lot Coverage - Paving Coverage Cumulative Minimum Landscape Area Primary Building Side Set Primary Building Front Se Primary Building Rear Set Accessory Building Side S Accessory Building Rear S Maximum Height Primary Maximum Height Accesso Property Size (sq. ft) Min. Lot Frontage (ft)

SITE TOTAL AREA: 3.15 AC

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

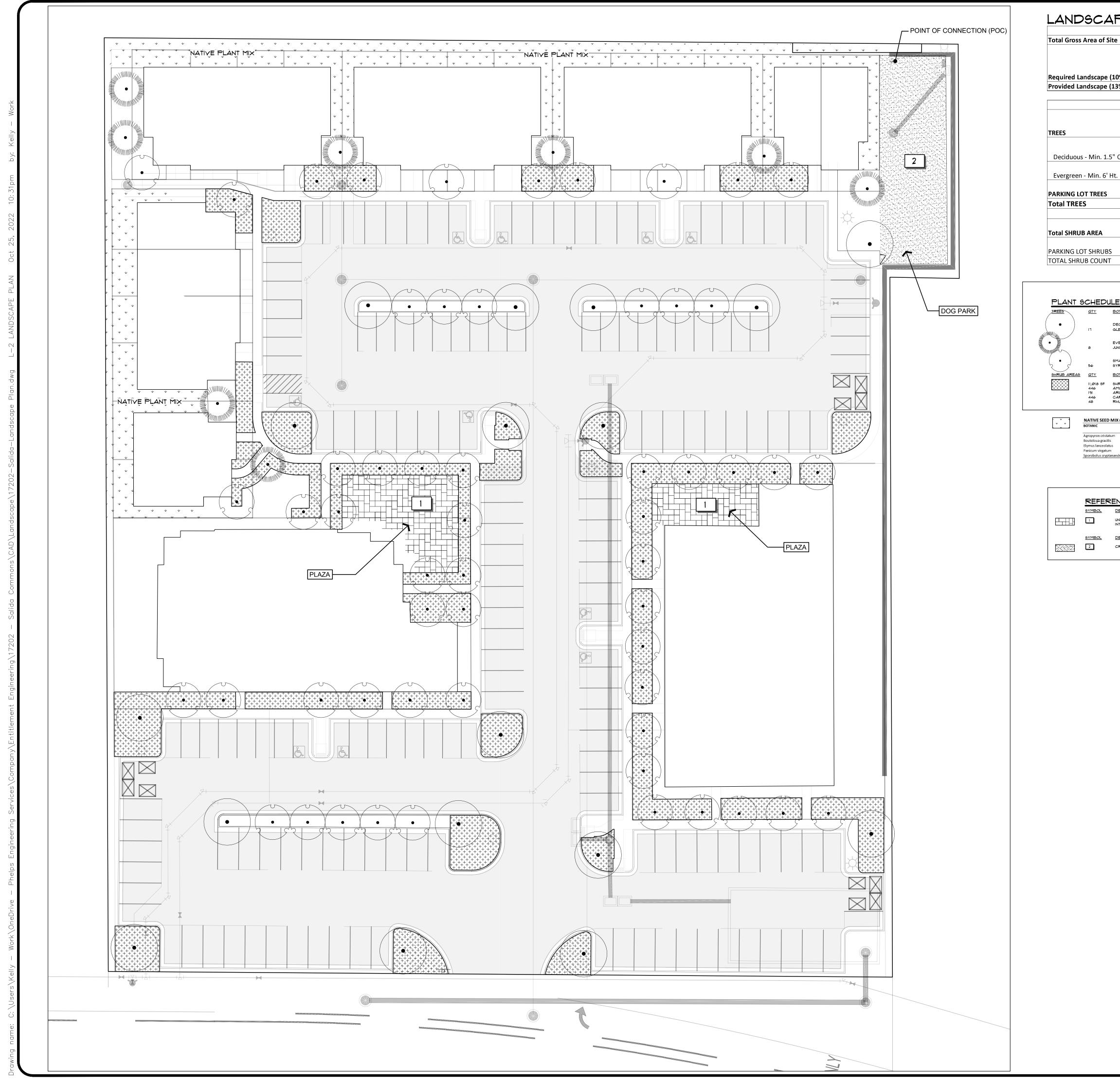
te Data Table			
	Proposed		
/acre)	28.6		
/lot sf)	1,492		
	72		
	20		
	92		
	10,274		
	24%		
	39%		
	63%		
9	10%		
tback min (ft)	3		
etback min (ft)	5		
tback min (ft)	5		
Setback (ft)	10		
Setback (ft)	10		
Building (ft/in)	34/9		
ory Building (ft)	23/7		
	137,254		
	335-7"		

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

Sheet List Table
Sheet Title
LANDSCAPE COVER SHEET
LANDSCAPE PLAN
LANDSCAPE DETAILS
IRRIGATION PLAN
IRRIGATION DETAILS
SEE CIVIL DRAWINGS FOR EROSIO
CONTROL PLAN



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	ROSSINGS IBOW BLVD. A, COLORADO
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	SALIDA CRC 1520 E. RAINE CITY OF SALIDA
	DATE
	10/27/2022 PROJECT NO. 17202
J	1 of 3

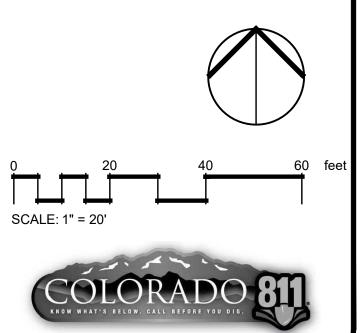


	Acres	SF	Notes	Reference - Salida Code of Ordinances - Version 10/11/22
е	3.14	137,214		
				Code Sec. 16-8-90.A1 - If a property does not utilize the zero-
				foot setback allowance, the minimum landscape area shall be
				ten percent (10%) and shall be located in both the front and
0%)	0.314	13,721		side yard, where applicable.
3%)	0.403	17,555		
	REQUIRED	PROVIDED		
			Commercial (C-1) - 1 per 300 s.f.,	
			17,555 SF LANDSCAPE/300 = 59	
	59	66	TREES REQ'D	Code Sec. 16-8-90.C5-6
				Deciduous trees. Deciduous trees shall be a minimum of one
Cal.		58		and one-half (1½) inches in caliper
Cal.		50		Coniferous trees. Coniferous trees shall be a minimum of six (6
		8		feet in height.
•		0	169 SPOTS, 1 TREE PER 15 SPOTS,	
	11	15	$169/15 \times 1 = 11 \text{ TREES}$	Code Sec. 16-8-90.D1-3
	70	81		
		01		
				Code Sec. 16-8-90.C3 - Minimum of sixty percent (60%) of the
	10,533 SF	11,086 SF		required landscape area shall be live ground cover.
	20,000 01	11,000 51	169 SPOTS, 5 SHRUBS PER 15	
	56	382	SPOTS, 169/15 X 5 = 56 SHRUBS	
	50	502	e. e.e, 100/10/10 / 00 00 00 000	

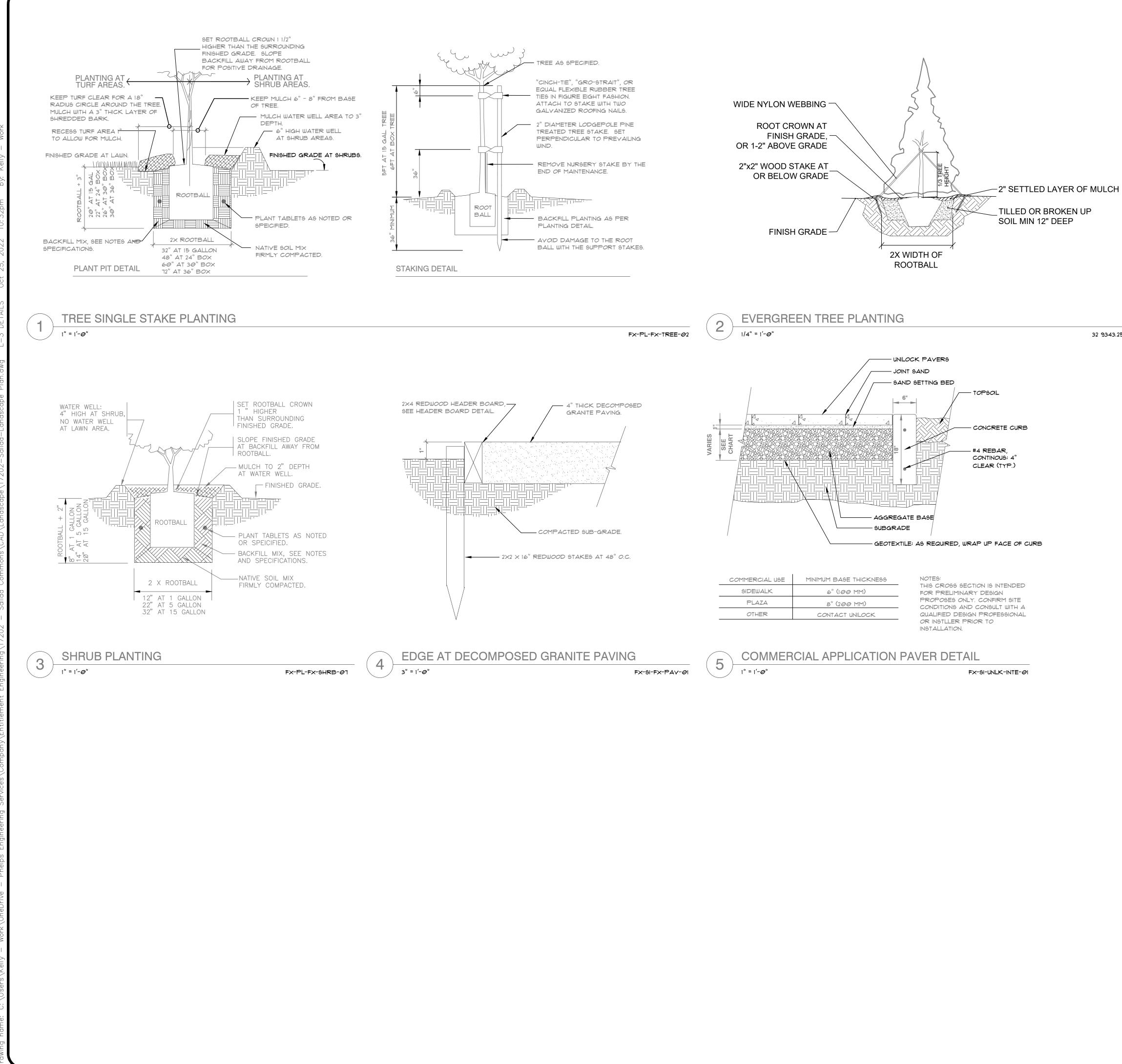
E					
BOTANICAL NAME	COMMON NAME	SIZE			
DECIDUOUS SLEDITSIA TRIACANTHOS INERMIS 'SKYLINE'	SKYLINE HONEY LOCUST	1.5" CAL	в\$в		1/L-3
:VERGREEN UNIPERUS SCOPULORUM	ROCKY MOUNTAIN JUNIPER	6` HT.	в\$в		2/L-3
MALL DECIDUOUS YRINGA RETICULATA	JAPANESE TREE LILAC	1.5" CAL	в\$в		1/L-3
BOTANICAL NAME	COMMON NAME	SIZE	<u>CONTAINER</u>	SPACING	
HRUB AREA MORPHA CANESCENS ARCTOSTAPHYLOS UVA-URSI 'MASSACHUSETTS' ZARYOPTERIS X CLANDONENSIS RHUS TRILOBATA	LEADPLANT MASSACHUSETTS KINNIKINNICK BLUEBEARD SKUNKBUSH SUMAC	2 GAL 2 GAL 2 GAL 2 GAL	Рот Рот Рот Рот	35% @ 36" O.C. 15% @ 36" O.C. 35% @ 36" O.C. 15% @ 72" O.C.	3/L-3

IX (NM)				
	COMMON	PURE LIVE SEED RATE (LBS/ACRE)	PLANTING RATE PLS	(LBS/ACRE
	Crested Wheatgrass	10	25%	2.5
	Blue Grama Grass	8	20%	1.6
	Northern Wheatgrass	17	20%	3.4
	Switch Grass	3	20%	0.6
ndrus	Sand Dropseed	1	15%	0.15
		TOTALS:	100%	8.25
		DRILL SEEDED RATE:	8.25	PLS/ACRE
		MECHANICAL BROADCAST RATE:	16.5	PLS/ACRE
		HAND BROADCAST RATE:	49.5	PLS/ACRE

DESCRIPTION	<u>aty</u>	
UNILOCK BOULEVARD B INTERLOCKING PAVERS WITH A SMOOTH FINISH.	2,3 <i>00</i> SF	5/L-3
DESCRIPTION	<u>aty</u>	
CRUSHER FINES - MOUNTAIN GRANITE BREEZE	23.66 CY	4/L-3



	DATE BY
	REVISIONS
	ġ
	<b>ENGINEERING</b> 3522 South Emerson St, Englewood, C0 80113 (303) 298-1644 info@phelpsengineering.net
	SCALE: SEE SHEET DESIGNED BY:KM DRAWN BY:KM CHECKED BY:CT
	CONSTRUCTION DOCUMENTS LANDSCAPE PLAN
eet	SALIDA CROSSINGS 1520 E. RAINBOW BLVD. CITY OF SALIDA, COLORADO
	DATE 10/27/2022 PROJECT NO.
	17202 L-2
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	UNILOCK PAVERS	
	JOINT SAND	
	6"	- topsoll
VARIES		- CONCRETE CURB
VAI		- #4 REBAR, CONTINOUS; 4"
		CLEAR (TYP.)
	- AGGREGATE BASE	
	- SUBGRADE	
	— GEOTEXTILE; AS REQUIRED, W	RAP UP FACE OF CURB

MINIMUM BASE THICKNESS
6" (100 MM)
8" (2 <i>00</i> MM)
CONTACT UNILOCK

No. REVISIONS DATE BY
ENGINEERING 3522 South Emerson St, Englewood, C0 80113 (303) 298-1644 info@phelpsengineering.net
SCALE: SEE SHEET DESIGNED BY:KM DRAWN BY:KM
CONSTRUCTION DOCUMENTS CONSTRUCTION DOCUMENTS LANDSCAPE PLAN DETAILS
SALIDA CROSSINGS 1520 E. RAINBOW BLVD. CITY OF SALIDA, COLORADO
DATE 10/27/2022 PROJECT NO. 17202 L-3

32 9343.25-*0*1



KNOW ALL MEN BY THESE PRESENTS. THAT THE UNDERSIGNED. BEING ALL OF THE OWNER(S). MORTGAGEE(S) AND LIEN HOLDER(S) OF CERTAIN LAND IN THE CITY OF SALIDA, CHAFFEE COUNTY, COLORADO, DESCRIBED AS FOLLOWS: BEGINNING ACRES, MORE OR LESS, , CONTAINING HAVE BY THESE PRESENTS LAID OUT, PLATTED AND SUBDIVIDED THE SAME INTO LOTS, BLOCKS OR TRACTS, AS SHOWN ON THIS PLAT, UNDER THE NAME AND STYLE OF , AND DO HEREBY DEDICATE TO THE CITY OF SALIDA AS PUBLIC ROADS, THE STREETS AND ROADS AS SHOWN ON SAID PLAT, THESE BEING THE UNDERSIGNED HEREBY FURTHER DEDICATE TO THE PUBL ALL UTILITY EASEMENTS ON THE PROPERTY AS DESCRIBED AND AS SHOWN HEREON. THE UNDERSIGNED HER DEDICATE TO THE PUBLIC UTILITIES THE RIGHT TO INSTALL, MAINTAIN AND OPERATE MAINS, TRANSMISSION LINES LINES AND APPURTENANCES TO PROVIDE SUCH UTILITY SERVICES WITHIN THIS SUBDIVISION OR PROPERTY CONTIGUOUS THERETO, UNDER, ALONG AND ACROSS PUBLIC ROADS AS SHOWN ON THIS PLAT AND ALSO UNDER, ALONG AND ACROSS UTILITY EASEMENTS AS SHOWN HEREON. THE LANDS COMPRISING THIS SUBDIVISION ARE SUBJECT TO CERTAIN COVENANTS WHICH ARE RECORDED IN BOOK \_\_\_\_\_\_ AT PAGE \_\_\_\_\_ OF THE RECORDS OF CHAFFEE COUNTY, COLORADO. EXECUTED THIS DAY OF \_\_\_\_, 20\_\_\_.

OWNER(S)

) SS.

COUNTY OF CHAFFEE

STATE OF COLORADO

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

MORTGAGEE(S)/LIENHOLDER(S)

MY COMMISSION EXPIRES

NOTARY PUBLIC

SURVEYOR'S CERTIFICATE

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

REGISTERED LAND SURVEYOR

TITLE CERTIFICATE:

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

SIGNED THIS \_\_\_\_ DAY OF \_\_\_\_\_ \_\_\_\_, 20\_\_\_.

#### ATTORNEY AT LAW

#### LEGAL DESCRIPTION:

COMMENCING AT A POINT ON THE NORTHERLY RIGHT-OF-WAY BOUNDARY OF U.S. HIGHWAY NO. 50, WHENCE THE SOUTHEAST CORNER (BRASS CAP) OF SAID SECTION 4 BEARS SOUTH 72°19.0' EAST 4848.6 FEET, AND WHENCE THE HIGHWAY RIGHT-OF-WAY CORNER (BRASS CAP) OF STATION 2301+12 OF THE CENTERLINE SURVEY OF SAID HIGHWAY BEARS SOUTH 89° 35' EAST 127.0FEET, SAID COMMENCING POINT BEING MARKED BE A POINT IN THE EASTERLY SIDE OF 24 INCH CMP CULVERT AND BEING WITNESSED BY A 5/8 INCH STEEL REINFORCING BAR 2 FEET LAND DRIVEN INTO THE GROUND AND HAVING A ONE INCH ALUMINUM CAP WHICH IS NORTH 89°35' WEST 3.0 FEET FROM SAID COMMENCING POINT ALSO BEING THE POINT OF **BEGINNING OF THE TRACT HEREIN DESCRIBED;** 

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

THENCE SOUTH 89°35' EAST 28.8 FEET; THENCE NORTH 0°14.6' WEST 100.0 FEET;

THENCE NORTH 89°35' WEST 365.4 FEET TO THE NORTHEAST CORNER OF THE TRACT HEREIN DESCRIBED IN BOOK 251 AT PAGE 423 OF THE RECORDS OF GHAFFEE COUNTY, COLORADO; THENCE SOUTH 0°20' EAST 400 FEET ALONG THE EAST BOUNDARIES OF THE TRACTS DESCRIBED IN BOOK 251 AT PAGE 423 AND

IN BOOK 260 AT PAGE 184 OF THE RECORDS OF CHAFFEE COUNTY, COLORADO; THENCE SOUTH 89°35' EAST 336 FEET ALONG THE NORTHERLY RIGHT-OF-WAY BOUNDARY OF U.S. HIGHWAY NO. 50 TO THE POINT OF BEGINNING.

CITY COUNCIL APPROVAL

THIS PLAT IS APPROVED BY THE SALIDA CITY COUNCIL THIS \_\_ DAY OF 20\_\_\_\_

MAYOR

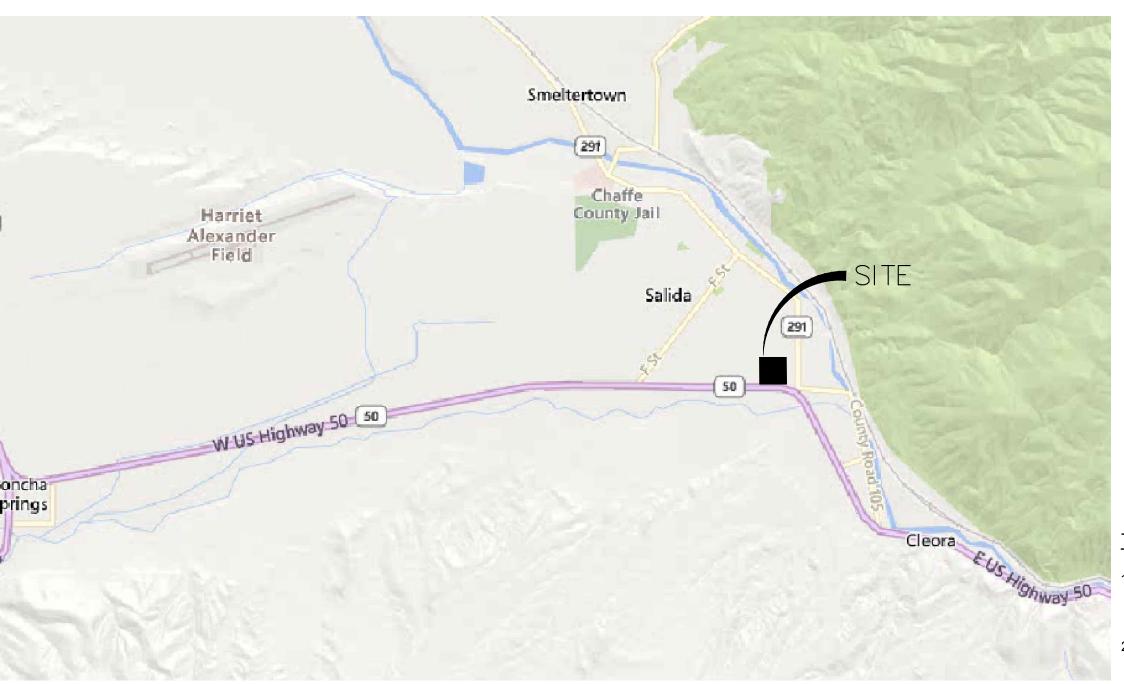
THIS PLAT IS APPROVED FOR FILING AND THE CITY HEREBY ACCEPTS THE DEDICATION OF THE STREETS AND ROADS SHOWN HEREON SUBJECT TO THE PROVISIONS IN "STREET MAINTENANCE" SET FORTH ABOVE, AND FURTHER ACCEPTS THE DEDICATION OF THE EASEMENTS SHOWN HEREON. SIGNED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_.

CITY OF SALIDA

MAYOR

# FINAL PLAT SALIDA CROSSINGS MAJOR SUBDIVISION

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



## PROJECT CONTACTS: OWNER:

**BV INVESTMENTS** 401 WHITEWIGN MURPHY, TX 75094

DEVELOPER:

2605 FAIRHILL LANE

FLOWER, TX 75022

LOUCIOS ENTERPRISES LLC

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

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

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

- 1. SUBJECT TO ANY VESTED AND ACCRUED WATER RIGHTS FOR MINING, AGRICULTURAL, MANUFACTURING OR OTHER PURPOSES, AND RIGHTS TO DITCHES AND RESERVOIRS USED IN CONNECTION WITH SUCH WATER RIGHTS AS MAY BE RECOGNIZED AND ACKNOWLEDGED BY THE LOCAL CUSTOMS, LAWS AND DECISIONS OF COURT AND ALSO SUBJECT TO THE RIGHT OF THE PROPRIETOR OF A VEIN OR LODE TO EXTRACT AND REMOVE HIS ORE THEREFROM, SHOULD THE SAME BE FOUND TO PENETRATE OR INTERSECT THE PREMISES HEREBY GRANTED, AS PROVIDED BY LAW, IN U.S. PATENT ISSUED JANUARY 20, 1882 AND RECORDED MARCH 4, 1882 IN BOOK 23 AT PAGE 139. (NOT PLOTTABLE)
- 2. EASEMENT GRANTED TO PUBLIC SERVICE COMPANY OF COLORADO IN INSTRUMENT RECORDED MARCH 14, 1979 IN BOOK 423 AT PAGE 713. (PLOTTED AND SHOWN HEREON) 3. EXHIBIT B DEED RESTRICTIONS AS SET FORTH IN DOCUMENT RECORDED SEPTEMBER 5, 2017 AS RECEPTION NO. 437005. (NOT PLOTTABLE)
- 4. NOTE: THE FOLLOWING NOTICES PURSUANT TO CRS 9-1.5-103 CONCERNING UNDERGROUND FACILITIES HAVE BEEN FILED WITH THE CLERK AND RECORDER. THESE STATEMENTS ARE GENERAL AND DO NOT NECESSARILY GIVE NOTICE OF UNDERGROUND FACILITIES WITHIN THE SUBJECT PROPERTY:
- 4.a. MOUNTAIN BELL TELEPHONE COMPANY FILED OCTOBER 2, 1981, RECEPTION NO. 211211;
- PUBLIC SERVICE COMPANY OF COLORADO FILED NOVEMBER 2, 1981, RECEPTION NO. 211929;
- WESTERN SLOPE GAS COMPANY DECEMBER 11, 1981, RECEPTION NO. 212569 AND FILED MAY 24, 1985, RECEPTION NO. 234357; (COMPANY NAME AMENDED TO "WESTERN GAS SUPPLY COMPANY" BY CERTIFICATES RECORDED JUNE 27, 1988 IN BOOK 497 AT PAGE 103); MERGED WITH PUBLIC SERVICE COMPANY OF COLORADO PER INSTRUMENT RECORDED JANUARY 25, 1993 IN BOOK 531 AT PAGE 694. (NOT PLOTTABLE - NO SPECIFIC LOCATION GIVEN) GREELEY GAS COMPANY - FILED NOVEMBER 18, 1981, AT RECEPTION NO. 212196. (NOT PLOTTABLE - NO SPECIFIC LOCATION GIVEN)
- LETTER FROM UTILITY NOTIFICATION CENTER OF COLORADO DISCLOSING LOCAL FACILITIES ACCESS THROUGH "ONE CALL SYSTEM" 4.e. RECORDED SEPTEMBER 14, 1988 IN BOOK 498 AT PAGE 950. (NOT PLOTTABLE) TERMS AND CONDITIONS SET FORTH IN DECLARATION OF UTILITY EASEMENT RECORDED OCTOBER 24, 2017 AS RECEPTION NO. 438348.
- (PLOTTED AND SHOWN HEREON) 6. TERMS AND CONDITIONS SET FORTH IN DECLARATION OF UTILITY EASEMENT RECORDED OCTOBER 24, 2017 AS RECEPTION NO. 438348.
- (PLOTTED AND SHOWN HEREON) 7. THE EFFECT, IF ANY, OF THE FOLLOWING MATTERS AS SHOWN ON THAT CERTAIN A.L.T.A./N.S.P.S. LAND TITLE SURVEY PREPARED BY ROBERT RUBINO, PLS 14142, DRAWING NO. 171191.DWG DATED OCTOBER 10, 2017
- 7.a. ANY LOSS OR CLAIM RESULTING FROM FAILURE OF EXISTING FENCING TO PRECISELY FOLLOW SUBJECT BOUNDARY LINES.
- 7.b. POSSIBLE ENCROACHMENT OF "WOOD WALL" ALONG THE WESTERLY BOUNDARY OF SUBJECT PROPERTY. 7.c. UTILITY POLES AND OVERHEAD UTILITY LINES AND POSSIBLE UNRECORDED EASEMENTS THEREFOR.
- 7.d. ENCROACHMENT OF "BOX CAR" ONTO SUBJECT PROPERTY

NOTE: UPON RECORDATION OF "ENCROACHMENT EASEMENT AGREEMENTS" AS SET FORTH AS A REQUIREMENT IN SCHEDULE B-I HEREIN, THIS EXCEPTION SHALL BE DELTED. (SEE SURVEY) 8. TERMS, CONDITIONS, PROVISIONS AND OBLIGATIONS SET FORTH IN ENCROACHMENT AGREEMENTS RECORDED

AS			
RECEPTION NO.	, AND	AS RECEPTION NO.	, AND
	AS RECEPTION NO.	(NOT ADDRESSED)	

## TITLE NOTES

- HEREON

- PLAT NOTES:
- APPROVAL

9.

- ENTITY.

# Exhibit A

NOTICE: ACCORDING TO COLORADO LAW YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT MAY ANY LEGAL ACTION BASED

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

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

DEVELOPER SHALL REMIT ALL FEES-IN-LIEU, AS DETERMINED BY THE PUBLIC WORKS DIRECTOR, FOR WORK DONE ALONG HIGHWAY 50, PRIOR TO ISSUANCE OF ANY CERTIFICATE OF OCCUPANCY FOR THE PROJECT, AS STATED IN THE ORIGINAL PD

THE DEVELOPMENT WILL BE SUBJECT TO DIMENSIONAL STANDARDS AND ANY OTHER REQUIREMENTS OF THE APPROVED SALIDA CROSSINGS PLANNED DEVELOPMENT MODIFICATION.

3. THE SOUTHWEST AND NORTHERN PARKING AREAS SHALL HAVE ONE-WAY CIRCULATIONS (IN A COUNTER-CLOCKWISE DIRECTION) AND SHALL BE PROVIDED WITH APPROPRIATE SIGNAGE, AISLE MARKINGS, AND A LANDSCAPE ISLAND/CURBING THAT WILL PREVENT WRONG-WAY TRAFFIC, WHILE STILL PROVIDING AMPLE TURNING RADII FOR FIRE APPARATUS AND OTHER LARGE VEHICLES.

DEVELOPER SHALL CONSTRUCT A LANDSCAPING STRIP (WHICH COULD INCLUDE A STORMWATER-DETAINING BIO-SWALE) FOR THE APPROXIMATELY 1-10 FEET OF ROW BETWEEN THE BACK OF THE EXISTING SIDEWALK AND THE SUBJECT PROPERTY, TO BE REVIEWED AND APPROVED BY STAFF, PRIOR TO ISSUANCE OF ANY CERTIFICATE OF OCCUPANCY FOR THE PROJECT. SUCH LANDSCAPE STRIP SHALL INCLUDE A MINIMUM OF SIX (6) TREES AND VARIOUS SHRUBBERY TO BE PLANTED AND EFFECTIVELY MAINTAINED BY THE DEVELOPER AND HOA. ALL REQUIRED TREES SHALL BE REPLACED UPON MORTALITY, UNLESS SPECIFICALLY AUTHORIZED BY STAFF.

DEVELOPER SHALL CONSTRUCT AN ADDITIONAL LANDSCAPING STRIP BETWEEN THE TO-BE-CONSTRUCTED CURB BESIDE THE DECELERATION LANE AND THE OUTSIDE OF THE SIDEWALK. NO TREES ARE REQUIRED IN SUCH STRIP, BUT THERE SHALL BE SOME LIVE COVER IN THE FORM OF SHRUBS OR GRASSES TO BE MAINTAINED BY DEVELOPER/HOA. 6. FEES-IN-LIEU FOR OPEN SPACE AND FOR FAIR CONTRIBUTIONS FOR PUBLIC SCHOOL SITES SHALL BE PAID AT THE TIME OF BUILDING PERMIT SUBMITTAL OF ANY RESIDENTIAL UNITS.

NO SHORT-TERM VACATION RENTAL LICENSES SHALL BE PERMITTED IN THE DEVELOPMENT. 8. DEVELOPER SHALL PROVIDE A FLEXIBLE RECREATIONAL PLAYSCAPE OR SIMILAR AMENITIES TO ENCOURAGE PLAY AND OUTDOOR ACTIVITY FOR PEOPLE OF ALL AGES IN ONE OR MORE OF THE OPEN SPACE/LANDSCAPE AREAS ON THE SITE. THE FACILITY SHALL BE CONSTRUCTED PRIOR TO CO OF EITHER MIXED-USE BUILDING, AND ACCESS TO SAID AREA(S) SHALL BE PROVIDED VIA SIDEWALKS THAT WILL CONNECT THE MIXED-USE BUILDINGS AND THE TOWNHOMES. SECURITY FENCING IS ALSO RECOMMENDED FOR SAID AMENITIES.

THE APPLICANT SHALL PROVIDE, AT TIME OF BUILDING PERMITS, WITH ELEVATIONS SHOWING DISTINCT VARIATION BETWEEN THE FACADES OF EACH FOUR-PLEX BUILDING. SUCH VARIATION MAY BE PROVIDED VIA DIFFERENTIATED ROOF STYLES AND/OR PATIO AND DOOR AND SHALL BE APPROVED BY STAFF. THE DUPLEXES, GIVEN THEIR PHYSICAL SEPARATION FROM EACH OTHER, MAY MAINTAIN THE SAME ARCHITECTURAL STYLE, BUT BE DIFFERENTIATED FROM EACH ADJACENT FOUR-PLEX. THE DEVELOPER SHALL ALSO INCLUDE ARCHITECTURAL ELEMENTS ON WINDOWS AND DOORS OF THE MIXED-USE BUILDINGS, TO BREAK UP THE FAÇADE ELEVATIONS.

10. THE GROUND FLOOR SPACE OF THE TWO COMMERCIAL BUILDINGS SHALL INCLUDE A MAXIMUM TOTAL OF 10,000 SF OF COMMERCIAL SPACE.

11. ALL REQUIRED ACCESS PERMITS FROM CDOT MUST BE RECEIVED AND REVIEWED BY STAFF PRIOR TO ISSUANCE OF BUILDING PERMITS. 12. THE DEVELOPER SHALL PROVIDE AMPLE BIKE PARKING (MINIMUM ONE SPACE PER UNIT, IN AN AREA WITH GOOD VISIBILITY

TO/FROM THE DEVELOPMENT) FOR EACH OF THE MIXED-USE BUILDINGS. 13. A MINIMUM OF TWO OF THE TOWNHOME UNITS SHALL BE PERMANENTLY DEED-RESTRICTED TO BE SOLD AT PRICES NO

GREATER THAN WHAT IS AFFORDABLE TO HOUSEHOLDS EARNING 160% OF AREA MEDIAN INCOME (AMI). 14. A MINIMUM OF 22 OF THE CONDOMINIUM UNITS SHALL BE PERMANENTLY DEED-RESTRICTED TO BE SOLD AT PRICES NO GREATER THAN WHAT IS AFFORDABLE TO HOUSEHOLDS EARNING 100% AMI (8 UNITS); 120% AMI (8 UNITS); AND 140% AMI (6

UNITS). OWNER OF THE MIXED-USE BUILDINGS SHALL DISPERSE THE DEED-RESTRICTED UNITS EVENLY BETWEEN BUILDINGS AND SUCH UNITS SHALL BE DISPERSED BETWEEN FLOORS. 15. IF THE DEED-RESTRICTED UNITS ARE TO BE RENTALS, THEN THE PROVISIONS OF THE CURRENT INCLUSIONARY HOUSING

POLICIES WILL CONTROL FOR ALL UNITS (RENTS FOR EACH OF THE UNITS WOULD BE NO MORE THAN WHAT IS AFFORDABLE TO HOUSEHOLDS EARNING UP TO 80% AMI OR UP TO 100% AMI, WITH AT LEAST FIFTY PERCENT OF THE UNITS AT UP TO 80% 16. HOA FEES FOR DEED-RESTRICTED UNITS SHALL NOT BE GREATER THAN ORDINARY FEES FOR UTILITIES, TRASH SERVICES,

AND THE LIKE, AND OWNERS OF SUCH UNITS SHALL NOT BE RESPONSIBLE FOR ANY SPECIAL ASSESSMENTS. HOA DOCUMENT LANGUAGE REGARDING SUCH FEES SHALL BE APPROVED BY CITY ATTORNEY. 17. THE DEED RESTRICTIONS SHALL ADDRESS INCOME AND EMPLOYMENT QUALIFICATIONS, PROPOSED LOTTERY OR OTHER

EQUITABLE SYSTEMS FOR THE INITIAL SALE OF THE UNITS, AND BE APPROVED BY THE CITY COUNCIL. THE ENFORCEMENT OF THE DEED RESTRICTIONS WILL BE BY THE CHAFFEE HOUSING AUTHORITY AT THE TIME OF THE FIRST SALE (OR RENTAL) OF A DEED-RESTRICTED UNIT; OTHERWISE, IT SHALL BE THE ONUS OF THE CITY OF SALIDA TO DESIGNATE AN APPROPRIATE

18. BOTH REQUIRED DEED-RESTRICTED TOWNHOME UNITS SHALL BE CONSTRUCTED AND RECEIVE CO PRIOR TO THE 6TH TOWNHOME UNIT RECEIVING CO.

19. THE FIRST MIXED-USE BUILDING (WHICH SHALL INCLUDE A MINIMUM OF 11 DEED-RESTRICTED UNITS) SHALL RECEIVE, AT MINIMUM, PRELIMINARY MECHANICAL INSPECTION APPROVALS (FRAMING WALLS CONSTRUCTED, ETC. PRIOR TO DRYWALL) PRIOR TO CO FOR THE REMAINING SIX (6) TOWNHOMES.

$\boldsymbol{\frown}$	SCALE: SEE	SHEET

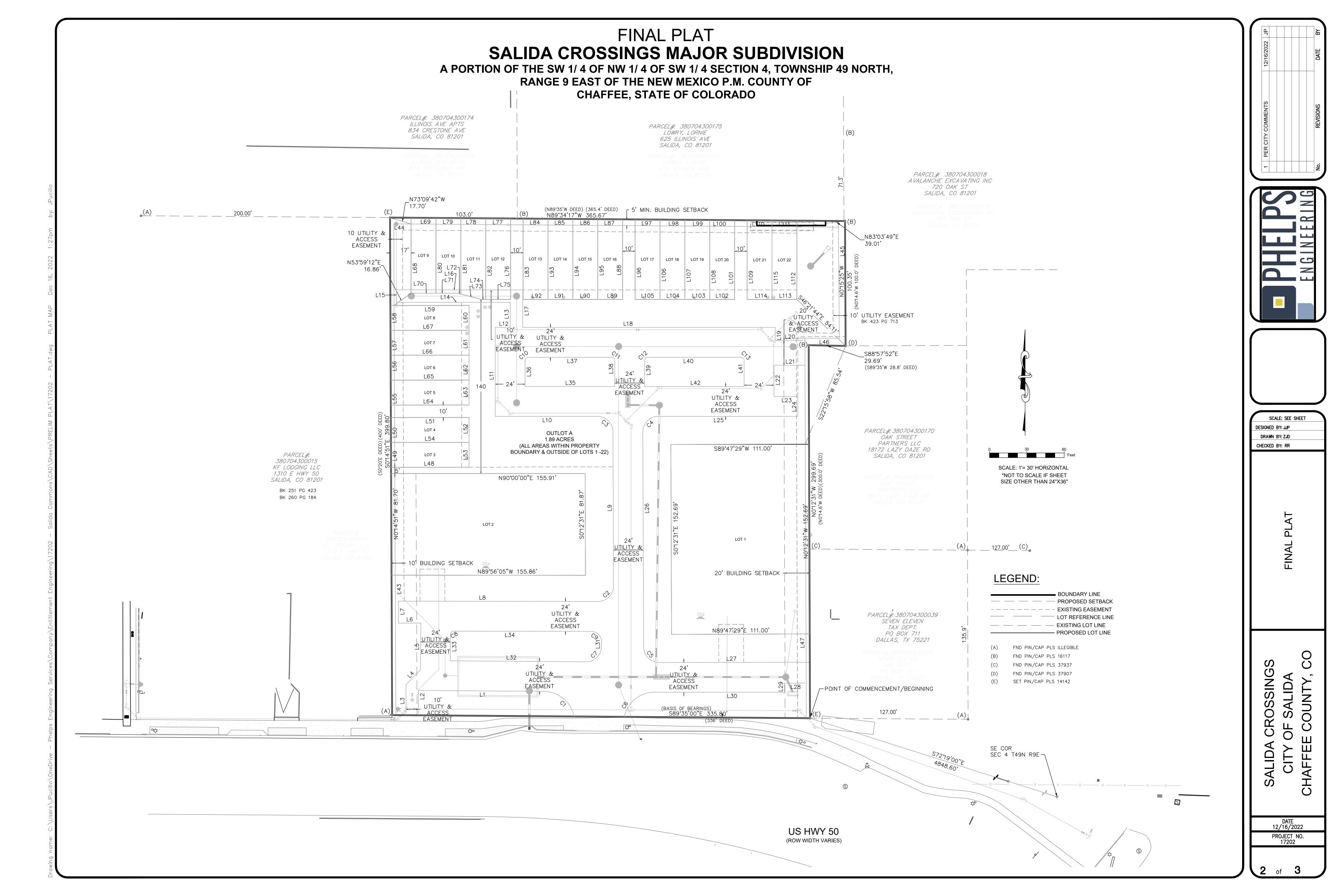
DESIGNED BY: JJP DRAWN BY: ZJD CHECKED BY: RR

ALIDA CROSSINGS	CITY OF SALIDA	AFFEE COUNTY. CO

	DA 12/16	TE /2022	
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1	of	3	

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

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

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

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

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

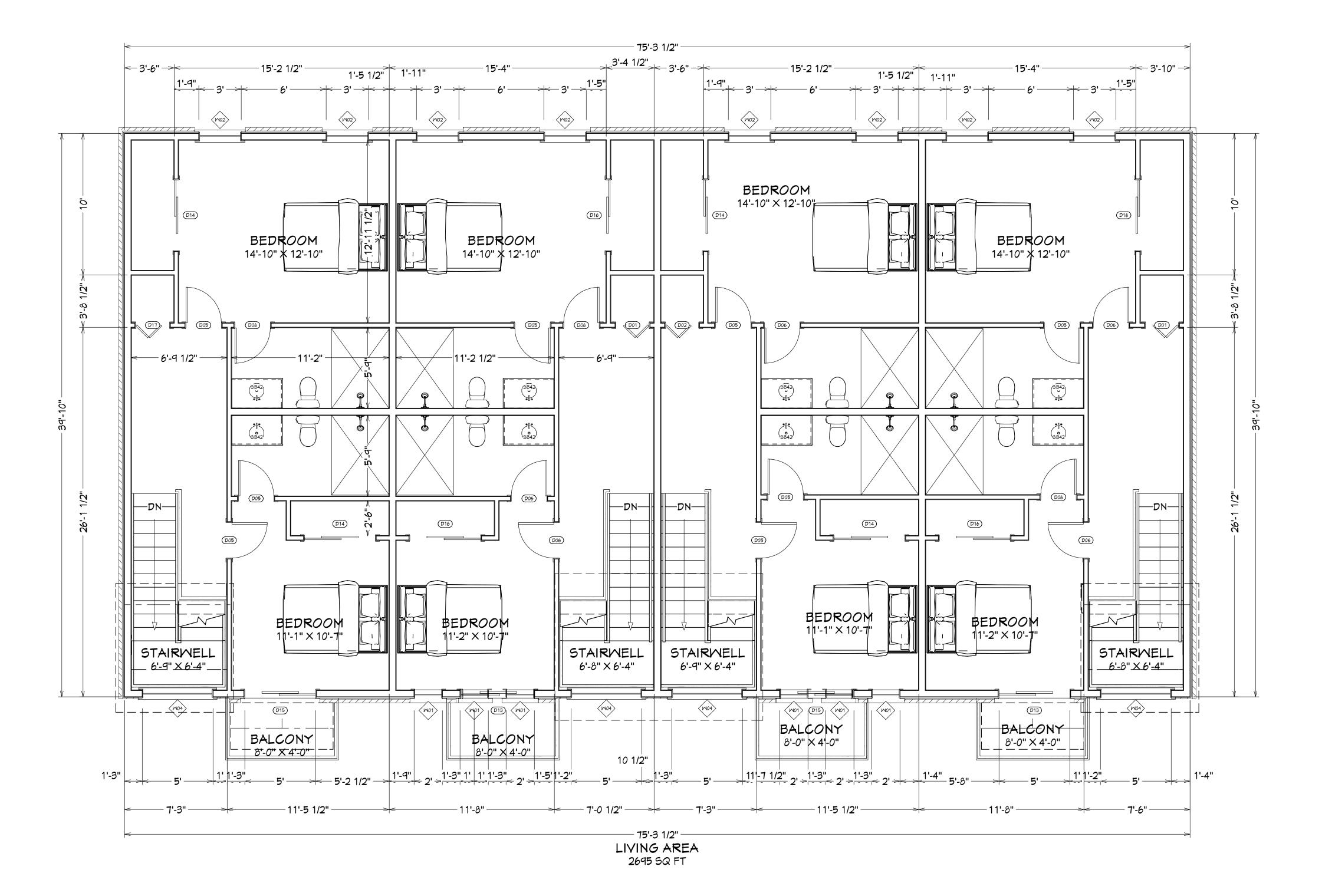
	LINE	TABLE
LINE	LENGTH	BEARING
L101	63.67	S0°02'01.13"W
L102	20.00	N90°00'00.00"W
L103	20.00	N90°00'00.00"W
L104	20.00	N90°00'00.00"W
L105	20.00	N90°00'00.00"W
L106	64.12	S0°02'00.28"W
L107	63.97	S0°02'00.56"W
L108	63.82	S0°00'00.00"E
L109	63.60	S0°00'00.00"E
L110	20.04	N89°34'17.46"W
L111	19.97	N89°34'17.46"W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

# FINAL PLAT SITE INFORMATION

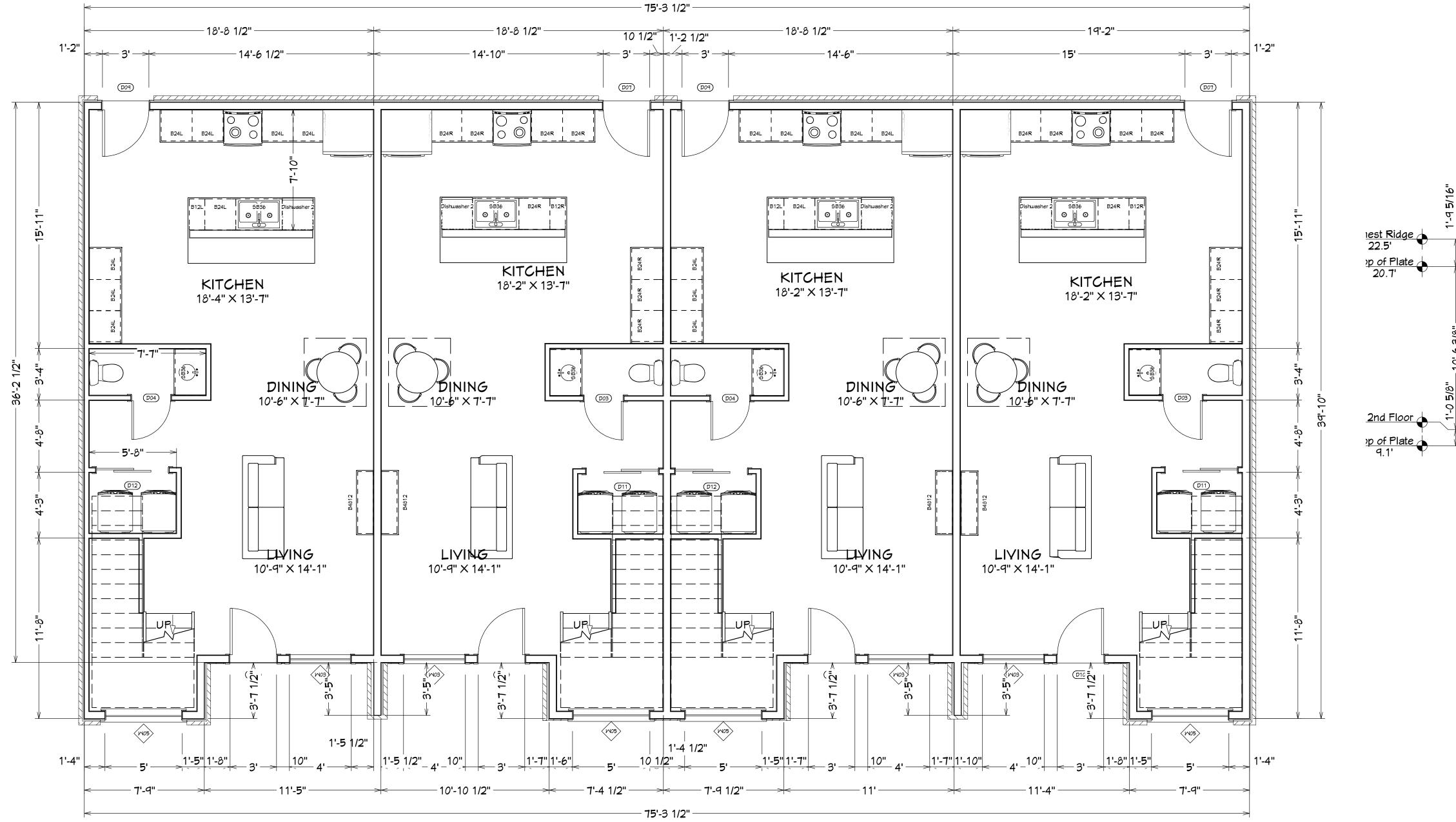
CURVE TABLE								
CURVE	RADIUS	LENGTH	CHORD BEARING	CHORD	DELTA	TANGENT		
C1	25.00'	34.24'	N50°20'42"W	31.63'	78°28'25"	20.42'		
C2	12.50'	19.70 <b>'</b>	N44°55'53"E	17.72'	90 <b>°</b> 16'49"	12.56'		
C3	12.50'	19.59'	N45°06'16"W	17.65'	89°47'29"	12.45'		
C4	12.50'	19.68'	S44°53'44"W	17.71'	90 <b>°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

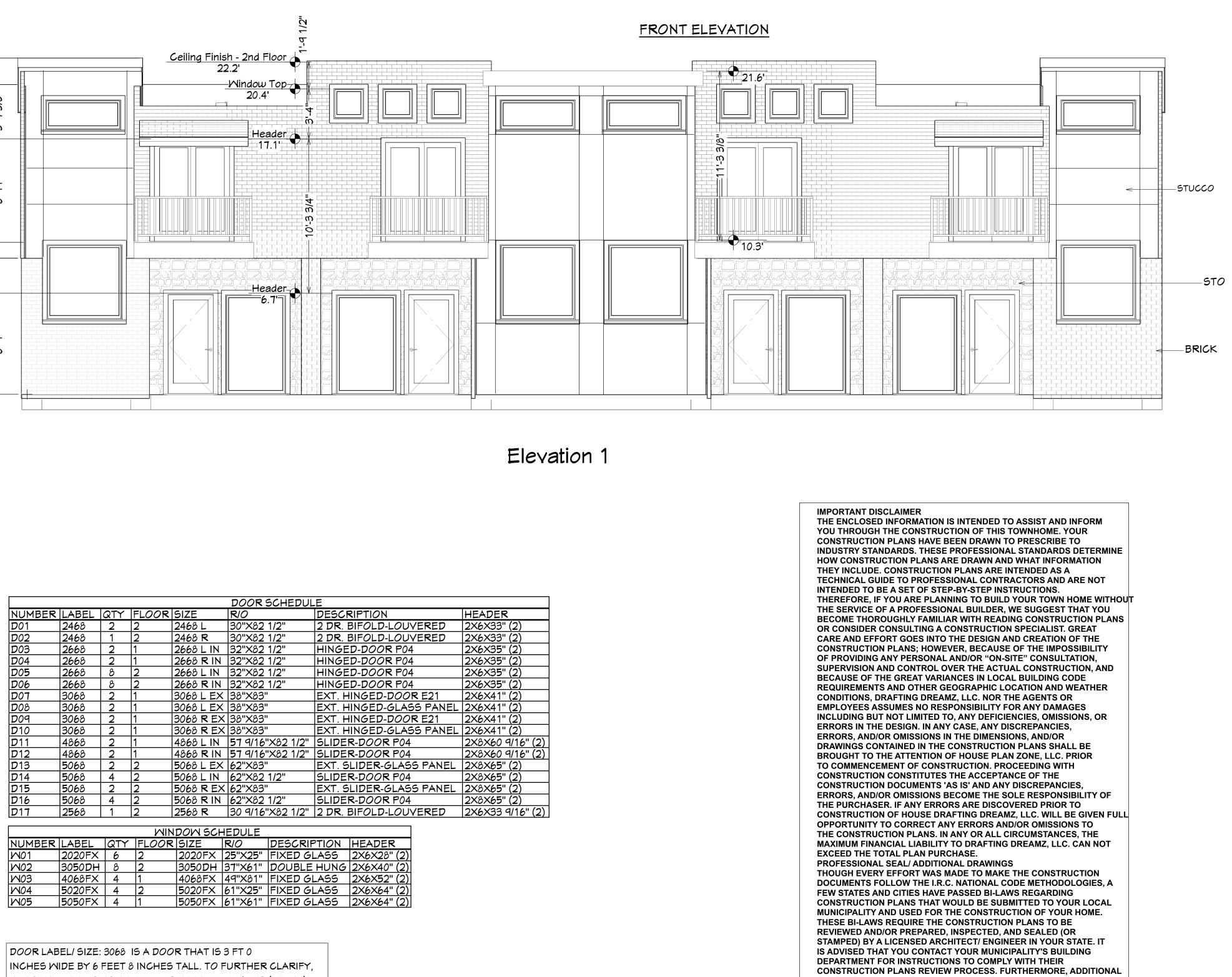
Parcel Name	Square Feet	Acres
LOT 1	16468.783	0.378
LOT 2	12502.44	0.287
LOT 3	1194.347	0.027
LOT 4	1196.46	0.027
LOT 5	1198.666	0.028
LOT 6	1200.389	0.028
LOT 7	1202.123	0.028
LOT 8	1203.847	0.028
LOT 9	1109.793	0.025
LOT 10	1107.763	0.025
LOT 11	1169.754	0.027
LOT 12	1201.899	0.028
LOT 13	1197.412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

1     PER CITY COMMENTS     12/16/2022     JP       1     No.     RVISIONS     DATE     BY
ENGINE ERING
SCALE: SEE SHEET DESIGNED BY: JJP DRAWN BY: ZJD CHECKED BY: RR
FINAL PLAT
SALIDA CROSSINGS CITY OF SALIDA CHAFFEE COUNTY, CO
DATE 10/27/2022 PROJECT NO. 17202



LIVING AREA Daat GN ET





					DOORS	SCHEDUL	E				
NUMBER	LABEL	QTY	FLOOR	SIZE	R/0		DESCR	RIPTION		HEADER	
D01	2468	2	2	2468 L	30"X82	1/2"	2 DR. 1	BIFOLD-LOU	VERED	2X6X33" (	(2)
D02	2468	1	2	2468 R	30"X82	1/2"	2 DR. 1	BIFOLD-LOU	VERED	2×6×33" (	(2)
D03	2668	2	1	2668 L IN	32"X82	1/2"	HINGE	D-DOOR PO	4	2×6×35" (	(2)
D04	2668	2	1	2668 R IN	32"X82	1/2"	HINGE	D-DOOR PO	4	2×6×35" (	(2)
D05	2668	8	2	2668 L IN	32"X82	1/2"	HINGE	D-DOOR PO	4	2×6×35" (	(2)
D06	2668	8	2	2668 R IN	32"X82	1/2"	HINGE	D-DOOR PO	4	2×6×35" (	(2)
D07	3068	2	1	3068 L EX	38"X83"		EXT. H	IINGED-DOO	R E21	2×6×41" (	(2)
D08	3068	2	1	3068 L EX	38"X83"		EXT. H	INGED-GLA	SS PANEL	2×6×41" (	(2)
D09	3068	2	1	3068 R EX	38"X83"	I	EXT. H	IINGED-DOO	PR E21	2×6×41" (	(2)
D10	3068	2	1	3068 R EX	38"X83"		EXT. H	INGED-GLAS	SS PANEL	2×6×41" (	(2)
D11	4868	2	1	4868 L IN	57 9/16'	'X82 1/2"	SLIDE	R-DOOR P04	ŀ	2X8X60 9	/16" (2)
D12	4868	2	1	4868 R IN	57 9/16'	'X82 1/2"	SLIDE	R-DOOR P04	ŀ	2X8X60 9	/16" (2)
D13	5068	2	2	5068 L EX	62"X83"	I	EXT. S	LIDER-GLAS	55 PANEL	2×8×65" (	(2)
D14	5068	4	2	5068 L IN	62"X82	1/2"	SLIDE	R-DOOR P04	•	2×8×65" (	(2)
D15	5068	2	2	5068 R EX	62"X83"		EXT. S	LIDER-GLAS	55 PANEL	2×8×65" (	(2)
D16	5068	4	2	5068 R IN	62"X82	1/2"	SLIDE	R-DOOR P04	ł	2×8×65" (	(2)
D17	2568	1	2	2568 R	30 9/16'	'X82 1/2"	2 DR. 1	BIFOLD-LOU	VERED	2X6X33 9	/16" (2)
			1.4.11.5						1		
	1.1051			NDOW SCH					4		
NUMBER		QTY	FLOOF		<u>R/0</u>	DESCRIF		HEADER	-		
1/101	2020FX	6	2	_		FIXED GL		2×6×28" (2)	-		
12/102	3050DH	_	2	_	<del>-</del> -	DOUBLE		2×6×40" (2)	4		
1403	4068FX	4	1			FIXED GL		2×6×52" (2)			
M04	5020FX	4	2			FIXED GL		<u>2×6×64" (2)</u>			
LAIOF	EAFAFY			E OF OF V	< A 115 / C A 11	ENVED C	100				

# DOOR LABEL/ SIZE: 3068 IS A DOOR THAT IS 3 FT 0

THE 3068 LABEL IS TO BE READ AS FEET AND INCHES (WIDTH) AND FEET AND INCHES (HEIGHT). THE DOOR LABEL IS THE ACTUAL SIZE OF THE DOOR ITSELF, NOT THE ROUGH OPENING SIZE. VERIFY THE ROUGH OPENING SIZE WITH THE DOOR MANUFACTURER CHOSEN AT SITE.

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

## **GENERAL NOTES:**

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

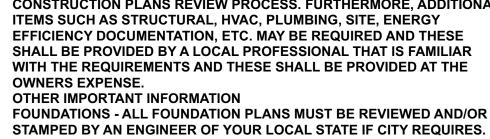
WRITTEN DIMENSIONS AND SPECIFIC NOTES SHALL TAKE PRECEDENCE OVER SCALED DIMENSIONS AND GENERAL NOTES. THE ENGINEER/DESIGNER SHALL BE CONSULTED FOR CLARIFICATION IF SITE CONDITIONS ARE ENCOUNTERED THAT ARE DIFFERENT THAN SHOWN, IF DISCREPANCIES ARE FOUND IN THE PLANS OR NOTES, OR IF A QUESTION ARISES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

PLEASE SEE ADDITIONAL NOTES CALLED OUT ON OTHER SHEETS.

## **BUILDING PERFORMANCE:**

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





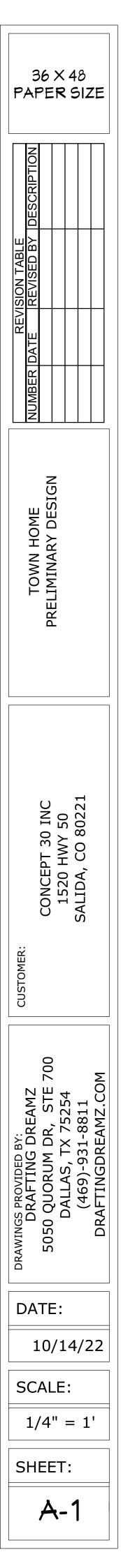
SQUARE FOOTAGES - BONUS ROOMS (WHERE APPLICABLE) ARE NOT INCLUDED IN THE HEATED AREA OF THE DESIGN UNLESS SPECIFICALLY NOTED. GARAGE PLANS ARE EXCLUDED. SQUARE FOOTAGES SHOWN ARE CALCULATED TO THE OUTSIDE OF THE STUD WALL AND DO NOT INCLUDE THE EXTERIOR MATERIALS SUCH AS BRICK, STONE, OR SIDING. DIMENSIONS - OUR PLANS ARE DIMENSIONED TO THE OUTSIDE OF THE STUD WALL ONLY AND NOT TO THE OUTSIDE OF THE BRICK LEDGE (WHERE APPLICABLE).

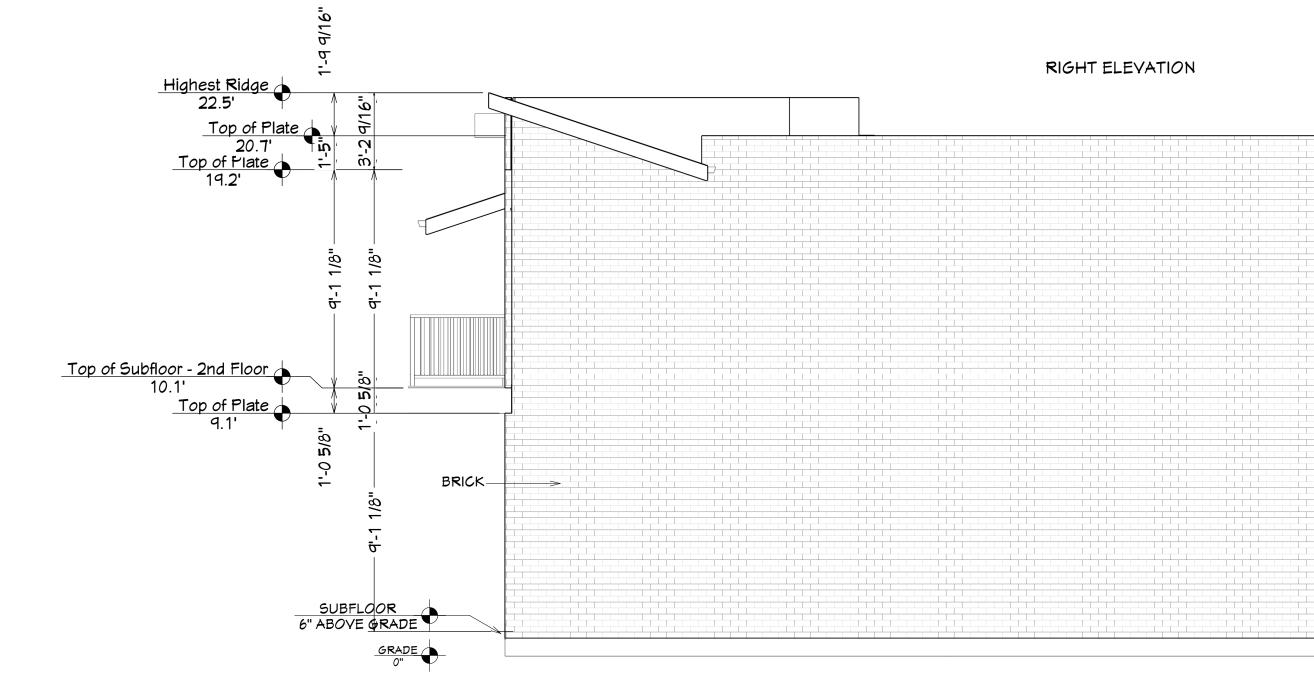
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1. CONTRACTOR TO VERIFY LOCATIONS OF SITE UTILITIES, REQUIREMENTS, AND CONNECTIONS FEES. OWNER, CONTRACTOR AND SUB-CONTACTORS TO PAY ALL OF THEIR RELATED CONSTRUCTION PERMIT FEES AS AGREED UPON BETWEEN THE OWNER AND CONTRACTOR.

BEFORE EXCAVATION, THE CONTRACTOR SHALL EXAMINE ALL 2 DRAWINGS, MAPS, AND BUILDING SITE TO DETERMINE THE ROUTES OF ALL UNDERGROUND UTILITIES. BEFORE DIGGING COMMENCES IT IS ADVISED THAT THE OWNER AND OR CONTRACTOR CALL THEIR STATES UTILITY LOCATOR FACILITATOR. 3. IT IS RECOMMENDED THAT THE SITES SOIL BE TESTED FOR COMPRESSION RATING TO DETERMINE FOUNDATION AND FOOTING DESIGN. CONCRETE FOUNDATIONS AND FOOTING DESIGN SHALL BE IN ACCORDANCE TO CHAPTER 4 OF THE I.R.C. CODE. FOUNDATION DESIGN TO BE VERFIED BY A LOCAL PROFESSIONAL OR ENGINEER. CONSULT A LOCAL CIVIL ENGINEER FOR SITE PLANS AND SURVEYS OF EXISTING PROPERTY. A LANDSCAPE ARCHITECT SHOULD BE CONSULTED FOR MORE EXTENSIVE LANDSCAPE DESIGNS.

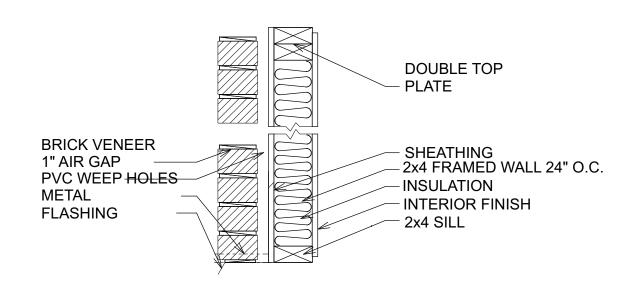


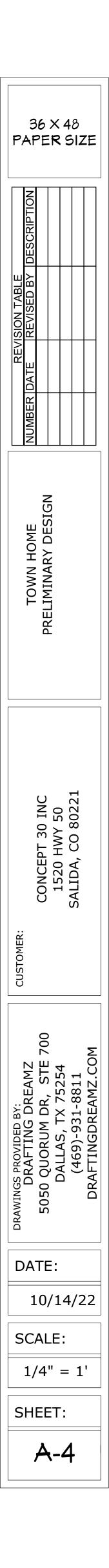


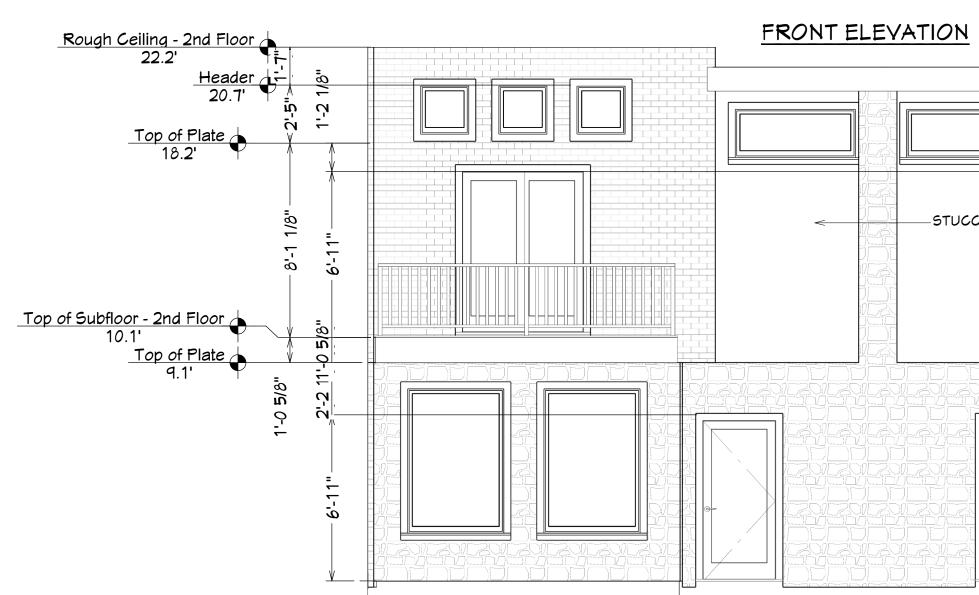




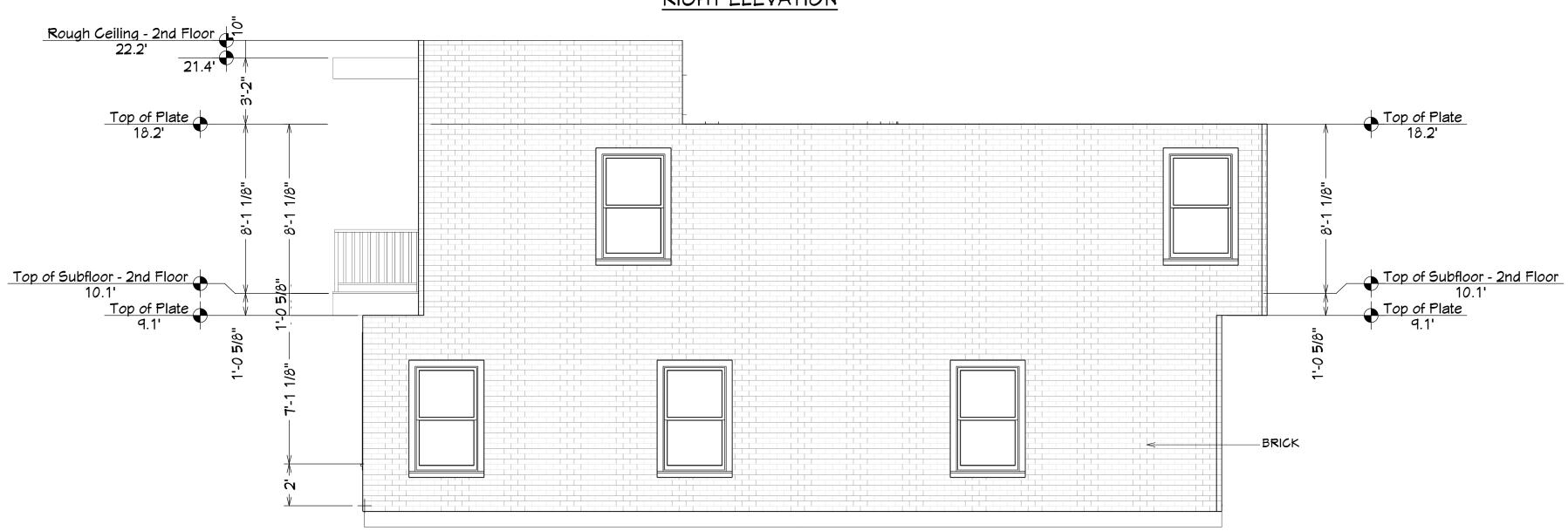


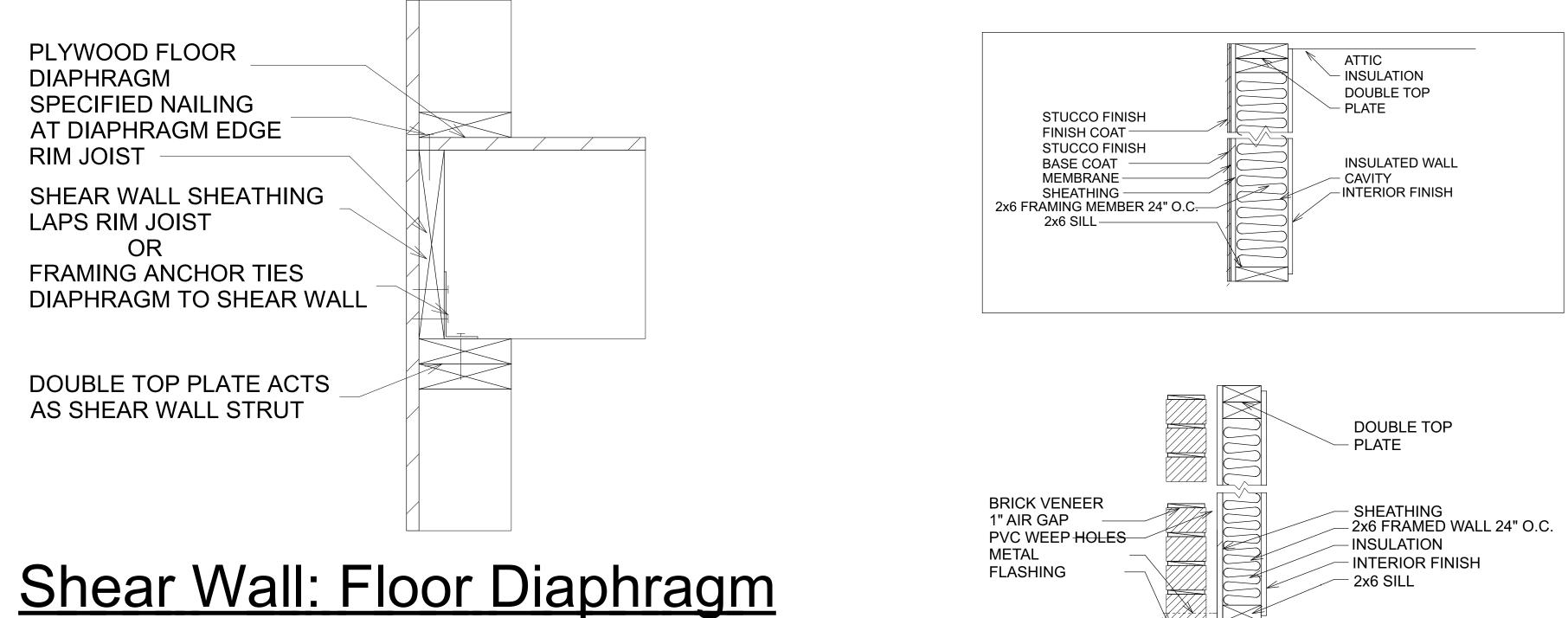






# Elevation 1





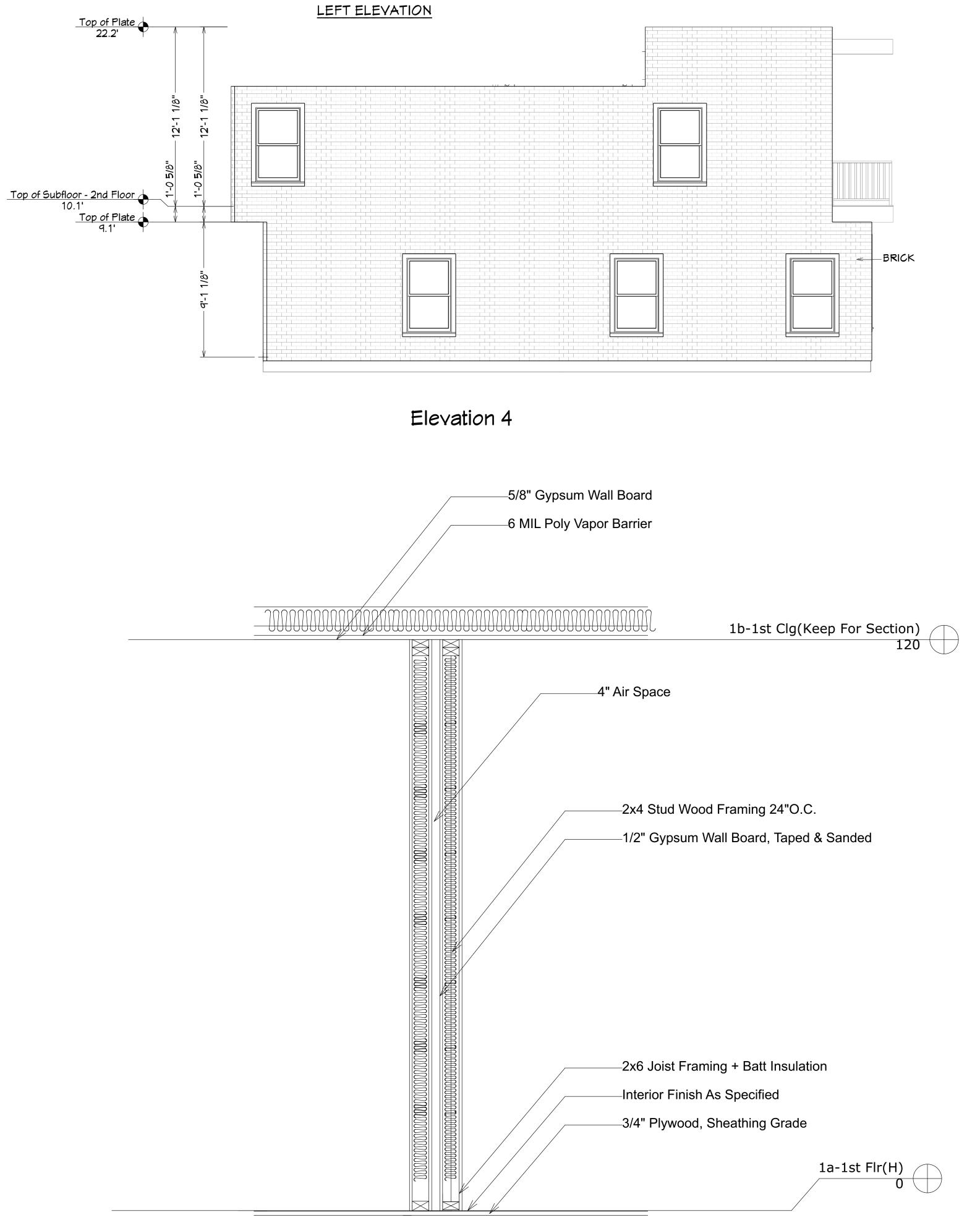
# MIDDLE OVERHANG 1 21.4' BRICK Door or Doorway Top 16.8' <\_\_\_\_\_STUCCO RAILING Top of Plate Header 9.1' 8' STONE

# RIGHT ELEVATION

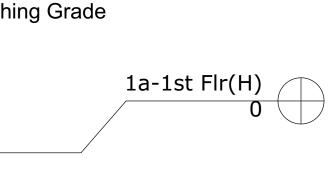
# Elevation 2



Elevation 3



FIRE WALL DETAIL



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PROJECT:	
CUSTOMER:	
DRAWINGS PROVIDED BY:	DRAFTING DREAMZ 5050 QUORUM DR, STE 700 DALLAS, TX 75254 DRAFTINGDREAMZ.COM
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# SALIDA CROSSINGS

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



Traffic Impact Study October 28, 2022 Prepared by Phelps Engineering 3522 South Emerson Street Englewood, CO 80113 Tel: 303-298-1644

**On Behalf of BV Investments LLC** 

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## INTRODUCTION

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

The preparation of this report included the following:

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

# LAND USE AND ACCESS

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



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

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



Figure 2: New Mixed-Use Redevelopment Conceptual Site Plan

# **ROAD AND TRAFFIC CONDITIONS**

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

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

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

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

## **Existing Traffic Volumes**

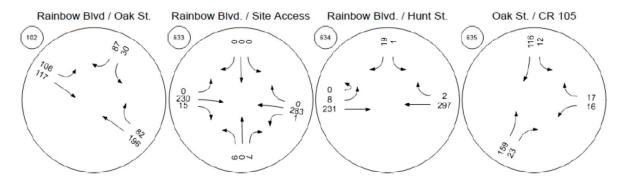
Figures 3a and 3b show the observed AM and PM peak-hourly traffic volumes at intersections adjacent to the site. Weekday turning movement traffic counts were obtained on Tuesday, April 5, 2022, at the intersections of Rainbow Boulevard (US-50)/Hunt Street, East Rainbow Boulevard (US-50)/Oak Street (SH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



Version 2022 (SP 0-3)





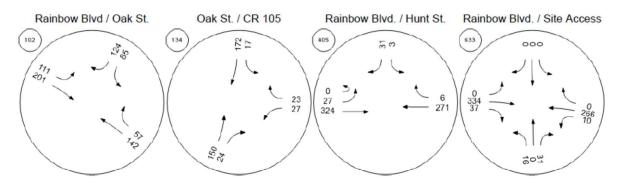


*Figure 3a: AM peak-hour traffic volumes at site adjacent intersections.* 



PM peak-hour traffic volumes at site adjacent intersections





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

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

Station ID	Route	Milepost Begin-End	2021 AADT	Projected 2042 AADT	CDOT Growth Factor
102286	050A	222.198- 222.399	8,400	9,106	1.084
102207	0504	222.399	C 200	6 796	1.005
102287	050A	233.62	6,200	6,786	1.095
105345	291A	0 – 0.865	4,100	4,444	1.084

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

## **Crash Pattern Review**

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

Route	Milepost	2020	2019	2018
US 50A	222 to 223	4 PDO Crashes	No Crashes Reported	2 PDO Crashes
CO 291A	0 to 1	No Crashes	No Crashes	No Crashes
	0101	Reported	Reported	Reported
PDO - Property [	Damage Only			

PDO = Property Damage Only

 Table 2: Three-year Crash Record Summary

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

# TRIP GENERATION

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

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

Table 3: Estimated Site Vehicle Driveway Trip Generation

## **Pass-By and Diverted Trips**

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

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

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

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

### **Trip Reduction Factor**

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

# TRIP DISTRIBUTION AND ASSIGNMENT

## **Trip Directional Distribution**

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

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

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

## **Site-Generated Traffic**

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



AM Peak-Hour Site Generated Traffic Volumes



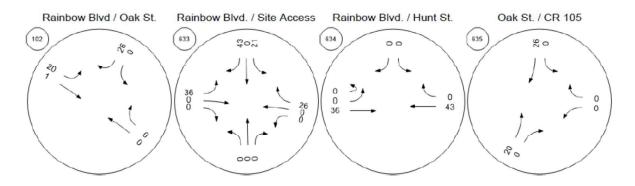


Figure 4a: AM Peak-Hour Site Generated Traffic Volumes



PM Peak-Hour Site Generated Traffic Volumes



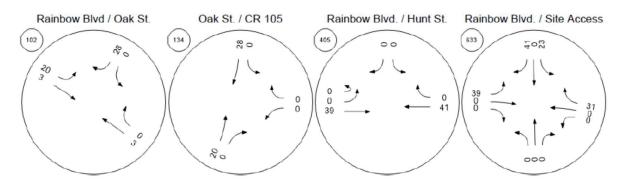


Figure 4b: PM Peak-Hour Site Generated Traffic Volumes

## **Existing-Plus-Site-Generated Traffic Volumes**

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

Generated with PTV VISTRO Version 2022 (SP 0-3)

AM Peak-Hour Existing Plus Site Generated Traffic Volumes



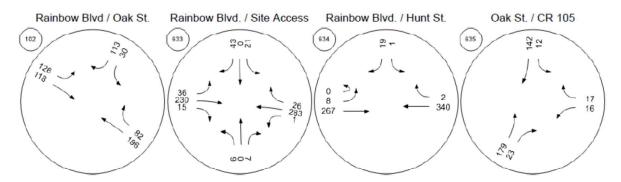


Figure 5a: AM Peak-Hour Existing Plus Site Generated Traffic Volumes



Version 2022 (SP 0-3)

PM Peak-Hour Existing Plus Site Generated Traffic Volumes



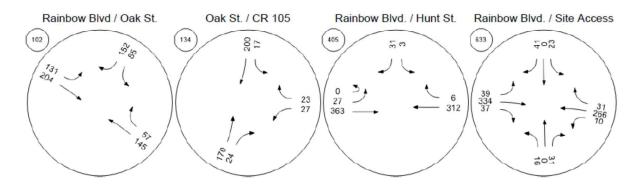


Figure 5b: PM Peak-Hour Existing Plus Site Generated Traffic Volumes

## **Estimated Future 2042 Background Traffic Volumes**

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

Generated with PTV VISTRO Version 2022 (SP 0-3)

2042 AM Peak-Hour Background Traffic Volumes



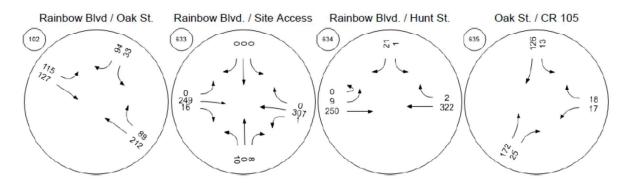


Figure 6a: 2042 AM Peak-Hour Background Traffic Volumes

Generated with PTV VISTRO

Version 2022 (SP 0-3) 2042 PM Peak-Hour Background Traffic Volumes



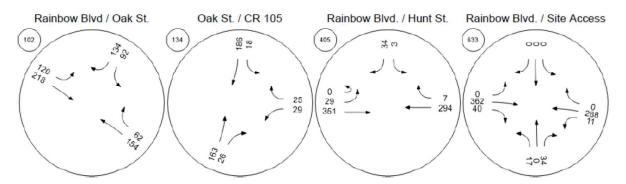


Figure 6b: 2042 PM Peak-Hour Background Traffic Volumes

## **Future 2042 Total Traffic Volumes**

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



2042 AM Peak-Hour Background Plus Site Generated Traffic Volumes



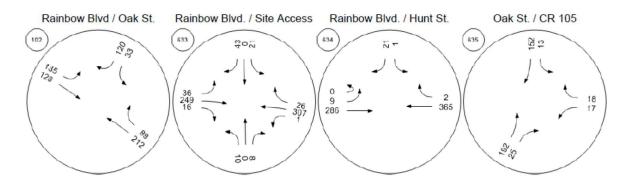


Figure 7a: 2042 AM Peak-Hour Background Plus Site Generated Traffic Volumes



Version 2022 (SP 0-3)

2042 PM Peak-Hour Background Plus Site Generated Traffic Volumes



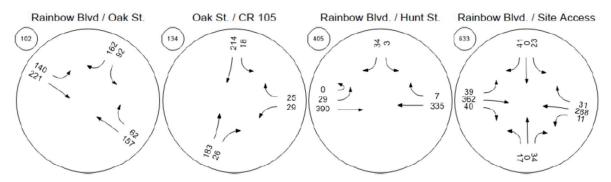
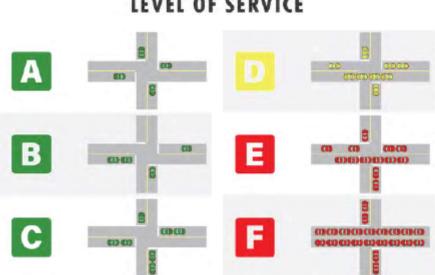


Figure 7b: 2042 PM Peak-Hour Background Plus Site Generated Traffic Volumes

## LEVEL OF SERVICE ANALYSIS

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

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



# LEVEL OF SERVICE

Figure 8: Intersection Levels of Service Graphical Representation

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

	Signalized Inte	rsections	<b>Unsignalized Intersections</b>											
	Average Control Delay		Average Control Delay											
Level of Service	(seconds per vehicle)	V/C <sup>(1)</sup>	(seconds per vehicle) <sup>(2)</sup>											
А	10.0 sec or less	less than 0.60	10.0 sec or less											
B         10.1-20.0 sec         0.60-0.69         10.1-15.0 sec           C         20.1-35.0 sec         0.70-0.79         15.1-25.0 sec														
С	C 20.1-35.0 sec 0.70-0.79 15.1-25.0 sec													
D														
E	55.1-80.0 sec	0.90-0.99	35.1-50.0 sec											
F	80.1 sec or more	1.00 and greater	50.1 sec or more											
(1) Source: Tran	sportation Research Circula	ar 212												
(2) For unsignali	ized intersections if V/C ra	tio is greater than 1	.0 the level of service is LOS F											
regardless of	the projected average con	trol delay per vehicle	2.											

*Table 5: Intersection Levels of Service Delay Ranges* 

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

	Site	e Access/Ea	st Rainbow	Blvd.	East Rainbow	Blvd./Oak St.								
Site Access/East Rainbow Blvd.East Rainbow Blvd./Oak St.Intersection Control: TWSCIntersection: TWSCNBEBLWBLSBLSBLSBLEBL2022 ExistingBAAACA2022 Existing + SiteBAABBA2042 BackgroundBAAACA2022 Existing + SiteCAABA2042 Background + SiteCAABA2022 Existing + SiteBAABA2022 Existing + SiteBAABA2022 Existing + SiteBAAAB2022 Existing + SiteBAAABA2022 Existing + SiteBAAABA2022 Existing + SiteBAAABA2042 Background + SiteCAAABA2042 Background + SiteCAACA														
	NB	EBL	WBL	SBL	SB	EBL								
	١	Neekday M	id-Day Peak	(Hour										
2022 Existing	В	A	А	A	C	А								
2022 Existing + Site	В	A	А	В	В	А								
2042 Background B A A A C A														
2042 Background + Site   C   A   A   B   C   A														
2022 Existing	В	A	А	A	В	А								
2022 Existing + Site	В	A	А	C	В	А								
2042 Background	В	A	А	A	В	А								
2042 Background + Site	С	A	А	C	С	А								
NB = Shared Northbound Le	eft/Right T	urns												
EBL = Eastbound Left Turn														
WBL = Westbound Left Turi	า													
SB = Shared Southbound Le	ft/Right T	urns												
TWSC = Two-way, Stop-sigr	Intersect	ion Traffic C	Control											

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

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

# AUXILIARY TURN LANE RECOMMENDATIONS

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

## Westbound Right-Turn Deceleration Lane

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

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

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

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

## Left-Turn Deceleration Lane

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

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

- 435 feet of deceleration length
- One hundred feet of storage length

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

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

## Westbound Right-Turn Acceleration Lane

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

## THE US 50A/CO 291 INTERSECTION IMPROVEMENTS

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

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

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

## **ADDITIONAL RECOMMENDATIONS**

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

## CONCLUSIONS

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

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

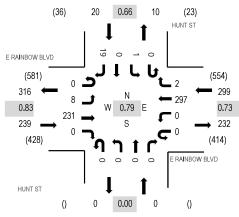
- Although a westbound right-turn acceleration lane on East Rainbow Boulevard at the site access is prescribed based on the projected volumes and criteria in the State Highway Access Code, PES does not recommend that this lane be required. Please refer to the "Auxiliary Turn Lane Recommendations" section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

**APPENDIX A - TRAFFIC COUNT DATA** 

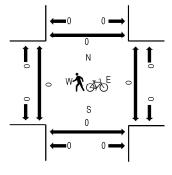


Location: 1 HUNT ST & E RAINBOW BLVD AM Date: Tuesday, April 5, 2022 Peak Hour: 07:30 AM - 08:30 AM Peak 15-Minutes: 07:45 AM - 08:00 AM

#### Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

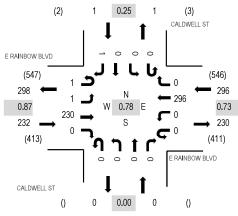
### **Traffic Counts**

	Interval	ER	AINBC Eastb		VD		AINBO Westb	W BLVD ound			HUNT Northb				HUN <sup>-</sup> South				Rolling	Ped	estrian	ı Crossir	ngs
	Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru Righ	t U-T	urn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South I	North
	7:00 AM	0	1	39	0	0	0	39	0	0	0	0	0	0	0	0	2	81	491	0	0	0	1
	7:15 AM	0	1	41	0	0	0	67	3	0	0	0	0	0	1	0	3	116	553	0	0	0	0
	7:30 AM	0	3	49	0	0	0	58	0	0	0	0	0	0	0	0	7	117	558	0	0	0	0
	7:45 AM	0	2	70	0	0	0	101	2	0	0	0	0	0	0	0	2	177	540	0	0	0	0
	8:00 AM	0	2	65	0	0	0	70	0	0	0	0	0	0	1	0	5	143	527	0	0	0	0
	8:15 AM	0	1	47	0	0	0	68	0	0	0	0	0	0	0	0	5	121		0	0	0	0
	8:30 AM	0	6	39	0	0	0	52	0	0	0	0	0	0	0	0	2	99		0	0	0	0
	8:45 AM	0	1	61	0	0	0	93	1	0	0	0	0	0	1	0	7	164		0	0	0	1
C	Count Total	0	17	411	0	0	0	548	6	0	0	0	0	0	3	0	33	1,018		0	0	0	2
	Peak Hour	0	8	231	0	0	0	297	2	0	0	C	C	0	1	(	) 19	9 558	3	0	0	0	0



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

#### **Peak Hour - All Vehicles**

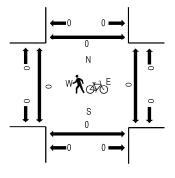


Note: Total study counts contained in parentheses.

#### ----

Traffic Counts																						
	ER	AINBO	DW BL	VD	ER	AINBO	W BLVD		C	ALDW	ELL ST		C	ALDW	ELL ST	-						
Interval		Eastb	ound			Westb	ound			Northb	ound			South	oound			Rolling	Ped	lestriar	n Crossir	igs
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru R	ight	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South I	North
7:00 AM	0	0	41	0	0	0	39	0	0	0	0	0	0	0	0	0	80	470	0	0	0	1
7:15 AM	0	0	47	0	0	0	65	1	0	0	0	0	0	0	0	0	113	527	0	0	0	0
7:30 AM	0	0	49	0	0	0	58	0	0	0	0	0	0	0	0	0	107	529	0	0	0	0
7:45 AM	0	0	67	0	0	0	102	0	0	0	0	0	0	0	0	1	170	512	0	0	0	0
8:00 AM	0	1	66	0	0	0	70	0	0	0	0	0	0	0	0	0	137	491	0	0	0	0
8:15 AM	1	0	48	0	0	0	66	0	0	0	0	0	0	0	0	0	115		0	0	0	0
8:30 AM	0	0	37	0	0	0	53	0	0	0	0	0	0	0	0	0	90		0	0	0	0
8:45 AM	0	1	55	0	0	0	92	0	0	0	0	0	0	1	0	0	149		0	0	0	1
Count Total	1	2	410	0	0	0	545	1	0	0	0	0	0	1	0	1	961		0	0	0	2
Peak Hour	1	1	230	0	0	0	296	0	0	0	0	0	0	(	) (	)	1 529	9	0	0	0	0

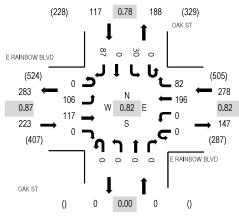
#### Peak Hour - Pedestrians/Bicycles on Crosswalk



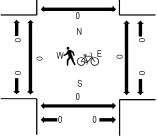


Location: 3 OAK ST & E RAINBOW BLVD AM Date: Tuesday, April 5, 2022 Peak Hour: 07:30 AM - 08:30 AM Peak 15-Minutes: 07:45 AM - 08:00 AM

#### Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

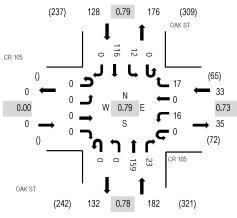
### **Traffic Counts**

Interval		ER	AINBC Eastb		VD		AINBO' Westb	W BLVD ound	)		OAK Northb				OAK South				Rolling	Ped	lestriar	n Crossir	ngs
Start Tim	ie	U-Turn	Left	Thru	Right	U-Turn	Left	Thru F	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
7:00 AN	1	0	18	23	0	0	0	24	17	0	0	0	0	0	3	0	17	102	564	0	0	0	0
7:15 AN	1	1	20	22	0	0	0	48	20	0	0	0	0	0	7	0	21	139	616	0	0	0	0
7:30 AN	1	0	20	28	0	0	0	43	20	0	0	0	0	0	7	0	17	135	618	0	0	0	0
7: <b>4</b> 5 AN	1	0	36	28	0	0	0	60	25	0	0	0	0	0	10	0	29	188	600	0	0	0	0
8:00 AN	1	0	29	35	0	0	0	41	19	0	0	0	0	0	4	0	26	154	576	0	0	0	0
8:15 AN	1	0	21	26	0	0	0	52	18	0	0	0	0	0	9	0	15	141		0	0	0	0
8:30 AN	1	0	12	27	0	0	0	34	16	0	0	0	0	0	9	0	19	117		0	0	0	0
8:45 AN	1	0	22	39	0	0	0	52	16	0	0	0	0	0	10	0	25	164		0	0	0	0
Count Total		1	178	228	0	0	0	354	151	0	0	0	0	0	59	0	169	1,140		0	0	0	0
Peak Hour		0	106	117	0	0	0	196	82	0	0	0	C	0	30	) (	) 87	<sup>7</sup> 618	3	0	0	0	0



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

#### Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

### **Traffic Counts**

#### 

-0

0 -

Peak Hour - Pedestrians/Bicycles on Crosswalk

Interval		CR Eastb				CR 1 Westb				OAK Northb				OAK Southb				Rolling	Ped	estrian	ı Crossir	ıgs
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South I	North
 7:00 AM	0	0	0	0	0	3	0	1	0	0	29	6	0	0	13	0	52	303	0	0	0	0
7:15 AM	0	0	0	0	0	3	0	1	0	0	36	4	0	1	27	0	72	343	0	0	0	0
7:30 AM	0	0	0	0	0	6	0	2	0	0	36	4	0	0	22	0	70	340	0	0	0	0
7:45 AM	0	0	0	0	0	6	0	7	0	0	49	9	0	5	33	0	109	332	0	0	0	2
8:00 AM	0	0	0	0	0	1	0	7	0	0	38	6	0	6	34	0	92	320	0	0	0	0
8:15 AM	0	0	0	0	0	4	0	5	0	0	35	3	0	5	17	0	69		0	0	0	1
8:30 AM	0	0	0	0	0	1	0	3	0	0	21	6	0	5	26	0	62		0	0	0	0
8:45 AM	0	0	0	0	0	11	0	4	0	0	35	4	0	8	35	0	97		0	0	0	0
Count Total	0	0	0	0	0	35	(	) 30	0	0	279	42	0	30	207	0	623		0	0	0	3
Peak Hour	0	0	0	0	0	16	C	) 17	0	0	159	23	0	12	. 116	6 (	) 343	3	0	0	0	2



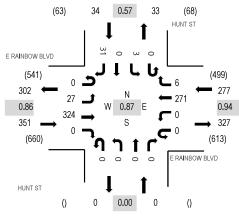
 Location:
 1 HUNT ST & E RAINBOW BLVD PM

 Date:
 Tuesday, April 5, 2022

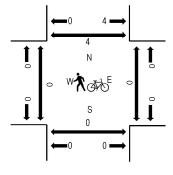
 Peak Hour:
 04:00 PM - 05:00 PM

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

#### Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

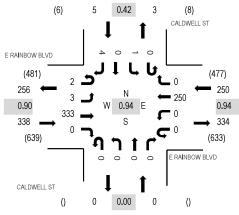
### **Traffic Counts**

	Interval	ER	AINBC Eastb	DW BLY ound	/D	ER	AINBO Westb	W BLVD ound			HUNT Northb				HUN South				Rolling	Ped	lestriar	n Crossir	ngs
	Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru Ri	ight	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
	4:00 PM	0	6	96	0	0	0	71	3	0	0	0	0	0	1	0	14	191	662	0	0	0	3
	4:15 PM	0	7	72	0	0	0	72	0	0	0	0	0	0	1	0	6	158	637	0	0	0	1
	4:30 PM	0	6	73	0	0	0	67	0	0	0	0	0	0	0	0	5	151	633	0	0	0	0
	4:45 PM	0	8	83	0	0	0	61	3	0	0	0	0	0	1	0	6	162	607	0	0	0	0
	5:00 PM	0	8	86	0	0	0	59	2	0	0	0	0	0	1	0	10	166	560	0	0	0	0
	5:15 PM	0	7	72	0	0	0	67	0	0	0	0	0	0	2	0	6	154		0	0	0	1
	5:30 PM	0	8	72	0	0	0	36	2	0	0	0	0	0	3	0	4	125		0	0	0	0
	5:45 PM	0	6	50	0	0	0	54	2	0	0	0	0	0	0	0	3	115		0	0	0	1
(	Count Total	0	56	604	0	0	0	487	12	0	0	0	0	0	9	0	54	1,222		0	0	0	6
	Peak Hour	0	27	324	0	0	0	271	6	0	0	C	) (	0		3 (	) 3'	1 662	2	0	0	0	4



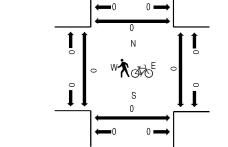
Location: 2 CALDWELL ST & E RAINBOW BLVD PM Date: Tuesday, April 5, 2022 Peak Hour: 04:00 PM - 05:00 PM Peak 15-Minutes: 04:15 PM - 04:30 PM

#### Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

### **Traffic Counts**



	ER		DW BL	VD			W BLVD	(	CALDWI		-	(		ELL SI	-						
Interval		Eastb	ound			Westb	ound		Northb	ound			South	bound			Rolling	Peo	lestrian	n Crossin	ıgs
 Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South N	North
4:00 PM	0	0	85	0	0	0	58	) 0	0	0	0	0	0	0	0	143	593	0	0	0	0
4:15 PM	1	1	86	0	0	0	67	0 (	0	0	0	0	0	0	2	157	586	0	0	0	0
4:30 PM	0	1	93	0	0	0	60	) 0	0	0	0	0	0	0	0	154	575	0	0	0	0
4:45 PM	1	1	69	0	0	0	65	0 0	0	0	0	0	1	0	2	139	561	0	0	0	0
5:00 PM	0	3	72	0	0	0	60	1 0	0	0	0	0	0	0	0	136	529	0	0	0	0
5:15 PM	0	0	89	0	0	0	57	0 0	0	0	0	0	0	0	0	146		0	0	0	0
5:30 PM	0	0	79	0	0	0	59	1 0	0	0	0	0	1	0	0	140		0	0	0	1
5:45 PM	0	0	58	0	0	0	49	0 0	0	0	0	0	0	0	0	107		0	0	0	0
Count Total	2	6	631	0	0	0	475	2 0	0	0	0	0	2	0	4	1,122	)	0	0	0	1
 Peak Hour	2	3	333	0	0	0	250	0 C	0	C	) (	) 0		1 (	)	4 593	3	0	0	0	0

## Peak Hour - Pedestrians/Bicycles on Crosswalk



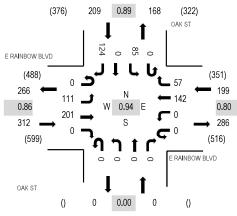
 Location:
 3 OAK ST & E RAINBOW BLVD PM

 Date:
 Tuesday, April 5, 2022

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

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

#### Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles on Crosswalk

Note: Total study counts contained in parentheses.

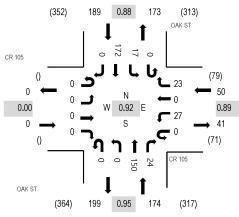
### **Traffic Counts**

	Interval	EF	AINBC Eastb	DW BL\ ound	VD		AINBO Westb	W BLVE ound	)		OAK Northb				OAk South				Rolling	Ped	lestriar	n Crossir	ngs
	Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru F	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
	4:00 PM	0	34	59	0	0	0	37	11	0	0	0	0	0	16	0	32	189	718	0	0	0	0
	4:15 PM	0	23	53	0	0	0	42	7	0	0	0	0	0	24	0	26	175	720	0	0	0	0
	4:30 PM	0	31	38	0	0	0	41	22	0	0	0	0	0	17	0	33	182	713	0	0	0	0
	4:45 PM	0	30	52	0	0	0	30	11	0	0	0	0	0	16	0	33	172	651	0	0	0	0
	5:00 PM	0	27	58	0	0	0	29	17	0	0	0	0	0	28	0	32	191	608	0	0	0	0
	5:15 PM	0	31	44	0	0	0	28	11	0	0	0	0	0	20	0	34	168		0	0	0	0
	5:30 PM	0	27	42	0	0	0	16	10	0	0	0	0	0	6	0	19	120		0	0	0	0
	5:45 PM	0	17	33	0	0	0	26	13	0	0	0	0	0	10	0	30	129		0	0	0	0
(	Count Total	0	220	379	0	0	0	249	102	0	0	0	0	0	137	0	239	1,326		0	0	0	0
	Peak Hour	0	111	201	0	0	0	142	57	0	0	C	) (	0	85	5 (	) 124	F 720	)	0	0	0 0	0



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

#### **Peak Hour - All Vehicles**



Note: Total study counts contained in parentheses.

### **Traffic Counts**

#### 

Peak Hour - Pedestrians/Bicycles on Crosswalk

	Interval		CR <sup>2</sup> Eastbo				CR 1 Westbo				OAK Northb				OAK South				Rolling	Ped	estrian	n Crossir	ngs
	Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South I	North
	4:00 PM	0	0	0	0	0	4	0	2	0	0	41	5	0	6	46	0	104	389	0	0	2	0
	4:15 PM	0	0	0	0	0	1	0	6	0	0	25	3	0	4	50	0	89	397	1	0	0	0
	4:30 PM	0	0	0	0	0	5	0	9	0	0	41	4	0	4	34	0	97	413	0	0	0	0
	4:45 PM	0	0	0	0	0	8	0	6	0	0	34	6	0	4	41	0	99	385	0	0	0	0
	5:00 PM	0	0	0	0	0	11	0	3	0	0	41	5	0	7	45	0	112	359	0	0	0	0
	5:15 PM	0	0	0	0	0	3	0	5	0	0	34	9	0	2	52	0	105		0	0	0	0
	5:30 PM	0	0	0	0	0	3	0	3	0	0	33	5	0	3	22	0	69		0	0	0	0
	5:45 PM	0	0	0	0	0	8	0	2	0	0	28	3	0	1	31	0	73		0	0	0	1
Со	unt Total	0	0	0	0	0	43	C	) 36	0	0	277	40	0	31	321	0	748		1	0	2	1
Pe	eak Hour	0	0	0	0	0	27	0	23	0	0	150	24	. 0	17	172	2 (	) 413		0	0	0	0

**APPENDIX B - PTV VISTRO INTERSECTION CAPACITY REPORTS** 

Version 2022 (SP 0-3)

Scenario 1: 1 AM Existing

### Intersection Level Of Service Report

Intersection 102: Rainbow Blvd / Oak St.

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

#### Intersection Setup

Name	Oa	k St.			U	S 50
Approach	South	bound	East	bound	West	tbound
Lane Configuration	1	Г	1	11	11	r
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	11.48	11.48	11.48	11.48	11.48	11.48
No. of Lanes in Entry Pocket	0	1	1	0	0	1
Entry Pocket Length [ft]	100.00	50.00	400.00	100.00	100.00	350.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30	.00	45	5.00	45	5.00
Grade [%]	0.	00	0	.00	0	.00
Crosswalk	Y	es	1	No	1	No
Volumes			•		-	
Name	Oa	k St.			US	S 50
Base Volume Input [veh/h]	30	87	106	117	196	82
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.00	0.00	0.00	0.00	0.00	0.00
Growth Eactor	1 0000	1 0000	1 0000	1 0000	1 0000	1 0000

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

Generated with PTV VISTRO

Version 2022 (SP 0-3)

#### Intersection Settings

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

#### Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.12	0.12	0.00	0.00	0.00		
d_M, Delay for Movement [s/veh]	15.28	9.46	8.30	0.00	0.00	0.00		
Movement LOS	С	A	A	A	A	A		
95th-Percentile Queue Length [veh/In]	0.32	0.40	0.39	0.00	0.00	0.00		
95th-Percentile Queue Length [ft/In]	8.08	10.09	9.81	0.00	0.00	0.00		
d_A, Approach Delay [s/veh]	10	).96	4	.14	0.	.00		
Approach LOS		В		A		A		
d_I, Intersection Delay [s/veh]	3.63							
Intersection LOS	С							

Version 2022 (SP 0-3)

#### Intersection Level Of Service Report

Intersection 633: Rainbow Blvd. / Site Access

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

#### Intersection Setup

Name							Ra	ainbow Bl	/d.				
Approach	N	lorthboun	d	S	Southboun	d	I	Eastbound	ł	\ \	Vestbound	d	
Lane Configuration		+			+			h			41		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	0	0	0	
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Speed [mph]		30.00	-		30.00	-		45.00	-		45.00	-	
Grade [%]		0.00			0.00			0.00			0.00		
Crosswalk		No			No			No			No		
Volumes													
Name							Ra	ainbow B <b>I</b>	/d.				
Base Volume Input [veh/h]	9	0	7	0	0	0	0	230	15	1	283	0	
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Total Hourly Volume [veh/h]	9	0	7	0	0	0	0	230	15	1	283	0	
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	
Total 15-Minute Volume [veh/h]	2	0	2	0	0	0	0	58	4	0	71	0	
Total Analysis Volume [veh/h]	9	0	7	0	0	0	0	230	15	1	283	0	
Pedestrian Volume [ped/h]		0			0			0			0		

Generated with PTV VISTRO

Version 2022 (SP 0-3)

#### Intersection Settings

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

#### Movement, Approach, & Intersection Results

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

Version 2022 (SP 0-3)

Scenario 1: 1 AM Existing

#### Intersection Level Of Service Report

Intersection 634: Rainbow Blvd. / Hunt St.

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

#### Intersection Setup

Name	Hunt St.		Rainbow Blvd.			Rainbow Blvd.		
Approach	Southbound		Eastbound			Westbound		
Lane Configuration	т		7			IF		
Turning Movement	Left	Right	U-turn	Left	Thru	Thru	Right	
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	
No. of Lanes in Entry Pocket	0	0	1	0	0	0	0	
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Speed [mph]	30.00		30.00			30.00		
Grade [%]	0.00		0.00			0.00		
Crosswalk	Yes			No			No	
Volumes	-							
	1							

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

Version 2022 (SP 0-3)

## Intersection Settings

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

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

Diverted Trips [veh/h]

Pass-by Trips [veh/h]

Existing Site Adjustment Volume [veh/h] Other Volume [veh/h]

Total Hourly Volume [veh/h]

Peak Hour Factor

Other Adjustment Factor Total 15-Minute Volume [veh/h]

Total Analysis Volume [veh/h]

Pedestrian Volume [ped/h]

0.8100

1.0000

Version 2022 (SP 0-3)

Scenario 1: 1 AM Existing

## Intersection Level Of Service Report

Intersection 635: Oak St. / CR 105

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

#### Intersection Setup

Name	Oak St.		Oa	Oak St.		County Road 105	
Approach	North	bound	South	Southbound Westbou		lbound	
Lane Configuration	H	•	*	1		T	
Turning Movement	Thru	Right	Left	Thru	Left	Right	
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	
No. of Lanes in Entry Pocket	0	0	0	0	0	0	
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	
No. of Lanes in Exit Pocket	0	0	0	0	0	0	
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	
Speed [mph]	30	30.00 30.00		0.00	30.00		
Grade [%]	0.	0.00 0.00		.00	0.00		
Crosswalk	N	lo	1	10	No		
olumes							
Name	Oal	< St.	Oa	k St.	County	Road 105	
Base Volume Input [veh/h]	159	23	12	116	16	17	
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	
In-Process Volume [veh/h]	0	0	0	0	0	0	

0.6700

1.0000

0.7500

1.0000

0.8500

1.0000

0.7500

1.0000

0.7900

1.0000

Version 2022 (SP 0-3)

## Intersection Settings

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

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.03	0.03
d_M, Delay for Movement [s/veh]	0.00	0.00	7.71	0.00	11.20	9.68
Movement LOS	А	A	A	A	В	A
95th-Percentile Queue Length [veh/In]	0.00	0.00	0.03	0.03	0.19	0.19
95th-Percentile Queue Length [ft/In]	0.00	0.00	0.67	0.67	4.85	4.85
d_A, Approach Delay [s/veh]	0.00		0.81		10.42	
Approach LOS		٩		A		В
d_I, Intersection Delay [s/veh]	1.34					
Intersection LOS	В					

Scenario 2: 2 PM Existing

## Intersection Level Of Service Report

Intersection 102: Rainbow Blvd / Oak St.

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

#### Intersection Setup

Name	Oak Street		East Rainbow Boulevard		US 50	
Approach	South	bound	East	bound	West	bound
Lane Configuration	nr nli		11		11	Г
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	11.48	11.48	11.48	11.48	11.48	11.48
No. of Lanes in Entry Pocket	0	1	1	0	0	1
Entry Pocket Length [ft]	100.00	50.00	400.00	100.00	100.00	350.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		45.00		45.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

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

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## Intersection Settings

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

V/C, Movement V/C Ratio	0.25	0.13	0.09	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	15.47	9.27	7.95	0.00	0.00	0.00
Movement LOS	С	A	A	A	A	A
95th-Percentile Queue Length [veh/In]	0.96	0.45	0.28	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	23.94	11.34	7.12	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	12	2.16	2.64		0.00	
Approach LOS		В		A		A
d_I, Intersection Delay [s/veh]	4.61					
Intersection LOS	С					

Scenario 2: 2 PM Existing

# Intersection Level Of Service Report

Intersection 134: Oak St. / CR 105

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

Name	Oak	Street	Oak	Street	CR	105
Approach	North	bound	South	ibound	Westbound	
Lane Configuration	H	•		1	7	r
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	11.48	11.48	11.48	11.48	11.48	11.48
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	62	.14	62		31.07	
Grade [%]	0.	00	0.	.00	0.	00
Crosswalk	N	lo	No		No	
/olumes	-		•		•	
Name	Oak	Street	Oak	Street	CR	105
	+		l			

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

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## Intersection Settings

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

V/C, Movement V/C Ratio	0.00	0.00	0.02	0.00	0.08	0.04
d_M, Delay for Movement [s/veh]	0.00	0.00	7.65	0.00	12.06	9.87
Movement LOS	А	A	A	A	В	А
95th-Percentile Queue Length [veh/In]	0.00	0.00	0.06	0.06	0.40	0.40
95th-Percentile Queue Length [ft/ln]	0.00	0.00	1.38	1.38	9.88	9.88
d_A, Approach Delay [s/veh]	0.	00	0.	82	11	.11
Approach LOS	A A B				В	
d_I, Intersection Delay [s/veh]	2.07					
Intersection LOS	В					

Scenario 2: 2 PM Existing

## Intersection Level Of Service Report

Intersection 405: Rainbow Blvd. / Hunt St.

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

#### Intersection Setup

Name	Hunt	Street	East I	Rainbow Bou	levard	East Rainbo	w Boulevard		
Approach	South	bound		Eastbound			Westbound		
Lane Configuration	1		7		١٢				
Turning Movement	Left	Right	U-turn	Left	Thru	Thru	Right		
Lane Width [ft]	11.48	11.48	11.48	11.48	11.48	11.48	11.48		
No. of Lanes in Entry Pocket	0	0	1	0	0	0	0		
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00		
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0		
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00		
Speed [mph]	30.	.00		45.00			45.00		
Grade [%]	0.0	0.00		0.00			0.00		
Crosswalk	Ye	Yes		No		No			

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

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## Intersection Settings

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

V/C, Movement V/C Ratio	0.01	0.04	0.00	0.02	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	12.97	9.33	10.08	7.89	0.00	0.00	0.00
Movement LOS	В	А	В	А	А	А	А
95th-Percentile Queue Length [veh/In]	0.14	0.14	0.07	0.07	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	3.62	3.62	1.68	1.68	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.3	83		0.53		0.	00
Approach LOS	ŀ	Ą		А		/	4
d_I, Intersection Delay [s/veh]	0.77						
Intersection LOS	В						

## Intersection Level Of Service Report

Intersection 633: Rainbow Blvd. / Site Access

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

Name							East Ra	ainbow Bo	ulevard	East Ra	ainbow Bo	ulevard
Approach	١	Northboun	d	S	Southboun	d	I	Eastbound	d	\ \	Vestboun	d
Lane Configuration		+			+		비난				41-	
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]		30.00			30.00			45.00			45.00	
Grade [%]		0.00			0.00			0.00			0.00	
Crosswalk		No			No		No				No	
Volumes				-								
Name						East Rainbow Boulevard		East Rainbow Boulevard				
Base Volume Input [veh/h]	16	0	31	0	0	0	0	334	37	10	266	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	16	0	31	0	0	0	0	334	37	10	266	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	0	8	0	0	0	0	84	9	3	67	0
Total Analysis Volume [veh/h]	16	0	31	0	0	0	0	334	37	10	266	0
Pedestrian Volume [ped/h]		0			0			0			0	

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## Intersection Settings

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

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

Scenario 3: 3 AM Existing + Project

## Intersection Level Of Service Report

Intersection 102: Rainbow Blvd / Oak St.

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

#### Intersection Setup

Name	Collegiate F	eaks Byway	East Rainbo	w Boulevard	US 50		
Approach	South	bound	East	oound	Westbound		
Lane Configuration	П	Г	П	11		Г	
Turning Movement	Left	Right	Left	Thru	Thru	Right	
Lane Width [ft]	11.48	11.48	11.48	11.48	11.48	11.48	
No. of Lanes in Entry Pocket	0	1	1	0	0	1	
Entry Pocket Length [ft]	100.00	50.00	400.00	100.00	100.00	350.00	
No. of Lanes in Exit Pocket	0	0	0	0	0	0	
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	
Speed [mph]	30	.00	45	.00	45.00		
Grade [%]	0.00		0.	00	0.00		
Crosswalk	Yes			lo	No		

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

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## Intersection Settings

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

V/C, Movement V/C Ratio	0.11	0.15	0.14	0.00	0.00	0.00		
d_M, Delay for Movement [s/veh]	16.56	9.64	8.38	0.00	0.00	0.00		
Movement LOS	C A		A	A A		A		
95th-Percentile Queue Length [veh/In]	0.36	0.54	0.48	0.00	0.00	0.00		
95th-Percentile Queue Length [ft/ln]	9.07	13.57	11.95	0.00	0.00	0.00		
d_A, Approach Delay [s/veh]	11	.11	4.	51	0.00			
Approach LOS		В		٩		A		
d_I, Intersection Delay [s/veh]	4.10							
Intersection LOS	С							

Scenario 3: 3 AM Existing + Project

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## Intersection Level Of Service Report

Intersection 633: Rainbow Blvd. / Site Access

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

Name							East Ra	ainbow Bo	ulevard	East Ra	ainbow Bo	ulevard	
Approach	١	lorthboun	d	S	Southboun	d	1	Eastbound	ł	۱ V	Vestbound	d	
Lane Configuration		+			+			٦IF			41-		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	0	0	0	
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Speed [mph]		30.00			30.00	-		45.00	-		45.00	-	
Grade [%]		0.00			0.00			0.00			0.00		
Crosswalk		No			No			No			No		
Volumes													
Name						East Rainbow Boulevard			East Rainbow Boulevard				
Base Volume Input [veh/h]	9	0	7	0	0	0	0	230	15	1	283	0	
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Site-Generated Trips [veh/h]	0	0	0	21	0	43	36	0	0	0	0	26	
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Total Hourly Volume [veh/h]	9	0	7	21	0	43	36	230	15	1	283	26	
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	
Total 15-Minute Volume [veh/h]	2	0	2	5	0	11	9	58	4	0	71	7	
Total Analysis Volume [veh/h]	9	0	7	21	0	43	36	230	15	1	283	26	
Pedestrian Volume [ped/h]		0			0	-		0	-		0	-	

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## Intersection Settings

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

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

Scenario 3: 3 AM Existing + Project

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## Intersection Level Of Service Report

Intersection 634: Rainbow Blvd. / Hunt St.

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

Name									
Approach	South	bound		Eastbound		West	bound		
Lane Configuration	1	r†		7		11	H		
Turning Movement	Left	Right	U-turn	Left	Thru	Thru	Right		
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00		
No. of Lanes in Entry Pocket	0	0	1	0	0	0	0		
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00		
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0		
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00		
Speed [mph]	30	.00		30.00		30	.00		
Grade [%]	0.	00		0.00		0.	00		
Crosswalk	Y	es		No		Ν	No		
/olumes									
Name									
Base Volume Input [veh/h]	1	19	0	8	231	297	2		
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000		
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00		
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000		
In-Process Volume [veh/h]	0	0	0	0	0	0	0		
Site-Generated Trips [veh/h]	0	0	0	0	36	43	0		
Diverted Trips [veh/h]	0	0	0	0	0	0	0		
Pass-by Trips [veh/h]	0	0	0	0	0	0	0		
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0		
Other Volume [veh/h]	0	0	0	0	0	0	0		
Total Hourly Volume [veh/h]	1	19	0	8	267	340	2		
Peak Hour Factor	1.0000	0.6800	1.0000	0.4600	0.8300	0.7400	1.0000		
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000		
Total 15-Minute Volume [veh/h]	0	7	0	4	80	115	1		
Total Analysis Volume [veh/h]	1	28	0	17	322	459	2		
Pedestrian Volume [ped/h]		) )		0		(	0		

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## Intersection Settings

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

V/C, Movement V/C Ratio	0.00	0.04	0.00	0.02	0.00	0.00	0.00	
d_M, Delay for Movement [s/veh]	14.36	9.86	11.54	8.34	0.00	0.00	0.00	
Movement LOS	В	А	В	А	А	А	А	
95th-Percentile Queue Length [veh/In]	0.12	0.12	0.05	0.05	0.00	0.00	0.00	
95th-Percentile Queue Length [ft/ln]	3.03	3.03	1.18	1.18	0.00	0.00	0.00	
d_A, Approach Delay [s/veh]	10.	.01	0.42			0.00		
Approach LOS	E	3	A			A		
d_I, Intersection Delay [s/veh]	0.52							
Intersection LOS	В							

Scenario 3: 3 AM Existing + Project

## Intersection Level Of Service Report

Intersection 635: Oak St. / CR 105

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

#### Intersection Setup

Name	Collegiate Peaks Byway		Collegiate Peaks Byway		County Road 105		
Approach	North	bound	South	bound	Westbound		
Lane Configuration	F		•	-		Ŧ	
Turning Movement	Thru	Right	Left	Thru	Left	Right	
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	
No. of Lanes in Entry Pocket	0	0	0	0	0	0	
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	
No. of Lanes in Exit Pocket	0	0	0	0	0	0	
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	
Speed [mph]	30	.00	30	30.00		30.00	
Grade [%]	0.00		0.	0.00		0.00	
Crosswalk	No		No		No		

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

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## Intersection Settings

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

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.04	0.03	
d_M, Delay for Movement [s/veh]	0.00	0.00	7.77	0.00	11.70	9.87	
Movement LOS	А	A	A	А	В	А	
95th-Percentile Queue Length [veh/In]	0.00	0.00	0.03	0.03	0.21	0.21	
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.67	0.67	5.15	5.15	
d_A, Approach Delay [s/veh]	0.	00	0.68		10.76		
Approach LOS	/	4	A		В		
d_I, Intersection Delay [s/veh]	1.22						
Intersection LOS	В						

Scenario 4: 4 PM Existing + Project

## Intersection Level Of Service Report

Intersection 102: Rainbow Blvd / Oak St.

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

#### Intersection Setup

Name	Oak	Street	East Rainbow Boulevard		US 50			
Approach	South	bound	Eastt	oound	Westbound			
Lane Configuration	חר		П	711		llr		
Turning Movement	Left	Right	Left	Thru	Thru	Right		
Lane Width [ft]	11.48	11.48	11.48	11.48	11.48	11.48		
No. of Lanes in Entry Pocket	0	1	1	0	0	1		
Entry Pocket Length [ft]	100.00	50.00	400.00	100.00	100.00	350.00		
No. of Lanes in Exit Pocket	0	0	0	0	0	0		
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00		
Speed [mph]	30	.00	45	45.00		45.00		
Grade [%]	0.	0.00		0.00		0.00		
Crosswalk	Y	es	Ν	No		No		

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

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## Intersection Settings

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

V/C, Movement V/C Ratio	0.27	0.16	0.10	0.00	0.00	0.00	
d_M, Delay for Movement [s/veh]	16.67	9.44	8.01	0.00	0.00	0.00	
Movement LOS	С	А	A	A	A	A	
95th-Percentile Queue Length [veh/In]	1.06	0.58	0.34	0.00	0.00	0.00	
95th-Percentile Queue Length [ft/ln]	26.56	14.43	8.51	0.00	0.00	0.00	
d_A, Approach Delay [s/veh]	12	.45	2.92		0.00		
Approach LOS	E	3		А		A	
d_I, Intersection Delay [s/veh]	5.00						
Intersection LOS	С						

Scenario 4: 4 PM Existing + Project

# Intersection Level Of Service Report

Intersection 134: Oak St. / CR 105

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

Name	Oak S	Street	Oak	Street	CR 105		
Approach	Northl	bound	South	bound	Westbound		
Lane Configuration	F			1	т		
Turning Movement	Thru	Right	Left	Thru	Left	Right	
Lane Width [ft]	11.48	11.48	11.48	11.48	11.48	11.48	
No. of Lanes in Entry Pocket	0	0	0	0	0	0	
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	
No. of Lanes in Exit Pocket	0	0	0	0	0	0	
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	
Speed [mph]	62.	.14	62	.14	31.07		
Grade [%]	0.0	00	0.	00	0.00		
Crosswalk	N	0	N	lo	No		
Volumes			-		-		
Name	Oak S	Street	Oak	Street	CR 105		

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

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## Intersection Settings

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

V/C, Movement V/C Ratio	0.00	0.00	0.02	0.00	0.08	0.04		
d_M, Delay for Movement [s/veh]	0.00	0.00	7.70	7.70 0.00		10.09		
Movement LOS	А	A	A	А	В	В		
95th-Percentile Queue Length [veh/In]	0.00	0.00	0.06	0.06	0.42	0.42		
95th-Percentile Queue Length [ft/ln]	0.00	0.00	1.41	1.41 1.41		10.56		
d_A, Approach Delay [s/veh]	0.	.00	0	.72	11	1.54		
Approach LOS		A		A	В			
d_I, Intersection Delay [s/veh]	1.93							
Intersection LOS	В							

## Intersection Level Of Service Report

Intersection 405: Rainbow Blvd. / Hunt St.

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

Name	Hunt	East I	Rainbow Bou	evard	East Rainbow Boulevard			
Approach	South		Eastbound			bound		
Lane Configuration	т я <u>іі</u>				١٢			
Turning Movement	Left	Right	U-turn	Left	Thru	Thru	Right	
Lane Width [ft]	11.48	11.48 11.48		11.48	11.48	11.48	11.48	
No. of Lanes in Entry Pocket	0	0	1	0	0	0	0	
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Speed [mph]	30.	.00		45.00			45.00	
Grade [%]	0.0	00		0.00		0.00		
Crosswalk	Yes			No		No		
/olumes	•		•		•			
Name	Hunt Street		East I	Rainbow Bou	evard	East Rainbow Boulevard		

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

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## Intersection Settings

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

V/C, Movement V/C Ratio	0.01	0.04	0.00	0.02	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	13.78	9.48	10.44	8.00	0.00	0.00	0.00
Movement LOS	В	А	В	А	А	A	А
95th-Percentile Queue Length [veh/In]	0.15	0.15	0.07	0.07	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	3.80	3.80	1.75	1.75	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10.	.08		0.49		0.	00
Approach LOS	E	3	A A				
d_I, Intersection Delay [s/veh]	0.70						
Intersection LOS	В						

Scenario 4: 4 PM Existing + Project

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## Intersection Level Of Service Report

Intersection 633: Rainbow Blvd. / Site Access

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

Name							East Ra	ainbow Bo	ulevard	East Ra	ainbow Bo	ulevard		
Approach	١	lorthboun	d	S	Southboun	d	1	Eastbound	ł	۱ V	Vestbound	d		
Lane Configuration		+			+			٦IF			41-			
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00		
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	0	0	0		
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00		
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0		
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		
Speed [mph]		30.00			30.00			45.00	-		45.00 0.00 No inbow Boulevard			
Grade [%]		0.00			0.00			0.00			12.00         12.00           0         0           100.00         100.00           0         0           0.00         0.00           45.00         0.00           45.00         0.00           45.00         0.00           45.00         1.000           100.00         1.0000           266         0           1.0000         1.0000			
Crosswalk		No			No			No			No			
Volumes														
Name							East Ra	ainbow Bo	ulevard	East Ra	ainbow Bo	0.00 No 266 0 1.0000 1.0000 2.00 2.00		
Base Volume Input [veh/h]	16	0	31	0	0	0	0	334	37	10	266	0		
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000		
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00		
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000		
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0		
Site-Generated Trips [veh/h]	0	0	0	23	0	41	39	0	0	0	0	31		
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0		
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0		
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0		
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0		
Total Hourly Volume [veh/h]	16	0	31	23	0	41	39	334	37	10	266	31		
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000		
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000		
Total 15-Minute Volume [veh/h]	4	0	8	6	0	10	10	84	9	3	67	8		
Total Analysis Volume [veh/h]	16	0	31	23	0	41	39	334	37	10	266	31		
Pedestrian Volume [ped/h]		0			0	-		0	-		0	-		

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## Intersection Settings

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

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

Scenario 5: 5 2042 AM Base

## Intersection Level Of Service Report

Intersection 102: Rainbow Blvd / Oak St.

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

#### Intersection Setup

Name	Collegiate F	Peaks Byway	East Rainbo	ow Boulevard	US 50			
Approach	Southbound		East	Eastbound		Westbound		
Lane Configuration	1	Г	1	11		Г		
Turning Movement	Left	Right	Left	Thru	Thru	Right		
Lane Width [ft]	11.48	11.48	11.48	11.48	11.48	11.48		
No. of Lanes in Entry Pocket	0	1	1	0	0	1		
Entry Pocket Length [ft]	100.00	50.00	400.00	100.00	100.00	350.00		
No. of Lanes in Exit Pocket	0	0	0	0	0	0		
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00		
Speed [mph]	30	0.00	45	5.00	45.00			
Grade [%]	0.00		0	0.00		0.00		
Crosswalk	Yes		1	No	No			

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

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### Intersection Settings

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

V/C, Movement V/C Ratio	0.12	0.13	0.13	0.00	0.00	0.00	
d_M, Delay for Movement [s/veh]	16.44 9.59		8.43	0.00	0.00	0.00	
Movement LOS	С	A	A	A	A	A	
95th-Percentile Queue Length [veh/In]	0.39	0.45	0.44	0.00	0.00	0.00	
95th-Percentile Queue Length [ft/ln]	9.68	11.23	11.04	0.00	0.00	0.00	
d_A, Approach Delay [s/veh]	11	.36	4.19		0.00		
Approach LOS		В		A		A	
d_I, Intersection Delay [s/veh]	3.72						
Intersection LOS	С						

## Intersection Level Of Service Report

Intersection 633: Rainbow Blvd. / Site Access

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

Name							East Ra	ainbow Bo	oulevard	East Ra	ainbow Bo	ulevard
Approach	١	lorthboun	d	S	Southboun	d	I	Eastbound	d	\ \	Vestbound	b
Lane Configuration		+			+			٦IF			41-	
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]		30.00			30.00			45.00			45.00	
Grade [%]		0.00			0.00			0.00			0.00	
Crosswalk	No			No			No			No		
Volumes												
Name							East Rainbow Boulevard			East Rainbow Boulevard		
Base Volume Input [veh/h]	9	0	7	0	0	0	0	230	15	1	283	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	0	8	0	0	0	0	249	16	1	307	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	0	2	0	0	0	0	62	4	0	77	0
Total Analysis Volume [veh/h]	10	0	8	0	0	0	0	249	16	1	307	0
Pedestrian Volume [ped/h]		0			0			0			0	

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## Intersection Settings

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

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

# Intersection Level Of Service Report

Intersection 634: Rainbow Blvd. / Hunt St.

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

Name									
Approach	Southbound			Eastbound			Westbound		
Lane Configuration	1	r†		<b>7</b>			١٢		
Turning Movement	Left	Right	U-turn	Left	Thru	Thru	Right		
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00		
No. of Lanes in Entry Pocket	0	0	1	0	0	0	0		
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00		
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0		
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00		
Speed [mph]	30	.00		30.00		30	.00		
Grade [%]	0.	00		0.00		0.00			
Crosswalk	Y	es	No		No				
Volumes									
Name									
Base Volume Input [veh/h]	1	19	0	8	231	297	2		
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000		
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00		
Growth Factor	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840		
In-Process Volume [veh/h]	0	0	0	0	0	0	0		
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0		
Diverted Trips [veh/h]	0	0	0	0	0	0	0		
Pass-by Trips [veh/h]	0	0	0	0	0	0	0		
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0		
Other Volume [veh/h]	0	0	0	0	0	0	0		
Total Hourly Volume [veh/h]	1	21	0	9	250	322	2		
Peak Hour Factor	1.0000	0.6800	1.0000	0.4600	0.8300	0.7400	1.0000		
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000		
Total 15-Minute Volume [veh/h]	0	8	0	5	75	109	1		
Total Analysis Volume [veh/h]	1	31	0	20	301	435	2		
Pedestrian Volume [ped/h]		)		0		(	D		

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## Intersection Settings

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

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

Scenario 5: 5 2042 AM Base

## Intersection Level Of Service Report

Intersection 635: Oak St. / CR 105

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

#### Intersection Setup

Name	Collegiate Peaks Byway		Collegiate Peaks Byway		County Road 105	
Approach	North	bound	South	bound	West	bound
Lane Configuration	F		-	1	Ŧ	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30	.00	30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

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

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## Intersection Settings

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

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.04	0.03
d_M, Delay for Movement [s/veh]	0.00	0.00	7.75	0.00	11.51	9.83
Movement LOS	А	A	A	A	В	A
95th-Percentile Queue Length [veh/In]	0.00	0.00	0.03	0.03	0.22	0.22
95th-Percentile Queue Length [ft/In]	0.00	0.00	0.71	0.71	5.42	5.42
d_A, Approach Delay [s/veh]	0.00		0.80		10.67	
Approach LOS		٩		A		В
d_I, Intersection Delay [s/veh]	1.35					
Intersection LOS	В					

Scenario 6: 6 2042 PM Base

## Intersection Level Of Service Report

Intersection 102: Rainbow Blvd / Oak St.

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

#### Intersection Setup

Name	Oak	Oak Street		East Rainbow Boulevard		US 50	
Approach	South	bound	East	lbound	West	bound	
Lane Configuration	חר		711		llr		
Turning Movement	Left	Right	Left	Thru	Thru	Right	
Lane Width [ft]	11.48	11.48	11.48	11.48	11.48	11.48	
No. of Lanes in Entry Pocket	0	1	1	0	0	1	
Entry Pocket Length [ft]	100.00	50.00	400.00	100.00	100.00	350.00	
No. of Lanes in Exit Pocket	0	0	0	0	0	0	
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	
Speed [mph]	30	.00	45.00		45.00		
Grade [%]	0.	0.00		0.00		00	
Crosswalk	Yes		No		No		

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

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#### Intersection Settings

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

V/C, Movement V/C Ratio	0.28	0.14	0.10	0.00	0.00	0.00	
d_M, Delay for Movement [s/veh]	16.79	9.37	8.03	0.00	0.00	0.00	
Movement LOS	С	A	A	A	A	A	
95th-Percentile Queue Length [veh/In]	1.16	0.50	0.32	0.00	0.00	0.00	
95th-Percentile Queue Length [ft/ln]	28.93	12.51	7.88	0.00	0.00	0.00	
d_A, Approach Delay [s/veh]	12	.84	2.	.66	0.	.00	
Approach LOS	B A A					A	
d_I, Intersection Delay [s/veh]	4.81						
Intersection LOS				С			

Scenario 6: 6 2042 PM Base

## Intersection Level Of Service Report

Intersection 134: Oak St. / CR 105

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

Name	Oak	Street	Oak	Street	CR 105		
Approach	Northbound Southbound		Westbound				
Lane Configuration			T				
Turning Movement	Thru	Right	Left	Thru	Left	Right	
Lane Width [ft]	11.48	11.48	11.48	11.48	11.48	11.48	
No. of Lanes in Entry Pocket	0	0	0	0	0	0	
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	
No. of Lanes in Exit Pocket	0	0	0	0	0	0	
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	
Speed [mph]	62	.14	62	14	31.07		
Grade [%]	0.	00	0.	00	0.00		
Crosswalk	N	lo	No		No		
Volumes	•		•				
Name	Oak	Street	Oak	Street	CR	105	

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

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#### Intersection Settings

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

V/C, Movement V/C Ratio	0.00	0.00	0.02	0.00	0.09	0.04				
d_M, Delay for Movement [s/veh]	0.00	0.00	7.69	0.00	12.51	10.10				
Movement LOS	А	A	A	A	В	В				
95th-Percentile Queue Length [veh/In]	0.00	0.00	0.06	0.06	0.45	0.45				
95th-Percentile Queue Length [ft/ln]	0.00	0.00	1.46	1.46	11.37	11.37				
d_A, Approach Delay [s/veh]	0.	00	0.	.80	11	1.46				
Approach LOS		A		A		В				
d_I, Intersection Delay [s/veh]	2.13									
Intersection LOS				В	В					

Scenario 6: 6 2042 PM Base

## Intersection Level Of Service Report

Intersection 405: Rainbow Blvd. / Hunt St.

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

Name	Hunt	East I	East Rainbow Boulevard			East Rainbow Boulevard			
Approach	South	bound		Eastbound		Westbound			
Lane Configuration	T			7			١٢		
Turning Movement	Left	Right	U-turn	Left	Thru	Thru	Right		
Lane Width [ft]	11.48	11.48	11.48	11.48	11.48	11.48	11.48		
No. of Lanes in Entry Pocket	0	0	1	0	0	0	0		
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00		
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0		
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00		
Speed [mph]	30	.00		45.00		45.00			
Grade [%]	0.	00		0.00		0.00			
Crosswalk	Y	es	No		No				

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

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#### Intersection Settings

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

V/C, Movement V/C Ratio	0.01	0.04	0.00	0.02	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	13.55	9.44	10.32	7.96	0.00	0.00	0.00
Movement LOS	В	А	В	А	А	А	А
95th-Percentile Queue Length [veh/In]	0.16	0.16	0.07	0.07	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	4.03	4.03	1.85	1.85	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.9	97		0.53		0.	00
Approach LOS	ŀ	A		А		,	4
d_I, Intersection Delay [s/veh]		0.77					
Intersection LOS				В			

Version 2022 (SP 0-3)

#### Intersection Level Of Service Report

Intersection 633: Rainbow Blvd. / Site Access

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

Name							East Ra	ainbow Bo	ulevard	East Ra	ainbow Bo	ulevard	
Approach	١	lorthboun	d	S	Southboun	d	I	Eastbound	d	\ \	Vestboun	d	
Lane Configuration		+			+						41-		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	0	0	0	
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Speed [mph]		30.00			30.00			45.00			45.00		
Grade [%]		0.00			0.00			0.00			0.00		
Crosswalk		No			No			No			No		
Volumes													
Name						East Rainbow Boulevard			East Rainbow Boulevard				
Base Volume Input [veh/h]	16	0	31	0	0	0	0	334	37	10	266	0	
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	
Growth Factor	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840	
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Total Hourly Volume [veh/h]	17	0	34	0	0	0	0	362	40	11	288	0	
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	
Total 15-Minute Volume [veh/h]	4	0	9	0	0	0	0	91	10	3	72	0	
Total Analysis Volume [veh/h]	17	0	34	0	0	0	0	362	40	11	288	0	
Pedestrian Volume [ped/h]		0			0			0			0		

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#### Intersection Settings

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

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

Scenario 7: 7 2042 AM Base + Project

Version 2022 (SP 0-3)

## Intersection Level Of Service Report

Intersection 102: Rainbow Blvd / Oak St.

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

#### Intersection Setup

Name	Collegiate F	eaks Byway	East Rainbo	w Boulevard	US	S 50	
Approach	Southbound		East	bound	Westbound		
Lane Configuration	חר		٦	11	İİr		
Turning Movement	Left	Right	Left	Thru	Thru	Right	
Lane Width [ft]	11.48	11.48	11.48	11.48	11.48	11.48	
No. of Lanes in Entry Pocket	0	1	1	0	0	1	
Entry Pocket Length [ft]	100.00	50.00	400.00	100.00	100.00	350.00	
No. of Lanes in Exit Pocket	0	0	0	0	0	0	
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	
Speed [mph]	30	.00	45	.00	45.00		
Grade [%]	0.00		0.	.00	0.00		
Crosswalk	Yes		1	10	No		

#### Volumes

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

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#### Intersection Settings

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

V/C, Movement V/C Ratio	0.13	0.13 0.17		0.00	0.00	0.00			
d_M, Delay for Movement [s/veh]	17.90	9.78	8.52	0.00	0.00	0.00			
Movement LOS	C A		A	A A		A			
95th-Percentile Queue Length [veh/In]	0.44	0.59	0.53	0.00	0.00	0.00			
95th-Percentile Queue Length [ft/ln]	10.89 14.85		13.29	13.29 0.00		0.00			
d_A, Approach Delay [s/veh]	11	.52	4.	56	0.00				
Approach LOS	B A A								
d_I, Intersection Delay [s/veh]	4.19								
Intersection LOS	С								

#### Intersection Level Of Service Report

Intersection 633: Rainbow Blvd. / Site Access

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

Name							East Ra	ainbow Bo	ulevard	East Ra	ainbow Bo	ulevard	
Approach	١	Northboun	d	S	Southboun	d	1	Eastbound	ł	۱ V	Vestbound	d	
Lane Configuration		+			+			alt			41-		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	0	0	0	
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Speed [mph]		30.00			30.00			45.00			45.00		
Grade [%]		0.00			0.00			0.00			0.00		
Crosswalk		No			No			No			No		
Volumes													
Name							East Ra	ainbow Bo	ulevard	East Ra	ainbow Bo	ulevard	
Base Volume Input [veh/h]	9	0	7	0	0	0	0	230	15	1	283	0	
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	
Growth Factor	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840	
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Site-Generated Trips [veh/h]	0	0	0	21	0	43	36	0	0	0	0	26	
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	
Total Hourly Volume [veh/h]	10	0	8	21	0	43	36	249	16	1	307	26	
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	
Total 15-Minute Volume [veh/h]	3	0	2	5	0	11	9	62	4	0	77	7	
Total Analysis Volume [veh/h]	10	0	8	21	0	43	36	249	16	1	307	26	
Pedestrian Volume [ped/h]		0			0			0			0		

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#### Intersection Settings

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

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

#### Intersection Level Of Service Report

Intersection 634: Rainbow Blvd. / Hunt St.

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

Name							
Approach	South	bound		Eastbound		West	bound
Lane Configuration	1	r .		31 I		1	H
Turning Movement	Left	Right	U-turn	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	1	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30	.00		30.00		30	.00
Grade [%]	0.	00		0.00		0.	00
Crosswalk	Y	es	No		No		
/olumes			•				
Name							
Base Volume Input [veh/h]	1	19	0	8	231	297	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840
In-Process Volume [veh/h]	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	36	43	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	21	0	9	286	365	2
Peak Hour Factor	1.0000	0.6800	1.0000	0.4600	0.8300	0.7400	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	8	0	5	86	123	1
Total Analysis Volume [veh/h]	1	31	0	20	345	493	2
Pedestrian Volume [ped/h]		D		0	-	(	0

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#### Intersection Settings

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

V/C, Movement V/C Ratio	0.00	0.04	0.00	0.02	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	15.14	10.01	11.94	8.45	0.00	0.00	0.00
Movement LOS	С	В	В	А	А	А	A
95th-Percentile Queue Length [veh/ln]	0.14	0.14	0.06	0.06	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	3.44	3.44	1.43	1.43	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	10.	.17		0.46		0.	00
Approach LOS	E	3	A A				A
d_I, Intersection Delay [s/veh]	0.55						
Intersection LOS	С						

Scenario 7: 7 2042 AM Base + Project

#### Version 2022 (SP 0-3)

## Intersection Level Of Service Report

Intersection 635: Oak St. / CR 105

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

#### Intersection Setup

Name	Collegiate P	'eaks Byway	Collegiate F	eaks Byway	County I	Road 105	
Approach	North	bound	Southbound		Westbound		
Lane Configuration	ŀ	F		-		r	
Turning Movement	Thru	Right	Left	Thru	Left	Right	
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	
No. of Lanes in Entry Pocket	0	0	0	0	0	0	
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	
No. of Lanes in Exit Pocket	0	0	0	0	0	0	
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	
Speed [mph]	30	.00	30	.00	30	.00	
Grade [%]	0.	0.00 0.00		0.00			
Crosswalk	N	lo	No		1	No	

#### Volumes

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

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#### Intersection Settings

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

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.04	0.03
d_M, Delay for Movement [s/veh]	0.00	0.00	7.81	0.00	12.04	10.03
Movement LOS	А	А	A	A	В	В
95th-Percentile Queue Length [veh/In]	0.00	0.00	0.03	0.03	0.23	0.23
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.71	0.71	5.76	5.76
d_A, Approach Delay [s/veh]	0.	00	0.	68	11	.03
Approach LOS	/	A A A		l	В	
d_I, Intersection Delay [s/veh]	1.24					
Intersection LOS	В					

## Intersection Level Of Service Report

Intersection 102: Rainbow Blvd / Oak St.

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

#### Intersection Setup

Name	Oak	Street	East Rainbow Boulevard		US	S 50
Approach	South	bound	Eastbound		Westbound	
Lane Configuration	٦	Г	7	11	11	Г
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	11.48	11.48	11.48	11.48	11.48	11.48
No. of Lanes in Entry Pocket	0	1	1	0	0	1
Entry Pocket Length [ft]	100.00	50.00	400.00	100.00	100.00	350.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30	30.00 45.00		45.00		
Grade [%]	0.	00	0.00		0.	.00
Crosswalk	Y	es	No		No	

#### Volumes

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

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#### Intersection Settings

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

V/C, Movement V/C Ratio	0.31	0.17	0.11	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	18.31	9.54	8.09	0.00	0.00	0.00
Movement LOS	С	А	A	A	A	A
95th-Percentile Queue Length [veh/In]	1.30	0.63	0.38	0.00	0.00	0.00
95th-Percentile Queue Length [ft/In]	32.44	15.71	9.39	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	13	.23	2.	.93	0.	.00
Approach LOS	B A A					A
d_I, Intersection Delay [s/veh]	5.22					
Intersection LOS				С		

Scenario 8: 8 2042 PM Base + Project

## Intersection Level Of Service Report

Intersection 134: Oak St. / CR 105

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

Name	Oak Street Oak Street		CR 105				
Approach	North	bound	South	bound	Westbound		
Lane Configuration	H	<b>+ + +</b>		-		r	
Turning Movement	Thru	Right	Left	Thru	Left	Right	
Lane Width [ft]	11.48	11.48	11.48	11.48	11.48	11.48	
No. of Lanes in Entry Pocket	0	0	0	0	0	0	
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	
No. of Lanes in Exit Pocket	0	0	0	0	0	0	
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	
Speed [mph]	62	.14	62	.14	31.07		
Grade [%]	0.	00	0.	00	0.00		
Crosswalk	N	No No		No			
Volumes							
Name	Oak	Street	Oak	Oak Street		CR 105	
Base Volume Input [veh/h]	150	24	17	172	27	23	

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

Version 2022 (SP 0-3)

#### Intersection Settings

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

V/C, Movement V/C Ratio	0.00	0.00	0.02	0.00	0.10	0.04	
d_M, Delay for Movement [s/veh]	0.00	0.00	7.74	0.00	13.15	10.34	
Movement LOS	А	A	A	A	В	В	
95th-Percentile Queue Length [veh/In]	0.00	0.00	0.06	0.06	0.49	0.49	
95th-Percentile Queue Length [ft/In]	0.00	0.00	1.48	1.48	12.18	12.18	
d_A, Approach Delay [s/veh]	0.	00	0.	.71	11	1.93	
Approach LOS	A A B					В	
d_I, Intersection Delay [s/veh]	2.00						
Intersection LOS				В			

Scenario 8: 8 2042 PM Base + Project

Version 2022 (SP 0-3)

### Intersection Level Of Service Report

Intersection 405: Rainbow Blvd. / Hunt St.

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

Name	Hunt Street		East	East Rainbow Boulevard			East Rainbow Boulevard	
Approach	South	bound		Eastbound		Westbound		
Lane Configuration	1	ए त्रों		IF				
Turning Movement	Left	Right	U-turn	Left	Thru	Thru	Right	
Lane Width [ft]	11.48	11.48	11.48	11.48	11.48	11.48	11.48	
No. of Lanes in Entry Pocket	0	0	1	0	0	0	0	
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Speed [mph]	30.	.00		45.00		45.00		
Grade [%]	0.0	00		0.00		0.00		
Crosswalk	Ye	es	No		No			

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

Version 2022 (SP 0-3)

#### Intersection Settings

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

V/C, Movement V/C Ratio	0.01	0.04	0.00	0.02	0.00	0.00	0.00		
d_M, Delay for Movement [s/veh]	14.42	9.60	10.68	8.07	0.00	0.00	0.00		
Movement LOS	В	А	В	А	А	А	А		
95th-Percentile Queue Length [veh/In]	0.17	0.17	0.08	0.08	0.00	0.00	0.00		
95th-Percentile Queue Length [ft/ln]	4.23	4.23 4.23		1.92	0.00	0.00	0.00		
d_A, Approach Delay [s/veh]	10.	.22		0.49		0.00			
Approach LOS	E	3		A A					
d_I, Intersection Delay [s/veh]	0.71								
Intersection LOS	В								

#### Intersection Level Of Service Report

Intersection 633: Rainbow Blvd. / Site Access

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

Name							East Ra	st Rainbow Bou <b>l</b> evard		East Rainbow Boulevard		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	+			+			h			41-		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]		30.00			30.00		45.00				45.00	
Grade [%]		0.00			0.00		0.00			0.00		
Crosswalk		No			No			No		No		
Volumes												
Name					East Rainbow Boulevard			East Rainbow Boulevard				
Base Volume Input [veh/h]	16	0	31	0	0	0	0	334	37	10	266	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840	1.0840
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	23	0	41	39	0	0	0	0	31
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	17	0	34	23	0	41	39	362	40	11	288	31
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	0	9	6	0	10	10	91	10	3	72	8
Total Analysis Volume [veh/h]	17	0	34	23	0	41	39	362	40	11	288	31
Pedestrian Volume [ped/h]		0		0			0			0		

Version 2022 (SP 0-3)

#### Intersection Settings

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

V/C, Movement V/C Ratio	0.05	0.00	0.04	0.06	0.00	0.05	0.03	0.00	0.00	0.01	0.00	0.00
d_M, Delay for Movement [s/veh]	16.37	17.55	10.13	15.72	17.74	9.98	8.00	0.00	0.00	8.13	0.00	0.00
Movement LOS	С	С	В	С	С	А	А	А	А	А	А	А
95th-Percentile Queue Length [veh/ln]	0.31	0.31	0.31	0.37	0.37	0.37	0.10	0.00	0.00	0.02	0.01	0.00
95th-Percentile Queue Length [ft/In]	7.63	7.63	7.63	9.34	9.34	9.34	2.44	0.00	0.00	0.46	0.23	0.00
d_A, Approach Delay [s/veh]		12.21			12.04			0.71	71 0.27			
Approach LOS	В			В			A			A		
d_I, Intersection Delay [s/veh]	2.03											
Intersection LOS	С											



November 3, 2022

Thank you for the review of plans for Salida Crossings, below are our response to comments indicated in RED.

RE: Salida Crossings, Salida, Colorado Salida Public Works Agency Review

To: Bill Almquist, Community Development Director, City of Salida

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

Plat

- 1) Utility Easements shall extend a minimum of 7.5-ft beyond public utility improvements.
  - a. Acknowledged, utility easements extended where applicable
- 2) Provide a plat for review with utility improvements overlay.
  - a. Plat with utilities shown has been provided

## Drainage Report

- 1) Provide a signed and stamped copy for review.
  - a. Signed and stamped report has been provided.
- 2) Update existing imperviousness values as the site is soil. Recalculate detention.
  - a. Existing imperviousness values will be revised to show soil conditions. PES will continue to use the release rate per pre-demo conditions in order to provide a conservative analysis of historic site conditions.

Plans

- 1) Provide a signed and stamped copy for review.
  - a. Signed and stamped plans are provided.
- 2) The water main connection on the west end will be at Caldwell and not Hunt.
  - a. Acknowledged and updated
- 3) Applicant to work with City on water main re-alignment through site.

## a. Acknowledged

4) Provide additional detail of existing improvements in CDOT ROW including street lights and sidewalks. Relocate proposed private storm sewer out of CDOT ROW and onto subject property. Avoid new streetscape improvements to the greatest extent possible.

a). We are awaiting revised survey to show improvements made along Hwy 50. PES will provide additional detail prior to acceptance and construction.

General

- 1) Provide record of CDOT utility and access permits.
  - a. Record of CDOT correspondence provided
- 2) Provide record of SUE in CDOT ROW.
  - a. Acknowledged

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

Sincerely,

Joe Pucillo Phelps Engineering

## Legal Notice **CPAXLP**

PUBLIC NOTICE Notice is hereby given that the Chaffee County Board of County Commissioners will hold a Public Hearing to consider the follow-ing application: ing application: Name of Project: Adams Agricultural

Subdivision Exemption #4 Owner & Applicant: Karin Adams Location: 11460 County Road 140, Salida Zone: Commercial & Rural

Request: Agricultural Subdivision Exemption to subdivide a total of 74.34 acres into two lots. This subdivision would result in Lot "E" comprising 2.54 acres and Lot "B" compris-ing the remaining 71.80 acres. Individual wells and individual on-site wastewater treatment systems are proposed to serve

Treatment systems are proposed to serve the property. **Board of County Commission Hearing:** Tuesday, January 3, 2023 at 9:00 a.m., held in the Commissioner's Meeting Room at 104 Crestone Ave., Salida. Connect to the Zoom Meeting: https://us02web.zoom. us/i/100076543

us/j/109079543 This proposed land use application is avail-able to review at the following link: https://chaffeecoco.civicclerk.com/web/

This proposed land use application can also be reviewed in-person by visiting the Planning Department at 104 Crestone Avenue, Salida or at the Buena Vista Annex, 112 Linderman Avenue.

Public comments can be made via ChaffeeSpeaks.org, or at the Public Hearing in-person or via Zoom. All com-ments received are part of the public record. The deadline for receiving comments via ChaffeeSpeaks.org is the Friday before the hearing by 12:00 noon.

Please note it is inappropriate to personally contact individual County Commissioners or Planning Commissioners 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.

Published in The Mountain Mail December 2,2022

#### PUBLIC NOTICE

Notice is hereby given that the Chaffee County Board of County Commissioners will hold a Public Hearing to consider the follow-

ing application: Name of Project: Shelman Heritage Water Subdivision Exemption Owner & Applicant: Starr Miller & Jason

Shelman

Location: 9770 County Road 156, Salida Zone: Residential

Zone: Hesidential Request: Heritage Water Subdivision Exemption to subdivide a total of 5.32 acres into two lots. This subdivision would result in Lot 1 comprising 2.02 acres and Lot 2 com-prising the remaining 3.31 acres. Individual wells and individual on-site wastewater treatment systems are proposed to serve treatment systems are proposed to serve the property

the property. Board of County Commission Hearing: Tuesday, January 3, 2023 at 9:00 a.m., held in the Commissioner's Meeting Room at 104 Crestone Ave., Salida. Connect to the Zoom Meeting: https://us02web.zoom. ur/(100705642 us/j/109079543

This proposed land use application is avail-able to review at the following link: https://chaffeecoco.civicclerk.com/web/

home.aspx

https://charteecoco.civiccierk.com/web/ home.aspx This proposed land use application can also be reviewed in-person by visiting the Planning Department at 104 Crestone Avenue, Salida or at the Buena Vista Annex, 112 Linderman Avenue. Public comments can be made via ChaffeeSpeaks.org, or at the Public Hearing in-person or via Zoom. All com-ments received are part of the public record. The deadline for receiving comments via ChaffeeSpeaks.org is the Friday before the hearing by 12:00 noon. Please note it is inappropriate to personally contact individual County Commissioners or Planning Commissioners while an applica-tion is pending. Such contact is considered ex parte communication and will have to be disclosed as part of the public hearings on

disclosed as part of the public hearings on the matter. Published in The Mountain Mail December

2.2022

PUBLIC NOTICE NOTICE TO CREDITORS Estate of Laurie Violet James, a/k/a Laurie V. James, a/k/a Laurie James, Deceased Case Number 2022PR30038

All persons having claims against the above named estate are required to present them to the personal representative or to District Court of Chaffee, County, Colorado on or before March 25, 2023, or the claims may be forever berged forever barred.

Pete Cordova, #11881 1604 H Street 1604 H Street Salida, CO 81201 Attorney for Personal Representative: Pete Cordova, Esq. Cordova Law Firm, LLP 1604 H Street Salida, CO 81201 Phone Number: (710) FCC 51 E-mail: pete@cordovalaw.com Fax Number: (719) 539-3020 Atty. Reg. #: 11881

Contractors - call for recycling options 8 DIRT, CLEAN FILL \$3.00 NO OUT-OF-10 YARD WASTE/TON \$46.00 NO OUT-

HOUSEHOLD/YARD/CONSTRUCTION BY YARD \$12.75 \$45 per CY MATTRESSES AND BOX SPRINGS \$5.00 NO OUT-OF-COUNTY

TIRES (NO RIMS): NO OUT-OF-COUNTY AUTO \$7 to \$12 OR \$.30/LB NO OUT-OF-COUNTY

TRUCK/TRACTOR \$20. to \$30 OR \$.30/ Ib NO OUT-OF-COUNTY TIRES FROM SHOPS DO NOT ACCEPT NO OUT-OF-COUNTY

NO OUT-OF-COUNTY TIRES (W/RIMS): AUTO \$12.00 NO OUT-OF-COUNTY TRUCK DO NOT ACCEPT ANIMALS: \$10.00 NO OUT-OF-COUNTY, \$10 TO UNLOAD BATTERIES: \$5.00 NO OUT-OF-COUNTY APPLIANCES AS LISTED: NO OUT-OF-COUNTY

COUNTY STOVES, WATER HEATERS, WASHERS, DRYERS \$10.00 ALL FREON APPLIANCES \$40.00

MUST HAVE DOORS AND SHELVES REMOVED or CALL FOR RECYCLING

## NO CUT FREON LINES AS PER EPA RULES

#### ELECTRONIC WASTE: NO OUT-OF-

COUNTY E-WASTE \$.60 PER POUND/\$10.00

MINIMUM TV & MONITORS 1" TO 29" \$20.00 TV & MONITORS 30 "+ SCREEN \$40.00 THERE WILL BE A \$100.00 FINE FOR ALL TV3 AND MONITORS PUT INTO THE

TRASH INSTEAD OF RECYCLED. MINIMUM FEE - \$10.00 in County; \$20.00 out-of-County. The County Waste Disposal accepts bagged household trash at MINI-MUM FEE of \$10 per load. OUT-OF-COUN-TY is \$10 per bag. RATES EFFECTIVE 1/1/2023

RATES EFFECTIVE 1/1/2023 Credit Card, Cash or Local Checks Only CHAFFEE COUNTY RESERVES THE RIGHT TO REFUSE ANY OR ALL TRASH NO HAZARDOUS MATERIALS ACCEPTED AT THIS LANDFILL NO HOT or SMOLDERING TRASH AC-CEPTED NO AUTOMOBILES ACCEPTED NO AUTOMOBILES ACCEPTED NO ASPHALT OR PAVEMENT NO RUMMAGING PIPE AND WIRE MUST BE CUIT TO 8 FT.

PIPE AND WIRE MUST BE CUT TO 8 FT, OR SMALLER PAINT CANS MUST BE EMPTY OR PAINT

DRIED OUT, NO LIDS ON CANS OIL DRUMS MUST BE EMPTY AND HAVE LIDS CUT OFF ALL TANKS MUST BE EMPTY AND VALVES

REMOVED

REMOVED CUSTOMERS DUMPING AT THE CHAFFEE COUNTY LANDFILL PROOF OF RESIDENCY POLICY: IN-COUNTY CUSTOMERS: ACCEPTABLE PROOF CAN BE IN THE FORM OF A DRIVER'S LICENSE OR PHOTO IDENTIFICATION CARD, UTILITY BILL, OR COPY/PICTURE OF BUILDING PERMIT. OUT-OF-COUNTY CUSTOMERS WHO OWN PROPERTY IN CHAFFEE COUNTY:

OWN PROPERTY IN CHAFFEE COUNTY: ACCEPTABLE PROOF CAN BE IN THE FORM OF A DRIVER'S LICENSE OR PHOTO **IDENTIFICATION** 

2022

IDENTIFICATION CARD AND A PROPERTY OWNERSHIP DOCUMENT FROM THE COUNTY TREA-SURER'S OFFICE. ALL OTHER CUSTOMERS: PRICES WILL BE AT THE OUT-OF-COUNTY RATES FOR DUMPING. Published in The Mountain Mail December 2. Published in The Mountain Mail December 2,

PUBLIC NOTICE NOTICE OF PUBLIC HEARING BEFORE THE CITY COUNCIL FOR THE CITY OF SALIDA CONCERNING PLANNED DEVEL-OPMENT MODIFICATION AND MAJOR SUBDIVISION APPLICATIONS TO ALL MEMBERS OF THE PUBLIC AND INTERESTED PERSONS: PLEASE TAKE NOTICE that on Tuesday, December 20th, 2022 at or about the hour of 6:00 p.m., a public hearing will be conducted by the City of Salida City Council at City Council Cham-bers, 448 East First Street, Suite 190, Salida, Colorado on applications submitted by BV Investments, LLC for a Planned Development Modification and a Major Subdivision for the Salida Crossings Planned Development. The 3.15 acre subject property is located at 1520 E. Highway 50 and is legally described as "A portion of the SW ¼ of the NW ¼ or the SW ¼ Section 4, Township 49 North, Range 9 East of the New Mexico P.M. County of Chaffee, State of Colorado".

State of Colorado". The modification request is to reduce the number of mixed-use buildings from 3 to 2, to reduce the overall unit count, reduce the to reduce the overall unit count, reduce the height of said buildings, and incorporate ap-proximately 20 townhomes into the develop-ment plan, among other changes. The subdi-vision request is to create 22 lots (including 20 townhome lots and 2 lots for mixed-use buildings) within the PD, plus common ele-ments/outlots to be owned by an HOA. In-terested persons are encouraged to attend the public hearing in person or online at: https://attendee.gotowebinar.com/regis-ter/6382995264411204366. Further informa-tion on the application may be obtained from tion on the application may be obtained from the Community Development Department, (719) 530-2634.

\*Please note that it is inappropriate to per-

comments with the State Engineer within sixty days of the date of publication of such monthly notice. Any affected person not satisfied by the State Engineer's application of the terms and conditions established for the terms and conditions established for this plan for augmentation to a specific structure, may then apply to the Water Court for a de novo hearing, under the Court's retained jurisdiction, whether the terms and conditions of the decree approving the plan for augmentation have been met with respect to the request for an authorized diversion included within that application diversion included within that application to the State Engineer. Such de novo hearing shall be pursuant to Water Right Determination and Administration Act of 1969. Authorized diversions located within the augmentation plan areas included in the plan for augmentation, by either an uncontested approval by the State Engineer or Order of the Court, shall be part of the decreed plan for augmentation. Published in The Mountain Mail December 2,

#### PUBLIC NOTICE

Notice is hereby given that under and pursu-ant to the statutes of the State of Colorado Section 38-21.5-103 C.R.S. the personal property of:

Daniel Cramer 9663 CR 150, Salida, CO 81201 Our lien will be enforced at A & A Storage of Poncha Springs LLLP, 11190 W. Hwy 50, Poncha Springs, CO 81242 Unit Contents: Dresser, shelves, file cabinet, washer & drver quitar case exercise bike washer & dryer, guitar case, exercise bike, dishes, unknown boxes Our lien will be enforced and property dis-posed of at 10:00 AM 12-12-2022

Published in The Mountain Mail December 2 and 9, 2022

PUBLIC NOTICE Notice is hereby given that under and pursu-ant to the statutes of the State of Colorado Section 38-21.5-103 C.R.S. the personal property of:

Mrs. Earl Pearson

Mrs. Earl Pearson 910 J St. D5, Salida, CO 81201 Our lien will be enforced at A & A Storage of Poncha Springs LLLP, 11190 W. Hwy 50, Poncha Springs, CO 81242 Unit Contents: Broken desk, TV, pictures, lamp, skateboard, unknown boxes Our lien will be enforced and property dis-posed of at 10:00 AM 12-12-2022 Unit Number 127 Published in The Mountain Mail December 2 and 9, 2022

and 9, 2022

**PUBLIC NOTICE** Notice is hereby given that under and pursu-ant to the statutes of the State of Colorado Section 38-21.5-103 C.R.S. the personal property of:

Mrs. Earl Pearson

Nrs. Ean Pearson 910 J St. D5, Salida, CO 81201 Our lien will be enforced at A & A Storage of Poncha Springs LLLP, 11190 W. Hwy 50, Poncha Springs, CO 81242 Unit Contents: Chair, ottoman, wood chair, wheelchair, unknown boxes Our lien will be enforced and property dis-

Our lien will be enforced and property dis-posed of at 10:00 AM 12-12-2022 Unit Number 128 Published in The Mountain Mail December 2

and 9, 2022

#### PUBLIC NOTICE

Notice is hereby given that under and pursuant to the statutes of the State of Colorado Section 38-21.5-103 C.R.S. the personal property of:

Mrs. Earl Pearson 910 J St. D5, Salida, CO 81201 Our lien will be enforced at A & A Storage of Poncha Springs LLLP, 11190 W. Hwy 50, Poncha Springs, CO 81242 Unit Contents: Carrier set, speaker, end table, dresser microwave unknown dresser, microwave, unknown Our lien will be enforced and property dis-posed of at 10:00 AM 12-12-2022

Unit Number 549 Published in The Mountain Mail December 2 and 9, 2022

**CPAXLP** 

#### THE MOUNTAIN MAIL — SALIDA, COLORADO — FRIDAY, DECEMBER 2, 2022 — PAGE 29



# THE MOUNTAIN MAIL

THE MOUNTAIN MAIL The Chaffee County Times

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Questions? Contact The Mountain Mail 719-539-6691

Published in The Mountain Mail November 25, December 2 and 9, 2022

PUBLIC NOTICE CHAFFEE COUNTY LANDFILL WEIGHT CHARGES HOURS OF OPERATION: HOURS OF OPERATION: 8:00 am TO 3:30 pm MONDAY THRU SATURDAY, CLOSED HOLIDAYS MUST BE UNLOADED BY 4:00 PM LOADS AFTER 3:30 pm WILL NOT BE ACCEPTED Landfill phone number (719) 539-3738; Accounts Receivable (719) 539-3463 www.chaffeecounty.org Shannon Wilcox, Supervisor (719) 207-1485 SCALE ATTENDENT DETERMINES WHETHER LOAD IS TONNAGE OR YARDAGE YARDAGE PER TON OUT-OF-COUNTY 1 COMPACTED TRASH \$44.00 \$90.00

Per CY/\$175.00/ton **2LOOSE TRASH** \$46.00 \$45.00 per CY **3 CONSTRUCTION/SHINGLES/STUMPS** \$46.00 \$45.00 per CY **4 BRUSH/YARD WASTE** \$46.00 \$45.00

6 CONCRETE - \$46.00 NO OUT-OF-

COUNTY

must be broken into 1 ft lengths or smaller.

onally contact individual City Councilors Planning Commissioners outside of the pub-lic hearing, while an application is pending. Such contact is considered ex-parte commu-nication and will have to be disclosed as part nication and will have to be disclosed as part of the public hearings on the matter. If you have any questions/comments, you should email or write a letter to staff, or present your concerns at the public meeting in-person or via the above GoToWebinar link so your com-ments can be made part of the record. Published in The Mountain Mail December 2, 2022 2022

## PUBLIC NOTICE NOTICE:

Notice is hereby given pursuant to anyone or more Decrees in Case No. 92CW84, 94CW5, 94CW41, 94CW42, 96CW17, 03CW55 and 06CW32 Division 2, Water Court that during the month of November 2022 the following parties applied for augmentation through the office of Upper Arkansas Water Conservancy District (UAWCD). <u>Name</u> Christopher Thomas Bainbridge <u>Address</u> 9591 Mint Ln, Salida, CO 81201 Chaffee County Well Type S11, T50N, R8E, NM PM <u>Qty. of Water</u>. 100-af The applications are available for review

in the office of UAWCD, 339 E. Hwy 50, Salida, Colorado during normal business hours. Any affected person may file

PLACE A CLASSIFIED ANYTIME ONLINE THEMOUNTAINMAIL.COM

CALL: 719.539.6691 EMAIL: CLASSIFIEDS@THEMOUNTAINMAIL.COM VISIT THE OFFICE: 125 E. 2ND ST., SALIDA