



REGULAR MEETING OF THE CITY COUNCIL
& THE LOCAL LICENSING AUTHORITY

448 E. 1st Street, Room 190

Salida, Colorado 81201

Tuesday, November 5, 2019 - 6:00 p.m.

AGENDA

1. Call to Order
 - a. Pledge of Allegiance – Led by Mayor Wood
 - b. Roll Call
2. Consent Agenda
 - a. Approval of Agenda
 - b. Approval of Meeting Minutes – October 15, 2019
 - c. Special Event Permit Elks Club
 - i. November 16, 2019
 - ii. November 29, 2019
 - d. Special Event Permit GARNA
 - e. Approve Final Settlement for Multi-Use Facility Project
 - f. Approve Final Settlement for 2019 Asphalt Maintenance Project
 - g. Approve Final Settlement for Water Treatment Facility Disinfection Improvements Project
 - h. Approve Final Settlement for 2019 Concrete Maintenance Project
3. Citizen Comment – 3 minute time limit
4. Unfinished Business / Action Items
 - a. Ordinance 2019-14 Second Reading and Public Hearing Amending the Salida Municipal Code as it Relates to Code Violations and Penalties (City Attorney)
5. New Business / Action Items
 - a. Approve Donor Advised Fund Agreement with Chaffee County Community Foundation (City Administration)
 - b. Resolution 2019-55 Approving a Budget Amendment for 2019 (Finance Department)
 - c. Resolution 2019-56 Public Hearing and Proposed Adoption of the Downtown Salida Parking Study (Community Development)
 - d. Resolution 2019-57 Supporting Applications for State and Federal Grant Funds to Assist in the Implementation of Projects of the Future 50 Planning

Individuals with disabilities needing auxiliary aid(s) may request assistance by contacting the Deputy City Clerk at 448 E. 1st Street, Ste. 112, Salida, CO 81201, Ph.719-530-2630 at least 48 hours in advance.

Process and Other Related Transportation Plans and Committing Local Matching Funds (Community Development)

- e. Resolution 2019-58 Possible Citizen Appointment to the Planning Commission (Community Development)
- f. Public Hearing Regarding Review of Ordinance 2018-14, Inclusionary Housing (Community Development)
- g. Ordinance 2019-15 Public Hearing and First Reading of Proposed Ordinance to Annex 2.0 Acres at 6906 Vandaveer Ranch Road (Community Development)
- h. Ordinance 2019-16 First Reading and Setting a Public Hearing on the Proposed Rezoning of 2.0 Acres at 6906 Vandaveer Ranch Road to R-4 (Community Development)

6. Councilmembers, Mayor and City Treasurer Reports

- Councilors Bowers, Shore, Templeton, Critelli, Brown-Kovacic, Kasper, Mayor Wood
- Treasurer Pappenfort

7. Adjourn

[SEAL]

City Clerk/Deputy City Clerk

Mayor P.T. Wood



REGULAR MEETING OF THE CITY COUNCIL
& THE LOCAL LICENSING AUTHORITY

448 E. 1st Street, Room 190

Salida, Colorado 81201

Tuesday, October 15, 2019 - 6:00 p.m.

MINUTES

1. Call to Order
 - a. Pledge of Allegiance – Led by Mayor Wood
 - b. Roll Call – Shore, Templeton, Mayor Wood, Bowers, Kasper, Brown-Kovacic. Critelli absent.
2. Consent Agenda
 - a. Approval of Agenda
 - b. Approval of Meeting Minutes – October 1, 2019
 - c. Approval of Fee Waiver for elevateHER
 - d. ~~Approval of Poncha Meadows Sewer Extension Agreement~~

Brown-Kovacic made a motion to remove item “d” from the consent agenda. Seconded by Kasper. The item is to be moved immediately after citizen comment. With all in favor, THE MOTION PASSED. Kasper made a motion to combine and approve the remaining items on the consent agenda. Seconded by Brown-Kovacic. With all in favor, THE MOTION PASSED.

3. Citizen Comment –
 - Tom Golson spoke about the deplorable condition of the D Street apartments.
 - Wayne Iverson addressed concerns about the potential visual impacts of Mountain Heritage Park, and that they are minimal.
 - Merrell Bergin had expressed concerns about the UPRR parcel and after having walked the property with the City Administrator his concerns were allayed and he removed his objection to the purchase.
 - Chris Martin spoke about energy audits for private and public buildings, since there is an interest in energy sustainability.
 - Read McCulloch recently attended Rural Philanthropy Days and they are planning the September 2020 event and asking for Council support.
 - Laura Pagor spoke about the need for affordable housing and quality affordable housing to keep the workforce here to support the tourist industry.

- Craig Nielson thanked Council for their support of Mountain Heritage Park and that the group is open to questions.

4. Approval of Poncha Meadows Sewer Extension Agreement (Public Works)

Brown-Kovacic had questions for Public Works Director David Lady, concerning number of units served by the extension agreement. Brown-Kovacic also mentioned concerns regarding the capacity of the wastewater plant with this additional development. Kasper expressed concern about the trunk line and whether Salida will have to shoulder the cost of expansion. Brown-Kovacic moved to table this item until after executive session. Seconded by Kasper. With all in favor, THE MOTION PASSED.

5. Local Licensing Authority

- a. Public Hearing for Transfer of Hotel & Restaurant Liquor License for Mo Burrito LLC dba Mo Burrito (Clerk)

Assistant Deputy City Clerk Kathy Smith gave background information on the license application. Mayor Wood opened the public hearing. Kurt Cooper and Allison Miller represented the applicants. Mayor Wood closed the public hearing. Shore made a motion to approve the liquor license transfer. Seconded by Kasper. With all in favor, THE MOTION PASSED.

6. Unfinished Business / Action Items

7. New Business / Action Items

- a. Resolution 2019-50 Public Hearing for Consideration of River Ridge Major Subdivision (Community Development)

Community Development Director Glen VanNimwegen gave background on the subdivision application as well as right-of-way and landscaping items. Bowers made a motion to approve Resolution 2019-50. Seconded by Kasper. With all in favor, THE MOTION PASSED.

- b. Resolution 2019-51 Supporting a GOCO Grant Application for Salida Skateparks (Parks and Recreation)

Parks and Recreation Director Diesel Post asked Council if they had questions; Templeton asked when the award would be posted. Bowers asked of the chance of receiving the grant and Post was hopeful. Kasper made a motion to approve Resolution 2019-51. Seconded by Shore. With all in favor, THE MOTION PASSED.

- c. Resolution 2019-52 Supporting GOCO Grant Application for Mountain Heritage Park (Parks and Recreation)

Post reviewed information about the Park and the GOCO grant will not be in competition for the grant for the skatepark. Bowers made a motion to approve Resolution 2019-52. Seconded by Templeton. With all in favor, THE MOTION PASSED.

- d. Resolution 2019-53 Supporting Measure 5A – Annexation into the Colorado Mountain College District (Administration)

City Administrator Drew Nelson introduced Dave Armstrong as a representative of Friends of Salida Schools. Armstrong gave background information about the theory behind working with CMC. Bowers had questions for Armstrong which Armstrong answered. Kasper made a motion to approve Resolution 2019-53. Seconded by Shore. Shore, Templeton, Kasper and Brown-Kovacic voted to approve the Resolution; Bowers voted against. With a majority, THE MOTION PASSED.

- e. Resolution 2019-54 Approving a Buyer's Settlement Statement and Quit Claim Deed for the Purchase 64.43 Acres from the Union Pacific Railroad, Authorizing the Expenditure of Funds in the Amount of \$222,539.79, and Authorizing the Mayor to Execute the Closing for Property in the Arkansas Hills Area (Administration)

Nelson gave background regarding the land purchase. Bowers expressed concerns regarding exclusive recreational use and potential contamination. Nelson addressed Bowers' concerns. Templeton made a motion to approve Resolution 2019-54. Seconded by Brown-Kovacic. Shore, Templeton, Kasper and Brown-Kovacic voted to approve the Resolution; Bowers voted against. With a majority, THE MOTION PASSED.

- f. First Reading and Setting a Public Hearing for Ordinance 2019-14 Amending the Salida Municipal Code as it Relates to Code Violations and Penalties (City Attorney)

City Attorney Nina Williams reviewed the basis for the Ordinance. Bowers made a motion to approve Ordinance 2019-14 on first reading and setting a public hearing for November 5, 2019. Seconded by Shore. With all in favor, THE MOTION PASSED.

- g. Request for Property Donation – Chaffee Housing Trust (Administration)

Nelson provided information for Council regarding the parcel in question. Shore asked about the process of notification of neighboring properties. Both Nelson and VanNimwegen answered. Brown-Kovacic made a motion to direct staff to commence applications for vacation of public right-of-way at the intersection of 3rd Street and East Crestone Avenue and to rezone any new

contiguous parcel with one common zoning designation. Seconded by Kasper. With all in favor, THE MOTION PASSED.

8. Councilmembers, Mayor and City Treasurer Reports
 - Bowers commended the crew working on Wood Avenue.
 - Shore talked about the use of the airport in relation to the Decker Fire.
 - Templeton praised Nancy McAninch's tireless support of the community.
 - Critelli absent.
 - Brown-Kovacic spoke of the Housing Colorado Now conference and that there were 950 attendees vs. last year's 550. Also relayed information about the Sunday Science Section on surviving climate change.
 - Kasper mentioned the NetZero conference in Park City, Utah and asks the City commit to a clear goal of sustainability.
 - Mayor Wood thanked the fire crews for their work on the Decker Fire; that he will be attending the CAST meeting in Aspen next week and the City will be getting a carbon footprint checkup.
 - Treasurer Pappenfort informed Council about the increase in sales tax.
 - Chaffee County Development Services October Report
 - Staff Reports

9. Executive Session(s)
 - a. For the purpose of conferences with an attorney for the public entity for the purpose of receiving legal advice on specific legal questions under C.R.S. Section 24-6-402(4)(b); negotiating with the Town of Poncha Springs.

Shore made a motion to go into executive session. Seconded by Templeton. With all in favor, THE MOTION PASSED. In attendance were: Templeton, Bowers, Shore, Brown-Kovacic, Mayor Wood, Kasper, Nelson, Lady City Attorney Mallika Magner. Council entered into executive session at 7:58pm and exited at 8:43pm.

Mayor Wood revisited item "d" from the consent agenda. Kasper made a motion to approve the sewer extension agreement for Poncha Meadows. Seconded by Shore. With all in favor, THE MOTION PASSED.

- b. For the purpose of discussing the purchase, acquisition, lease, transfer, or sale of real, personal or other property interest under C.R.S. Section 24-6-402(4)(a); for conferences with an attorney for the public entity for the purpose of receiving legal advice on specific legal questions under C.R.S. Section 24-6-402(4)(b); and for determining positions relative to matters that may be subject to negotiations, developing strategies for negotiations, and/or instructing negotiators under C.R.S. Section 24-6-402(4)(e).

Shore made a motion to go into executive session. Seconded by Bowers. With all in favor, THE MOTION PASSED. In attendance were: Templeton, Bowers, Shore, Brown-Kovacic, Mayor Wood, Kasper, Williams, Nelson. The Council entered into executive session at 8:48pm and exited at 9:19pm.

10. Adjourn at 9:20pm.

[SEAL]

City Clerk/Deputy City Clerk

Mayor P.T. Wood

APPLICATION FOR A SPECIAL EVENTS PERMIT

IN ORDER TO QUALIFY FOR A SPECIAL EVENTS PERMIT, YOU MUST BE NONPROFIT AND ONE OF THE FOLLOWING (See back for details.)

- | | | |
|---|--|--|
| <input type="checkbox"/> SOCIAL | <input type="checkbox"/> ATHLETIC | <input type="checkbox"/> PHILANTHROPIC INSTITUTION |
| <input checked="" type="checkbox"/> FRATERNAL | <input type="checkbox"/> CHARTERED BRANCH, LODGE OR CHAPTER | <input type="checkbox"/> POLITICAL CANDIDATE |
| <input type="checkbox"/> PATRIOTIC | <input type="checkbox"/> OF A NATIONAL ORGANIZATION OR SOCIETY | <input type="checkbox"/> MUNICIPALITY OWNING ARTS FACILITIES |
| <input type="checkbox"/> POLITICAL | <input type="checkbox"/> RELIGIOUS INSTITUTION | |

LIAB TYPE OF SPECIAL EVENT APPLICANT IS APPLYING FOR:
2110 MALT, VINOUS AND SPIRITUOUS LIQUOR \$25.00 PER DAY
2170 FERMENTED MALT BEVERAGE (3.2 Beer) \$10.00 PER DAY

DO NOT WRITE IN THIS SPACE

LIQUOR PERMIT NUMBER

1. NAME OF APPLICANT ORGANIZATION OR POLITICAL CANDIDATE # Salida Elks Lodge # 808 (98-15196-0000) State Sales Tax Number (Required) 10734580000

2. MAILING ADDRESS OF ORGANIZATION OR POLITICAL CANDIDATE (include street, city/town and ZIP)

148 East 2nd Street
Salida CO. 81201

3. ADDRESS OF PLACE TO HAVE SPECIAL EVENT (include street, city/town and ZIP)

148 East 2nd Street
Salida CO. 81201.

NAME	DATE OF BIRTH	HOME ADDRESS (Street, City, State, ZIP)	PHONE NUMBER
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4. PRES./SEC'Y OF ORG. or POLITICAL CANDIDATE
Angelina Sanchez, Secy

[REDACTED] (719) 239-4354

5. EVENT MANAGER
David Vigil, leading Knight

[REDACTED] (719) 221-5160

6. HAS APPLICANT ORGANIZATION OR POLITICAL CANDIDATE BEEN ISSUED A SPECIAL EVENT PERMIT THIS CALENDAR YEAR?
 NO YES HOW MANY DAYS? 1

7. IS PREMISES NOW LICENSED UNDER STATE LIQUOR OR BEER CODE?
 NO YES TO WHOM? Salida Elks #808

8. DOES THE APPLICANT HAVE POSSESSION OR WRITTEN PERMISSION FOR THE USE OF THE PREMISES TO BE LICENSED? Yes No

LIST BELOW THE EXACT DATE(S) FOR WHICH APPLICATION IS BEING MADE FOR PERMIT

Date	Hours From	To	Date	Hours From	To	Date	Hours From	To	Date	Hours From	To
<u>Saturday 11-16-19</u>	<u>5:00 p.m.</u>	<u>To Midnight</u>	<u>Sunday 11-17-19</u>	<u>Midnight</u>	<u>To 2:00 a.m.</u>						

OATH OF APPLICANT

I declare under penalty of perjury in the second degree that I have read the foregoing application and all attachments thereto, and that all information therein is true, correct, and complete to the best of my knowledge.

SIGNATURE <u>Angelina Sanchez</u>	TITLE <u>Secretary</u>	DATE <u>09-30-19</u>
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REPORT AND APPROVAL OF LOCAL LICENSING AUTHORITY (CITY OR COUNTY)

The foregoing application has been examined and the premises, business conducted and character of the applicant is satisfactory, and we do report that such permit, if granted, will comply with the provisions of Title 12, Article 48, C.R.S., as amended.

THEREFORE, THIS APPLICATION IS APPROVED.

LOCAL LICENSING AUTHORITY (CITY OR COUNTY) <u>SALIDA</u>	<input checked="" type="checkbox"/> CITY <input type="checkbox"/> COUNTY	TELEPHONE NUMBER OF CITY/COUNTY CLERK <u>719 539 4555</u>
SIGNATURE <u>[Signature]</u>	TITLE <u>CITY ADMINISTRATOR</u>	DATE <u>10-1-19</u>

DO NOT WRITE IN THIS SPACE - FOR DEPARTMENT OF REVENUE USE ONLY

LIABILITY INFORMATION

License Account Number	Liability Date	State	TOTAL
		-750 (999)	\$



SALIDA ELKS LODGE NO. 808
BENEVOLENT & PROTECTIVE ORDER OF ELKS
148 E. 2nd Street • P.O. Box 967
Salida, CO 81201-0967
719.539.6976 / 719.539.6976 fax
bpoe808@bresnan.net

September 30th, 2019

Clerk's Office
City of Salida
448 E. First Street, Suite 112
Salida CO 81201

RE: Special Event Permit for Salida Elks Lodge No. 808

This letter will serve to verify that permission has been given by a vote of the Lodge membership on Tuesday, August 13th, 2019 during a regular Lodge meeting, to Event Coordinator David Vigil, Lecturing Knight to hold our Annual Charity Ball (Autumn Splendor) on Saturday, November 16th, 2019.

This event will be Open to the Public. The event will be held at the Elks Lodge, 148 E. 2nd Street, Salida.

Attached is a check for \$100 to the City of Salida, the permit application, proof of our good standing with the state of Colorado, and schematics of the basement, as required.

If there are questions or problems with this application, please contact me.

Sincerely,

A handwritten signature in cursive script that reads "Angelina Sanchez". The signature is written in black ink and is positioned above the typed name.

Angelina Sanchez, Secretary
Salida Elks Lodge No. 808

Cc: Lodge files

OFFICE OF THE SECRETARY OF STATE
OF THE STATE OF COLORADO

CERTIFICATE OF FACT OF GOOD STANDING

I, Jena Griswold, as the Secretary of State of the State of Colorado, hereby certify that, according to the records of this office,
SALIDA LODGE NO. 808 OF THE BENEVOLENT AND PROTECTIVE ORDER OF ELKS OF THE
UNITED STATES OF AMERICA

is a

Nonprofit Corporation

formed or registered on 10/03/1991 under the law of Colorado, has complied with all applicable requirements of this office, and is in good standing with this office. This entity has been assigned entity identification number 19911079196 .

This certificate reflects facts established or disclosed by documents delivered to this office on paper through 01/14/2019 that have been posted, and by documents delivered to this office electronically through 01/15/2019 @ 16:26:45 .

I have affixed hereto the Great Seal of the State of Colorado and duly generated, executed, and issued this official certificate at Denver, Colorado on 01/15/2019 @ 16:26:45 in accordance with applicable law. This certificate is assigned Confirmation Number 11330971 .

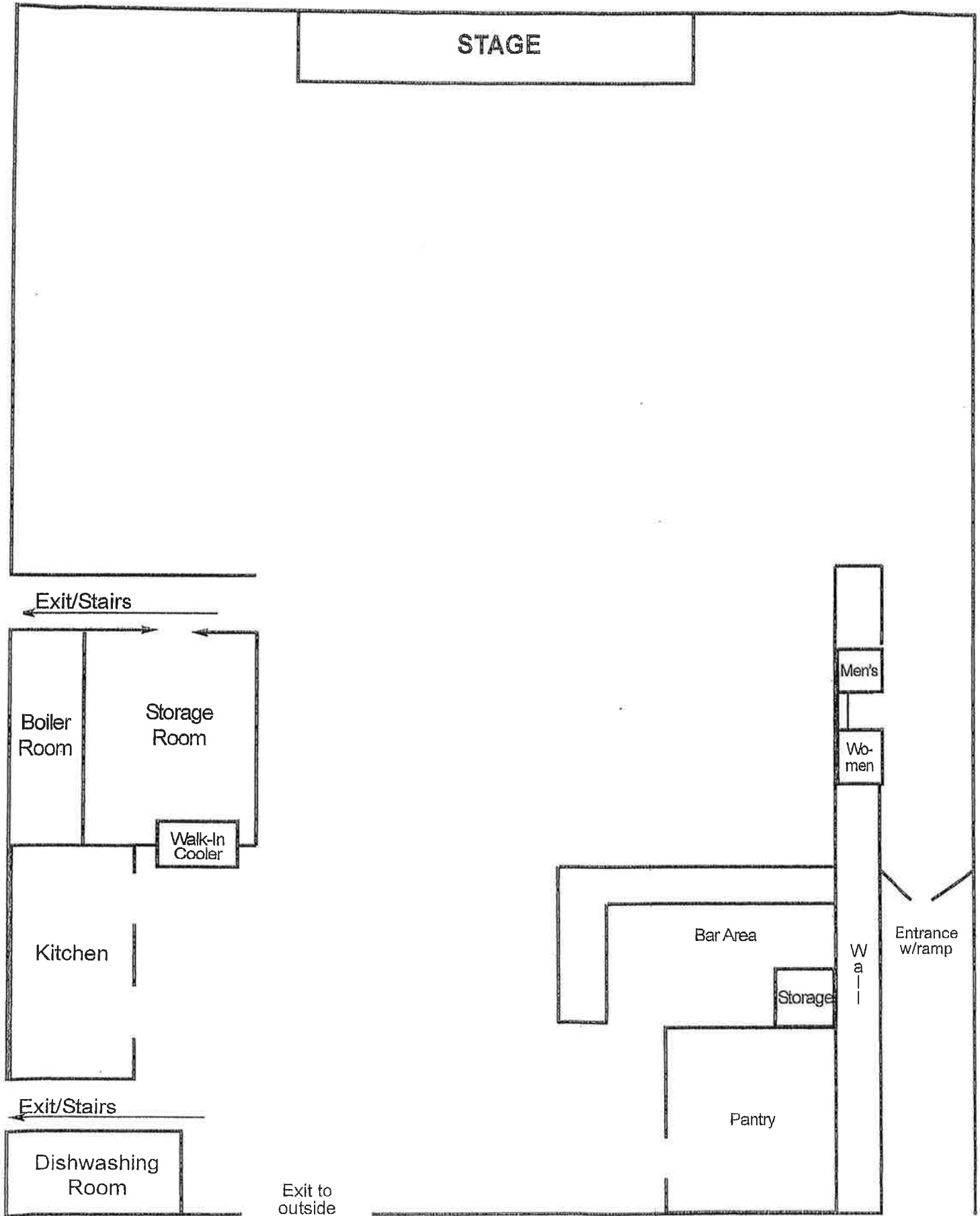


Jena Griswold

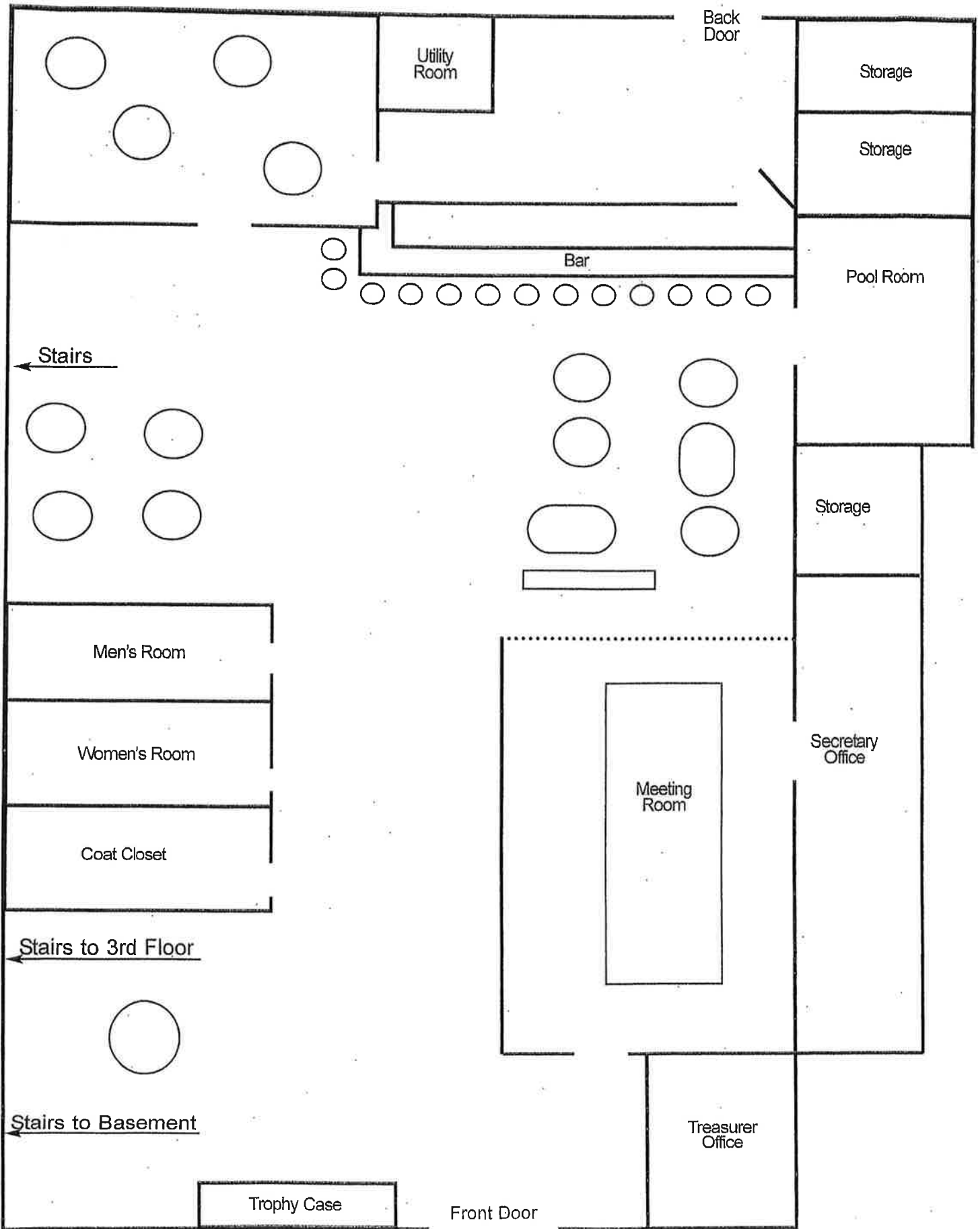
Secretary of State of the State of Colorado

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

SALIDA ELKS LODGE BPOE #808
250 Maximum Capacity



SALIDA ELKS LODGE BPOE #808
Main Floor - 100 Maximum Capacity





SALIDA ELKS LODGE NO. 808
BENEVOLENT & PROTECTIVE ORDER OF ELKS
148 E. 2nd Street • P.O. Box 967
Salida, CO 81201-0967
719.539.6976 / 719.539.6976 fax
bpoe808@bresnan.net

September 30th, 2019

Clerk's Office
City of Salida
448 E. First Street, Suite 112
Salida CO 81201

RE: Special Event Permit for Salida Elks Lodge No. 808

This letter will serve to verify that permission has been given by a vote of the Lodge membership on Tuesday, August 13th, 2019 during a regular Lodge meeting, to Event Coordinator Linda DeLuca, PER (Past Exalted Ruler), to hold our Kick-off to Christmas Season Events on Saturday, November 29th and 30th, 2019.

These events will be Open to the Public. The event will be held at the Elks Lodge, 148 E. 2nd Street, Salida.

Attached is a check for \$100 to the City of Salida, the permit application, proof of our good standing with the state of Colorado, and schematics of the basement, as required.

If there are questions or problems with this application, please contact me.

Sincerely,

A handwritten signature in cursive script that reads "Angelina Sanchez". The signature is written in black ink and is positioned above the typed name.

Angelina Sanchez, Secretary
Salida Elks Lodge No. 808

Cc: Lodge files

OFFICE OF THE SECRETARY OF STATE
OF THE STATE OF COLORADO

CERTIFICATE OF FACT OF GOOD STANDING

I, Jena Griswold, as the Secretary of State of the State of Colorado, hereby certify that, according to the records of this office,
SALIDA LODGE NO. 808 OF THE BENEVOLENT AND PROTECTIVE ORDER OF ELKS OF THE
UNITED STATES OF AMERICA

is a

Nonprofit Corporation

formed or registered on 10/03/1991 under the law of Colorado, has complied with all applicable requirements of this office, and is in good standing with this office. This entity has been assigned entity identification number 19911079196 .

This certificate reflects facts established or disclosed by documents delivered to this office on paper through 01/14/2019 that have been posted, and by documents delivered to this office electronically through 01/15/2019 @ 16:26:45 .

I have affixed hereto the Great Seal of the State of Colorado and duly generated, executed, and issued this official certificate at Denver, Colorado on 01/15/2019 @ 16:26:45 in accordance with applicable law. This certificate is assigned Confirmation Number 11330971

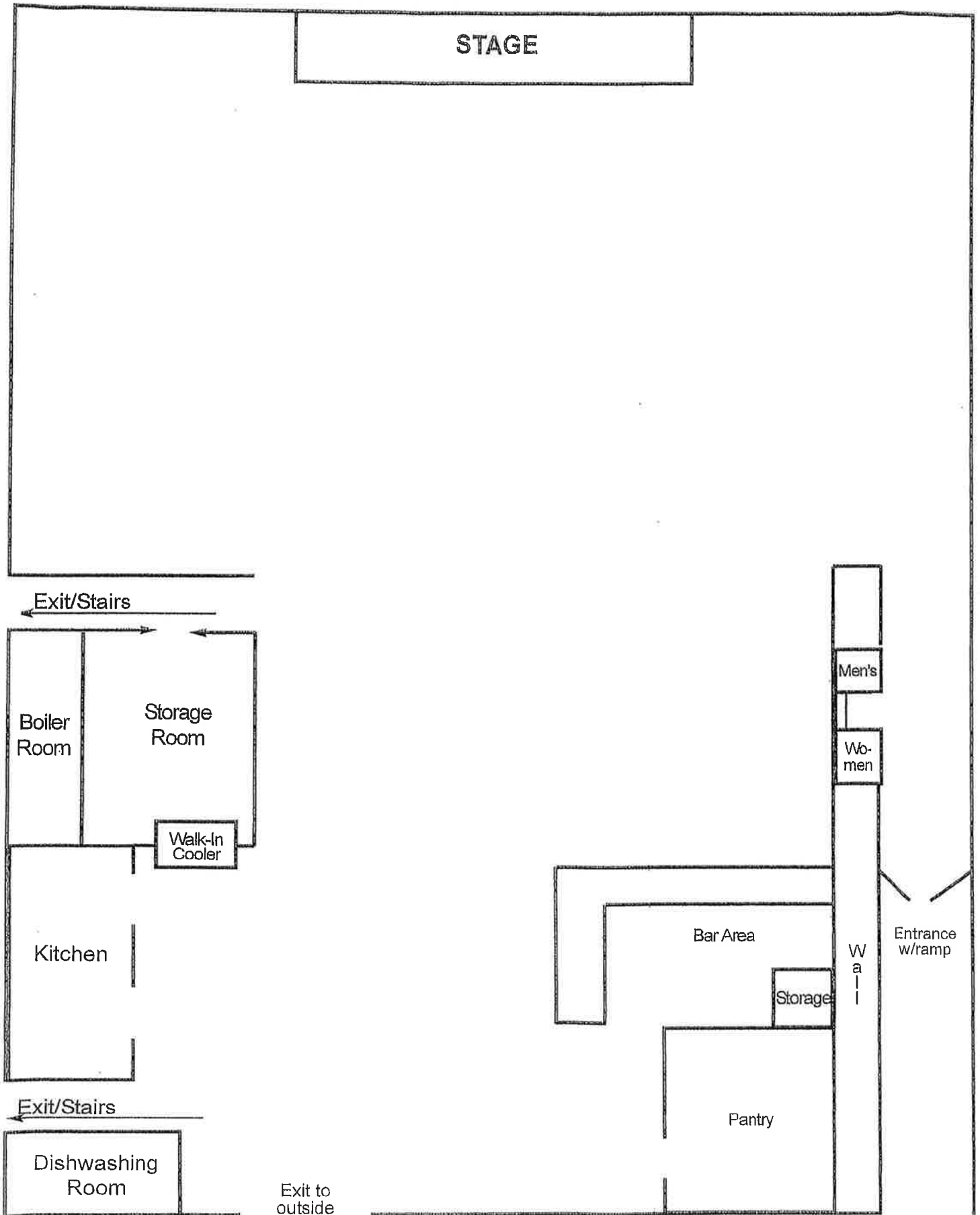


Jena Griswold

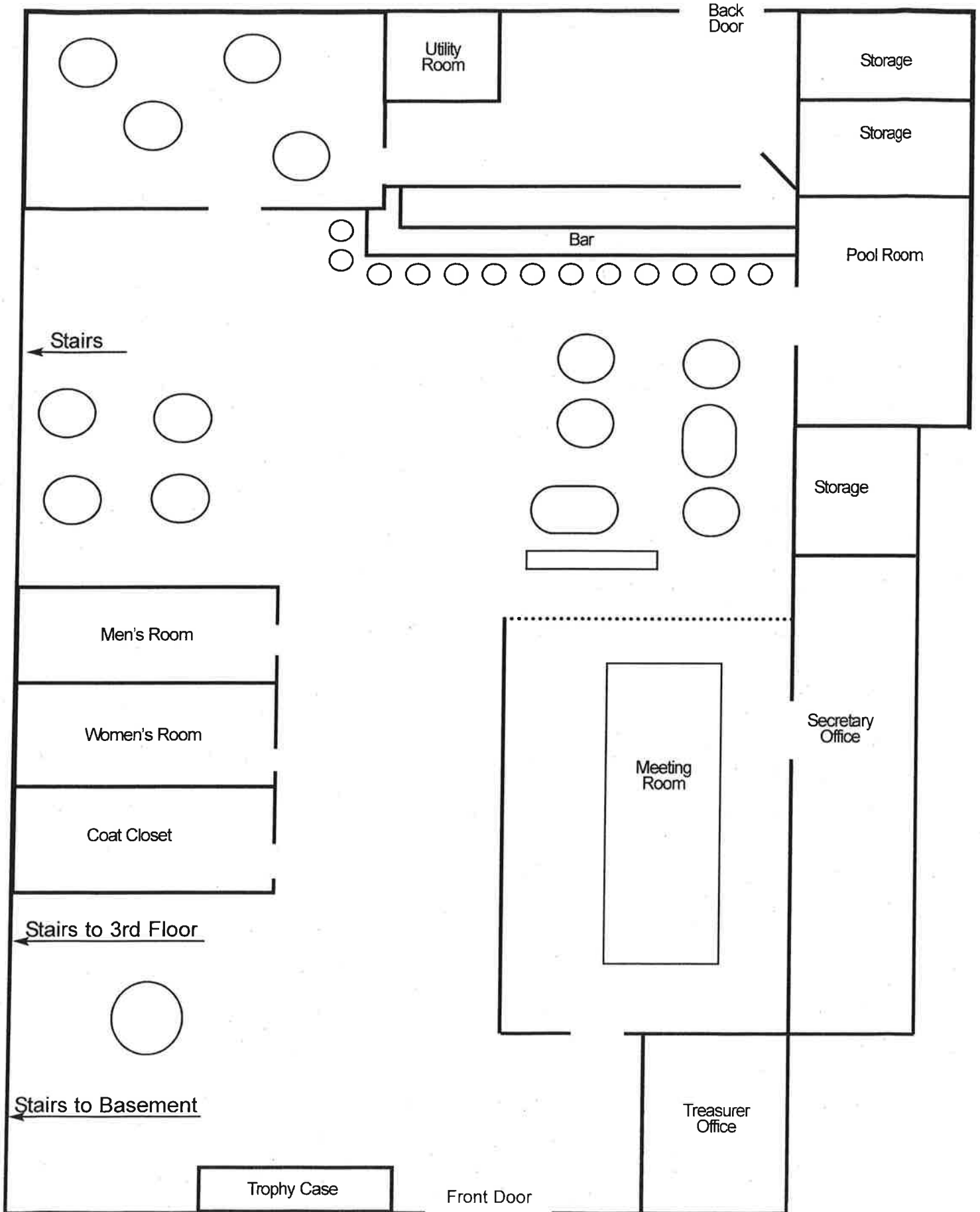
Secretary of State of the State of Colorado

*****End of Certificate*****
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SALIDA ELKS LODGE BPOE #808
250 Maximum Capacity



SALIDA ELKS LODGE BPOE #808
Main Floor - 100 Maximum Capacity



Application for a Special Events Permit

Departmental Use Only

RECEIVED
OCT 04 2019
 By SW

In order to qualify for a Special Events Permit, You Must Be a Qualifying Organization Per 44-5-102 C.R.S. and One of the Following (See back for details.)

- | | | |
|------------------------------------|---|---|
| <input type="checkbox"/> Social | <input type="checkbox"/> Athletic | <input checked="" type="checkbox"/> Philanthropic Institution |
| <input type="checkbox"/> Fraternal | <input type="checkbox"/> Chartered Branch, Lodge or Chapter | <input type="checkbox"/> Political Candidate |
| <input type="checkbox"/> Patriotic | <input type="checkbox"/> National Organization or Society | <input type="checkbox"/> Municipality Owned Arts Facilities |
| <input type="checkbox"/> Political | <input type="checkbox"/> Religious Institution | |

LIAB Type of Special Event Applicant is Applying for:

2110 Malt, Vinous And Spirituous Liquor \$25.00 Per Day

2170 Fermented Malt Beverage \$10.00 Per Day

DO NOT WRITE IN THIS SPACE

Liquor Permit Number

1. Name of Applicant Organization or Political Candidate State Sales Tax Number (Required)

Greater Arkansas River Nature Association 98-13750-0000

2. Mailing Address of Organization or Political Candidate (include street, city/town and ZIP)

GARNA
PO Box 1522
Salida, CO 81201

3. Address of Place to Have Special Event (include street, city/town and ZIP)

A Church
419 D street
Salida, CO 81201

4. Authorized Representative of Qualifying Organization or Political Candidate Date of Birth Phone Number

Hillary Malloy (719) 539-5106

Authorized Representative's Mailing Address (if different than address provided in Question 2.)

5. Event Manager Date of Birth Phone Number

Hillary Malloy (719) 539-5106

Event Manager Home Address (Street, City, State, ZIP) Email Address of Event Manager

info@garna.org

6. Has Applicant Organization or Political Candidate been Issued a Special Event Permit this Calendar Year?

No Yes How many days? 1

7. Is the premises for which your event is to be held currently licensed under the Colorado Liquor or Beer codes?

No Yes License Number

8. Does the Applicant Have Possession or Written Permission for the Use of The Premises to be Licensed? Yes No

List Below the Exact Date(s) for Which Application is Being Made for Permit

Date	Hours From	Hours To	Date	Hours From	Hours To	Date	Hours From	Hours To	Date	Hours From	Hours To
<u>11/14/2019</u>	<u>6:00 p.m.</u>	<u>9:00 p.m.</u>									

Oath of Applicant

I declare under penalty of perjury in the second degree that I have read the foregoing application and all attachments thereto, and that all information therein is true, correct, and complete to the best of my knowledge.

Signature: Hillary Malloy Title: Community Outreach Associate Date: 10/3/2019

Report and Approval of Local Licensing Authority (City or County)

The foregoing application has been examined and the premises, business conducted and character of the applicant is satisfactory, and we do report that such permit, if granted, will comply with the provisions of Title 44, Article 5, C.R.S., as amended.

THEREFORE, THIS APPLICATION IS APPROVED.

Local Licensing Authority (City or County) Telephone Number of City/County Clerk

City of Salida City 719-530-2630

Signature: [Signature] Title: City Administrator Date: 10-8-2019

DO NOT WRITE IN THIS SPACE - FOR DEPARTMENT OF REVENUE USE ONLY

Liability Information			Total
License Account Number	Liability Date	State	
		-750 (999)	\$

OFFICE OF THE SECRETARY OF STATE
OF THE STATE OF COLORADO

CERTIFICATE OF FACT OF GOOD STANDING

I, Jena Griswold, as the Secretary of State of the State of Colorado, hereby certify that, according to the records of this office,

GREATER ARKANSAS RIVER NATURE ASSOCIATION

is a

Nonprofit Corporation

formed or registered on 01/08/1996 under the law of Colorado, has complied with all applicable requirements of this office, and is in good standing with this office. This entity has been assigned entity identification number 19961003128 .

This certificate reflects facts established or disclosed by documents delivered to this office on paper through 10/03/2019 that have been posted, and by documents delivered to this office electronically through 10/04/2019 @ 12:07:28 .

I have affixed hereto the Great Seal of the State of Colorado and duly generated, executed, and issued this official certificate at Denver, Colorado on 10/04/2019 @ 12:07:28 in accordance with applicable law. This certificate is assigned Confirmation Number 11838465 .



Jena Griswold

Secretary of State of the State of Colorado

*****End of Certificate*****

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A CHURCH SPECIAL EVENT AGREEMENT

This Agreement is made effective as of 10/3/19, by and between A Church and GARNA (Client(s)).

The Clients represent that they desire to hold a special event at A Church (Venue) on Nov 14 (date).

with the arrival time at 4pm on the date of 11/14 and a check out time of 11pm on the date of 11/14.

1) VENUE RENTAL FEE(S):

(a) The Venue Rental Fee is \$ 250. The Clients or Representative for the Client(s), agree to pay an initial nonrefundable deposit of 50% of the venue rental fee upon reservation. This payment serves to hold the venue for the specified date of event or wedding and is payable at the time of contract signature. The balance of the Venue Rental Fee shall be paid 2 weeks prior to the arrival time and date.

(b) ~~A \$500.00 refundable security deposit shall be paid 2 weeks prior to the arrival time and date and will be returnable to the client (s) up to fourteen days after the event has been held once property has been inspected for any additional cleaning or potential damage from the event or wedding.~~

Waived

(c) ~~A \$500.00 refundable nuisance deposit shall be paid prior to the arrival time and date and will be returnable to the client(s) up to fourteen days after the event has been held once the Manager has determined that Law Enforcement did not respond to a complaint of noise or other complaint.~~

Waived

(c) Payments may be made via (cash delivery, certified check, or credit card.)

2) DATE CHANGES:

In the event the Client (s) is forced to change the date of the event or wedding a \$40 change fee will apply. Every effort will be made by A Church to transfer reservations to support the new date. The Client(s) agrees that in the event of a date change any expenses including but not limited to deposits and fees that are non-refundable and non-transferable are the sole responsibility of the Client(s). The Client(s) further understands that last minute changes can impact the quality of the event and that A Church is not responsible for these compromises in quality.

3) CANCELLATIONS:

In the event of a cancellation of a special event or wedding, all payments made to date are non-refundable and all outstanding payments will be due immediately. We understand that sometimes it is necessary to change or cancel a reservation. All cancellations or reservation changes must be made in writing. The guest is responsible for verifying that A Church, and Director Kurt Beddingfield have received their cancellation letter. We cannot refund any advance payment for a canceled reservation unless the Venue is re-rented for the entire period and prepayment has cleared. We will make every effort to re-

book the Venue; however, if it is not re-booked, you forfeit all monies paid. If a cancellation is successfully re-rented, all of the rent, taxes and damage/security deposit will be refunded, less a \$100 cancellation fee.

4) RULES AND REGULATIONS:

The following is a list of rules and regulations to be upheld by Client(s), which includes all EVENTS PLANNERS, WEDDING COORDINATORS, VENDORS, and GUESTS who are involved in the planning and execution of the special event on the premises of A Church.

(a) **Parking:** All vehicles associated in any way with the event or wedding must be parked within the designated parking area, or along the roadway.

(b) **Cleaning:** The Venue must be cleaned prior to checkout to include floors, surfaces, furniture and any spills cleaned up and trash taken out. It shall be cleaned to substantially the same condition as it was when the Client(s) checked in. There is a cleaning list will need to be completed for checkout. There is a \$400 cleaning fee that will apply if the venue is not cleaned by the renters.

(c) **Surrender of Premises:** The Venue must be vacated and surrendered by 12pm on the checkout date. If the Client(s) fail to vacate the Venue by that time, they forfeit the security deposit.

5) EVENT ENDING TIMES:

All events must end by 11pm on Friday and Saturday evenings, 9pm on Sunday-Thursday evenings to comply with sound ordinances. The Venue must be cleaned and vacated by 12pm on the day of checkout.

6) DECORATIONS:

Decorations may not be hung with tape, wire, nails or screws which will damage the Venue. All decorations must be removed without leaving damages by check out time. Any hanging decorations must be approved by the owners and must be removed by check out time.

Note: The use of birdseed and blowing bubbles is permitted only outside for wedding and reception farewells. Rice, confetti, flower petals, balloons, glitter, pyrotechnics, and sparklers are not permitted inside or outside the facility.

7) INDEMNIFICATION:

Client(s) agree to indemnify and hold A Church, its officers, representatives, employees, agents and assigns harmless against all claims, causes of action, damages, liability loss or costs including reasonable attorney's fees, of every kind and nature whatsoever, that directly or proximately result from or are caused by any act or omission of the Client(s) or any of its officers, agents, employees, representatives, assigns, guests, patrons or invitees, or by their use or occupation of A Church pursuant to this Agreement.

8) LIQUOR/BEVERAGES/ILLEGAL SUBSTANCES:

All alcohol must be served in compliance with State and local regulations. The Client(s) represent that they have taken all necessary steps and secured any necessary or required permitting if they are serving any alcoholic beverages at

the Venue. Drunken/Violent disturbances are prohibited and subject to immediate removal from the premise, possible termination of event without refund and forfeiture of some or all of the nuisance deposit.

9) SECURITY DEPOSIT:

A \$500.00 security deposit will be returned 14 days after the event as long as there is no damage and Venue policies have been followed. If any damages that exceed the amount of the security deposit shall be the responsibility of the person financially responsible for the event. If the venue has not been cleaned, then the charge for cleaning will be deducted from the security deposit.

10) NUISANCE DEPOSIT:

A \$500.00 nuisance deposit will be returned 14 days after the event as long as law enforcement has not been called due to excessive noise or other activities occurring during the term of the special event.

11) MUSIC:

All music must end by 9pm during weekdays and 11pm on weekends to comply with sound ordinances.

12) SMOKING:

A Church is a non-smoking venue. Smoking will be permitted only in designated areas outside.

14) FAILURE TO COMPLY WITH VENUE POLICIES WILL FORFEIT SECURITY DEPOSIT.

SIGNATURES:

Clients:

By: Hillary Malloy

By: _____

Signature: Hillary Malloy
Date: 10/4/19

Signature: _____
Date: _____

A Church Representative:

By: Sheree Beddingfield

By: _____

Signature: Sheree Beddingfield
Date: 10/3/17

Signature: _____
Date: _____



REQUEST FOR CITY COUNCIL ACTION

Meeting Date: November 5, 2019

AGENDA ITEM NO. Consent Agenda	ORIGINATING DEPARTMENT: Public Works	PRESENTED BY: David Lady
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ITEM:

Council Action Final Settlement Multi-Use Facility Project

Project No 2018-002

Consent Agenda

BACKGROUND:

The City's multi-use facility is to support Public Works, Fire, and Police Departments. The facility has been planned and budgeted for several years. This facility would provide a secured entrance at the gallery site, provide shop bays for heavy equipment and fire truck maintenance, and provide an area for training activities.

Staff submitted a DOLA EIAF Tier II competitive grant application in November of 2017 and interviewed with DOLA in March of 2018. The City was notified in April of 2018 that the Multi-Use Facility was selected as a recipient of a \$450,000 grant towards the project.

The project was planned as a design-build project. Design build projects are a common procurement mechanism for vertical building construction among municipalities and the private sector. Design-build offers several advantages over design-bid-build as it allows for a team based approach between the owner and contractor to fine tune the scope of work in efforts to complete the project with the best value and a fixed budget. Design-build contract documents were developed for the multi-use facility and proposals were received on June 19th, 2018. The project was awarded to LM Kersting Construction.

FISCAL NOTE:

City Council awarded a Construction Contract to LM Kersting Construction on July 3, 2018 for the Multi-Use Facility Project in the Guaranteed Maximum Price amount of \$890,000.00 with a total project budget of \$900,000.00.

All work was completed within budget and was accepted by the City. The final construction cost was \$890,000.00. The 10% retainage in the amount of \$89,000.00 has been withheld pending approval of final settlement by council. Public Notice of Final Settlement was advertised on October 16th and 18th, 2019.

LM Kersting Construction provided excellent quality of work and coordination with the City throughout the project.

STAFF RECOMMENDATION:

To approve final settlement to LM Kersting Construction in the amount of \$89,000.00 for the Multi-Use Facility Project.



REQUEST FOR CITY COUNCIL ACTION

Meeting Date: November 5, 2019

AGENDA ITEM NO. Consent Agenda	ORIGINATING DEPARTMENT: Public Works	PRESENTED BY: David Lady
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SUGGESTED MOTIONS:

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

Followed by a second and then a voice vote.



REQUEST FOR CITY COUNCIL ACTION

Meeting Date: November 5, 2019

AGENDA ITEM NO. Consent Agenda	ORIGINATING DEPARTMENT: Public Works	PRESENTED BY: David Lady
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ITEM:

Council Action Final Settlement 2019 Asphalt Maintenance Project,
Project No 2019-004
Consent Agenda

BACKGROUND:

The City of Salida public roadways generally consist of asphalt paving. Asphalt maintenance is necessary to reduce life cycle costs by increasing the life of the roadway and maintaining a higher level of service. Asphalt maintenance consists of crack sealing, chip sealing, overlays, slurry seals, and other types of point repairs.

Public Works identified roads that needed crack sealing, chip sealing, and overlays in 2019. The chip sealing included a fog (black oil based top coat). Bids for asphalt maintenance were received on May 30th, 2019. The project was awarded to A-1 Chipseal Co.

FISCAL NOTE:

City Council awarded a Construction Contract to A-1 Chipseal on June 4, 2019 for the 2019 Asphalt Maintenance Crack Sealing Project in the amount of \$198,366.80 with a total project budget of \$218,366.80.

All work was completed within budget and was accepted by Public Works. The final project cost was \$218,360.34. Additional crack sealing was performed to utilize remaining budget. The 10% retainage in the amount of \$21,836.03 has been withheld pending approval of final settlement by council. Public Notice of Final Settlement was advertised on October 16th and 18th, 2019.

A-1 Chipseal provided acceptable quality of work and coordination with the City throughout the project.

STAFF RECOMMENDATION:

To approve final settlement to A-1 Chipseal in the amount of \$21,836.03 for the 2019 Asphalt Maintenance Project.

SUGGESTED MOTIONS:

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

Followed by a second and then a voice vote.



REQUEST FOR CITY COUNCIL ACTION

Meeting Date: November 5, 2019

AGENDA ITEM NO. Consent Agenda	ORIGINATING DEPARTMENT: Public Works	PRESENTED BY: David Lady
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ITEM:

Council Action Final Settlement Water Treatment Plant Disinfection Improvements Project

Project No 2017-006

Consent Agenda

BACKGROUND:

The City of Salida's water treatment plant (WTP) was constructed in the late 1950's. Multiple upgrades have increased the capacity to approximately 4 MGD. In 2015, a study conducted by the Colorado Department of Health and Environment (CDPHE) determined that additional disinfection needed to be achieved in order to be in compliance with regulations.

The primary scope of the project involving regulatory requirements which included the ultraviolet disinfection was completed and operational in 2018. Additional scope items such as the WTP generator, portable generator, PRV vault, paving, and improvements at the gallery site were completed after installation of the disinfection improvements.

Bids were received on March 10th, 2017. The project was awarded to Moltz Construction, Inc.

FISCAL NOTE:

City Council awarded a Construction Contract to Moltz Construction Inc. on March 21, 2017 and approved a subsequent change order to increase the scope of work on October 3, 2017 with a total project budget of \$2,091,476.00.

Associated with this project is a DOLA grant of \$775,000, SRF design and engineering grant of \$120,000, and an approved SRF loan up to \$1,505,000.

All work was completed within budget, was inspected by Providence Engineering Consultants, and accepted by the City. The final construction cost was \$1,912,380.00. The 5% retainage in the amount of \$95,619.00 has been withheld pending approval of final settlement by council. Public Notice of Final Settlement was advertised on October 16th and 18th, 2019.

Moltz Construction Inc. provided excellent quality of work and coordination with the City throughout the project.

STAFF RECOMMENDATION:

To approve final settlement to Moltz Construction Inc. in the amount of \$95,619.00 for the Water Treatment Plant Disinfection Improvements Project.

SUGGESTED MOTIONS:

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

Followed by a second and then a voice vote.



REQUEST FOR CITY COUNCIL ACTION

Meeting Date: November 5, 2019

AGENDA ITEM NO. Consent Agenda	ORIGINATING DEPARTMENT: Public Works	PRESENTED BY: David Lady
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ITEM:

Council Action Final Settlement 2019 Concrete Maintenance Project,
Project No 2019-006
Consent Agenda

BACKGROUND:

The City of Salida right-of-ways have concrete infrastructure consisting of curb and gutter, ADA ramps/crosswalk, cross pans, and sidewalks. Public Works staff have surveyed defective sections of concrete and repairs have been prioritized in the highest pedestrian utilized corridors such as downtown streets and near school routes. Based on the field survey, approximately 5-8 years of repairs remain at the current spending rate.

The project was advertised and bids were received on February 12, 2019.

FISCAL NOTE:

City Council awarded a Construction Contract to Cedar Ridge Landscape, Inc on February 19th, 2019 for the 2019 Concrete Maintenance Project in the amount of \$170,039.50 with a total project budget of \$190,439.50.

All work was completed within budget and was accepted by Public Works. The final project cost was \$185,249.00. The 10% retainage in the amount of \$18,524.90 has been withheld pending approval of final settlement by council. Public Notice of Final Settlement was advertised on October 28th and 29th, 2019.

Cedar Ridge Landscape, Inc provided excellent quality of work and coordination with the City throughout the project.

STAFF RECOMMENDATION:

To approve final settlement to Cedar Ridge Landscape, Inc in the amount of \$18,524.90 for the 2019 Asphalt Maintenance Project.

SUGGESTED MOTIONS:

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

Followed by a second and then a voice vote.



REQUEST FOR CITY COUNCIL ACTION

Meeting Date: November 5, 2019

AGENDA ITEM NO. 4.a.	ORIGINATING DEPARTMENT: Administration	PRESENTED BY: Geoff Wilson
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ITEM:

Ordinance 2019-14 amending the Salida Municipal Code as it relates to code violations and penalties.

BACKGROUND:

Colorado House Bill 13-1060, entitled “concerning raising the maximum fine that may be assessed by a municipal court”, amended Colorado Revised Statutes 13-10-113 to increase the maximum penalty a person convicted of violating a municipal ordinance in a municipal court may be fined from one thousand dollars (\$1000) to two thousand six hundred fifty dollars (\$2650).

In reviewing our City code for other code enforcement and municipal court issues, staff and counsel noticed that the City never updated their general penalty for the code violations section. Therefore, this ordinance seeks to amend 1-4-20 of the Salida Municipal Code to increase the maximum penalty for code violations from one thousand dollars to the allowable two thousand six hundred fifty dollars, to be utilized as an option, when necessary in egregious circumstances. Until the City amends their code, the increased amount within the Colorado Revised Statutes cannot apply.

Also, in reviewing the code for these purposes, counsel found one section intended to be reduced from a misdemeanor to a violation, which was inadvertently left out of an ordinance earlier this year which dealt with municipal code violations.

SUGGESTED RECOMMENDATION:

Staff recommends approving Ordinance 2019-14 amending the SMC as it relates to code violations and penalties.

SUGGESTED MOTION:

A Council member should make a motion to approve Ordinance 2019-14 amending the Salida Municipal Code as it relates to code violations and penalties, followed by a second.

Attachments

Ordinance 2019-14

CITY OF SALIDA, COLORADO
ORDINANCE NO. 14
(Series of 2019)

**AN ORDINANCE OF THE CITY COUNCIL FOR THE CITY OF SALIDA,
COLORADO AMENDING THE SALIDA MUNICIPAL CODE AS IT
RELATES TO CODE VIOLATIONS AND PENALTIES**

WHEREAS, pursuant to C.R.S. § 31-15-401, the City of Salida, Colorado (“City”), acting by and through its City Council (“Council”), possesses the authority to adopt laws and ordinances within its police power in furtherance of the public health, safety and welfare; and

WHEREAS, pursuant to this authority, the City has previously adopted certain code provisions, general offenses and violations, and the penalties attached to them, codified in the Salida Municipal Code (“Code”); and

WHEREAS, Colorado House Bill 13-1060, entitled “concerning raising the maximum fine that may be assessed by a municipal court,” amended Colorado Revised Statutes 13-10-113 to increase the maximum penalty a person convicted of violating a municipal ordinance in a municipal court may be fined from one thousand dollars (\$1,000) to two thousand six hundred fifty dollars (\$2,650); and

WHEREAS, the Council now finds that it is desirable and appropriate to amend the Code to increase the maximum fine available as a possible penalty for Code violations from one thousand dollars to two thousand six hundred fifty dollars; and

WHEREAS, the Council also finds it desirable and appropriate to amend the Code to clean up provisions to ensure current compliance with State law as it relates to Municipal Court issues, violations and penalties.

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

Section 1. The City Council incorporates the foregoing recitals as conclusions, facts, determinations and findings by the City Council.

Section 2. Section 1-4-20 of the Salida Municipal Code, concerning General penalty for violations, is hereby amended to read as follows:

Sec. 1-4-20. – General penalty for violations.

- (a) Any person who violates or fails to comply with any provision of this Code for which a different penalty is not specifically provided shall, upon conviction thereof, be punished by a fine in an amount not to exceed ~~one thousand~~ **TWO THOUSAND SIX HUNDRED FIFTY** dollars (~~\$1,000.00~~ **2,650.00**), except as hereinafter provided in Section 1-4-30. In addition, such person shall pay all costs and expenses

in the case, including attorney fees. Each day such violation continues shall be considered a separate offense.

Section 3. Section 13-4-60 of the Salida Municipal Code, concerning Violation-Penalties, Backflow prevention and cross-connections, is hereby amended to read as follows:

Sec. 13-4-60. – Violation-Penalties.

...

- (b) Violations of this Chapter may be prosecuted in municipal court and, upon conviction thereof, a violator may be fined an amount not to exceed ~~one thousand~~ **TWO THOUSAND SIX HUNDRED FIFTY** dollars (~~\$1,000.00~~ **2,650.00**) per violation, per day.

Section 4. Section 10-1-30 of the Salida Municipal Code, concerning Criminal attempt, is hereby amended to read as follows:

Sec. 10-1-30. – Criminal attempt.

...

- (d) Criminal attempt to commit a violation of the Code is a ~~misdemeanor~~ **VIOLATION SUBJECT TO THE PROVISIONS OF CHAPTER 1, ARTICLE IV OF THIS CODE**. The penalty shall be the same as the penalty for committing the violation attempted. Attempting to violate this Code need not be separately charged, but such a charge shall be deemed included in an allegation that the defendant in fact violated this Code.

Section 5. Should any one or more sections or provisions of this Ordinance or of the Code provisions enacted hereby be judicially determined invalid or unenforceable, such judgment shall not affect, impair or invalidate the remaining provisions of this Ordinance or of such Code provision, the intention being that the various sections and provisions are severable.

Section 6. Any and all Ordinances or Codes or parts thereof in conflict or inconsistent herewith are, to the extent of such conflict or inconsistency, hereby repealed; provided, however, that the repeal of any such Ordinance or Code or part thereof shall not revive any other section or part of any Ordinance or Code provision heretofore repealed or superseded.

INTRODUCED ON FIRST READING, ADOPTED and ORDERED PUBLISHED IN FULL in a newspaper of general circulation in the City of Salida by the City Council on the 15th day of October, 2019 and set for second reading and public hearing on the 5th day of November, 2019.

INTRODUCED ON SECOND READING, FINALLY ADOPTED and ORDERED PUBLISHED BY IN FULL OR BY TITLE ONLY, by the City Council on the _____day of _____, 2019.

CITY OF SALIDA

By:

Mayor

(SEAL)

ATTEST:

City Clerk/Deputy City Clerk

PUBLISHED IN FULL in the Mountain Mail after First Reading on the 18th day of
October, 2019, and **BY TITLE ONLY, OR IN FULL**, after Final
Adoption on the ____ day of _____, 20__.

By:

City Clerk/Deputy City Clerk



REQUEST FOR CITY COUNCIL ACTION

Meeting Date: November 5, 2019

AGENDA ITEM NO. 5.a.	ORIGINATING DEPARTMENT: Administration	PRESENTED BY: Drew Nelson
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ITEM:

Agreement to Establish and Operate a Donor Advised Fund – Chaffee County Community Foundation

BACKGROUND:

As discussed in previous City Council meetings, the City has been provided an opportunity to enter into an agreement with the Chaffee County Community Foundation (CCCF) to assist in managing the City's funding of area non-profits. The City, via this agreement, would be able to provide advisory guidance on how expenditures of the funds would occur out of this new Donor Advised Fund. The funds would be transferred to the CCCF at the beginning of each fiscal year and disbursed as directed by the City. CCCF would be responsible for managing the grant application process, and provide guidance for the City Council on matters related to each non-profit agency that applies for funding.

FISCAL NOTE:

The agreement provides for an administrative of not more than 2% of the gross funding donated to the Donor Advised Fund. For 2020, with current funding levels identified in the draft budget (\$40,000), the fiscal impact would be \$800.

STAFF RECOMMENDATION:

Staff recommends approval of the Agreement to Establish and Operate a Donor Advised Fund with the Chaffee County Community Foundation, to be signed by the Mayor.

SUGGESTED MOTIONS:

A City Councilperson should make a motion to approve the Agreement to Establish and Operate a Donor Advised Fund with the Chaffee County Community Foundation, followed by a second and a roll call vote.

**CHAFFEE COUNTY COMMUNITY FOUNDATION
AGREEMENT TO ESTABLISH AND OPERATE A DONOR ADVISED FUND**

This Agreement is entered into by and between the Chaffee County Community Foundation ("CCCF") and the City of Salida, Colorado ("Donor").

CCCF is an Internal Revenue Code Section 501(c)(3) public charity which operates as a community foundation. CCCF is willing to own and control certain contributions ("contributions") made to it, but is also willing to provide Donor, or a person appointed by Donor, the ability to provide or reasonably expect to provide to CCCF nonbinding advice regarding distributions or investments of the contributions, subject to the requirements and restrictions contained in Internal Revenue Code Section 4966(d)(2) and the corresponding Treasury Regulations.

Pursuant to this Agreement, Donor will provide a contribution to CCCF and CCCF will establish a separate fund known as the City of Salida Community Grants Fund as a donor advised fund. CCCF will own, control, and exercise full fiduciary capacity over the DAF, and Donor may, but is not required to exercise advisory privileges in the distribution or investments of amounts in the DAF.

CCCF will operate the fund in such a fashion as to avoid any excise taxes that could be imposed upon it for providing an excess benefit transaction or a distribution to a disqualified person or disqualified supporting organization, or any other transaction that could cause the imposition of an excise tax or other penalty under Internal Revenue Code Sections 4966 or 4967.

Donor may appoint a successor to exercise Donor's advisory privileges and may change or add successor advisors at any time. If no successor advisor or other succession plan is communicated to CCCF by the Donor during his/her lifetime, the CCCF Board of Directors ("Board") will make a determination regarding grant-making from the DAF considering its previous grant-making history.

This Fund shall only be used in furtherance of charitable purposes as described in Internal Revenue Code Section 170 and the corresponding Treasury Regulations. CCCF shall retain and does retain ultimate fiduciary authority and control over the investment, expenditures, distributions and grants of principal and income from the Fund. CCCF shall have the power to modify any restriction or condition on the distribution of funds for any specified organizations if in the sole judgment of CCCF's Board such restriction or condition becomes illegal, unethical, unnecessary, or incapable of fulfillment of the charitable needs of the community or area served.

Administrative Fee: CCCF shall assess an administrative fee of not more than 2% on the gross income donated to the Fund. This fee shall be reviewed by the CCCF Board of Directors on an annual basis, with the long-term goal of reducing these fees.

Donor's Signature

Date: _____

Donor's Printed Name

Date: _____

By: Joseph Teipel
Executive Director, Chaffee County Community Foundation



REQUEST FOR CITY COUNCIL ACTION

Meeting Date: November 5, 2019

AGENDA ITEM NO. 5.b.	ORIGINATING DEPARTMENT: Finance	PRESENTED BY: Aimee Tihonovich
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ITEM:

2019 Budget Amendment to provide authority for making operating transfers between funds

BACKGROUND:

It is common for governments to transfer resources between funds to balance the activities of the funds. For example, revenue is collected in the Lodging Tax Fund and that revenue is to go toward supporting the operations of the aquatic center and the Steamplant Events Center. Also, General Fund resources are typically needed in the Capital Improvement fund and the Steamplant Events Center to fully support the activities of those funds. Finally, Utility projects sometimes impact the spending needs in the Streets fund and visa versa; funds should be distributed from the appropriate source to pay for the impacts. Finally, although transfers have been planned in the budget each year, actual transfers were not made to the full extent that they should have been made in the last couple of years so some "catch up" is necessary.

FISCAL NOTE:

There is no impact to the overall City budget, funds are being moved from one fund to another.

STAFF RECOMMENDATION:

Staff recommends adopting the resolution.

SUGGESTED MOTION:

After a hearing is held on the Budget Amendment, it is recommended that a City Councilperson make a motion to adopt the resolution to amend the 2019 budget.

ATTACHMENT:

Resolution 2019-55

CITY OF SALIDA, COLORADO
RESOLUTION NO. 55
(Series 2019)

**AN AMENDMENT TO RESOLUTION 2018-54 ESTABLISHING BUDGET AND
APPROPRIATIONS BY FUND FOR THE CITY OF SALIDA OPERATIONS FOR
CALENDAR YEAR 2019**

WHEREAS, City Council adopted Resolution No. 2018-54, dated December 18, 2018 establishing the Budget and appropriations by fund for the City of Salida operations in calendar year 2019; and

WHEREAS, this Council, by Resolution No. 2019-38A, dated July 16, 2019, amended the budget and appropriations for calendar year 2019; and

WHEREAS, C.R.S. Section 29-1-109 requires that changes to the budget due to any transfer, supplemental appropriation, or revised appropriation be made by ordinance or resolutions; and

WHEREAS, this Council has determined a second amendment to the 2019 budget and appropriations for the General, Streets, CIP, Lodging, SteamPlant, Water and Wastewater Funds is necessary in order to allow for balancing transfers between to better allocate resources among funds. The balancing transfers required are: a transfer of \$800,000 from the lodging tax fund to the general fund to transfer lodging tax revenues earned since 2017 to help the general fund pay for net expenses of the Parks and Rec and SteamPlant Event Center since 2017; a transfer of \$620,000 from the Water fund and \$20,000 from the Wastewater fund to the Street fund to reimburse the Street Fund for Water and Wastewater portion of project costs charged to the Street fund in 2017; and a transfer of \$500,000 from the General Fund to the SteamPlant and CIP Fund for \$360,000 and \$140,000 respectively to pay for the 2019 general fund portion of expenses recorded in these funds.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Salida, Colorado that the budgets and appropriations by fund for Calendar Year 2019 be amended as follows:

Fund	Original Budget Reso No. 2018-54	1st Amendment Reso 2019-38A	Amount of this Change	2nd Amended Budget & Appropriation
Estimated Revenues:				
General Fund	\$ 7,282,883		\$ 800,000	\$ 8,082,883
Water Fund	\$ 2,694,550			\$ 2,694,550
Wastewater Fund	\$ 1,859,196			\$ 1,859,196
SteamPlant Events Center Fund	\$ 313,700		\$ 360,000	\$ 673,700
Conservation Trust Fund	\$ 61,200			\$ 61,200
Streets Fund	\$ 2,630,957		\$ 640,000	\$ 3,270,957
Capital Improvement Fund	\$ 487,245		\$ 140,000	\$ 627,245
Economic Development Fund	\$ 120,640			\$ 120,640
Lodging Tax Fund	\$ 300,000			\$ 300,000
Estimated Expenditures:				
General Fund	\$ 7,944,156		\$ 500,000	\$ 8,444,156
Water Fund	\$ 2,174,307		\$ 620,000	\$ 2,794,307
Wastewater Fund	\$ 2,772,012		\$ 20,000	\$ 2,792,012
SteamPlant Events Center Fund	\$ 755,824			\$ 755,824
Conservation Trust Fund	\$ 210,000			\$ 210,000
Streets Fund	\$ 2,543,005			\$ 2,543,005
Capital Improvement Fund	\$ 2,334,471			\$ 2,334,471
Economic Development Fund	\$ 91,523	\$ 42,500		\$ 134,023
Lodging Tax Fund	\$ -		\$ 800,000	\$ 800,000

RESOLVED, APPROVED AND ADOPTED this 5th day of November, 2019.

CITY OF SALIDA, COLORADO

By: _____
P.T. Wood, Mayor

[SEAL]

ATTEST:

City Clerk/Deputy City Clerk



REQUEST FOR CITY COUNCIL ACTION

Meeting Date: November 5, 2019

AGENDA ITEM NO. 5.c.	ORIGINATING DEPARTMENT: Community Development	PRESENTED BY: Glen Van Nimwegen
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ITEM:

Resolution No. 2019-56 - Adopting the Downtown Salida Parking Study.

BACKGROUND:

The city entered into a contract with Walker Consultants on June 18, 2019 to study parking demands and supply in the downtown and provide recommendations. The process included

- Introducing the process at the July 18 Salida Business Alliance
- Meeting with downtown business owner focus groups
- Pop-up event at the Salida Arts and Music Fest on July 20
- Pop-up event at the Farmers Market on August 24
- Public open house to discuss findings at the Steam Plant on August 29
- Council work session presentation on October 7
- Staff emailed the draft plan to approximately 93 downtown business owners and posted it on the city website on October 11

DISCUSSION:

An even further condensed list of findings from the study is today we have a good balance of parking demand versus parking supply. However, our special events upset this balance so we should consider requiring vendors to plan for parking off-site. The risk of losing our current leases would also create a deficit so continue to work toward more permanent parking solutions. The administration of our free parking downtown is expensive, upwards of \$180,000 per year. Implementation of a parking fee in the core area of downtown would allow the city to recoup some of these costs while ensuring the use of the spaces overturns allowing new customers access to the downtown. Other forms of funding could be considered including special parking or downtown development districts.

A product of the study is a model staff will maintain and use to project and monitor parking demand in the downtown going forward.

STAFF RECOMMENDATION:

Staff recommends the Council adopt the parking study as a guiding document in making future decisions regarding parking downtown.

SUGGESTED MOTION:

A council person should make the motion to "Approve Resolution 2019-56 to adopt the Downtown Salida Parking Study".

**CITY OF SALIDA, COLORADO
RESOLUTION NO. 56
(Series 2019)**

**A RESOLUTION OF THE CITY COUNCIL FOR THE CITY OF SALIDA, COLORADO
ADOPTING THE DOWNTOWN SALIDA PARKING STUDY**

WHEREAS, the City Council of the City of Salida desires to have a guiding document for decisions regarding public and private parking in the downtown; and

WHEREAS, substantial investment is made yearly in providing parking downtown and the City Council wishes to keep the downtown vibrant and the city fiscally sound; and

WHEREAS, a highly skilled parking consultant, Walker Consultants studied the parking demand and supply during the summer of 2019; and

WHEREAS, the consultant team and staff met with downtown business owners in focus groups; solicited input at two public events; held a public open house; presented to Council at a work session and collected user survey data from July, 2018 to October, 2019, from which the final study and recommendations were formulated.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL FOR THE CITY OF SALIDA, COLORADO that the Downtown Salida Parking Study will be used as a guiding document in making decisions regarding investment, maintenance, enhancement and management of the parking system downtown to ensure the area continues as an economic asset for the City.

**RESOLVED, APPROVED, AND ADOPTED this 5th day of November, 2019.
CITY OF SALIDA**

By: _____
Mayor

(SEAL)

ATTEST:

City Clerk/Deputy City Clerk



Downtown Salida Parking Study

City of Salida, Colorado

October 22, 2019

Prepared for: The City of Salida, Colorado

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Executive Summary

The City of Salida engaged Walker Consultants (Walker) to complete a Downtown Parking Study in June 2019, following a public request for proposals (RFP) process. The results of this study, contained herein, are intended to identify existing and future parking needs in a way that balances the community's need to accommodate future growth with its desire to maintain the unique character and sense of place that make Downtown Salida special. Based on the team's findings and recommendations, City of Salida leadership now has the opportunity to make important, impactful changes for the City.

The consultant team has found that while the City has made strides in addressing localized shortages in the downtown through the expanded F-Street Lot (a lease with Union Pacific), significant changes—comprising both parking management interventions and sustainable parking inventory expansion—are necessary to alleviate localized shortages, equitably serve all user groups, minimize detrimental impacts from Salida's incredible special events on locals, and ensure that Salida's infrastructure supports economic growth into the future. Major obstacles identified during the planning process include:

- **Localized Shortages:** Demand is heavily concentrated in prime parking areas adjacent to most retail, restaurants, and attractions, along F Street, portions of G and E streets, and portions of Sackett, First, Second, and Third streets. This phenomenon can be attributed to a wide range of conditions—including a lack of turnover in these spaces, a lack of signage and wayfinding directing parkers to alternative resources, confusing and inconsistent curb markings, and a general lack of incentive for parkers to find more appropriate parking (e.g. paid parking or enforcement).
- **Unsustainable Inventory Sources:** A significant portion (17% of total public spaces and 66% of public off-street spaces) are short-term (generally year-to-year) leases, with an option given to the lessor for termination with notice to the City. Given that the inventory these leased lots provide is necessary for the long-term health of the Salida parking system, the potentially short nature of these leases is problematic.
- **New Inventory Needed:** The City of Salida has experienced an average of 8% growth in lodging and sales tax over the last five years, with a conservative 3% growth projected in subsequent years by the Finance Department. Even assuming more conservative growth projections, the City needs an influx of sustainable inventory in the next 4-6 years for its parking system to function optimally.
- **Limited Long-Term Parking Options (With High Demand):** The downtown core both includes and abuts residential areas, and hosts a substantial number of employees who currently drive and park to get to work. However, publicly-available parking in the downtown core is largely intended for customer parking, with no explicitly-designated employee or residential parking leading to residents, employees, and customers frequently competing for the same spots.
- **Major Disruption from Frequent Large Events:** The City of Salida attracts over 20 large special events each year, with the biggest and broadest occurring in the summer (e.g. FIBArk and the Art and Music Festival). Despite the great economic and social benefits these events offer, the parking, loading, and circulation infrastructure downtown generally experiences major disruption during these events, resulting in vocalized frustration among locals (and residents in particular).

To alleviate these obstacles and better plan for a positive future, the following core action steps are recommended:

- **Sustainable, Gradually Expanded Inventory to Accommodate Growth:** The City is likely to lose access to a significant portion of its publicly-available inventory in the next few years. Walker recommends that the City seek out long-term parking leases in the near future, with the goal of gradually expanding public inventory by 2025 to a total of 1,150 – 1,200 spaces. The most important takeaway here is that sustainable inventory—meaning public parking assets that the City has long-term control over—is essential. As a first step, Walker would strongly recommend solidifying existing and future parking leases, with longer-term agreements, automatic renewals, and more stringent requirements and/or mutual agreement for termination, over adding new inventory.
- **Curb Management:** Review and clarify existing curb markings alongside traffic engineering standards and identify opportunities to add formal on-street parking in areas where the curb is currently striped for no parking.
- **Paid Parking:** Develop an ordinance to define parameters and rate-setting for paid parking, and implement paid parking in high-demand areas along F-Street, 1st Street, and Sackett Avenue, as well as adjacent off-street facilities. Consider seasonal rate setting and rate setting for special events.
- **Enforcement:** Enforce two-hour time-limited parking where applicable using a digitized License Plate Recognition (LPR) system and implement a graduated fine structure to focus on repeat offenders.
- **Permit Programs:** Develop and implement permit programs for residents and downtown employees.
- **Special Event Planning:** Require a parking- and transportation-focused permit application for special event organizers and develop a suite of mobility options for event organizers to opt into and cover costs related to/generated by their event.
- **Funding:** At present, Walker estimates a total of roughly \$200,000 per year is spent on the parking system in upkeep and maintenance, lease costs, administration, and other associated items, through the General Fund. Should the City choose to implement a managed, growth-focused parking system, these costs are expected to increase (including both annual and carrying costs), with a projected carrying cost of \$200,000 to \$260,000, and capital costs ranging from \$400,000 for equipment to \$4,000,000 in new inventory construction. While the City has expressed interest in an in-lieu fee program to fund the parking system, this option may not serve the City well due to the pace and scale of development and public parking resources readily available to accommodate demand. However, there are several funding sources that do suit the City and its economic framework, including a parking assessment/business improvement district or a sales tax allocation.

How to Read this Plan

At the beginning of each section is a “Key Takeways” document, intended as a stand-alone, one-page summary of essential findings and recommendations for that section. For a quick read, we recommend reviewing these documents initially before diving into any section where more information or context is needed.

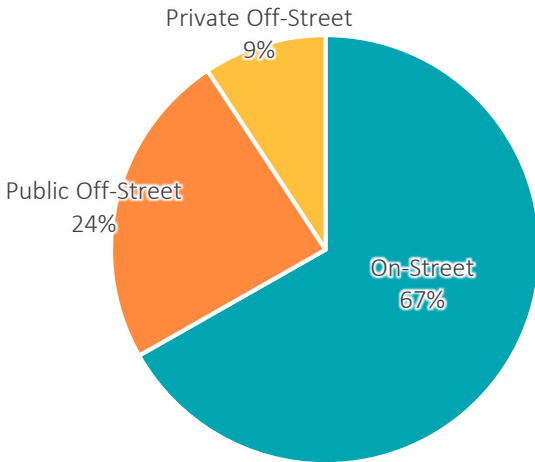


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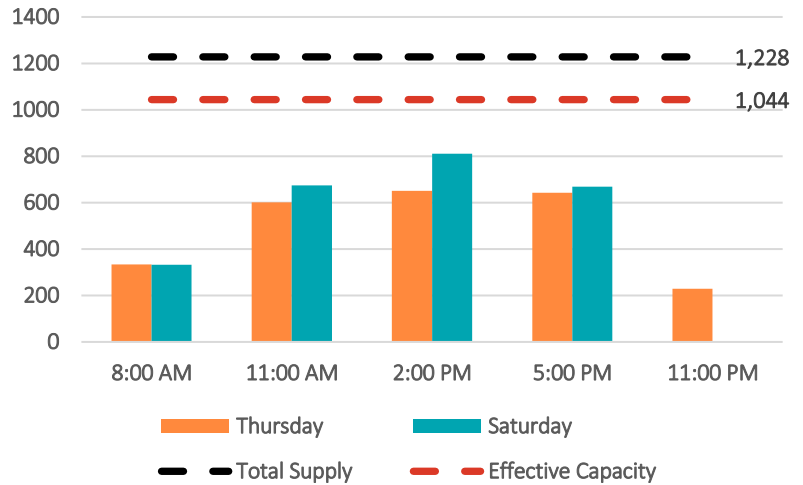
Existing Conditions & Community Context

Existing Conditions: Key Takeaways

Total Inventory Composition

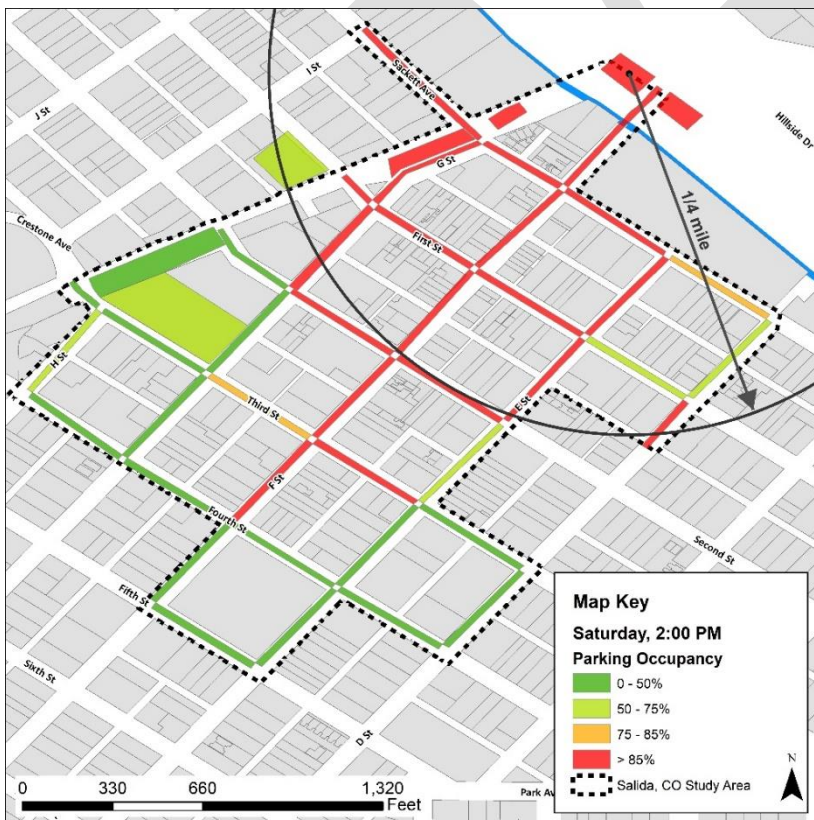


Total Parking Demand Summary



Total publicly available inventory in the Study Area is 1,114 spaces. Approximately two-thirds of the inventory is on-street.

Observed occupancies peaked on Saturday, August 10th at 2:00 PM, with approximately 66% of the parking supply occupied.



Observed peak occupancy indicates that parking supply is sufficient to meet existing demand on an aggregate basis; however, there are localized parking shortages in "hot spot" areas along F Street and in the northern central portion of the Study Area. 19 block faces and 4 surface lots were observed to have greater than 85% utilization during the peak period. Overall, a total surplus of 417 spaces was counted at this time.

The average on-street length of stay observed within the sample area was 91 minutes; however, 43 vehicles (approximately 15%) were observed to exceed the posted 2-hour time restriction for the sample

Existing Conditions & Community Context

This section of the report provides context on the public parking system’s utilization, operations, and infrastructure as they exist within Downtown Salida today.

Objectives

- Analyze existing parking behaviors within Downtown Salida
- Provide a framework for understanding the Parking Program and its operations today
- Examine the context of existing and recent parking policy elements that impacts Downtown parking operations

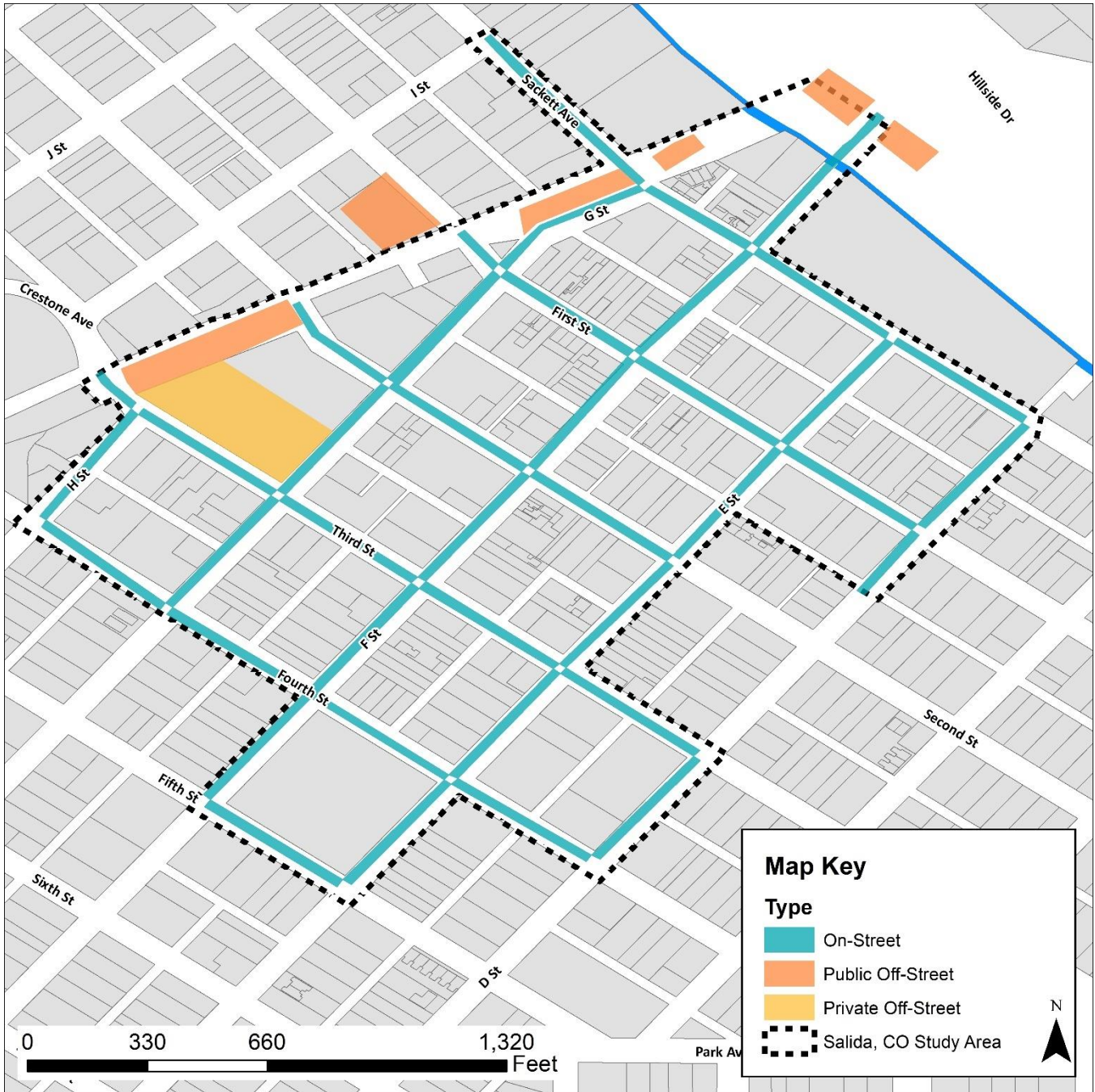
Study Area

Downtown Salida (“Downtown”) is the cultural and historic center of the city and is host to a wide-range of restaurants, retailers, and events throughout the year. The “Heart of the Rockies,” Salida is surrounded by 14er’s, anchored by the Upper Arkansas River, and enjoys a relatively mild climate. Attracting many for its relaxed pace and active community, Salida is home to approximately 5,400 and host to an exponentially growing number of visitors each year – experiencing approximately 255% growth in lodging tax revenue from January 2001 through December 2018¹.

Walker surveyed an approximately 16-block area which forms the core of Downtown. The parking study area, as established by the City, is approximately bounded by the Arkansas River to the north, Fourth Street to the south, D Street to the east, and Monarch Trail to the west. **Figure 1** displays the Study Area boundaries with block faces and off-street facilities included in the study highlighted.

¹ Salida Chamber of Commerce, CCVB Monthly Report Dated January 23, 2019.

Figure 1. Study Area



Source: Walker Consultants, 2019

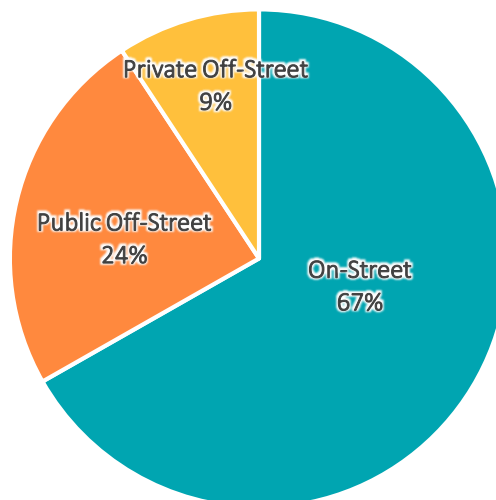
Parking Inventory

Walker collected inventory in the Downtown on August 9, 2019 for both on-street and off-street spaces, in the facilities identified in the Study Area in **Figure 1**. Walker identified spaces by facility and street identification, capacity, and any applicable time or user restrictions. A total supply of approximately 1,228² spaces were identified within the Study Area. **Table 1** details the composition of the inventory surveyed for the Study, which is presented graphically in **Figure 2** by space type. As noted below, the system’s effective capacity based on existing overall supply is approximately 1,044 spaces. Effective capacity is an industry standard factor intended to account for real world operating behaviors that typically prevent facilities from effectively operating at a true 100% utilization. For instance, in a public parking system, a typical reduction of 15% is utilized to account for vehicles circulating in search of available spaces, especially in an environment where many and even most users are first-time parkers.

Table 1. Total Inventory Composition

Type	Inventory	Percent of Inventory
On-street	820	67%
Public Off-Street	294	24%
Private Off-Street (Safeway)	114	9%
Total	1,228	100%
Effective Capacity	1,044	85%

Figure 2. Total Inventory Composition



Source: Walker Consultants, 2019

² Undelineated spaces have been estimated based on typical parking stall dimensions.

Of the approximately 1,228 total spaces included in the Study, more than 90 percent have some degree of public access availability. The only private parking facility included in the Study was the Safeway grocery store property. Although private parking was not included in the study, the Safeway lot was included due to reports of recreational vehicles utilizing the surface lot during peak periods.

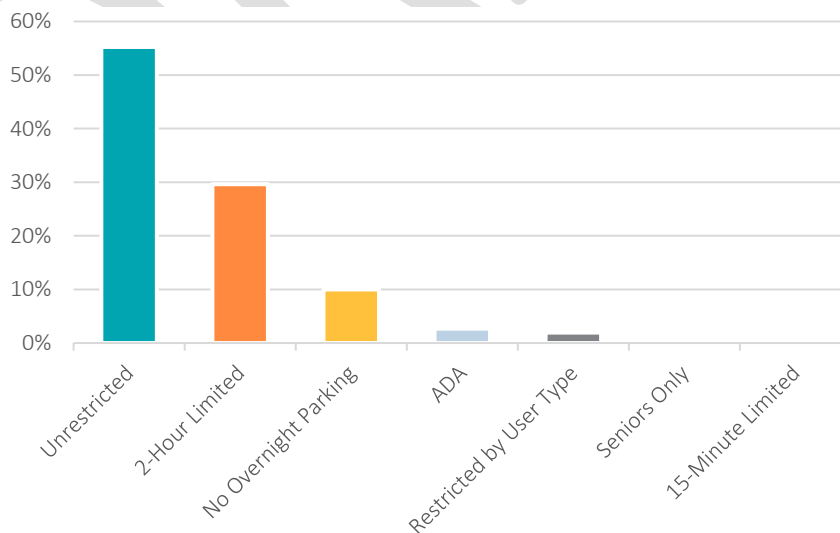
On-street spaces comprise a large portion of the public parking supply within the Study Area, representing approximately 67 percent of the surveyed inventory, with publicly available surface lot spaces comprising 24 percent of the total inventory, or 294 spaces. This includes signed municipal lots such as the surface lot located at the boat ramp near the intersection of Sackett Avenue and G Street. The remaining 9 percent of the inventoried spaces are located at the Safeway surface lot. Small private lots reserved for specific land uses or users were not included in the Study.

Within the on-street inventory, several spaces and block faces are restricted via time limitations or for specific users. **Table 2** details the breakdown of on-street inventory by posted restrictions observed and recorded in the field, which is presented graphically in **Figure 3**.

Table 2. On-Street Inventory Composition

Type	Inventory	Percent
Unrestricted	453	55%
2-Hour Time Limit	243	30%
No Overnight Parking	82	10%
ADA	22	3%
Reserved (AHRA)	16	2%
Seniors Only	3	0.4%
15-Minute Time Limit	1	0.1%
Total	820	100%

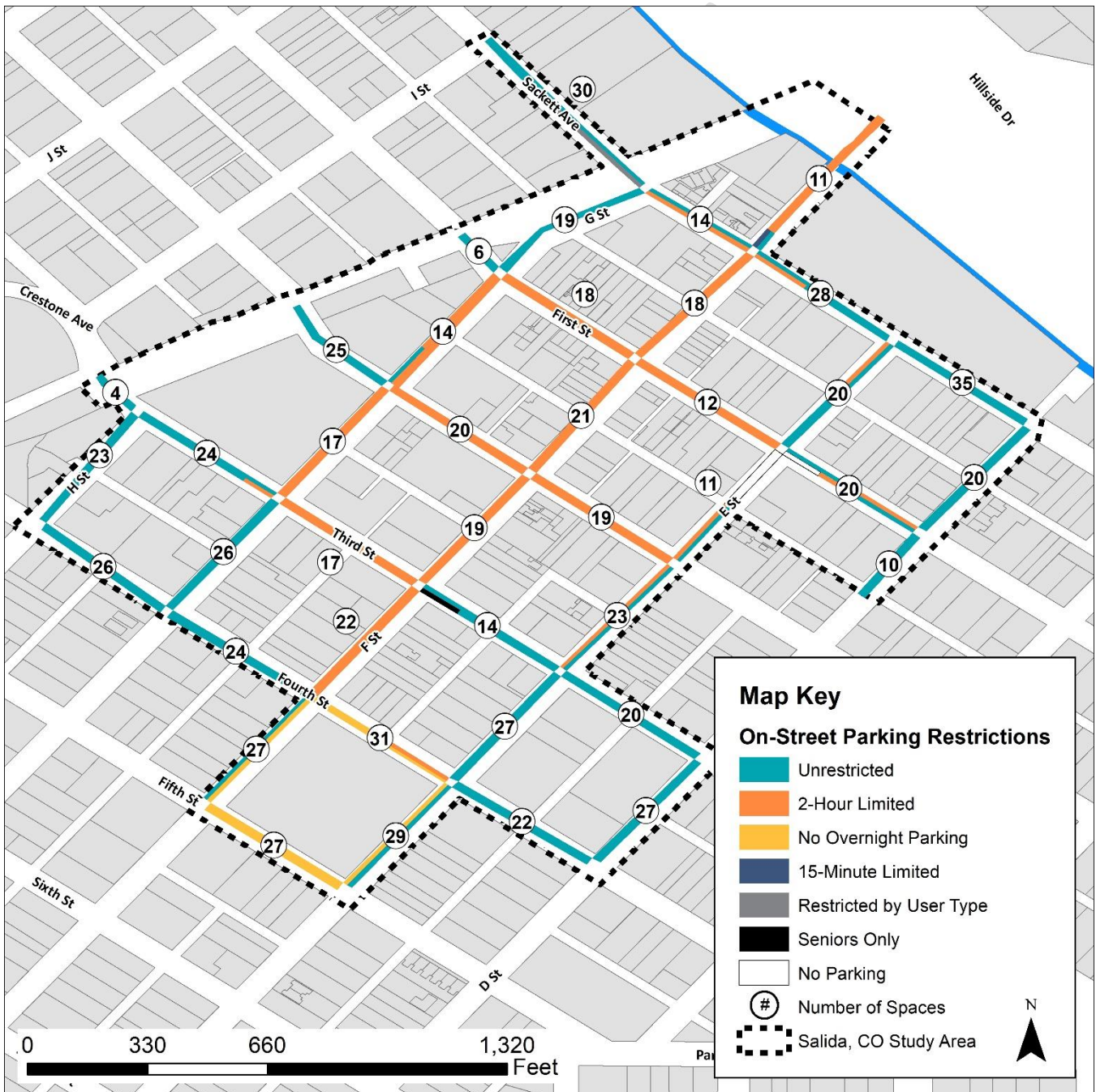
Figure 3. On-Street Inventory Composition



Source: Walker Consultants, 2019

More than half of the on-street inventory surveyed within the Study Area has no restrictions on its use, beyond those provided in City Code concerning abandoned vehicles and public right-of-way access and easements. 2-hour time limits comprise 30 percent of the available on-street space inventory (however, as discussed on **Page 25** time limitations are currently not enforced). ADA spaces make up approximately 3 percent of the total on-street inventory and scatter throughout the Study Area. **Figure 4** displays the distribution of the on-street inventory by restriction. Note, because ADA spaces are typically single space allocations within the on-street environment, and are exempted from other time or user restrictions, these are not reflected in the map.

Figure 4. On-Street Parking Restrictions Map



Source: Walker Consultants, 2019

Table 3 displays the distribution of the off-street inventory, which is detailed per facility in Figure 5 on the following page. In total, Walker surveyed approximately 408 off-street spaces.

Table 3. Off-Street Inventory Composition

Type	Inventory	Percent
No Overnight Parking	190	47%
Restricted by User Type	113	28%
Unrestricted (Long-Term Parking Areas)	96	24%
ADA	9	2%
Total	408	100%

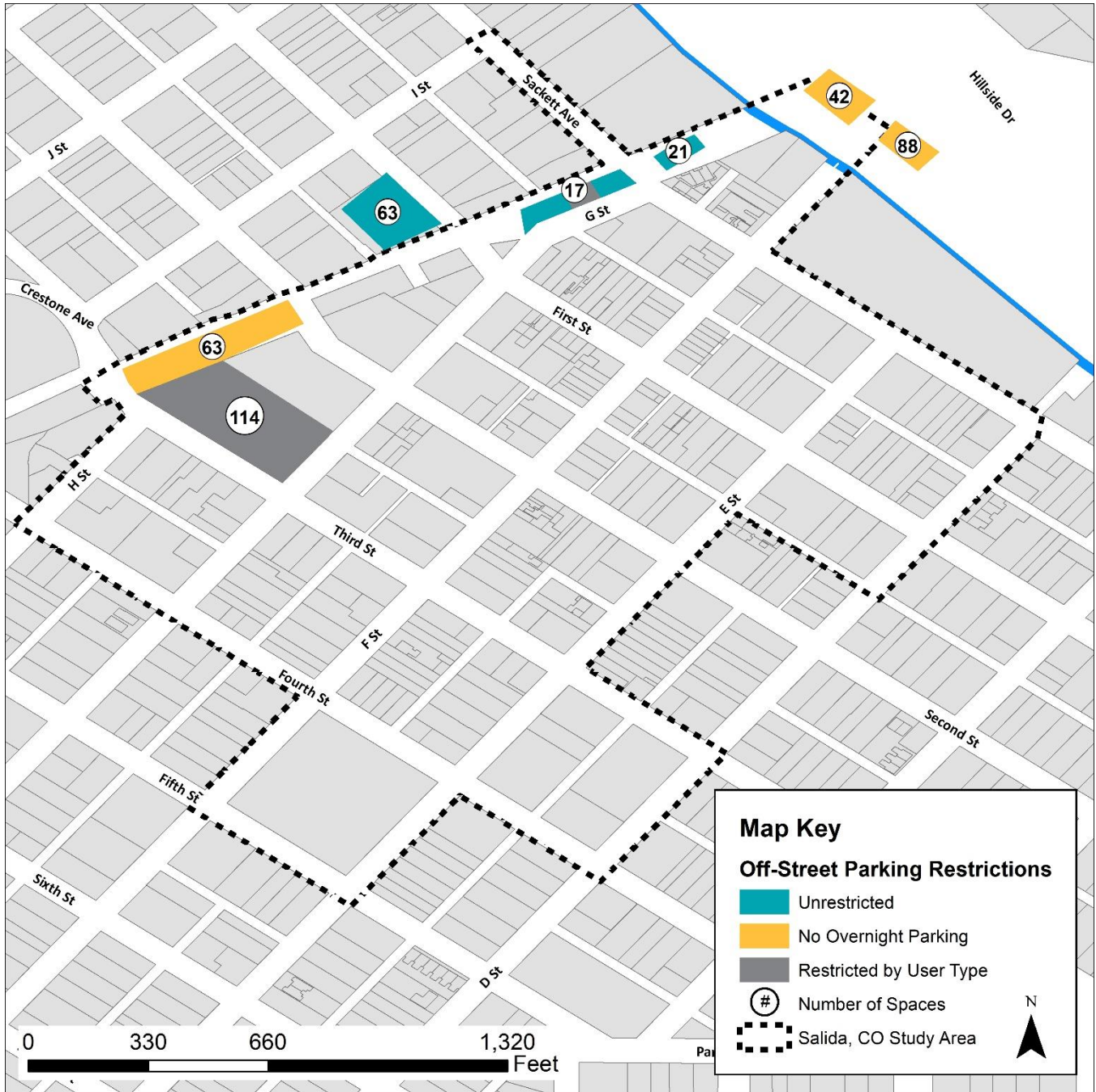
Source: Walker Consultants, 2019

Note: the first number displays the type of inventory, while the second number displays the percentage allocation of the total number of off-street spaces that the type of space represents.

Off-street parking facilities with spaces restricted for use by specific users is largely comprised of those within the Safeway parking lot. Additionally, the surface lot located southwest of the intersection at provides four signed reserved spaces reserved for AHRA users.

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Figure 5. Off-Street Parking Inventory Map



Source: Walker Consultants, 2019

Parking Utilization

Walker performed field occupancy counts on Thursday, August 8 and Saturday, August 10, 2019 to document space utilization across a typical weekday and weekend. Thursday August 2, 2018 and Saturday August 4, 2018 were selected with the intention of representing typical weekday and weekend conditions during the peak summer season for visitors. Counts were performed every three hours from 8:00am through 5:00pm on Thursday and Saturday, with an additional count performed Thursday at 11:00pm to evaluate overnight usage.

Figure 6 summarizes utilization observations collected in the field. A detailed table of all field occupancy results recorded can be found in **Appendix A**.

Figure 6. Total Parking Demand Distribution Summary



Source: Walker Consultants, 2019

As shown above, the overall parking system was observed to peak at 2:00pm on Saturday with a total 811 occupied parking spaces, or approximately 66 percent of the system. The parking system on Thursday was observed to remain relatively more consistently utilized with a net change of 4 percentage points or less between 11:00am and 5:00pm.

While an overall adequacy of parking spaces exists within the Study Area, localized “hot spot” areas were observed, in which recorded parking demand exceeded 85 percent, across several block faces and off-street facilities throughout each survey day. The following heat maps display parking demand at the peak hour for both Thursday, August 8 and Saturday, August 10, 2019.

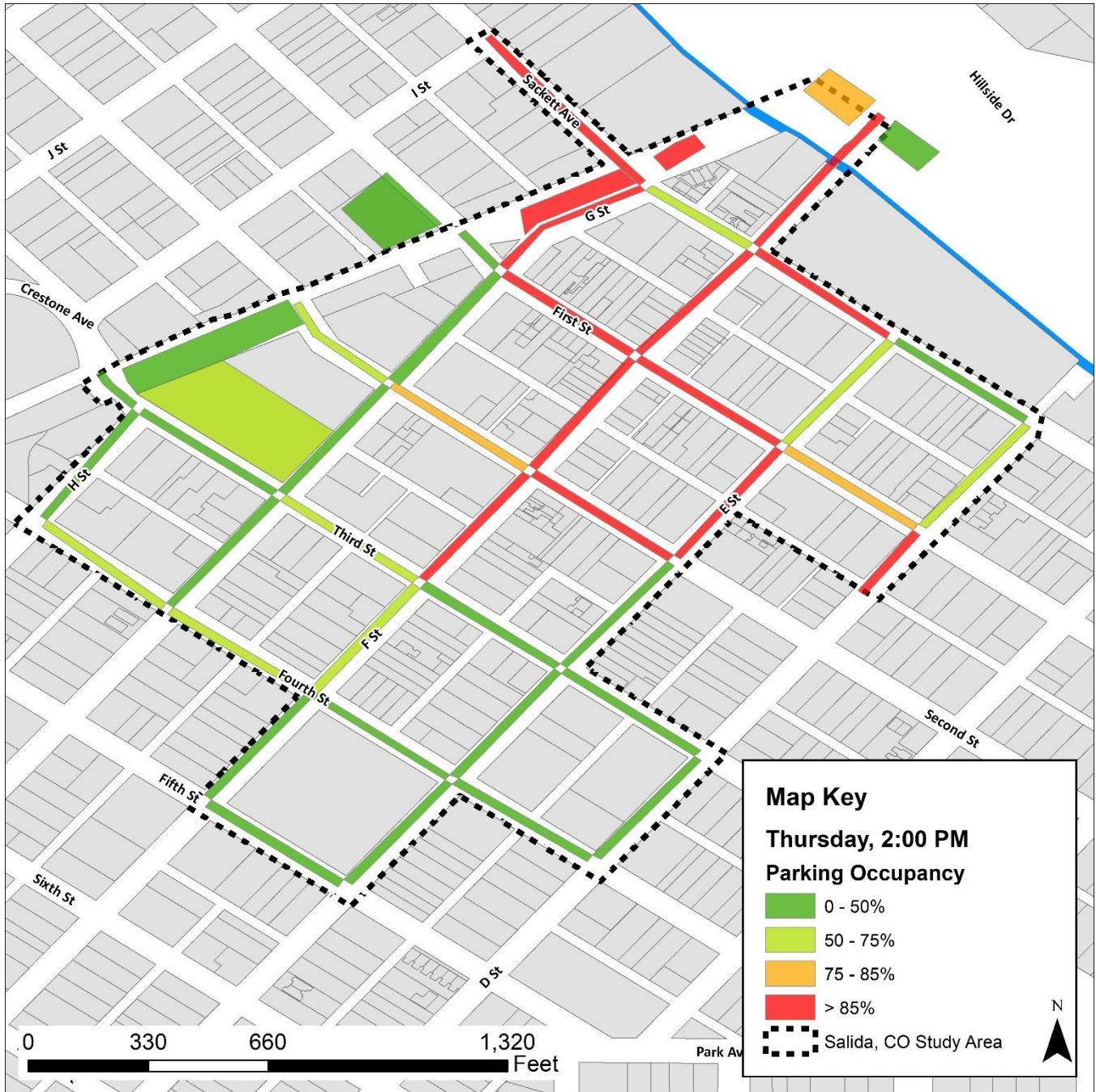
Thursday, August 8, 2019 Peak Occupancy

Figure 7 displays the peak occupancy observed for Thursday, August 8th. At 2:00pm, peak hour total utilization reached 53 percent with “hot-spots” observed across several block faces and in two surface lots.

At the peak hour on-street “hot-spots” were observed along F Street and adjacent block faces occupied at a rate of 85 percent and higher, possible due to late lunch hour demands from restaurant businesses along the corridor overlapping with afternoon visitors patronizing retail businesses and accessing the river. This is likely in other “hot-spots” noted including the public surface lots near the boat dock at the intersection of G Street and Sackett Avenue. Parking facilities in the area of E Street and D Street between 1st Street and 2nd Street appear to be related to storage of personal vehicles associated with adjacent multifamily properties.

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Figure 7. Peak Occupancy Heat Map – Thursday, August 8, 2019 2:00 PM



Source: Walker Consultants, 2019

During the Thursday peak observation period, private off-street facilities and on-street parking exceeded the overall utilization at 58 percent and 56 percent, respectively. Public off-street facilities, collectively, were underutilized.

Table 4 provides a breakdown of parking utilization by type of facility.

Table 4. Thursday Parking Analysis, Peak Hour (2:00pm)

Type	Inventory	Count	Occupancy	Surplus
On-Street Spaces	820	456	56%	364
Public Off-Street Spaces	294	129	44%	165
Private Off-Street Spaces	114	66	58%	48
Total	1,228	651	53%	577

Source: Walker Consultants, 2019

Thursday, August 8, 2019 Overnight Occupancy

Parking utilization counts were conducted at 11:00 pm on Thursday, August 8 as a representation of typical weekday overnight environment. As summarized in **Table 5** below, parking was underutilized in all categories of parking. Shown per facility in Figure 8, only one facility was observed to be over 85% occupied. This was the segment of D Street between 1st Street and the alley. As previously noted, this area appeared to serve largely as storage of private vehicles of nearby residents in the immediate vicinity.

Table 5. Thursday Parking Analysis, Overnight (11:00pm)

Type	Inventory	Count	Occupancy	Surplus
On-Street Spaces	820	190	23%	630
Public Off-Street Spaces	294	35	12%	259
Private Off-Street Spaces	114	4	4%	110
Total	1,228	264	17%	1,258

Source: Walker Consultants, 2019

Aside from one localized area of high utilization, as highlighted red in **Figure 8**, collectors noted the presence of several vehicles in facilities signed prohibiting overnight parking. Signage located within the surface lots and along the curb lane do not indicate a specific time by which vehicles must be removed from these areas, nor is overnight parking currently defined within the Municipal Ordinance or on the City website. At the time of the representative overnight counts, 13 vehicles were parked on block faces that prohibit overnight parking with an additional 22 vehicles parked in surface lots. Collectors also noted the visibility within the surface parking lots at this time was extremely limited due to a lack of lighting.

Figure 8. Peak Occupancy Heat Map – Thursday, August 8, 2019 11:00 PM



Source: Walker Consultants, 2019

Saturday, August 10, 2019 Occupancy

Figure 9 displays the peak occupancy for Saturday, August 10th when total utilization was observed to reach 66 percent with “hot-spots” of observed parking demands at or above 85% utilization across 23 of the 47 block faces and surface lots included in the Study Area. On-street parking along F Street from Fourth Street to the river, as well as G Street and E Street between Second Street and Sackett Avenue and the connecting cross streets and adjacent off-street facilities were all observed to be highly utilized.

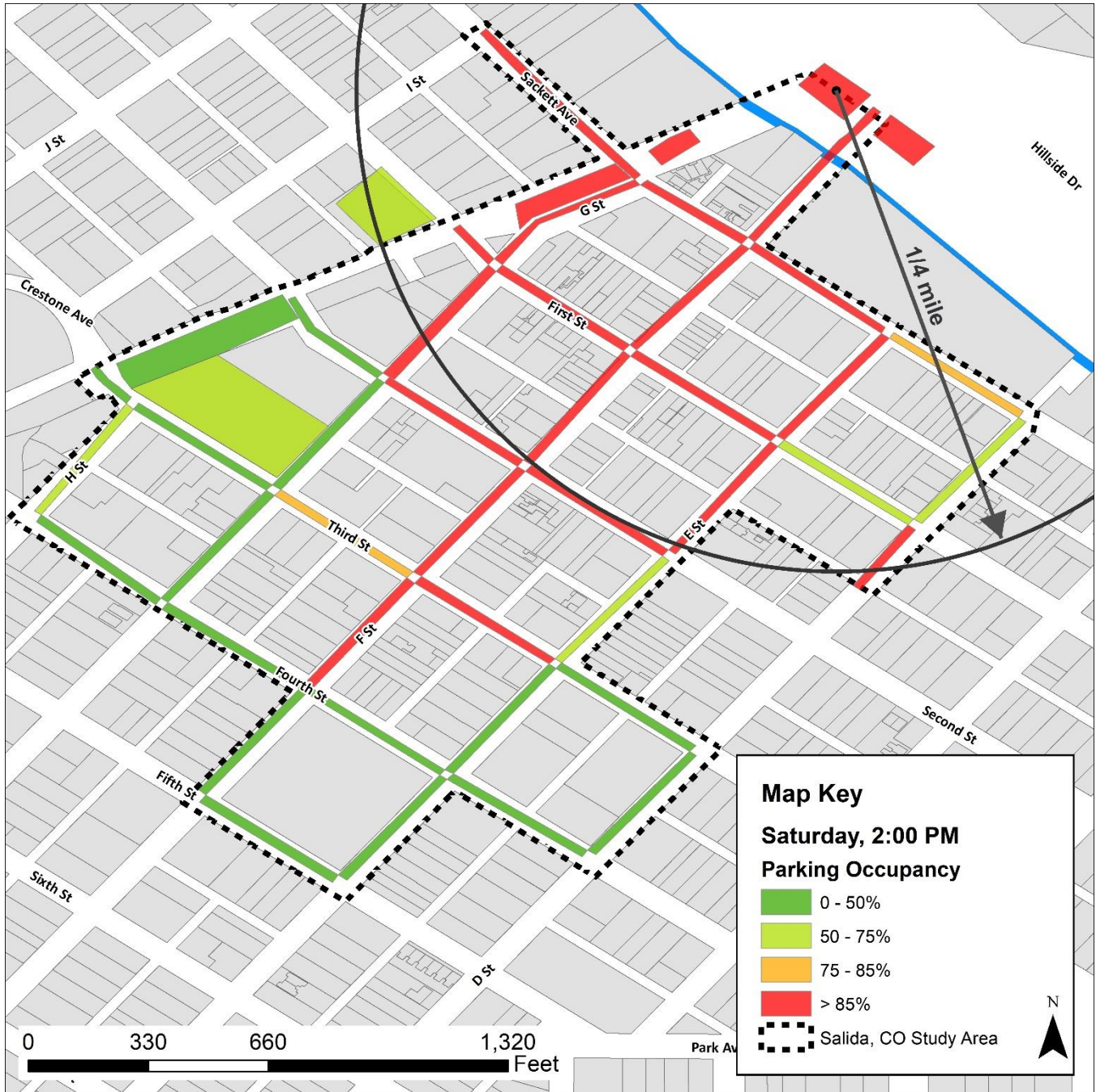
In contrast to Thursday’s observed distribution of parking demands, public off-street facilities were much more utilized during Saturday’s peak at 78 percent occupied. At this time four of the six public surface lots operating above effective capacity. Of these four, three were observed to operate over 100 percent capacity with vehicles parked illegally and/or circulating in search of available spaces. Further, five of eleven overutilized block faces were observed over 100 percent occupied. In each of these instances, available parking is located within less than a quarter-mile distance. In **Figure 9** below, a 1,320-foot buffer (quarter mile) is overlaid from the surface lot located at the far north end of the study area, beyond the Arkansas River to demonstrate the walkability of available parking alternative in relation to this facility. Specifically, available parking is located in the surface lot at the southwest intersection of G Street and First Street, as well on-street in the area of D Street and First Street.

Table 6. Saturday Parking Analysis, Peak Hour (2:00pm)

Type	Inventory	Count	Occupancy	Surplus
On-Street Spaces	820	514	63%	306
Public Off-Street Spaces	294	230	78%	64
Private Off-Street Spaces	114	67	59%	47
Total	1,228	811	66%	417

Source: Walker Consultants, 2019

Figure 9. Peak Occupancy Heat Map – Saturday, August 10, 2019



Source: Walker Consultants, 2019

Parking Turnover and Duration

Walker performed a turnover and duration analysis of a sample area within the core of the Study Area, to document parking behaviors occurring on street—in particular, the tendency of parkers in the Downtown Core to exceed posted time limits. This data is collected to help evaluate enforcement policies and practices which are in place to ensure parking space availability through regular space turnover. Inadequate space turnover can create greater parking stresses in certain “hot-spot” areas, particularly those intended for short-term parkers like customers and visitors and create the perception of parking availability issues even when there is an adequacy of supply.

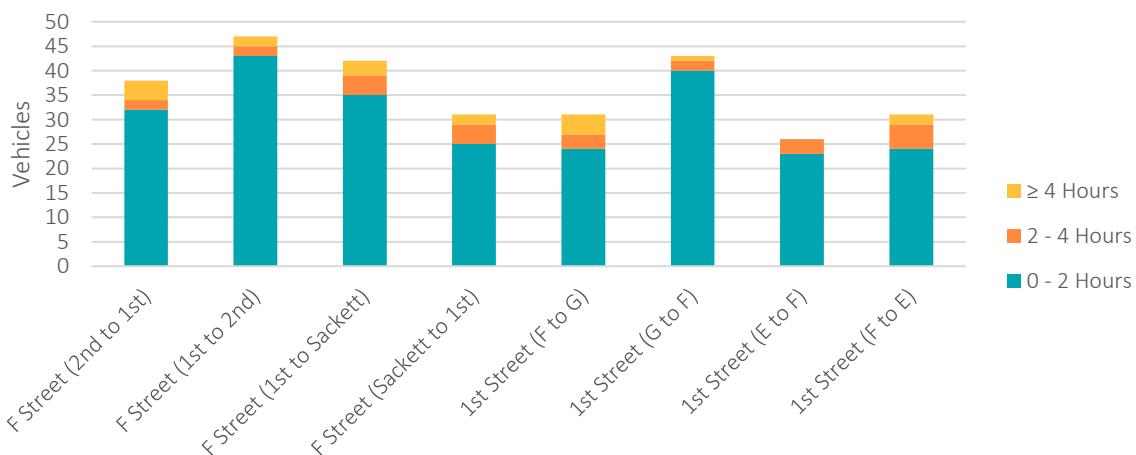
Walker employed a license plate recognition (LPR) camera-based system to observe on street activity collecting hourly data between 9:00am and 5:00pm on Thursday August 8, 2019. **Table 7** summarizes the number of vehicles observed per block face, which are shown graphically in **Figure 10**.

Table 7. Observed Length of Stay per Block Face for Sample Area

Block Face	0 – 2 Hours	2 – 4 Hours	≥ 4 Hours	Average Duration (Minutes)
F Street (Sackett – 1 st)	25	4	2	88
F Street (1 st – Sackett)	35	4	3	102
F Street (1 st – 2 nd)	43	2	2	83
F Street (2 nd – 1 st)	32	2	4	95
1 st Street (E – F)	23	3	0	88
1 st Street (F – E)	24	5	2	81
1 st Street (F – G)	24	3	4	104
1 st Street (G – F)	40	2	1	86
Total	246	25	18	91

Source: Walker Consultants, 2019

Figure 10. Observed Length of Stay per Block Face for Sample Area



Source: Walker Consultants, 2019

Approximately 85 percent of cars observed in the sample on-street spaces are staying for 2 hours or less—an indication that most vehicles are adhering to the posted time requirements and that parkers are using on-street spaces for short-term stays (2 hours or less). This is also reflected in the average length of stay per block, also shown in **Table 7** above, with an average stay of 91 minutes, or approximately 1.5 hours, for the sample area.

Violations, however, are occurring and it is essential that enforcement be conducted on a routine and consistent basis to ensure adequate turnover of prime spaces, which are often the most visible and desirable spaces with closer proximity to activity centers and popular destinations. It is from this supply of spaces that motorists often perceive there to be a lack of or an abundance of parking available. Therefore, parking management is an essential tool to balance supply and demand.

For example, **Table 7** summarizes 43 observed vehicles that exceeded the posted 2-hour time limitation for the sample area. These vehicles totaled 88 violation hours, or hours they remained parked beyond the 2-hour limitation. Should these vehicles have abided by the posted restrictions; an additional 44 vehicles could have been accommodated in these spaces.

To put it in perspective, there are a total of 69 spaces in the sample area. Assuming 8 hours of time limited parking per space (9:00am to 5:00pm), a potential 552 total hours of parking exist within the sample area. Assuming each vehicle stays the maximum 2 hours, the area can serve a minimum of 276 vehicles. While spaces will have some vacancies due to the exiting of a vehicle prior to another locating and occupying the space, this area maintained high occupancies throughout the survey day, and yet only 43 vehicles were served.

Figure 11 shows what percentage of parkers observed on each block face to be in violation of the posted 2-hour time restrictions. The greatest occurrence of violating parkers was observed on the south block face of 1st Street between E Street and F Street and the north block face of 1st Street between F Street and G Street, each experiencing approximately 23% of parkers staying in excess of two hours. Interestingly, the lowest rate of parkers in violation occurred on the south block face of 1st Street between F Street and G Street, directly opposing one of the two highest block faces with violation rates, as shown below.

Figure 11. Average Length of Stay and Observed Violation Rate per Block Face



Parking Program

Parking throughout Downtown Salida is currently free and relatively unmanaged. As noted in the 2013 Comprehensive Master Plan, community leaders have been hesitant to create regulations concerning design and planning standards that may impact economic development or create additional burden on city staff³. However, while Downtown Salida has experienced an increase in development and economic growth in recent years, continuing to take a hands-off approach will likely contribute to growing negative perceptions concerning parking supply and utilization.

Enforcement

Parking enforcement services are currently provided through the Salida Police Department. A single code enforcement officer patrols the Downtown area on foot and by bicycle issuing citations from a handwritten citation book. These citations are then entered into a database back at the police station. Not only does this require duplicative effort to record and later enter vehicle information, as well as research into vehicle ownership, but the process for a single ticket can add up to an estimate 10-15 minutes per citation issued. Additionally, the code enforcement officer currently fields all contested citations. An appeal is heard and discussed, and then if the complainant still wishes to further appeal their citation, they may request a date to appear before a judge.



Source: Walker Consultants, 2019

In April 2019 the U.S. Court of Appeals for the 6th Circuit ruled the practice of chalking tires as means to monitor duration of stay unconstitutional. The basis for the judgement being that the physical contact with an individual's private property amounted to trespassing without probable cause and such an action meant to track and gather information required a warrant. The ruling likened the action to attaching a GPS monitor to a vehicle⁴. As a result of this ruling, communities across the U.S. that utilized chalking to enforce time limited parking have ceased enforcement related time limits, including the City of Salida. Lack of enforcement in turnover can lead to a limited number of vehicles monopolizing the most convenient and desirable parking spaces within the public right-of-way, reducing access for customers of area businesses. With area commercial sales revenues directly correlated

³ The City of Salida 2013 Comprehensive Plan, adopted April 16, 2013

⁴ "Federal appeals court says tire-chalking by parking enforcement officers is unconstitutional", Washington Post. April 22, 2019

to turnover of on-street parking⁵, the ability to enforce time limits is essential not only to maintain equitable access to the public right-of-way, but to the economic vitality of the community.

Policy

Section 16 of the City of Salida Municipal Code addresses policy and standards related to the provision of parking supplies and the resulting impacts related to changes in land use and intensity. Similar to many communities, the City employs minimum off-street parking requirements intended to attribute new and growing parking demands to their source. **Table 8** provides a selection of minimum off-street parking requirements for common land uses in the community. Note, this table is not comprehensive of all land use categories and does not address all elements of each use category.

Table 8. Summarized Existing Parking Standards for Sample Land Uses Categories

Land Use Category	Standard Requirement
Multifamily Housing	1.0 space per first unit + 1.5 spaces for each additional unit
Hotel	1.0 per guest room + 1.0 per front desk staff + 2.0 – 6.67 per 1,000 ft ² for ancillary uses
Restaurant	5.0 per 1,000 ft ²
Office	2.5 per 1,000 ft ²
Retail	4.0 per 1,000 ft ²

Source: Salida Municipal Code, Sec. 16-8-80. Off-Street parking standards

A reduction of up to 25% of the total required supply may be applied to parking requirements where owners are able to demonstrate compatibility in shared parking facilities. To demonstrate this, owners must show that anticipated demands do not have overlapping peak hours of occupancy. Any shared facility must be located on the same side of the street of both uses, unless the street in question is a collector or local street. Furthermore, within the Core Business District, any building that increases in intensity without expanding its footprint (for instance, a renovation that results in additional dwelling units within a multifamily building) or changes land use (i.e., office to restaurant or retail), does not trigger a review or update of parking requirements.

Pedestrian Experience

The parking experience does not end once the driver puts their vehicle in “Park.” Rather, the parking experience extends into and includes the pedestrian experience. How one perceives the ease with which they exit and reenter their vehicle, if the street or facility is well lit, and so on. Attention to the pedestrian experience not only supports an effective parking management plan but is integral in complying with ADA standards.

⁵ Employee Parking in Downtown Vancouver, City of Vancouver, WA (2014); Smarking enables City of Aspen, CO to Increase Parking Revenue, govtechfund, Aspen, CO (2018)

While a complete walkability audit was not included in this Study, data collectors made note of several issues that directly impact the pedestrian experience throughout Downtown Salida. A walkability audit is a review of walking conditions present within a specific area. These conditions are assessed based on established goals and requirements and are generally completed by a diverse group of individuals to facilitate multiple perspectives and experiences. With 10.9% of the adult US population reporting some level of vision impairment, and 15.5% reporting for each category of hearing impairment and physical impairments, this is a portion of the traveling public that must be considered in the parking and mobility environment as drivers, passengers, and ancillary system users.



Source: Walker Consultants, 2019

Components of the pedestrian experience to consider include accessibility, comfort, convenience, and engagement. Accessibility refers to ADA requirements and the ability of those with mobility impairments to travel the environment. The images demonstrate several obstacles one with mobility impairments may struggle to maneuver that were observed throughout Downtown Salida at the time of occupancy and turnover data collections. A scooter parked on a sidewalk prevents an individual in a wheelchair from utilizing a sidewalk. Similarly, placement of items on the sidewalk such as signs, benches and décor, and bicycle storage racks should consider the spacing needed for a wheelchair to pass by. As demonstrated in the center images, parking on the sidewalk, particularly at the pedestrian ramp, can not only provide an obstacle but may also force pedestrians to walk in street traffic to circumvent the obstruction, but may also block signage and intersection visibility for other drivers as well.

Comfort levels for all users should be considered beyond accessibility concerns. For instance, data collectors noted the protection provided by parked cars, distance from the sidewalk to the traffic, and the speed of passing vehicles was comfortable and did not create a stressful environment. However, pedestrian visibility to vehicles exiting parking stalls and alleyways was limited in some areas.

Are pathways that connect parking facilities with destinations convenient or do they require pedestrians to go out of their way? Staff noted that crosswalks placed at intersections were convenient and comfortable to cross in the time provided; however, the crosswalk at Sackett Avenue and G Street proved difficult to cross with many vehicles failing to yield due to the lack of control device such as a signal or stop sign. Convenience includes the placement of crosswalks to facilitate pedestrian crossings without negatively impacting vehicular traffic by excessive delays from too many crossings. In the vicinity of F Street near Sackett Avenue and crossing the bridge, pedestrians tended to treat the street as a pedestrian mall without regard for vehicular traffic.

The final component of the pedestrian experience, and often most overlooked, is the level of engagement provided. Is the pathway not only visually stimulating but does it provide protection from the elements? As demonstrated above, Salida merchants present an inviting atmosphere that encourages pedestrians to linger through the use of artwork, sidewalk merchandising, and even the occasional furry greeter. Consideration for accessibility, comfort, convenience, and environmental engagement can not only extend the pedestrian reach and increase utilization of perimeter parking facilities but promote multiple destination patronage and an overall positive impression of an area.



Source: Walker Consultants, 2019

Community Context

The human element is a critical component of developing a successful parking plan. While data tells an important and impartial portion of the story, perceptions are reality for parking system users. This section documents the qualitative information collected to compliment the quantitative information discussed above.

Several efforts were made to engage the community throughout the Study. These included:

- Online survey promoted among residents, employees, and visitors netting 54 participants
- The formation and meeting of a Project Street Committee
- Meeting with the Small Business Alliance and focus groups of community leaders
- Collection of parking behaviors and preferences at the Salida Art & Music Festival and Salida Farmers Market
- Outreach and information sharing at a Public Open House

Community Quick Facts	
Population, 2010 Census ⁶	5,236 persons
Median Age ⁶	50.0 years
Avg. Household Size ⁶	2.08 persons
Avg. Vehicles per Household ⁶	1.66 vehicles
Median Household Income ⁶	\$57,652 per year
City Footprint ⁷	2.64 square miles
Study Area Footprint	0.10 square miles
2019 City Budget ⁸	
General Fund Revenues	\$7,282,883
Total Estimated Revenues	\$15,750,371
General Fund Expenses	\$7,944,156
Total Estimated Expenses	\$18,825,298

Key themes heard throughout the community engagement process include:

- Downtown Salida has a shortage of parking
- The new F Street surface lots have alleviated much of the parking shortage
- Salida has a walking problem, not a parking problem
- Increased parking enforcement is needed
- Visitors expect to pay for parking
- Customers won't come downtown if they have to pay for parking
- Employees and residents are taking up most of the on-street spaces and staying there all day

Stakeholder Outreach

Project Steering Committee

The Study's project steering committee comprised members of City staff from multiple departments influencing the operations and maintenance of the existing parking program. These include individuals from Community Development, Planning, Administration, and the Police Department, as well as members of the consultant team from Walker Consultants (Walker) and Felsburg, Holt and Ullevig (FHU). This committee met at the onset of the project to review the scope of the project and establish roles, expectations, and goals for the project and committee members.

⁶ American Fact Finder, United States Census Bureau, 2019

⁷ Google Maps

⁸ Estimates from Salida, Colorado 2019 Budget

Small Business Alliance and Focus Groups

In mid-July, more than 30 community leaders and business owners were provided a brief introduction to the project with a description of the scope and the study and anticipated schedule. Following this brief introduction, participants were asked to participate in two activities, which was followed by an informal discussion of parking mobility concerns, suggestions, and general discussion of how they, their employees, customers and neighbors use and would like to use the parking system.

In the first activity, participants were asked to identify where they perceive parking demand to be the highest, what areas are best for long-term parking, what areas are best for short-term parking, and what areas are best for special event parking by “hot dotting” a map of the study area using color coded stickers. In the second activity, participants were presented with a range of potential strategies and updates related to the Downtown parking system and asked to indicate which they felt should be prioritized.

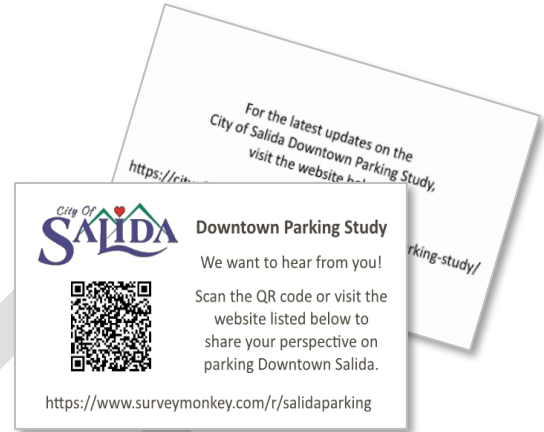


Source: Walker Consultants, 2019

Community Outreach

Pop-Up Events

To promote awareness surrounding the Study and offer residents, business owners, visitors, and other interested individuals opportunities to ask questions and provide input for the City about parking in Downtown Salida, Walker partnered with Felsburg, Holt & Ullevig (FHU) to facilitate two pop-up outreach sessions at local events. Pop-ups were conducted at two events; the Salida Art and Music Festival in Riverside Park on Saturday, July 20, 2019 and the Salida Farmer’s Market in Alpine Park on Saturday, August 24, 2019. In addition to discussion and information gathering, FHU also distributed cards provided by Walker directing individuals to the City’s website for the project for more information and to an online survey, discussed below.



Source: Walker Consultants, 2019

A summary of the themes of feedback received from each of the pop-ups follows.

July 20, 2019 Salida Art & Music Festival Pop-up Feedback:

- Special event parking
- Active loading and passenger loading spaces
- Potential roadway redesign concerns
- Parking supplies and locations
- Walking tolerances
- Employee parking
- Wayfinding
- Residential parking
- Enforcement
- Alternative modes of transportation
- Paid parking

August 24, 2019 Salida Farmer’s Market Pop-up Feedback:

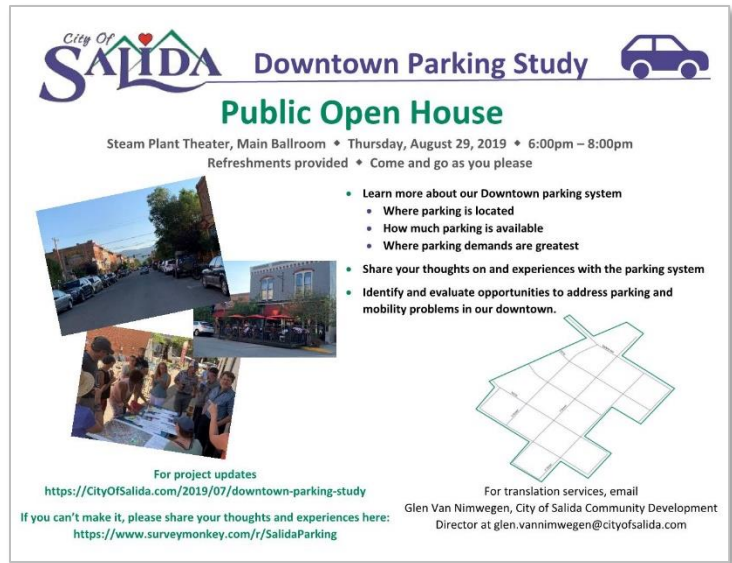
- Parking supplies
- Special event parking
- Alternative modes of transportation
- Oversized vehicle parking
- Accessible parking
- Shared parking
- Restaurant seating in on-street spaces
- Parking enforcement



Source: Walker Consultants, 2019

Public Open House

On August 29, 2019 City staff and Walker partnered to host a public open house focused on sharing the results of the Existing Conditions analysis and gathering input from residents, employees, business owners and visitors as they reacted to the data presented. The evening was formatted as an open event allowing participants to engage with the project at their desired level. Participants largely gravitated toward informational displays and participated in group discussions concerning the content presented. Several activities were also presented to allow participants to provide information similar to that gathered at earlier events, with the intention of garnering how perceptions and opinions may have changed based on the observations and data presented.



City of SALIDA Downtown Parking Study

Public Open House

Steam Plant Theater, Main Ballroom • Thursday, August 29, 2019 • 6:00pm – 8:00pm
 Refreshments provided • Come and go as you please

- Learn more about our Downtown parking system
 - Where parking is located
 - How much parking is available
 - Where parking demands are greatest
- Share your thoughts on and experiences with the parking system
- Identify and evaluate opportunities to address parking and mobility problems in our downtown.

For project updates
<https://CityOfSalida.com/2019/07/downtown-parking-study>

If you can't make it, please share your thoughts and experiences here:
<https://www.surveymonkey.com/r/SalidaParking>

For translation services, email
 Glen Van Nimwegen, City of Salida Community Development
 Director at glen.vannimwegen@cityofsalida.com

Source: Walker Consultants, 2019

Much of the input received was similar that provided during earlier outreach sessions, and included:

- Overall support for paid parking with initial two hours free
- Concern regarding maintaining the aesthetic and character of Downtown Salida
- Special events and peak season visitors strain on the existing parking system
- Lack of curb lane management and enforcement



City of SALIDA Downtown Parking Study

Length of Stay

Length of Stay by Block
 Vehicle Parked More Than 2 Hours
 Length of Stay Study Area

Entire Length of Stay
 % of Vehicles Parked for More Than 2 Hours Across Entire Day
 Parking Supply by First Street East of First Street West of 8 Street South of H Street North of F

Parking Technologies

Which of the following technologies best fit the character of Downtown Salida?

- SINGLE SPACE METER (OPTION 1)
- MULTI-SPACE METER PAY BY SPACE
- PARKING GUIDANCE BY ASP
- SINGLE SPACE METER (OPTION 2)
- PAY-BY-APP
- PARKING GUIDANCE BY SPACE
- MULTI-SPACE METER PAY BY PLATE
- PARKING GUIDANCE BY FACILITY
- EV CHARGING STATION



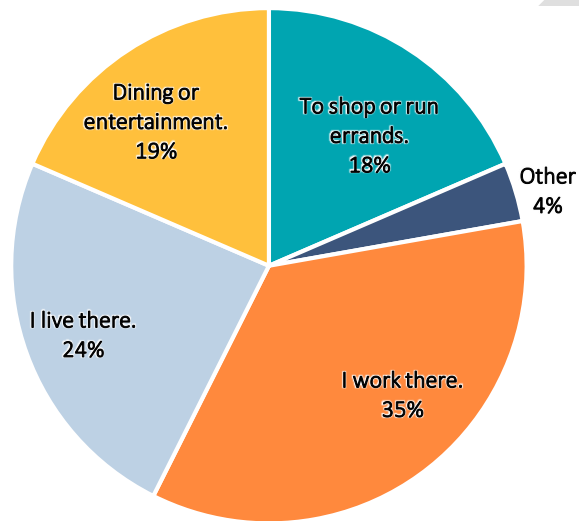
Source: Walker Consultants, 2019

Online Survey

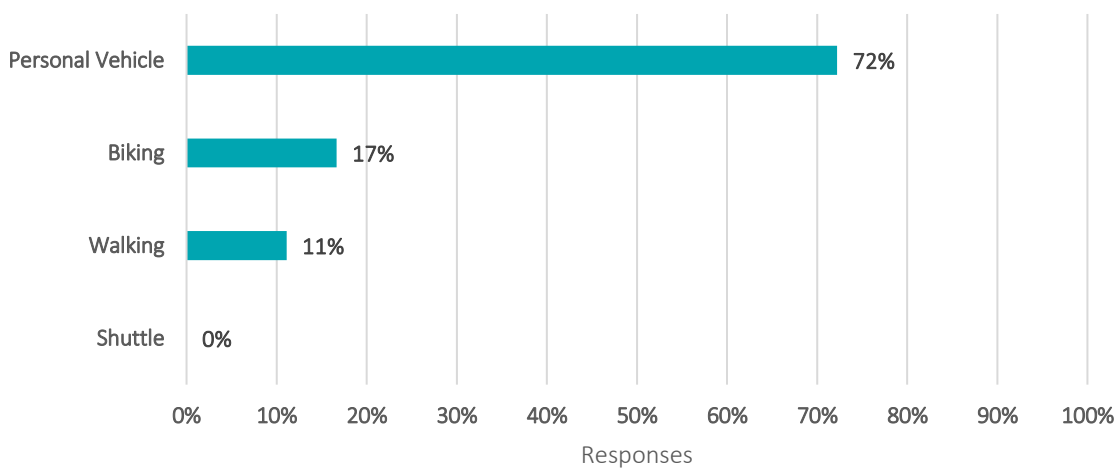
The online survey, launched in mid-July 2019, was promoted during all outreach efforts through the distribution of cards, as well as on the City’s project website, and by The Mountain Mail. The following provides a summary of the responses received. The complete response report, with all individual open responses, is provided in **Appendix B**.

Figure 12. Summarized Online Survey Results

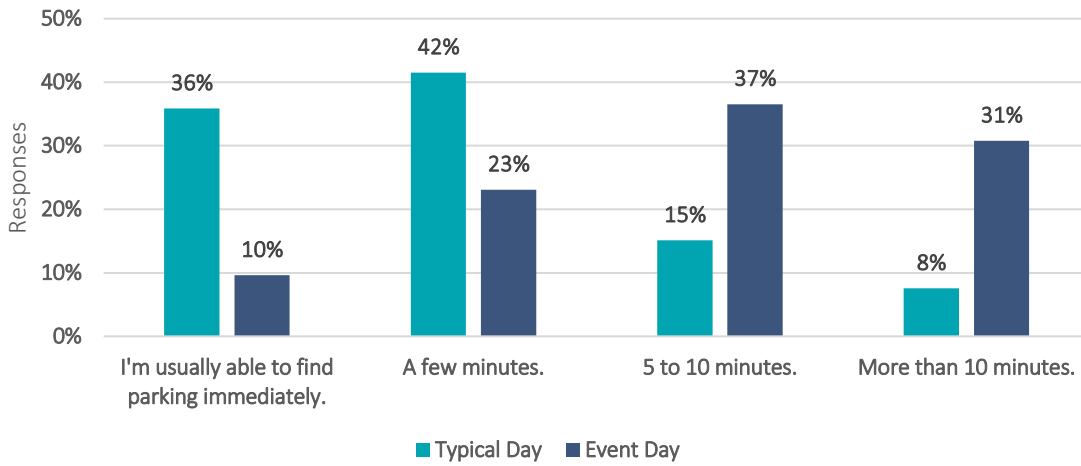
What is your most common reason for visiting Downtown Salida?



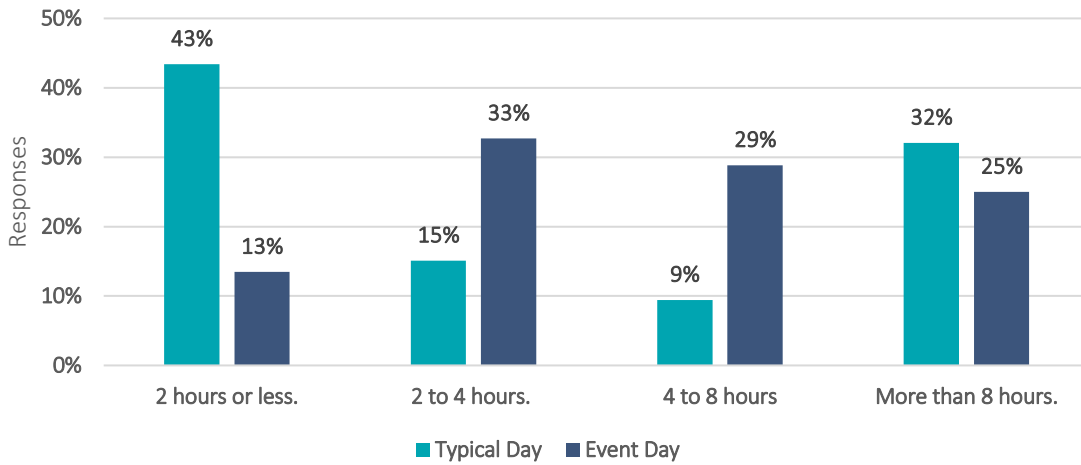
How do you typically get to Downtown Salida?



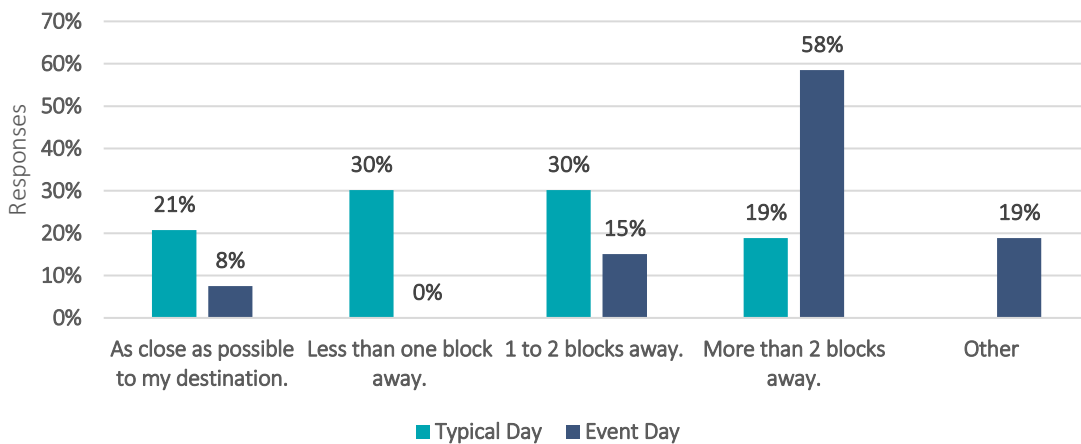
On average, how much time do you spend looking for a parking space Downtown?



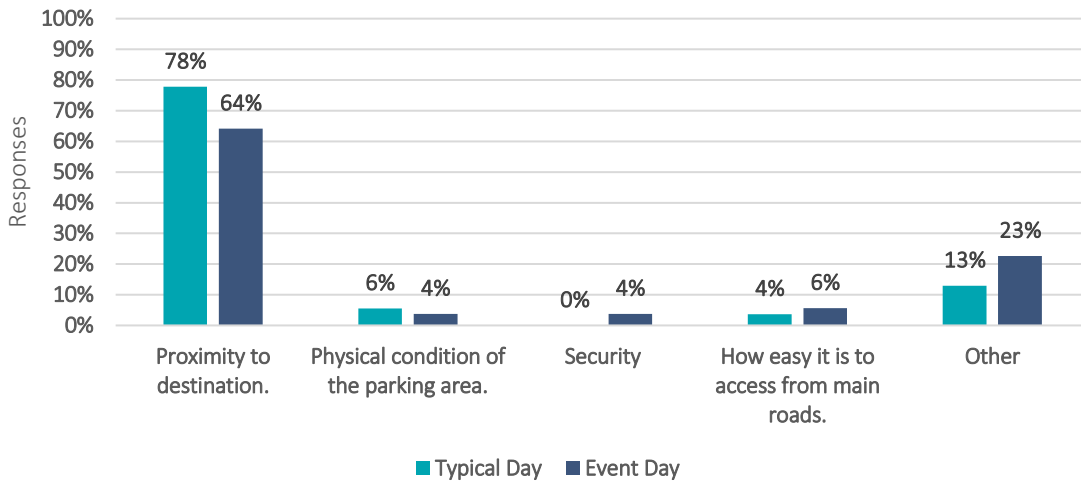
On average, how long do you typically stay Downtown?



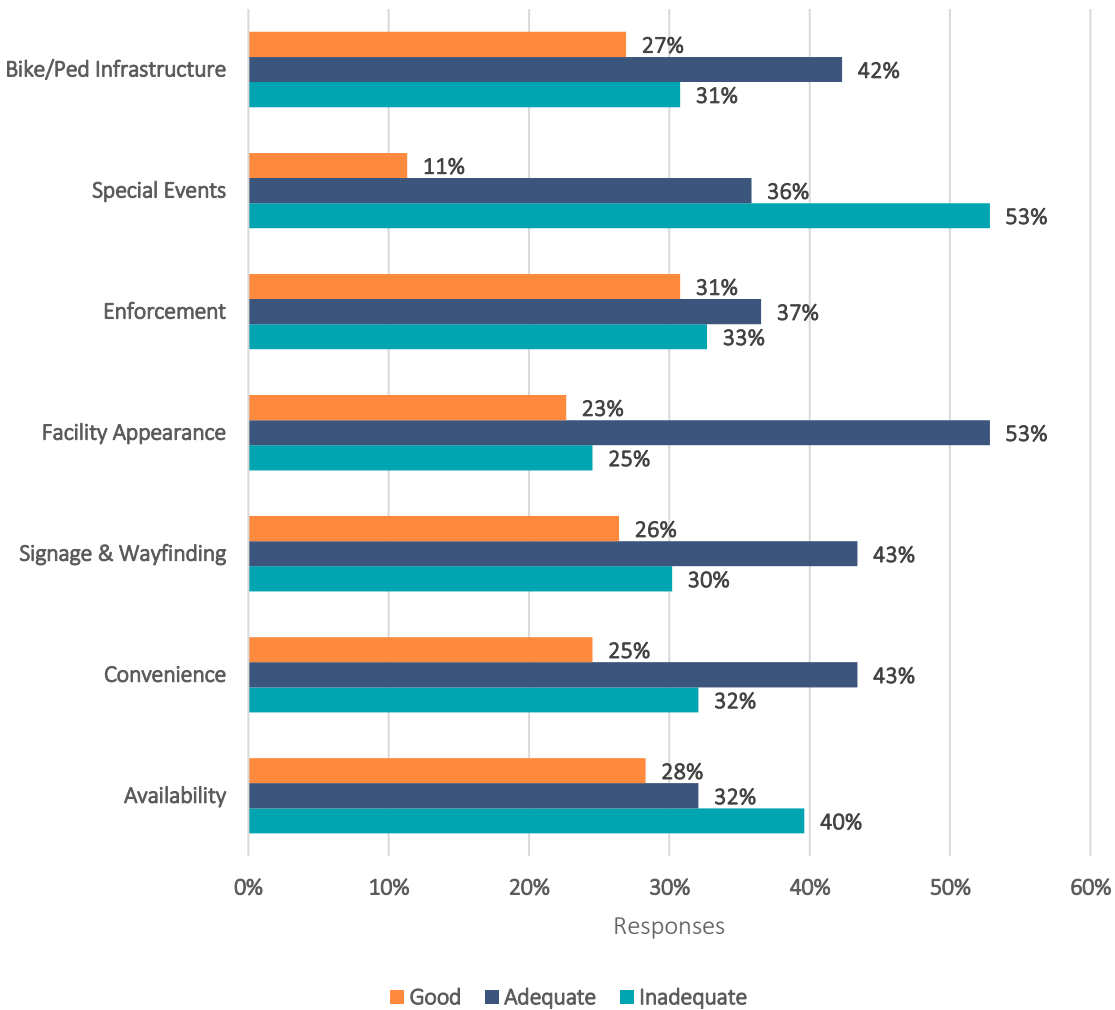
How close to your destination are you typically able to park?



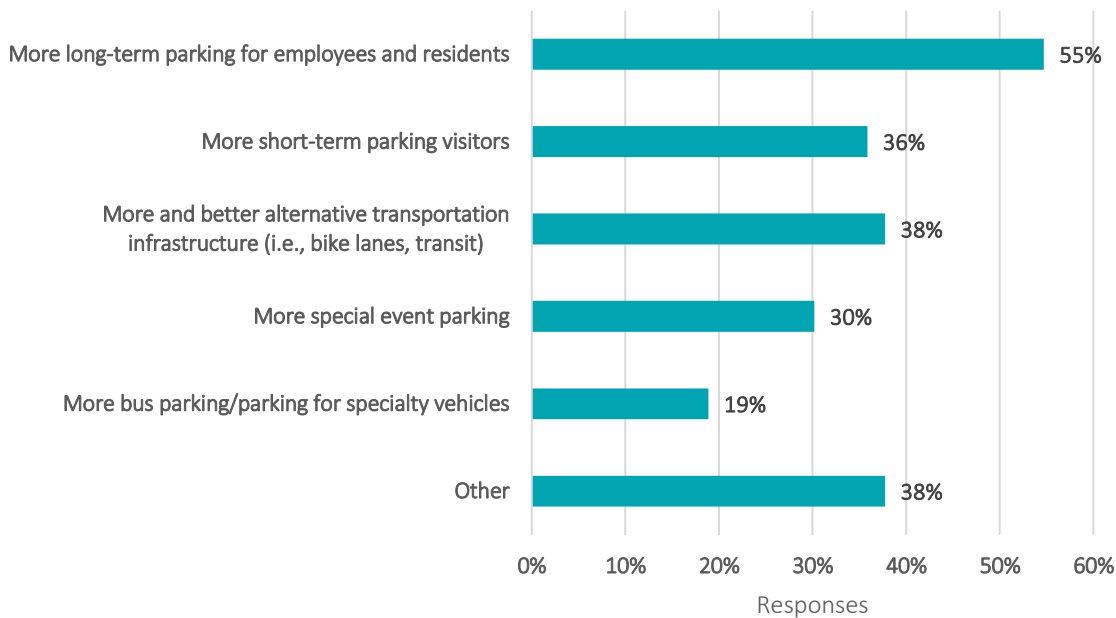
Which factor is most important to you when parking?



How well does parking in the study area work for you?



What parking or transportation practices does Downtown Salida need more of? (Please check all that apply.)



Themes from “Other” responses:

- None – there is no perceived parking problem
- Provision of a shuttle or circulator
- Creating a pedestrian corridor on F Street
- More ADA parking
- Eliminate patios in parking spaces
- Fewer events/visitor drawing events
- Metered/paid parking

What parking practices have you seen and liked in other communities? (open-ended responses)

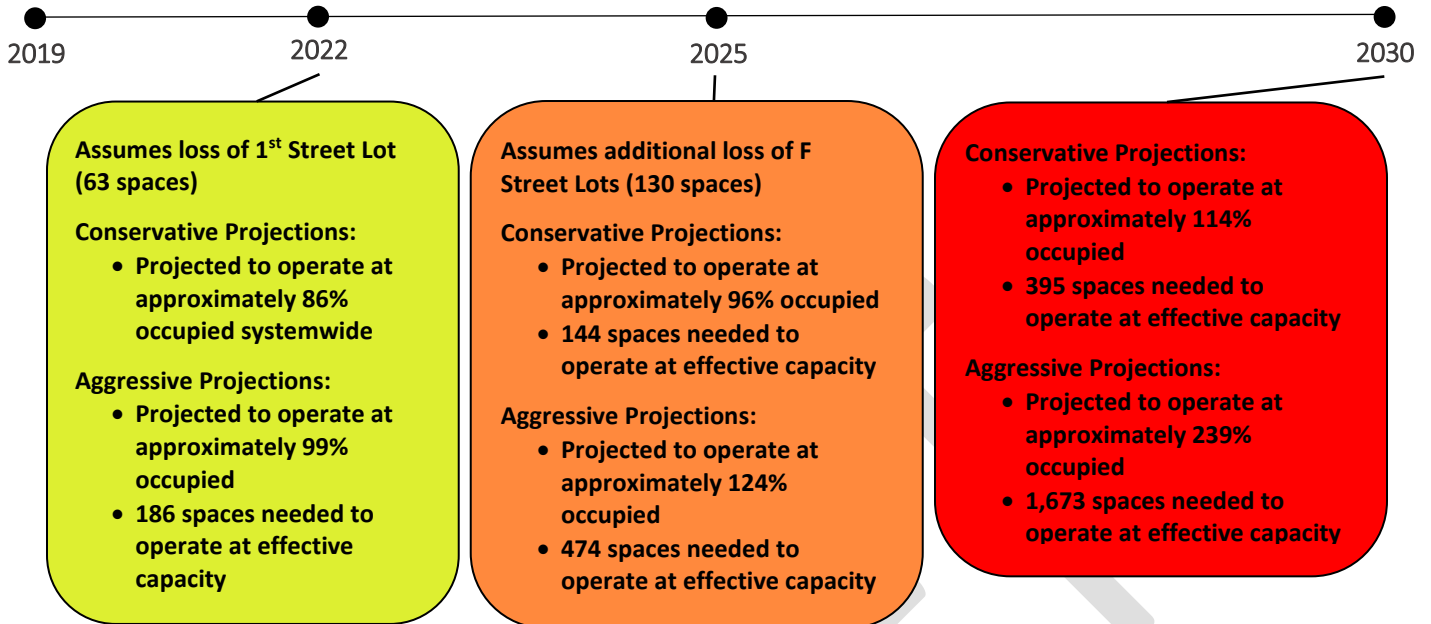
Themes from responses:

- A culture that promotes walking
- Shuttle connection to perimeter parking facilities
- Streets that prohibit vehicular traffic
- Bicycle parking in alley
- Oversized/recreational vehicle parking restrictions and accommodations
- Paid parking
- No paid parking
- Parking structures and additional supply
- Increased ADA parking supply, specifically van accessible
- Removal of parking minimum requirements
- Increase parking minimum requirements or remove exemptions for Downtown
- Residential parking permit program
- Public-private partnerships
- Event parking and transportation plans



02 Planning for the Future

Planning for the Future: Key Takeaways



It is important to note that the models are intended only as a guide and do not account for potential private parking supply additions. It is assumed in the modeling that all new parking demands will be absorbed by the public parking system. As new developments are reviewed, the City should work with developers to identify mutually beneficial public-private partnerships in the form of shared parking opportunities.

Model Assumptions:

Conservative Model:

- 2.66% annual sales and lodging tax growth
- Loss of 63 spaces at the 1st Street surface lot in 2021

Aggressive Model:

- 8.0% for Years 1-3 and 2.66% in Years 4-10 in the aggressive model based 2019 City Budget estimates and a 10-year trend
- Loss of 63 spaces at the 1st Street surface lot in 2021
- Loss of 130 spaces at the F Street surface lots in 2025

Both Models:

- 0.89% population growth based on a 10-year trend
- 65% single occupant vehicle utilization
- 90% households owning 1 or more vehicles
- Planned and potential land developments as provided by City staff, see table at right.

Anticipated Completion	Land Use Type	Intensity
Both Models:		
2022	Restaurant	3,696 ft ²
	Office	765 ft ²
	Multifamily Residential	7 dwelling units
2022	Retail, Specialty	778 ft ²
	Brewery, taproom	1,800 ft ²
2022	Retail	1,084 ft ²
	Hotel	5 rental units
	Conference Rooms	1,379 ft ²
	Office	768 ft ²
Aggressive Model Only:		
2025	Hotel	14 rental units
2030	Coffee / Bar	2,000 ft ²
	Grocery	-39,482 ft ²
2030	Parking	-114 spaces
	Retail	100,000 ft ²
2030	Office	50,000 ft ²
	Multifamily Residential	150 dwelling units
	Restaurant	4,000 ft ²
2030	Retail	6,000 ft ²
	Multifamily Residential	20 dwelling units
2030	Retail	6,000 ft ²
	Multifamily Residential	12 dwelling units

Planning for the Future

The intent of this section is to provide an assessment of how future growth in Downtown Salida is likely to impact parking demand, and the adequacy of public parking supply in the near term, mid-term, and long-term.

Projecting future parking is not an exact science. Presently unknown development projects, dramatic shifts in population, and transportation infrastructure decisions, in addition to many other factors, can impact parking demands. To estimate future public parking supply and demand for Downtown Salida, Walker performed the following tasks:

1. Near Term- Future of Public Parking in the Next 1-2 Years
2. Mid-Term- Future of Public Parking in the Next 5 Years
3. Long-Term- Future of Public Parking in the Next 10 Years

To project future parking demands, Walker considered several assumption in development of the demand models:

Conservative Model:

- 2.66% annual sales and lodging tax growth⁹
- Loss of 63 spaces at the 1st Street surface lot in 2021

Aggressive Model:

- 8.0% for Years 1-3 and 2.66% in Years 4-10 in the aggressive model based 2019 City Budget estimates and a 10-year trend
- Loss of 63 spaces at the 1st Street surface lot in 2021
- Loss of 130 spaces at the F Street surface lots in 2025
- Loss of 114 spaces at the 'E' Development location in 2030

Both Models:

- 0.89% population growth based on a 10-year trend
- 65% single occupant vehicle utilization^{10,11}
- 90% households owning 1 or more vehicles¹⁰
- Planned and potential land developments as provided by City staff.

⁹ 2019 City Budget sales tax year over year estimate

¹⁰ US Census American FactFinder

¹¹ AASHTO's Census Transportation Planning Products Program

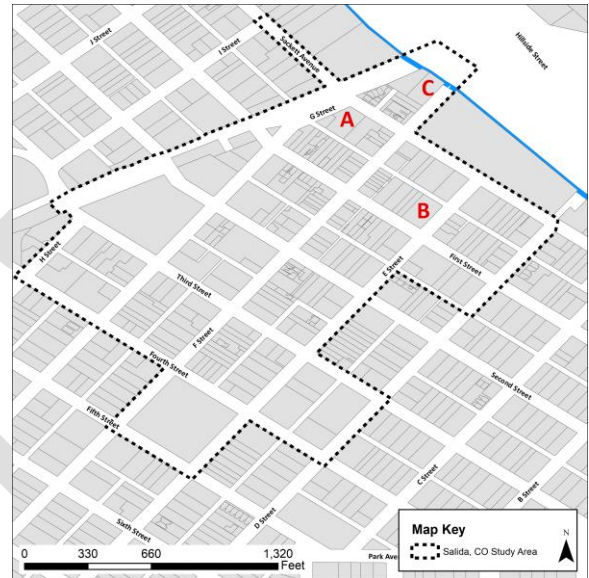
The Future of Public Parking: In the Next Two Years

Three projects are anticipated to be completed within the Study Area in the next two years. These developments, as provided by City staff, are summarized in **Table 9**, with their locations shown on the corresponding map.

Table 9. Summary of Developments Included in Model, 2022

Site	Land Use Type	Intensity
A	Restaurant	3,696 ft ²
	Office	765 ft ²
	Multifamily Residential	7 dwelling units
	Retail, Specialty	778 ft ²
B	Brewery, taproom	1,800 ft ²
C	Retail	1,084 ft ²
	Hotel	5 rental units
	Conference Rooms	1,379 ft ²
	Office	768 ft ²

Source: City of Salida, 2019



During peak conditions, midday on Saturday as observed during data collections, these developments are anticipated to contribute approximately 100 additional spaces of parking demand to the study area in 2022. Another 90 to 237 spaces of parking demand are projected due to growth in population and visitors. This represents a total growth in parking demand of approximately 23.4 to 41.6%.

With the assumed loss of approximately 63 spaces in 2021, the system is anticipated to operate slightly above effective capacity in the conservative scenario at approximately 86% in 2022, as shown in **Figure 13**. However, as shown in the results of the more aggressive model, should visitor growth continue to grow at 8% each year, the parking system may approach its total operating capacity by 2022. In this scenario, an additional 186 spaces would be needed to effectively accommodate parking demands at a peak operating occupancy of 85%.

Figure 13. 2022 Model Results, Population & Visitor Growth + Development Projections

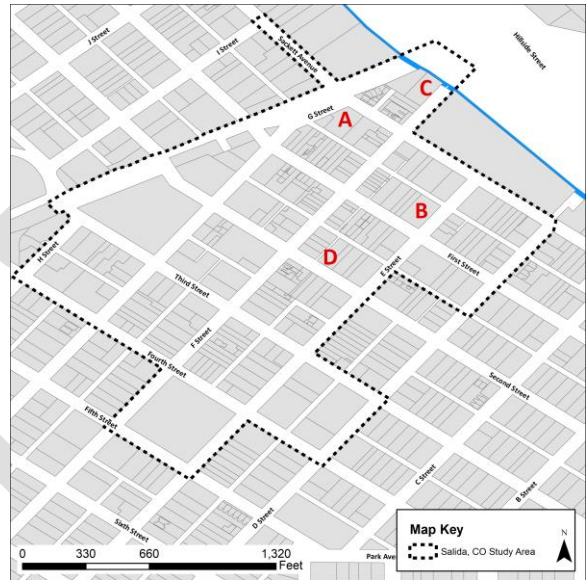


The Future of Public Parking: In the Next 3-5 Years

Four projects are anticipated to be completed within the Study Area by the end of 2025. These developments, as provided by City staff, are summarized in **Table 10**, with their locations shown on the corresponding map.

Table 10. Summary of Developments Included in Model, 2025

Site	Land Use Type	Intensity
A	Restaurant	3,696 ft ²
	Office	765 ft ²
	Multifamily	7 dwelling units
	Residential	778 ft ²
	Retail, Specialty	
B	Brewery, taproom	1,800 ft ²
C	Retail	1,084 ft ²
	Hotel	5 rental units
	Conference Rooms	1,379 ft ²
	Office	768 ft ²
Aggressive Model Only		
D	Hotel	14 rental units
	Coffee / Bar	2,000 ft ²

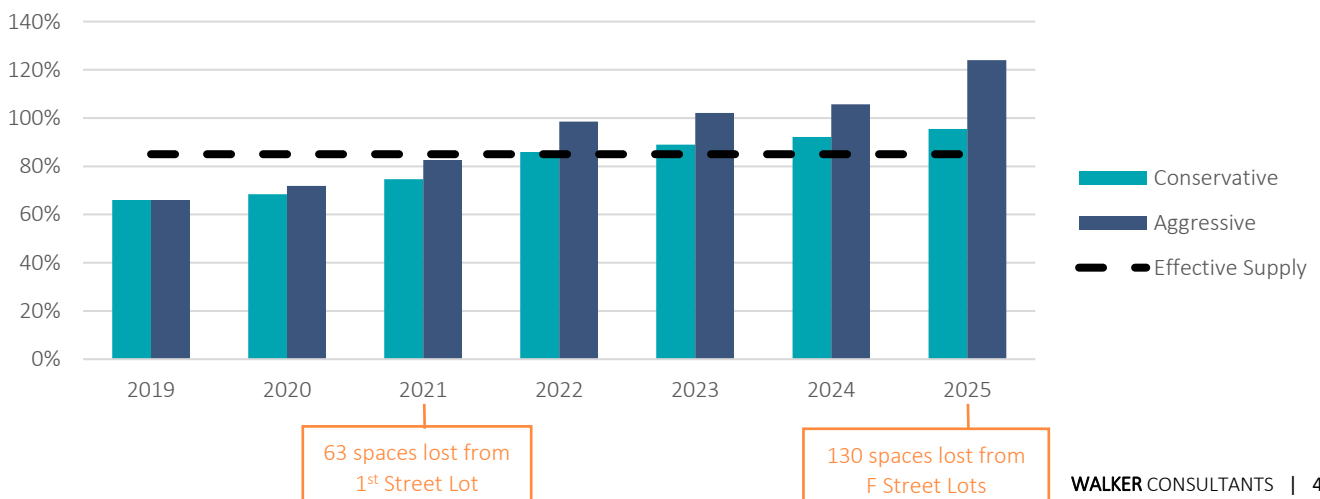


Source: City of Salida, 2019

During peak conditions, midday on Saturday as observed during data collections, these developments are anticipated to contribute approximately 7 additional spaces of parking demand to the study area in 2025. However, 105 to 128 spaces of parking demand are projected due to growth in population and visitors. This represents a total growth in parking demand of approximately 37.2 to 58.2% over existing parking demands.

As shown in **Figure 14** summarizing the results of the modeling scenarios, parking demands are anticipated to approach total capacity even under conservative estimates by 2025 and exceed capacity under aggressive growth assumptions. Under conservative estimates, an additional 144 spaces are needed to operate at effective capacity, versus an additional 474 spaces under aggressive conditions.

Figure 14. 2025 Model Results, Population & Visitor Growth + Development Projections

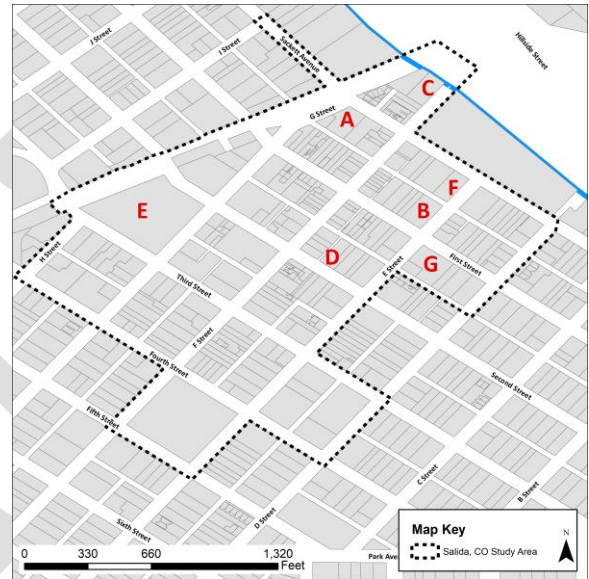


The Future of Public Parking: In the Next 5-10 Years

Eight projects have potential to be completed within the Study Area in the next ten years. These developments, as provided by City staff, are summarized in **Table 11**, with their locations shown on the corresponding map.

Table 11. Summary of Developments Included in Model, 2030

Site	Land Use Type	Intensity
A	Restaurant	3,696 ft ²
	Office	765 ft ²
	Multifamily Residential	7 dwelling units
	Retail, Specialty	778 ft ²
B	Brewery, taproom	1,800 ft ²
C	Retail	1,084 ft ²
	Hotel	5 rental units
	Conference Rooms	1,379 ft ²
	Office	768 ft ²
Aggressive Model Only		
D	Hotel	14 rental units
	Coffee / Bar	2,000 ft ²
E	Grocery	-39,482 ft ²
	Parking	-114 spaces
E	Retail	100,000 ft ²
	Office	50,000 ft ²
	Multifamily Residential	150 dwelling units
F	Restaurant	4,000 ft ²
	Retail	6,000 ft ²
	Multifamily Residential	20 dwelling units
G	Retail	6,000 ft ²
	Multifamily Residential	12 dwelling units



Source: City of Saluda, 2019

During peak conditions, midday on Saturday as observed during data collections, these developments are anticipated to contribute approximately 785 additional spaces of parking demand to the study area in 2030. However, and additional 252 to 716 spaces of parking demand are projected due to growth in population and visitors. This represents a total growth in parking demand of approximately 63.5 to 171.9% over existing parking demands.

While a shortage of parking supply is projected in the extended future, based on the provided build out scenario and growth assumptions for population and visitors, there are other tangible benefits to not requiring new small scale developments to provide off-street parking supply. In addition to maximizing the highest and best use of limited infill sites, waiver of parking minimum requirements also reduces potential removal of historic buildings to accommodate surface parking. Surface parking can be detrimental to street vibrancy, breaking up activated street frontage. Rather than encourage small surface lots in high traffic areas, consideration should be given to

identifying shared parking opportunities and potential public-private parking partnerships to create right-sized solutions that fit the character of Downtown Salida. To facilitate this, staff will need to perform ongoing monitoring of supply and demand.

As shown in **Figure 15**, conservative development projections and anticipated growth in population and visitors is expected to exceed available parking supply in all scenarios beyond the 2027 horizon. Consistent growth in population and visitors and the additional developments on the E, F, and G sites are expected to push parking demands to more than double the existing parking system. By conservative estimates, the parking system will need an additional 395 spaces to operate at effective capacity. Under aggressive modeling assumptions this need grows to 1,673 spaces.

Figure 15. 2030 Model Results, Population & Visitor Growth + Development Projections



Source: Walker Consultants, 2019

As demonstrated in the scenarios above, consideration should be given to the long-term impacts of development and the potential loss of public parking supplies. Based on the modeling, known developments and conservative growth estimates anticipate parking demands will exceed available total supplies as soon as 2023.

As development occurs, the City should work with private developers to identify opportunities to incorporate additional public parking supplies into private facilities. These public-private partnerships will aid in alleviating public parking supply shortages, reduce parking requirements for private developers through the use of and access to shared facilities, as well as providing the City the opportunity to distribute costs associated with parking supply additions over a longer period and in lower amounts.

When to Add Parking Supply

The following are a summary of potential events that may indicate a need to acquire additional parking supplies:

- New developments contribute additional parking demand to the system without adding supply
- Loss of any existing off-street supplies at the F Street or 1st Street surface lot locations in conjunction with continued, consistent growth in population and visitors
- Total parking supplies consistently observed at or near 85% occupied

DRAFT



03 Parking Management

Parking Management: Key Takeaways

Parking Strategy	Existing Conditions	Short-Term Recommendations	Long-Term Recommendations
Curb Lane Management	The City uses various colors for curb lane markings, red for no parking zones, blue for accessible parking zones, and yellow for an undetermined classification.	<ul style="list-style-type: none"> Review curb markings and driveway closures to identify potential opportunities to create additional parking Review and clarify curb markings. 	<ul style="list-style-type: none"> Develop and implement a curb lane management program Consider limiting and increasing the cost for on-street café leases to reflect market value of the lost parking supply.
Paid Parking	On- and off-street parking is free.	<ul style="list-style-type: none"> Develop ordinance that defines parameters for implementation and rate setting of paid parking. Issue RFP for operator and technology to manage the parking system. 	<ul style="list-style-type: none"> Implement time limited and paid on-street parking. Implement paid parking in F Street, 1st Street, Sackett Avenue and adjacent off-street facilities. Evaluate parking system during peak and off-peak seasons and adjust fees as needed to manage parking demands and generate revenue needed to administer parking program.
Parking Enforcement	The City stopped enforcing time limits follow the 6 th Circuit Court’s decision regarding tire chalking. ADA, compact vehicle and other restrictions are still enforced by Salida Police Department.	<ul style="list-style-type: none"> Utilize first offense warnings for all new parking management regulations implemented. Provide enforcement information, including common violations and their associated fines and information regarding the appeals and adjudication 	<ul style="list-style-type: none"> Consider implementation of a formal Parking Ambassador program Implement a graduated fine structure to discourage repeat offenders Ongoing evaluation of enforcement needs and adjustments as necessary
Parking Permit Program	None.	<ul style="list-style-type: none"> Develop a program with specific requirements for neighborhoods to request a City administered Residential Parking Permit Program. Develop a permit program for employees of the downtown area. 	<ul style="list-style-type: none"> Offer annual permits for residents providing proof of residency within program boundaries exempting resident permit holders from posted time restrictions within a specified zone. Offer monthly permits for employees providing proof of employment within the program boundaries exempting employee permit holder from time restrictions within a specified zone.

Parking Management

Curb Lane Management

At 820 spaces, on-street parking spaces comprise approximately two-thirds of the Downtown public parking system. These spaces are preferred by visitors for their visibility, by commercial freight and delivery services for their location, and by all system users for their convenience. This section discusses parking and curb lane management strategies to balance the needs of commercial and passenger loading, ADA accessibility, customers, employees and residents, in on-street spaces.

Curb Cuts and Space Delineation

Unnecessary curb cuts and marked spaces can limit on-street parking supplies. Curb cuts provide access to properties via the public right-of-way. As development and changes in land use occur, access needs change and these access points may no longer be necessary. In areas where cuts are not necessary, curb should be installed, or the curb cut chained off. If associated yellow or red curb is no longer necessary, the area reclaimed may provide sufficient space for additional parking supply.

Delineation of parking stalls entails marking the boundaries that vehicles must park within along the curb. Delineation supports enforcement of time limited parking, clearly marking the space from which the vehicle must vacate at the end of a time limitation. As the City considers moving toward paid parking and a multi-space payment system, consideration should be given to removing space delineations. Vehicles range significantly in length. For instance, a 250-foot stretch of curb can accommodate up to 16 Toyota Priuses providing one foot between each vehicle or 11 Ford F250s. When spaces are delineated, they are generally marked for 22- to 25-foot stalls with additional buffering space between each stall. As such, delineation of parking stalls can effectively reduce potential inventory, and is unnecessary when paid parking and zone-based rather than space-based enforcement is utilized.

Curb Lane Management

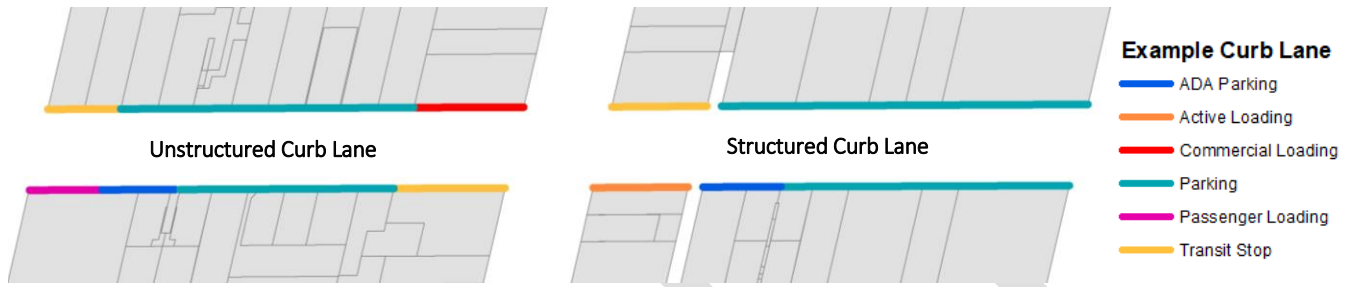
As the City's parking program continues to develop, Walker recommends development of a curb lane management policy and program to clearly establish requirements and priorities for use of the public right-of-way. A defined program provides the City with a clear and actionable tool that supports larger community goals, such as economic vitality, sustainability, and accessibility.

Like many municipal policy and programming initiatives, it is important to ensure the plan provides a balance of direction for consistent decision making with flexibility for future issues related to the curb. As shown in **Figure 16**, unstructured curb lanes are less efficiently used, with approximately 25% of the space dedicated to transit that may use that space only 2 to 3 minutes each hour, ADA parking midblock where signage and curb marking are likely less visible from a moving vehicle, and commercial loading and passenger loading separately incorporated despite considerable sharing potential. The structured curb lane on the right combines commercial and passenger loading spaces into a single active loading space. Active loading encourages higher turnover of loading spaces

than traditional 20 minute loading areas, or loading spaces signed without time limits where users may leave their vehicle after finishing loading or unloading.

The structured curb lane also utilizes space used less frequently and for shorter periods, such as transit dedicated and active loading spaces, to maximize visibility near intersections for turning vehicles, drivers scanning for signed spaces such as ADA space, as well as visibility of and for pedestrians that may utilize a crossing at the intersection.

Figure 16. Example of Unstructured and Structured Curb Lanes



Source: Walker Consultants, 2019

The purpose of condensing and structuring curb lane uses is to increase the predictability of parking and other curb lane uses for drivers and improve overall mobility throughout the area. Users are more easily able to locate appropriate facilities for their needs, reducing conflicts with pedestrians and cyclists, as well as reducing circulation and improving access to area businesses.

Curb lanes should be clearly marked via signage and by painting the curb. Inconsistent curb markings are confusing for drivers who may be unsure what uncommon color designations mean. For instance, in some areas, intersections and curb cuts are painted yellow, which may indicate a no parking area; however, in other areas the yellow curb is paired with time limited signage indicating it is available public parking. In the images below, the curb markings are the same, but parking is likely not permissible along the yellow curb in the right image.



Source: Walker Consultants, 2019

Downtown Street Patios

In areas with on-street parking, the City provides businesses the opportunity to lease Downtown Street Patios. The first patio was leased by Currents in 2015 at \$3.00 per square foot or \$816 on an annual basis¹². The economic growth and economic vitality offered by the patio program is a major benefit, and as such, the City is interested in its sustainable continuation. Walker does recommend that moving forward, particularly as available parking becomes more scarce, the City pay close attention to any potential impacts of these patios on parking demand and available inventory, and disallow any exceptions to the program's requirement that an off-site space be located to replace the space lost. In addition, leases for street patios should also reflect the market value of the space utilized, and associated parking revenues lost as paid parking is implemented in the area.

Pricing Parking

Pricing parking is a highly effective tool in managing parking demands. Parking utilizes space otherwise available for other land uses such as expanding existing commercial establishments to provide increased floor space for retail sales, or development of new residential properties. In short, parking has not only a direct cost in terms of the land it occupies, and the maintenance and operations associated with enforcing and striping, but an opportunity cost as well. Parking is never provided without cost—someone is always paying for it. In a municipal setting, that cost can be passed along directly to those utilizing the resource, covered by all residents through taxation and funding through the General Fund, to area shoppers through a special tax, perhaps by property owners in the district through a business improvement district who then passes that cost on through their goods and services, or some combination of these sources.

Pricing parking provides the user to choose an option that best meets their unique needs. They may elect to pay more for a convenient space close to their destination, opt for a lower cost space a little further away, or utilize an alternative mode of transportation. Providing parking options aids in redistributing parking demands for a more balanced parking system that more effectively meets the needs of all users.

To accomplish this, communities throughout the Front Range, region, and country have implemented a variety of pricing strategies. Many destination communities experience seasonal peaks in parking demands related to influxes in visitors. Some use a single peak season with an off-season, while others use two peak seasons with shoulder seasons. **Table 9** provides a summary of seasonal parking fees utilized in two nearby destination communities.

¹² Green, Cynda. *Survey on Downtown Street Patios is Food for Thought-Part Two*, Salida Daily Post. October 19, 2015.

Table 12. Summary of Seasonal Parking Fees Charged in Peer Communities

Community	Peak Season	Off-Season
Manitou Springs, CO	15 minutes free Hours 1-3: \$1.00 each hour Hours 4-5: \$2.00 each hour Hours 6+: \$3.00 each hour	3 hours free Hours 1-3: \$1.00 each hour Hours 4-5: \$2.00 each hour Hours 6+: \$3.00 each hour
Aspen, CO	First Half Hour: \$0.50 Hour 1: \$3.00 Hour 2: \$4.50 Hour 3: \$6.00 Hour 4: \$7.50	First Half Hour: \$0.50 Hour 1: \$2.00 Hour 2: \$3.00 Hour 3: \$4.00 Hour 4: \$5.00
Breckenridge, CO Friday-Sunday (M-Th rates decrease in both peak and off) On-Street charged year-round Off-Street charged winter peak	On-Street Off-Season at right Off-Street: Hour 1: \$0.50 Hour 2: \$1.50 (\$2.00 total) Hour 3: \$2.00 (\$4.00 total) Hours 4-5: \$4.00 each hour Daily Max: \$12.00	On-Street, Main Street First 15 minute Free Hour 1: \$0.50 Hour 2: \$1.50 (\$2.00 total) Hour 3: \$2.00 (\$4.00 total) Hours 4+: \$5.00 each hour Off-Street: Free

Source: Walker Consultants, 2019

Laying the Groundwork

Prior to implementation of paid parking, it is recommended that the City develop ordinance language that not only provide authority for the City to collect revenues from the provision of parking on publicly controlled lands but establish the parameters for the program, as well as review applicable language with the City Attorney to ensure leases on the 1st Street and F Street lots does not prevent the City from collecting revenues for parking at these locations. Preliminary review of the leases appears to provide clear intent for the City to utilize these facilities to provide publicly accessible parking. Language in the lease for the 1st Street does not appear to limit the activities of the City related to how public parking is managed, including priced, for the facility. The language for the F Street lots does prevent the City from subletting the facilities in whole or in part. While the intent of the language does not appear to prohibit collecting revenues for parking at the location, it could be argued that charging for the use of a parking stall for any period of time creates a sublet agreement of that space.

In drafting the ordinance, language used should be worded as such to promote decision making related to the program based on data, as well as establish program goals to guide future decisions. For instance, many programs establish occupancy targets related to effective capacity, or at 85 percent, to consider when setting time limits and rates. They also provide a range in which rates may be set by the program's managing authority. This range provide greater flexibility in market reaction to maintain program goals without the need to rewrite ordinance.

Ordinance language should be cautious not to limit the means by which parking revenues are charged and collected. For instance, language specifically referencing meters limits the ability to utilize mobile phone applications. Rather than referencing a "parking meter" consider "parking payment device" or "approved payment method." Given how quickly the parking and mobility industry is changing, it is important to use inclusive language that does not limit future options.

Bridgeport, Connecticut utilizes the definitions section of their ordinance to update what may be considered a “parking meter” throughout their ordinance by update the definition: *“Parking device” or “parking meter”, as the context requires, means a single or multi-space meter, kiosk, pay station, pay-by-space, pay-by-plate, pay-by-card or other future payment system or methodology for the parking of vehicles.*

In Manitou Springs, parking fees are established by resolution of the city council, providing the city pricing decision making control over their private operator, as well as providing for payment “by any method allowed by the city.” The full language concerning parking fees reads, *Parking fees shall be set by resolution of the city council, and all required fees shall be paid by any method allowed by the city, which may include bills, coins, credit cards, smart cards, or other technology methods such as pay by cell phone, online prepaid parking, and validations.*

On-Street

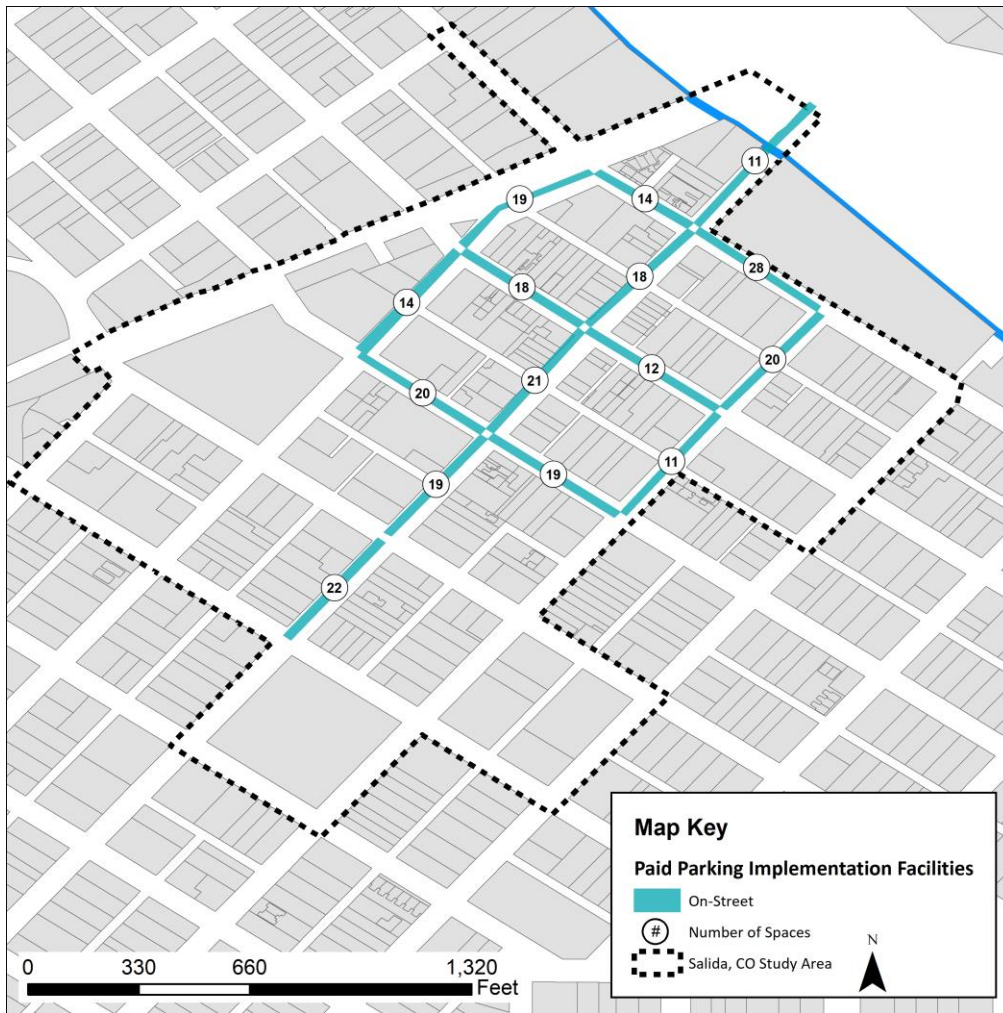
In the context of Downtown Salida, where land resources for expanding parking supplies are scarce and there is little incentive for private development to provide parking, the goal is to price on-street parking to promote turnover and encourage long-term users to use off-street facilities. Not only does this provide appropriate value for the most in demand parking supply, but it frees up the more convenient curbside spaces for customers, which in turn leads to increased sales revenues for area businesses in many communities. Adding time limits and prohibiting reparking within a given area further discourages long-term parkers from “feeding the meter.”

In August 2019, weekday and Saturday parking occupancies were observed for 820 on-street spaces. Of these, 266 were observed to be consistently highly utilized and not reserved for specific users. Using this data, as well as rate information for nearby and peer communities, on-street rates should be set reflecting the following guiding objectives:

- Ensure on-street rates are greater than nearby off-street public facilities to incentivize the use of off-street facilities and encourage turnover of on-street parking
- Utilize \$0.25 increments for customer convenience
- Establish minimum rates that provide for the cost of program administration and operations

Initial implementation of paid parking should include those block faces consistently observed to operate near or above 85 percent occupied, as shown in **Figure 17**. Ongoing analysis of parking utilization should be performed at a minimum of a bi-annual basis for peak season and off season to appropriately adjust rates and monitor potential spillover effects. As parking demands spread outward from the core into areas that remain free and time limited, paid parking should be expanded to manage those area that grow to higher levels of utilization near or above the 85 percent range.

Figure 17. On-Street Paid Parking Implementation Recommendation Map



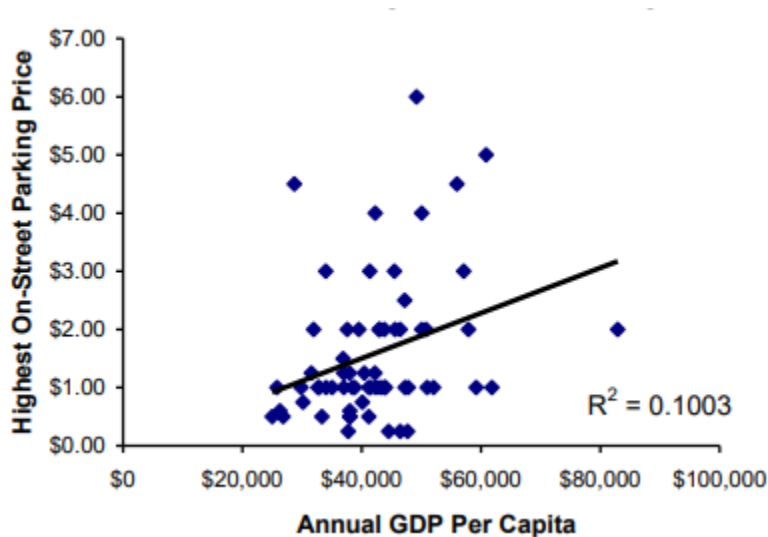
Source: Walker Consultants, 2019

A common concern among business owners in areas during initial implementation of paid parking, is that customers will stop patronizing the area in favor of businesses that provide “free” parking by including the cost of providing and maintaining parking within the cost of their goods and services. Studies completed by Victoria Transport Policy Institute show a generally positive correlation between parking pricing and economic productivity as shown in **Figure 18**.¹³ To aid in alleviating these concerns, The City may opt to provide an initial period of free parking and/or a validation program for businesses to subsidize customer parking.

In considering a validation program, to maintain the intended impacts of paid parking in encouraging turnover of on-street spaces, the City should consider capping each validation for on-street facilities. It is recommended that cap of 15 to 30 minutes be considered for the Downtown Salida parking system for parking validations.

¹³ Liman, Todd. *Parking Pricing Implementation Guidelines*, Victoria Transport Policy Institute, April 11, 2018.

Figure 18. On-Street Parking Rates Versus Regional GDP



Source: Victoria Transport Policy Institute, 2018

Ann Arbor, Michigan

The validation parking program implemented in Downtown Ann Arbor is set up in much the same way as a monthly contract parking program except the amount of the validation parking account may change each month. Using a revenue management system, validation tickets are recorded as a negative amount when collected. At the end of each 30-day period, the parking accounts receivable information system generates an invoice of all validation charges that have occurred throughout the month based on tickets collected. Once the invoice has been paid it is recorded as positive revenue in the RMS and applied to the appropriate parking accounts receivable information system account.

Businesses participating in the Ann Arbor parking system validation program are responsible for completing a validation account application before utilizing this service. Validations may take the form of a pre-printed 'chaser ticket' assigned to the validation account number or the form of a pre-paid parking coupon (stamps). Patrons may purchase both types of parking validations through the Maynard garage office. The pre-printed chaser tickets have no monetary value until utilized at the garage exit station. The pre-paid coupons however have immediate value as books of 100 stamps merely require affixing a stamp to the front of the parking ticket.

Communities Providing Time Limited Free Parking with Pay-to-Stay

Several communities throughout the region utilizing paid parking to manage on-street parking demands also employ a period of free time limited parking. Table X provides a summary of several communities providing time limited free parking with the option to pay to stay an extended period. Where applicable, the table also notes where time limits are utilized to limit the total duration of stay.

Table 13. Sample of Communities Using Time Limited Parking in Conjunction with Pay-to-Stay

Community	Duration of Free Parking
Breckenridge, CO	15 minutes
Greeley, Co	2 hours
Manitou Springs, CO	30 minutes
Boise, ID	20 minutes

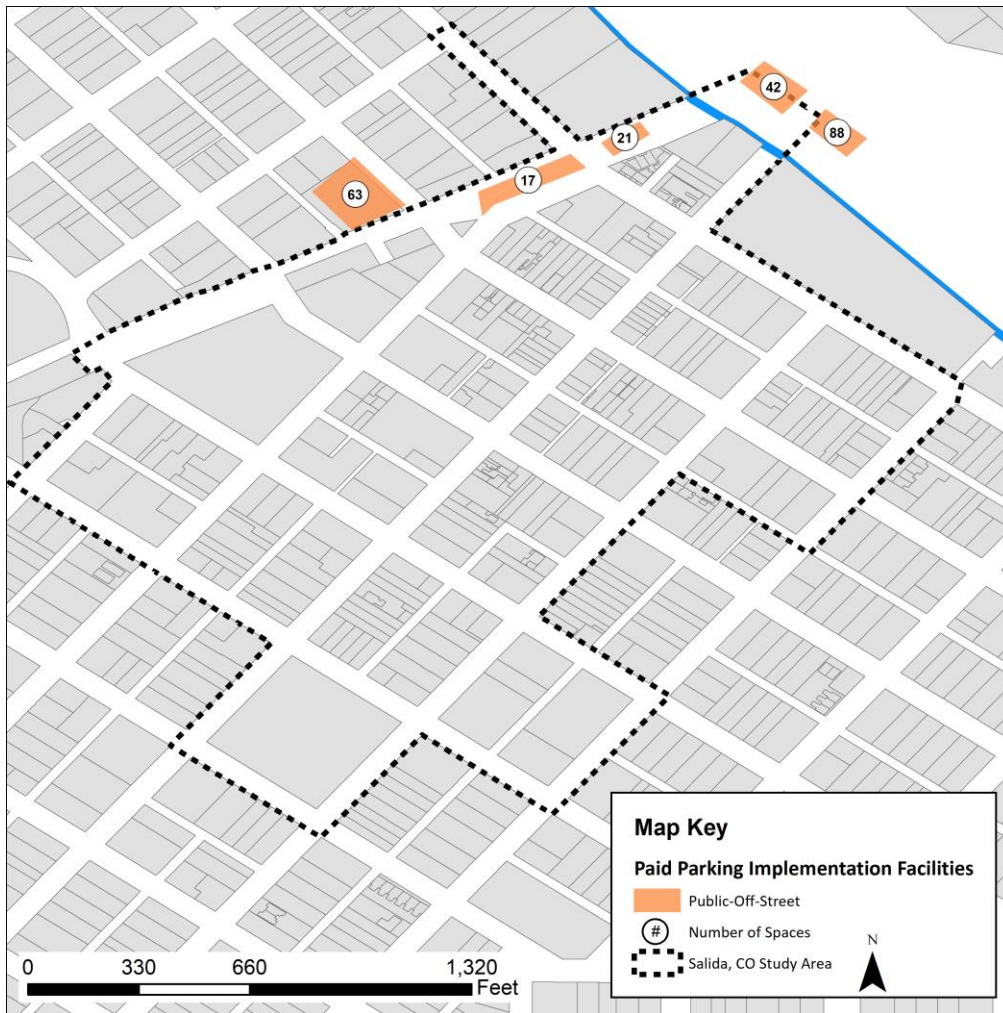
Off-Street

Weekday and Saturday parking demands were observed for 294 spaces in 6 City-managed off-street parking facilities in August 2019. Of these, five facilities comprising 231 spaces were observed to consistently operate at or above 85 occupied. Using this data, as well as rate information for nearby and peer communities, off-street rates should be set reflecting the following guiding objectives:

- Ensure on-street rates are greater than nearby off-street public facilities to incentivize the use of off-street facilities and encourage turnover of on-street parking
- Utilize \$0.25 increments for customer convenience
- Establish minimum rates that provide for the cost of program administration and operations

Initial implementation of paid parking should include those facilities consistently observed to operate near or above 85 percent occupied, as shown in **Figure 19**. Ongoing analysis of parking utilization should be performed at a minimum of a bi-annual basis for peak season and off season to appropriately adjust rates and monitor potential spillover effects. It is likely that off-street parking demands will expand into the public facility near Safeway quickly. This lot should be closely monitored while the system settles.

Figure 19. Off-Street Paid Parking Implementation Recommendation Map



Source: Walker Consultants, 2019

Technology

This Plan recommends that the City utilize multi-space meters with multiple payment capabilities (cash, credit card, and debit card) and offer a Pay-by-Phone option. Additionally, the City could offer a validation system for retailers in the form of a code (given to customers) that could be integrated into the meter system. Note that the validation system would not excuse payment entirely—rather, it would allow merchants to pay for parking, or a portion thereof, on behalf of their customers.

A growing trend for municipalities is to move away from the use of traditional parking meters and replace them with multi-space meters. There are three main types of multi-space meters: Pay and Display, Pay by Space, and Pay by Plate. Numerous companies manufacture variations of multi-space meters; however, most of the kiosks are solar powered, equipped with wireless software to allow for real-time monitoring and integration between several kiosks, and accept coins, dollars, credit cards and smart cards.



Multi-Space meters have numerous advantages over traditional parking meters including:

- Increased revenue (between 20-40%) without increasing parking rates
- When paying with a credit card, customers often pay for the maximum amount of time
- Systems where the customer pays for an amount of time and displays a receipt in his or her dash do not allow for another car to take advantage of pre-paid time as can occur with meters
- Can easily accommodate a variable rate structure thereby improving turnaround by encouraging short stays and reducing the number of all-day parkers
- Provides instructions in multiple languages
- Use of Pay and Display and Pay by Plate multi-space meters does not require individually marked spaces; therefore, a standard city block can generally accommodate at least one extra car when compared to Pay by Space and individually metered spaces
- Integrated software that allows for real-time monitoring, communication of data between kiosks and a central command station which allows for enhanced enforcement, collection, auditing and maintenance while greatly reducing operating costs
- Increases ticketing accuracy, resulting in fewer traffic court challenges
- Improves aesthetics of city streets because there are far fewer kiosks compared to single space meters
- Lower installation fee because less kiosks are required, and they are a self-sufficient unit not requiring wiring or concrete
- By being wireless, each kiosk can be installed in one hour by a single person
- Online credit card authorization allows the operator to accept payment only from valid credit cards, drastically reducing fraud that results from bad, or expired credit cards
- Manufacturers can tailor kiosks to meet municipalities' individual needs
- Easily upgradeable, eliminating the need to replace the kiosks when new technology becomes available
- Various flexible financing options exists, and in some cases tax-exempt leases are available

Disadvantages of multi-space meters include:

- Higher initial cost to purchase each kiosk
- Some users find the kiosks difficult or confusing to use

- Cities that have not properly educated and informed the public about the transition to multi-space meters have experienced a high rate of failure in terms of patrons accepting the systems. In some cities, the multi-space meters were actually removed in response to customer complaints.

The following are a few “Best Of” examples of U.S. cities currently using multi-space meters.

- Columbia, Missouri – The City created a website with detailed instructions for using the multi-space meters. The website includes a FlashPlayer Slideshow showing how to use the meters.
- Oklahoma City, Oklahoma – The city installed six multi-space meters at various downtown sites for a three-month trial period. The trial period will allow for the evaluation of a large-scale replacement of the city’s 1,400 aging meters. The pay stations have capabilities that allow patrons to pay by their cell phone, receive additional payments from cell phones and place a warning call to the parker when time is nearing expiration.
- Cedar Rapids, Iowa – ParkCR created a series of informational and entertaining videos to introduce the community to LUKE multi-space meters that replaced single space, coin only meters. Videos demonstrated how to operate the kiosks and provided advantages of the new system, such as no longer needing to carry change.



Source: *parkcedarrapids* YouTube

Enforcement

To accomplish the desired effects of the parking management program, a robust enforcement program is a critical component. This section provides a brief summary of items to consider in developing a parking enforcement program, as well as a comparative summary of neighboring and peer communities.

With the recent ruling out of the US Sixth Circuit Court of Appeals finding the practice of physically chalking tires unconstitutional, many communities in the Front Range, and indeed throughout the country, have scrambled to find alternative means to enforce parking regulations. In communities such as Salida, Colorado, all enforcement efforts related to compliance with posted time limits for on-street parking in the core business district have stopped. This has led to issues with a noticeable decrease in turnover of on-street stalls and frustrated customers and business owners wondering where their customers will park – worried they will bypass the district in favor of big box stores with seemingly endless supplies of parking.

Table 14. Summary of Peer and Neighboring Community Enforcement Practices

Community	LPR	Graduated Fines	Service Provider
Arvada, CO	✓		Third-Party Operator
Golden, CO	✓		Police Dept.
Longmont, CO	✓		Community Services Dept.
Castle Rock, CO			Police Dept.
Broomfield, CO			Police Dept.
Greeley, CO	✓	✓	Code Compliance Dept.
Boulder, CO	✓		Access & Parking Services
Fort Collins, CO	✓	✓	Parking Services
Missoula, MT	✓	✓	Missoula Parking Commission
Carlsbad, CA			Police Dept.

Source: Compiled from each municipality's municipal code, parking information websites, and interviews with City staff

As shown above, license plate recognition (LPR) in some form is one option quickly growing in popularity among municipal parking programs. While LPR allows enforcement officers to essentially apply a digital chalk mark to each vehicle, it is a significant investment. Handhelds units for officers on foot generally run \$5,000-6,000 per unit, whereas a vehicle mounted unit starts around \$25,000 per vehicle (exclusive of the vehicle). However, the efficiencies that LPR provide quickly make up for the initial investment. LPR allows parking enforcement officers to capture an image of each vehicle plate that is tagged with the date, time, GPS coordinates, and often also takes a context image of the vehicle showing its location relative to the surrounding area. Not only does this provide enforcement in a manner in which to demonstrate that a vehicle has not moved from a specified location without physically touching the vehicle, but often times, LPR enforcement equipment will communicate with the system's parking access and revenue control systems (PARCS) and police systems. For instance, in a community with paid parking that utilizes pay-by-license plate kiosks, the kiosks communicate expired plates with the mobile LPR software to alert officers to vehicles that have overstayed their paid time. In areas with neighborhood parking permit programs permits may be plate based, allowing officers to drive or walk the zone without need to see inside a vehicle to locate a placard or sticker. Additionally, vehicles reported stolen or as having an excessive number of outstanding violations may be located during routine enforcement routes for police response. Furthermore, as communities move from managing through time restrictions to paid parking, the equipment will adapt to the new needs. Or, in communities that employ multiple management

strategies based on their various neighborhoods and unique needs, the equipment can be used across zones to enforce multiple regulations.

License plate-based enforcement technologies decreases staff hours over traditional foot patrols and cannot only save consideration payroll costs in expanding the coverage area or frequency of patrols per person but can increase revenues in citations through those same gains in efficiencies. A mobile LPR setup can patrol more than 1,500 parking spaces per hour.¹⁴

Another consideration in enforcing time limits and paid parking is how far a vehicle must move upon reaching the limit of the parking regulations. In Golden, a vehicle may leave and return to the same space. If the LPR hits on a vehicle but the context image appears to show the tire has changed position, no matter how slightly, no citation is issued. Boulder, on the other hand, limits the time one can park at a meter over the course of a full day. If the meter still has paid time on it, for instance if the driver added time to the meter, but the vehicle has exceeded the maximum time limit for that space they will receive an overtime parking citation regardless of the remaining balance on the meter.

Parking Violation Fees

As previously mentioned, a common concern of business owners is their customers' perceptions of paid parking and overzealous enforcement. To address these concerns, support a customer service focused parking program, and provide adequate incentive for true parking scofflaws to comply with regulations, many communities are moving toward a graduated fine structure. As shown in the table below, Greeley, Fort Collins, and Missoula all utilize a graduated fine structure.

¹⁴ License Plate Recognition ROI, Operations Commander, accessed September 24, 2019.

Table 15. Summary of Peer and Neighboring Community Fines for Common Violations

Community	Overtime Parking	Improper Parking ¹	Parking in a Disabled Space without a displayed placard
Arvada, CO	\$25	\$25	\$25
Golden, CO	\$30	\$30	\$75
Longmont, CO ²	\$20	\$25	\$100
Greeley, CO	1 st Citation: warning 2 nd Citation: \$15 3 rd Citation \$30 4 th Citation or More: \$45 each		\$100
Boulder, CO	\$15	\$50	\$112
Fort Collins, CO	1 st Citation: warning 2 nd Citation: \$10 3 rd Citation: \$25 4 th Citation or More: \$50 each		\$100
Missoula, MT	1 st Citation: warning 2 nd Citation: \$5 3 rd Citation: \$10 4 th Citation: \$15 5 th Citation or More: \$20 each		\$100

¹ Improper parking is a generalized term intended to represent not parking in a valid space, parking over the line, or similar violation

² Longmont, Colorado is exploring implementation of a graduated fine structure as a result of recent surveys of downtown parking behaviors

Source: Compiled from each municipality's municipal code, parking information websites, and interviews with City staff

Implementing a graduated fine schedule does require use of electronic handheld ticket writers that are capable of maintaining or communicating with a database of vehicle license plates and associated violations. These units then notify the enforcement officer of previous violations so that the correct fee can be applied to each citation issued.

Warning Citations

A common practice among destination towns and resorts that do not want to risk offending an occasional visitor who made an honest mistake, is to provide a warning citation. This allows the first violation to automatically be issued as a warning to educate the driver of the parking policies and avoid a potentially negative last impression on a visitor or customer. Like graduated fine structures, providing a warning as the first citation requires the use of an electronic ticket writer as well, in order to track or communicate with a database of vehicle and license plate information.

AMBASSADOR APPROACH TO ENFORCEMENT

The perception of parking enforcement is often negative, and the manner in which enforcement is presented to the public is frequently the reason. Enforcement is seen as punitive, which in many cases it is. For this reason, Walker recommends the "Ambassador Approach" model for the Downtown Salida as used successfully in Louisville and Estes Park, Colorado and Hartford, Connecticut.

The mission of the Ambassador Program is to provide hospitality, tourism, and public safety services to local citizens, businesses and visitors, in addition to enforcing parking regulations, Ambassadors are required to complete a multi-faceted training in hospitality and customer service, emergency response and first aid, as well as public transportation and City services. They should work directly with transportation and parking managers within the City, local businesses, and professional agencies.

The primary goals of an Ambassador program are to promote the area, resolve concerns, deter criminal activity, and help make the downtown area a better, safer and friendlier place to live, visit, shop and conduct business. Ambassadors should initiate personal contacts with the parking public (known as “touches”), issue more warnings and slightly fewer citations, and interact with visitors and citizens in a positive manner. The vision of the program is to help promote a progressive, dynamic, customer service focused downtown experience. Ambassadors may accomplish these goals while providing parking management by monitoring public safety, extending a helping hand in emergency situations, and calling on area merchants on a regular basis. Beyond enforcing parking regulations, the following are examples of appropriate behaviors of Ambassadors:

- To greet visitors and offer customer service
- To be a friendly face in response to what is many people’s initial or final interaction with the City
- To give accurate directions to visitors
- To provide information and explain local traffic and parking regulations to seek voluntary compliance
- To distribute City brochures and maps
- To deter criminal activity by their presence

It should be noted that current enforcement operated under the police department provides many similar benefits to the Parking Ambassador program. Deb, the parking enforcement officer, is well known in the community. She regularly interacts with business owners and visitors while in a highly recognizable and approachable uniform. Should parking operations move to another department, including enforcement, the effectiveness and existing relationships that she has established should be considered and maintained.

As shown in the table below, parking regulations are generally enforced 9 to 11 hours per day. Because most core districts experience their typical peak parking demand midday on a weekday, they generally base their enforcement resources around this time. Based on the characteristics and types of land uses within the district, enforcement may begin earlier in the day or extend into the evening as needed. In areas such as Boulder and Arvada, enforcement resources are allocated to extend later into the evening due to a large presence of restaurants, breweries, taverns and entertainment destinations that drives their peak parking demand period later in the day or generates a secondary peak in the evening. The intent is not only to manage peak parking demands, but to also have Parking Ambassadors available to the public when they are most frequently needed.



Table 16. Summary of Peer and Neighboring Community Enforcement Hours

Hours of Enforcement	Arvada, CO	Golden, CO	Longmont, CO	Castle Rock, CO	Broomfield, CO	Greeley, CO	Boulder, CO	Fort Collins, CO	Missoula, MT	Eugene, OR	Carlsbad, CA
12:00am – 5:00am					By request / complaint						By request / complaint
6:00am											
7:00am											
8:00am											
9:00am											
10:00am											
11:00am											
12:00pm											
1:00pm											
2:00pm											
3:00pm											
4:00pm											
5:00pm											
6:00pm											
7:00pm											
8:00pm											
9:00pm											
10:00pm											
11:00pm											
Days of Week	M-Sa	M-F	M-F	M-F			M-F	M-Sa	M-Sa	M-F	

Parking Permit Program

With implementation of paid parking, it is important to provide equitable options for frequent parking systems users such as residents and employees. This is accomplished by providing lower cost parking options in lower demand facilities for those who park for longer periods on a less than daily basis, for instance part-time employees of area businesses or residential visitors. Alternatively, for those who park for longer period on a regular basis, a parking permit program is an economical option that incentives compliance with parking regulations while providing the user a lower cost and predictable parking solution. Parking permit programs are a common tool for managing parking demands throughout the country and Colorado both in conjunction with paid parking and time limits.

To provide insight into the various alternatives related to a parking permit program, Walker evaluated the permit programs of peer and neighboring cities. Cities included in the analysis include:

- Boulder, Colorado
- Fort Collins, Colorado
- Aspen, Colorado
- Denver, Colorado
- Golden, Colorado
- Longmont, Colorado
- Missoula, Montana
- Eugene, Oregon

It should be noted it is possible that costs, fees, and other characteristics of the parking permit systems in these cities may have changed since this research was conducted; the information contained herein is current as of the beginning of 2019.

Permit Program Types

Of the eight cities included in the analysis, all but one had a permit program specifically for residents. One city modelled its permit program on a neighborhood-by-neighborhood basis, with the same type of permit being available to residents, guests, and employees/business owners. Aspen had a separate permit program dedicated to high-occupancy vehicles, which was recently expanded to include electric vehicles. Denver’s parking program for residents, apart from two formally-designated areas, allows resident permit holders to park anywhere within a designated radius of their registered home address, exempting holders from posted time restrictions. Golden has a downtown permit zone with a universal permit available to residents, guests, and employees, in addition to its resident-specific permit program for other zones.

The table below compares permit program types for the municipalities studied.

Table 17. Permit Program Types by Municipality

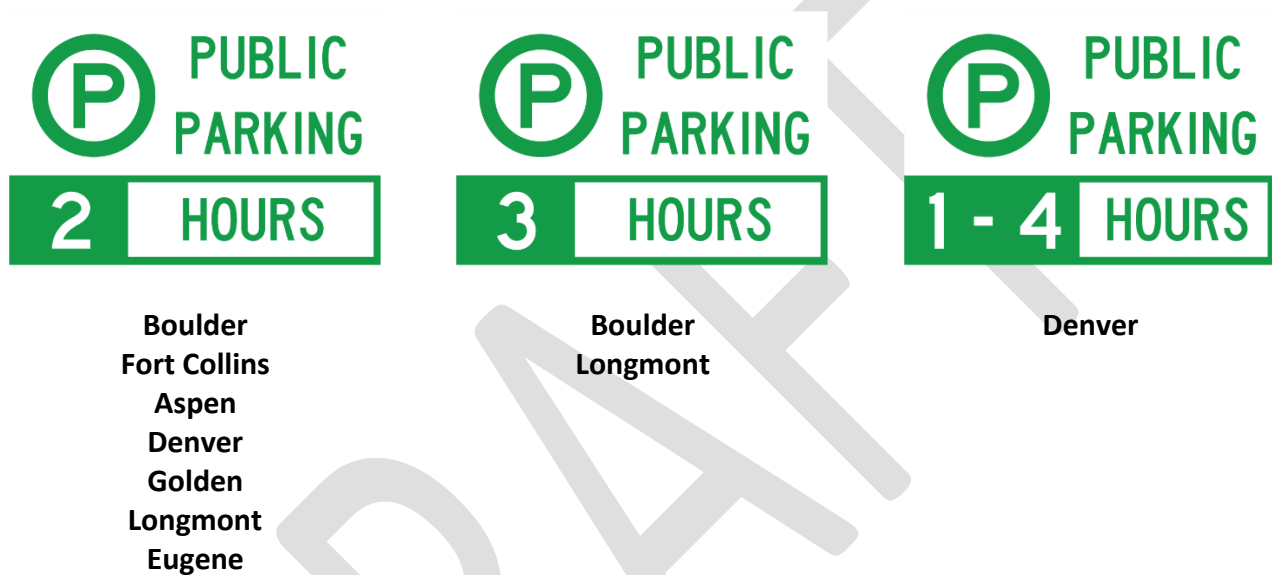
	Boulder, CO	Fort Collins, CO	Aspen, CO	Denver, CO	Golden, CO	Longmont, CO	Missoula, MT	Eugene, OR
Resident Parking Permit		✓	✓	✓	✓			✓
Neighborhood Parking Permit	✓			✓				
High-Occupancy Vehicle Parking Permit			✓					
Downtown Parking Permit Only					✓			
Employee Parking Permit		✓	✓					
Commuter Parking Permit		✓						
Facility Specific Permit						✓	✓	

Source: Walker Consultants

Time Limits

Most communities included in the analysis utilized two-hour time limits to manage on-street parking within permitted zones. Parking for the first two hours was generally free in all resident areas for any user group, with Golden enabling paid parking beyond two hours within the downtown zones. The one special zone in Boulder had no time limit, and Boulder featured five zones that had three-hour limits.

Figure 20. Time Limits in Permitted Zones by Municipality



Source: Walker Consultants, 2019

Permit Enforcement

All cities analyzed had enforcement periods during typical business hours on weekdays, though the start and end times varied by up to two hours. Boulder had one residential neighborhood that featured evening enforcement during weekends. Golden and Fort Collins did not enforce during summer months for zones within their respective college campus areas, and Fort Collins has some areas with Saturday enforcement.

Data on enforcement methods were not available for all communities. Boulder currently has 10 full-time parking enforcement officers that oversee parking enforcement city-wide in all zones there. Fort Collins's enforcement is conducted by its Parking Services department using license plate reader (LPR) technology, with enforcement runs conducted every two hours during the enforcement period. Denver, Aspen, Longmont and Missoula also use LPR technology for their enforcement process.

Cost to Park without Permit

In most permit zones across the cities studied, there was no method to allow for payment for additional parking past two hours if a driver does not possess a valid permit. In Boulder's one special zone, unpermitted vehicles are

charged \$2.50 per hour to park with no limit. In Golden’s downtown zone, unpermitted vehicles are charged \$2 an hour, up to an \$8 daily maximum.

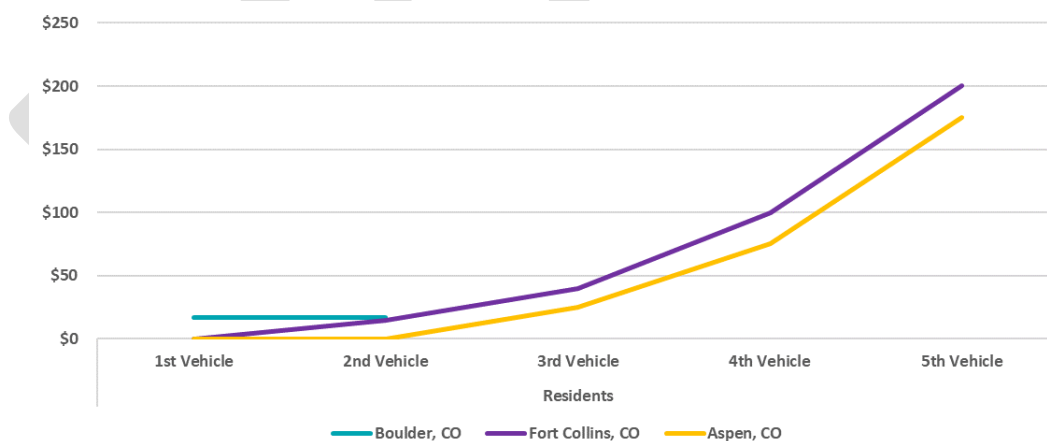
Cost to Park with Permit

Costs and cost structures to purchase permits varied widely. Boulder employs a flat fee per permit for all user types but limits residential permits to two per household. Boulder issues permits annually at a minimal cost meant to cover only cost of the permit’s administration. All permit types are free upon proof of residency, tenancy, employment, or business ownership in Golden and Denver. Fort Collins uses a graduated cost scale for all residents and business permit holders, with commuter permit holders paying a flat \$40 per month. Aspen has a graduated scale for residents, with up to 4 permits allowed per household. Aspen charges businesses \$600 every six months for a permit (that covers all vehicles and employees per business) and \$8 for day passes (HOV vehicles qualify for a free HOV Vehicle day pass).

Eugene employs a market demand-based model for its permits, where cost varies by density and centrality to the city center. The lowest-density permit zone allows for up to two vehicles free and \$40 for each vehicle thereafter. The highest-density permit zone, however, is \$150 per vehicle per quarter, or \$600 per year. Similarly, but at a more granular level, Longmont and Missoula provide permits for off-street facilities priced per facility based upon demand. Rates are reviewed bi-annually in conjunction with area occupancy information and adjusted accordingly.

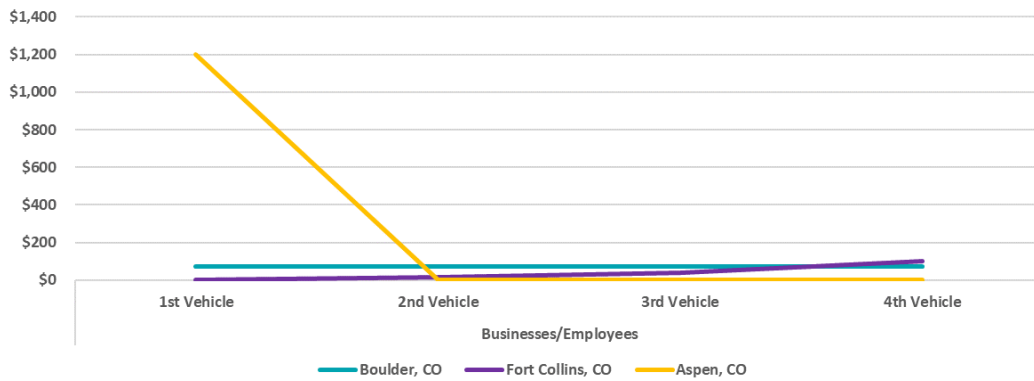
The charts below compare the flat and tiered rates for permits all the Colorado cities studied and shows the market-rate-based tiered cost structure for resident permits in Eugene.

Figure 21. Annual Permit Costs for Residents in Boulder, Fort Collins, and Aspen



Source: Walker Consultants, 2019

Figure 22. Annual Permit Costs for Businesses and Employees in Boulder, Fort Collins, and Aspen



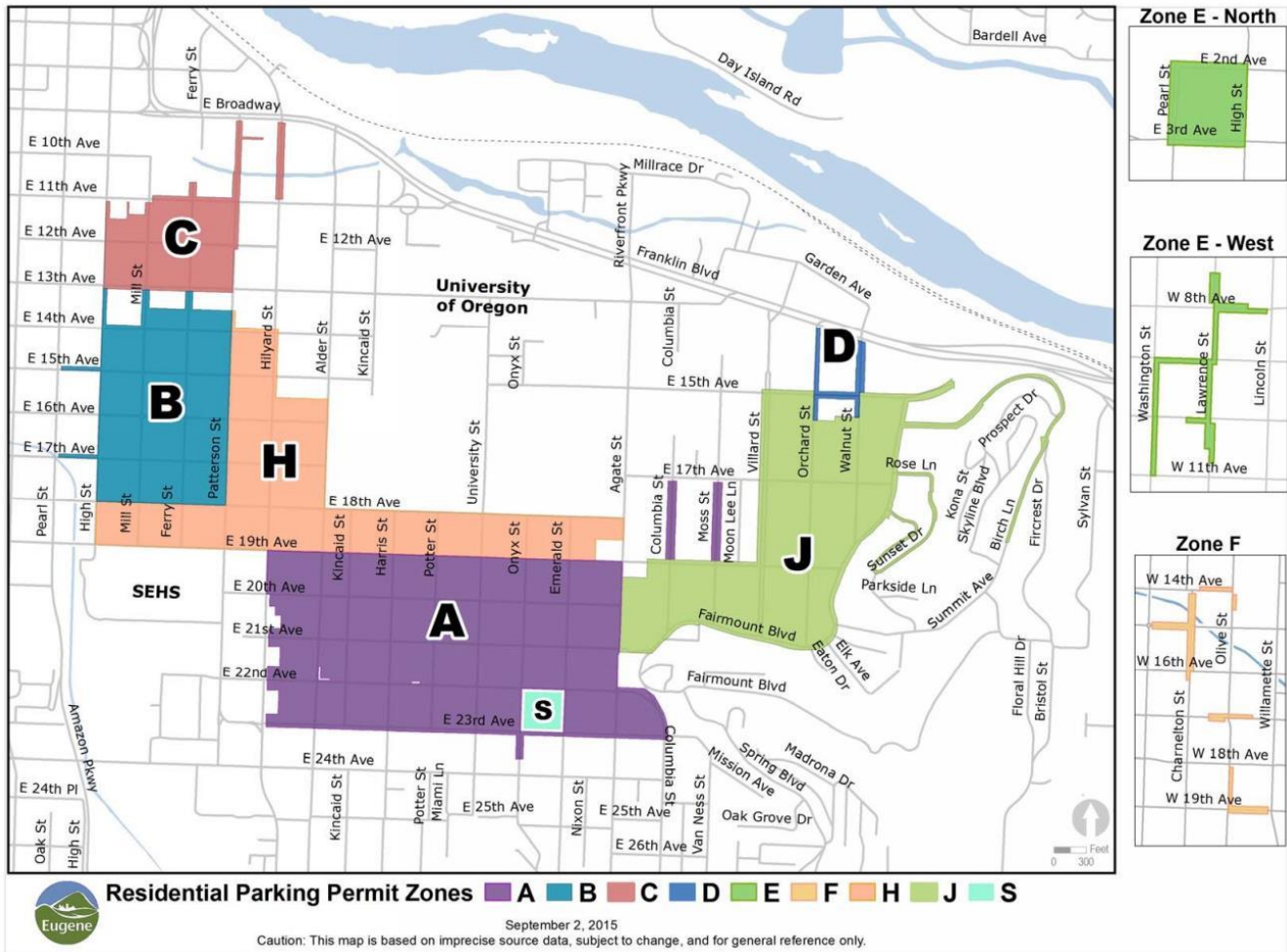
Source: Walker Consultants, 2019

Table 18. Market-Rate-Based Tiered Permit Costs in Eugene, OR

Zone	Monthly	Quarterly	Annually	Equalized (annual)
A			\$40	\$40
B		\$99		\$396
C		\$99		\$396
D	\$75			\$900
E			\$40	\$40
F			\$40	\$40
H		\$150		\$600
J			1 st two free, then \$40 each	\$0

Source: City of Eugene, Oregon, 2019

Figure 23. Market-Rate-Based Tiered Permit Costs in Eugene, OR



Source: City of Eugene, Oregon, 2019

Online Renewal of Permits

As of 2019, all cities studied enabled applying for and renewing permits of all types online, except Missoula and Longmont. Some cities had smartphone apps for their parking systems in addition to a web-based portal, though Fort Collins's app can only be used for non-residential paid parking. Aspen provides the option for all user groups to purchase permits at a pay-on-foot kiosk.



04 Special Events



Special Events: Key Takeaways

January	<ul style="list-style-type: none"> • New Year’s Day 5K • Salida Chamber of Commerce Annual Community Awards • Annual Bridal Show/Open House
February	<ul style="list-style-type: none"> • Annual Chocolate Lover’s Fantasy Fundraiser
March	<ul style="list-style-type: none"> • Monarch Mountain’s Town Challenge Race & Awards Ceremony
April	<ul style="list-style-type: none"> • Kayaks on Snow • Salida Kick-Off to Summer • The Chaffee Home and Garden Show
May	<ul style="list-style-type: none"> • Salida Chamber Golf Scramble • Bluegrass on the Arkansas Festival
June	<ul style="list-style-type: none"> • FIBArk • Salida Artwork • Harriet Alexander Airport Fly-in and Airshow • Salida Arts Festival
July	<ul style="list-style-type: none"> • July Fourth • Colorado Brewers Rendezvous • Salida Riverside Art & Music Festival • Chaffee County Fair and Rodeo
August	<ul style="list-style-type: none"> • Angel of Shavano Car Show • Salida Winefest
September	<ul style="list-style-type: none"> • Hometown Picnic • Fiber Arts Festival • Salida Bike Festival • Crest Crank Bike Ride
October	<ul style="list-style-type: none"> • Heart of Colorado FiberArts Guild Fashion Show
November	<ul style="list-style-type: none"> • Christmas Moutai Lighting and Parade of Lights
December	<ul style="list-style-type: none"> • Salida Holiday Festival • Santa Skis Monarch • Monarch Torchlight Parade

The permit application process for the City of Salida currently does not provide any guidance on or require planning for potential impacts to parking and circulation of traffic. During large events, this may include street closures or significant increases in traffic in residential neighborhoods, creating additional stress in already high demand areas and safety issues for pedestrians, cyclists, and motorists. Based on feedback from the community, more than half of survey respondents identified special event parking as inadequate.

Although a “simple” solution frequently offered to accommodate special event parking demands, Walker does not recommend building additional supply for event parking. Available land within the study area is scarce, especially in the areas of highest demand. Where potential land banks exist parking demands are low and a surplus of parking supply already exists. Alternatively, it is recommended that the City include parking and transportation planning requirements with special event permit applications along with providing event organizers with a menu of suggested options to accommodate the additional traffic and parking demands generated by their event. Suggested elements to include in a suite of recommended strategies for event organizers to include in their permit application:

- Planned locations for accessible parking
- Shuttle service to remote parking facilities
- Shared parking locations with complimentary hours to the event
 - Religious congregation centers
 - Schools
 - Municipal facilities
- Vehicle and/or bike valet services
- Premium loading and unloading locations for rideshare services

Special Events

Throughout the course of the year, Downtown Salida hosts large events, which can place demands on parking beyond what is typical. Though we do not recommend planning additional parking supplies specifically for special events, unless they occur during typical peak periods and at regular intervals that would classify them as “typical conditions” for the area, we do take special event demand into account when evaluating a potential need for additional future parking supplies for Downtown.

Many events that occur in Downtown Salida occur in or near the Arkansas River banks and Riverside Park. Limited access to this area and the equipment and vehicles brought in by visitors present unique challenges for accommodating parking demands in this area. The largest event is perhaps the FIBArk Festival, but the community hosts several large events throughout the year, including Bluegrass on the Arkansas, the Salida Art Walk, and Holiday Park & Christmas Mountain.

Special events are an important part of the character and economy of Salida. With the frequency and size of events growing due to the success of these events, demand on parking and transportation resources will continue to grow and strain existing assets. Planning for the parking and transportation needs of each event is not only important for event goers, but also for the long-term health and maintenance of the parking system. Early on during event planning stages, it is recommended that the City require event organizers to submit and parking and transportation plan with their event permit. Typical components of a plan provide not only for the parking location(s) and minimizing traffic impacts, but also for temporary, event specific wayfinding and signage, parking for peak demand during the event and potential overflow, traffic and parking reduction or distribution strategies such as shuttle programs, ADA parking accommodations, and sustainability initiatives or alternative transportation promotion requirements such as bicycle parking and micro transit services.

Current Event Permitting Process

Currently, special event permitting with the City of Salida does not include any requirement for considering of parking to serve the event or potential impacts to the public parking system beyond potential street closures. In the event of a requested street closure, the applicant is required to collect signatures and votes of support from residents and businesses impacted. Reviewers include representatives from the Public Works, Police, and Fire Departments. Each of these should be concerned with event parking, from maintenance and maintaining to public right-of-access to impacts on enforcement activities to providing convenient ADA and first responder access.

Example Communities

Many communities host special events, and special events figure prominently in the character and economic health of communities. However, there are many impacts to the community that event organizers should account for in planning their events. Recognizing this, several communities have implemented guides to ensure event organizers anticipate and plan for such event components as safety and emergency access, noise and environmental impacts to the community and immediate area of the event, as well as parking and transportation

impacts of the event and how attendees and impacted residents and other stakeholders will be accommodated. The following case studies summarize event permit application and planning considerations required in the permit application processes.

Breckenridge, Colorado

The Town of Breckenridge requires Special Event Permits for any publicly accessible gathering of 50 or more intended to provide entertainment and in any way disrupts the normal routine of the community or neighborhood where the event is to be held. The Town also requires a permit in any event involving filming, but exempts indoor events, events permitted through the Recreation Department that constitute “normal” use of those facilities, and events protected by the First Amendment.

As part of the Breckenridge permit application process, a site map of the location of the event is to be provided as an attachment. In addition to emergency access, trash and recycling receptacles, and other event elements, the site plan must indicate all parking areas serving the event, along with applicable letter from property owners if using private property for any portion of the event. The application process also requires a written narrative detailing the event parking plan. Suggested elements by the Town include vehicle parking, bike parking, transportation to and from parking, and overflow parking.

Colorado Springs, Colorado

The City of Colorado Springs has very similar process, taking it a bit further than the Town of Breckenridge with their requirements concerning parking and transportation impacts. Each special event permit requires a parking plan identifying private and public parking facilities to be used for event parking and detailing VIP and handicap parking locations. Events relying on private parking facilities need to provide copy of written permission from the property owners with the application.

Promoting alternative transportation options for events is important to the City, with applicants strongly encouraged to include information regarding public transit and Mountain Metro bus service for their event. Biking is also encouraged with the City providing bike valet equipment free (with refundable deposit) for event organizers to deploy.

Additionally, event organizers are required to notify impacted residents and businesses of their events, including providing full impacts on traffic, parking and noise provided at a minimum of three weeks before the event date with a copy to the City’s Office of Special Events.

Special Event Transportation Options

Ideally, event-related parking demands will have minimal impacts on existing Downtown activities and parking demands. A highly effective strategy to accommodate event parking is to provide remote parking with shuttle connections. Utilizing temporary signage to direct event goers to specific parking facilities can be highly effective to prevent a large portion of traffic from entering the already high demand areas. During the U.S. Senior Open in Colorado Springs, variable messaging signs on I-25 directed event goers to specific remote parking facilities promising free parking and shuttle connections. Off the highway and along the route to these facilities, event

organizers utilized variable messaging signage typically used for construction to continue to inform event goers of the free parking facilities' locations.

In Salida, utilizing existing remote, large parking facilities during their off-peak times could considerably offset parking demands in high demand areas. Facilities such as schools, churches, and City Hall have large parking surface lots that sit relatively empty during popular weekend event periods. Event organizers should be encouraged to explore shared-use parking opportunities at these and similar venues to accommodate their event's parking needs.

To facilitate these requirements and promote consistency among events that attendees can come to rely on, the City should provide a suite of predetermined options for event organizers to consider, such shuttle provider and shared use facility contact information, recommended shuttle routes, bicycle infrastructure for rent, etc.

In the past, experimentation with shuttle services have not had promising results. While shuttles are highly effective in many locations for moving people through systems, ridership is typically low during initial implementation. Shuttles, and transit in general, are most effective in environments where service is highly reliable and predictable. Shuttle service should be widely promoted – through event advertisements and media, along routes, through social media, by the primary event organizer and by event partners. The route should be shared with headways and stop times provided. Stops should be signed clearly with event and shuttle information. A route connecting the core area of downtown with remote parking facilities and key areas in the vicinity of popular lodging destinations along Highway 50 would well serve residents, day trip visitors, and extended stay visitors for events.

The use of bicycles is prominent in the City of Salida by area residents. Expansion of bicycle infrastructure to accommodate not only residents, but visitors can reduce daily and special event parking demands. Bicycle share near popular visitor lodging locations provides visitors the opportunity to explore Salida like a local and at a slower pace. Bicycle valet can be a cost-effective way to promote sustainability and reduced cost transportation at special events, while reducing parking demands. Bicycle valet can be accomplished internally with modest investment in infrastructure that setups and tears down quickly. Valet services could be provided by event organizer staff or volunteers or through

Special Event Transportation

RiNo District eTuk Tours Denver, Colorado

Provides brewery and historical tours throughout the River North Arts District. eTuks are also available for private events.

Aspen Carriage & Sleigh Aspen, Colorado

Provides connector service between parking lot shuttle buses and the Rock Bottom Ranch via 4-22 person carriages, wagons, and sleighs (varies by ground conditions).

Heated Sidewalks Breckenridge, Colorado

Recognizing the impact of winter weather on the pedestrian experience, Breckenridge began heating sidewalks as part of their efforts to improvement walkability in high traffic areas.

Free Trolley Estes Park, Colorado

Throughout their peak summer season and during Fall events, the Town of Estes Park provides a trolley circulator service connecting remote parking with Downtown Estes Park and Rocky Mountain National Park.

Honorable Mentions:

- University of Arkansas free game day bike valet
- University of Iowa Hawkeye Express train to the game from remote parking facility



05 Communication

Communication: Key Takeaways

CURRENT COMMUNICATION PRACTICES

Challenges:

- City does not provide information for visitors regarding parking and getting around prior to their arrival.
- Curb markings are inconsistent and confusing even for City staff
- Lack of regulations concerning décor and landscaping in the public right-of-way blocks existing signage in several locations
- Existing wayfinding signage text is not appropriately sized for drivers viewing distance, speed and reaction time to process information safely in a pedestrian dense environment

Strengths:

- Use of standardized signage (i.e. ADA and parking signage) is familiar to visitors
- Downtown's compact nature and relaxed environment promotes a walkable environment

OPPORTUNITIES:

On-the-Ground Communications

- Clarify messaging intended by curb marking and apply consistently throughout the City
- Limit what can be placed in the public right-of-way and where to decrease visibility conflicts, accessibility of the pedestrian environment and decrease hazards
- Separate parking from destination wayfinding using standardized signage and imaging to convey messaging

Digital Communications

- Create a "Downtown Parking" section of the City's website to include a map of locations for public parking with applicable time limits and rates, permit information, information concerning fines and the citation appeals process, special event updates with links to the permit application process and information on recommended considerations and strategies for event organizers, and contact information for customer support
- Regularly update promotional and information materials for inclusion in business development packets, fact sheets, and the City website.

- Partner with area organizations to link to the City Downtown Parking web page to encourage growing use by visitors, residents, employees and event attendees for accessing parking related information.



Source: Walker Consultants, 2019

DRAFT

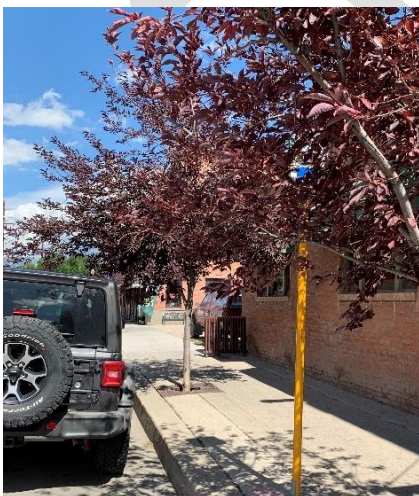
Communication

Drivers in Downtown Salida tend to gravitate toward the central area around the north end of the Study Area along F Street and its immediately adjacent off-streets. For those unfamiliar with the area, following their navigation system to the core area, then scanning the landscape for available parking, they find themselves dumping into the lots at the north end of F Street by default. While the opening of the newly leased surface lot has alleviated some parking demands in this area, it has quickly become highly occupied and often operates at 100% utilization during peak periods. Utilizations this high contribute to an increase in circulating vehicles in an area, and in this case an area that otherwise already experiences high vehicular and pedestrian traffic. Traffic congestion, as well as frustration for drivers trying to find parking, could be minimized if visitors to downtown were more aware of the location of off-street parking facilities and the ample supply of available parking in those facilities.

On the Ground: Signage & Wayfinding

There are two families of wayfinding signage observed within the Study Area: primary signage with multiple destinations (left top), and secondary signage located near the facility itself (left middle). While primary signage incorporates City branding, the font size and angle at which these signs are placed make them difficult for drivers to read from a moving vehicle. Secondary signage, while easily read from moving vehicles, because it is located near the facility it is not visible from main roads to provide direction to its location.

In addition to wayfinding, Downtown Salida utilizes standard ADA signage, as well as signs to designate reserved spaces, and color-coded curb markings. Utilizing standard signage for ADA designated spaces and spaces with time restrictions provides clear direction for parkers. However, these signs must be visible to be effective. As shown in the images below, several signs throughout the Study Area were observed to be obscured by foliage and streetscaping. Analysts observed décor placed on sidewalks that obstructed visibility of street signage.



Source: Walker Consultants, 2019

At present, Salida’s parking system is challenging to navigate—first-time users are not sure where public parking is located, and typically end up in the F Street surface lots as they naturally dead-end there via F Street, exacerbating current demand patterns in the immediate area and falling into typical parking patterns, where they park in well-known areas in high-demand locations because they are unsure of where else they can park.

To remedy these issues, the Plan recommends the following interventions related to on-the-ground signage and wayfinding:

- Expand usage of existing wayfinding branding, to be used on signage dedicated to parking and mobility, as well as in all programmatic literature and communication.
- Develop a signage plan incorporating signage at three distinct levels:
 - **Vehicular Directional Signage:** Wayfinding signage at key decision points throughout the downtown directing users to appropriate parking locations and assisting users with travel through multiple decision points/intersections.
 - **Destination Signage:** Brief and precise signage demarcating publicly available parking, with a sign stating, “Public Parking” or “P” in the same theming as other wayfinding signage.
 - **Information Signage:** On-location signage clearly stating any applicable restrictions, including hours open, applicable time limits, parking rates, and other restrictions, etc.

Digital Communications

Parking location and real-time parking availability services are becoming more common and widely utilized where parking resources are strained, difficult to find, or heavily utilized. The purpose of these systems is to inform parkers where parking facilities are, but more importantly if open parking spaces are available. While the technology methods to collect and provide this information varies, it is the consumer experience that is important. These systems use technology to monitor the parking spaces, either on-street or off-street. This information is aggregated, then disseminated via mobile applications, websites, digital sign boards, and community wayfinding. The aggregated data and ultimately the real-time parking availability information once processed can easily be integrated into the City’s website or any future mobile applications the City may create. The cost to implement these strategies varies depending on the level of technology that is deployed; however, monitoring a single off-street parking facility can range in cost between \$20,000 - \$50,000.

Communication with users is integral to the success of any parking system—and a lack of communication is a major issue the Brighton parking system suffers from today, resulting in demand crunches in immediately visible parking areas while harder-to-find parking facilities go underutilized.

Communication in a strong parking system is two-fold: prior to arrival, and on the ground. This section discusses both forms.

Communication Prior to Arrival

Prior to arrival, the key method to engage with users is through an information-packed, well-publicized digital presence. The Plan recommends the following interventions to facilitate communication with users before they even arrive in Downtown Salida:

- Include a comprehensive “Downtown Parking” City web page, to include a parking map and brochure detailing time limits and locations, permit opportunities, pricing, fine information, and contact information for customer support and citation appeals.
- Respond to questions and requests from the general public for locations of parking facilities, pricing, and availability via a dedicated e-mail address, e.g. parkinginfo@cityofsalida.com.
- Regularly update Downtown parking promotional materials, and provide parking maps, business development packets, and fact sheets.
- Provide day-to-day media relations and generate press releases as needed.
- Provide public relations and assistance to other Downtown events as needed.
- Enlist the Salida Business Alliance and other relevant organizations in advertising the web page and encouraging customers, event attendees, and employees to use it to find parking and learn more about the parking system.

Additionally, local businesses are often willing to provide parking information and links to additional parking resources from their website’s homepage. This can be very helpful in catering specific location data to their customers, while also providing a free portal to market parking services to potential patrons. Further, the City may consider facilitating an online Parking Exchange, where private parking lot owners could post parking availability and leasing opportunities and communicate with those in need of parking solutions.

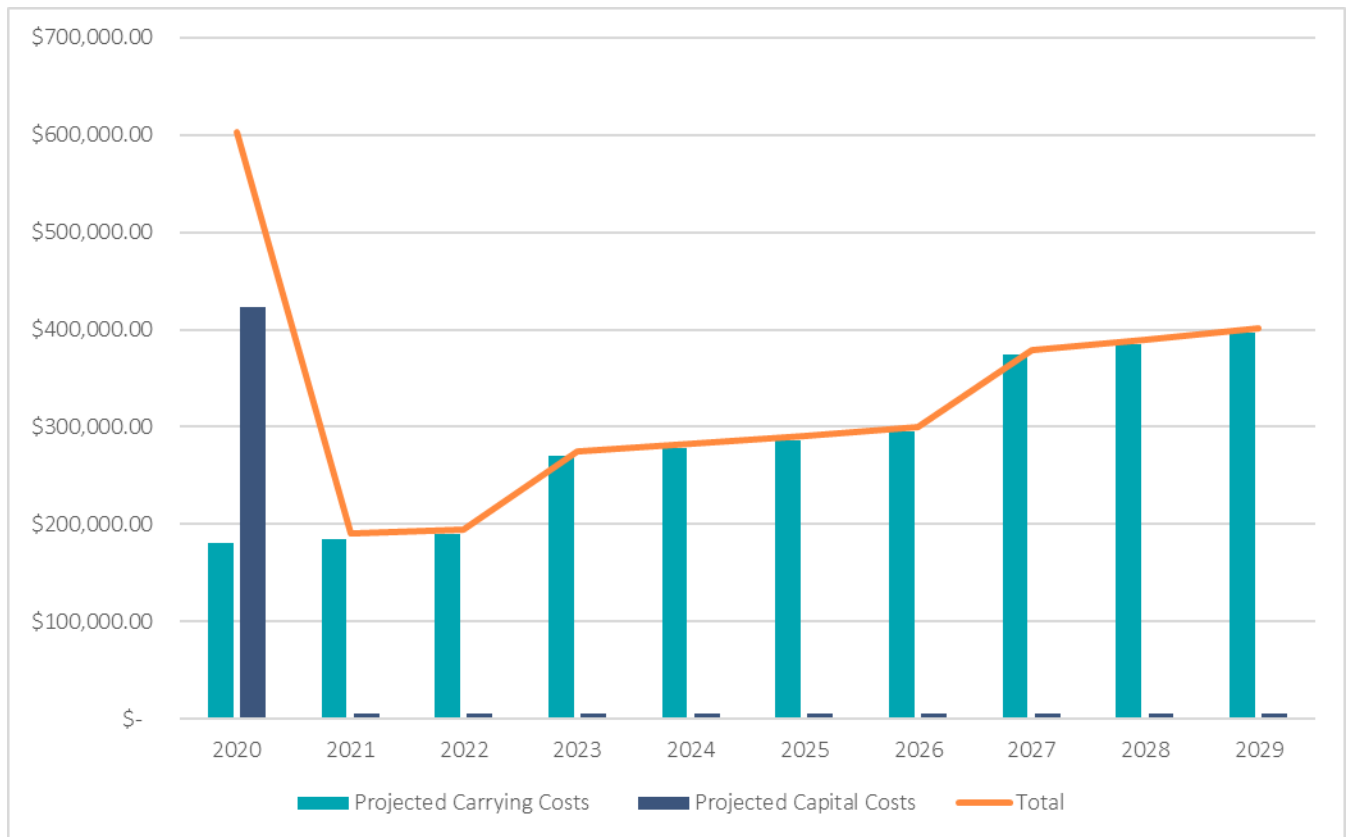


06 Funding

Funding: Key Takeaways

Current Annual Parking-Related Expenditures: \$188,509 (estimated based on General Fund allocations)

Projected Annual Parking-Related Expenditures and Capital Costs (assuming implementation of parking management recommendations):



Note that while a significant overall capital cost is projected in Year 1 of comprehensive parking management is projected to procure LPR and multi-space parking meter technology, most vendors allow municipalities to procure technology with little to no upfront cost, with a payment plan wherein the municipality would pay back the capital cost over time with revenue collected through the meter system. Specific terms of such an agreement, such as amortization, will vary depending on the vendor.

Funding the Parking System: In Walker’s opinion, an in-lieu fee program isn’t the best option for the City given a wide variety of factors—namely pace and scale of development, and public parking resources available to accommodate new demand. However, there are a wide variety of funding options that do make sense for the City of Salida—such as a parking assessment/business improvement district, or a sales tax allocation (particularly if sales tax continues to grow at its current pace).

Funding

Existing Parking System Costs

Like many communities, the City of Salida spends a significant amount of money on parking each year—over \$180,000 across multiple departments for a range of needs and services—directly from the General Fund, with little tracking nor return on investment. The following figure (Figure x) depicts ongoing costs to operate the parking system by category, based on a review of the 2019 Budget and, in some cases, estimated percentage allocations from total department funds.

Table 19. Summary of Annual Parking Expenditures

Item	Annual Cost
Parking Area Leases	\$70,000
Policy / Development Review (Comm Dev)	\$13,645
Enforcement (Police)	\$42,659
Maintenance (Public Works)	\$26,205
Maintenance (Streets)	\$6,000
Lot Repair / Maintenance (Econ Dev)	\$30,000
Total	\$188,509

Source: Walker Consultants, 2019

In addition to these ongoing operations and maintenance expenditures, the City has spent roughly \$180,000 in capital expenditures related to parking over the last three years.

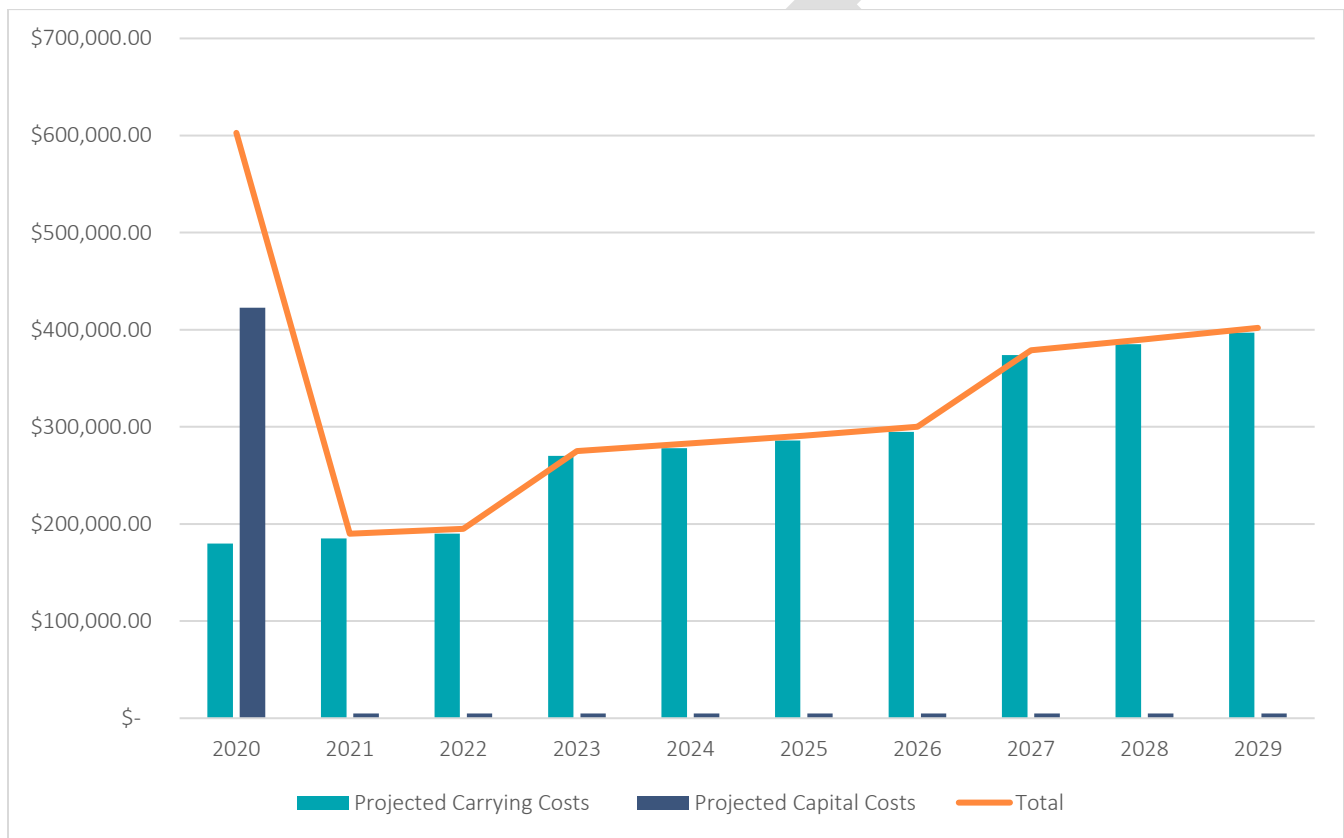
FUTURE PARKING SYSTEM COSTS

Moving forward, annual ongoing (operations and maintenance) and capital costs to run the parking system are dependent on the parking management decisions made by the City and the relative time taken to implement parking management initiatives. For the purposes of this report, we have developed a prospective parking system cost model to show both annual carrying costs (operations and maintenance of the system) as well as capital costs based on inventory needs and purchases of parking management materials (namely multi-space meters and license plate recognition equipment in Year 1, with annual fees for equipment in subsequent years). **Table 19** depicts annual expenses over a 10-year period in terms of carrying costs, capital costs, and total. **Figure 24** depicts the same information graphically. Note that given inventory needs, we have assumed that additional leases are procured in 2023 and 2027. Further, it is worth noting that most parking payment equipment vendors offer municipalities the option of paying off the cost of equipment and installation over time (generally a 8-10 year period) using revenues. While we recommend that a full financial model be developed to more accurately project potential paid parking income in the downtown core, we assume that given tourist and special event activity, as well as document performance from other municipalities, Salida would be well-positioned to cover both carrying and amortized capital costs over a 10-year period.

Table 20. Summary of Projected Annual Parking Expenditures

	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
Carrying Costs	\$180,000	\$185,000	\$190,000	\$270,000	\$278,000	\$286,000	\$295,000	\$374,000	\$385,000	\$397,000
Capital Costs	\$422,750	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000
Total	\$602,750	\$190,000	\$195,000	\$275,000	\$283,000	\$291,000	\$300,000	\$379,000	\$390,000	\$402,000

Source: Walker Consultants, 2019

Figure 24. Graphical Summary of Projected Annual Parking Expenditures


Source: Walker Consultants, 2019

FUNDING THE PARKING SYSTEM

The City of Salida is interested in pursuing an in-lieu fee program—an opportunity for developers to pay into a fund for downtown-wide parking amenities in lieu of providing on-site parking. In-lieu fees work best when:

1. **They are consistently utilized.** A successful and robust in-lieu fee program generally requires a strong clip of new development in a community, or a given area within a community. Beyond that, a successful

program requires consistency—meaning that many developers opt for the in-lieu fee program rather than constructing their own parking.

2. **The City is prepared to manage, or is already managing, the majority of public parking resources.** With traditional parking provision, wherein individual developments are required to provide their own parking, said parking resources are managed by those private entities. However, in-lieu fee programs necessitate publicly-managed parking, generally operated by the City itself or through a contract executed and paid for by the City.
3. **There are sufficient public parking resources to accommodate demand.** Even with an in-lieu fee program, new development will still add significant demand to the parking system. As such, it is essential that the parking system have enough space to accommodate new demand, and that there is a clear plan for adding new inventory to the system as development and demand increase.

Setting an In-Lieu Fee

Parking in-lieu fees are frequently tied to the “replacement cost” of a parking space in the associated community—meaning the actual labor and material cost to construct. However, setting an in-lieu fee is a quite complex and often political process, including the following components:

1. **Replacement Cost:** The first step in evaluating an appropriate in-lieu fee is to identify the construction cost per parking stall within the community. While parking construction costs vary widely based on the type of parking constructed and other architectural and structural decisions made by the community, they generally range from \$8,000-\$12,000 per space for surface parking, \$18,000 - \$25,000 for above-grade structured parking, and \$28,000 - \$32,000 for below-grade surface parking, excluding land acquisition costs. For construction in the City of Salida, we would generally expect a significant premium on top of these base costs due to the geographic isolation of the community.
2. **Subsidization Rate:** If a community were to charge actual replacement costs as the in-lieu fee without any adjustments, it is very unlikely that any developers (and particularly smaller developers, like those generally building in Salida) would opt to participate. Furthermore, if the in-lieu fee were a requirement rather than an option, too high of a fee can deter development entirely. As such, it is essential for a community to consider an appropriate subsidization rate of replacement cost based on development pace and the goals of the Salida community. For example, if the goal were to deter or slow the pace of development, the community might choose to subsidize replacement cost at a low rate, or even not subsidize at all. Conversely, if the goal were to fundraise for capital improvements or O&M costs, or to encourage the use of public parking resources over adding more private resources to the parking system, the community might choose to heavily subsidize (generally at a rate of 20% to 50% of replacement cost).
3. **Boundaries:** Especially in communities with a range of development patterns, in-lieu fees rarely apply to an entire City—rather, they are a requirement or an option for development within a specific boundary. This boundary typically correlates with a City’s zoning map, wherein development within certain zoning designations (or, in some cases, a “downtown zone”) would be deemed eligible. In the City of Salida, this might include zoning designations that exclusively occur within the downtown core, such as the Central Business (C-2) zone.

4. **Capital and Ongoing Priorities:** Intuitively, a fee must also relate to its associated costs. In this case, those costs would primarily include parking operations and maintenance, but could also include prioritized capital costs, or even comprehensive mobility and transportation demand management (TDM) initiatives, such as shuttling programs.

Is an In-Lieu Fee Program the Best Option for Salida?

In Walker's opinion, an in-lieu fee program is not the best option for Salida for the following reasons:

1. **Pace and scale of development.** As discussed previously, a robust in-lieu fee program requires a fairly consistent clip of new development occurring within the community. The City of Salida—and particularly the downtown core where an in-lieu fee would likely apply—experiences a very low level of new development, or even expansion of existing development, each year, due to the limited amount of undeveloped land. As such, it is unlikely that an in-lieu fee program would collect sufficient funding to cover operations and maintenance expenses for a managed parking program, let alone fundraising for future capital expansion.
2. **Available public parking resources.** The City of Salida currently manages roughly 1,120 public parking spaces in the downtown core, many of which are part of short-term lease agreements with external entities. An in-lieu fee program requires the availability of stable, public (in perpetuity or at least long-term) parking spaces to accommodate demand incurred by new development. It is unlikely that the City's existing resources—and particularly the resources it actually owns or has long-term access to—could accommodate this demand, even when considering the amount of development projected to occur downtown.
3. **Utilization of existing public parking resources.** A successful in-lieu fee program not only requires sufficient public inventory, but also sufficient available inventory to accommodate demand. If an in-lieu fee program is exacted without available supply, it is unlikely that developers will take advantage of the program, or if they do voluntarily (or by requirement), demand will eventually exceed supply to an unacceptable level. The City's downtown core already experiences a peak occupancy of 86% among publicly-owned and operated parking facilities, and as such is ill-equipped to invite absorption of additional demand.

WHAT FUNDING MECHANISMS ARE APPROPRIATE FOR SALIDA?

While in-lieu fee programs are increasingly common, there are many other options for equitably and effectively funding parking systems while also not requiring or relying on private development to provide parking, given that Salida has embraced smart growth in its historic downtown wherein the highest and best uses for each available property will be prioritized above relatively inactive uses, such as parking. For Salida, beyond revenues generated from paid parking, we envision a system that benefits from the very economics that make the downtown core vibrant—a sales tax allocation, and/or a parking assessment district. These funding mechanisms, which have been successfully implemented in other communities, are discussed below.

PARKING ASSESSMENT/BUSINESS IMPROVEMENT/GENERAL IMPROVEMENT DISTRICTS

Some municipalities and county governments use business improvement districts (“BIDs”) and parking assessment districts as a means to generate income to fund parking facility capital improvements and operating expenses. Both business improvement districts and parking tax districts can be used to finance the acquisition of land; the construction, operation, and maintenance of surface parking lots and parking structures; as well as the costs of engineers, attorneys and other professionals needed to complete infrastructure projects.

Over 1,200 BIDs have been implemented in the U.S. BIDs, which are most often formed at the request of their member businesses, typically address a wide variety of issues, not all related to parking. Common issues addressed include marketing, transit, beautification, signage, lighting, parking, street and public space maintenance, unarmed security patrols, “customer service representatives” or “ambassadors” to provide information and assistance to tourists and shoppers, etc. The collection of assessments tend to be applied uniformly on a square foot, gross receipts, or assessed value basis because benefits are universally recognized by all property owners. Typically, no exemptions or tax credits are provided to property owners who provide all or a portion of their required parking.

A smaller number of communities have implemented parking tax districts, which are more narrow in focus. Walker identified two active, long-standing examples of these districts- one in Olympia, Washington and another in Tualatin, Oregon- as case studies for this financing option.

Olympia, Washington

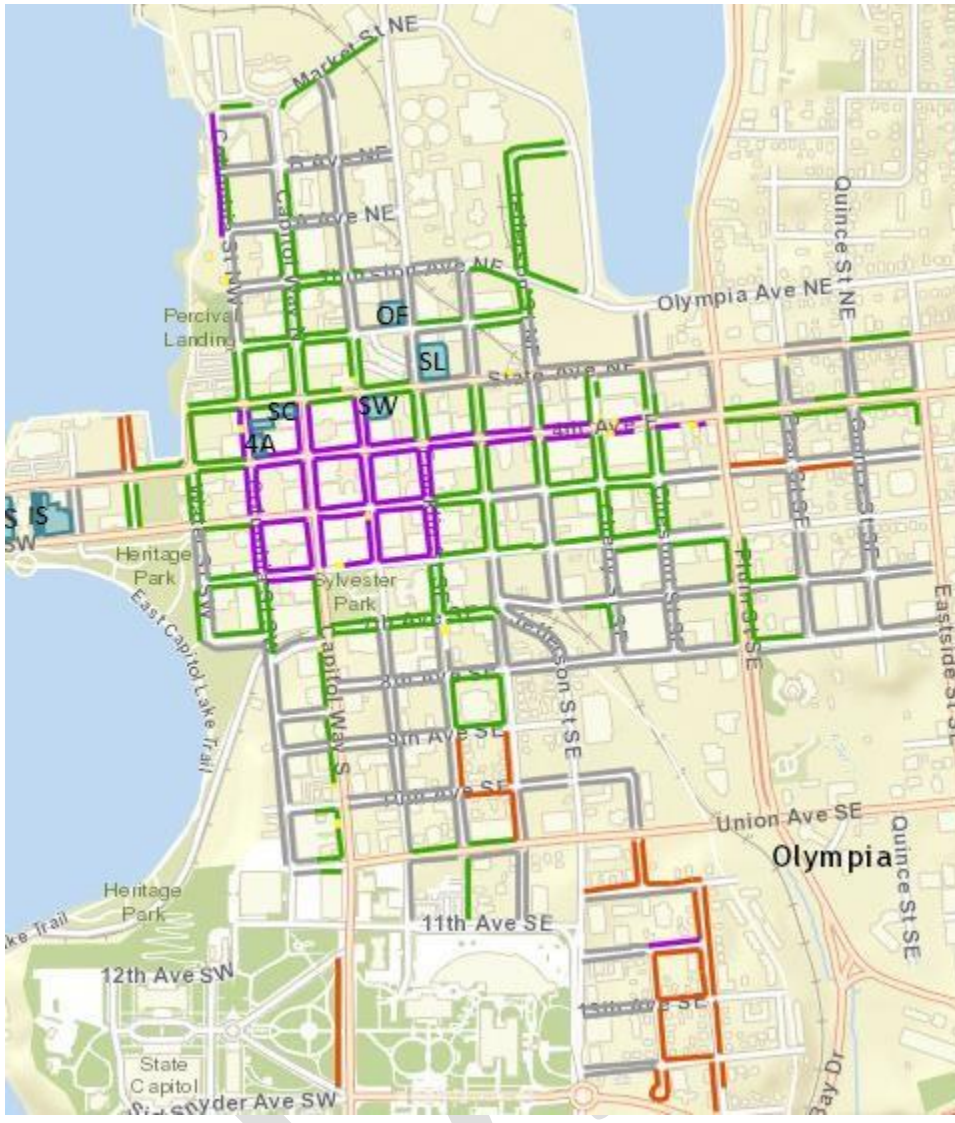
The City of Olympia, Washington enacted a Parking and Business Improvement District in 2006. The District, encompassing the entirety of the City’s downtown, levies special assessments to fund downtown parking improvements, including administrative costs, construction, operation, and maintenance costs. The assessments also fund a number of other aesthetic and beautification projects throughout the District.

Quick Facts	
Population Size	48,941
Median Income	\$53,617
Car Ownership	96.0%

Source: U.S. Census Bureau, 2019

Figure 25 shows an overview of parking within the district boundaries; metered areas are highlighted in yellow, purple, green, and grey; time-limited areas are shown in orange; and parking facilities are lettered and highlighted in blue. In addition to maintenance and operation of existing facilities and existing and future capital expenditures, the special assessments have also paid for an “Oly Smartcard” program, which retrofits the City’s outdated coin-operated meters to be paid for with a debit “smartcard” purchased from the City.

Figure 25. Parking Business Improvement Area – Olympia, WA



Source: City of Olympia

Assessments are levied upon business owners and multi-family residential owners/operators within the district boundaries. They are calculated annually based on the property’s use and intensity. The following table is an assessment matrix showing how a particular property’s annual assessment is determined.

Table 21. Parking Business Improvement Area Assessment Schedule

Business Type	Zone A			Zone B			Zone C		
	Large	Medium	Small	Large	Medium	Small	Large	Medium	Small
Restaurant / Retail	\$750	\$500	\$250	\$600	\$400	\$200	\$300	\$200	\$150
Professional / Service	\$400	\$300	\$200	\$300	\$200	\$150	\$200	\$150	\$150
Financial Institutions	\$750			\$600			\$300		
Lodging / Apartments	30 or less rooms = \$200 31 – 50 rooms = \$300 51+ rooms = \$400								
Personal Care Services	Minimum \$150 plus \$75 per station Above 2 stations with a cap of \$500								

Source: Walker Consultants, 2019

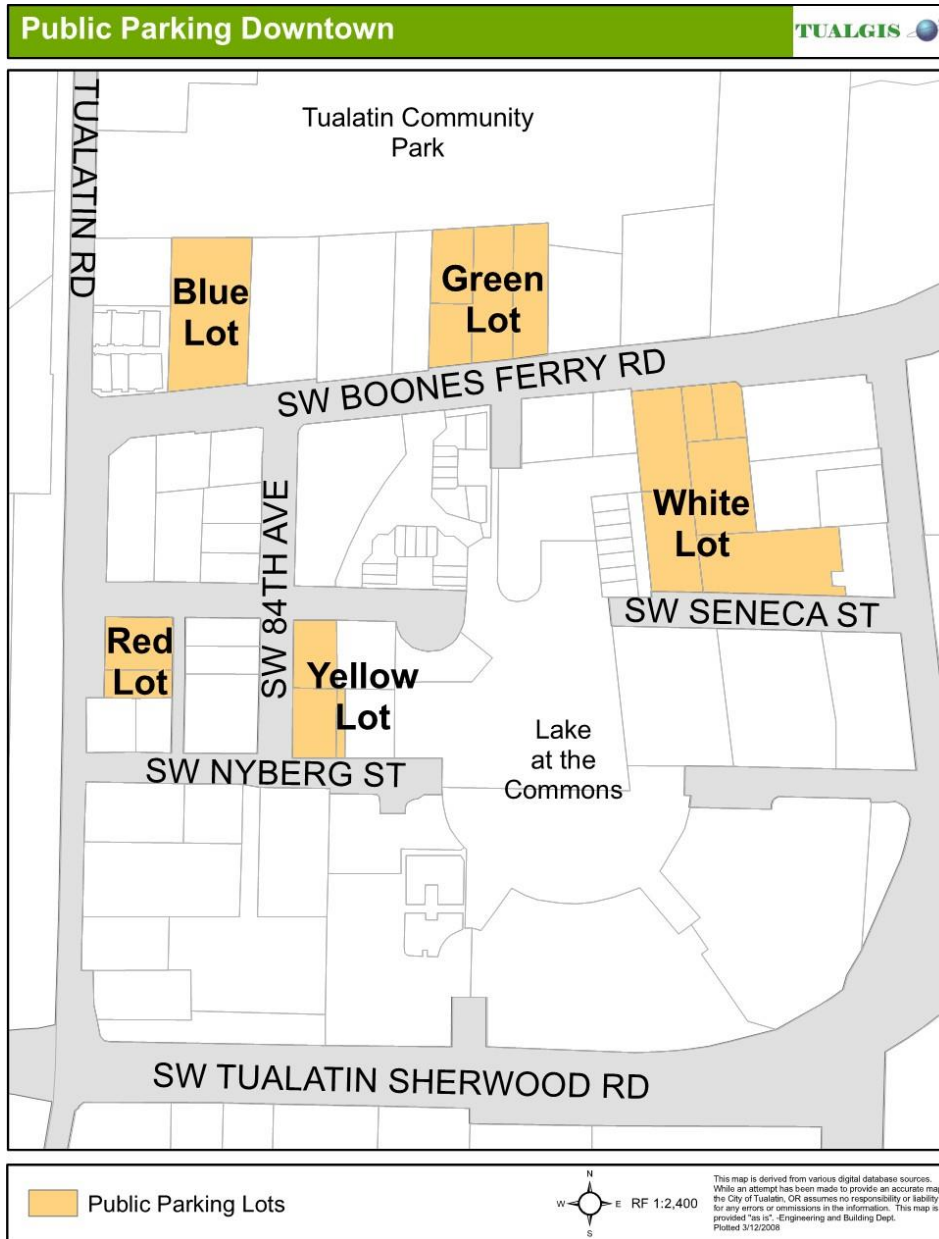
Tualatin, Oregon

The City of Tualatin, Oregon established its Core Area Parking District in 1979; fees levied by the district have supported construction, operations, and maintenance of the district’s public parking facilities, paid for parking analysis and studies, and aided in other functions aimed to ensure efficiency of the district’s parking system. The District covers 24 acres of downtown property, in which there are five public surface lots with 386 spaces in total. The following figure (Figure 26) provides an overview of the district and shows the locations of the surface lots.

Quick Facts	
Population Size	26,806
Median Income	\$66,384
Car Ownership	96.8%

Source: U.S. Census Bureau, 2019

Figure 26. Core Area Parking District Downtown Parking – Tualation, OR



Source: City of Tualation

The District’s activities are overseen by a Board comprised of five members, each required to be an owner of a business located within the District boundaries. This Board serves in an advisory capacity to City Council, aiding in decisions regarding the location and design of new parking facilities, type and scope of improvements, amount of fees and taxes levied, and other policy and procedural matters.

The annual tax levied for a particular land use in the district is computed by multiplying the use’s gross leasable area (GLA) by the minimum number of spaces required for that land use (space factor) by the annual tax rate (\$170 in 2016), then dividing the resulting number by 1,000. For example, a restaurant with 15,000 square feet of GLA would use the following calculation:

$$\text{Annual Tax} = 15,000 * 5.00 \text{ (space factor)} * 170 / 1,000$$

$$\text{Annual Tax} = \$12,750$$

The full municipal code chapter governing the Core Area Parking District Board has been included as an attachment.

Sales Tax Allocation

Financing via sales tax allocation requires that a certain percentage of municipal sales tax revenue be allocated specifically to a particular expenditure (in this case, operation, maintenance, and capital expense repayment for the proposed parking structure).

In many cases, jurisdictions (including both municipalities and counties) choose to implement this financing option through an increase in sales tax via voter referendum (e.g. a “one-cent” or “penny” sales tax increase). This method ensures that an allocation of sales tax revenue will not impact projects and services already being funded by this revenue source. Such “one-cent” sales tax allocations are commonly tied to infrastructural improvements, though in general potential uses are broader than parking alone, and may include public park maintenance, transportation infrastructure improvements like road widening, sidewalk or bike lane installation, or utility improvements. Lake County, Florida has successfully passed a voter referendum for a one-cent sales tax allocated towards a variety of transportation, parking, utility, and community resource improvements three times- in 1988, in 2001, and in 2015.

Other communities have leveraged business sales by increasing tax levy on the gross receipts of a business within a particular district while maintaining consumer sales tax rates, thereby avoiding a voter referendum. WALKER located one successful example of this mechanism in Alhambra, California.

Alhambra, California

Downtown businesses in Alhambra, California are assessed an additional tax based on gross receipts, used to pay for operations, maintenance, and capital costs for downtown parking lots, and support beautification and aesthetic projects in the district. **Figure 27** and **Figure 28** show the district map in which the fee is levied, and the public parking structures and lots made available to businesses within the district.

Quick Facts	
Population Size	84,782
Median Income	\$53,582
Car Ownership	96.5%

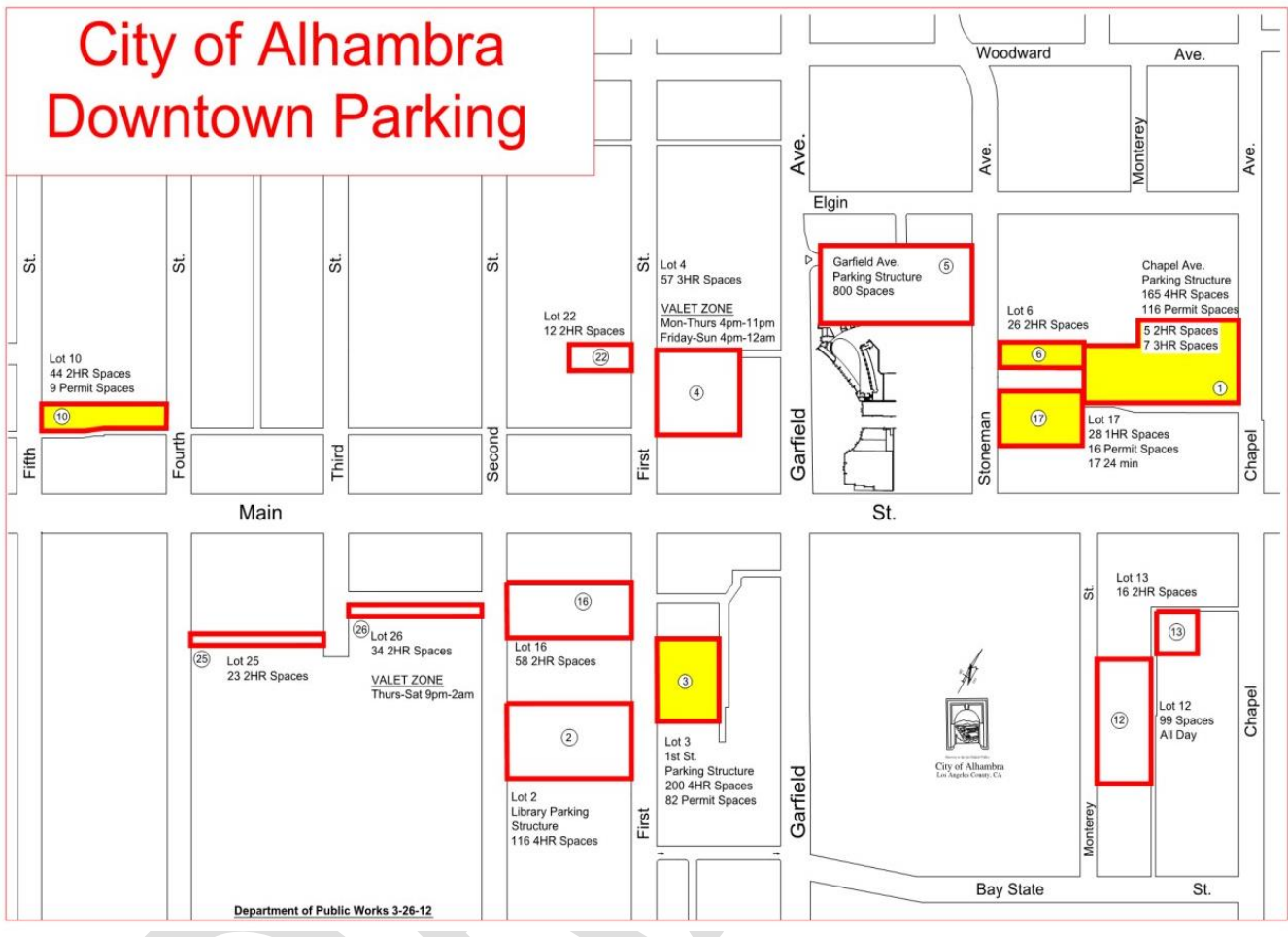
Source: U.S. Census Bureau, 2019

Figure 27. Parking Sales Tax Area Boundaries – Alhambra, CA



Source: City of Alhambra

Figure 28. Parking Sales Tax Area Boundaries – Alhambra, CA



Source: City of Alhambra



07 Study Conclusions

Study Conclusions

While Downtown Salida does currently has sufficient supply to meet parking demands, lack of enforcement and wayfinding leads many visitors to park at the north end of F Street where the path dead ends. This is also a high demand area due to the concentration of high demand generating land uses in the area including Riverside Park and its many events, popular restaurants, and access to the Arkansas River.

In the case of Salida, doing nothing is not a good option. Per conservative estimations, parking demands are anticipated to exceed effective supplies by 2025. Implementation of paid parking today will not address current goals to increase on-street turnover and customer access to Downtown businesses but will aid in building a reserve of funding toward parking solutions for the future.

In planning for the future, the following recommendations are made for the City:

- **Sustainable, Gradually Expanded Inventory to Accommodate Growth:** The City is likely to lose access to a significant portion of its publicly-available inventory in the next few years. Walker recommends that the City seek out long-term parking leases in the near future, with the goal of gradually expanding public inventory by 2025 to a total of 1,150 – 1,200 spaces.
- **Curb Management:** Review and clarify existing curb markings alongside traffic engineering standards and identify opportunities to add formal on-street parking in areas where the curb is currently striped for no parking.
- **Paid Parking:** Develop an ordinance to define parameters and rate-setting for paid parking, and implement paid parking in high-demand areas along F-Street, 1st Street, and Sackett Avenue, as well as adjacent off-street facilities. Consider seasonal rate setting and rate setting for special events.
- **Enforcement:** Enforce two-hour time-limited parking where applicable using a digitized License Plate Recognition (LPR) system and implement a graduated fine structure to focus on repeat offenders.
- **Permit Programs:** Develop and implement permit programs for residents and downtown employees.
- **Special Event Planning:** Require a parking- and transportation-focused permit application for special event organizers and develop a suite of mobility options for event organizers to opt into and cover costs related to/generated by their event.
- **Wayfinding:** Review and improve existing wayfinding throughout Downtown to be more easily read from a moving vehicles and utilize technology to promote wayfinding prior to trip origination. Technologies may include parking guidance mobile applications or inclusion of parking location and rate information on the City's website, with area organizations, businesses, and event organizers encourage to link to that central page for the most current information.
- **Funding:** At present, Walker estimates a total of roughly \$200,000 per year is spent on the parking system in upkeep and maintenance, lease costs, administration, and other associated items, through the General Fund. Should the City choose to implement a managed, growth-focused parking system, these costs are expected to increase (including both annual and carrying costs), with a projected carrying cost of \$200,000 to \$260,000, and capital costs ranging from \$400,000 for equipment to \$4,000,000 in new inventory construction. While the City has expressed interest in an in-lieu fee program to fund the parking system, this option may not serve the City well due to the pace and scale of development and public parking resources readily available to accommodate demand. However, there are several funding sources

that do suit the City and its economic framework, including a parking assessment/business improvement district or a sales tax allocation.

DRAFT



05 Appendices

Appendices

A. Detailed Occupancy Counts by Collection Period

Thursday, August 8, 2019

Facility	Spaces	8:00 AM	11:00 AM	2:00 PM	5:00 PM	11:00 PM
1st Street (D-E)	20	9	12	17	14	9
1st Street (E-F)	12	12	13	14	10	5
1st Street (F-G)	18	9	14	18	18	2
1st Street (G-trail)	6	0	3	0	3	1
2nd Street (E-F)	19	7	16	18	16	0
2nd Street (F-G)	20	4	16	17	14	2
2nd Street (G-trail)	25	7	17	16	16	2
3rd Street (D-E)	20	4	6	4	3	4
3rd Street (E-F)	14	6	8	7	8	0
3rd Street (F-G)	17	2	13	10	15	2
3rd Street (G-H)	24	5	10	8	9	3
3rd Street (H-trail)	4	0	0	0	0	0
4th Street (D-E)	22	6	12	11	10	5
4th Street (E-F)	31	6	7	10	9	4
4th Street (F-G)	24	18	15	15	14	15
4th Street (G-H)	26	6	14	14	9	5
5th Street (E-F)	27	0	1	5	1	3
D Street (1-Alley)	10	11	11	10	9	9
D Street (3-4)	27	0	8	2	5	0
D Street (Sackett-1)	20	12	11	14	13	12
E Street (1-2)	11	7	10	11	7	5
E Street (2-3)	23	11	10	10	11	9
E Street (3-4)	27	8	8	10	7	7
E Street (4-5)	29	4	9	11	11	3
E Street (Sackett-1)	20	11	12	13	12	7
F Street (1-2)	21	9	20	18	17	4
F Street (2-3)	19	8	0	17	14	6
F Street (3-4)	22	3	7	12	11	2
F Street (4-5)	27	2	7	5	4	3
F Street (F-Sackett)	11	12	13	11	13	7
F Street (Sackett-1)	18	5	17	17	17	10
G Street (1-2)	14	3	12	5	8	1
G Street (2-3)	17	3	9	0	7	1
G Street (3-4)	26	11	11	0	6	7
G Street (Sackett-1)	19	8	19	21	12	5

Facility	Spaces	8:00 AM	11:00 AM	2:00 PM	5:00 PM	11:00 PM
H Street (3-4)	23	2	5	9	3	1
Lot A	63	14	20	18	8	3
Lot B	63	3	10	15	18	2
Lot C	17	4	11	14	15	5
Lot D	21	9	15	21	15	6
Lot E	42	3	16	35	40	9
Lot F	88	5	8	26	42	10
Sackett (D-E)	35	7	23	13	28	8
Sackett (E-F)	28	4	28	28	29	10
Sackett (F-G)	14	2	7	8	8	7
Sackett (G-I)	30	23	25	27	19	4
Safeway	114	29	63	66	65	4

Saturday, August 10, 2019

Facility	Spaces	8:00 AM	11:00 AM	2:00 PM	5:00 PM
1st Street (D-E)	20	10	8	12	13
1st Street (E-F)	12	9	9	12	13
1st Street (F-G)	18	8	16	18	16
1st Street (G-trail)	6	2	2	6	6
2nd Street (E-F)	19	2	12	19	15
2nd Street (F-G)	20	3	11	18	9
2nd Street (G-trail)	25	2	8	12	10
3rd Street (D-E)	20	8	6	6	5
3rd Street (E-F)	14	1	5	12	7
3rd Street (F-G)	17	2	3	13	17
3rd Street (G-H)	24	5	3	1	4
3rd Street (H-trail)	4	0	2	0	0
4th Street (D-E)	22	4	15	8	8
4th Street (E-F)	31	8	19	9	11
4th Street (F-G)	24	11	14	11	12
4th Street (G-H)	26	6	11	12	8
5th Street (E-F)	27	18	24	3	0
D Street (1-Alley)	10	10	10	10	10
D Street (3-4)	27	1	5	2	4
D Street (Sackett-1)	20	12	11	12	10
E Street (1-2)	11	6	9	10	10
E Street (2-3)	23	10	7	15	10
E Street (3-4)	27	7	7	6	5
E Street (4-5)	29	13	26	4	6
E Street (Sackett-1)	20	9	13	19	16

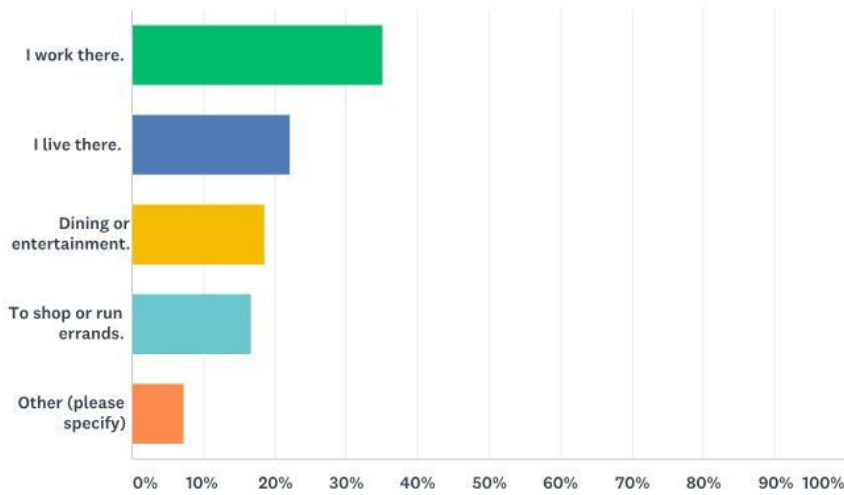
Facility	Spaces	8:00 AM	11:00 AM	2:00 PM	5:00 PM
F Street (1-2)	21	4	14	20	15
F Street (2-3)	19	7	16	17	15
F Street (3-4)	22	1	17	19	16
F Street (4-5)	27	12	22	9	7
F Street (F-Sackett)	11	7	9	12	13
F Street (Sackett-1)	18	4	15	20	17
G Street (1-2)	14	2	9	14	12
G Street (2-3)	17	3	8	6	9
G Street (3-4)	26	9	11	12	8
G Street (Sackett-1)	19	7	18	20	20
H Street (3-4)	23	2	3	12	3
Lot A	63	11	20	14	8
Lot B	63	2	18	44	25
Lot C	17	7	17	18	18
Lot D	21	13	21	23	19
Lot E	42	6	34	43	42
Lot F	88	7	27	88	52
Sackett (D-E)	35	8	15	27	23
Sackett (E-F)	28	6	24	30	29
Sackett (F-G)	14	3	10	13	11
Sackett (G-I)	30	14	26	33	32
Safeway	114	30	64	67	50

B. Online Inventory Complete Response Report

City of Salida Downtown Parking Study Survey

Q1 What is your most common reason for visiting downtown Salida?

Answered: 54 Skipped: 0



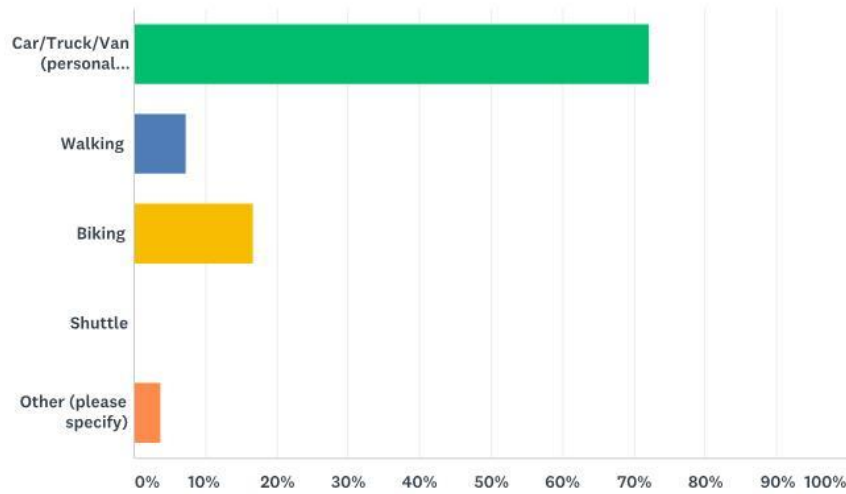
ANSWER CHOICES	RESPONSES	
I work there.	35.19%	19
I live there.	22.22%	12
Dining or entertainment.	18.52%	10
To shop or run errands.	16.67%	9
Other (please specify)	7.41%	4
TOTAL		54

#	OTHER (PLEASE SPECIFY)	DATE
1	Healthcare appointments	8/30/2019 3:43 PM
2	We own a home downtown without parking.	8/27/2019 8:19 AM
3	divided equally between dining/entertainment/recreation/exercise, appointments and shopping/errands	8/25/2019 5:22 AM
4	I have property there	8/20/2019 2:50 AM

City of Salida Downtown Parking Study Survey

Q2 How do you typically get to downtown Salida?

Answered: 54 Skipped: 0



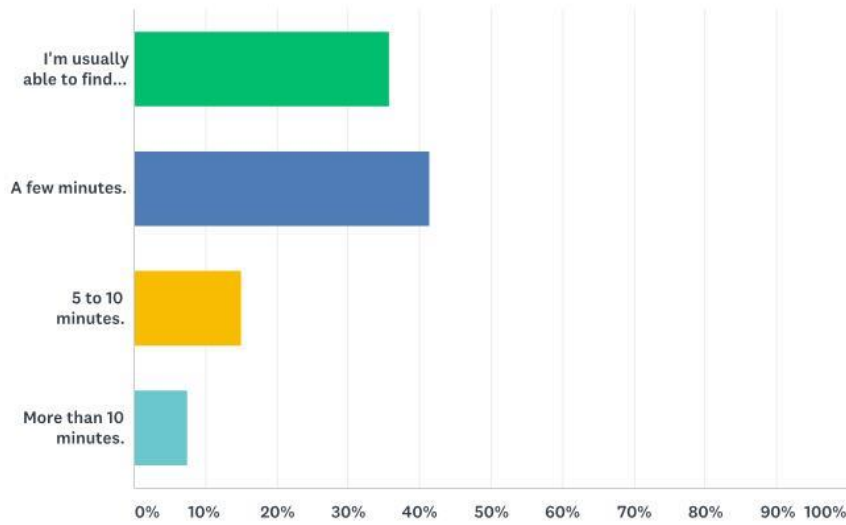
ANSWER CHOICES	RESPONSES
Car/Truck/Van (personal vehicle)	72.22% 39
Walking	7.41% 4
Biking	16.67% 9
Shuttle	0.00% 0
Other (please specify)	3.70% 2
TOTAL	54

#	OTHER (PLEASE SPECIFY)	DATE
1	park close by our house (if there's a spot) and walk	8/27/2019 8:19 AM
2	I walk because it is too hard to find parking	8/5/2019 9:27 AM

City of Salida Downtown Parking Study Survey

Q3 On average, how much time do you spend looking for a parking space downtown on a typical (non-event) day?

Answered: 53 Skipped: 1

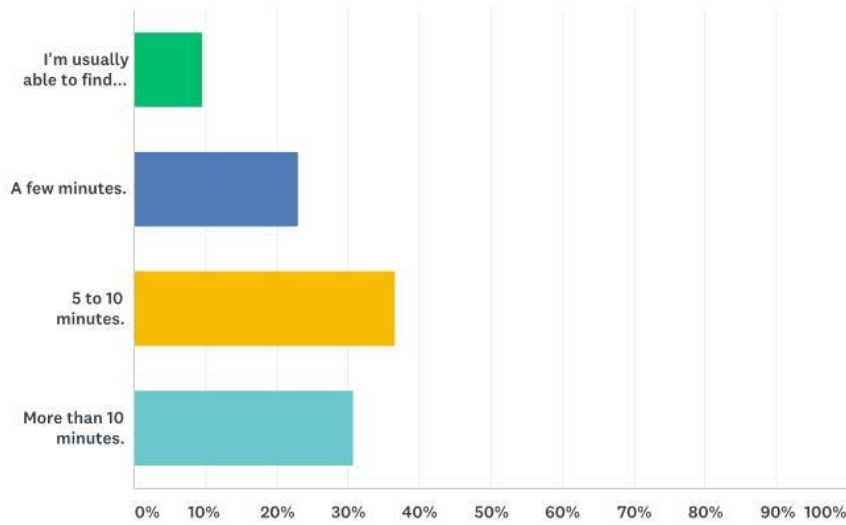


ANSWER CHOICES	RESPONSES	
I'm usually able to find parking immediately.	35.85%	19
A few minutes.	41.51%	22
5 to 10 minutes.	15.09%	8
More than 10 minutes.	7.55%	4
TOTAL		53

City of Salida Downtown Parking Study Survey

Q4 On average, how much time do you spend looking for a parking space downtown on an event day?

Answered: 52 Skipped: 2

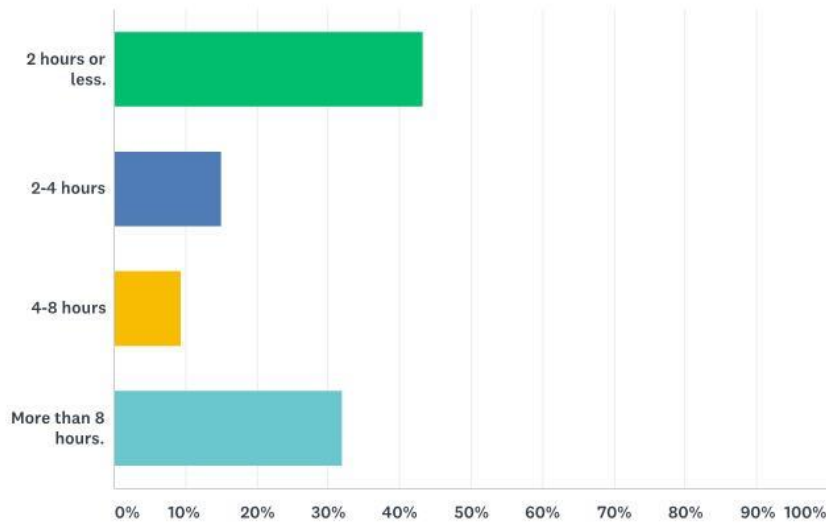


ANSWER CHOICES	RESPONSES	
I'm usually able to find parking immediately.	9.62%	5
A few minutes.	23.08%	12
5 to 10 minutes.	36.54%	19
More than 10 minutes.	30.77%	16
TOTAL		52

City of Salida Downtown Parking Study Survey

Q5 On average, how long do you typically stay downtown on a typical (non-event) day?

Answered: 53 Skipped: 1

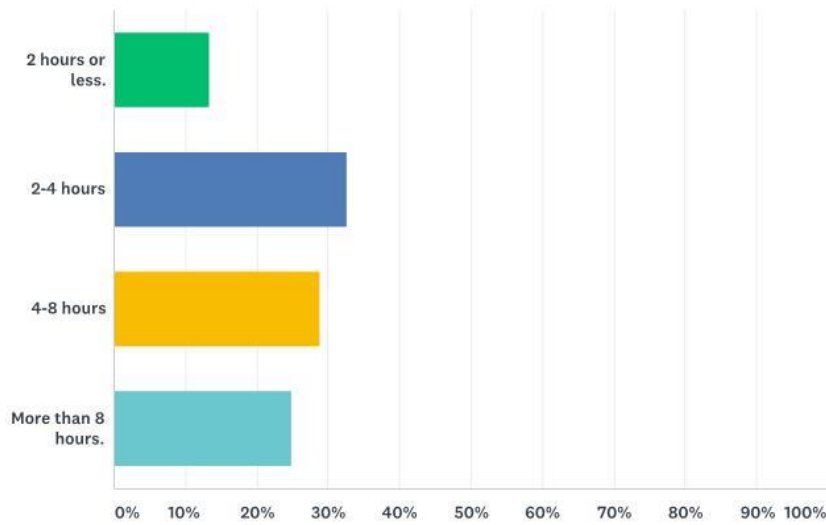


ANSWER CHOICES	RESPONSES	
2 hours or less.	43.40%	23
2-4 hours	15.09%	8
4-8 hours	9.43%	5
More than 8 hours.	32.08%	17
TOTAL		53

City of Salida Downtown Parking Study Survey

Q6 On average, how long do you typically stay downtown on an event day?

Answered: 52 Skipped: 2

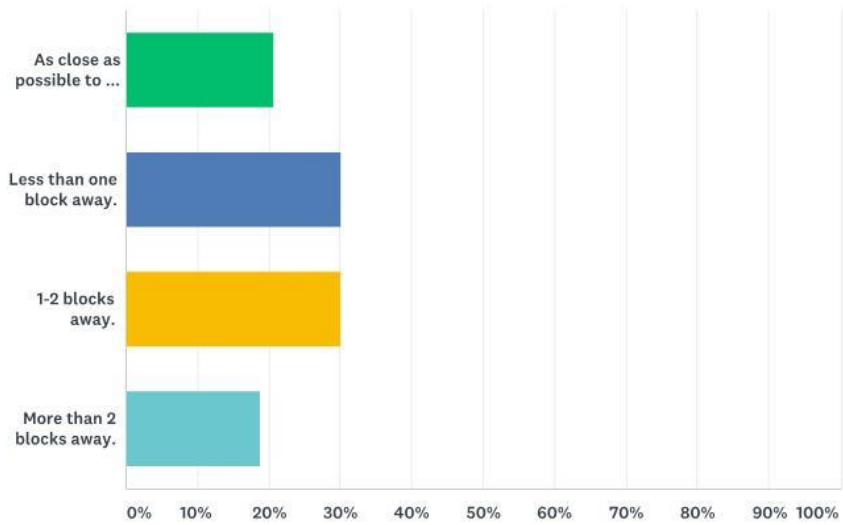


ANSWER CHOICES	RESPONSES	
2 hours or less.	13.46%	7
2-4 hours	32.69%	17
4-8 hours	28.85%	15
More than 8 hours.	25.00%	13
TOTAL		52

City of Salida Downtown Parking Study Survey

Q7 How close to your destination are you typically able to park on a typical (non-event) day?

Answered: 53 Skipped: 1

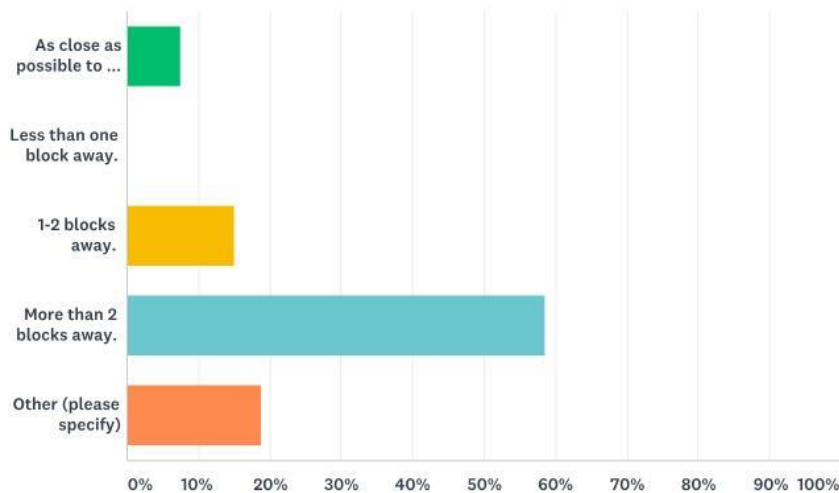


ANSWER CHOICES	RESPONSES	
As close as possible to my destination.	20.75%	11
Less than one block away.	30.19%	16
1-2 blocks away.	30.19%	16
More than 2 blocks away.	18.87%	10
TOTAL		53

City of Salida Downtown Parking Study Survey

Q8 How close to your destination are you typically able to park on an event day (e.g. FIBArk, Brewers Rendezvous)?

Answered: 53 Skipped: 1



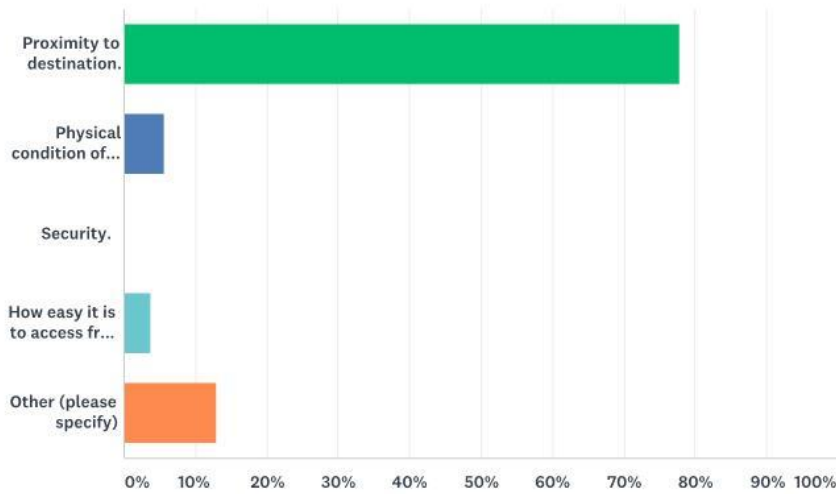
ANSWER CHOICES	RESPONSES	
As close as possible to my destination.	7.55%	4
Less than one block away.	0.00%	0
1-2 blocks away.	15.09%	8
More than 2 blocks away.	58.49%	31
Other (please specify)	18.87%	10
TOTAL		53

#	OTHER (PLEASE SPECIFY)	DATE
1	I usually walk or ride on event days	9/3/2019 1:41 AM
2	I bike and always am able to find somewhere to lock my bike easily closer than the nearest available parking space	8/30/2019 6:40 AM
3	I ride a bike on event days	8/25/2019 3:43 PM
4	It varies...if on our motorcycle, closer; but normally more than 2 blocks away	8/25/2019 5:22 AM
5	I don't even try during events.	8/22/2019 1:20 AM
6	I almost always bike	8/20/2019 9:24 AM
7	I can park in my office parking lot, which is usually full by the time I go to work on weekdays (non-event days) but is more open on weekends (event days) unless visitors fill up the lot, which is marked for employees only.	8/18/2019 10:30 AM
8	Event days we bike downtown because we know parking will be hard to find.	8/14/2019 7:20 AM
9	walk there - no parking	8/5/2019 9:27 AM
10	I have a parking spot	7/16/2019 5:18 PM

City of Salida Downtown Parking Study Survey

Q9 Which factor is most important to you when parking on a typical (non-event) day?

Answered: 54 Skipped: 0



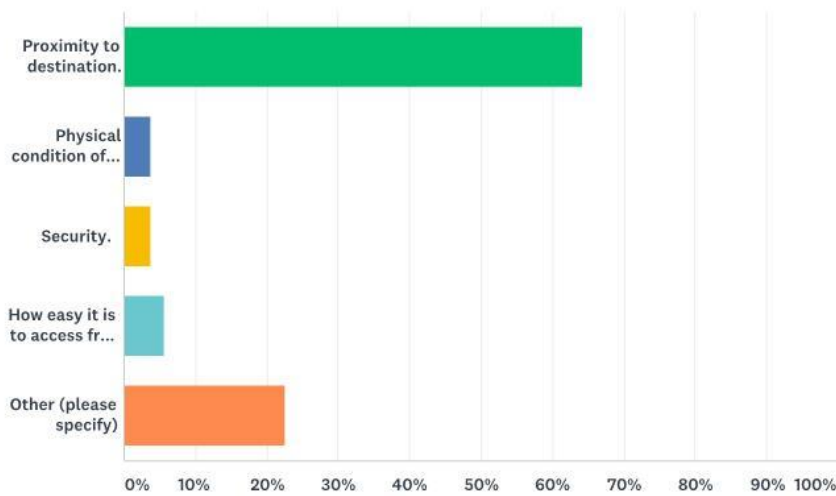
ANSWER CHOICES	RESPONSES
Proximity to destination.	77.78% 42
Physical condition of the parking area.	5.56% 3
Security.	0.00% 0
How easy it is to access from main roads.	3.70% 2
Other (please specify)	12.96% 7
TOTAL	54

#	OTHER (PLEASE SPECIFY)	DATE
1	Handicapped parking	8/30/2019 3:43 PM
2	nice walk to my destination with good street frontages	8/30/2019 6:40 AM
3	My work provides parking for me	8/27/2019 9:20 AM
4	how long you are able to leave your car once parked. With a residence in downtown, I want to be able to leave my car parked for more than 2 hours.	8/27/2019 8:19 AM
5	all of the above; often there are multiple trips in one day	8/25/2019 5:22 AM
6	amount of traffic in area	8/20/2019 9:24 AM
7	again - too hard to park	8/5/2019 9:27 AM

City of Salida Downtown Parking Study Survey

Q10 Which factor is most important to you when parking on an event day?

Answered: 53 Skipped: 1



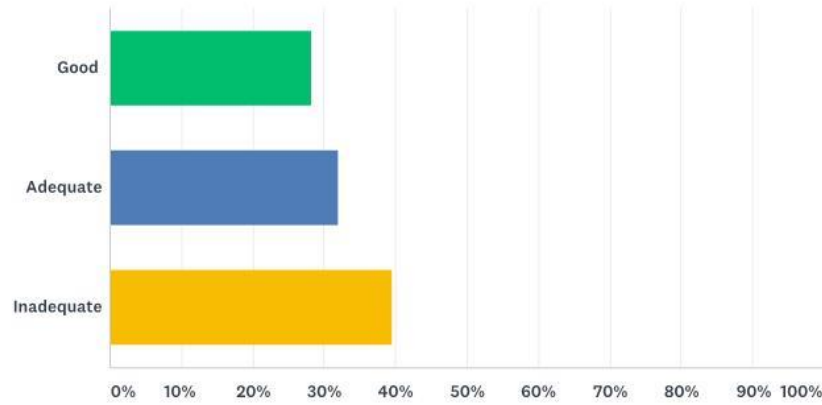
ANSWER CHOICES	RESPONSES	
Proximity to destination.	64.15%	34
Physical condition of the parking area.	3.77%	2
Security.	3.77%	2
How easy it is to access from main roads.	5.66%	3
Other (please specify)	22.64%	12
TOTAL		53

#	OTHER (PLEASE SPECIFY)	DATE
1	I walk or ride on event days	9/3/2019 1:41 AM
2	Handicapped parking	8/30/2019 3:43 PM
3	nice walk to my destination with good street frontages	8/30/2019 6:40 AM
4	My work provide parking for me although, outsiders (non-patrons) ignore the parking signs	8/27/2019 9:20 AM
5	time able to park at the event	8/27/2019 8:19 AM
6	I bike on event days	8/25/2019 3:43 PM
7	All of the above	8/25/2019 5:22 AM
8	I don't even try to park then	8/22/2019 1:20 AM
9	bike security	8/20/2019 9:24 AM
10	We bike to events	8/14/2019 7:20 AM
11	to hard to park	8/5/2019 9:27 AM
12	I don't typically drive on event days	7/29/2019 7:29 AM

City of Salida Downtown Parking Study Survey

Q11 Availability of parking spaces

Answered: 53 Skipped: 1

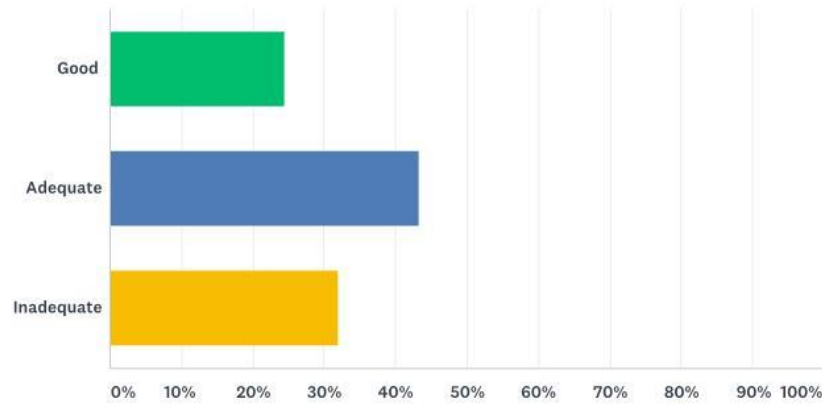


ANSWER CHOICES	RESPONSES	
Good	28.30%	15
Adequate	32.08%	17
Inadequate	39.62%	21
TOTAL		53

City of Salida Downtown Parking Study Survey

Q12 Convenience of parking spaces

Answered: 53 Skipped: 1

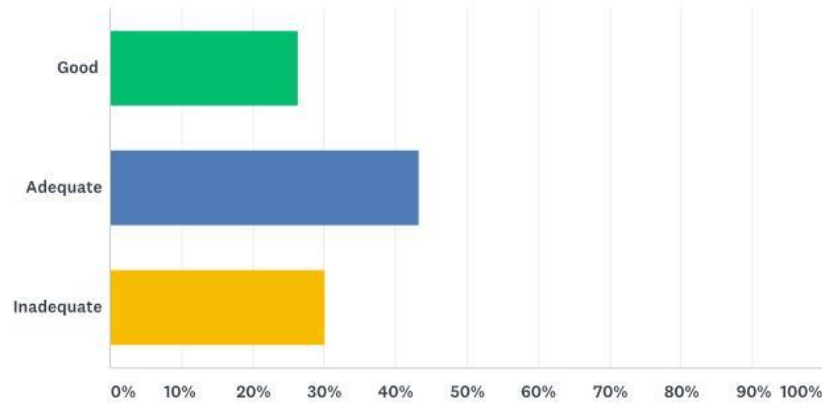


ANSWER CHOICES	RESPONSES	
Good	24.53%	13
Adequate	43.40%	23
Inadequate	32.08%	17
TOTAL		53

City of Salida Downtown Parking Study Survey

Q13 Signage and wayfinding

Answered: 53 Skipped: 1

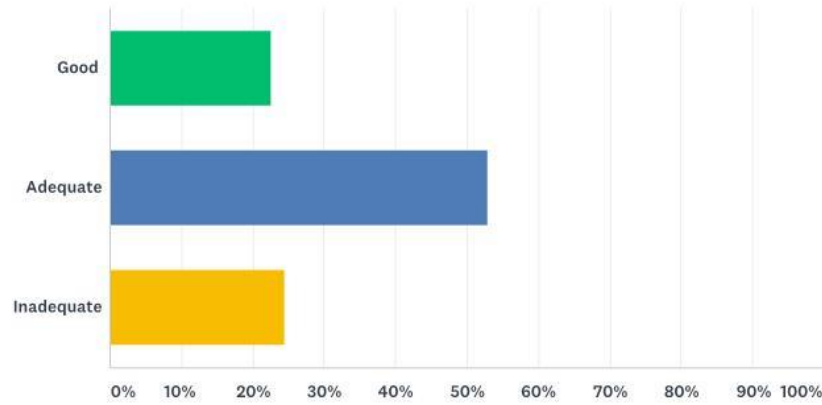


ANSWER CHOICES	RESPONSES	
Good	26.42%	14
Adequate	43.40%	23
Inadequate	30.19%	16
TOTAL		53

City of Salida Downtown Parking Study Survey

Q14 Parking facility appearance

Answered: 53 Skipped: 1

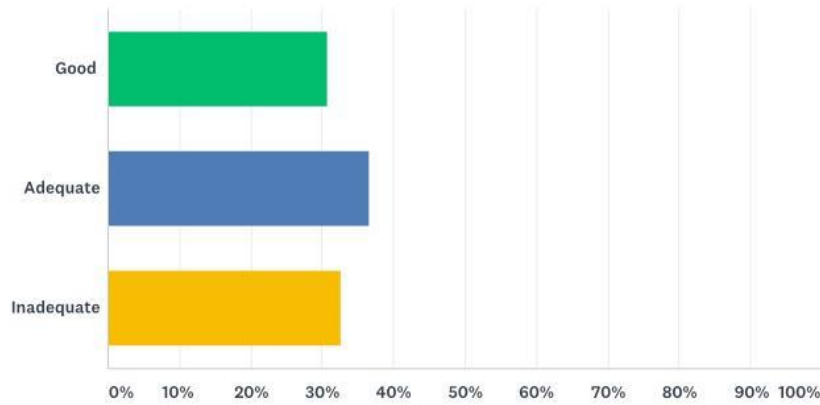


ANSWER CHOICES	RESPONSES	
Good	22.64%	12
Adequate	52.83%	28
Inadequate	24.53%	13
TOTAL		53

City of Salida Downtown Parking Study Survey

Q15 Parking enforcement

Answered: 52 Skipped: 2

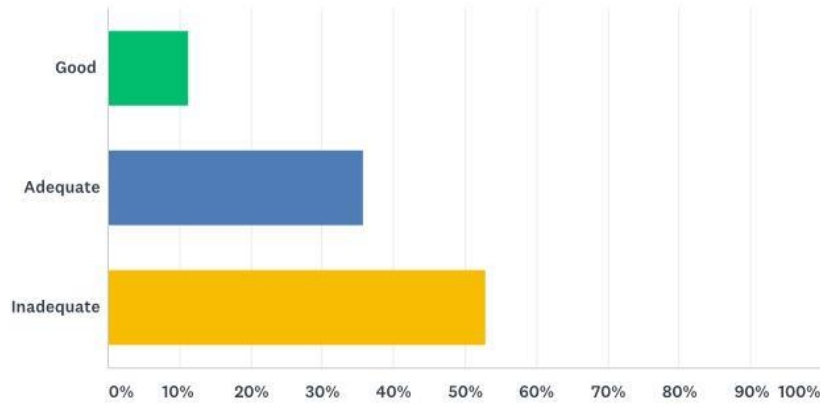


ANSWER CHOICES	RESPONSES	
Good	30.77%	16
Adequate	36.54%	19
Inadequate	32.69%	17
TOTAL		52

City of Salida Downtown Parking Study Survey

Q16 Parking for special events

Answered: 53 Skipped: 1

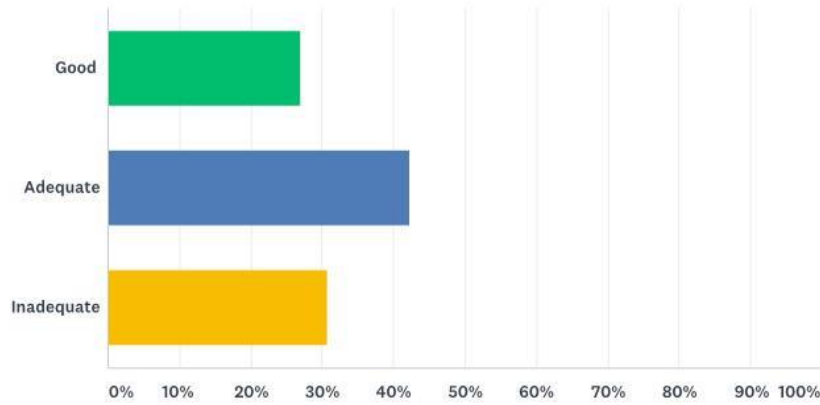


ANSWER CHOICES	RESPONSES	
Good	11.32%	6
Adequate	35.85%	19
Inadequate	52.83%	28
TOTAL		53

City of Salida Downtown Parking Study Survey

Q17 Bike/pedestrian infrastructure

Answered: 52 Skipped: 2

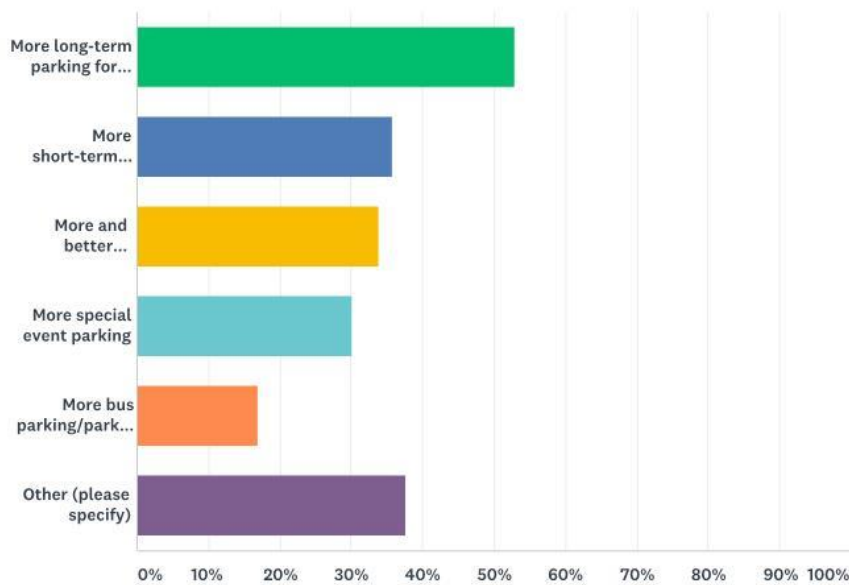


ANSWER CHOICES	RESPONSES	
Good	26.92%	14
Adequate	42.31%	22
Inadequate	30.77%	16
TOTAL		52

City of Salida Downtown Parking Study Survey

Q18 What parking or transportation practices does downtown Salida need more of? Please check all that apply.

Answered: 53 Skipped: 1



ANSWER CHOICES	RESPONSES
More long-term parking for employees and residents	52.83% 28
More short-term parking for visitors	35.85% 19
More and better alternative transportation infrastructure, such as bike lanes and paths, public transit, pedestrian infrastructure, etc.	33.96% 18
More special event parking	30.19% 16
More bus parking/parking for specialty vehicles (e.g. RVs)	16.98% 9
Other (please specify)	37.74% 20
Total Respondents: 53	

#	OTHER (PLEASE SPECIFY)	DATE
1	Plenty of parking if you don't mind walking a few blocks.	9/5/2019 5:46 AM
2	Totally frustrated with buses and campers parking in town for an allowed period of time. One of the campers consistently pulls up on the sidewalk. The converted school bus parked on W Sackett is a nuisance.	9/2/2019 10:20 AM
3	Closing F Street to passenger cars would help ease traffic and make the city more pedestrian/bike friendly. Also think it would increase traffic to downtown biz'es.	8/31/2019 2:10 AM
4	Taxi's, shuttle	8/30/2019 3:50 PM
5	Handicapped parking especially for special events	8/30/2019 3:43 PM

City of Salida Downtown Parking Study Survey

6	Emile patios. They have seasonal use but year round use of space that should be for parking. They also make driving round and parking next to more difficult.	8/30/2019 8:26 AM
7	More downtown (remove off-street parking minimums for all buildings downtown, not just the ones that exist currently, and for at least 3 blocks any direction from downtown)	8/30/2019 6:40 AM
8	Less events. We keep trying to bring the whole front range to the area. Thats why we moved here, to get away from traffic and crowds. All the development will eventually bring houses and stoplights from salida to buena vista. It will no longer be a mountain town, it will be a city. How sad....	8/30/2019 6:34 AM
9	More handicapped spaces	8/29/2019 1:53 PM
10	Do not allow business and/or apartments/condos/other (new construction) to pay off the city for not allowing to follow code. example Boat House Cantina and no parking for their new Air BnB hotel. This should not be allowed.	8/27/2019 9:20 AM
11	parking passes made available for downtown residents that don't have parking	8/27/2019 8:19 AM
12	metered parking and STOP street camping!!!	8/26/2019 1:03 AM
13	As more ppl try to cram into downtown, there is less parking for visitors, . if the new residents don't work they cannot help but push out the employees needed to serve them. Please eliminate all new housing downtown for tourists. Salida must help steer the new housing dev'ps AWAY from VRBO's and Air BnB's, second homes, or there will be no employees left in the service industry. Every small businessman and retailer is short-handed this year, and the issue isn't improving in Salida. Parking solutions will hopefully reflect this concern.	8/25/2019 3:43 PM
14	Going to some appointments (hair/massage; library and post office; farmer's market, music & art and shops is more difficult because it is a mix of residential and non-residential/businesses in same area, which results in less street parking by businesses, often with RV's and trailers taking up the space; the mixture and diversity adds to the appeal of our city; however, some practices and signage by businesses may allow for more locals to do local business (i.e., Natural Grocers, etc.); the choice I left unchecked is also important but I would rate it as less so that the four I checked	8/25/2019 5:22 AM
15	If you want people to shop and eat downtown you must have parking. Suggest one way streets on 1st and 2nd with angled parking to maximize spaces.	8/20/2019 3:12 PM
16	More parking spaces per block, less "no parking" space at corners & alley ways	8/20/2019 8:38 AM
17	Working downtown I have heard lots of complaints of lack of handicap parking	8/20/2019 7:54 AM
18	Highway 50 parking with shuttle to downtown	8/20/2019 2:50 AM
19	make the RR parking lots paid parking areas - charge so much per day	8/5/2019 9:27 AM
20	Better ease of parking. Parallel parking on a 2 lane highway is tough	7/16/2019 5:18 PM

City of Salida Downtown Parking Study Survey

Q19 What parking practices have you seen and liked in other communities?

Answered: 38 Skipped: 16

#	RESPONSES	DATE
1	Cities similar in size have similar parking issues. You just have to be prepared to walk several blocks. A shuttle to downtown on event days helps from hotels and areas too far to walk. (ie Hwy 50).	9/5/2019 5:46 AM
2	streets closed to vehicles (Aspen), bike parking in alleys, one-way streets	9/3/2019 1:41 AM
3	We have an RV and yet appreciate the fact that many other communities in most states post signs that RVs and buses are not allowed to park within city limits overnight. We frequently have RVs park overnight in front of our houses on Sackett. Once, an RV owner was jailed and his RV sat out front of our main house on E Sackett for weeks. The enforcement officer seems powerless to do anything.	9/2/2019 10:20 AM
4	Big metered parking lots.	9/1/2019 3:16 AM
5	Please do not put in parking meters it will ruin Salida image of a friendly small mountain town.	9/1/2019 2:40 AM
6	No parking meters	9/1/2019 2:36 AM
7	I like a town that has free parking, it says "welcome to our town" Paid parking has no bearing on available spots (there are still the same number of spots). It does say though, "we want your money"	8/31/2019 6:06 AM
8	Streets closed to make pedestrian walkways are very inviting. Parking garages to warehouse lots of cars. Parking on the outskirts of town and shuttles. Have to limit/discourage cars in certain areas or it becomes a grid-locked mess.	8/31/2019 2:10 AM
9	Covered parking garages- paid parking. City should have bought old pueblo bank and trust building and put in a parking garage.	8/30/2019 3:50 PM
10	10% handicapped parking spaces, complying with ADA case law. Not being forced (court action) to provided handicapped access & parking, doing it as right thing to do. Salida is remiss in nearly 0% van accessibility handicapped spaces in downtown.	8/30/2019 3:43 PM
11	Diagonal parking where possible. Fines for people making u-turns to score a parking spot. Prohibit the parking of oversized vehicles/rv's on primary streets.	8/30/2019 8:26 AM
12	Donald Shoup's three recommendations: remove requirements for off-street parking; charge the right prices for on-street parking (hit 85% occupancy); and spend parking revenue to improve public services on metered streets.	8/30/2019 6:40 AM
13	Underground garage, shuttles to events	8/29/2019 1:53 PM
14	The Business/apartment/hotel/Air Bnb should have mandatory parking for their patrons and not pay off the city (what is it \$8,000 for space forever!)	8/27/2019 9:20 AM
15	parking passes for residents	8/27/2019 8:19 AM
16	A great way to create additional parking and not create at the same time a sea of parking lots is to sell the air rights above the parking lot or a parking structure so that a developer can produce a revenue generating project to pay for the rights and possibly a portion of the parking facility. This has more than a few advantages. Less need for street parking enforcement. Additional revenue from a paid facility, less need for alternative transportation because the proximity can be very close to the downtown area, additional tax revenue from the businesses above and occasionally in front of the facility(or lot), improves the vitality of the city by adding structure and less heat generating paved open space. Structures or facilities placed stratgically can also generate pathways between the "anchors" that improves revenue for those buisness' that need foor traffic. Forming partnerships with a buisness or organization such as an education facility can garranty income for future maintenance and reduce the lif cycle costs of the facility.	8/27/2019 5:11 AM

City of Salida Downtown Parking Study Survey

17	metered parking no overnight parking around our parks...the park across from the courthouse has become a campsite in the summer	8/26/2019 1:03 AM
18	covered parking garages. my email is laughingladiesATmsn.com if you have followup.	8/25/2019 3:43 PM
19	More dispersed public parking lots; and some communities/cities have other options that Salida may not have as far as underground/above ground, trolley/shuttle; I do think that we need to continue to monitor patios on streets as they do impact parking space...for example, Amica's spot behind patio is quite unsafe to access (so it takes more space); perhaps look at second story patios or alley ones as some communities have. Yes, outside dining is great, but how does it impact parking and safe passage for pedestrians and bicycles. In the future, I think we'll need to continue to educate around safety for all...bicycles are not tending to use hand signals and be hands-free and aware drivers on some of our narrow streets where cars are parked and traffic is increasing; I see this issue as very related to our increased tourism. Perhaps the Visitor's Center, Chamber of Commerce, and county should also be a part of the solution. Do we want to continue to spend additional dollars on promotion of tourism without having all of the groups also envisioning an answer to parking, affordable housing, maintaining a quality of life and preserving our lands/natural resources? How can we work together on each of the pieces/issues?	8/25/2019 5:22 AM
20	BV has convenient parking at both ends of Main Street and a very wide street. It makes it easy to park and shop. The south main area is too "tight" and parking is shrinking as the area builds out so I avoid that area. Think convenience.	8/20/2019 3:12 PM
21	walking streets	8/20/2019 9:24 AM
22	I actually love Salida for how easy it is to park. We bike to get downtown on event days. Bike rack could be much better recommend the wave racks because sizes of bikes vary greatly. Many of the local bike racks are difficult to park in.	8/20/2019 9:14 AM
23	Uniform parking space lengths. A few 15-minute parking spaces for quick in & out errands.	8/20/2019 8:38 AM
24	Telluride, Idaho springs, Colorado springs and many other areas have a pay for parking kiosks in the downtown areas.	8/20/2019 6:33 AM
25	Off site parking with shuttle service	8/20/2019 2:50 AM
26	credit card meters to encourage turnover yet be convenient	8/19/2019 3:02 PM
27	I like a paved parking area. Often our open lots are muddy.	8/19/2019 10:21 AM
28	Most cities have parking meters and people are used to paying for parking so the City should implement parking meters	8/15/2019 9:25 AM
29	I am glad you extended the F street parking. It is a huge help for visitors.	8/14/2019 7:20 AM
30	Other mountain communities have parking meters on streets and in lots. Most lots charge by the day (8 to 24 hours) for one amount. I don't like the 24 hr thing but paid parking could defray city costs	8/5/2019 9:27 AM
31	Pedestrian zone and shuttle for special events	7/25/2019 7:19 AM
32	I don't think Salida has a big problem. Maybe more accessible handicapped parking would be nice for those that can't walk.	7/24/2019 1:25 AM
33	Bus	7/19/2019 8:05 AM
34	The 2 hour parking limit is tough for my staff. I would really like to see it increased to 3 hours. Thanks for taking the time to listen !	7/15/2019 8:38 AM
35	.	7/15/2019 7:51 AM
36	I think we could use peripheral parking lots with a shuttle for big events. If parking becomes more of an issue in downtown Salida in the future, this practice could be used more often.	7/15/2019 7:22 AM
37	Residential/employee vouchers annually.	7/15/2019 4:35 AM
38	Parking payment kiosks and phone aps.	7/10/2019 11:48 AM



REQUEST FOR CITY COUNCIL ACTION

Meeting Date: November 5, 2019:

AGENDA ITEM NO.	ORIGINATING DEPARTMENT:	PRESENTED BY:
5.d.	Community Development	Bill Almquist

ITEM:

Resolution 2019-57 Supporting Dual Applications to Colorado Department of Transportation for a Multimodal Options Fund (MMOF) Grant and a Transportation Alternatives Program (TAP) Grant

BACKGROUND:

City Council recently adopted the "Future 50: Re-Vision Rainbow Boulevard" report that recommended numerous projects and action plans that were identified through a comprehensive public process conducted from Sept. 2018 through Sept. 2019. Council has identified the improvement of bicycle and pedestrian safety and connectivity as high-priority projects.

The Colorado Department of Transportation currently administers two grants, the Multimodal Options Fund (MMOF) and the Transportation Alternatives Program (TAP) Grant, that are meant to fund infrastructure projects similar to those identified through the Future 50 process, the Regional Transportation Plan, and other adopted plans. These grants may be applied for in tandem and can be used to offset the respective local matching requirements (50% for MMOF and 20% for TAP).

DISCUSSION:

Staff is interested in applying for both the MMOF and TAP grants in combination to help fund the following Future 50/Transportation Plan projects:

- Realignment of G Street (90 degrees to Highway 50) and Installation of a Signalized Crossing at that Intersection (RRFB or HAWK, to be determined)
- Complete Sidewalks between Holman Ave and the Milk Run Trail near Walmart
- Complete Shared-Use Path Along Holman Ave from Highway 50 to Monarch Spur Trail
- Expand Sidewalk Connection from Holman Ave to CR 110 on the South Side of Highway 50
- Install Gateway Island in Middle of Highway 50, West of Holman Ave
- Complete Hard-Surfacing of Striker Trail Bike/Pedestrian Connector to Monarch Spur Trail

The MMOF is not a competitive grant however funds are anticipated to be awarded as early as December 2019/January 2020 and therefore expediency is advised. TAP funds are anticipated to be awarded in Spring of 2020 and the application is due in January 2020, which would allow for fine-tuning the application based on any MMOF funds awarded. CDOT staff suggests submitting both applications with all of the proposed projects so that they may be considered in tandem and to maximize the potential awards. The fact that the funds of one grant may be applied towards the local match of the other should significantly reduce the overall contribution of the City, but the final numbers will not be clear until any TAP funds are awarded. The Public Works Director suggests that matching funds be made available through Street Improvements funds and Capital Improvement Projects funds. Funds for MMOF can be made available immediately, whereas TAP funds will be dispersed for fiscal years 2021-2023. Prioritization schedules and contingencies will be created for each grant separately.



REQUEST FOR CITY COUNCIL ACTION

Meeting Date: November 5, 2019:

AGENDA ITEM NO. 5.d.	ORIGINATING DEPARTMENT: Community Development	PRESENTED BY: Bill Almquist
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STAFF RECOMMENDATION:

We recommend that Council support applications for both the Multimodal Options Fund (MMOF) and the Transportation Alternatives Program (TAP) and commit to providing the required local matching funds for the project funds that are awarded.

BUDGET:

Please see attached spreadsheet for potential City costs. The range is expected to be between approximately \$146,000 and \$470,000 assuming the entire project is funded, with a high likelihood of the number being on the lower end due to the ability for one grant to satisfy the local match requirement of the other.

SUGGESTED MOTION:

A Council person should make the motion to "Approve Resolution 2019-57 Supporting Applications for State and Federal Grant Funds to Assist in the Implementation of Projects of the Future 50 Planning Process and Other Related Transportation Plans and Committing Local Matching Funds."

Attachments:

Resolution 2019-57
Future 50 MMOF and TAP Grant Request Estimated Cost Breakdown
Map of Proposed Projects

CITY OF SALIDA, COLORADO
RESOLUTION NO. 57
(Series of 2019)

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SALIDA, COLORADO, SUPPORTING APPLICATIONS FOR STATE AND FEDERAL GRANT FUNDS TO ASSIST IN THE IMPLEMENTATION OF PROJECTS OF THE FUTURE 50 PLANNING PROCESS AND OTHER RELATED TRANSPORTATION PLANS AND COMMITTING LOCAL MATCHING FUNDS

WHEREAS, pedestrian, bicycle, and vehicular safety and accessibility is of paramount concern, especially in the vicinity of Highway 50/Rainbow Boulevard; and

WHEREAS, the community recently participated in the “Future 50: Re-Vision Rainbow Boulevard” public process that identified numerous projects and action plans in a report that was formally adopted by City Council; and

WHEREAS, the Salida Regional Transportation Plan and the 2007 Highway Corridor Improvement Plan propose some of the same or related projects which have not yet been completed; and

WHEREAS, the Colorado Department of Transportation awards and administers state and federal monies to partially fund local government projects through the Multimodal Options Fund (MMOF) and the Transportation Alternatives Program (TAP), which may be applied in combination; and

WHEREAS, local matching fund requirements equal fifty percent of project cost for the MMOF and twenty percent for the TAP, and the funds from one award may be used to satisfy the matching requirements of the other, and those local matching funds are estimated to be approximately \$146,000 to \$470,000 for a project costing \$740,000 to \$940,000 overall; and

WHEREAS, 32 percent of sales tax goes to the Street Improvement Funds and 8 percent of sales tax goes to Capital Improvement Project Funds for projects such as those proposed for these grant applications, and said Funds would be appropriate sources for required local matches.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SALIDA, COLORADO authorizing the applications for state and federal grant funds to support the implementation of projects of the Future 50 planning process and other related transportation plans and committing local matching funds.

RESOLVED, APPROVED AND ADOPTED this 5th day of November, 2019.

CITY OF SALIDA, COLORADO

P.T. Wood, Mayor

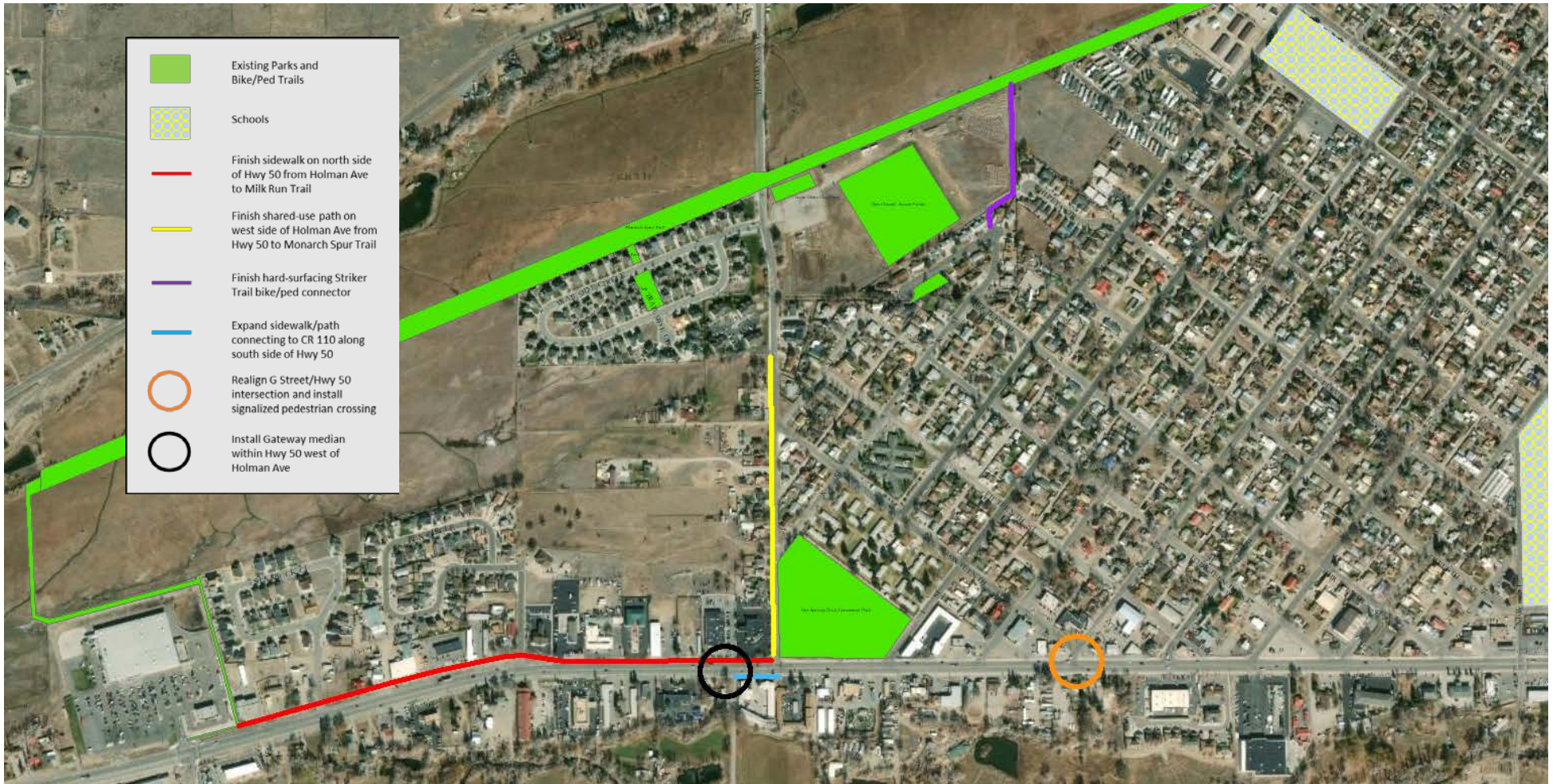
[SEAL]

ATTEST:

City Clerk/Deputy City Clerk

FUTURE 50 MMOF and TAP Grant Requests:			
Item	Estimated Project Cost	Salida Share @ 50%	Salida Share @ 20%
G Street Realignment and Installation of Signalized Pedestrian Crossing across Hwy 50	\$275,000-\$375,000	\$137,500-\$187,500	\$55,000-\$75,000
Complete sidewalks from Holman Ave to the Milk Run Trail near Walmart	\$250,000	\$125,000	\$50,000
Complete Shared-Use Path Along Holman Ave from Hwy 50 to Monarch Spur Trail	\$100,000-\$150,000	\$50,000-\$75,000	\$20,000-\$30,000
Expand Sidewalk Connection from Holman Ave to CR 110 along South Side of Hwy 50	\$30,000	\$15,000	\$6,000
Install Gateway Island within Hwy 50 West of Holman Ave	\$25,000-\$35,000	\$12,500-\$17,500	\$5,000-\$7,000
Complete Striker Trail Bike/Ped Connection to Monarch Spur Trail	\$50,000-\$100,000	\$25,000-\$50,000	\$10,000-\$20,000
TOTAL	\$730,000-\$940,000	\$365,000-\$470,000	\$146,000-\$188,000

Future 50/Other Related Transportation Plan Projects Proposed To Be Partially-Funded Via MMOF and TAP Grants





REQUEST FOR CITY COUNCIL ACTION

Meeting: November 5, 2019

AGENDA ITEM NO. 5.e.	ORIGINATING DEPARTMENT: Community Development	PRESENTED BY: Glen Van Nimwegen
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ITEM:

Resolution 2019-58 – Possible Citizen Appointment to the Planning Commission

BACKGROUND:

The Commission is made up of seven regular members and two alternate members. There has been a vacant alternate position since last July. The current makeup of the Commission is as follows:

<u>Member</u>	<u>Term Expires</u>
Greg Follet, Chair	06/07/2020
Francie Bomer, Vice Chair	04/21/2023
Dori Denning	03/21/2020
Sandra Farrell	11/07/2021
Joe Judd	04/21/2023
Giff Kriebel	01/01/2023
Douglas Mendelson	06/03/2022
Linda Eiler, Alternate	03/21/2020
Vacant Alternate	06/07/2020

The City Council is scheduled to interview candidate Johann “Kit” Steimle at last night’s work session for the vacant alternate position.

SUGGESTED MOTIONS:

A Council person should make a motion “to approve Resolution No. 2019-58 a resolution of the City Council for the City of Salida, Colorado approving the following appointment to the Planning Commission.

1. Johan “Kit” Steimle, term to expire June 7, 2020.”

CITY OF SALIDA, COLORADO
RESOLUTION NO. 58
(Series of 2019)

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SALIDA, COLORADO, APPROVING CITIZEN APPOINTMENTS TO THE PLANNING COMMISSION PURSUANT TO SECTION 2-7-10 OF THE SALIDA MUNICIPAL CODE.

WHEREAS, in accordance with Section 2-7-10 of the Salida Municipal Code (“SMC”), the City Council shall select and appoint person(s) to serve as members of the City of Salida Planning Commission; and

WHEREAS, there is an alternate position vacant on the Planning Commission and Council has interviewed a candidate and wish them to serve; and

WHEREAS, the City Council appreciates the service these members of the community have devoted to bettering Salida through participation on the Planning Commission; and

WHEREAS, in accordance with Section 2-7-10 of the Salida Municipal Code (“SMC”), the City Council shall confirm the appointments by majority vote.

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

1. The City Council incorporates the foregoing recitals as findings by the City Council.
2. The City Council hereby appoints Johann “Kit” Steimle to an alternate position, term to expire June 7, 2020.

RESOLVED, APPROVED, AND ADOPTED this 5th day of November, 2019.

CITY OF SALIDA, COLORADO

By

Mayor PT Wood

[SEAL]
ATTEST:

City Clerk/Deputy City Clerk



**APPLICATION FOR CITY OF SALIDA
COMMITTEES, BOARDS, AND COMMISSIONS**

DATE 8/6/19

NAME Johann "Kit" Steimle

ADDRESS _____

CITY _____ STATE _____ ZIP _____

TELEPHONE # (home) N/A (work) N/A

(cell) _____

FAX # _____ E-MAIL Kitsteimle@gmail.com

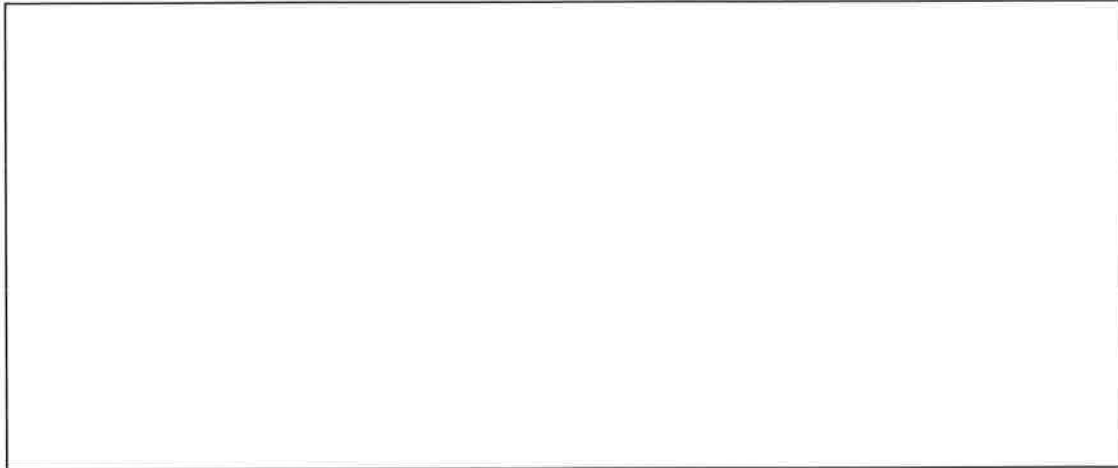
APPLYING FOR:

- | | |
|---|--|
| <input type="checkbox"/> Board of Adjustment | <input type="checkbox"/> Salida/Chaffee County Airport Board |
| <input type="checkbox"/> Board of Appeals | <input type="checkbox"/> SteamPlant Commission |
| <input type="checkbox"/> Historic Preservation Commission | <input type="checkbox"/> Tree Board |
| <input checked="" type="checkbox"/> Planning Commission | <input type="checkbox"/> Public Art Commission |
| <input type="checkbox"/> Recreation Advisory Board | <input type="checkbox"/> Other _____ |

Please fill out the following information about yourself and why you are applying for this position. (Attach resume or extra sheets if necessary)

BACKGROUND AND/OR EXPERIENCE (Business and/or Personal):

I have served the Country and the public most of my adult life. I have been very passionate about public service and the communities I have had the privilege to work with. I served the citizens of Louisville, Ky. faithfully for 21 years as a police officer, rising to the rank of lieutenant and commanding the Violent Crime Unit. I began purchasing homes in Louisville, Ky. in 2008 with the sole purpose to provide low-income families with a nice and safe place to raise their children without the fear of affordability. I started a program with all my tenants to provide Thanksgiving meals and Christmas gifts for the children. I had zero evictions in 7 years running. I love the communities in which I have served and currently live.



Page 1 of 2

PERSONAL AND JOB RELATED INTERESTS:

Being a contractor in Salida has given me the opportunity to see all the different neighborhoods and needs of the City. My interests professionally include helping Salida grow into a top destination to not only live and work, but to visit and stay. I am very passionate about everyone's needs and the growing need for affordable housing, while preserving the rich history of the city.

REASONS FOR APPLYING:

The reasons I am applying are this: Number one is to serve the community of Salida to my fullest potential. I think my previous experiences in public service and the housing industry will help not only to make fair and just decisions, but it will prove to benefit all the citizens of Salida. I want to provide a voice to keep the city preserved as we develop into the future. I want to ensure that the growth of Salida is fair and consistent with all my constituents. And lastly, I want to contribute and give back to the community in which I live and love.

Thank you for applying. Salida City Council

Please return the completed application to:

Sonia Walter
Deputy City Clerk
City Hall
448 E. 1st Street, Suite 112
Salida, CO 81201
Sonia.walter@cityofsalida.com

Johann "Kit" Steimle

Professional Experience

Self Employed Contractor 2017 - present

On call contractor for Pinon Real Estate doing handyman/remodel jobs as needed for rental properties in Chaffee County.

K2 Remodeling / Kentuckiana Properties June 2008-2017

Own and operate remodeling company. Managed and owned 30+ properties and remodeled them to rent for personally owned housing company. Oversaw all projects from start to finish. Rented exclusively to low income families to provide affordable housing and to give the single mothers' a fresh start.

Louisville Metro Police Department July 5, 1993 – July 1, 2014

Commander, VIPER (Violent Incident Prevention, Enforcement and Response) 9/2012 – 7/1/14 (retirement)

The VIPER Unit is a new unit, formed in late 2012 to combat the growing number of violent crimes in the Metro area.

- Operational architect of the unit taking the vision of the executive command staff and turning it into action. The inputs and outcomes of the unit's efforts have been impressive in 2013:
- Ability to motivate a unit of 33 Detectives and Sergeants to consistently deal with the worst of the worst, work non-enviable long hours, and deal with the frustrations present in our judicial system.
- Developed and implemented a "Getting Out and Living Successfully Program" (GOALS). This program brought together a number of community partners (United States Attorney Office, Commonwealth Attorney Office, Kentucky Department of Corrections, Probation and Parole, Neighborhood Place,

Louisville Urban League, and Connected Voices) with the objective of reducing recidivism rates among the most violent offenders re-entering Louisville Metro.

- Created and maintained extensive gun tracking database to track all gun offenders to include offender's bonds and judge's actions in these cases.
- Manage a 3.2 Million Dollar annual budget.

Commander, Violent Crime Task Force (2011, 2012)

- **2011** – Successfully operated Task Force for a 10% overall reduction in violent crime in targeted areas with NO Internal Affairs complaints filed and NO officers injured.
- **2012** – Established criteria to identify Chronic Violent Offenders for future intelligence-led initiatives to reduce violent crimes in the metro area. Built partnerships with several other federal, state and local agencies to team together for violence reduction

Sector Commander/4th Division

- Developed goals and strategies to see a 16% decrease in overall crime in sector one.
- Drove innovation and took personal initiative to design and implement the "Beat Blog." This is an innovative application to improve the internal communication of all officers' in the department. A National Government Technology magazine is doing an article on this "first of its kind" application.
- Created a Crime texting system to notify citizens across the Metropolitan area of real-time crime information and prevention tips.
- Established a 4th and Oak Street Revitalization strategy. This is a long term project to include a holistic approach to clean up the block and bring businesses back to the area and improve the quality of life for the Old Louisville community. By leveraging current state liquor laws, we are able to regulate liquor sales to persistent alcohol offenders and keep them out of the area.
- Developed and created the BITE Unit (burglary). This unit reduced residential burglaries and cleared more cases than the national average (12.5%)
- Created a training program for homeless shelter personnel to control conflict with customers, reducing calls for service by 40%.

Assistant to Support Bureau Commander

- Instrumental in researching and rewriting policies on truthfulness due to Brady / Giglio federal rulings
- Developed a policy to address Suzanne's Law reporting guidelines for missing persons due to Andrew Compton case (Homicide/Missing person)
- Helped devise the drug complaint mapping system to give real time target rich directed patrols for narcotics and divisions
- Established a Sergeant Preparatory Program to help future sergeants study and prepare for promotion testing
- Facilitated workshops for prospective sergeants on all shifts to prepare them for promotional exams
- Contributed vision and ideas to the new Court Notify system technology to help streamline the court process

- Aggregated current manpower data for use in future resource planning

Sergeant

Flex Commander, Seventh Division

- Redesigned and redirected the Flex Platoon to take an active role in property crime analysis, trending and enforcement. Partnering with the detectives, resulted in a 19.6% reduction in property crime in 2009. Platoon also received Meritorious Unit Citation for the Year of 2009 for their innovative efforts in crime fighting.
- Established new procedures for joint investigations with division personnel
- Utilized Map Point to stay on top of crime in the division on a real time basis
- Worked closely with Block Watch Captains to foster community involvement in crime prevention
- Mentored and coached new detectives to realize their potential as Flex Detectives
- Redesigned the Division gang data book for dissemination to the platoons
- Overhauled the Anonymous Drug Complaint tracking system that expedited complaint turnaround time
- Helped formulate a system to track and monitor repeat offenders within the Division

Impact Unit

- Started the Division Impact Unit to address increased property crimes within the Division. Transformed four traffic officers into property crime and surveillance experts.
- Constructed operating guidelines for the unit

Platoon Sergeant

- Led and coordinated an active shooter incident at Fern Creek High School in 2008 to successful resolution
- Established the Division Directed Patrol Tracking System and forms
- Established all beat profiles for the Division by working with numerous community resources
- Field Training Sergeant
- Created Division roll call trainings on prisoner transport procedures
- Supervised the platoon from a county district to a metropolitan division when the Baker District transitioned to the 7th Division

Officer – Detective

- Served successfully as a uniformed patrol officer from 1994 to 1998
- Served as a liaison from the patrol bureau to the flex platoon
- Instrumental part of Street Crimes Unit as Detective. Played integral role in violent crime reduction in the city year after year.

- Successfully prosecuted cases on both state and federal levels and worked in concert with ATF in undercover operations
- Led the city's 2nd largest money and drug seizure case netting \$500,000 and 26 kilograms of Cocaine

Police Dispatcher

- Operated police communications system for the City of Louisville

Professional Accomplishments

Medal of Valor

Medal of Merit

6 Meritorious Unit Citations

Nominated for Medal of Honor

LMPD Commanding Officer of the Year (2013)

Deans Scholar at SPI (Southern Police Institute) Executive command school at University of Louisville (2013)

Louisville Defender recipient of Professional Achievement Award (2011)

LMPD Officer of the Month in 2008 and 2009

76 Letters of Commendation

Guest Lecturer at National FOP Convention 2007 (6,000 attendees)

Kentucky Colonel

Placed #1 on Lieutenant's Promotional Exam and #3 on Sergeant's Exam

Nominated for a national "Police Technology" award for the invention and implementation of the LMPD Beat Blog

Civic Activities

American Cancer Society

Kosair Children's Christmas Benefit

Wayside Christian Mission

Secret Santa Shopper

Meals on Wheels

Helped raise \$10,000 to help two detectives with sick family members.

Additionally authored a grant for an officer resulting in a substantial monetary gift to help the officer dealing with strain of a sick child.

Education / Military Service

B.S. in Workforce Leadership (In Progress at University of Louisville) 4.0 GPA

U.S. Navy

Ballard High School



REQUEST FOR CITY COUNCIL ACTION

Meeting: November 5, 2019

AGENDA ITEM NO.	ORIGINATING DEPARTMENT:	PRESENTED BY:
5.f.	Community Development	Glen Van Nimwegen

ITEM:

Public Hearing Regarding Review of Ordinance 2018-14, Inclusionary Housing.

BACKGROUND:

The inclusionary housing (IH) ordinance requires any residential project that requires annexation; planned developments; minor or major subdivisions; or condominiums of five units or more to provide 12.5% of the residences as affordable. Affordable is defined as costing no more than 30% per month for households earning 80% or less of the Chaffee County Area Median Income (AMI). The ordinance is prescriptive, but provides incentives such as increased density, reduced lot size and reduced parking. There are other alternatives to providing the housing including fees in lieu and dedicating property for affordable housing.

When the City Council adopted Ordinance 2018-14 on October 2, 2018, the motion included the condition "...that City Council will hold a public hearing within 1 year of the effective date for the purpose of evaluating the impact of proposed ordinance." The effective date of the ordinance was November 1, 2018.

On August 19, 2019, Willa Williford, a local housing expert, presented to the City Council and Planning Commission at a joint work session. The topic was our inclusionary housing ordinance to discuss the progress of the ordinance; and answer questions that developers submitted to staff. She also presented an analysis of the effectiveness of inclusionary housing versus linkage fees in providing affordable housing.

PROGRESS:

On August 8, 2019 staff made a presentation to the Planning Commission at their work session on the progress of the ordinance. The table on the following page lists all of the projects that have some commitment to affordable housing, and how those commitments were obtained. There are assumptions made on number of units as there is a range in the number of units that are allowed to be built on a lot in Salida. For the year the IH ordinance has been in effect it accounts for 7 to 11 units; or \$669,645 to \$1,484,328 in lieu fees. This equals approximately 10 to 14 percent of the committed affordable units.

None of the units have been constructed in the past year and no in-lieu fees have been collected as the projects are still in design. As a comparison, the eight affordable units built by the Chaffee Housing Trust in the Two Rivers project occurred three years after the annexation agreement was approved.

There is work to be done. In-lieu fees are to be deposited into an Affordable Housing Fund that is earmarked for "...the creation and maintenance of housing opportunities in the City of Salida for households whose income is at or below the 80% AMI for Chaffee County including special needs populations and for a significant proportion of those who work or live in the City." This account needs to be created.

APPROVED HOUSING PROJECTS WITH AFFORDABLE HOUSING (AH)¹ REQUIREMENT

Project	No. of Lots	No. of Units		No. of AH Units		Optional In-Lieu Fees		Mechanism
		Min	Max	Min	Max	Min	Max	
River Ridge Major Subdivision	41	41	83	6	11	\$645,668	\$1,307,084	Inclusionary Ordinance
Buckley-Meadows Minor Subdivision	4	4	8	1	1	\$31,496	\$31,496	Annexation
Love Agreement (Chaffee County)	3	3	5	1	1	\$23,622	\$23,622	Pre-Annexation
Two Rivers Phase 1 (CHT)	63	63	130	8	8	NA	NA	Annexation
Two Rivers Southside	48	48	121	9	11	NA	NA	Annexation
Salida Crossings	1	122	122	30	30	NA	NA	Planned Development
D & W Minor Subdivision	3	3	6	1	1	\$23,622	\$47,244	Inclusionary Ordinance
Cleora RV Park	131	131	131	17	17	NA	NA	Annexation
TOTAL²	294	415	606	73	80	\$724,408	\$1,409,446	

¹ Affordable Housing for households @ 80% or < AMI

² There may be variations in totals of units; AH units and in-lieu fees due to density and AH options permitted by the Land Use Code.



REQUEST FOR CITY COUNCIL ACTION

Meeting: November 5, 2019

AGENDA ITEM NO.	ORIGINATING DEPARTMENT:	PRESENTED BY:
5.f.	Community Development	Glen Van Nimwegen

We have not created the deed restriction or administrative regulations that are vital to implement affordable housing in Salida. The Chaffee County Housing Office has signed on to complete these documents with the goal of making them universal to the County, Buena Vista, Poncha Springs and Salida. The Housing Policy Advisory Committee (HPAC) is the sounding board to reach a consensus on a universal document. An interim approach may be warranted to complete this task without losing sight of the long range goal of creating a universal deed restriction and guidelines.

Listed below are a number of mechanical issues that may affect the ordinance’s impact. These have come from the development community, staff and the Planning Commission. Council may hear new issues this evening.

INPUT:

- How does a developer set at price that meets 80% AMI? Part of the August presentation focused on how the administrative guidelines need to address.
- Should accessory dwelling units count as part of the affordable housing requirement? The answer given in August was they should not, and amending restrictions to ADU’s should be a separate effort.
- Minor subdivisions take on a larger percentage of affordable units. For instance a minor plat of two units requires one unit, or 50%, to be affordable. This is because of the requirement to always round up to a whole number.
- Perhaps in larger projects, the options of paying a fee-in-lieu or dedicating land off-site should be reduced to ensure some affordable units are built within the project.
- The AMI should be raised to 100% or higher to reach missing middle.
- The AMI should be lowered to 60% or less to address real need of service worker housing.
- Developer will choose fee-in-lieu as it can be passed along to whoever requests a building permit. Therefore no affordable housing in the project is built.
- What data points should we be monitoring to help evaluate whether or not the execution of the ordinance is fulfilling its intent? And what timeframe?
- Two income households should be able to use only the higher of the two incomes to qualify for 80% AMI, so the addition of two incomes will not disqualify household.
- Emphasis should be on providing housing for workers that contribute to Chaffee County economy and less on how much they earn. Nurses, teachers and firefighters may earn \$50,000 a year, which may be above 80% AMI, but they are necessary to community.
- Would like a more flexible sales price for affordable unit that is sold for cost, plus developer time.
- If multi-family tap fees were assessed like commercial, apartments would be built at 100% AMI and help solve problem.
- The in-lieu fee is too low.
- There is no requirement of when the affordable units within a project must be built.
- Building affordable housing at one site over the minimum amount should be allowed credits at another site.
- The in-lieu fee amount should be taken out of the ordinance and put into guidelines so it can be periodically adjusted based on changing housing costs.



REQUEST FOR CITY COUNCIL ACTION

Meeting: November 5, 2019

AGENDA ITEM NO. 5.f.	ORIGINATING DEPARTMENT: Community Development	PRESENTED BY: Glen Van Nimwegen
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PROPOSED ACTION:

No action is proposed. The purpose of the hearing is to evaluate the effectiveness of the ordinance. Staff would appreciate direction from Council on any proposed changes.

Attachments

Ordinance 2018-14
Presentation from August 19, 2019 by Willa Williford

ORDINANCE NO. 14
(Series of 2018)

**AN ORDINANCE OF THE CITY COUNCIL FOR THE CITY OF SALIDA,
COLORADO ADDING A NEW ARTICLE XIII TO CHAPTER SIXTEEN OF
THE SALIDA CITY CODE REGARDING INCLUSIONARY HOUSING;
AND AMENDING SECTION 16-4-200 AND 16-8-80 REGARDING
DIMENSIONAL STANDARDS AND PARKING REQUIREMENTS FOR
AFFORDABLE HOUSING**

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

WHEREAS, pursuant to C.R.S. § 31-23-301 *et seq.*, the Salida City Council (“Council”) possesses the authority to adopt and enforce zoning regulations; and

WHEREAS, under such authority, the Council previously adopted land use and zoning regulations, codified as Chapter 16 of the Salida Municipal Code (“Code”); and

WHEREAS, pursuant to this authority, the City Council desires to adopt certain rules and regulations to address the need for a diverse and affordable housing stock within the community; and

WHEREAS, the Council wishes to ensure that applications for new residential and mixed-use annexations, planned developments, condominiums of five (5) or more units and minor and major subdivisions shall include affordable housing;

WHEREAS, residential units including single-family, multi-family, duplexes and townhouses can provide a market driven affordable housing opportunity in the community;

WHEREAS, the Council wishes to provide incentives for projects that include 100% of the required affordable housing within the project, including increased density, building coverage and reduced parking; reduced utility impact fees and delayed payments; and

WHEREAS, the City of Salida City Council finds it in the best interest of the general health, safety and welfare of its citizens to adopt this new Article XIII to Chapter 16 of the Code concerning inclusionary housing.

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

Section One

That a new article XIII be added to Chapter Sixteen of the City of Salida Municipal Code, concerning Land Use and Development to read as follows:

ARTICLE XIII– Inclusionary Housing

Sec. 16-13-10. – Purpose and objectives.

- (a) Promote the construction of housing that is affordable to the community's workforce;
- (b) Retain opportunities for people that work in the city to also live in the city;
- (c) Maintain a balanced community that provides housing for people of all income levels; and
- (d) Ensure that housing options continue to be available for very low-income, low-income, moderate, and middle-income residents, for special needs populations and for a significant proportion of those who work or live in the city.

Sec. 16-13-20. – General Inclusionary Housing Requirements.

- (a) Any application brought under the annexation or planned development sections of this Code; or condominium plats of five (5) units or greater; and minor and major subdivision sections of this Code is required to include at least twelve and a half percent (12.5%) of the total number of residential dwelling units as affordable dwelling units, subject to the following standards:
 - (1) The prices for sale or rents charged for permanently affordable priced dwelling units shall not exceed a price that is affordable to a household earning eighty percent (80%) of Area Median Income (AMI) for Chaffee County as defined annually by the United States Department of Housing and Urban Development (HUD).
 - (2) Affordable dwelling units shall be permanently restricted as defined by the administrative regulations, or unless a different timeframe is required as a part of a Low Income Housing Tax Credit project.
 - (3) If the calculation for inclusionary housing results in a fraction of a dwelling unit, the fraction of the unit shall be provided as a complete affordable unit or a fee-in-lieu shall be provided per Section 16-13-40.
- (b) The city administrator is authorized to adopt administrative regulations to be utilized in the enforcement of the provisions of this article.
- (c) Units built as affordable in the project should be comparable to the market rate housing units in exterior finish and design and integrated into the overall project.
- (d) Income Eligibility Required: No person shall sell, rent, purchase or lease an affordable dwelling unit created pursuant to this article except to a program eligible household. A private owner of a single affordable unit may rent the unit in accordance with the provisions of this article as set forth in Section 16-13-60 "Program Requirements for For-Sale Units." All sales, rentals, purchases and leases shall comply with the provisions of this article.
- (e) Deed Restriction Required: No person offering an affordable dwelling unit for rent or sale shall fail to lawfully reference in the grant deed conveying title of any such unit, and record with the county recorder, a covenant or declaration of restrictions in a form approved by the City. Such covenant or declaration of restrictions shall reference applicable contractual

arrangements, restrictive covenants and resale restrictions as are necessary to carry out the purposes of this article.

- (f) Good Faith Marketing Required: All sellers or owners of affordable dwelling units shall engage in good faith marketing and public advertising efforts each time an affordable dwelling unit is rented or sold such that members of the public who are qualified to rent or purchase such units have a fair chance to become informed of the availability of such units.
- (g) Required Agreements: Those applicants creating residential developments under this chapter shall enter into an inclusionary housing development agreement with the City Council. Such agreements may be part of a development agreement, annexation agreement or subdivision agreement and shall document how the applicant will meet the requirements of this article including:
 - (1) Defining the inclusionary housing development including the total number of units; the total number of affordable housing units required; and the total number of affordable housing units provided; and
 - (2) The application of allowed Density, Parking and Development Standards allowed for projects that provide 100% of the inclusionary housing requirements, as provided in Section 16-13-50; and
 - (3) Design standards to assure the affordable units will be comparable to market rate units and are integrated into the development; and
 - (4) The restrictive covenants and additional agreements, in a form acceptable to the City, as necessary to carry out the purposes of this article.

An applicant shall not be eligible to submit for a building permit until the affordable housing agreement and any required restrictive covenants are approved by the City Council and recorded with the Chaffee County Recorder.

Sec. 16-13-30. – Options for Satisfaction of Inclusionary Housing Requirement.

An applicant may seek an alternative to providing the required percentage of affordable housing under this article by any of the following methods:

- (a) Providing the required housing off-site. This may be met only through the dedication of land to the City or qualified non-profit housing developer as approved by the City, with the guarantee that the land to be dedicated will allow for, and be developed with the number of required affordable housing.
- (b) Dedicating land within the project. Land within a project may be dedicated to the City or a qualified non-profit housing developer as approved by the City. The units to be built within the project shall be comparable to the market rate housing units in exterior finish and design to blend into the overall project.

- (c) Paying a fee in lieu of providing units as defined in Section 16-13-40.
- (d) Providing fewer units, but which are affordable to households earning sixty percent (60%) or less of the AMI for Chaffee County. For the purposes of this option, an affordable dwelling unit at 60% or less AMI shall equal two units at 80% or less AMI.
- (e) Any alternatives shall be approved by agreement with the City Council as defined in Section 16-13-20 (g).

Sec. 16-13-40. – In-Lieu Fee.

If an applicant chooses to pay an in-lieu fee for all or part of the inclusionary housing required for the project, the fee shall be calculated as described here and be due no later than issuance of the building permit.

- (a) Annexations, Planned Developments, Major Subdivisions and Condominium Plats of Five (5) Units or More: The in-lieu fee shall be the lessor of (1) or (2) for each non-restricted unit within the development:

(1) \$15,748

(2) $\frac{AHR - AHP}{AHR} \times \7.87 per habitable square feet of the principal unit

Where: AHR = Affordable Housing Units Required
 AHP = Affordable Housing Units Provided

- (b) Minor Subdivisions: The in-lieu fee shall be the lessor of (1) or (2) for each non-restricted unit within the development:

(1) \$7,874

(2) $\frac{AHR - AHP}{AHR} \times \3.94 per habitable square feet of the principal unit

Where: AHR = Affordable Housing Units Required
 AHP = Affordable Housing Units Provided

Sec. 16-13-50. – Density, Parking and Development Standards for Inclusionary Housing Developments.

Residential development within the zoning districts of C-1, R-3, R-4 and RMU; and portions of a

planned development with the underlying zoning districts of C-1, R-3, R-4 and RMU; that are subject to inclusionary housing development requirements and are providing one-hundred percent (100%) of the required affordable housing within the development, may increase the allowed density and utilize the lowered dimensional standards stated in Table 16-F Schedule of Dimensional Standards within these districts and utilize the reduced parking requirements for multi-family dwellings stated in Table 16-J Off-Street Parking Standards by Use. To ensure the integration of the affordable residential units into the development, these standards shall apply to all of the residential units within parcels with the above zoning or underlying zoning, that include a minimum of 12.5% affordable housing.

Sec. 16-13-60. – Program Requirements for For-Sale Units.

- (a) Affordable Unit Price: The prices charged for affordable priced dwelling units shall not exceed a price that is affordable to a household earning eighty percent (80%) of the Area Median Income (AMI) for Chaffee County.
- (b) Approved Purchasers for Affordable Dwelling Units: A developer or owner shall sell to a qualified purchaser after completing a good faith marketing and selection process approved according to the housing administrative regulations.
- (c) Sale Restriction: No person shall sell an affordable dwelling unit except to a person that meets the income, asset and other eligibility requirements of this article or any asset and income eligibility requirement that is included in any contract, covenant or any other agreement to which the city is a party or beneficiary.
- (d) Resale Restrictions: All affordable ownership dwelling units developed under this article shall be subject to the following resale restrictions:
 - (1) Approved Purchasers: A seller of an affordable dwelling unit must select an income-eligible purchaser by a method that complies with the good faith marketing and selection process defined by the housing administrative regulations. All purchasers of affordable dwelling units shall be part of program eligible households.
 - (2) Resale Price: The resale price of any affordable dwelling unit shall not exceed the purchase price paid by the owner of that unit with the following exceptions:
 - a. Closing Costs: Customary closing costs and costs of sale, which may include customary realtor fees, as reviewed and approved by the city administrator.
 - b. Permanent Capital Improvements: Consideration of eligible permanent capital improvements installed by the seller that have been approved in advance by the city administrator in accordance with rules or administrative guidance established by the city administrator.
 - c. Resale Price: The resale price may include an inflationary factor or shared appreciation factor as applied to the original sale price pursuant to rules as may be established by the city administrator to provide for such consideration. In developing rules, the city administrator may consider the purposes of this article, common private,

nonprofit and governmental lending practices, as well as any applicable rules or guidelines issued by federal or state agencies affecting the provision or management of affordable housing. In the event that the city has not adopted rules that contemplate a particular arrangement for the use of an inflationary factor or shared appreciation factor, the city administrator is authorized to approve a resale price formula that is consistent with the purposes of this article, common private, nonprofit and governmental lending practices, as well as any applicable rules or guidelines issued by federal or state agencies affecting the provision or management of affordable housing.

(3) Special Fees: The seller of an affordable dwelling unit shall neither levy nor charge any additional fees or any finder's fee nor demand any other monetary consideration other than provided in this article.

(e) Ownership Associations: When accepting a for-sale unit as meeting the inclusionary housing obligation, the city administrator will review the condominium association declarations to assess the impact on buyers of affordable units. The city administrator is authorized to establish rules regarding allowable terms in condominium declarations in order to ensure that the purposes of this article are accomplished.

(f) Rental Restriction: The owner of an affordable unit may rent the unit to an income eligible renter by a method that complies with the administrative regulations.

Sec. 16-13-70. – Program Requirements for Rental Units.

(a) Maximum Rent: Rents charged for affordable units in any one development must be affordable to households earning no more than eighty percent (80%) of the AMI or as approved in the agreement.

Sec. 16-13-80. – Administrative Regulations.

To the extent the city administrator deems necessary, rules and regulations pertaining to this article will be developed and approved by the City Council, and thereby maintained and enforced in order to assure that the purposes of this article are accomplished. No person shall violate any rule or regulation issued by the city administrator under this article.

Section Two

Section 16-4-200 shall be amended by revising Table 16-F Schedule of Dimensional Standards as shown in Exhibit A attached hereto.

Section Three

Section 16-8-80 shall be amended by revising Table 16-J Off-Street Parking Standards by Use as shown in Exhibit B attached hereto.

Section Four

The City shall create a special Affordable Housing Fund wherein all inclusionary housing in-lieu fees collected will be deposited and used for the creation and maintenance of housing opportunities in the City of Salida for households whose income is at or below the 80% AMI for Chaffee County including special needs populations and for a significant proportion of those who work or live in the City.

Section Five

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

INTRODUCED ON FIRST READING, ADOPTED and ORDERED PUBLISHED IN FULL in a newspaper of general circulation in the City of Salida by the City Council on the 21st day of August, 2018 and set for second reading and public hearing on the 2nd day of October

INTRODUCED ON SECOND READING, FINALLY ADOPTED and ORDERED PUBLISHED BY TITLE ONLY, by the City Council on the 2nd day of October, 2018.



CITY OF SALIDA

By: [Signature]
Mayor

ATTEST:

(SEAL)

[Signature]
City Clerk

PUBLISHED IN FULL in the Mountain Mail after First Reading on the 24th day of August, 2018, and **BY TITLE ONLY, OR IN FULL**, after Final Adoption on the 5th day of Oct., 2018

By: [Signature]
City Clerk

EXHIBIT A

Sec. 16-4-200. - Zone district dimensional standards.

<p align="center">TABLE 16-F Schedule of Dimensional Standards</p>								
Dimensional Standard	R-1	R-2	R-3	R-4	RMU	C-1	C-2	I
Min. lot size (sq. ft.)	7,500	5,625	5,625 5,063 ⁶ 3,750 ⁷	4,000 3,600 ⁶	5,625 5,063 ⁶ 3,750 ⁷	5,625 5,063 ⁶ 3,750 ⁷	N/A	5,625
Density (Lot s.f./Min. lot area per dwelling unit)	3,750	3,125	2,400; 2,100 ⁶	2,400; 2,100 ⁶	3,125; 2,734 ⁶	2,800; 2,450 ⁶	N/A	2,800
Min lot size (sq. ft.) - attached units	N/A	3,125	2,400 2,160 ⁶	2,400 2,160 ⁶	3,125 2,812 ⁶	2,800 2,520 ⁶	N/A	2,800
Min. lot frontage	50'	37' - 6"	37' - 6"; 25 ft ⁷	37' - 6"; 25 ft ⁷	37' - 6"; 25 ft ⁷	37' - 6"; 25 ft ⁷	No Req.	37' - 6"
Min. lot frontage - attached units	N/A	20'	15'	15'	20'	20'	N/A	20'
Max. lot coverage: structures (additive coverage total for structures and uncovered parking cannot exceed 90% except in C-2)	35%	40%	45% 50% ⁶	45% 50% ⁶	45% 50% ⁶	60% 66% ⁶	100% ³	60%
Max. lot coverage: uncovered parking/access (additive coverage total for structures and uncovered parking cannot exceed 90% except in C-2) ⁵	10%	15%	25%	25%	25%	60%	No Req. ³	30%
Min. landscape area	55%	45%	30%	30%	30%	10%	No Req. ¹	10%

Min. setback from side lot line for a primary bldg.	8'	5'	5'	5'	5'	5 ft ²	No Req.	5 ft ²
Dimensional Standard	R-1	R-2	R-3	R-4	RMU	C-1	C-2	I
Min. setback from side lot line for a detached accessory bldg.	3'	3'	3'	3'	3'	3'	No Req.	3'
Min. setback from rear lot line: principal bldg.	30'	20'	20'	15'	15'	5 ft ²	No Req.	5 ft ²
Min. setback from rear lot line: accessory bldg.	5'	5'	5'	5'	5'	5'	N/A	5'
Min. setback from front lot line ⁴	30'	20'	20'	15'	15'	10'	No Req.	10'
Max. building height for a primary bldg.	35'	35'	35'	35'	35'	35'	35'	35'
Max. building height for a detached accessory bldg.	25'	25'	25'	25'	25'	25'	25'	25'

Notes:

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

EXHIBIT B

Sec. 16-8-80. - Off-street parking standards.

TABLE 16-J Off-Street Parking Standards by Use	
Use	Parking Standard
Residential Uses—1 space per unit unless specified below	
Single-family, Duplex, ADU	1 space per unit
Multi-family dwelling unit	1 space per first unit, plus 1.5 spaces per additional unit 1 space per unit ¹
Rooming or boarding house	1 space per bed
Mobile home and recreational vehicle parks	1 space per unit plus an additional 0.25 spaces per unit
Residential Business Uses	
Bed and breakfast inn	½ space per guest room, plus 1 space for owner/manager's unit
Day care, small and large	1 off-street parking space per nonresident employee, plus those spaces required for the dwelling unit. Large day care centers shall provide 1 designated off-street loading/unloading space per 4 children/adult
Home business or home occupation	1 additional space
Public and Institutional Uses—1 space per 500 s.f. unless specified below	
Church, parish home and religious education building	1 space per every 6 seats in the main sanctuary, plus 1 space for the parish home
Clubs, recreation buildings and areas operated by and	1 space per every 4 persons allowed within the maximum rated occupancy established by local fire, building or health codes

for their members	
Community buildings; government administrative facilities, services and buildings	1 space per 400 s.f.
Group home	1 space per employee, plus 1 visitor space per 4 beds
Nursing home	1 space per employee, plus 1 visitor space per 3 beds
Schools	1 space per employee, plus 1 per 4 enrolled students
Hospital	1 space per 2 beds and 1 space per employee
Recreation facilities	1 space per 1,000 s.f.
Commercial Uses, Personal Service, and Office Uses—1 space per 300 s.f. unless specified below	
Commercial lodging	1 space per guest room (in a suite, each bedroom shall constitute a separate guest room), plus 1 space per 150 s.f. of group assembly area (such as conference/meeting rooms), plus 1 space per 500 s.f. of accessory commercial space, plus 1 space for the manager/front desk person
Eating and drinking establishment	1 space per 200 s.f.; if a drive-in facility is offered, a minimum of 3 queuing spaces shall also be provided at each station
Outdoor amusement establishment	1 space per 500 s.f. of outdoor area use for amusement proposes
Medical marijuana centers	1 space per 250 s.f.
Professional office—general	1 space per 400 s.f.
Campground	1 space per camp site, plus 2 spaces for office
Retail sales establishment	1 space per 250 s.f.
General Services—1 space per 500 s.f. unless specified below	
Automobile service and	2 spaces per service bay (service bay is not a parking space), plus 1 space

repair	per employee
Gasoline service stations	1 space per 300 s.f., spaces for gas pumps do not count towards this requirement
Mobile home and recreational vehicle sales and service	1 space per employee plus 1 space per 500 s.f.
Industrial Uses—1 space per 750 s.f. unless specified below	
Light industrial—general	1 space per 500 s.f.
Warehouse	1 space per 1,000 s.f. or 1 space per employee, whichever is greater, plus 1 space for each company vehicle stored on the premises
General industrial	1 space per employee of the business plus 1 space per company vehicle, or as established by the Planning Commission if a conditional use review is required

Notes:

Where the use is identified as "general," it means all those uses in the commercial/industrial use schedule for that category which are not specifically listed in this parking table.

Existing structures in the CBD are not required to meet off-street parking requirements. New structures and additions shall meet off-street parking requirements.

Floor area shall be measured as gross floor area within a building, exclusive of mechanical rooms, closets or storage areas and kitchen spaces, unless specifically stated otherwise.

Where parking requirement is on a per-employee basis, employment shall reflect the maximum number on any single shift.

For uses not listed, parking requirements shall be determined by the Administrator based upon the parking requirements of a land use in this table that is most similar to the use not identified in this table, or using other professional sources.

1 Standards for inclusionary housing development per Section 16-13-50.

Salida City Council Work Session

Inclusionary Housing and Linkage
Fees

August 19, 2019

Willa Williford, Williford LLC

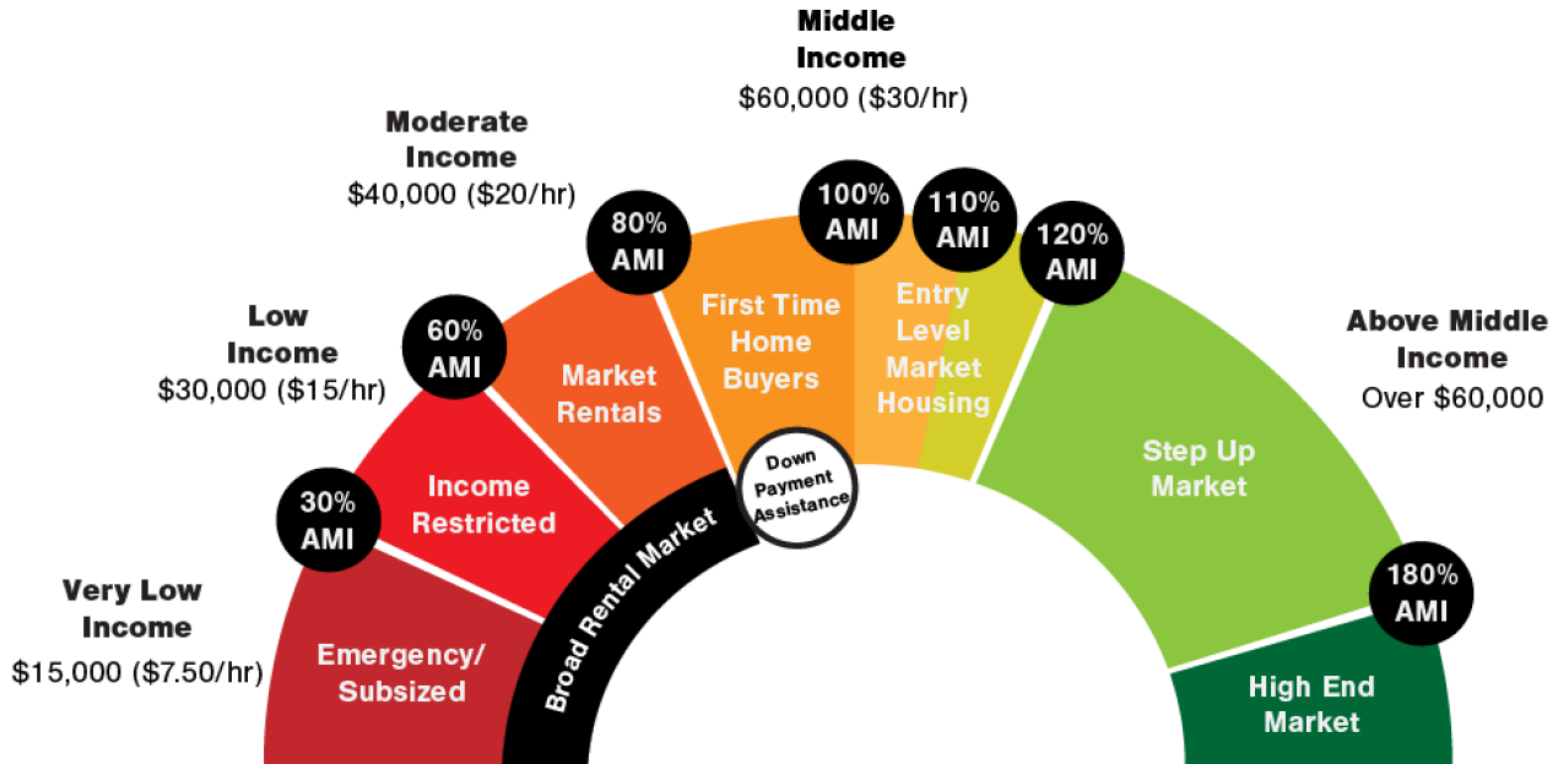
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Goals for this Work Session

- Review Inclusionary Housing progress, commonly asked questions, and recommended next steps
- Revisit linkage as a potential tool
- Answer Council Member questions
- Check in on recommended next steps

Housing Bridge



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Housing Toolbox



Incentives	Funding	Development Regulations	Partnerships/Public Initiatives
Density bonuses	Federal, State, Local, and Foundation grants	<i>Inclusionary Housing</i> <i>Residential linkage</i> <i>Commercial linkage</i>	Providing County or Town land
Fee reductions/waivers	<i>Proceeds from regulations</i>		Town or County builds housing
Reduced parking	Low Income Housing Tax Credit		Town, County, or Housing Authority provide financing
Fast track processing	General fund revenues	Annexation requirements	Property tax exemption
Reduce min lot/house size	Favorable loans		Habitat /Self Help/Community Housing Land Trust
Allow workforce housing in all/most zones	Taxes: Property, Sales, Excise tax on short-term rentals, etc		Purchase units/deed restrictions
Promote Accessory Dwelling Units			Counseling, Down payment Assist, Rehab, Weatherization

Inclusionary Housing

Adopted ordinance 8/2018

	2017	2018 (Annualized)	2019 – Projection (20% Increase)	Actual since IH Adoption (10 months)
# Residential Building permits	130	162	194	300-350 (per approved lots)
Assume 80% eligible for IH	104	130	156	300-350
Apply IH Rate	12.5%	12.5%	12.5%	12.5%
New Workforce Homes	13	16	19	50-55



Hypothetical

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The power of leverage

Reserves at Steamboat



- 9% LIHTC
- 48 units
- Rents < 60% AMI
- \$17,000/unit local \$
- Leased in three days

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The power of leverage

Anthracite Place, Crested Butte

- 9% LIHTC
- 30 units
- Rents < 60% AMI
- \$34,000/unit local \$
- Seven local entities worked together to raise the local matching funds

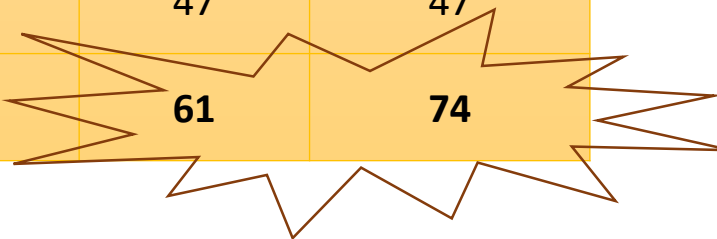


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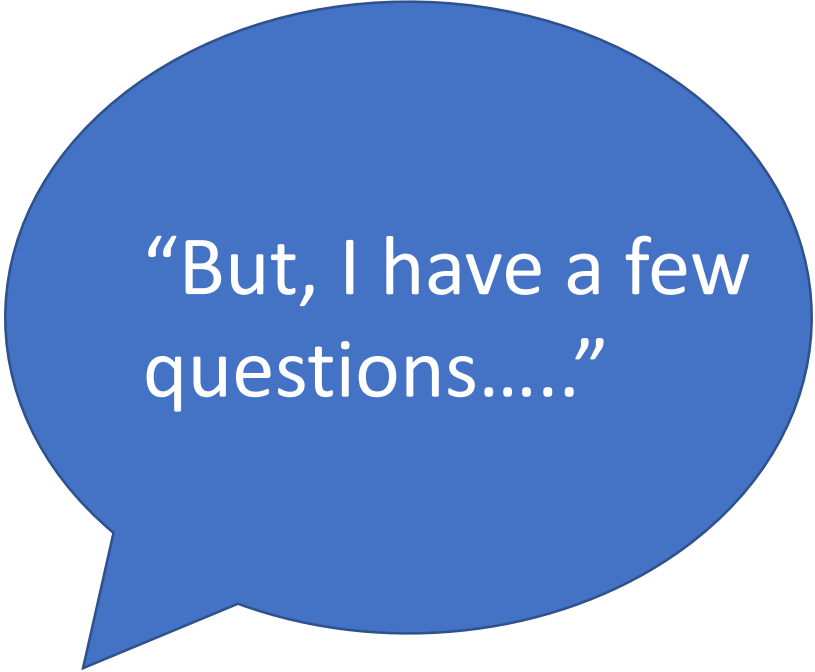
Inclusionary Cash In-Lieu Potential

	Min	Max
Potential In-Lieu Fees	\$700,786	\$1,362,202
New Workforce Homes (Assume \$50,000/unit)	14	27
New Workforce Homes (Assume \$100,000/unit)	7	14
Plus Onsite Commitments	47	47
Total Workforce Housing Potential	61	74





“Okay, Great!!
Let’s celebrate!”



“But, I have a few
questions.....”

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How does a developer set a price for a unit for a household at 80% AMI?

Trick Question! The Developer shouldn't have to.

Example, for discussion purposes only:

80% AMI - 2019 Price List			
	1 Bedroom	2 Bedroom	3 Bedroom
Income - 2 person/BR	\$43,600	\$54,480	\$63,200
Affordable Home Price	\$171,000	\$213,700	\$256,400

How does a developer set a price for a unit for a household at 80% AMI?

- The formula needs to be in your Community Housing Guidelines.
- Sale prices should be updated annually when new Area Median Income figures are released by HUD or CHFA.
- The sale price formula should include:
 - A set assumption for # of people/bedroom
 - Mortgage assumptions:
 - a market driven interest rate,
 - term and amortization,
 - down payment amount (often 5%)
 - allowance for property tax, mortgage insurance and/or HOA dues

Key takeaway: The sale price is predictable and transparent for developers and buyers.

Is 80% AMI the right goal or should it be higher (ie 100% AMI)?

Considerations:

1. Comparison to unrestricted purchase opportunities - Restricted units should be at least \$50,000 a 20% discount to median sale prices for similar product.
2. Depth of buyer market
3. Ability to withstand market variations over time

	1 Bedroom	2 Bedroom	3 Bedroom
Current Zillow Estimate	\$297,000	\$360,000	\$427,000
80% AMI			
Affordable Home Price	\$171,000	\$213,700	\$256,400
Discount	\$126,000	\$146,300	\$170,600
Percentage Discount	42%	41%	40%
100% AMI			
Affordable Home Price	\$213,700	\$267,100	\$320,400
Discount	\$83,300	\$92,900	\$106,600
Percentage Discount	28%	26%	25%

Example, for discussion purposes only.

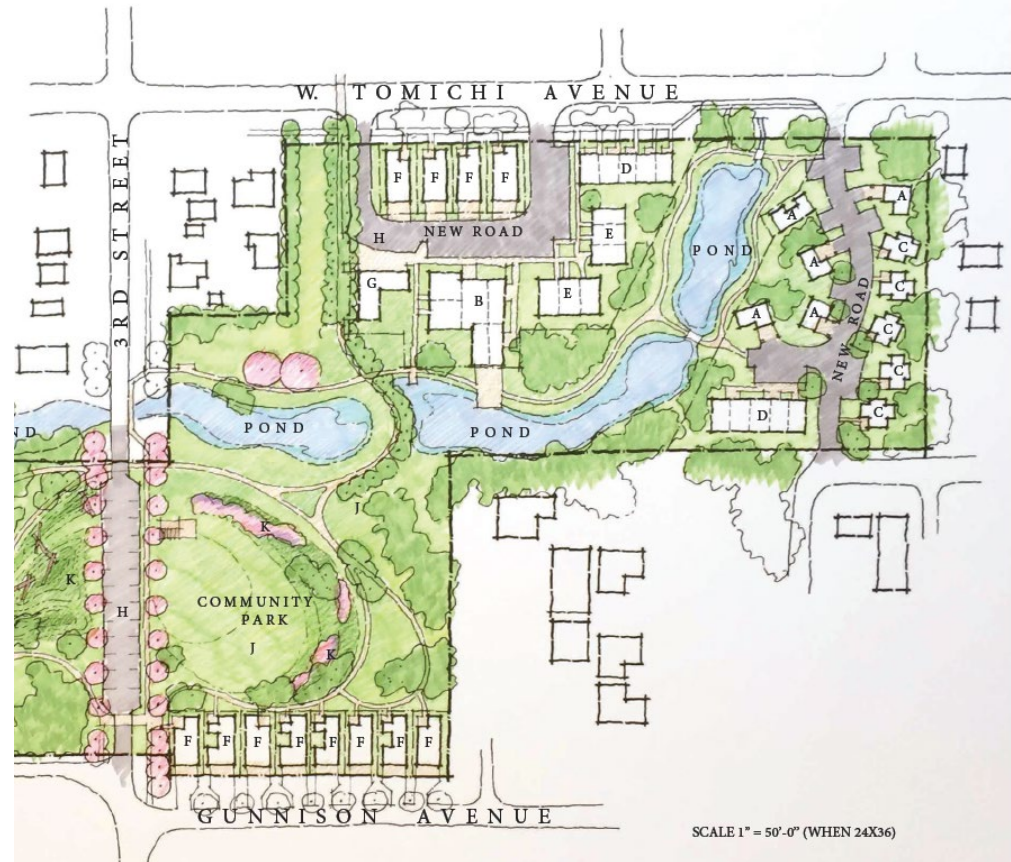
Housing Demand

EPS Report - Page 55	Total Housing Units Needed by 2025	Salida Share at 33%	Example Goal: meet 50% of Salida Need
Under 60% AMI	351	116	58
60-80% AMI	82	27	14
80-100% AMI	34	11	6
100-120% AMI	62	20	10
Greater than 120% AMI	28	9	5
Total			92
# of years			6
Units/year			15

Key takeaway: Create a large “eligibility window” and keep prices aligned with what’s needed in the market.

Should accessory dwelling units (ADUs) be used to meet IH requirements?

Probably not at this time....



Key takeaway: ADUS are a great affordable housing tool, but don't pair very well with IH. Pursue this tool through your zoning code.

What data points should we be monitoring to evaluate the ordinance? And for what timeframe?

Track the number of homes built – and how cash in lieu gets deployed; how do these numbers compare with community expectations and goals? How many on-site compared to fee in-lieu?

Understand demand for the homes – monitor waitlists, lotteries, days on the market; understand who is buying and why.

Understand the overall market – track median home prices; understand gaps; update your needs assessment every 5-10 years (or with a major market shift)

Make incremental improvements in your program – a check-in every 3-5 years to see if Guidelines need updates.

Key takeaway: IH is not a “catch up” tool; as the housing inventory grows, the need for these units will likely to grow too.

Shifting gears....



Commercial Linkage



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Comparing IH and Linkage

	Inclusionary Housing	Linkage Fee
Local Government Authority	Zoning code	Nexus between fee charged and impact to community; in this case based on new employees' need for housing
Structure	% of residential units	Varies – usually policy makers set a rate based on estimate of new jobs generated/sq ft
Administration	Non-discretionary – zoning code standard	Collected with other land use approval fees such as plant investment, permit
Outcome	On-site, off site, land, or funds for housing	Funds for housing (occasionally onsite or other compliance)
Other communities	10-20% of new homes affordable	Varies – can range from \$1/sq ft (Grand Lake) to \$35/sq ft (Boulder)
Salida	12.5%	Under discussion

Commercial Linkage

For discussion purposes only – Nexus required

	2016	2017	2018	2019 (year to date)
Square feet constructed (approx.)	14,590	55,328	9,782	13,076
Assume 80% Eligible sq ft	11,672	44,262	7,825	10,460
Linkage Revenue (Assume \$9/sq ft fee)	\$105,048	\$398,362	\$70,430	\$94,147
New Workforce Homes (Assume \$50,000/unit)	2.1	8.0	1.4	1.8
New Workforce Homes (Assume \$100,000/unit)	1.1	4.0	0.7	0.9

Hypothetical ←

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Residential Linkage

For discussion purposes only – Nexus required

	2016	2017	2018	2019 (YTD)
Number of Permits			90	29
Square feet constructed	168,685	181,661	130,105	50,160
Average size of new units	1,328	1,397	1,445	1,729
Assume 30% Eligible sq ft	84,343	90,831	39,031	15,048
Revenue (Assume \$3/sq ft fee)	\$253,028	\$272,492	\$117,095	\$45,144
New Workforce Homes (Assume \$50,000/unit)	5	5	2	1
New Workforce Homes (Assume \$100,000/unit)	3	3	1	.5

Hypothetical

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Residential Linkage Compared to IH

For discussion purposes only – Nexus required

	2018	2019 (YTD)
Number of permits	90	29
Linkage - New Workforce Homes (Assume \$50,000/unit)	2	1
Linkage - New Workforce Homes (Assume \$100,000/unit)	1	.5
IH – (60% in 2018, 35% in 2019)	7	1

Hypothetical

So... what's next?

Three recommended focus areas:

- 1. Decide who will be responsible for IH compliance:** create certainty for consumers and developers; get Guidelines drafted and adopted. Have provisions for updating in-lieu regularly.
- 2. Bring balance to the strategy:** Look at rental housing opportunities; Low Income Housing Tax Credit finance.
- 3. Plan for how to deploy revenue from IH:** Put your money to work to further your community housing goals.

Housing Goals/Desired Outcomes

EPS Report - Page 55	Total Housing Units Needed by 2025	Salida Share at 33%	Example Goal: meet 50% of Salida Need
Under 60% AMI	351	116	58
60-80% AMI	82	27	14
80-100% AMI	34	11	6
100-120% AMI	62	20	10
Greater than 120% AMI	28	9	5
Total			92
# of years			6
Units/year			15

Questions?



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Thank you.

WILLIFORD, LLC

land use & affordable housing

Willa Williford, Principal

303.818.0096

willa@willifordhousing.org



REQUEST FOR CITY COUNCIL ACTION

Meeting Date: November 5, 2019

AGENDA ITEM NO. 5.g.	ORIGINATING DEPARTMENT: Community Development	PRESENTED BY: Glen Van Nimwegen
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ITEM:

Ordinance 2019-15 – Public Hearing and First Reading on the Proposed Annexation of 2.0 Acres at 6906 Vandaveer Ranch Road.

BACKGROUND:

On August 12, 2019 staff received an application from the Crabtree Group representing the owners of the two acre site. A conceptual review meeting was held with the Planning Commission and Council on September 16, 2019.



Applicants: 6906 LLC as represented by Joe Deluca of Crabtree Group, Inc.

An application for annexation is a multi-step process. The application has been accepted by the City Council and scheduled for a public hearing tonight. The annexation shall be considered by the Commission as a required step prior to the zoning of the property. Staff is recommending certain conditions be included in a subsequent annexation agreement to address design standards and open space. The following findings of facts are required for annexation:



REQUEST FOR CITY COUNCIL ACTION

Meeting Date: November 5, 2019

AGENDA ITEM NO.	ORIGINATING DEPARTMENT:	PRESENTED BY:
5.g.	Community Development	Glen Van Nimwegen

1. That the application meets the requirements of Article IX. Annexation of Chapter 16 of the Salida Municipal Code.
2. That the applicant may enter into an annexation agreement which will detail any issues or additional requirements negotiated and approved by the City Council, including but not limited to conditions recommended by the Planning Commission.
3. The annexation property is within the Municipal Services Area of the City of Salida as defined in the Comprehensive Plan and intergovernmental agreement with Chaffee County and therefore can be served by City sewer and water utilities.
4. The property is adjacent to a burgeoning part of the city and therefore may be efficiently served by City fire and police departments.
5. The property is a natural extension of the City's municipal boundary and meets the legal requirements for annexation.
6. The property to be annexed is adjacent to Vandaveer Ranch Road, thereby ensuring the future city residents of this development are served by a roadway that is completely within the city's jurisdiction.
7. The annexation of the property is consistent with the vision and goals set forth in the Comprehensive Land Use Plan. Specifically, it is a strategic goal of the Plan to provide for new neighborhoods and opportunities for a variety of housing types and densities. In addition, the proposal will provide for a logical extension of the City boundary to support the demand for residentially zoned land, which will provide housing adjacent to job opportunities.

Annexation Agreement: On November 19, 2019 staff will propose an annexation agreement. Connectivity and diversity of housing styles are central themes of the Salida Comprehensive Plan. These same concerns were raised by the Planning Commission and City Council at the September work session. A neighbor to the project raised similar issues (Attached). Therefore staff is recommending conditions in the annexation agreement to address:

- Provision of a pedestrian connection to adjoining properties;
- Address impacts on Salida School District;
- System development fees;
- Amount of open space; and
- Architectural standards.



REQUEST FOR CITY COUNCIL ACTION

Meeting Date: November 5, 2019

AGENDA ITEM NO.	ORIGINATING DEPARTMENT:	PRESENTED BY:
5.g.	Community Development	Glen Van Nimwegen

The tentative timeline for the related requests to the annexation are as follows:

Proposed Action	Planning Commission Recommendation	City Council First Reading	City Council Final Action
Annexation Ordinance 2019-15	10-28-2019	11-05-2019	11-19-2019
Annexation Agreement Resolution 2019-59	10-28-2019		11-19-2019
Zoning Ordinance 2019-16	10-28-2019	11-05-2019	11-19-2019
Development Plan Resolution 2019-60	10-28-2019		11-19-2019

RESPONSE FROM REFERRAL DEPARTMENTS AND AGENCIES:

- Salida Fire Department: Kathy Rohrich, Fire Inspector, responded “The Fire Department has no concerns at this time.”
- Chaffee County Development Services Department: No response.
- Salida Public Works Department: Public Works Director David Lady has requested a drainage report be submitted for approval prior to issuing a building permit. All public improvements (sidewalk on Vandaveer Ranch Road) to be designed and installed according to city specifications.
- Parks and Recreation Department: Diesel Post, Director recommends a fee-in-lieu be provided if the amount of open space is inadequate.
- Salida School District: Superintendent David Blackburn’s initial statement on the project was “In reviewing the recent notice (Resolution #49) sent to the school district regarding the Triple T Ranch (6906 Vandaveer Ranch Road) development the schools would like to discuss land impacts with the developer. Until we have been able to work with the planners and developer on this issue we will not consider fees in lieu of land dedication”. He did meet with the landowners and issued an update on 10-24-2019 stating he was encouraged to see a workforce housing project (attached).
- Salida Police Department: Chief Russ Johnson recommends low level lighting in the parking area and the units be numbered according to standards. This will be addressed with the Development Plan.

STAFF RECOMMENDATION:

Staff recommends approval of the proposed annexation, subject to Council approval of an annexation agreement with the following conditions:

1. Residential development of the site shall meet the inclusionary housing requirements of Article XIII of Chapter 16 of the Salida Municipal Code.
2. Open space shall be provided on-site in an amount prescribed by Section 16-6-120(8)(i) or provide a fee in-lieu in an amount then in effect at the time of issuance of a building permit.
3. Provision of school impact fees in an amount then in effect (currently \$444.66) per market rate unit at the time of issuance of a building permit. The fee will not apply to the legally restricted affordable units.
4. Water and Sewer system development fees shall be assessed according to the Residential Multi-Family rates, except for the designated affordable units which will be assessed at the Legally-Restricted Affordable Housing rate.



REQUEST FOR CITY COUNCIL ACTION

Meeting Date: November 5, 2019

AGENDA ITEM NO.	ORIGINATING DEPARTMENT:	PRESENTED BY:
5.g.	Community Development	Glen Van Nimwegen

5. To provide connection of the project to the surrounding area and support creating a community within the development, the project shall:
- a. Include a ten (10) foot wide public pedestrian access shall be maintained between the site and adjoining properties on the east and west, at the north end of the site, or other location approved by staff. The sidewalk shall be extended to the east and west property lines at this location (Exhibit A);
 - b. Provide a central gathering space to include items such as benches, play structures, bbqs or other amenities that promote interaction amongst residents;
 - c. Provide front porch elements on all units; and
 - d. Exterior fencing shall be approved by staff.
6. The goal to provide a diversity in housing types and style shall be addressed architecturally by
- a. Designing some of the attached units to appear as one structure; and
 - b. Provide a diversity in architectural elements such as roof types and pitches, colors and exterior materials.

PLANNING COMMISSION RECOMMENDATION:

The Planning Commission held a public hearing on October 28, 2019 and made the recommendation to approve the annexation of the property as recommended by staff with the following deletions and additions:

- 5.b. Provide ~~a central~~ gathering spaces to include items such as benches, play structures, bbqs or other amenities that promote interaction amongst residents;
7. The two units in the northwest corner of the site are allowed a 15 foot rear yard.

SUGGESTED MOTIONS:

A Council person should make a motion to “approve Ordinance 2019-15 and set the second reading for November 19, 2019.”

Attachments

- Ordinance 2019-15
- Staff Exhibit A
- Published Notice

CITY OF SALIDA, COLORADO
ORDINANCE NO. 15
(Series of 2019)

AN ORDINANCE OF THE CITY OF SALIDA, COLORADO ANNEXING TO THE CITY OF SALIDA A CERTAIN TRACT OF LAND IN UNINCORPORATED CHAFFEE COUNTY KNOWN AS THE TREAT-MESCH ANNEXATION.

WHEREAS, on August 12, 2019, representatives of 6906 LLC (the “Owners”), filed a General Development Application (the “Petition”) to commence proceedings to annex to the City of Salida (the “City”) a certain unincorporated tract of land comprised of 2.0 acres located at 6906 Vandaveer Ranch Road, Salida, in the County of Chaffee, State of Colorado, and being more particularly described on Exhibit A, attached hereto and incorporated herein by reference; and

WHEREAS, pursuant to C.R.S. §31-12-108, the City Council by Resolution No. 46, Series of 2019 specified that the City Council would hold a hearing on the proposed annexation at its regular meeting on November 5, 2019, commencing at the hour of 6 p.m. in the City Council Chambers, 448 East First Street, Salida, Colorado; and

WHEREAS, pursuant to C.R.S. §31-12-108 to -110, the City Council on November 5, 2019 held a duly-noticed public hearing to consider the proposed annexation; and

WHEREAS, notice of such hearing was published on September 20, 2019, September 27, 2019, October 4, 2019 and October 11, 2019 in *The Mountain Mail* newspaper; and

WHEREAS, C.R.S. §31-12-105(1)(e) provides that prior to the completion of any annexation within a three-mile area, the municipality shall have in place a plan for that area, which generally describes the proposed location, character, and extent of streets, subways, bridges, waterways, waterfronts, parkways, playgrounds, squares, parks, aviation fields, other public ways, grounds, open spaces, public utilities and terminals for water, light, sanitation, transportation and power to be provided by the municipality and the proposed land uses for the area; and

WHEREAS, the City hereby sets forth its Findings of Fact, Determinations, and Conclusions with regard to annexation to the City of the Treat-Mesch Annexation; and

WHEREAS, the City currently has in place a Comprehensive Plan and other long-range planning documents which constitute the City's annexation plan.

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

1. The City incorporates the foregoing recitals as findings and determinations by the City Council.

2. The annexation to the City of the 6906 LLC Annexation described on Exhibit A is hereby approved with the following conditions of approval, and such real property is hereby annexed to and made a part of the City of Salida.

3. Within ten (10) days after final publication of this Ordinance, the City Clerk of the City of Salida, Colorado, on behalf of the City shall:

- A. File one (1) copy of the Annexation Plat and the original of this Annexation Ordinance in the office of the City Clerk of the City of Salida, Colorado;
- B. File for recording three (3) certified copies of this Annexation Ordinance and three (3) copies of the Annexation Plat, containing a legal description of the annexation parcel, with the County Clerk and Recorder of Chaffee County, Colorado, with directions to the Chaffee County Clerk and Recorder to file one certified copy of this Annexation Ordinance and one copy of the Annexation Map with the Division of Local Government of the Department of Local Affairs of the State of Colorado and one certified copy of this Annexation Ordinance and one copy of the Annexation Map with the Colorado Department of Revenue; and
- C. File one certified copy of this Annexation Ordinance and one copy of the Annexation Map in the office of the County Assessor of Chaffee County, Colorado.

INTRODUCED ON FIRST READING AT A PUBLIC HEARING, on November 5, 2019, ADOPTED and ORDERED PUBLISHED IN FULL in a newspaper of general circulation in the City of Salida by the City Council on the _____, 2019 and set for second reading on the 19th day of February, 2019.

INTRODUCED ON SECOND READING, FINALLY ADOPTED and ORDERED PUBLISHED IN FULL, by the City Council on the 19th day of November, 2019.

CITY OF SALIDA, COLORADO

P.T. Wood, Mayor

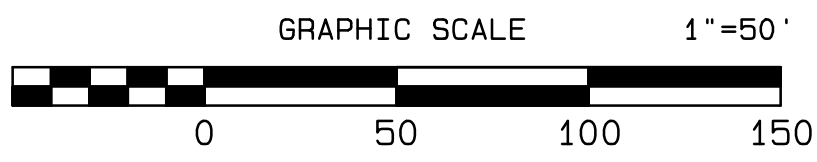
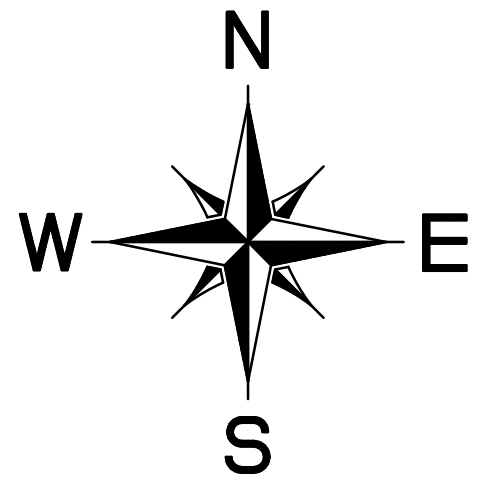
[SEAL]

ATTEST:

City Clerk/Deputy Clerk

PUBLISHED IN FULL in the Mountain Mail after First Reading on the ____ day of _____, 2019, and BY TITLE ONLY, after final adoption on the ____ day of _____, 2019.

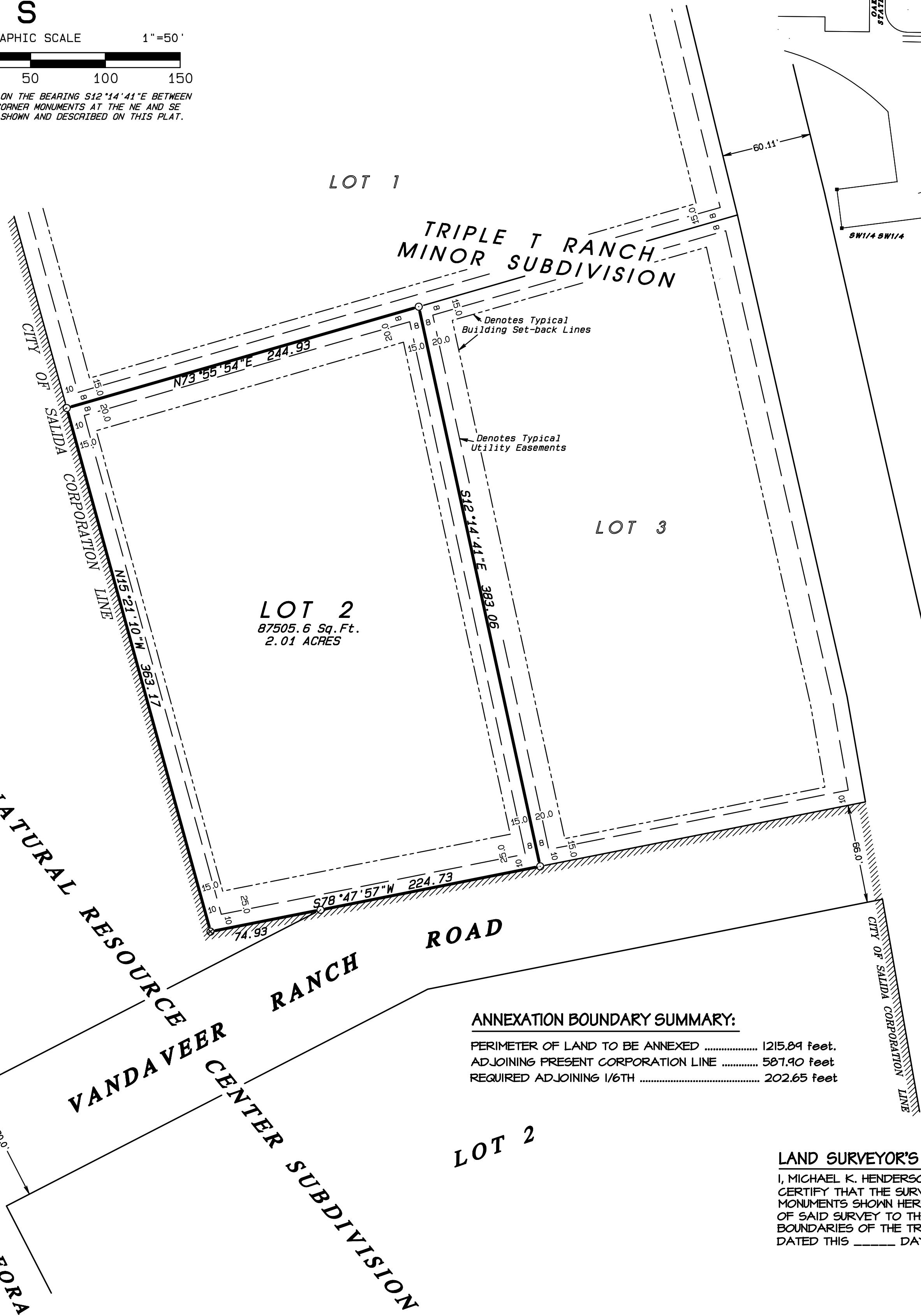
City Clerk/Deputy City Clerk



DIRECTIONS ARE BASED ON THE BEARING S12°14'41"E BETWEEN RECOVERED REBAR LOT CORNER MONUMENTS AT THE NE AND SE CORNERS OF LOT 2, AS SHOWN AND DESCRIBED ON THIS PLAT.

6906 LLC ANNEXATION PLAT
FOR
LOT 2, TRIPLE T RANCH MINOR SUBDIVISION
CHAFFEE COUNTY, COLORADO

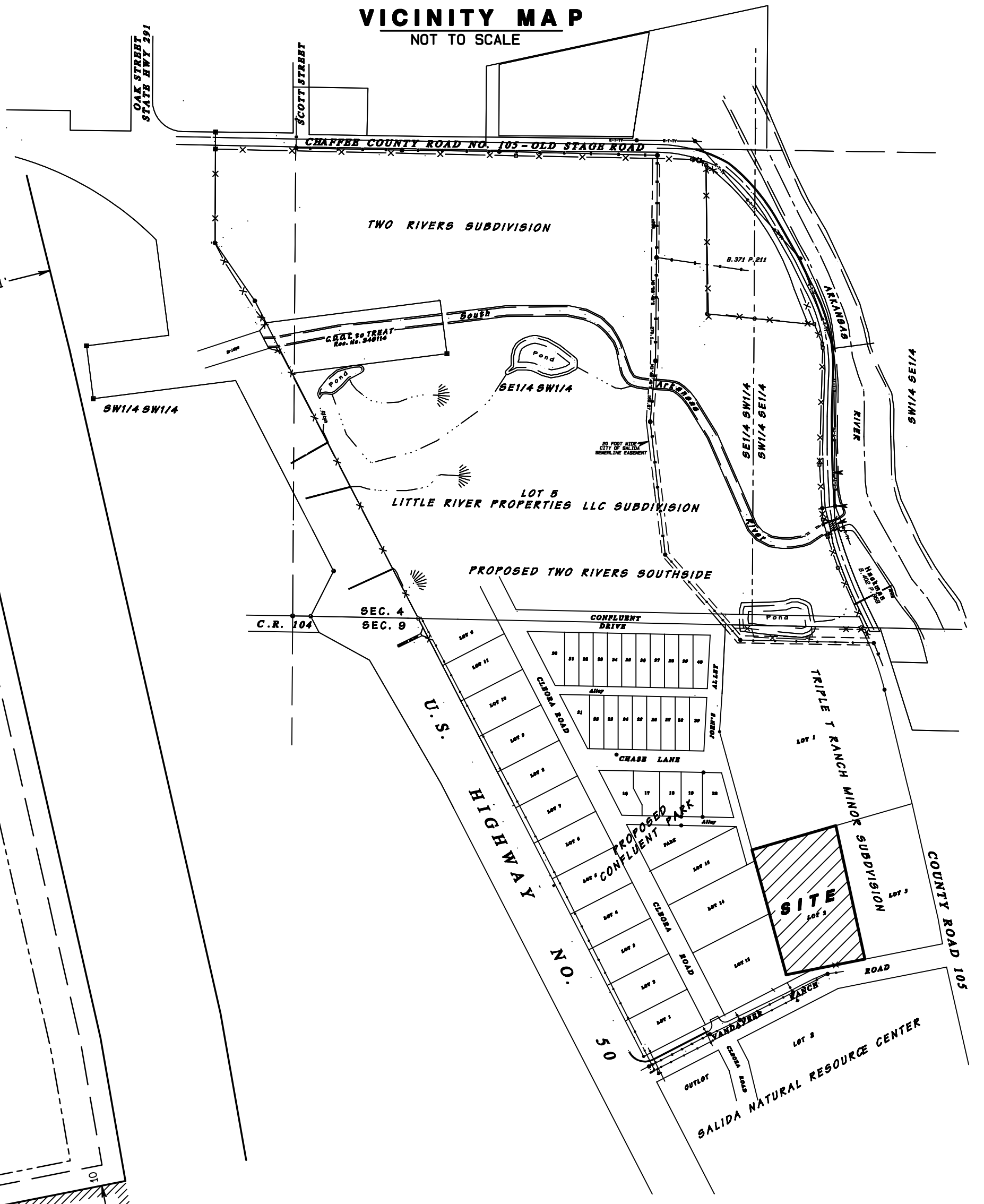
EXHIBIT A



ANNEXATION BOUNDARY SUMMARY:

PERIMETER OF LAND TO BE ANNEXED 1215.89 feet.
ADJOINING PRESENT CORPORATION LINE 587.90 feet
REQUIRED ADJOINING 1/6TH 202.65 feet

VICINITY MAP
NOT TO SCALE



LEGEND:

- DENOTES A RECOVERED 5/8" REBAR WITH A 1 1/2" ALUMINUM CAP STAMPED "LANDMARK LS 37837".
- DENOTES A RECOVERED 5/8" REBAR WITH A 1 1/2" ALUMINUM CAP STAMPED "LS 16117", BENT.

LAND SURVEYOR'S CERTIFICATE:

I, MICHAEL K. HENDERSON, A REGISTERED PROFESSIONAL LAND SURVEYOR IN THE STATE OF COLORADO, DO HEREBY CERTIFY THAT THE SURVEY REPRESENTED BY THIS PLAT WAS PERFORMED UNDER MY DIRECT SUPERVISION AND THE MONUMENTS SHOWN HEREON WERE RECOVERED AS INDICATED, AND THIS PLAT ACCURATELY REPRESENTS THE RESULTS OF SAID SURVEY TO THE BEST OF MY KNOWLEDGE. I FURTHER CERTIFY THAT AT LEAST ONE-SIXTH OF THE PERIMETER BOUNDARIES OF THE TRACT TO BE ANNEXED ARE ADJACENT TO THE PRESENT CITY OF SALIDA CORPORATION LINE. DATED THIS _____ DAY OF _____, 2019.

MICHAEL K. HENDERSON
REG. L. S. NO. 16117
STATE OF COLORADO

GENERAL LAND SURVEYOR'S NOTES:

- 1) PROPERTY DESCRIPTION AND RECORD EASEMENT RESEARCH BASED ON FIRST AMERICAN TITLE INSURANCE COMPANY COMMITMENT NO. 19-08441 ISSUED BY CENTRAL COLORADO TITLE & ESCROW, EFFECTIVE MARCH 8, 2019.
- 2) DEED LINES ARE BASED ON AFOREMENTIONED PROPERTY DESCRIPTION AND ON THE FILED PLAT OF TRIPLE T RANCH MINOR SUBDIVISION, CHAFFEE COUNTY, COLORADO.
- 3) THE LOT IS SUBJECT TO THE PUBLIC UTILITY EASEMENTS DEDICATED ON THE PLAT OF TRIPLE T RANCH MINOR SUBDIVISION, THE LOCATIONS OF WHICH ARE SHOWN HEREON.
- 4) THE PROPERTY IS SUBJECT TO THE PRE-ANNEXATION AGREEMENT RECORDED AT RECEPTION NO. 425861 OF THE CHAFFEE COUNTY RECORDS.

6909 LLC ANNEXATION TO THE CITY OF SALIDA CERTIFICATION:

WHEREAS THE CITY COUNCIL OF THE CITY OF SALIDA, COLORADO HAS BEEN PRESENTED WITH AN APPLICATION TO ANNEX THE TERRITORY DESCRIBED HEREIN BY 6906 LLC, A COLORADO LIMITED LIABILITY COMPANY, THE OWNER OF 100% OF THE AREA TO BE ANNEXED;

AND WHEREAS, THE CITY COUNCIL BY RESOLUTION ADOPTED _____, 2019, DETERMINED THAT THE ANNEXATION APPLICATION SUBSTANTIALLY COMPLIED WITH THE REQUIREMENTS OF SECTION 38-12-107(1), C.R.S.; AND

WHEREAS, AFTER PUBLISHED NOTICE AND PUBLIC HEARINGS ON _____, 2019, AS REQUIRED BY SECTION 31-12-108, C.R.S., THE CITY COUNCIL ADOPTED RESOLUTION NUMBER _____ (SERIES OF 2019), DETERMINING THAT THE ANNEXATION SATISFIED THE REQUIREMENTS OF SECTION 31-12-104 AND 105, C.R.S., AND THAT AN ANNEXATION ELECTION WAS NOT REQUIRED;

AND WHEREAS, ON _____, 2019, THE CITY COUNCIL ADOPTED ORDINANCE NUMBER _____ (SERIES OF 2019), APPROVING AND ANNEXING THE 6906 LLC ANNEXATION TO THE CITY OF SALIDA.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SALIDA, COLORADO DOES HEREBY APPROVE AND ACCEPT THE 6906 LLC ANNEXATION DESCRIBED HEREIN; TO WIT, THE TERRITORY COMPRISING 2.01 ACRES, AND BEING DESCRIBED AS FOLLOWS:
Lot 2, Triple T Ranch Minor Subdivision per Plat recorded November 30, 2015 as Reception No. 423412 Chaffee County, Colorado.

CITY OF SALIDA APPROVAL:

APPROVED THIS _____ DAY OF _____, 2019.

BY: _____
MAYOR OF THE CITY OF SALIDA

ATTEST: _____
CITY CLERK

OWNERS:

6906 LLC, a Colorado Limited Liability Company
834 Crestone Avenue
Salida, CO 81201

OWNERS CERTIFICATE:

THIS IS TO CERTIFY THAT 6906 LLC, A COLORADO LIMITED LIABILITY COMPANY, BEING THE OWNER OF 100% OF THE PROPERTY DESCRIBED AND SHOWN HEREON DESIRES AND APPROVES THE ANNEXATION OF SAID PROPERTY TO THE CITY OF SALIDA.

6906 LLC, A COLORADO LIMITED LIABILITY COMPANY

JOE JUDD, MEMBER

PAIGE JUDD, MEMBER

STATE OF COLORADO } 66
COUNTY OF CHAFFEE }

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME ON THIS _____ DAY OF _____, 2019, BY JOE JUDD AND PAIGE JUDD, WHOSE NAMES ARE SUBSCRIBED ABOVE.

WITNESS MY HAND AND OFFICIAL SEAL

MY COMMISSION EXPIRES _____

NOTARY PUBLIC: _____
ADDRESS: _____

SALIDA PLANNING COMMISSION APPROVAL:

THIS ANNEXATION PLAT IS HEREBY APPROVED ON THIS _____ DAY OF _____, 2019, BY THE CITY OF SALIDA PLANNING COMMISSION.

CHAIRMAN OF PLANNING COMMISSION _____ ATTEST: CITY CLERK OF THE CITY OF SALIDA

CITY OF SALIDA CLERK'S CERTIFICATE:

I HEREBY CERTIFY THAT THIS EXECUTED ANNEXATION MAP, ALONG WITH THE ORIGINAL ANNEXATION ORDINANCE FOR THE 6906 LLC ANNEXATION WAS ACCEPTED FOR FILING IN MY OFFICE ON THE _____ DAY OF _____, 2019.

CITY CLERK

CHAFFEE COUNTY CLERK & RECORDER'S CERTIFICATE:

I HEREBY CERTIFY THAT A CERTIFIED COPY OF THIS ANNEXATION MAP AND A CERTIFIED COPY OF THE ANNEXATION ORDINANCE FOR THE 6906 LLC ANNEXATION TO THE CITY OF SALIDA, CHAFFEE COUNTY, COLORADO, WERE ACCEPTED AND FILED IN MY OFFICE ON THIS _____ DAY OF _____, 2019, UNDER RECEPTION NUMBER(S) _____.

CHAFFEE COUNTY CLERK AND RECORDER

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

6906 LLC ANNEXATION PLAT FOR LOT 2, TRIPLE T RANCH MINOR SUBDIVISION CHAFFEE COUNTY, COLORADO	
Job Number: J-19-057 DESIGNED: B.S.H. DRAWN BY: TMO GADD M.K.H. CHECKED: F16, BOOK: S320 P.20	HENDERSON LAND SURVEYING CO., INC. 203 G STREET SALIDA, COLORADO DATE: 5/20/19 DRAWING NO. L-19-26



10' Pedestrian Connection

Add 3' Landscape Buffer

Landscaped Parking Islands

STAFF EXHIBIT A

**PUBLIC NOTICE
NOTICE OF HEARING ON ANNEXATION PETITION**

Representatives of 6906 LLC have filed a petition to annex to the City of Salida a certain unincorporated tract of land comprised of 2.01 acres at 6906 Vandaveer Ranch Road in the County of Chaffee. The petition for annexation and legal description of the land sought to be annexed is identified in Resolution 2019-46. The City Council by Resolution 2019-46 scheduled a hearing upon said petition for the 5th day of November, 2019. The hearing will be held in the Salida City Council Chambers, 448 East First Street, Salida, Colorado at the hour of 6 p.m. The purpose of the hearing will be to determine whether or not the area proposed to be annexed meets the applicable requirements of Section 30 of Article II of the State Constitution and Sections C.R.S. 31-12-104 and 31-12-105, as amended, and is considered eligible for annexation. All interested persons are invited to attend the public hearing and give comment if they so desire.

**CITY OF SALIDA, COLORADO
RESOLUTION NO. 46
SERIES OF 2019**

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SALIDA, COLORADO, FINDING THE 6906 VANDAVEER ROAD ANNEXATION PETITION TO BE IN SUBSTANTIAL COMPLIANCE WITH STATE STATUTES AND SETTING A PUBLIC HEARING ON SAID PETITION.

WHEREAS, in August 2019, representatives of 6906 LLC filed a General Development Application (the "Petition") to commence proceedings to annex to the City of Salida (the "City") a certain unincorporated tract of land comprised of 2 acres located at 6906 Vandaveer Road in the County of Chaffee, State of Colorado (the "Property"), and being more particularly described on Exhibit A, attached hereto and incorporated herein by reference; and

WHEREAS, after review of the annexation Petition and map, the City planning staff advised the City Council that the Petition and map are in substantial compliance with the state statutes, as required by C.R.S. § 31-12-101 *et seq.*; and

WHEREAS, the Petition alleges as follows:

1. It is desirable and necessary that the territory described above be annexed to the City of Salida, Colorado.
2. The requirements of C.R.S. § 31-12-104, as amended, exist or have been met, including without limitation the following:
 - a. Not less than 1/6th of the perimeter of the area proposed to be annexed is contiguous with the City of Salida, Colorado.
 - b. A community of interest exists between the area proposed to be annexed and the City of Salida, Colorado.
 - c. The area proposed to be annexed is urban or will be urbanized in the near future.
 - d. The area proposed to be annexed is integrated with or is capable of being integrated with the City of Salida, Colorado.
3. The requirements of C.R.S. § 31-12-105, as amended, exist or have been met, including without limitation the following:
 - a. In establishing the boundaries of the area proposed to be annexed, no land held in identical ownership, whether consisting of one tract or parcel of real estate or two or more contiguous tracts or parcels of real estate:
 - i. has been divided into separate parts or parcels without the written consent of the landowner or landowners thereof.
 - ii. comprising twenty (20) acres or more (which together with buildings and improvements situated thereon having a valuation for assessment in excess of \$200,000.00 for ad valorem tax purposes for the year preceding the proposed annexation), has been included without the written consent of the landowners.
 - b. No annexation proceedings have been commenced for the annexation to a municipality other than the City of Salida, Colorado, of all or part of the territory proposed to be annexed.
 - c. The annexation proposed in the Petition will not result in the detachment of area from any school district and the attachment of the same area to another school district.
 - d. The annexation proposed in the Petition will not have the effect of extending the municipal boundary of the City of Salida more than three (3) miles in any direction from any point on the current municipal boundary of the City in any one year; and

WHEREAS, the City finds that the Petition is in compliance with Salida Municipal Code (SMC) §§ 16-9-10 through 16-9-40; and

WHEREAS, the City has or will have in place a plan meeting the requirements of C.R.S. §31-12-105(e) prior to the effective date of the proposed annexation; and

WHEREAS, no election for annexation of the area proposed to be annexed to the City of Salida has been held in the preceding twelve (12) months; and

WHEREAS, the signers of the Petition are the owners of one hundred percent (100%) of the territory proposed to be annexed, exclusive of public streets and alleys; and

WHEREAS, the annexation to the City of Salida, Colorado of the area proposed to be annexed will not result in a change of county boundaries; and

WHEREAS, the names and mailing addresses of the signers of the Petition and date of signing are included in the Petition; and the legal descriptions of the land owned by Petitioner is attached to the Petition. No signature on the Petition is dated more than 180 days prior to the date of filing of the Petition for annexation with the City Clerk; and

WHEREAS, the Petition is accompanied by four (4) or more copies of an Annexation Map containing, among other things, the following information:

1. A written legal description of the boundaries of the area proposed to be annexed to the City of Salida, Colorado;
2. The boundary of the area proposed to be annexed to the City of Salida, Colorado;
3. Within the annexation boundary map, a showing of the location of each ownership tract in un-platted land and, if part or all of the area is platted, the boundaries and the plat numbers of plots or of lots and blocks; and
4. Next to the boundary of the area proposed to be annexed, a drawing of the contiguous boundary of the City of Salida, Colorado; and

WHEREAS, none of the area proposed to be annexed to the City of Salida, Colorado, is presently a part of any incorporated city, city and county, or town, and is not contiguous to any other incorporated city, city and county, or town; and

WHEREAS, it appears that the Petition filed as aforesaid is in substantial compliance with the requirements of the Municipal Annexation Act of 1965, C.R.S. § 31-12-107(1), as amended.

NOW THEREFORE BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SALIDA THAT:

1. The City incorporates the foregoing recitals as findings by the City Council.
2. The Petition is in substantial compliance with the requirements of the Municipal Annexation Act of 1965, C.R.S. § 31-12-107(1), as amended.
3. The City Council of the City of Salida, Colorado, will hold a hearing upon the Petition for the purpose of determining and finding whether the area proposed to be annexed meets the applicable requirements of C.R.S. § 31-12-104, § 31-12-105, and SMC §§ 16-9-10 through 16-9-40, all as amended, and is considered eligible for annexation. The hearing shall be held on November 5, 2019, commencing at the hour of 6 p.m. in the City Council Chambers, 448 East First Street, Salida, Colorado.
4. Any person may appear at such hearing and present evidence upon any matter to be determined by the City Council of the City of Salida, Colorado.

RESOLVED, APPROVED AND ADOPTED this 17th day of September, 2019.

CITY OF SALIDA, COLORADO

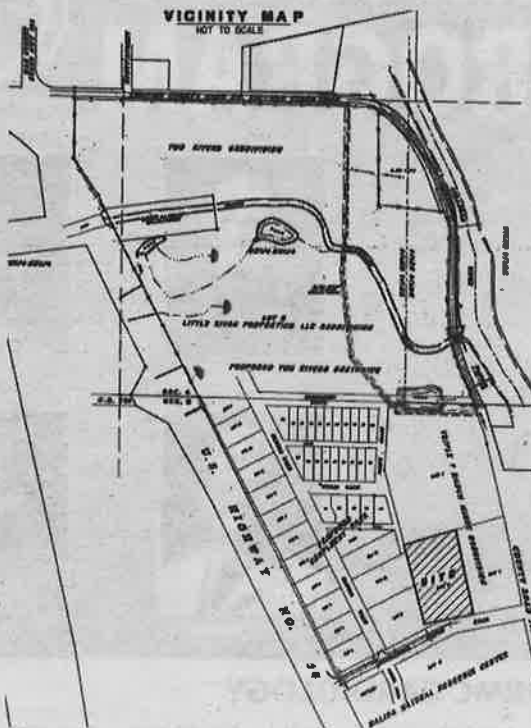
P.T. Wood, Mayor

[SEAL]
ATTEST:

City Clerk/Deputy City Clerk

EXHIBIT A

Lot 2 of Triple T Ranch Minor Subdivision per Plat recorded November 30, 2015 at Reception No. 423912 in the Office of the Chaffee County Recorder, Chaffee County, Colorado; also known by street address as 6906 Vandaveer Ranch Road, Salida, CO 81201 and assessor's schedule or parcel no.: 380709100071.





REQUEST FOR CITY COUNCIL ACTION

Meeting Date: November 5, 2019

AGENDA ITEM NO. 5.h.	ORIGINATING DEPARTMENT: Community Development	PRESENTED BY: Glen Van Nimwegen
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ITEM:

Ordinance 2019-16 – First Reading and Setting a Public Hearing on the Proposed Rezoning of 2.0 Acres at 6906 Vandaveer Ranch Road to Manufactured Housing Residential District (R-4).

BACKGROUND:

The requested actions for 6906 Vandaveer Ranch Road and the proposed timelines are as follows

Proposed Action	Planning Commission Recommendation	City Council First Reading	City Council Final Action
Annexation Ordinance 2019-15	10-28-2019	11-05-2019	11-19-2019
Annexation Agreement Resolution 2019-59	10-28-2019		11-19-2019
Zoning Ordinance 2019-16	10-28-2019	11-05-2019	11-19-2019
Development Plan Resolution 2019-60	10-28-2019		11-19-2019



Applicants: 6906 LLC as represented by Joe Deluca of Crabtree Group, Inc.



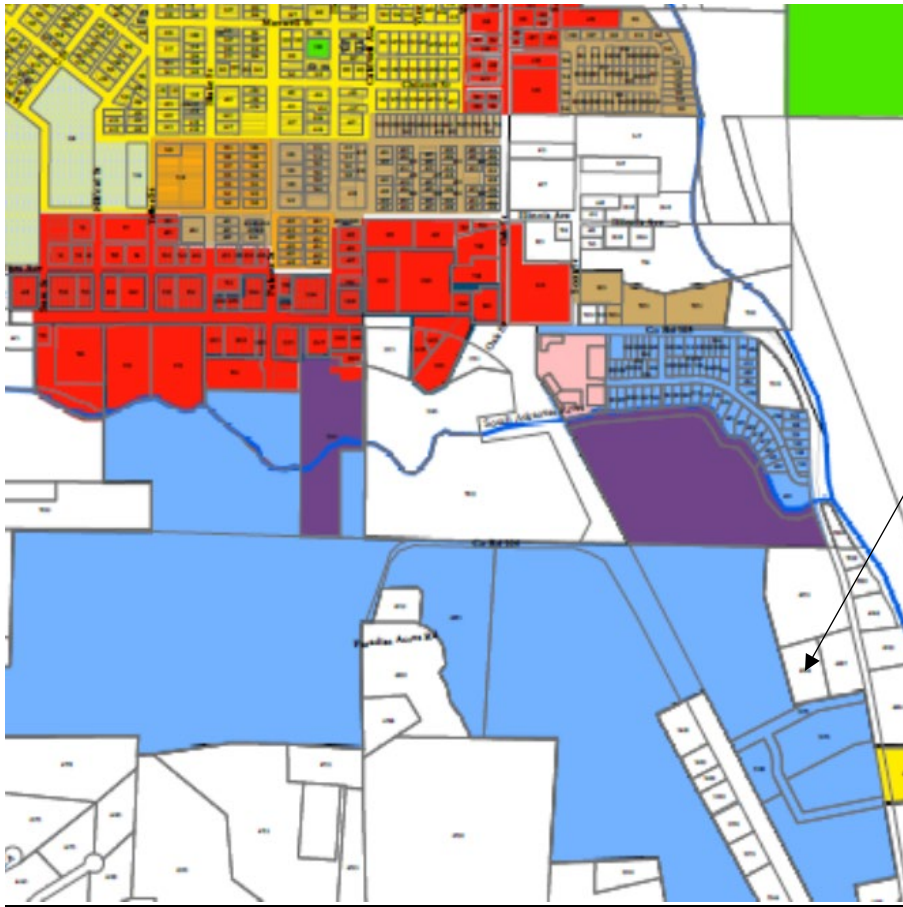
REQUEST FOR CITY COUNCIL ACTION

Meeting Date: November 5, 2019

AGENDA ITEM NO. 5.h.	ORIGINATING DEPARTMENT: Community Development	PRESENTED BY: Glen Van Nimwegen
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Surrounding Land Use and Zoning: The site is currently zoned RES (Residential Zone District) in Chaffee County. The properties to the north and east remain in Chaffee County and are also zoned RES. The uses on these parcels are low density residential with some agricultural uses. The properties to the west and south are part of the Vandaveer Ranch Planned Development (VPA 4 and 5). Details of the Planned Development are described below.

The southern property is home to the US Forest Natural Resource Center for the Pike and San Isbell National Forests. The building is 15,538 square feet on the 3.85 acre site.



6906 LLC Annexation, Zoning and Development Plan

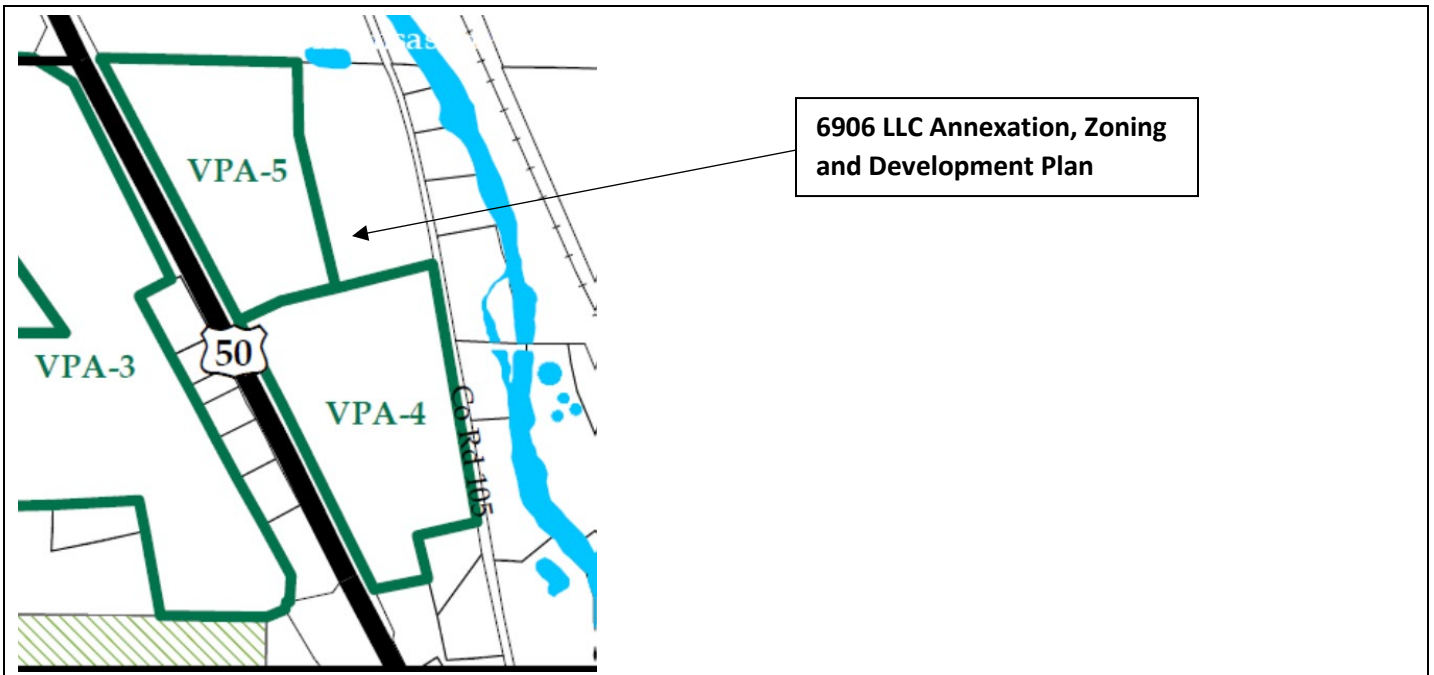
Vandaveer Ranch Planned Development: The Vandaveer Ranch Planned Development was amended on October 18, 2011 for the proposed Pinto Barn development on parcel VPA-5. A conceptual meeting was held with the Planning Commission and City Council for changes to this portion of the PD on April 15, 2019. The proposed project is called Confluent Park, but has not progressed past the conceptual stage.



REQUEST FOR CITY COUNCIL ACTION

Meeting Date: November 5, 2019

AGENDA ITEM NO. 5.h.	ORIGINATING DEPARTMENT: Community Development	PRESENTED BY: Glen Van Nimwegen
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The Planned Development has a unique zoning district applied to VPA 4 and 5 described as Mixed Use Village. The table below describes what can be built within these parcels.

Planning Area Entitlements Chart

Planning Areas	Zoning	Gross Area	Dwelling Units and commercial lodging units *	Non-residential** Development Square Footage
PROPOSED DEVELOPMENT	Corresponding Zone district	(Acres)	(up to and including)	(up to and including)
VPA-1	Vandaveer Neighborhood	63.4	400	25,000
VPA-2	Transitional Residential	15.6	130	30,000
VPA-3	Mixed Use Village	44.1	180 [includes commercial lodging units]	300,000
VPA-4	Mixed Use Village	21.7	125 [includes commercial lodging units] plus	100,000
VPA-5	Mixed Use Village-Pinto Barn	~15	25,000 square feet for residential uses ***	150,000
VPA-7	Open Space/Parks	18.0	0	2,500
VPA-8	Open Space/Parks	11.7	0	2,000
VPA-9	Open Space/Parks	2.1	0	500
Total		191.6	950 units	610,000

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

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



REQUEST FOR CITY COUNCIL ACTION

Meeting Date: November 5, 2019

AGENDA ITEM NO.	ORIGINATING DEPARTMENT:	PRESENTED BY:
5.h.	Community Development	Glen Van Nimwegen

ZONING:

The applicant is requesting R-4, Manufactured Housing Residential District zoning as it provides more options for development now and in the future; smaller lots; and shorter front and rear setbacks. Because their plan is to build an apartment project now, they are offering to restrict, whether on the current site plan, zoning or annexation agreement, "...mobile homes, mobile home parks and RV parks..." These allowed uses in the R-4 district is the principal difference between R-3 and R-4 districts. The other significant difference is the front and rear yards in the R-4 district are 15 feet versus 20 feet in the R-3 district.

The purpose of the R-4 district according to the Land Use and Development Code clearly states:

"The purpose of the Manufactured Housing Residential (R-4) zone district is to provide for relatively high density manufactured housing, mobile home residences and mobile home parks. Complementary land uses may also include such supporting land uses as parks, schools, churches, home occupations or day care, amongst other uses."

Therefore staff is recommending the zoning be R-3 to match what the applicant is proposing today. It will require a minor adjustment to one unit for the 20 foot rear yard setback.

The review standards for a rezoning include:

1. Consistency with the Comprehensive Plan: The Comprehensive Plan includes the goals that new projects should complement the neighborhood's mass and scale; be focused within the Municipal Services Area (MSA) and be developed at maximum densities to make the best use of available infrastructure. This parcel is within the MSA, but currently there is not any development in the area of this intensity. However, the Vandaveer Ranch PD contemplates much more intense uses, as well as jobs south of Vandaveer Ranch Road. The proposed rental housing project, though not proposed at the maximum allowed density, would support the contemplated retail, hotel and industrial land uses east of Highway 50.
2. Consistency with the Purpose of the Zone District: The proposed development is not consistent with the purpose of the R-4 zone district as stated above. Staff believes the R-3 district is a better fit which is to provide "...relatively high density duplex and multi-family residential areas, including primarily triplex, townhouse and apartment uses."
3. Compatibility with Surrounding Zone District and Uses: Today the site appears rather isolated. However as stated above more intense uses are planned. The US Forest Service facility located directly to the south is an indicator of what is to come. The apartment development will complement the future uses.
4. Changed Conditions or Errors: The proposed zoning is occurring because of the requirement to rezone the property when annexed to the City in accordance with Section 16-4-50 of the Land Use and Development Code. With the addition of infrastructure including Vandaveer Ranch Road, sewer and water mains, and the Vandaveer Planned Development, the conditions in the area will change.



REQUEST FOR CITY COUNCIL ACTION

Meeting Date: November 5, 2019

AGENDA ITEM NO. 5.h.	ORIGINATING DEPARTMENT: Community Development	PRESENTED BY: Glen Van Nimwegen
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The staff and Planning Commission are recommending a number of conditions that will be implemented through the subsequent annexation agreement and development plan. Those conditions will be before the Council on November 19, 2019. Below is a brief synopsis of what is being asked for and when.

Recommended Conditions and Decisions	Annexation Agreement	Zoning	Development Plan
Inclusionary Housing	❖		
Architectural Standards	❖		
Amount of Open Space	❖		
School Impact Mitigation	❖		
System Development Fees	❖		
Connectivity	❖		
R-3 or R-4?		❖	
Parking Buffer of 3 feet			❖
Landscaped Entry Islands in Parking			❖
Increase Rear Yard			❖
Storm Water and Grading Plan			❖
Construct 5 foot Sidewalk			❖

RESPONSE FROM REFERRAL DEPARTMENTS AND AGENCIES:

- Salida Fire Department: Kathy Rohrich, Fire Inspector, responded “The Fire Department has no concerns at this time.”
- Chaffee County Development Services Department: No response.
- Salida Public Works Department: Public Works Director David Lady has requested a drainage report be submitted for approval prior to issuing a building permit. All public improvements (sidewalk on Vandaveer Ranch Road) to be designed and installed according to city specifications.
- Parks and Recreation Department: Diesel Post, Director recommends a fee-in-lieu be provided if the amount of open space is inadequate.
- Salida School District: Superintendent David Blackburn’s initial statement on the project was “In reviewing the recent notice (Resolution #49) sent to the school district regarding the Triple T Ranch (6906 Vandaveer Ranch Road) development the schools would like to discuss land impacts with the developer. Until we have been able to work with the planners and developer on this issue we will not consider fees in lieu of land dedication”. He did meet with the landowners and issued an update on 10-24-2019 stating he was encouraged to see a workforce housing project (attached).
- Salida Police Department: Chief Russ Johnson recommends low level lighting in the parking area and the units be numbered according to standards. This will be addressed with the Development Plan.



REQUEST FOR CITY COUNCIL ACTION

Meeting Date: November 5, 2019

AGENDA ITEM NO. 5.h.	ORIGINATING DEPARTMENT: Community Development	PRESENTED BY: Glen Van Nimwegen
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STAFF RECOMMENDATION:

Staff recommends the proposed zoning be approved to R-3, High Density Residential District.

PLANNING COMMISSION RECOMMENDATION:

The Planning Commission held a public hearing on October 28, 2019 and made the recommendation to approve the rezoning of the property to R-3, High Density Residential District.

SUGGESTED MOTIONS:

A Council person should make a motion to “approve Ordinance 2019-16 on first reading to zone the subject property R-3, High Density Residential and setting a public hearing for November 19, 2019.”

Attachments

Ordinance 2019-16

Applicant Submittal

CITY OF SALIDA, COLORADO
ORDINANCE NO. 16
(Series of 2019)

AN ORDINANCE OF THE CITY OF SALIDA, COLORADO, ZONING CERTAIN REAL PROPERTY KNOWN AS THE 6906 VANDAVEER RANCH ROAD ANNEXATION AS HIGH DENSITY RESIDENTIAL (R-3) ZONE DISTRICT

WHEREAS, August 12, 2019, 6906 LLC (“Petitioners”), filed a General Development Application to commence proceedings to annex to the City of Salida (the “City”) a certain unincorporated tract of land comprised of 2.0 acres located at 6906 Vandaveer Ranch Road, Salida, County of Chaffee, State of Colorado (the “Property”), and being more particularly described on Exhibit A, attached hereto and incorporated herein by this reference; and

WHEREAS, by Ordinance No. 15, Series of 2019 the City of Salida annexed the 6906 Vandaveer Ranch Road Annexation to the City; and

WHEREAS, Petitioner has filed an application to zone the Property within the Manufactured Housing Residential District (R-4), and on October 28, 2019 the City of Salida Planning Commission considered the zoning application for the Property and recommended that the City Council zone it as High Density Residential District (R-3); and

WHEREAS, as required by the Salida Municipal Code, the public hearing on the zoning application for the 6906 Vandaveer Ranch Road Annexation was held on November 19, 2019 at a regularly scheduled meeting of the Salida City Council.

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

1. The aforementioned recitals are hereby fully incorporated herein.
2. The Property described on Exhibit A is hereby zoned High Density Residential (R-3).
3. Promptly following adoption of this Ordinance, the City Administrator shall cause the terms of this Ordinance to be incorporated into the Official Zoning Map of the City pursuant to Section 16-4-210 of the Salida Municipal Code. The signed original copy of the Zoning Map shall be filed with the City Clerk. The Clerk shall also record a certified copy of this Ordinance with the Chaffee County Clerk and Recorder. The City staff is further directed to comply with all provisions of the Salida Land Use Regulations, SMC §16-1-10, *et seq.*, to implement the provisions of this Ordinance.

INTRODUCED ON FIRST READING, on November 5, 2019, ADOPTED and ORDERED PUBLISHED IN FULL in a newspaper of general circulation in the City of Salida by the City Council on the ____ day of _____, 2019 and set for second reading and public hearing on the 19th day of February, 2019.

INTRODUCED ON SECOND READING, FINALLY ADOPTED and ORDERED PUBLISHED IN FULL, by the City Council on the 19th day of November, 2019.

CITY OF SALIDA, COLORADO

P.T. Wood, Mayor

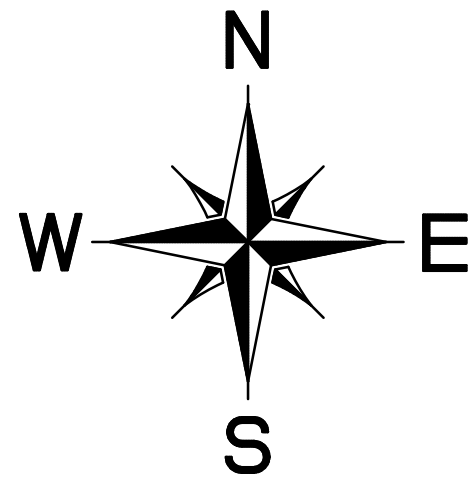
[SEAL]

ATTEST:

City Clerk/Deputy Clerk

PUBLISHED IN FULL in the Mountain Mail after First Reading on the ____ day of _____, 2019, and BY TITLE ONLY, after final adoption on the ____ day of _____, 2019.

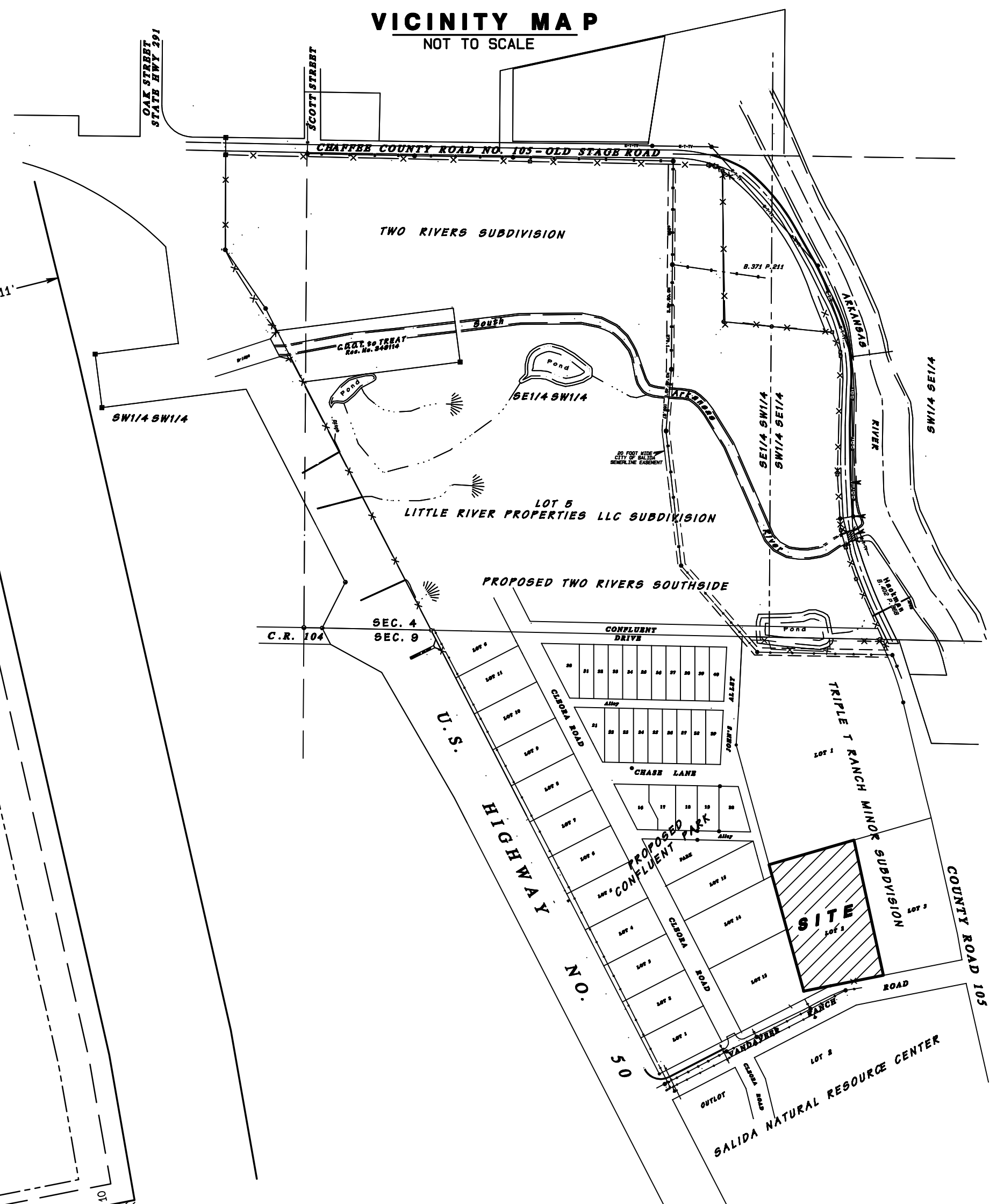
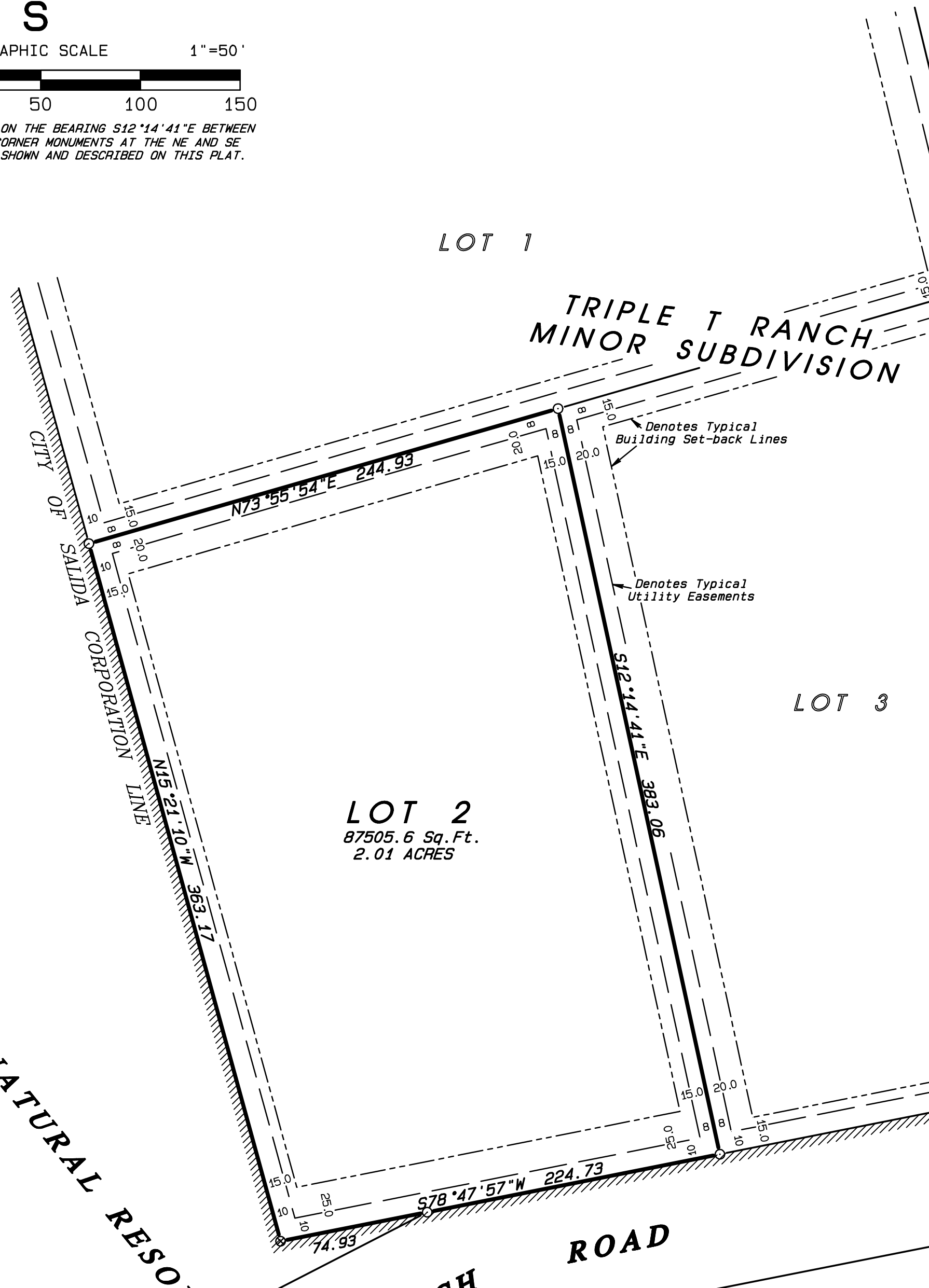
City Clerk/Deputy City Clerk



6906 LLC ANNEXATION PLAT
FOR
LOT 2, TRIPLE T RANCH MINOR SUBDIVISION
CHAFFEE COUNTY, COLORADO

EXHIBIT A

DIRECTIONS ARE BASED ON THE BEARING S12°14'41"E BETWEEN RECOVERED REBAR LOT CORNER MONUMENTS AT THE NE AND SE CORNERS OF LOT 2, AS SHOWN AND DESCRIBED ON THIS PLAT.



ANNEXATION BOUNDARY SUMMARY:
PERIMETER OF LAND TO BE ANNEXED 1215.89 feet.
ADJOINING PRESENT CORPORATION LINE 587.90 feet
REQUIRED ADJOINING 1/6TH 202.65 feet

LEGEND:
○ DENOTES A RECOVERED 5/8" REBAR WITH A 1 1/2" ALUMINUM CAP STAMPED "LANDMARK LS 37837"
○ DENOTES A RECOVERED 5/8" REBAR WITH A 1 1/2" ALUMINUM CAP STAMPED "LS 16117", BENT.

LAND SURVEYOR'S CERTIFICATE:
I, MICHAEL K. HENDERSON, A REGISTERED PROFESSIONAL LAND SURVEYOR IN THE STATE OF COLORADO, DO HEREBY CERTIFY THAT THE SURVEY REPRESENTED BY THIS PLAT WAS PERFORMED UNDER MY DIRECT SUPERVISION AND THE MONUMENTS SHOWN HEREON WERE RECOVERED AS INDICATED, AND THIS PLAT ACCURATELY REPRESENTS THE RESULTS OF SAID SURVEY TO THE BEST OF MY KNOWLEDGE. I FURTHER CERTIFY THAT AT LEAST ONE-SIXTH OF THE PERIMETER BOUNDARIES OF THE TRACT TO BE ANNEXED ARE ADJACENT TO THE PRESENT CITY OF SALIDA CORPORATION LINE. DATED THIS _____ DAY OF _____, 2019.

GENERAL LAND SURVEYOR'S NOTES:
1) PROPERTY DESCRIPTION AND RECORD EASEMENT RESEARCH BASED ON FIRST AMERICAN TITLE INSURANCE COMPANY COMMITMENT NO. 19-08441 ISSUED BY CENTRAL COLORADO TITLE & ESCROW, EFFECTIVE MARCH 8, 2019.
2) DEED LINES ARE BASED ON AFOREMENTIONED PROPERTY DESCRIPTION AND ON THE FILED PLAT OF TRIPLE T RANCH MINOR SUBDIVISION, CHAFFEE COUNTY, COLORADO.
3) THE LOT IS SUBJECT TO THE PUBLIC UTILITY EASEMENTS DEDICATED ON THE PLAT OF TRIPLE T RANCH MINOR SUBDIVISION, THE LOCATIONS OF WHICH ARE SHOWN HEREON.
4) THE PROPERTY IS SUBJECT TO THE PRE-ANNEXATION AGREEMENT RECORDED AT RECEPTION NO. 425861 OF THE CHAFFEE COUNTY RECORDS.

MICHAEL K. HENDERSON
REG. L. S. NO. 16117
STATE OF COLORADO

6909 LLC ANNEXATION TO THE CITY OF SALIDA CERTIFICATION:
WHEREAS THE CITY COUNCIL OF THE CITY OF SALIDA, COLORADO HAS BEEN PRESENTED WITH AN APPLICATION TO ANNEX THE TERRITORY DESCRIBED HEREIN BY 6906 LLC, A COLORADO LIMITED LIABILITY COMPANY, THE OWNER OF 100% OF THE AREA TO BE ANNEXED;
AND
WHEREAS, THE CITY COUNCIL BY RESOLUTION ADOPTED _____, 2019, DETERMINED THAT THE ANNEXATION APPLICATION SUBSTANTIALLY COMPLIED WITH THE REQUIREMENTS OF SECTION 38-12-107(1), C.R.S.; AND
WHEREAS, AFTER PUBLISHED NOTICE AND PUBLIC HEARINGS ON _____, 2019, AS REQUIRED BY SECTION 31-12-108, C.R.S., THE CITY COUNCIL ADOPTED RESOLUTION NUMBER _____ (SERIES OF 2019), DETERMINING THAT THE ANNEXATION SATISFIED THE REQUIREMENTS OF SECTION 31-12-104 AND 105, C.R.S., AND THAT AN ANNEXATION ELECTION WAS NOT REQUIRED;
AND
WHEREAS, ON _____, 2019, THE CITY COUNCIL ADOPTED ORDINANCE NUMBER _____ (SERIES OF 2019), APPROVING AND ANNEXING THE 6906 LLC ANNEXATION TO THE CITY OF SALIDA.
NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SALIDA, COLORADO DOES HEREBY APPROVE AND ACCEPT THE 6906 LLC ANNEXATION DESCRIBED HEREIN; TO WIT, THE TERRITORY COMPRISING 2.01 ACRES, AND BEING DESCRIBED AS FOLLOWS:
Lot 2, Triple T Ranch Minor Subdivision per Plat recorded November 30, 2015 as Reception No. 423412 Chaffee County, Colorado.

CITY OF SALIDA APPROVAL:
APPROVED THIS _____ DAY OF _____, 2019.

BY: _____
MAYOR OF THE CITY OF SALIDA

ATTEST: _____
CITY CLERK

OWNERS:
6906 LLC, a Colorado Limited Liability Company
834 Crestone Avenue
Salida, CO 81201

OWNERS CERTIFICATE:
THIS IS TO CERTIFY THAT 6906 LLC, A COLORADO LIMITED LIABILITY COMPANY, BEING THE OWNER OF 100% OF THE PROPERTY DESCRIBED AND SHOWN HEREON DESIRES AND APPROVES THE ANNEXATION OF SAID PROPERTY TO THE CITY OF SALIDA.
6906 LLC, A COLORADO LIMITED LIABILITY COMPANY

JOE JUDD, MEMBER
STATE OF COLORADO } 66
COUNTY OF CHAFFEE }
THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME ON THIS _____ DAY OF _____, 2019,
BY JOE JUDD AND PAIGE JUDD, WHOSE NAMES ARE SUBSCRIBED ABOVE.
WITNESS MY HAND AND OFFICIAL SEAL
MY COMMISSION EXPIRES _____

NOTARY PUBLIC: _____
ADDRESS: _____

SALIDA PLANNING COMMISSION APPROVAL:
THIS ANNEXATION PLAT IS HEREBY APPROVED ON THIS _____ DAY OF _____, 2019, BY THE CITY OF SALIDA PLANNING COMMISSION.

CHAIRMAN OF PLANNING COMMISSION _____ ATTEST: CITY CLERK OF THE CITY OF SALIDA

CITY OF SALIDA CLERK'S CERTIFICATE:
I HEREBY CERTIFY THAT THIS EXECUTED ANNEXATION MAP, ALONG WITH THE ORIGINAL ANNEXATION ORDINANCE FOR THE 6906 LLC ANNEXATION WAS ACCEPTED FOR FILING IN MY OFFICE ON THE _____ DAY OF _____, 2019.

CITY CLERK _____

CHAFFEE COUNTY CLERK & RECORDER'S CERTIFICATE:
I HEREBY CERTIFY THAT A CERTIFIED COPY OF THIS ANNEXATION MAP AND A CERTIFIED COPY OF THE ANNEXATION ORDINANCE FOR THE 6906 LLC ANNEXATION TO THE CITY OF SALIDA, CHAFFEE COUNTY, COLORADO, WERE ACCEPTED AND FILED IN MY OFFICE ON THIS _____ DAY OF _____, 2019, UNDER RECEPTION NUMBER(S) _____.

CHAFFEE COUNTY CLERK AND RECORDER _____

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

6906 LLC ANNEXATION PLAT FOR LOT 2, TRIPLE T RANCH MINOR SUBDIVISION CHAFFEE COUNTY, COLORADO	
Job Number: J-19-057 DESIGNED: B.S.H. DRAWN BY: TMO GADD M.K.H. CHECKED: F16, BOOK: S320 P.20	HENDERSON LAND SURVEYING CO., INC. 203 G STREET SALIDA, COLORADO DATE: 5/20/19 DRAWING NO. L-19-26

AUGUST 12, 2019

A large, stylized graphic in the center of the page. It features a light green leaf shape on top and a light blue water drop shape on the bottom, both with white outlines and a slight gradient. The text is centered over this graphic.

6906 VANDAVEER RANCH ROAD
ANNEXATION & ZONING & SITE PLAN APPLICATION



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1 LETTER OF INTENT

6906 LLC, owner of the subject property described as Lot 2 of the Triple T Ranch Minor Subdivision, County Parcel No. R380709100071 is requesting annexation into the City of Salida. The subject parcel has contiguous boundaries on its west and south boundaries. City services have been extended on Vandaveer Ranch Road along the boundary frontage of the subject property. The annexation of this property is a natural and logical extension of the municipal boundary. The properties to the west and south are part of the Vandaveer Ranch Planned Development which includes mixed use, multi-family and densities, like the R4 proposed zoning.

The intent is to develop the subject property as a rental pocket neighborhood to provide additional rental housing for the community and to meet the inclusionary housing requirement with deed restricted the number of required units instead of a fee in lieu. The shortage of rental housing in the southern half of Chaffee County and in the City of Salida is well documented and has been the subject of multiple Planning and Zoning Commission and City Council Meetings.

The annexation of this parcel with the proper zoning provides an opportunity to increase the availability of affordable and workforce housing with a very low environmental and cost impact due to its proximity and access to water, sewer, dry utilities and public streets. The pocket neighborhood will not require the addition of water mains, sewer mains or public streets.

To achieve affordable and workforce housing the optimum zoning is the zone that in the long term is most likely to meet community goals. It is important not to focus on the near-term development proposal, the best zoning should be chosen for the long-term goals of the community. The R4 zone also provides some other advantages to achieving community goals:

- Standard R4 Lot sizes are smaller 4,000 s.f. versus 5,625 for R3, which is also the same as R2.
- Inclusionary R4 Lot sizes are smaller 3,600 s.f. versus 5,063 s.f. in R3 or 3,750 for 15% of the housing in R3.
- Rear and Front line set backs are 5 foot less in R4 than in R3 allowing for a more compact neighborhood.
- Plat notes and the annexation agreement can restrict R4 entitled uses that are not considered appropriate for the long-term community goals such as an RV Park or Trailer Park.

The propose zoning is R4 which is the most suited for the development of affordable and workforce housing in the current land use code. This zone was chosen for the reasons discussed above. The applicant is willing to place plat restrictions for mobile homes, mobile home parks and RV parks that are entitled in this zone to eliminate concerns regarding uses that may not be considered applicable in this neighborhood. While the intent is to construct site-built homes, the construction environment could change making manufactured housing the preferred approach to meeting workforce and affordable housing goals.

The applicant is requesting a concurrent application and review for the proposed pocket neighborhood site plan, which is also included in this application.

2 GENERAL DEVELOPMENT APPLICATION



GENERAL DEVELOPMENT APPLICATION

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

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

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

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

A. Applicant Information

Name of Applicant: 6906 LLC
Mailing Address: 834 Crestone Avenue, Salida, CO 81201
Telephone Number: 719-539-8116 FAX:
Email Address: juddfinehomes@gmail.com
Power of Attorney/ Authorized Representative:

B. Site Data

Name of Development: 6906 Neighborhood
Street Address: 6906 Vandaveer Ranch Road, Salida, CO 81201
Legal Description: Lot Block Subdivision (attach description)
Disclosure of Ownership: List all owners' names, mortgages, liens, easements, judgments, contracts and agreements that run with the land.

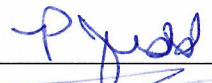
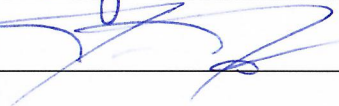
I certify that I have read the application form and that the information and exhibits herewith submitted are true and correct to the best of my knowledge.

Signature of applicant/agent [Signature] Date 7/22/19
Signature of property owner [Signature] Date 7/22/19

3 ANNEXATION PETITION

ANNEXATION PETITION

This Section must be filled out if there are multiple properties/property owners petitioning annexation.

Signature of Petitioners Requesting Annexation to the City of Salida, Colorado	Date of Signature of Each Petitioner	Mailing Address of each Petitioner	Description of Property Included the Area Proposed for Annexation Owned by Each person Signing this Petition. (Attach separate sheet, if necessary)
	7/22/19	834 CRESTONE AVE SAL	Lot 2, Triple T Ranch Minor Subdivision Tract 1, Vandaveer Ranch Subdivision Exemption
	7/22/19	834 Crestone Ave. Salida	

ANNEXATION PETITION

CIRCULATOR'S AFFIDAVIT

STATE OF COLORADO)
) ss.
COUNTY OF CHAFFEE)

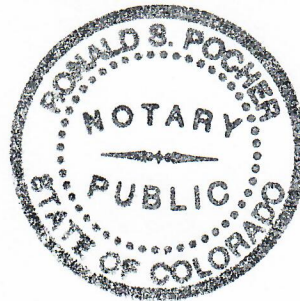
Joseph H. DeLuca

being first duly sworn, upon oath deposes and says that she/he was the circulator of the above and foregoing petition and that the signatures on said petition are the signatures of the persons whose names they purport to be.

Joseph H. DeLuca
Circulator

Subscribed and sworn to before me this 12th day of AUGUST, A. D. 2019.
Witness my hand and official seal. My commission expires: 10/11/2019.

Ronald S. Pocher
Notary Public



4 ANNEXATION PLAT

5 ANNEXATION & ZONING NARRATIVE

This application for Annexation meets the intent of the Comprehensive Plan and the Joint Planning Area and the Land Use Code.

- **Continuity:** The Annexation exceeds the required 1/6 continuity (16.6%). The perimeter of the property is 1215.89 feet, the continuity length with the current municipal boundary is 587.9 feet. which is 48.3% continuity.
- **Consider Costs and Benefits:** There are no additional costs to the City since the development does not require the addition of City streets, water mains or sewer mains. Since Salida Utilities are enterprise funds that are self-funded by tap fees and service fees, service does not add additional costs. The benefit is additional land for housing which is required if the City desires to expand the economy which produces sales tax revenue to the City. In the specific case of the proposed development of a rental community which will provide workforce and affordable housing and meet the inclusionary zoning standards with the required number of deed restricted units, this application is timely and critical for the overall community health and welfare. The applicant has a proven track record for development of rental housing having produced and managed 38 workforce housing units in recent years.
- **Providing Public Facilities and Services:** The City has adequate water supply and wastewater capacity to serve the annexation. Electrical service is available on the boundary of the subject annexation. A public street fronts the annexation with water and sewer on the frontage of the subject property. The developer has completed two similar rental site projects within the past 5 years within the City successfully providing an additional 38 rental units for the community.
- **Provide for Orderly Development of the City:** The location of the annexation is a natural extension of the municipal boundary as an infill annexation that is within the Municipal Service Area. The adjoining properties within the municipal boundary have been zoned Planned Development for mixed use and residential. The proposed Pocket Neighborhood will provide an attractive and comfortable rental housing neighborhood.
- **Implement the Comprehensive Plan & Housing Strategic Plan**
 - **Comprehensive Plan 2013 Statement:** Annexation allows the city an opportunity to expand its borders, address deficiencies in available space for industrial, commercial or residential lands and may create financial opportunities for the city. Such opportunities need to be studied carefully including the fiscal impact so that the city is not subsidizing development by assuming the additional burden onto its facilities and services. *Since this development does not increase the miles of roads, water or sewer in the municipal area, it has little or no fiscal impact, while increasing the rental housing stock. Rental housing is needed to allow for economic growth due to the shortage of labor resources in the County.*

- Comprehensive Plan Diversity of Housing Section: The diversity of housing types drives the integrated feel of the neighborhoods in Salida and this quality is highly valued. With Ordinance 2008-33, the City Council adopted several changes to the Land Use code to allow for duplex and townhouse configurations as well as address affordable housing in new annexations and planned developments. These changes provide a regulatory mechanism to help ensure a variety of housing types are possible, and in some cases required, in neighborhoods. *There is a shortage of quality rental housing, the balance of higher density zones that allow for rental communities is out of balance with most of Salida zoned R2 and R1. R3 and R4 zones are in short supply with the capacity to expand housing. Pocket Neighborhoods are an effective and attractive method of infill for this specific property.*
- 2008 Housing Strategic Plan, Measure 10 Enact Codes that encourage affordable housing development.
- Consider allowing manufactured housing or modular housing in all residential zones. R4 zoning allows for Manufactured Housing. *To deny R4 zoning for the subject property would be ignoring this recommendation.*
- **Affordable housing is housing for the community's workforce and is directly linked to economic vitality and sustainability.** Affordable housing is synonymous with workforce housing. It is housing for people who earn their living in the community such as retail and service employees, mechanics, construction and trades workers, teachers, police/fire/EMS, health care service providers, and small business owners. These workers form the core of any sustainable economy and also contribute to community vitality and diversity. Many other Colorado and western mountain communities have found that high priced housing can displace local workers, resulting in unfilled jobs and high employee turnover, which negatively affects business conditions and customer experiences. Furthermore, new businesses considering a Chaffee County location will look for a stable workforce, and affordable housing is an important part of a stable workforce.
 - *There is clearly a recognition that there is a shortage of rental housing and that shortage has allowed rents to increase faster than the CPI in the last five years. An increase in supply not only reduces the shortage, it balances the supply demand curve which pressures pricing to stabilize or reduce monthly rental fees, basic economics.*
- **Housing For the Community:**
 - To provide housing for a diversity of moderate-income residents a minimum percentage of all new residential housing shall be constructed to standard definitions of affordable housing or suitable alternative provided. Twelve Percent (12%) of the new residential units shall be constructed to affordable housing standards targeting households at or below 80% AMI.
 - *The project will provide 12.5% of the total units as deed restricted units complying with the inclusionary zoning ordinance.*
 - *The project will provide non-deed restricted units into the rental inventory that will increase the supply of rental housing, which currently has a deficit supply which is causing rental rates to increase.*
 - *The applicants have demonstrated with two 19 -unit rental projects in the last five years that the private sector can supply rental housing at rental rates that meet workforce housing goals and are competitive with public funded projects if the appropriate zoning and site approvals are available.*

6 ZONING REQUEST

R4 Zoning is requested to optimize the potential for:

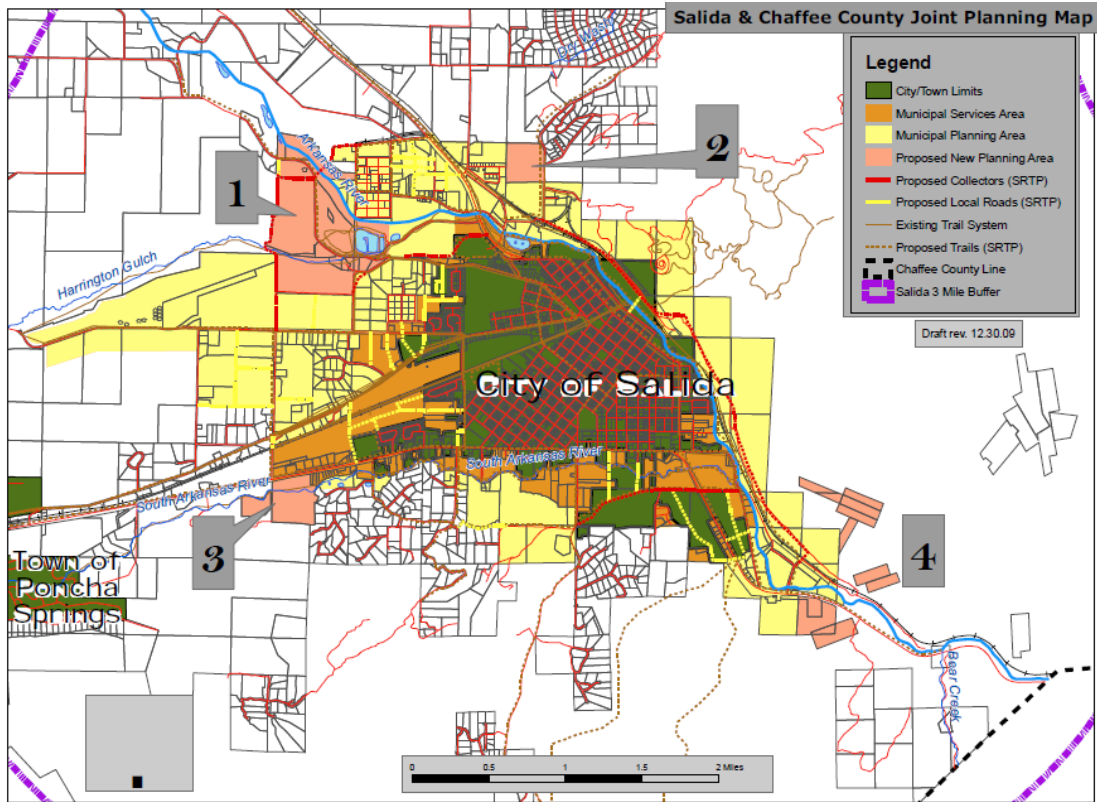
- Site optimization
- Maximizing the number of units
- Providing Maximum flexibility for vertical construction types which can reduce rental rates
- Comply with the recommendations of the 2008 Housing Strategy

There are three allowed uses in the R4 Zone that would be disallowed by a plat note on the site plan and potentially in the Annexation Agreement or the Zoning Resolution:

- Single Mobile Homes
- Mobile Home Parks
- Recreational Vehicle Parks

TABLE 16-D			
N = Not Permitted P = Permitted AC = Administrative Conditional Use C = Conditional Use AR = Administrative Review LR = Limited Impact Review MR = Major Impact Review	R-4	6906 SITE	Standards¹
Residential Uses			
Accessory buildings and structures.	P	P	
Multiple principal structures	LR	LR	Sec. 16-4- 190(b)
Accessory dwelling units	AR	AR	Sec. 16-4- 190(c)
Duplex dwelling units	P	P	
Residential (3 - 4 units)	AR	AR	
Residential (5 - 19 units)	AR	AR	
Residential (20 or more units)	MR	MR	
Single-family dwelling units	AR ³	AR	
Single Mobile Home	P	N ₃	
Medical marijuana cultivation—patient	P	P	Sec. 16-4- 190(j)
Medical marijuana cultivation—patient	N	N	Sec. 16-4- 190(j)
Mobile home parks	LR	N	Sec. 16-4- 190(d)
One or more dwelling units on the same site as a commercial or industrial use	N	AR	
Recreational vehicles – long term	AR	AR	Sec. 16-4-190
Recreational vehicle parks	LR	N	Sec. 16-4-190(e)
Rooming or boarding houses ²	LR ³	LR ³	

- The Annexation is in the Municipal Services Area of the Salida & Chaffee County Joint Planning Map.



- The Annexation fronts an existing City Street with existing water and sewer mains.

7 PUBLIC NOTICE LIST

Confluent Park Salida, LLC
130 W 2nd St Ste 1
Salida, CO 812012045

Suesse Ned
6953 County Road 105
Salida, CO 812019730

Triple T Ranch LLC The
C/O York Deborah
Po Box 1507
Salida, CO 812017507

Co I Sgf LLC
Attn: Herrin Kathleen
C/O Watterson Boyd Asset Management
LLC
1 N Wacker Dr Ste 4025
Chicago, IL 606062844

8 POCKET NEIGHBORHOOD SITE PLAN

8.1 OVERVIEW

6906, LLC is proposing a Rental Pocket Neighborhood under single ownership as a rental neighborhood property. ***A Pocket Neighborhood is a type of planned community that consists of a grouping of smaller residences, often around a courtyard or common green or garden, designed to promote a close-knit sense of community and neighborliness with an increased level of contact. Pocket neighborhoods provide a safer place for children to play and roam than traditional neighborhoods. Considerations involved in planning Pocket Neighborhoods include reducing or segregating parking and roadways, the use of common communal areas that promote social activities and homes with smaller square footage, built in close proximity to each other (greater density).***



Ross Chapin Neighborhood



Railroad Cottages



Salida Oak Street Neighborhood



Salida J Street Apartments

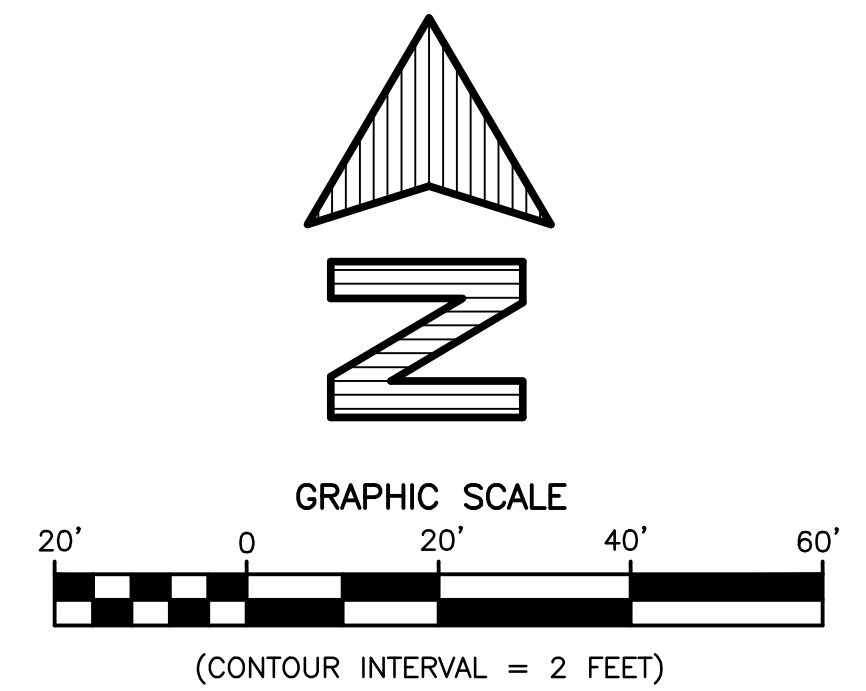
The project will create 32 rental units with 4 (12.5%) of the units meeting the inclusionary zoning ordinance by being deed restricted. The units will be one and two-bedroom cottage size homes. The most of the homes face a central green.

8.2 POCKET NEIGHBORHOOD SITE PLAN

6906 VANDAVEER RANCH RD

SKETCH PLAN

SALIDA, CO
AUGUST, 2019



BUILDING TYPES				
MARK	SIZE (LXW, FT)	SIZE (AREA, SF)	BEDROOMS	DWELLING UNITS PROVIDED
A	14X54	756	2	18
B	14X36	504	1	14

CODE REQUIREMENTS				
TYPE	QTY REQ	QTY PROVIDED	UNITS	CODE SECTION
LOT SIZE	4,000	87,505	SQ. FT.	TABLE 16-F
PARKING	32	43	SPACES	16-8-80 & 16-13-50
MAX DENSITY	41.7	32	UNITS	TABLE 16-F
MIN. LANDSCAPE AREA	26,267	>44,100	SQ. FT.	TABLE 16-F
TREES	32.8	33	TREES	TABLE 16-K
MAX. LOT COVERAGE UNCOVERED PARKING	<21,889	12,898	SQ. FT.	TABLE 16-F
AFFORDABLE UNITS	12.50%	4 (12.5%)	UNITS (%)	16-13-20(a) & 16-13-50
MARKET RATE UNITS		28 (87.5%)	UNITS (%)	

PREPARED BY:
CRABTREE GROUP INC.
ENGINEERING SMART GROWTH™

OWNER:
6906 LLC
834 CRESTONE AVE
SALIDA, CO 81201

SURVEYOR:
HENDERSON LAND SURVEYING
PO BOX 812
SALIDA, CO 81201
PH: (719) 539-6166
CONTACT: MIKE HENDERSON

6906 VANDAVEER RANCH RD - PRELIMINARY ENGINEERING PLANS

8.3 TABLE SUMMARY OF THE POCKET NEIGHBORHOOD

<i>BUILDING TYPES</i>				
<i>MARK</i>	<i>SIZE (LXW, FT)</i>	<i>SIZE (AREA, SF)</i>	<i>BEDROOMS</i>	<i>DWELLING UNITS PROVIDED</i>
<i>A</i>	<i>14X54</i>	<i>756</i>	<i>2</i>	<i>18</i>
<i>B</i>	<i>14X36</i>	<i>504</i>	<i>1</i>	<i>14</i>

<i>CODE REQUIREMENTS</i>				
<i>TYPE</i>	<i>QTY REQ</i>	<i>QTY PROVIDED</i>	<i>UNITS</i>	<i>CODE SECTION</i>
<i>LOT SIZE</i>	<i>4,000</i>	<i>87,505</i>	<i>SQ.FT</i>	<i>TABLE 16-F</i>
<i>PARKING</i>	<i>32</i>	<i>43</i>	<i>SPACES</i>	<i>16-8-80 & 16-13-50</i>
<i>MAX DENSITY</i>	<i>41.7</i>	<i>32</i>	<i>UNITS</i>	<i>TABLE 16-F</i>
<i>MIN. LANDSCAPE AREA</i>	<i>26,267</i>	<i>>44,100</i>	<i>SQ. FT.</i>	<i>TABLE 16-F</i>
<i>TREES</i>	<i>32.8</i>	<i>33</i>	<i>TREES</i>	<i>TABLE 16-K</i>
<i>MAX. LOT COVERAGE UNCOVERED PARKING</i>	<i><21,889</i>	<i>12,898</i>	<i>SQ. FT.</i>	<i>TABLE 16-F</i>
<i>AFFORDABLE UNITS</i>	<i>12.50%</i>	<i>4 (12.5%)</i>	<i>UNITS (%)</i>	<i>16-13-20(a) & 16-13-50</i>
<i>MARKET RATE UNITS</i>		<i>28 (87.5%)</i>	<i>UNITS (%)</i>	

8.4 DIMENSIONAL STANDARDS COMPLIANCE

TABLE 16-F		
Dimensional Standard	R-4	6906 SITE
Min. lot size (sq. ft.)	4,000 3,600 ⁶	87,556
Density (Lot s.f./Min. lot area per dwelling unit)	2,400 2,100 ⁶	2,919
Min lot size (sq. ft.) - attached units	2,400 2,160 ⁶	NA
Min. lot frontage	37' – 6" 25 ft ⁷	224' 8"
Min. lot frontage – attached units	15'	NA
Max. lot coverage: structures (additive coverage total for structures and uncovered parking cannot exceed 90% except in C-2)	45% 50% ⁶	23%
Max. lot coverage: uncovered	25%	15%
Min. landscape area	30%	30%
Min. setback from side lot line for a	5'	5'
Min. setback from side lot line for a	3'	3'
Min. setback from rear lot line: principal	15'	15'
Min. setback from rear lot line: accessory	5'	5'
Min. setback from front lot line ⁴	15'	15'
Max. building height for a primary bldg.	35'	35'
Max. building height for a detached	25'	25'

Notes:

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

CITY OF SALIDA, COLORADO
BUDGET TO ACTUAL COMPARISON
EIGHT MONTHS ENDING AUGUST 31, 2019



The purpose of this report is to show a very broad overview of how actual financial performance is tracking against budget goals year-to-date. The City’s general ledger has 9 distinct funds and just under 2,000 accounts utilized for recording financial data. This report shows total revenues and expenses to date by fund, and Fund Balances at a point in time. Budgets and annual audited financial reports are available online at <https://cityofsalida.com/library/financial-documents>. If you would like more detail of any area of interest, please contact Aimee.Tihonovich@CityofSalida.com. Staff remain optimistic that financial goals set in the 2019 budget will be met or exceeded.

Key Financial Performance Tracking as of August 31, 2019

<u>Fund</u>	<u>YTD Actual</u>	<u>YTD Budget</u>	<u>Annual Budget</u>	<u>Budget Variance</u>	<u>% Variance</u>
Revenues					
General Fund	\$ 5,175,583	\$ 4,713,722	\$ 7,070,583	\$ 461,861	7%
Water Fund	\$ 1,585,796	\$ 1,796,367	\$ 2,694,550	\$ (210,571)	-8%
Wastewater Fund	\$ 1,488,559	\$ 1,239,464	\$ 1,859,196	\$ 249,095	13%
Streets Fund	\$ 1,593,019	\$ 1,753,971	\$ 2,630,957	\$ (160,952)	-6%
All Other	\$ 1,133,950	\$ 1,213,190	\$ 1,819,785	\$ (79,240)	-4%

Expenses					
General Fund	\$ 4,980,876	\$ 5,154,237	\$ 7,731,356	\$ 173,361	2%
Water Fund	\$ 953,794	\$ 1,449,538	\$ 2,174,307	\$ 495,744	23%
Wastewater Fund	\$ 1,348,180	\$ 1,848,008	\$ 2,772,012	\$ 499,828	18%
Streets Fund	\$ 706,254	\$ 1,695,337	\$ 2,543,005	\$ 989,083	39%
All Other	\$ 1,353,369	\$ 2,289,545	\$ 3,434,318	\$ 936,176	27%

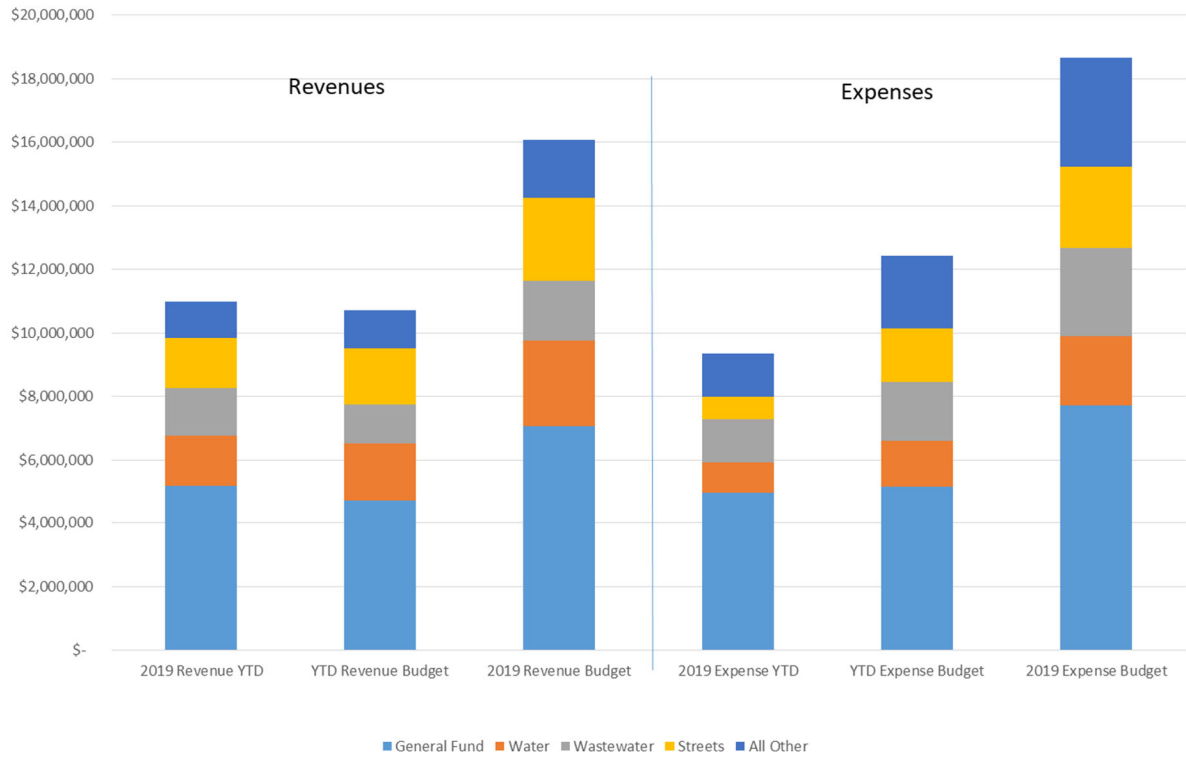
Revenue over (under) expense					
General Fund	\$ 194,707	\$ (440,515)	\$ (660,773)	\$ 635,222	
Water Fund	\$ 632,002	\$ 346,829	\$ 520,243	\$ 285,173	
Wastewater Fund	\$ 140,379	\$ (608,544)	\$ (912,816)	\$ 748,923	
Streets Fund	\$ 886,765	\$ 58,635	\$ 87,952	\$ 828,130	
All Other	\$ (219,419)	\$ (1,076,355)	\$ (1,614,533)	\$ 856,936	

Available Ending Fund Balance					
General Fund	\$ 5,430,060	\$ 4,794,839	\$ 4,574,581	\$ 635,221	
Water Fund	\$ 4,319,106	\$ 4,033,933	\$ 4,207,347	\$ 285,173	
Wastewater Fund	\$ 2,494,792	\$ 1,745,869	\$ 1,441,597	\$ 748,923	
Streets Fund	\$ (6,653)	\$ (834,783)	\$ (805,466)	\$ 828,130	
All Other	\$ 658,406	\$ (198,530)	\$ (736,708)	\$ 856,936	

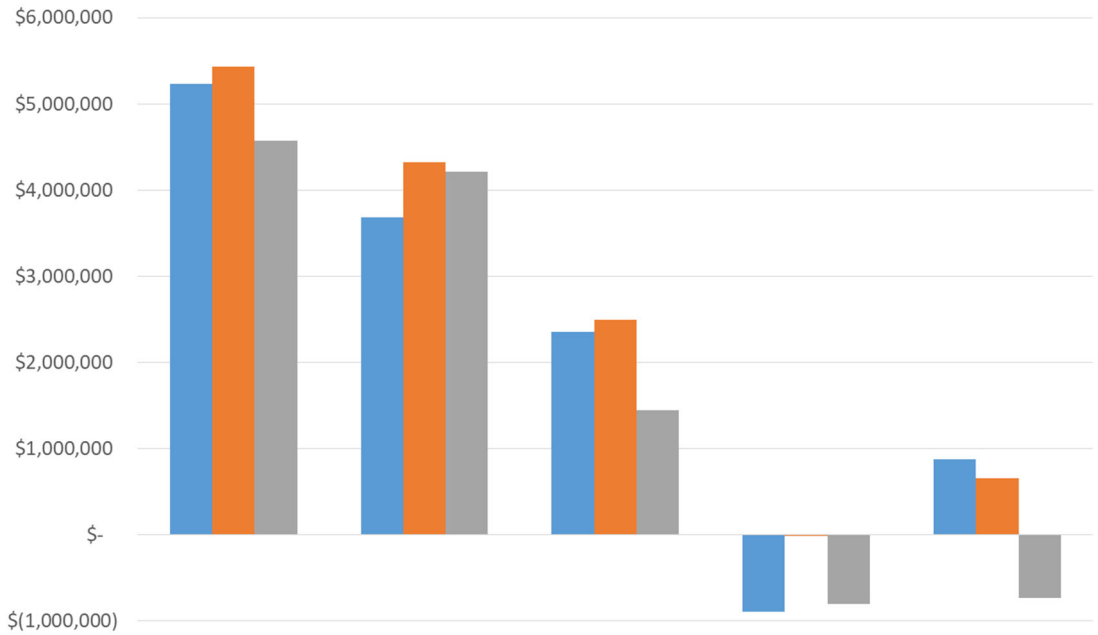
Note: Ending Fund Balance is calculated by taking beginning of year audited fund balance and adding the year to date revenue over or (under) expense. Audited available fund balances as of January 1, 2019 are as follows:

<i>General Fund</i>	<i>\$5,235,354</i>	<i>Streets Fund</i>	<i>(\$893,418)</i>
<i>Water Fund</i>	<i>\$3,687,104</i>	<i>All Other</i>	<i>\$877,825</i>
<i>Wastewater Fund</i>	<i>\$2,354,413</i>		

**Revenue & Expense Budget to Actual in Total all Funds
Eight Months Ending August 31, 2019**



Fund Balance 1/1/2019 compared to 8/31/2019 actual and budget



	General Fund	Water	Wastewater	Streets	All Other
■ Beginning Fund Balance	\$5,235,353	\$3,687,104	\$2,354,413	\$(893,418)	\$877,825
■ Ending Fund Balance	\$5,430,060	\$4,319,106	\$2,494,792	\$(6,653)	\$658,406
■ Budgeted Ending	\$4,574,581	\$4,207,347	\$1,441,597	\$(805,466)	\$(736,708)

CITY OF SALIDA, COLORADO
CITY SALES, COUNTY SALES, AND RETAIL MARIJUANA TAX REPORT
AUGUST 2019



The City of Salida Sales Tax, Chaffee County Sales Tax, and Retail Marijuana Tax Report examines tax collections for the month of August 2019, which were remitted to the City of Salida in October 2019, and includes an analysis for the year-to-date results along with prior-year results.

Summary Results for City Sales, Chaffee County Sales, and Retail Marijuana Taxes

Total August 2019 City sales tax collections increased \$60,390 (10.5%) as compared to August 2018. The City has been seeing strong Sales Tax revenues all year, collections are up year to date by \$421,212 or 10.6%. The City's portion of Chaffee County sales tax collections were up \$37,712 or 19.4% for August and the Marijuana Tax was also higher by \$1,527 (15.8%).

In total sales tax receipts are 10.7% higher than last year at this time and are exceeding budget projections by \$432,878 (7.9%). In the tracking by industry report, all industries are up year to date with grocery seeing the highest increase.

Current Month

	August 2019	August 2018	2019 - 2018 \$ Change	2019 - 2018 % Change	August 2019 Budget	2019 Budget \$ Variance	2019 Budget % Variance
3% Sales Tax	\$ 634,167	\$ 573,777	\$ 60,390	10.5%	\$ 589,040	\$ 45,127	7.7%
1% County Tax	\$ 232,511	\$ 194,799	\$ 37,712	19.4%	\$ 199,981	\$ 32,530	16.3%
Marijuana	\$ 11,193	\$ 9,666	\$ 1,527	15.8%	\$ 9,923	\$ 1,270	12.8%
Total	\$ 877,871	\$ 778,242	\$ 99,628	12.8%	\$ 798,944	\$ 78,927	9.9%

Year to Date

	YTD 2019	YTD 2018	2019 - 2018 \$ Change	2019 - 2018 % Change	YTD 2019 Budget	2019 Budget \$ Variance	2019 Budget % Variance
3% Sales Tax	\$ 4,384,946	\$ 3,963,734	\$ 421,212	10.6%	\$ 4,069,169	\$ 315,776	7.8%
1% County Tax	\$ 1,484,443	\$ 1,338,287	\$ 146,156	10.9%	\$ 1,373,885	\$ 110,558	8.0%
Marijuana	\$ 67,353	\$ 59,233	\$ 8,119	13.7%	\$ 60,809	\$ 6,544	10.8%
Total	\$ 5,936,741	\$ 5,361,254	\$ 575,487	10.7%	\$ 5,503,864	\$ 432,878	7.9%

CITY OF SALIDA, COLORADO
CITY SALES, COUNTY SALES, AND RETAIL MARIJUANA TAX REPORT
AUGUST 2019



3% Sales Tax by Industry

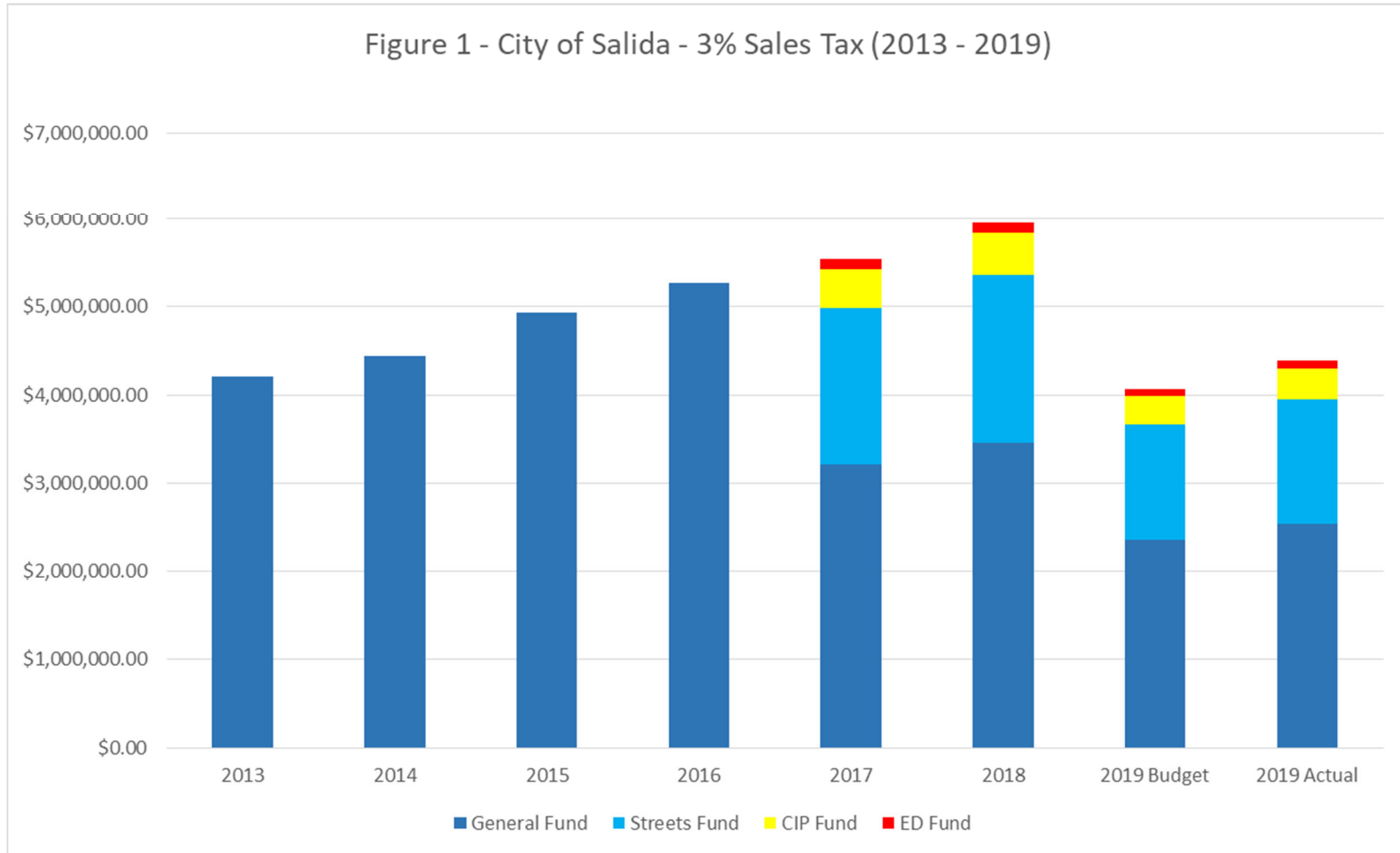
Current Month

	August 2019	August 2018	2019 - 2018 \$ Change	2019 - 2018 % Change
Retail	\$ 206,086	\$ 193,614	\$ 12,472	6.4%
Restaurants	\$ 96,303	\$ 83,525	\$ 12,778	15.3%
Grocery	\$ 57,485	\$ 41,154	\$ 16,331	39.7%
Lodging	\$ 57,568	\$ 44,450	\$ 13,118	29.5%
Building Supply	\$ 36,175	\$ 31,737	\$ 4,438	14.0%
Automobile	\$ 18,141	\$ 38,314	\$ (20,173)	-52.7%
Marijuana	\$ 23,055	\$ 20,557	\$ 2,498	12.2%
Liquor	\$ 17,509	\$ 12,003	\$ 5,506	45.9%
All Other	\$ 121,845	\$ 108,423	\$ 13,422	12.4%
Total	\$ 634,167	\$ 573,777	\$ 60,390	10.5%

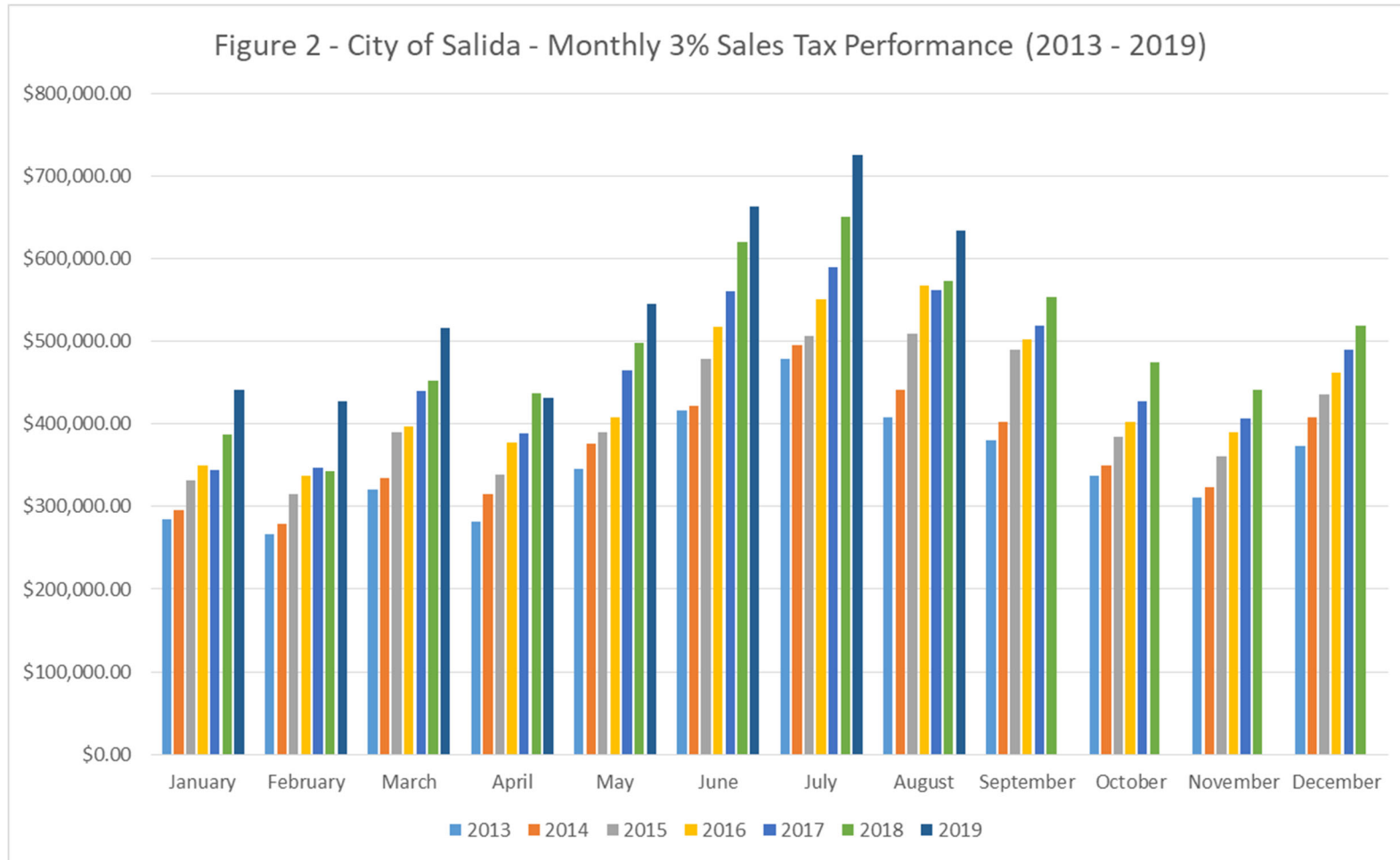
Year to Date

	YTD 2019	YTD 2018	2019 - 2018 \$ Change	2019 - 2018 % Change
Retail	\$ 1,408,142	\$ 1,339,611	\$ 68,531	5.1%
Restaurants	\$ 598,843	\$ 571,571	\$ 27,272	4.8%
Grocery	\$ 454,927	\$ 354,555	\$ 100,372	28.3%
Lodging	\$ 291,746	\$ 247,530	\$ 44,216	17.9%
Building Supply	\$ 249,377	\$ 231,638	\$ 17,739	7.7%
Automobile	\$ 236,511	\$ 210,492	\$ 26,019	12.4%
Marijuana	\$ 136,875	\$ 124,252	\$ 12,623	10.2%
Liquor	\$ 119,640	\$ 115,739	\$ 3,901	3.4%
All Other	\$ 888,885	\$ 768,346	\$ 120,539	15.7%
Total	\$ 4,384,946	\$ 3,963,734	\$ 421,212	10.6%

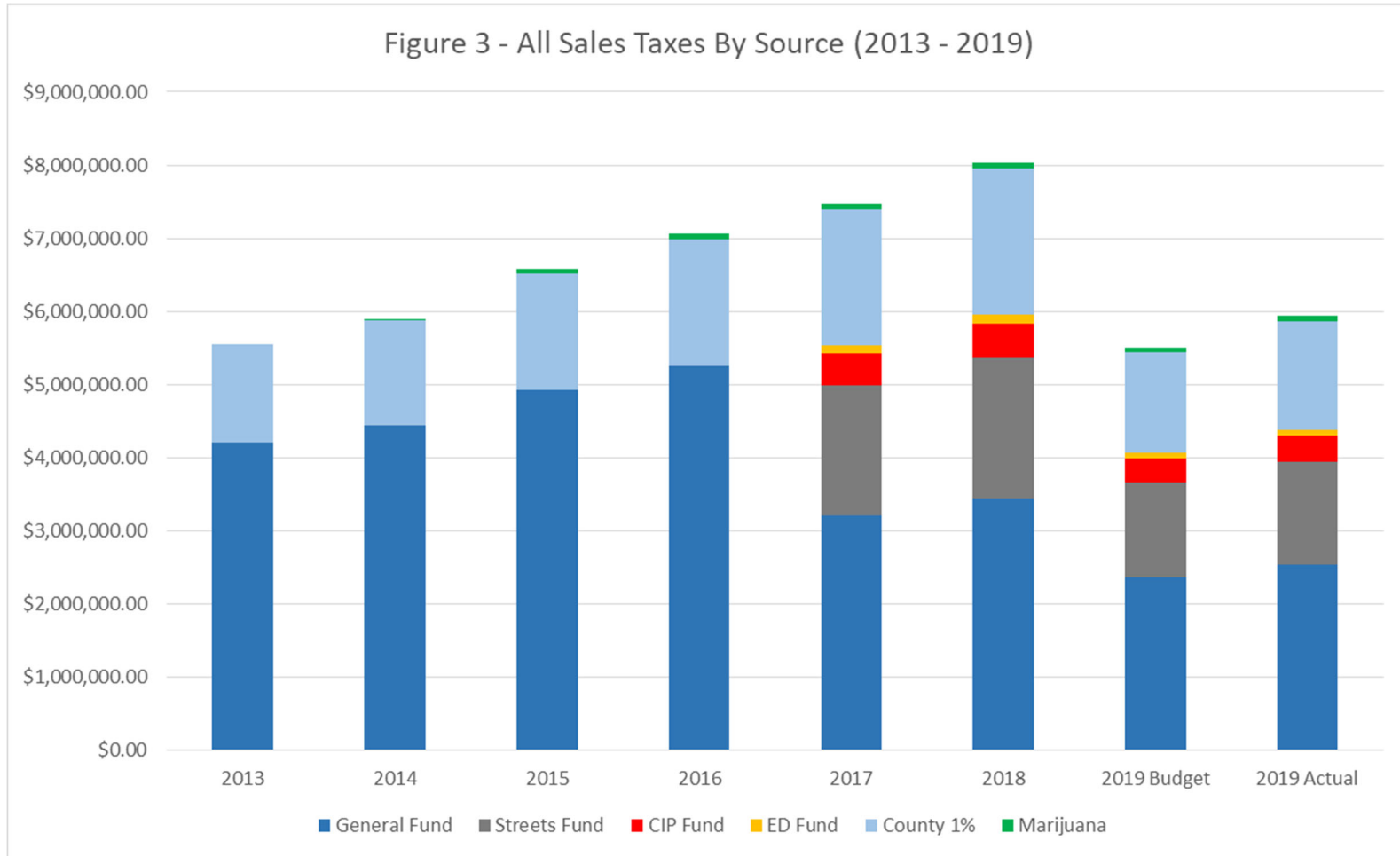
CITY OF SALIDA, COLORADO
CITY SALES, COUNTY SALES, AND RETAIL MARIJUANA TAX REPORT
AUGUST 2019



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