

**GRAND JUNCTION CITY COUNCIL
MINUTES OF THE SPECIAL MEETING**

June 28, 1999

The City Council of the City of Grand Junction, Colorado, convened into special session the 28th day of June, 1999, at 6:00 p.m. at Two Rivers Convention Center. Those present were Cindy Enos-Martinez, Earl Payne, Reford Theobald, Jack Scott, Jim Spehar, Janet Terry and President of the Council Gene Kinsey. Also present were City Manager Mark Achen and City Clerk Stephanie Nye.

Council President Kinsey called the meeting to order and Councilmember Enos-Martinez led in the Pledge of Allegiance. The audience remained standing during the invocation by Reverend Eldon Coffey, Living Hope Evangelical Free Church.

City Attorney Dan Wilson took his place at the dais at 6:06 p.m.

Mayor Kinsey outlined the procedure for the public hearing to be held by reviewing the handout that had been made available (attached). It detailed what issues were before Council that night, what matters Council could consider and how the hearing would proceed.

PUBLIC HEARING – APPEAL OF PLANNING COMMISSION DENIAL OF A GROWTH PLAN AMENDMENT, REZONE REQUEST AND A SITE SPECIFIC DEVELOPMENT PLAN FOR PROPERTY LOCATED AT THE SOUTHEAST CORNER OF 12TH STREET AND PATTERSON ROAD FROM RSF-8 AND PB TO B-3 (CITY MARKET)[File #RZ-1998 & SDR-1998-129]

The applicant has appealed the Planning Commission's denial of a request to 1) amend the Growth Plan from Residential Medium, 4-7.9 units per acre to Commercial on approximately 3 acres; 2) rezone 8.26 acres from RSF-8 (Residential Single Family, 8 units per acre) and PB (Planned Business) to B-2 (Retail Business); and 3) approve a Site Specific Development Plan for a 60,405 sq. ft. City Market Store.

A hearing was held after proper notice. Mayor Kinsey opened the hearing at 6:05 p.m.

[NOTE: In an effort to conserve public hearing time on this matter, the City Council requested that the petitioner's presentation be submitted in writing. The City Staff also submitted to the City Council City Market's original application accompanied by the Staff Report. After the City Market follow-up submittal was reviewed by Staff, a follow-up Staff Report was distributed to Council. In order to preserve the record, all of these documents are attached.]

Tony Prinster, 2631 Chesnut Dr., president of City Market, began the petitioner's presentation. He stated that an additional presentation will be made by John Caldwell, director of real estate. He expressed his appreciation for the Council's willingness to accommodate the appeal and hold a special meeting.

City Market's request for the growth plan amendment, zoning and site plan approval was denied by Planning Commission. The request has been brought to City Council because they believe it is a high quality project and that the southeast corner of 12th and Patterson is an appropriate location for this project which will help enhance and strengthen a declining area. The plan includes extensive efforts to buffer the residents and mitigation plans are responsive to the residents' concerns and more than reasonable. City Market recognizes the traffic issue at 12th and Patterson and it has always been their plan to help ameliorate that situation by including major public improvements. City Market is bringing the appeal to City Council because they believe it is a quality, first class plan. They will accept the City Council's decision, and will not appeal further. Mr. Prinster turned the microphone over to John Caldwell to comment on City Staff's reply to the documents submitted by City Market.

John Caldwell, 1671 11 8/10 Road, Loma, director of real estate for City Market, thanked Council for the special arrangements to hear the appeal. He said he will focus on the unresolved issues and differences in the staff reports and the petitioner reports. Alan Richman (planning consultant), Tom Rolland (civil engineer) and David Hook (traffic engineer) were present to answer questions.

Mr. Caldwell referred to the difference between the MPO recommendation regarding access onto Wellington as compared to what was referred to in Bill Nebeker's report. He stated that City Market's own engineer had determined the other configuration was not workable. He referred to the site plan and indicated the various access points to refresh everyone's memory. The MPO had recommended that access points B and C be eliminated. Under the original configuration, they agreed there would be an unacceptable impact on the Wellington neighborhood. It was Mr. Caldwell's contention that the recommendations of the MPO did not reflect the same planning concerns as Staff and this material illustrates that point.

Another discrepancy pointed out by Mr. Caldwell is the differing opinion with Public Works regarding the estimation for the failure of this intersection. It is City Market's opinion that regardless of this development, this intersection will go over capacity. He said this prominent corner will need intersection improvements and questioned the wisdom of waiting another ten years for improvements. As far as when the intersection will fail, it depends on the definition use for intersection capacity. Mr. Caldwell noted that whatever the definition, their proposed improvements will certainly delay the failure of the intersection by ten years.

Regarding the traffic impacts, this project only adds 5% on Patterson and 4% onto 12th Street because most of the shoppers are already on the road. Development of the sight in accordance with the designation on the Growth Plan would add nearly the same amount of traffic to those roadways.

Mr. Caldwell said that City Market agrees that the freestanding sign originally proposed on Patterson is out of character so they are willing to change to a shorter sign that will blend in. They will also reduce the number of signs by one-half.

In reference to the gas station, City Market will amend the plan to reduce the number of double-sided pumps to four and felt that will still be adequate. The configuration is such that eight vehicles can fuel simultaneously and still have eight vehicles standing by. A reduction in the employee parking will allow this to occur. Gasoline demand is directly influenced by price, as with many of their products, and they will manage the fueling with pricing. City Market feels that failing to manage the volume is tantamount to failing to manage the business well and feels the community needs someone to manage the fuel business in this area.

Regarding store size, Mr. Caldwell said by today's standards this proposal is not for a mega store. Rather stores of 120,000 square feet plus are mega stores. The 60,400 square foot store is smaller than the downtown City Market. This is normal size for the 1990's.

Lastly, Mr. Caldwell stated this is a good location. The proposal comes from a local company that is aware that the majority of the growth is in the north area of town. Further this is an infill, renewal project. City Market is therefore requesting approval.

The Mayor asked for Council questions.

Councilmember Janet Terry inquired of the two exhibits - E and H - which one is the proposal.

Mr. Caldwell said Exhibit E was the original submittal but during the Planning Commission hearing, when he was asked about restricting the Wellington Avenue access, he offered Exhibit H as an amendment. He noted that Exhibit E is City Market's first choice but they can make Exhibit H work if Council finds it more desirable.

Councilmember Terry asked Mr. Caldwell to compare the two and summarize the differences.

Mr. Caldwell said the truck ingress/egress has been changed to a U configuration that will not allow truck access onto Wellington (driveway, D). It changed from two-way to exit only, so no trucks, small delivery trucks or customers can enter the site from Wellington.

In Exhibit H, they have eliminated the freestanding sign since it will no longer be needed, as there is no entrance there. The buffering is shallower on Exhibit H, but the wall is still there. Other differences are minor technical changes.

Councilmember Terry inquired if on the original proposal trucks exiting onto Wellington were right-turn only with customers entering either direction. Mr. Caldwell confirmed this and noted that on the amended proposal it is an exit going either way.

Councilmember Reford Theobold clarified that on Exhibit I, item c refers to Exhibit H (the amended plan), and item D refers to the current Growth Plan without the Wellington access. Mr. Caldwell confirmed this.

Councilmember Jim Spehar asked how City Market intends to control the exit only on Wellington. Mr. Caldwell responded with "Exit Only" signage and no entrance signage to draw people in. He said they expect people to obey such signage. If that is not the case, security guards will be used.

Councilmember Jack Scott voiced concern that the gas station area would be congested with the one island with pumps separated by another island. Mr. Caldwell replied that entrance is wide enough to prevent congestion, any congestion at the exit will be on City Market's property and won't be a public traffic problem.

Mayor Gene Kinsey directing Council to the first issue to be considered, the Growth Plan Amendment, asked Mr. Caldwell why the petitioner feels it is in error and needs to be changed. Mr. Caldwell felt that issue had been addressed in the written material submitted and he had nothing to add.

Councilmember Terry asked if the only change in signage from Exhibit E to Exhibit H is the elimination of the Wellington sign and the reduction of the Patterson sign size. Mr. Caldwell confirmed that.

Councilmember Theobold referred to page 8, Section 2, and asked for an explanation of what was meant by the statement that the project will promote further infill beyond the project boundaries. Mr. Caldwell replied that customers that look for close in shopping which is the reason for residential site selection. Further any attractive feature, such as shopping, will attract residents. When questioned further as to what properties in that area are still developable, Mr. Caldwell referred to sites east of this site on Patterson Road.

Councilmember Spehar referred to page 5 of the City Market report regarding the criteria used for Growth Plan Amendment. Mr. Caldwell explained that it is City Market's position that the Growth Plan Amendment process requires that an amendment be "consistent with the overall purpose and intent of the Growth Plan" and that the so-called criteria are

not criteria to be satisfied for the Growth Plan amendment to occur but rather are items for the Council to consider in considering a Growth Plan Amendment. The Council is free to consider other items than those listed and are not bound to insure that those items in the list are met.

City Attorney Dan Wilson said in general he would agree but in front of a judge the question as to whether the request meets the intent of the growth plan would be based on looking at the seven criteria. An unusual circumstance could make a change consistent with the Growth Plan without the criteria, or meeting only one, but not in this case. He would advise Council to be thinking of each of these criteria. Technically, if only one of the criteria are met, then they should deny the request. Conversely, if all the criteria are met, they should approve. If the proposal falls in the middle, then it is the Council judgement. So he agreed with Mr. Caldwell that they are not mandated but they are written in the Growth Plan to guide Council and the more compliance the easier the justification. He recommended that Council focus their vote on at least a majority of the criteria.

Mr. Caldwell added that other things can be considered and can even be given special weight. City Attorney Wilson agreed but cautioned the Council to be specific and give explicit support for that consideration.

Councilmember Spehar noted the discussion in the written materials on whether amendments must match the map. He asked for a discussion on that issue. Attorney Wilson asked Community Development Director Harrington to be involved in this discussion. Mr. Caldwell explained that it is his position that the Staff comment that one of policies of the Growth Plan was for the amendment to match the Future Land Use Plan was circular reasoning because the process was to change the map. Mr. Wilson advised that Staff use both the text and the map together, melding them together.

The Mayor asked for Staff presentation.

Kathy Portner, Community Development Dept., outlined the presentation to be in four parts: Overview presented by herself, the site specific development plan presented by Bill Nebeker, traffic issues by Mark Relph and transportation by Ken Simms, MPO representative.

Kathy Portner addressed the land use. The request is to increase commercial area from 5 to 8.2 acres. Further the additional area fronts Wellington Avenue, a residential street. The criteria do not support the request:

1. Was there an error in the original plan? The original designation was not in error, the designation was to protect the Wellington neighborhood area from commercial development, consistent with the 12th Street Corridor and Patterson Road guidelines.

2. Have events subsequent to the adoption of the Plan invalidated the original premises and plan? There have not been significant changes.
3. Has the character or the conditions of the area changed enough that the amendment is acceptable? The changes that have occurred in the area were already recognized in the Growth Plan and the commercial area was designated on the north.
4. Is the change consistent with the Growth Plan Policies? No, it is in conflict with Growth Plan policies that protect residential areas, prevent encroachment, limit curb cuts on Patterson Road, indicate that low volume commercial is appropriate. The intensive use being proposed is not compatible with surrounding area.
5. Are public and community services adequate to serve the land use proposed? The main issue is traffic and Ms. Portner deferred that discussion to Mark Relph, Public Works Director.
6. Is there an inadequate supply of suitable designated land available for the proposed land use? Ms. Portner stated the Plan does address the specific locational needs of each commercial use.
7. Will the community derive benefits from the proposed amendment? It is Staff's opinion that the negative impacts of the project far outweigh any community benefit.

Ms. Portner then had Bill Nebeker, Community Development Dept., address the Council. Mr. Nebeker said neither of the site plans for City Market have been designed to protect the surrounding residents. Specifically, Patterson Gardens Townhomes are close to the back of the store – 30 feet from property line, as measured last Friday, and 85 feet from loading docks/trailers. The 9-foot fence separating the properties is shorter than the 2nd story of the townhomes. The result is there will be both refrigerator trucks and gas station noise abutting the townhomes. The landscaping proposed will not buffer noise all year round (deciduous trees). In comparison, homes behind the Albertson store are 135 feet from loading area, the homes are only one story and they face away.

Mr. Nebeker then addressed the ingress/egress. The 105 feet of separation between access points is well below any level of comfort and does not meet stacking required by TEDS manual. Further, it is for the most intensive use of the site, the gas station and the drive-through pharmacy. Lastly, Wellington will be changed from a quiet residential street to a commercial street, with the accompanying noise and headlights.

Regarding the signs, Mr. Nebeker stated that the signs proposed are out of character, even the lower sign proposed. Mr. Nebeker said that if the project gets approval then monument signs like Safeway's should be required. He also advised that no vesting should be granted without all the changes being incorporated.

The third segment of the Staff presentation was Mark Relph, Public Works Director. With the magnitude of this project, he has been working with City Market for over a year, it's been a long process. City Market has tried to address all of the issues. If the land use is

approved, Public Works feels that City Market has met the traffic requirements and the flow will work.

Mr. Relph then referred Council to Table 10. He explained that the table indicates that there will not be that much difference in the levels of service with the City Market proposal or the Growth Plan development. The statement that this intersection will fail in three years – fail is a relative term. Staff anticipates the 15 minutes of congestion that there is now, will increase and thus the term fail. The impact on Wellington Avenue is the most significant. It is a residential street. The City Market plan will cause it to change to a collector (commercial application). City Market will do half-street improvements on Wellington Avenue but Staff feels the entire street will need to be redone, including drainage improvements. The street will need to be reconstructed to a collector standard. The cost estimate is \$250,000. As to who would pay, Staff would recommend that the City pay the cost. If City Council agrees, it would need to appropriate funds in the year 2000. As far as the entrance/exit on Wellington, it still needs to be redesigned, with TEDS standards. Overall however, Mr. Relph stated that, in the aggregate, the City Market proposal does meet reasonable engineering standards.

Ken Simms, MPO representative, first gave a brief explanation as to the purpose of the MPO. It is federally mandated to study transportation issues for the community at large. The most significant traffic issue has been determined to be the east-west rush – along Patterson Road. The reason is the greatest concentration of population will be east of 12th in the year 2020 and most employers are west of 12th Street. The community needs high capacity and safe corridors. Since widening Patterson Road would be cost prohibitive, corridor capacity preservation must be the goal.

The City Market proposal shows five access points for site circulation. The use of access management principals reduces accidents and congestion and allows for greater speed if desired. It can also allow for 10,000 more vehicles of capacity to the corridor. The difference between access management and no access management can be seen by comparing North Avenue to Patterson. The spacing between access points is critical.

In summary, the goal should be the preservation of Patterson Road corridor with the use of high access management. The City Market circulation plan is too great for access onto Patterson Road.

The Mayor asked for Council questions to Staff.

Councilmember Theobald inquired as to which plan Table 10 was referring to. Mr. Relph replied it included the original plan.

Councilmember Theobald inquired if the improvements being offered by City Market would be required by an applicant developing under the Growth Plan scenario. Mr. Relph

responded that would be unlikely but that the City is planning to do those improvements in the ten-year plan, assuming a 2% growth rate. With City Market doing those improvements now provides an increased level of service. Jody Kliska, City Traffic Engineer, added that another development might require different improvements. Requirements would depend on the intensity of the use.

Councilmember Theobald inquired about the references to straight zone vs. site specific development plan and why the two are being combined on this project.

Kathy Portner replied that City Market asked for B-3 zoning, a straight zone, but also wanted vesting, an option available only through Site Specific Development Plan approval. With the help of the legal department, they determined that the combination would get the desired result.

Councilmember Enos-Martinez asked Staff to verify that all other development north and east of the project was included when calculating the traffic study. Ms. Kliska responded yes, those developments were part of the overall growth quotient.

Councilmember Enos-Martinez asked how many residential units between 12th and 15th on Wellington would be affected by this project. Mr. Nebeker replied 15 homes, 30 townhomes plus the Hilltop community.

Councilmember Scott asked that if the 85 feet from loading dock to the townhouses is less than ideal, what would the ideal distance be. Mr. Nebeker said it would be hard to say. When asked about the nine-foot wall, Mr. Nebeker clarified that the wall is two feet lower than the finished floor of the second story of the townhomes so it would have to be much higher to have much of an impact.

Councilmember Terry asked if another development, Village Park, was consistent with the corridor guidelines. Mr. Nebeker stated that the approved plan did not access Patterson Road and the size did not exceed what was shown on the Growth Plan. There are monument style signs. Generally, it does comply. The County zoning showed commercial there so that overrode the Growth Plan statement regarding no additional commercial. Councilmember Terry asked the same about the Safeway store. Mr. Nebeker replied it generally complied for similar reasons.

Councilmember Terry asked if corridor guidelines and the Growth Plan conflict, does the Growth Plan rule. Mr. Nebeker responded affirmatively. Councilmember Terry asked when the corridor guidelines were adopted. Mr. Wilson answered in the early 80's. She asked if that was before or after the development of the Village Fair shopping Center and Staff answered prior to.

Councilmember Terry inquired about the traffic impact on Wellington. Mr. Relph stated that even with the revised proposal Wellington would need to be reconstructed due to the magnitude of the traffic even with the revised version. Pedestrians will be accessing the store from Wellington. Councilmember Terry asked if Wellington has ever been on the capital improvement plan. Mr. Relph said it is scheduled this year for sidewalk improvements.

Councilmember Terry asked if on Patterson Road did the study show that the double left turn lane was not needed and if the counts were from 1998. Ms. Kliska answered the measurements came from Mesa County in 1997. Councilmember Terry recalled that the raised median was reduced 2 years ago to allow for greater stacking distance for a left turn lane. Mr. Relph concurred that the change was to facilitate the left turning movement. Ms. Terry expressed that it appeared that the City Market proposal puts that back into place. She queried how that would mitigate the stacking problem. She thought two left turn lanes were needed.

Mr. Relph said he didn't know if the two medians would line up but agreed with her concerns. He spoke to the large split in the morning and evening traffic congestion and cautioned that going to double lefts degrades the service at the intersection because it increases delay. Ms. Terry compared it to Ute and 5th, where cars can go both straight and left. Mr. Relph said the phasing still has to be split, otherwise accidents increase.

Councilmember Spehar noted that the applicant discussed pass-by traffic and the fact that many of the customers are already on the street. Mr. Relph said it is advantageous for businesses to use the existing traffic, so yes it is nice to capture pass-by traffic.

Councilmember Spehar asked if there is money budgeted for Wellington. Mr. Relph said for widening the pavement only.

Councilmember Spehar inquired if five access points are considered too many. Ken Simms, MPO, answered that access management is his concern. The rule of thumb is enough distance with the appropriate restrictions it becomes a major hazard with inadequate spacing. Mr. Spehar asked if Mr. Simms has a greater comfort level without the gas station. Mr. Simms said another study would need to be done since his issue is with the access points.

Councilmember Spehar asked the City Attorney if the need for improvements along Wellington provides the leverage to require the petitioner to make those improvements on Wellington. Mr. Wilson advised that certainly the developer could be required to make things safe. However, with the existing deficiency of the road, they need to be able to recover a portion of the cost. Councilmember Spehar asked if the Council could prohibit access on Wellington. Mr. Wilson said the Council could if they make findings relative to safety issues, incompatibility with neighborhood, etc. Mr. Spehar asked if the Council

could prohibit the fueling station. Mr. Wilson answered affirmatively if the findings as indicated were listed.

Councilmember Terry asked if it is possible to install the double left turns at this point. Mr. Relph said the City has some right-of-way, but additional right-of-way acquisition would be needed.

Mr. Relph stated that he would be concerned if Council prohibited access onto Wellington. For the circulation to work, City Market needs at least an exit to the south. When asked about 15th Street, Mr. Relph said long term it will pick up more traffic.

Councilmember Payne asked if \$250,000 would finish off Wellington, including drainage. Mr. Relph answered affirmatively.

Councilmember Payne asked if the smaller sign proposal was still too big. Bill Nebeker said he would like to see a 100 square foot monument sign.

Councilmember Theobald asked what would happen to the southbound exit if the property were developed under the Growth Plan. Mr. Relph said under that scenario there would be no southbound exit or else it would be a minimal exit. The access would probably line up with the Village Fair access. To install the double left turns referred to by Councilmember Terry would cost \$200,000 not including engineering or right-of-way acquisition.

Scott Harrington, Community Development Director, referring to page 5 in the Staff report, stated the estimate on traffic with the Growth Plan buildout of a 30,000 sq. ft. shopping center would be 3100 trips. The amount of traffic would be considerably less than this project and a lower volume has more options. One could access Wellington without making it a collector. The magnitude is significantly less so there are more options.

When asked how access would be to Wellington when there is residential built there, Mr. Harrington responded that some of those lots are flag lots.

That concluded Council questions.

RECESS

The Mayor called a recess at 8:00 p.m. The meeting reconvened at 8:06 p.m. with all Council present.

PUBLIC TESTIMONY

The Mayor opened the public testimony portion of the meeting.

Tilman Bishop, 2697 G Road, voiced his support of the City Market site noting it is a 2 mile round trip for him and will reduce traveling. He said he is also speaking on his wife's behalf.

Dave Skinner, 1912 Spring Valley Circle, said he favored the project because it will benefit residents on the north end of town. An increase in traffic is inevitable as more subdivisions are built north of town and this location is the next best alternative to Horizon Drive. He said to deny would be shortsighted and deprive residents. City Market will provide essential services that do not require new schools or more police and fire protection.

Carl Fitzpatrick, 2497 Wellington Court, Cottage Subdivision, stated that he has a petition, which indicates 92% of the subdivision is in favor of the store. The neighborhood would be in favor of any grocery store going there because older people want to be able to walk to grocery store. As a native of Grand Junction, Mr. Fitzpatrick gave a history of North Ave. development. Pointing out the encroachment on Wellington Ave., he noted that all development starts out as encroachment. He concluded by saying that the City Engineer recommends the project.

Jeannette Babineau, resident of Monterey Park, said she represents Monterey Park residents, and that the proposal benefits the residents by having a City Market so close that they can walk to get their groceries. She related that a lot of petitions have been circulated. She thinks St. Mary's will benefit too.

Mike Gallagher, 2289 El Monte Court, said he spends most of his time in the area and drives through this area many times a day. He has lived in Spring Valley and supports the plan, noting the difficulty in balancing the needs of everyone. He felt that City Market is a good corporate neighbor. He noted that it has already been mentioned this area is congested, north to south, so you have to drive into an area that is highly congested. The new store will prevent this.

Dennis Stahl, 676 26 ½ Road, retired CEO of Hilltop, took issue with the health and welfare of the community. With a number of seniors within walking distance of this proposal, his concern was the adequacy of Wellington, with no sidewalk and poor drainage. He extolled it is the City's responsibility to bring that street up to speed and said Hilltop will do its part in front of its facility, at least he would take that recommendation back to the board of Hilltop.

Terry Armstrong, 659 Larkspur Lane, lives near 26 ½ Road and shops at City Market. She presently travels downtown to shop because it offers more items which requires that she travel through busy intersections, typical of the north city resident. As she travels

through 12th and Patterson, she is already part of the traffic there. City Market is a good citizen and wants to improve the intersection. She noted that other Patterson Road intersections are commercial and most of this site is commercial. With additional efforts in buffering and walls, she would want it approved.

Chris Blackburn, business owner at 2531 N. 12th St., and resides at 645 Grand View Drive. He stated that City Market will need right-of-way from his business and he is willing to accommodate as it will improve the area. The fact is that City Market owns the property and he is sure it will do the project at 110%.

Dick Fulton, 1556 Wellington, opposed the plan as proposed, as it is too much for the area, noting traffic concerns. He avoids 12th and Wellington as a left turn is nearly impossible. As proposed, the cars exiting south just will not work and Planning Dept. has advised against this project and these people are professionals. Planning Commission voted to deny and these are good meaning citizens who don't have an ax to grind. Private citizens will be affected, they have invested in their homes based on the Growth Plan and it is not appropriate to change the growth for a good corporate citizen to the detriment of good private citizens.

Lynn Irvin, representing Ptarmigan Ridge Filing No. 1 through 6, stated that 125 people support the City Market in that location. She said it is an excellent use of that property and will certainly benefit the community. She submitted a petition to the City Clerk.

Mike Sewell, 717 Wedge Drive, said he travels up and down 12th, he shops at City Market on First and Rood or First and Orchard, or the North Ave store. He noted that the Public Works Director says City Market's plan meets reasonable standards. Mr. Sewell supported the application.

Larry Rediger, former president of the HOA at Ptarmigan Point, noted all of the residents go down to Patterson to get to the grocery store and are all in favor. The proposal is on 8 acres of vacant property on a commercial corner that will be developed. It is lucky that it is City Market who wants to develop it. He is in favor of the project.

Howard Wallick, 416 W. Mallard, said he is not directly affected by the project and is an immigrant from the east but he shops at City Market. He felt there are already plenty of City Markets and this development will create more problems than it will solve. Impacts will spillover into other areas. Growth does not equal progress. He moved out of Colorado Springs because commercial took over. Cramming in to infill will be a detriment. Consideration of this project is not a popularity contest. Not everyone can have shopping right next to them. He suggested City Market build out by D Road and urged City Council to not become captive to big developers.

Millie Walker, 1305 Wellington, resides in the townhomes and represented 17 owners. City Market has demonstrated they will not be good neighbors since they have let the area become a neglected eyesore. Just the planners' recommendation should be enough for City Council to turn down such a project that will bring a drastic and permanent change to the area. Ms. Walker said it is pleasant and quiet. If the project is approved, more police and ambulance will be needed.

Peggy Foster, 915 Lakeside Court, said the location is very convenient for her and would make a wonderful spot for a grocery store. With all those cars going by, it would be a win-win situation. It would be convenient to stop along the way home and the improved intersection does not appear to be a problem.

Joe Hambright, 740 Golfmore Drive, and a business owner at that same corner (owns College Liquors). He said he travels the same way as the others. He has followed the project and is satisfied that the access is acceptable, perhaps even improved. He wanted assurance that Village Fair's access will remain. Mr. Hambright did not think this project would significantly worsen the traffic in the area, it might improve it and might improve business. He supported the project. Lastly, Mr. Hambright urged Council to explore other alternatives for an east-west thoroughfare. He made some suggestions.

Jim Schultz, 1760 Ptarmigan Ridge Circle, spoke to the elderly access. He noted that the Kroger folks have done a great job of making this look like a local chain. He pointed out that the planning experts said don't do this. He noted the petition turned in was conducted by City Market. Already there are grocery stores within 4 minutes as this isn't the big city. It was his opinion that City Market will keep coming back until they get their way.

Maureen Neal, 418 Chipeta, owns property at 1441 Patterson Road, and was representing Patterson Gardens. She said the HOA is adamantly opposed to the project. They want to protect property values. The convenience does not outweigh traffic problems. Approval will not serve the neighborhood. The neighborhood is opposed. She suggested that City Market locate in the neighborhoods wanting it, north of Patterson, noting that those residents live there because of the lack of commercial activity. Ms. Neal stated that although infill is encouraged, City Market does not satisfy infill goals, rather it creates sprawl. She said she is not debating City Market's place in the community nor its good works but the project is just too big for the site. City Market's original request was denied by the Planning Commission after hours of testimony and should not be overturned. The matter is a land use issue, not a popularity contest. Ms. Neal urged the Council to uphold Planning Commission's decision.

Ken Arnold, 1178 18 ½ Road, Fruita, has been a City Market Manager for 17 years. City Market tries to meet the needs of the customers. He noted that the traffic at that

intersection has been there all along. A new store will create jobs, which will be a benefit to the community.

Ginny Baughman, 3187 ½ Bookcliff, works for City Market and supports the proposal, as it will provide good jobs.

Susie Shaw, 3669 G 7/10 Road, Palisade, a City Market employee, a member of the UFCW and represents them, said the community needs secure, well-paying jobs like those provided by City Market. The traffic is already there and people can stop there for groceries.

Bruce Verstraete, 1321 Wellington, opposed the project, stating that changing the intersection will affect the future options for Patterson. He compared the situation with the thought that City Market was a good idea at 1st and Rood but will now be a problem with a new hotel being developed there. He felt the Growth Plan was an implied contract with the neighborhood that it would stay residential.

Tom Swenson, 2420 Wintergreen Drive, shops at City Market on 1st and Rood so he drives through this intersection to get there. He encouraged approval.

Pat Verstraete, 1321 Wellington, opposed the mega store, noting it is not a friendly neighborhood store. It will be open, 24 hours a day, seven days a week thus affecting the neighborhood all the time. She too avoids a left-hand turn onto 12th, going around. It was her feeling that they will need another stop light on 12th and Wellington, and also at Wellington and 15th and then 15th and Orchard. She suggested the ¼ million dollars for Wellington improvements be used to improve the intersection.

John Thomasson, 2412 N 12th, is the manager at Albertson's and lives right there. He noted that traffic is tough right now, and the congestion has been worsened by the "stop and go" with 5 stores near there. A new City Market at that location will also cause cut backs at his store. He supported the denial.

John Markl, 1441 Patterson Gardens, addressed the 9-foot high walls, noting the finished floor or second level of the townhomes is two foot higher. In order to adequately screen the townhomes the wall height needs to be 16 or 17 feet. If approved, he suggested a condition that the screening buffer be reviewed in detail to determine its effectiveness.

Bob Emrich, 1441 Patterson Road, Patterson Gardens, said 65 residents feel there will be serious negative impacts and are strongly opposed. Adding to Maureen Neal's presentation, three blocks north there is a plan to build 192 condos and office space that will add to the traffic. He recalled that in 1987, Smith's Food tried to build a grocery at the same location and the voters set it aside. He urged Council to follow the advice of the Planning Dept. and Planning Commission and vote no.

Tom Bell, 2026 Wrangler Way, is employed by City Market. He was involved in the construction of the El Jebel store where there was also a lot of neighborhood concern. The result was that non-supporters became supporters. City Market offers new jobs, and is successful because they work with the people. He supported approval.

John Hesslink, 2420 Applewood Circle, supported the project for shopping convenience. He travels to the south side of town for groceries now.

Jana Bingham-Gerow, 1334 21 Road, spoke to the process, noting the barriers, and praising the good set of standards for review. She complimented the staff that continually brings up well thought out issues. They have done their job very well. However, she felt there are valid reasons for the amendment, valid reasons for the rezone. Five acres are already commercial, and the other three are owned by City Market. The Growth Plan represents the best possible plan with the information available. Approval of the site plan can be yes with conditions.

Jack Walker, 961 Lakeside Drive, said Grand Junction is a progressive town but the drawback is the north-south corridors. Patterson is one of the City's greatest assets. He urged protection of that asset. He noted that Home Depot had to move the street (he was the developer) and in fairness, City Market should have to follow the same rules.

There were no other public comments. The Mayor closed public comment at 9:30 p.m. and offered City Market the opportunity for rebuttal.

John Caldwell, 1671 11 8/10 Road, Loma, responded as follows.

In relation to the Growth Plan amendment, the core concept of the Growth Plan supports this amendment. City Market intends to protect the citizens on Wellington. The impact should be similar to how it would be if developed as per the Growth Plan. Using City Market's amended proposal, he compared the vehicles, noting it will be slightly more intense but the other impacts will be less as there will be no residents, bringing with them parked cars, hanging laundry, etc. The argument relative to traffic as far as the MPO is concerned is that the MPO wants the City Market to have just two access points. Mr. Caldwell pointed out that access A will be used mostly by trucks, access E has been deleted in the amended site plan, access D is low impact, which leaves B and C accesses. Even though the MPO objects, traffic experts recommend those accesses. Regarding the MPO's comparison to North Ave., Mr. Caldwell said the two are not similar, this project is not many small businesses with their own accesses. The site consists of 19 parcels. The MPO should not want those to develop individually. His assumptions based on what the Growth Plan dictates are incorrect.

As to the sign issue, City Market has reduced the sign from 275 square feet to 150 square feet.

Addressing the intersection improvements, Mr. Caldwell asserted that a small project would not be able to pay for such improvements, and furthermore the impact on Wellington will be the same as with what the Growth Plan recommends so improvements will still be needed.

As to the noise concern, City Market's noise expert feels their proposal will reduce the noise by 50% and they have documentation to show that.

City Market will consider making the wall height higher if so directed. Nevertheless, the lights are designed so they do not shine in bedrooms. The walls are not for noise reduction, but rather a function of the equipment selection and the sound attenuation panels on the side of the truck docks. The buffer walls were not considered for noise reduction.

Lastly Mr. Caldwell noted that the Smith's Grocery proposal that was denied over ten years ago is irrelevant as things have changed.

In conclusion, rather than determining the project is difficult based on the volumes of material submitted, one could conclude that instead all issues have been addressed thoroughly and in intense detail.

David Hook, City Market's traffic engineer, referred Council to the traffic study, table 10. He pointed out that the level of service is no different than developing to the volume used with a hardware store, townhomes, restaurant, etc. as indicated on the Growth Plan.

Responding to the MPO's desire for access management, Mr. Hook stated that this site has access management applied, with restricted turning movements. He said growth is going to happen and they should put shopping near the housing to make driving time shorter.

Mr. Hook has looked at the left turn from Wellington onto 12th, and it is his opinion that the turn can be made. The problem is four trees make the sight distance inadequate. His solution is to remove the trees.

That concluded the rebuttal and the Mayor closed the Public Hearing at 9:47 p.m.

Mayor Kinsey asked for Council discussion.

Councilmember Terry addressed the difficulty of Council's consideration as the Staff discussion/position makes sense and the response also makes a lot of sense. She went

back to the Growth Plan and reread policies and goals and sometimes they conflict. The key is to find a balance. Both sides are valid and can be reflections of the Growth Plan.

Councilmember Theobold had a similar reaction; that is, there are persuasive arguments for both sides. He focused on amending the Growth Plan, discounting jobs, the character of City Market, the numbers for and against, City Market ownership, Smith's Food, the price of gas, and the condition of the property. This should not be one neighborhood against another; the resolution is what is best for the City as a whole. He noted that there would be no assessment for residents on Wellington for improvements.

Mayor Gene Kinsey agreed that it is key to look at the amendment to the Growth Plan first. The details of the plan are irrelevant to the first question which is should a large grocery store be there.

Councilmember Theobold pointed out that five acres are already zoned commercial but it would be hard to make it work without the additional three and a quarter acres. On the other hand, the buffering to the neighborhood changes dramatically. He preferred the amended plan.

Councilmember Terry noted that buffering could be in the form of many things: homes, trees, shrubs, and walls. This proposal has put forth more buffering than what would be seen from perhaps another project.

Mayor Kinsey expressed that the plan was developed with the limit of five acres in mind but the additional three acres will allow a more intense use. He felt there needed to be good reasons to change the Growth Plan like the proposal being beneficial to the community as a whole rather than it is possible to mitigate the damage.

Councilmember Terry thought the Mayor's point was valid but in this instance she didn't think they were actually changing the plan but rather being asked to change one section of the map.

Mayor Kinsey said there are at least three areas in the Growth Plan where the drafters were specific about the size and intensity of the scope of commercial development.

Councilmember Spehar said in this case, they are dealing with corridor guidelines, plus the recent Growth Plan, the standard for change is much higher. It is the magnitude of change, that is, 50% to commercial. He agreed with Councilmember Theobold, corporate citizenship is not an issue, nor is competition an issue. A change like this needs to be a major benefit to the entire community while still protecting existing neighborhoods. If that standard cannot be met then the rest is moot.

Councilmember Scott felt that City Market had responded to the concerns of the residents of Patterson Gardens. The impact on Wellington depends on the time of day. The question is one of land use and if this is the best possible use of this property.

Councilmember Terry expressed that the community benefits are the traffic improvements and a transportation issue by mitigating traffic across town, so she will support the proposal.

Councilmember Scott commended City staff for all their time and effort.

Councilmember Payne agreed with Councilmember Theobold regarding looking at the big issue, and he also agreed with Councilmembers Scott and Terry looking at the plan itself and the use of this parcel. He would feel different if the request was to rezone the entire parcel but five acres are already commercial. If not this proposal, then what will develop here. This petitioner is willing to pay a large sum of money to make the intersection improvements needed. He thought the proposal has good buffering and landscaping, and he was ready to make a decision.

Councilmember Spehar disagreed with Councilmember Scott as he felt it is inappropriate to speculate on what might happen if this project is turned down. He read that the highest use under commercial zoning was a 30,000 square foot development. Although he was pleased with the \$750,000 of improvements, he was hesitant to give the impression that the City is selling zoning.

Councilmember Theobold noted that the reason the parcel is zoned commercial is that City Market owned the property when the Growth Plan was being studied and it was assumed there would be a City Market store. However, it is hard to fit it on five acres, a lot of the problems would go away if site was bigger. Mr. Theobold questioned whether even 8 acres is big enough. Although he respected Mr. Spehar's concerns over "selling" zoning for improvements, the City frequently requires improvements for development.

Councilmember Enos-Martinez queried what would happen if nothing exists there in 3 to 5 years yet development/subdivisions continue to be built east and north of this corner. Traffic continues to be a problem; at some point that intersection will need to be addressed.

Councilmember Theobold added that it would be harder to develop that property as traffic worsens.

Councilmember Scott said that ten years from now the Council might wish they hadn't spent \$750,000 there. He inquired if he could approve the pharmacy and the grocery store but not the gas station. City Attorney Wilson advised that zoning could have conditions of approval, including appropriate uses.

Mayor Kinsey said that if the project is turned down, it sends a message to the community that the Council stands behind the less intense use. That should be in addition to the Council's recent commitment to the Growth Plan and their pledge not to change it lightly.

Councilmember Terry agreed the Council is committed to the Growth Plan but the Council has also acknowledged that there are failures in the Plan. This project will give the community a benefit by reducing traffic trips.

Mayor Kinsey countered that a new, state-of-the-art store will draw more traffic. More drive time convenience isn't a good reason to change the Growth Plan. It is not a small neighborhood store.

Councilmember Spehar said he would stay committed to the Growth Plan and this project didn't reach the standard needed for him to support a Growth Plan amendment. Mitigating damage doesn't work for him so he couldn't support the amendment. He had seen better projects by City Market. He named a few projects that met higher standards.

Councilmember Terry moved to grant the appeal and approve the Growth Plan Amendment. Councilmember Scott seconded. Roll call vote. Those voting AYE: Enos-Martinez, Payne, Scott and Terry. Those voting NAY: Spehar, Theobald and Kinsey. The vote required was a supermajority so the motion failed.

Due to the failed motion (denial of the appeal) the remaining questions were moot.

ADJOURNMENT

The meeting adjourned at 10:25 p.m.

Stephanie Nye, CMC/AAE
City Clerk

Welcome to your Grand Junction City Council Meeting:

June 28, 1999

*Appeal of Planning Commission denial of 12th and Patterson Growth Plan Amendment and
Rezone for a City Market Store*

Questions to be decided by the City Council are:

Should this use be allowed on this property? If yes:

Does this particular site plan meet the rules and serve the public interest?

The Council must answer these questions, in order:

Should the proposed land use category (established by the Growth Plan) be changed from residential to commercial; and, if so

What is the proper zoning.

(c) If business zoning is approved, the Council must decide whether the particular site design is acceptable.

These are difficult issues that must be decided not just on the facts but on our values. Public hearings can be very emotional since the decisions affect our neighborhoods, our homes and our community. If we all understand how difficult these decisions are, and if we all agree that we should conduct ourselves in a courteous manner, we can all assist in this important public process.

The City Council has read all of the documentation presented to the Planning Commission, and other written materials supplied to it. Letters from the public are included. A copy of the written material is available in the room for public use.

The Council has decided on certain procedures for tonight's hearing:

1. City Market has 30 minutes at the start to present its position.
2. City staff will address the issues for the next 30 minutes.

The next 60 minutes will be for the City's citizens to speak for, against or ask questions.

4. City Market will have up to 15 minutes for rebuttal/summary.
5. The Mayor will close the hearing to further discussion from the applicant or the public. The Council may direct questions to the applicant, the staff or any person.

6. The Council will discuss the issues and facts and take necessary votes. The Council may approve, approve with conditions or deny.

Please help us by being aware of the following:

If you agree with a previous speaker, simply indicate that. If you have new information that has not been discussed, mention it.

Limit your comments to a total of three minutes so that everyone can have a chance to speak.

One person may speak on behalf of an organized group (but, no borrowing of time!).

When you start, state your name and address.

Please be prepared to speak by coming to the front of the room while another is speaking. Seats will be designated in the front row for those waiting to speak.

Relevant information that the Council can consider includes, but is not limited to:

Impacts this project will have on you, the City and the neighborhood

Possible changes to the streets and the area

Noise

The Growth Plan, and Zoning and Development Code

Other factors and concerns

Testimony that the Council cannot consider includes market/business considerations, and the character of City Market, Inc.

The City Council strives to conduct fair, mannerly and well-organized meetings. To that end the Council respectfully requests that comments be made only from the podium and only be addressed to the Council and not to the Petitioner or staff. Applause, heckling or jeering will not be allowed.

Your cooperation and assistance in making this an efficient and effective hearing are greatly appreciated.

Proposed City Market Grocery Store - 12th Street & Patterson
RZ-1998-082 & SDR-1998-129

Order of Contents

1. Staff Report
2. Retail Center Comparisons (City Market, Safeway, Albertson's)
3. Planning Commission Minutes from May 27, 1999 and June 3, 1999 hearings
4. Patterson Road Corridor Guidelines
5. Traffic Study, excluding appendix
6. Maps & Exhibits
 - Vicinity Map
 - Aerial Photos
 - Growth Plan Map for Vicinity
 - Zoning Map for Vicinity
 - Assessor's Map

 - Selected Site Specific Maps provided by the applicant
 - * Existing Site Plan (4 of 32)
 - * OVERALL SITE PLAN (5 of 32)
 - * 4 - Horizontal and Vertical Control Plan (detailed site plan) (6-9 of 32)
 - * Wellington Avenue Plan & Profile (9 of 32)
 - * Patterson Avenue Plan & Profile (10 of 32)
 - * 12th Street Plan & Profile – South of Patterson (5 of 18)
 - * 12th Street Plan & Profile – North of Patterson (6 of 18)
 - * Striping & Signing Plan (23 of 32)
 - * Landscaping Plan (color) (32 of 32)
 - * 12th Street Improvements Landscape Reconstruction (G1 & G2)
7. Metropolitan Planning Organization (MPO) Comments
8. Response to Comments (The format used by the applicant includes comments provided by the staff, unless otherwise shown.)
9. Applicant's General Project Report for Rezone and Site Plan, and Application Form
10. Public Comment
 - letters and petitions against the proposal
 - letters and petitions for the proposal

A colored divider has been provided between each section to assist in locating each section.

AGENDA TOPIC: Growth Plan Amendment, Rezone and Site Specific Development Plan for a proposed City Market Grocery Store at the southeast corner of 12th Street and Patterson Road; File # RZ-1998-082 & SDR-1998-129.

SUMMARY: Appeal of Planning Commission's denial of a request to 1) amend the Growth Plan from Residential Medium, 4-7.9 units per acre to Commercial on approximately 3 acres, 2) rezone 8.26 acres from RSF-8 (Residential Single Family, 8 units per acre) and PB (Planned Business) to B-3 (Retail Business), and 3) approve a Site Specific Development Plan for a 60,405 sq.ft. City Market Store. The appeal will be heard during the second reading and public hearing for the ordinance to rezone the property.

ACTION REQUESTED: Decision on Appeal

PLANNING COMMISSION RECOMMENDATION: Denial of all requests based on the findings contained within this report and summarized on page 19-21.

BACKGROUND INFORMATION:

Location: Southeast corner of 12th Street and Patterson Road

Applicant: City Market, Inc.

Existing Land Use: Single family residential and one small office use

Proposed Land Use: Those uses allowed in the B-3 zone district, general retail

Surrounding Land Use and Zoning:

<i>North:</i> Church/School/Mortuary/Residential	RSF-8 & B-1
<i>South:</i> Residential	RSF-8 and PR-16.5
<i>East:</i> Residential	RSF-8
<i>West:</i> Commercial	PB & RMF-64

Existing Zoning: Approximately 8 acres of RSF-8 (Residential Single Family) and .26 acres of PB (Planned Business).

Proposed Zoning: B-3 (Retail Business)

Relationship to Comprehensive Plan:

Exhibit V.3: Future Land Use Map of the adopted City Growth Plan designates the northern portion (approximately 5 acres) of this site for future commercial uses. The properties along Wellington are shown to remain residential. The commercial designation is very broad, allowing for office uses to high volume retail uses. The intensity of commercial uses appropriate for a site with this designation are determined through the development review process. See staff analysis for Growth Plan Amendment for additional information.

STAFF ANALYSIS

Summary: This applicant is requesting a Growth Plan Amendment, Rezone and Site Specific Development Plan approval for 8.26 acres at the southeast corner of 12th Street and Patterson Road for a new supermarket with gas station and drive-thru pharmacy. The review of the proposal will be covered in four sections: Growth Plan Amendment, Rezone, Site Specific Development Plan (SSDP) and Transportation and Traffic Impacts associated with the SSDP.

Background: The first meeting with City Market and City staff was held in March 1998, with many follow-ups meetings held thereafter. The application for the rezone was submitted in May 1998, followed later by the replat and Site Specific Development Plan in July. Early in the process, City Market determined to design the site plan and present it concurrently with the rezone.

Approval of a Site Specific Development Plan (SSDP) creates a vested right to develop the approved project for three years following approval of the plan. Because the SSDP creates vested rights, all particulars of the plan, including detailed engineering drawings, are required before it can be approved.

Towards the end of the year (1998) the applicant's traffic study determined that significant improvements were needed to 12th Street and the 12th and Patterson Road intersection, in order to mitigate the traffic impacts that a project of this magnitude would create. In keeping with their original decision to have concurrent review before the decision-makers, the applicant proceeded with the detailed engineering of all off-site, as well as on-site improvements, barring only the architectural features of the new structure itself. In the meantime the Growth Plan Amendment process was adopted and it was determined an amendment was also a necessary step in the approval process. The replat is being reviewed administratively.

I. Growth Plan Amendment

The applicant is requesting a Growth Plan Amendment to expand the area shown as Commercial on the Future Land Use Map to include the property along the north side of Wellington Avenue. This would expand the area shown for commercial uses from approximately 5 acres to 8.26 acres.

Review Criteria: In reviewing the request for a Growth Plan Amendment the following criteria at a minimum must be considered. Staff finds that the proposal does not conform to these criteria as shown below. The applicant's response to these criteria is located in the Response to Comments Section of this report.

- A. *Was there an error in the original plan such that then existing facts, projects or trends (that were reasonably unforeseen) were not accounted for?*

There was not an error in the original plan. The intent of the limits of the commercial designation on the Future Land Use Map was to protect the Wellington Avenue neighborhood from commercial encroachment.

- B. *Have events subsequent to the adoption of the Plan invalidated the original premises and findings?*

There have not been significant changes in this area since the adoption of the Growth Plan. Patterson Road and 12th Street continue to be major traffic corridors and Wellington Avenue continues to be a well-established residential area. Staff does not believe that events subsequent to the adoption of the Plan have invalidated the original finding.

- C. *Has the character and/or condition of the area changed enough that the amendment is acceptable?*

The applicant has stated that there have been significant changes on the other three corners of Patterson Road since this property was zoned RSF-8. However, the properties on the northwest and southwest corners of 12th Street and Patterson Road were already developed commercially at the time the Growth Plan was created and adopted. The Growth Plan recognized the changes that had already occurred in this area and designated the southeast corner of 12th Street and Patterson Road for commercial use. However, the traffic limitations of the site and compatibility with surrounding residential uses were also recognized resulting in limiting the commercial designation to only the north end of the site.

The applicant also states that the deterioration of the residential uses on this property is evidence of the changing conditions. It appears that these are the only residential properties in the area that have deteriorated, apparently by lack of upkeep by the applicant who has owned the property for several years.

Staff finds that there has not been a change in the character or condition of the area since the adoption of the Growth Plan.

- D. *Is the change consistent with the goals and policies of the Plan, including applicable special area, neighborhood and corridor plans?*

No. The proposed change is not consistent with goals and policies of the Growth Plan as described below:

Policy 1.3 states the City will use the Future Land Use Map in conjunction with the other policies of the plan to guide zoning and development decisions. It further states that the City may limit site development to a lower intensity than shown on the Future Land Use Map if site specific conditions do not support planned intensities. Only a portion of this site is designated for commercial uses in the Growth Plan. Site constraints, such as traffic generation, might further limit the type and scope of commercial development for this property. A lower intensity commercial use, such as office, might be more appropriate.

Goal 11: To promote stable neighborhoods and land use compatibility throughout the community.

Policy 11.2 of the Growth Plan states that commercial encroachment into stable residential neighborhoods will be limited. No new commercial development will be allowed in areas designated for residential development unless specifically approved as part of a planned development. The intent of the Growth Plan was to provide for the protection of residential neighborhoods such as that found on Wellington Avenue. Expanding the commercial area to Wellington Avenue will greatly impact that neighborhood. In the response to review comments, the applicant argues that by acquiring the properties along Wellington Avenue and incorporating them into any future commercial design, they have eliminated any encroachment into a residential area and removed those properties that would be most impacted.

In fact, the properties impacted by expansion of the commercial area to Wellington Avenue include more than those properties acquired by the applicant; it includes all properties along Wellington Avenue from 12th Street to 15th Street. The need for a large commercial center to access Wellington Avenue will increase the amount and type of traffic along that entire corridor. In addition to impacts from traffic, this residential neighborhood will be affected by noise, glare from parking lot lights and headlights, odors and other nuisances associated with the operation of a facility of this size. The applicant also suggests that their parcels that extend from the interior of the site to Wellington Avenue could not be split by zoning and, therefore, would be zoned for commercial use in the future. However, parcels can be, and are frequently, split by zone districts.

Policy 12.2 of the Growth Plan states that the City will limit the development of large scale retail and service centers to locations with direct access to arterial roads within commercial nodes shown on the Future Land Use Map. The size of the commercial area shown on the Future Land Use Map on this corner would indicate that it was not meant to be a large-scale commercial node. The size and configuration of the area shown as commercial will limit the size and intensity of the use.

The proposal is not in conformance with the following Patterson and 12th Street corridor guidelines. A complete list of the guidelines is included with this report.

Patterson Road Guidelines

Anywhere along Patterson Road, regardless of the scope or scale of development, any development should accommodate the following:

- Existing single family housing and neighborhoods should be respected and protected whenever possible.
- New commercial and business development and redevelopment should not adversely affect the existing neighborhoods with traffic, parking, lighting or noise.
- Curb cuts and access points on Patterson Road should be limited and consolidated.
- Low volume business and medical offices are appropriate on the southeast corner of 12th and Patterson.

12th Street Guidelines

- South from the intersection at 12th and Patterson to Orchard Avenue, non-residential uses such as professional, medical and educational offices may be appropriate.
- Between Patterson Road and Gunnison Avenue, new non-residential development should not encroach into the existing residential neighborhoods.

E. Are public and community facilities adequate to serve the type and scope of land use proposed?

The proposed increase in the commercial designation in this area would greatly increase the potential traffic generated from the site. A comparison of the neighborhood commercial use contemplated by the Growth Plan and the low-volume business and medical-oriented development described in the Patterson Road Corridor Guidelines follows.

The proposed grocery store, drive-thru pharmacy and gas station approaches the highest amount of traffic that could be generated from this expanded site. The traffic study submitted with the proposal indicates 8110 daily trips. In contrast, the draft Zoning and Development Code contains a neighborhood commercial zone that seems to fit what was proposed in the Growth Plan for this site. This proposed zone could be applied to a site of up to 5 acres in size, which is approximately the area designated for commercial use on the Future Land Use Map. The maximum building size proposed to be allowed in this zone without a Conditional Use Permit is 30,000 sq.ft. Based on that information and the uses proposed to be allowed in this zone, the following table was created to illustrate the daily trip generation of neighborhood commercial uses.

<u>Use</u>	<u>Daily Trips*</u>
30,000 s.f. Medical Offices	1084
30,000 s.f. Specialty Retail Center	1220
30,000 s.f. Business Park	1069
30,000 s.f. Hardware/Paint Store	1539
30,000 s.f. Nursery/Garden Center	1082
30,000 s.f. Shopping Center	3143

*Using Trip Generation, 6th Edition, ITE

The Village Fair Shopping Center directly across 12th Street is probably the closest example of a neighborhood commercial site. It contains 21,550 square feet of retail buildings, an 8,250 S.F. restaurant, and a 4,284 S.F. drive-in bank. The daily trip generation for these uses, using the *Trip Generation* publication, totals 2,811 daily trips.

As shown above, the volume of traffic for the proposed area of commercial is potentially more than triple the most intensive use which is consistent with the Growth Plan and Corridor Guidelines. If the 3.26 acres owned by the applicant along Wellington Avenue was redeveloped to the maximum density of 8 dwellings per acre as allowed by the Growth Plan, only 261 additional trips would be generated.

Staff finds that the potential increase in traffic generated from the site by increasing the area of commercial cannot be accommodated without significant facility upgrades. Further, these upgrades would only accommodate the traffic generated by that project and severely constrain the City's ability to address further growth in background traffic.

F. Is there an inadequate supply of suitable designated land available in the community, as defined by the presiding body, to accommodate the proposed land use?

The land use designations of the Growth Plan attempted to balance the residential and commercial needs of the community. The Plan, however, did not assess the specific locational needs of each commercial use.

G. Will the community or area, as defined by the presiding body, derive benefits from the proposed amendment?

The benefits described by the petitioner in having a grocery store in this location for convenience would be far outweighed by the negative impacts to the area. This location as a smaller scale neighborhood convenience center or offices would offer benefits to the community and area without the negative impacts resulting from by this proposal.

II. Rezone

The applicant is requesting a rezone from the existing RSF-8 and PB zoning to B-3 (Retail Business). The majority of the property is currently zoned RSF-8, with only one parcel (approximately .26 acres) currently zoned PB. The use of the RSF-8 parcels has historically been single family homes. The parcel that is currently zoned PB had a house on it that had been converted to an office.

Background: From the onset, the applicant has proposed a rezone to B-3, as opposed to a Planned Business Zone. Community Development Department staff, on the other hand, suggested the planned development concept for several reasons. Those reasons include an improved site design, the flexibility it offered the applicant in designing and seeking approval of a preliminary plan before detailed engineering design was required on the final plans, and assurances that no other use could utilize the B-3 zone if the grocery store was not constructed. As a solution to at least one of these concerns, the City and the applicant have agreed that if the Site Specific Development Plan (SSDP) is approved by the Council, a rezone to a planned zone would give an assurance to the City that this specific plan would be the only use allowed on the property.

It is the opinion of the Community Development Department that the ultimate conversion of the proposal to a planned zone is inconsequential for several reasons. First, the applicant is requesting simultaneous approval of the B-3 rezone and a SSDP. Second, the proposed development is probably at or near the most intensive permitted use under the B-3 zone. Lastly, while the design of the site may have benefited by using a planned zone approach from the outset, the issues and concerns associated with overall scale and intensity of the proposed uses on this particular site would not change and could not be ameliorated through the planned zone process.

If the SSDP is approved, the Department supports memorializing this decision by a rezoning to planned zone. However, for purposes of the City Council's review and decision-making on the project, the Department suggests the application be considered as requested – a rezone to B-3 and a SSDP.

Review Criteria: In reviewing the rezone request, the following criteria from Section 4-4-4 of the Grand Junction Zoning and Development Code must be considered. Staff finds that the proposal does not conform to these criteria as shown below. The applicant's response to these criteria is located in the Response to Comments and General Project Report sections of this report.

A. Was the existing zone an error at the time of adoption?

The existing RSF-8 zone was not an error at the time of adoption. This property has historically been a single-family home neighborhood.

B. Has there been a change of character in the area due to installation of public facilities, other zone changes, new growth trends, deterioration, development transitions, etc.

There has been a change of character in the area since the property was zoned RSF-8, with improvements to 12th Street and Patterson Road and increased traffic. Staff does not contest the need to redevelop the corner 5 acres of the site. Even without the deterioration of the homes owned by City Market for the past 10 years, large portions of the site have been vacant for many years. Redevelopment, infill and compact development, all worthy goals of the Growth Plan, apply to the commercially designated area of the site. However any

redevelopment of the parcels along Wellington Avenue should be for residential uses only, to protect the rest of the neighborhood from commercial encroachment.

C. Is there an area of community need for the proposed rezone?

The applicant argues that there is a community need for a grocery store at this location. However, in looking at the request for the rezone, the Planning Commission and City Council must determine whether there is a community need for the scale and intensity of commercial uses allowed in the B-3 zone proposed for the property.

Given the constraints of this site and the well-established residential neighborhood surrounding it, the smaller-scale neighborhood commercial use is more appropriate.

D. Is the proposed rezone compatible with the surrounding area or will there be adverse impact?

The extent and intensity of the proposed rezone is not compatible with the surrounding area. The surrounding residential neighborhood will be greatly impacted by the activity associated with potential large retail uses that are allowed in the B-3 zone. Having the B-3 zone district extend all the way to Wellington Avenue will create traffic impacts for the residential uses on Wellington Avenue, from 12th Street to 15th Street. In addition to the traffic impacts, there would also be an increase in the noise, odor and lighting impacts to the neighborhood.

E. Will there be benefits derived by the community, or area, by granting the proposed rezone?

The benefits described by the petitioner in having a grocery store in this location for convenience would be far outweighed by the negative impacts to the neighborhood, as well as impacts to the 12th Street and Patterson Road intersection. This location as a smaller scale neighborhood convenience center or offices would offer benefits to the community and area without the negative impacts imposed by this proposal.

F. Is the proposal in conformance with the policies, intents and requirements of this Code, with the City Master Plan, and other adopted plans and policies?

As stated earlier in the report, the proposed rezone is not in compliance with the adopted Growth Plan or the Patterson Road or 12th Street Corridor Guidelines.

G. Are adequate facilities available to serve development for the type and scope suggested by the proposed zone? If utilities are not available, could they be reasonably extended?

As stated under item "E" of the Growth Plan amendment criteria, staff finds that the potential increase in traffic generated from the site by an increase in the commercial area is unacceptable.

III. Site Specific Development Plan

Background: At an early stage in the review process staff determined the plan amendment and rezoning requests did not conform with the applicable criteria. Staff and the applicant agreed to disagree on these findings, but agreed to continue the review of the Site Specific Development Plan (SSDP). City Market's response and redesign based on review comments made by staff does not, in staff's opinion, imply that the site has been designed to mitigate the impacts to the neighborhood or surrounding transportation system. Staff believes that the only way to ameliorate the impacts from this site is to reduce its size and scope. Under no circumstances can this size of a project be designed to be neighborhood friendly and not have significant negative impacts on the surrounding transportation systems and surrounding residents.

Review Criteria: Vested rights for a Site Specific Development Plan may be granted at a hearing that represents the last step in the approval process. Because the applicant is requesting a straight B-3 zone district, a site plan review (Section 4-14) is the last step in the approval process prior to issuance of a building permit. Plans prepared in accordance with the site plan review requirements are evaluated using the following criteria.

- A. *The site plan layout shall satisfy all development standards of the underlying zone unless a variance(s) is concurrently considered and approved with the review.*
- B. *The proposed development or change of use will meet required City standards for development improvements such as drainage, water, sewer, traffic, and other public services.*
- C. *The proposal is consistent with any adopted corridor guidelines.*
- D. *The proposal is in conformance with any adopted elements of the City's Comprehensive Plan and/or with any adopted neighborhood plans.*
- E. *The proposal sufficiently addresses and satisfies any issues discussed at the pre-application conference and/or in the review comments and it adheres to basic land use, design, and city planning principles.*

Site Design: The project proposes a 60,405 square foot grocery store with a drive-thru pharmacy and gasoline station with four gasoline pump islands. In comparison, City Market's downtown store at 1st and Rood is 63,000 square feet.

The B-3 zone requires the following bulk standards for this project:

Front Setback	65 feet from center of street
Side & Rear Setback	10 feet
Height	40 feet

See attached maps showing layout and configuration of the proposed store for more information.

Site Access: Five driveways are proposed to the site - two on Patterson, one on 12th Street and two on Wellington Avenue. All driveways except the westernmost on Wellington Avenue have restricted turning movements due to traffic control medians for safety purposes. The following restrictions and general uses are proposed for the driveway indicated:

<u>Driveway</u>	<u>Designed Use</u>	<u>Movement</u>
East Patterson	Vendor & Truck Delivery Customers	Right In only Right In/Right Out only
West Patterson	Customers	¾ movement, with left out prohibited
12 th Street	Customers	Right In/Right Out only
West Wellington	Customers	Full Movement
East Wellington	Vendor & Truck Delivery	Right Out only, but not controlled by median

See *Proposed Access Points* on page 17 for a more thorough discussion of the proposed driveways.

Wellington Avenue Impacts: The restrictions on full turning movements at all of the site's driveways except the Wellington Avenue driveway, directs a substantial amount of the traffic onto this residential street. The increased traffic elevates Wellington Avenue to a residential collector street with volumes above 1000 ADT. Currently the street is designated as a residential street with under 1000 ADT. The development proposal also introduces truck traffic onto Wellington Avenue and the western portion of the street effectively functions as a site driveway for the development. See *Wellington Avenue Impacts* in Section IV for more information.

Hilltop Community Resources operates the Bacon Residential Campus at the southwest corner of 15th Street and Wellington. The facility is a multi-use residential campus that serves persons with head injuries and provides several programs for youth. Currently the site houses about 100 persons who use Wellington Avenue as the access corridor to walk to commercial services on 12th Street. Except for a small portion of the street directly opposite the City Market site, there are no sidewalks, curb or gutter along its length from 12th to 15th Streets. City Market will be required to construct half-street improvements to the north side of Wellington Avenue adjacent to their store, but the traffic impacts to this street continue along its entire length. Although City Market has expressed a willingness to provide funds for the construction of a sidewalk along the south side between their east property line and 15th Street, construction of a sidewalk is premature without reconstruction of the entire street, to ensure proper grades and drainage. If the SSDP is approved, Public Works staff is recommending that the City reconstructs Wellington Avenue with sidewalk, curb and gutter on both sides to be completed concurrent with completion of the City Market store. The approximate cost of this improvement is \$250,000.

The residential dwellings on the south side of Wellington opposite the City Market site are those most substantially impacted by the store. The increase in traffic, noise, glare from parking lot lights and headlights and other nuisances associated with the operation of a facility of this size

will affect their quality of life. The applicant has stated that the majority of the area included within a row of residential homes along the north side of this street – a buffer envisioned by the Growth Plan – has been incorporated into the site to provide a buffer to these residents. While an 80-foot landscaped buffer and a 6-foot block wall along the parking area have been provided, staff believes that a better buffer would be to retain the residential uses along Wellington Avenue and prohibit commercial access.

On-Site Maneuvering Concerns: Maneuvering in and through the area around the gas pumps/pharmacy drive-thru/west Patterson entrance/parking lot presents the biggest on-site circulation concern. Maneuvering through all of these multiple uses located at this entrance to Patterson will be congested. The landscape islands on the west and in the middle of the westernmost driveway have been extended to 105 and 95 feet respectively to provide for vehicle storage, but the Transportation Engineering Design Standards (TEDS) manual requires a minimum of 120 feet. The applicant believes that the site is designed to alleviate any negative impacts to Patterson Road. The landscape island on the eastern side is far short of the TEDS standard, however, the queuing of vehicles will occur within City Market's parking lot, rather than on the street. The worst case scenarios will likely occur when fuel trucks refilling underground tanks block the area to the east.

Deliveries: City Market has pledged to limit deliveries between 5 a.m. and 12 midnight but a note on the site plan states that delivery times are 24 hours a day. They have pledged to not schedule deliveries at other hours but have stated that they have no control over late deliveries due to bad weather or other unforeseen delays. City Market has also pledged to select either a full side wall for the truck docks or a system of sound attenuation panels designed by an acoustical engineer to suspend from the roof over the truck dock and designed to mitigate at least 50% of the vehicle and trailer refrigeration noises. Detailed information on which selection is preferred or how or if the mitigation efforts would be effective has not been submitted.

Impacts to Patterson Gardens: The store is located approximately 70 feet from the common boundary line of Patterson Gardens, a 40 unit townhome development located directly to the east. The truck ramps for delivery are located within 45 feet. In response to concerns from residents in Patterson Gardens, a 9-foot high CMU block wall 10 feet from the property line is proposed along the east side of the store. The wall set back from the property line allows its height to exceed 6-feet. A landscape buffer with trees at an average spacing of 42 feet is provided in the area between the wall and the property line. Despite the wall, standard semi trailer/tractors with a refrigeration unit on top stand at a maximum height of 13.5 feet. The loading ramps are recessed but only 3 feet, and only at the rear of the vehicle. Second-story bedrooms in Patterson Gardens, 15 feet from the property line wall will be impacted by noise.

Landscaping: The wooded area that characterizes the site today will look drastically different after development if the site plan is approved. Eighty percent of the existing trees on the site larger than 6-inch caliper will be removed if the store is approved (115 trees removed, 29 trees saved). Although 144 new trees will be provided, they will be approximately 1.5-inch caliper at planting and will take years to grow to maturity and provide the same benefits the existing trees

have. The applicant has stated that they intended to provide increased landscaping above code requirements on the site, but the plan shows just one more tree than is required by code.

Thirteen percent of the trees required for interior parking areas are Dwarf Alberta's that are 7 feet high at maturity. Staff believes that these dwarf trees are not consistent with the intent of the parking lot landscaping ordinance. Section 5-5-1F of the parking lot landscaping requirements states that "the minimum landscaping requirements of this section are intended to alleviate adverse visual and environmental effects associated with parking facilities including climate modification. The application of these standards will provide relief from unshaded paved areas, and minimize glare and lights associated with parking areas." The applicant contends that these trees were provided "to create vision corridors of the store building from the street." The effect of the placement of these trees in the interior parking area, coupled with other species that have mature height of 10 to 15 feet will be a parking lot that is largely unshaded for most of the life of the store.

In addition, the widening of 12th Street associated with the intersection improvements will require the removal of mature landscaping in the right-of-way along the Village Fair shopping center, intensifying the loss of mature vegetation in this area. See Maps G1 and G2 for more information.

Signage: With frontage on three streets in a B-3 zone, the code allows for a generous sign allowance and it appears that City Market will be taking advantage of that allowance. Forty-foot high signs at 300 square feet or less, the maximum allowed, are planned along 12th and Patterson Roads. A 20-foot high sign with a face of 150 feet is proposed along Wellington. The Wellington Avenue sign will be higher than most of the homes along this residential street. The pole signs on 12th Street and Patterson will stand in stark contrast to the Village Fair and Mesa National Bank signs which are respectively 12 and 8 feet high, and the other monument style signs that characterize much of the Patterson Road corridor in the vicinity.

IV. TRANSPORTATION AND TRAFFIC IMPACTS

The City Engineering and Transportation staff have worked closely with the applicant and the applicant's engineers to evaluate the results of the traffic study and to ensure the proposed street improvements meet engineering design standards. As described in the following sections of this staff report, there are some areas of concern with respect to the traffic study as it pertains to the number of new trips projected to use Wellington Avenue and 15th Street. In addition, there are some elements of the proposed street improvements that do not meet City standards, but do meet other accepted minimum standards as described in this report. In general, the City Engineering and Transportation staff have found the assumptions, analysis, and results of the traffic study to be reasonable. Similarly, the design of the 12th Street and Patterson Road street improvements is based upon acceptable engineering practices.

A. Existing Surrounding Street Network

- *Patterson Road* bounds the site on the north side and is currently configured as a 5-lane arterial street with two travel lanes in each direction and a continuous two-way center left turn lane. Patterson Road is classified as a Principal Arterial on the Major Streets Plan.
- *12th Street* bounds the site on the west side. 12th Street is a north/south arterial with two travel lanes in each direction and a continuous two-way center left turn lane. 12th Street is classified as a minor arterial on the Major Street Plan. Approximately 800 feet north of Patterson Road, 12th Street merges to a single northbound lane. The City's capital improvement project currently under construction on 12th Street north of Bonito Avenue will result in a 3-lane cross section on 12th Street (one travel lane in each direction and a continuous center left turn lane) north to the Horizon Drive roundabout.
- *Wellington Avenue* bounds the site on the south side and is presently a local residential street connecting 12th Street to 15th Street and serving as access to the adjacent residential uses and neighborhood. Wellington Avenue currently has no curb, gutter, or sidewalk with the exception of one short section adjacent to a multi-family site on the south side. The existing pavement width varies from 34 feet just east of 12th Street to 25 feet just west of 15th Street. (The City's residential street standard pavement width is 28 feet).

B. Proposed Access Points

The applicant is proposing 5 access points from the site onto the surrounding street network:

1. A *right-in/right-out access on Patterson Road* is proposed near the east property line. The access will be restricted by construction of a raised median in Patterson Road. This entrance is proposed to serve as the truck entrance into the site in addition to being open to the general public to serve the gas pumps.
2. A *right-in/right-out/left-in access on Patterson Road* is proposed to the east of the 12th Street and Patterson Road intersection. This access aligns with the main drive aisle in front of the proposed store. Constructing an extension to the existing raised median at the 12th Street and Patterson Road intersection will prohibit left turns out of the driveway. The proposed median includes a left turn lane pocket to allow left turns into the site from westbound Patterson Road.
3. A *right-in/right-out access on 12th Street* is proposed opposite from and south of the entrance to the Village Fair Shopping Center (located at the southwest corner of Patterson Road and 12th Street). A raised median is proposed to prohibit left turns into or out of the City Market site, yet still allow full movement access at the Village Fair driveway and at Wellington Avenue.

4. *A full movement access on Wellington Avenue* is proposed approximately half way along the southern City Market site frontage. This access aligns with the drive aisle in front of the store. This is the only full movement access into the site from the adjacent street network and the only route for vehicles exiting the City Market site to access 12th Street southbound.
5. *A one-way exit only access on Wellington Avenue* is proposed near the east property line. This access is proposed to be the primary egress point for delivery trucks and also for the parking lot at the south side of the proposed building.

C. Proposed Street Improvements

The following street improvements are proposed by the applicant to mitigate the traffic impacts of the site development as identified in the traffic study and as shown on the site plan:

1. Patterson Road

- Extension of the raised median east of 12th Street to restrict the proposed site access points as described above.
- Right turn deceleration lane for the right-in/right-out/left-in (3/4 movement) access just east of 12th Street.

It should be noted that the Transportation staff has evaluated whether or not dual left turn lanes are needed on Patterson Road. They are not triggered as a result of the impacts of the City Market development proposal. Although the morning peak hour counts indicate there are over 400 vehicles turning left from westbound Patterson Road, the opposing through vehicles (eastbound) are a much lower volume. Field observations indicate there is not a problem for left turning vehicles because of the high number of available gaps. Without a distinct change in land use patterns in the valley, it is anticipated that the morning traffic patterns will remain as they are today well into the future.

2. 12th Street South of Patterson Road

- Raised median to restrict the proposed site access to right-in/right-out as described above.
- Northbound right turn lane into the proposed site access.
- Northbound right turn lane at the Patterson Road intersection (which is a continuation of the right turn lane into the City Market access on 12th Street).
- Northbound double left turn lanes at the Patterson Road intersection.

3. 12th Street North of Patterson Road

- Southbound double left turn lanes at the Patterson Road intersection.

12th Street is proposed to have two northbound through lanes and two southbound through lanes through the Patterson Road intersection. The northbound lanes merge into one lane north of Patterson Road (as described above under “*Existing Surrounding Street Network*”).

In addition, reconstruction and widening of the existing 12th Street pavement, and reconstruction of curb, gutter and sidewalk north and south of the Patterson Road intersection is proposed in order to properly align the north and south legs of 12th Street at the Patterson Road intersection. The signal at the intersection is also proposed to be reconstructed in conjunction with the intersection improvements.

Sidewalk is proposed to be constructed along the north side of Wellington Avenue from City Market’s east property line to 12th Street. Sidewalk along 12th Street from Wellington Avenue to Patterson Road will be reconstructed to current City standards. Sidewalk along Patterson Road from 12th Street east to the City Market property line is proposed to be reconstructed to current City standards.

D. Transportation Impacts:

As described above, there are a number of street improvements proposed to mitigate the impacts of the traffic added to the surrounding street network by the proposed City Market development. The following is a summary of the impacts to the intersection, surrounding streets, and Patterson Road Corridor. In addition, the summary below notes those design elements that differ from the City’s standards and/or minimums.

1. 12th Street and Patterson Road Intersection Impacts:

Level of Service (LOS) is a measure of how well an intersection operates in terms of the amount of time a motorist is delayed at the intersection while waiting to turn or proceed through the intersection. Tables 7 and 8 of the traffic study, located at the end of the staff report, summarize the length of delay associated with various levels of service for unsignalized and signalized intersections, respectively. LOS C is the design objective or worst case acceptable for all movements as set forth in the City’s Transportation and Engineering Design Standards (TEDS) manual. LOS D is often an accepted worst case for existing arterial street intersections.

Significant street improvements are required with this development. The traffic study concludes that the proposed intersection improvements will add capacity to the intersection. It is noted that the intersection is currently operating near capacity (LOS D) and that the improvements proposed to be constructed with the City Market development will improve the intersection operations slightly to a LOS D+. Table 10 of the traffic study (see attached copy) illustrates the LOS and other measures of intersection operations.

The LOS is estimated to deteriorate to a LOS E+ by the year 2020 with the improvements as proposed by the applicant. The applicant’s traffic engineer projects this same LOS to be reached under build-out of the Growth Plan designation for the site. In other words, the petitioner’s

conclusion is that, in 20 years, no significant difference exists between build-out of their project and build-out of the Growth Plan scenario. No supporting data for what land use/trip generation numbers used in this analysis were included in the traffic study or what the long-term impacts may be on other nearby streets, such as 15th Street.

2. 12th Street Impacts:

- *The proposed development adds a 4% increase in traffic volume to 12th Street.*
- *The proposed access point on 12th Street creates an increase in the complexity of movements near the 12th Street and Patterson Road intersection. Vehicles attempting to get into the northbound double left turn lanes from the site access to travel west on Patterson Road must weave across the northbound right turn lane and the 2 northbound through lanes while avoiding conflicts with vehicles exiting the Village Fair shopping center. In the long-term, the Public Works Department anticipates the need to prohibit exiting left turns out of the Village Fair shopping center.*
- *A right-in/right out access point is proposed on 12th Street. The proposed access point must be restricted to right-in/right-out so as not to create turning conflicts with the Village Fair shopping center access. In addition, there would be no room for southbound left turn stacking if left turns into the proposed City Market site were allowed. With the addition of City Market site generated traffic, there will be nearly 300 northbound vehicles turning left at the Patterson Road intersection during the afternoon peak hour which is the threshold for requiring dual left turn lanes. Even with the dual lefts, the queuing distance required is such that the City Market access had to be moved south of the originally proposed location.*

Shifting the access to the south, coupled with the applicant's inability to obtain off-site right-of-way from the Arrowhead Realty site, results in a shortened right turn deceleration lane into the site access. Given the posted speed limit, proposed turn lane width, and proposed driveway radius, the City's Transportation and Engineering Design Standards (TEDS) manual (Section 6.8.2) establishes a minimum taper length of 120 feet and a decel lane length of 235 feet. The applicant's proposed design is for a taper length of 58 feet and a decel lane length of 90 feet. The taper and decel lengths provided, while not meeting the City's minimums, do meet minimums established in the Institute of Transportation Engineers publication entitled "Transportation and Land Development".

- *Construction of a northbound right-turn lane on 12th Street at Patterson Road is proposed. The northbound right turn lane, while not required solely as a result of the impacts of the development, will improve the operation of the intersection and should help to decrease the number of vehicles stacking in the outside through lane as presently occurs. However, as a result of the construction of the right turn lane and the two proposed site access points on Patterson Road, fewer gaps will be available to motorists exiting intermediate driveways east of the City Market site. That is, northbound vehicles will be able to make a right turn on red at the 12th Street and Patterson Road intersection and other vehicles will be exiting the City*

Market driveways. These vehicles will use many of the available gaps in traffic on eastbound Patterson Road which will cause delays for those trying to exit Patterson Gardens and driveways from the north side of the street.

- *On the south leg of the intersection, the width of the crossing will increase from approximately 62 feet to 100 feet, adding approximately 10 seconds to the walk time.* The widened cross-section of 12th Street at the intersection with Patterson Road will increase pedestrians' exposure to traffic while crossing 12th Street.
- *A short portion of the raised median in 12th Street is 2 feet in width rather than the typical minimum of 4 feet in width.* The narrower portion of the median prohibits the placement of traffic signs in this portion of the median.

3. Wellington Avenue Impacts:

The accompanying figure entitled "Daily Traffic Volumes Existing and with City Market" summarizes the average daily trips (ADT) existing on the surrounding street network and the total of the existing ADT plus the City Market site generated ADT added to the surrounding street network at build-out of the site. The figure also illustrates the percentage increase in daily traffic on the surrounding street network.

- *The traffic volume on Wellington Avenue will increase.* Wellington Avenue is currently a local residential street with 540 ADT on the west end and 360 ADT on the east end. Typical volumes for a local residential street are 1000 ADT or less by City street standards. With the proposed development, Wellington Avenue is projected to have 1360 ADT on the west end and 900 ADT on the east end. Per City street standards, typical residential collector street volumes are 1000 to 3000 ADT.
- *The development proposal will introduce truck traffic onto Wellington Avenue, which is presently a local residential street.*
- *The western portion of Wellington Avenue will effectively function as a site driveway for the development.* The Wellington Avenue site access is the only full-movement site access (left and right turns in and out of the driveway are permitted). Wellington Avenue then connects to 12th Street and 15th Street, which are also full movement intersections. As a result, Wellington Avenue provides a convenient route to access the site from the area to the south and east. Therefore, it is Engineering and Transportation staff's opinion that the function of Wellington Avenue is changing from a local residential street to a residential collector/commercial access street. As described in this report, City Market is proposing to build half-street improvements on Wellington Avenue adjacent to the site. The cost of improving and reconstructing the remainder of Wellington Avenue between 12th Street and 15th Street to a residential collector/commercial standard is estimated at \$250,000.

In addition, it should be noted that there are two design elements at the west end of Wellington Avenue which do not meet the minimums set forth in the City's Transportation Engineering and Design Standards (TEDS) manual. Both are due to constraints posed by the applicant's inability to obtain off-site right-of-way from the Arrowhead Realty site. First, the City's standard pavement width for a residential collector/commercial street is 36 feet. Typically, developers are responsible for construction of half-street improvements which, in this case, would require 18 feet of pavement width. Along the Arrowhead Realty site, there is presently room for a 16-foot half-street width that then tapers to the standard 18 foot half-street width along the City Market property. Second, the corner radius at the northeast corner of Wellington Avenue and 12th Street (at Arrowhead Realty) is proposed to be 25 feet, the minimum corner radius required in the TEDS manual (Table 9 Section 6.4.3) for an arterial/commercial street or arterial/residential collector street is 30 feet. The applicant has demonstrated that the pavement width and radius along the Arrowhead Realty property will both adequately accommodate passenger car and truck traffic at the 12th Street and Wellington Avenue intersection.

4. 15th Street Impacts:

- *15th Street provides a convenient access to the site from the residential areas to the southeast.* In the opinion of the Public Works staff, there is the potential that motorists travelling westbound on Patterson Road may choose to turn south onto 15th Street to get to Wellington Avenue and access the site from Wellington Avenue, rather than continuing west to the proposed Patterson Road access point. As the intersection of 12th Street and Patterson Road becomes more congested over time, this route may become a convenient way to avoid the area near the intersection as well as the congested area of the site near the gas pumps and drive-through pharmacy. Although background traffic on 15th Street is expected to increase over time, there will likely be an additional increase due to the proposed development.

5. Patterson Road and Corridor Impacts:

- *An eastbound right turn lane is proposed at the main (westernmost) site driveway on Patterson Road.* Similar to the right turn lane proposed at the 12th Street driveway, the right turn lane on Patterson Road is short of the City's TEDS manual minimum taper and decel lane lengths as set forth in Section 6.8.2. However, the proposed taper and decel lane lengths do meet minimums set forth in the Institute of Transportation Engineers publication entitled "Transportation and Land Development." The TEDS manual establishes a minimum taper length of 138 feet and a decel lane length of 295 feet. The proposed design includes a 72-foot taper and a 100-foot decel lane.
- *The proposed inbound on-site stacking at the main (westernmost) driveway is 105 feet measured from the edge of the right turn lane to the first drive aisle.* The City's TEDS manual (Appendix 11.9) includes a chart of minimum on-site stacking for various land uses based on proposed square footage. For a grocery store of 50,000 square feet, the minimum distance specified from the edge of the roadway to the first drive aisle is 120 feet

(approximately 6 vehicles). For a shopping center of 60,000 square feet the minimum stacking distance specified is 200 feet (approximately 10 vehicles). Staff has concerns that the amount of activity and number of driver decision points on-site at the location of the first drive aisle on the west side of the driveway may lead to problems with vehicles stacking back out into the right turn lane on Patterson Road. Drivers attempting to enter the site may be delayed as they wait for other drivers to maneuver on-site into the parking lot, the drive-through pharmacy window, and the gas pump area, in addition to watching for pedestrians entering and exiting the storefront area at the north end.

- *The development proposes two new access points on Patterson Road, an extension of the raised median, and will result in a 5% increase in daily traffic volumes.* A primary goal in transportation planning on major arterial streets is access management that includes limiting the number of access points as well as the movements allowed at each access to maintain the safe and efficient flow of traffic.

Patterson Road is a significant east/west arterial in the community as it bisects the urban area of the Grand Valley. Patterson Road's significance as a transportation corridor both presently and into the future is evidenced by the research conducted for the newly adopted Major Street Plan.

It is essential to retain the efficiency and capacity of the Patterson Road corridor and its ability to accommodate the ever-increasing number of motorists using it to commute east/west across the urban area. The results of the Major Street Plan study illustrate that - even with street improvements to the Patterson Road corridor and the intersections along it - the congestion level will reach an unacceptable level of operation.

STAFF RECOMMENDATION: Staff recommends denial of all requests per the specific findings found in this report and summarized below:

Goals and policies of the Growth Plan and the Patterson Road and 12th Street Corridor guidelines do not support the proposal.

1. The Growth Plan Map indicates that approximately 5 acres at the corner of 12th & Patterson may be appropriate for a commercial use. The 3 additional acres proposed for the site is planned for residential to protect the Wellington Avenue neighborhood from commercial encroachment.
2. Growth plan policies allow the City to limit site development to a lower intensity than shown on the Future Land Use Map. Site constraints, such as traffic issues, indicate a lower intensity commercial use, such as offices, might be more appropriate here.
3. The Growth Plan supports the protection of neighborhoods by limiting commercial encroachment into them.
4. The Growth Plan specifically states that no new commercial development will be allowed in areas designated for residential development unless specifically approved as part of a planned development.

5. The character of this neighborhood has changed by the deterioration of on-site homes owned by the applicant.
6. Other viable and marketable options exist for this property which will have far lesser impacts on the neighborhood.
7. The benefits described by the petitioner in having a grocery store in this location for convenience will be far outweighed by the negative impacts to the area. This location as a smaller scale neighborhood convenience center or offices would offer benefits to the community and area without the negative impacts imposed by this proposal.

The proposal has negative impacts on surrounding properties:

8. The store will increase traffic on Wellington Avenue, currently a local residential street, between 133% and 150%. City Engineering and Transportation staff's opinion is that the additional volume on Wellington and its role in serving as access to the site changes the functional classification of Wellington Avenue from a local residential street to a commercial/residential collector street.
9. The change in character of Wellington Avenue as noted above, will likely draw more pedestrians to Wellington Avenue, which presently has no pedestrian facilities.
10. The residential dwellings on the south side of Wellington opposite the City Market site will be negatively impacted with increased traffic, noise, glare, and other nuisances.
11. On-site maneuvering has the potential to impact the access coming in from Patterson Road.
12. Deliveries to the store will impact residents of Patterson Garden Townhomes.
13. Changes in natural environment due to removal of 80% of the mature on-site trees.
14. Landscaping of parking lot not consistent with intent of Zoning and Development Code to alleviate adverse visual and environmental effects associated with parking lots.
15. Signs out of character with signs along the Patterson Road corridor.
16. The 12th Street widening will necessitate the removal of mature landscaping along the Village Fair frontage.

The proposal has negative impacts on the surrounding street network:

17. The proposed access point on 12th Street creates an increase in the complexity of movements and congestion near the 12th Street and Patterson Road intersection. In the long-term, it is likely that the left turn exit out of the Village Fair shopping center will need to be closed.
18. The northbound right turn lane and the site access points on Patterson Road, create fewer gaps for motorists exiting intermediate driveways east of the City Market site. This contributes to an increase in delay at those intermediate driveways.
19. The 12th Street widening increases exposure time for pedestrians on the south leg of the 12th & Patterson intersection. Widening the street from 62 to 100 feet adds approximately 10 seconds to the walk time.
20. Introduces truck traffic onto Wellington Avenue, which is presently a local residential street.

21. The western portion of Wellington Avenue will effectively function as a site driveway for the development. As a result, the functional classification of Wellington Avenue will change from a local residential street to a residential collector/commercial access street.
22. Impacts to Wellington Avenue and 15th Street may be greater than those represented in the traffic study. It is likely some westbound traffic from Patterson Road may divert south on 15th Street to Wellington Avenue, as it may be perceived as a more attractive, less congested and quicker route to get to the site.

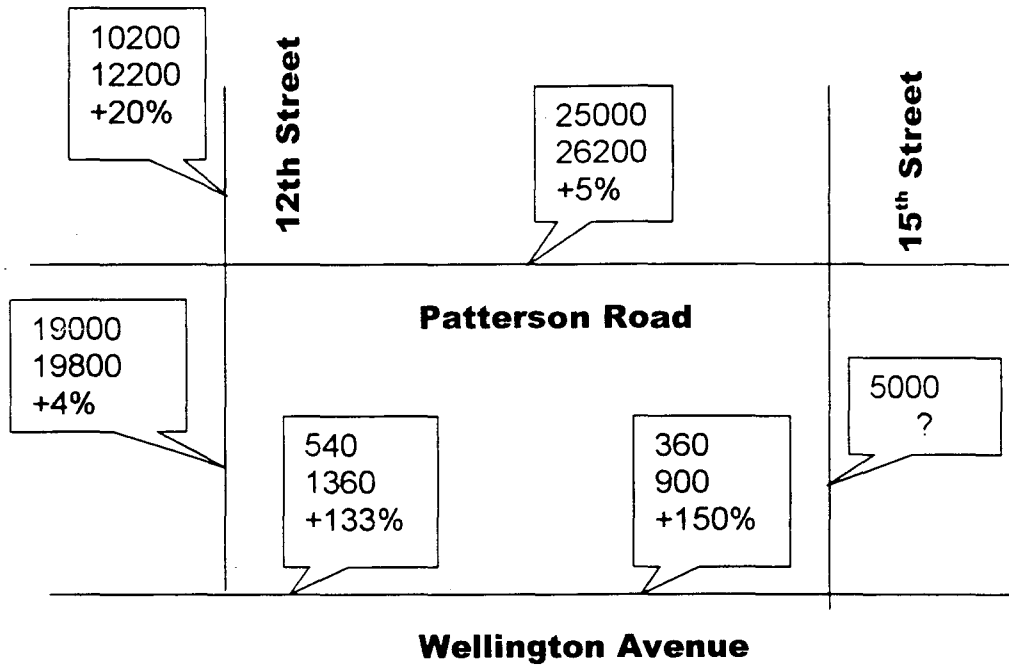
PLANNING COMMISSION ACTION:

At the Planning Commission hearing City Market presented a new site plan for the Planning Commission's consideration. The alternative presented limited the access onto Wellington to one exit-only driveway. City Market will be requesting that City Council also allow them to present the alternative design; however, the staff report is based on the original site plan submitted.

At the June 3, 1999 hearing, Planning Commission denied the Growth Plan Amendment, Rezone and Site Specific Development Plan by a vote of 5 – 1. However, the Planning Commission also forwarded on their recommendations for changes to the site plan if it is approved. Those include: 1) elimination of the gas pump use, 2) upgrading the landscaping for the entire property, 3) monument-style signage, and 4) eliminating the Wellington Avenue access. The complete minutes of the Planning Commission hearing are attached.

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Daily Traffic Volumes Existing and with City Market Development



Project Trip Generation	
<u>Use</u>	<u>Daily Trips</u>
Supermarket	6760
Gas Station	<u>1350</u>
<i>Total:</i>	8110
Estimated Pass-by	3040
<i>New Trips:</i>	5070

Source: City Market Traffic Impact Study, dated March 31, 1999

Table 7. Level of Service for Unsignalized Intersections.

Delay (Seconds)	Level of Service	Delay to Minor Street Traffic
0-5	A	Little or none
5-10	B	Short delays
10-20	C	Average delays
20-30	D	Long delays
30-45	E	Very long delays
Demand Exceeds Capacity >45	F	Extreme delays

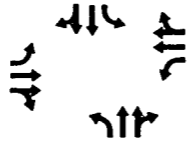
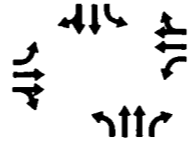
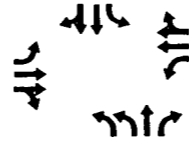
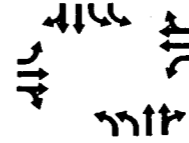
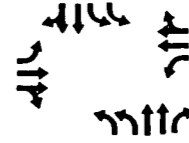

Table 8. Level of Service for Signalized Intersections

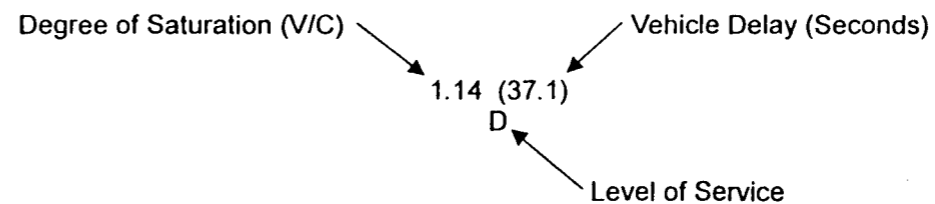
Level of Service	Stopped Delay per Vehicle (Seconds)	Delay
A	Less than 5	Little or none
B	greater than 5 to 15	Short delay
C	greater than 15 to 25	Average delay
D	greater than 25 to 40	Long delay
E	greater than 40 to 60	Very long delay
F	greater than 60	Extreme delay

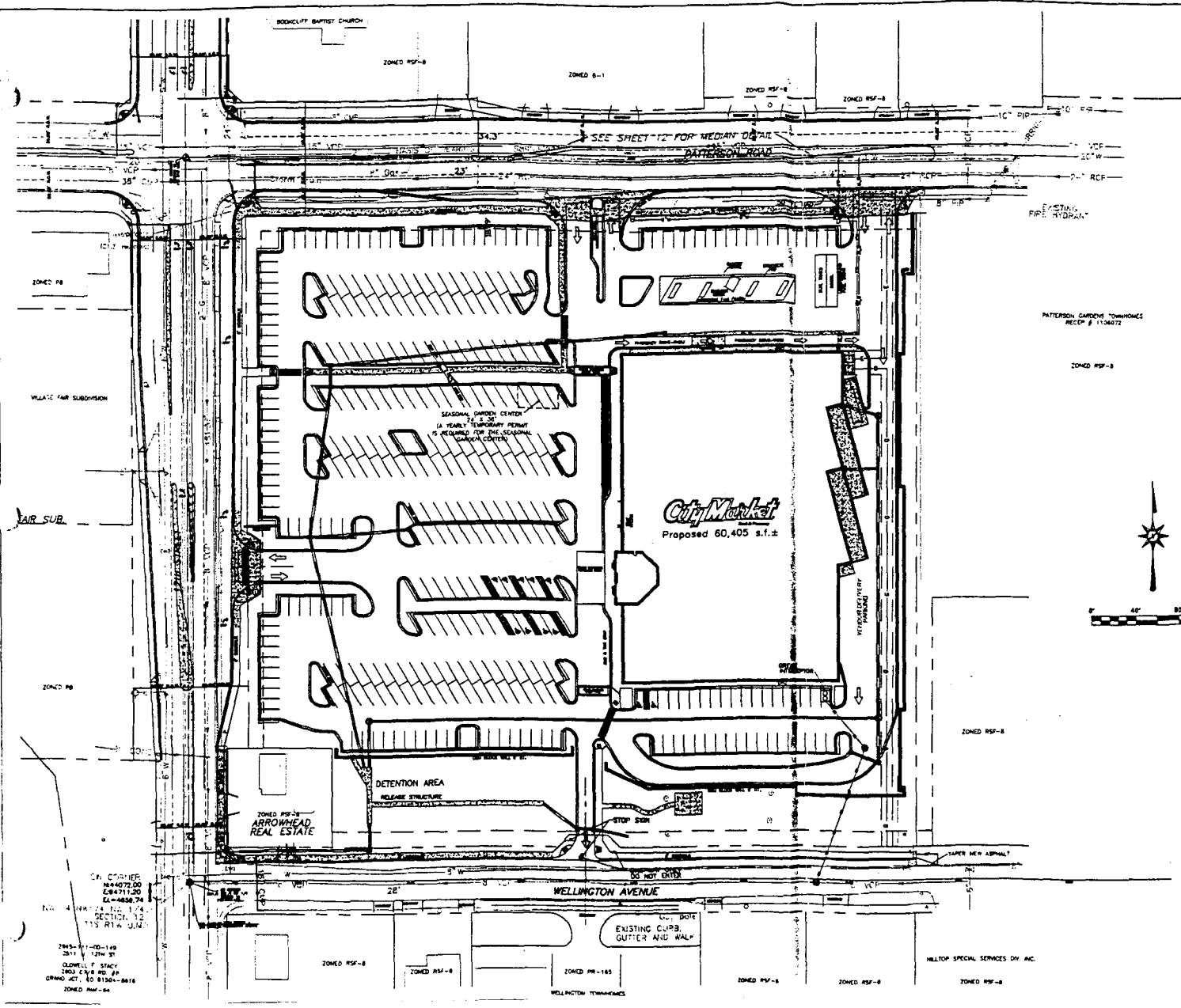
Source: Traffic Impact Study – Proposed City Market Shopping Center
12th Street and Patterson

Prepared by Hook Engineering March 31, 1999

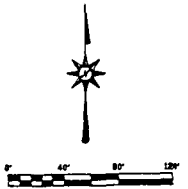
Table 10
 12th Street and Patterson
 Signalized Intersection Analysis

	Existing Geometry 	Existing plus NB exclusive right 	Existing plus NB Dual Lefts 	Dual lefts NB / SB no exclusive NB right 	Dual lefts NB / SB with exclusive NB right 	Dual lefts All directions with exclusive NB right 
Existing Volumes	0.89 (36.5) D	0.77 (28.5) D+	0.85 (35.2) D	0.80 (29.7) D+	0.72 (22.2) C	0.67 (20.0) C+
Existing + CityMarket	1.04 (44.8) E+	0.90 (36.6) D	0.97 (41.4) E+	0.93 (37.3) D	0.78 (28.5) D+	0.74 (23.8) C
Existing + "Plan"	0.99 (41.4) E+	0.87 (35.7) D	0.94 (39.3) D	0.91 (36.6) D	0.77 (26.8) D+	0.72 (22.9) C
2020 ("Plan")	1.32 (57.3) E	1.22 (53.7) E	1.21 (54.2) E	1.32 (52.3) E	1.23 (44.4) E+	1.12 (36.9) D
2020 CityMarket	1.34 (57.7) E	1.24 (54.2) E	1.23 (54.6) E	1.34 (52.6) E	1.24 (44.7) E+	1.14 (37.1) D





At the Planning Commission hearing City Market presented this amended site plan for the Planning Commission's consideration. This alternative limits the access onto Wellington Avenue to one exit-only driveway. City Market may be requesting that City Council also allow them to present this alternative design; however the staff report is based on the original site plan.



WILLIAM J. ROGERS
 REGISTERED PROFESSIONAL ENGINEER
 STATE OF NORTH CAROLINA
 LICENSE NO. 11489

METS/DIG/DMC
CityMarket
 AMENDED SITE PLAN
 SHEET 12
 12/11/2010

**Retail Center Comparisons
(City Market, Safeway, Albertson's)**

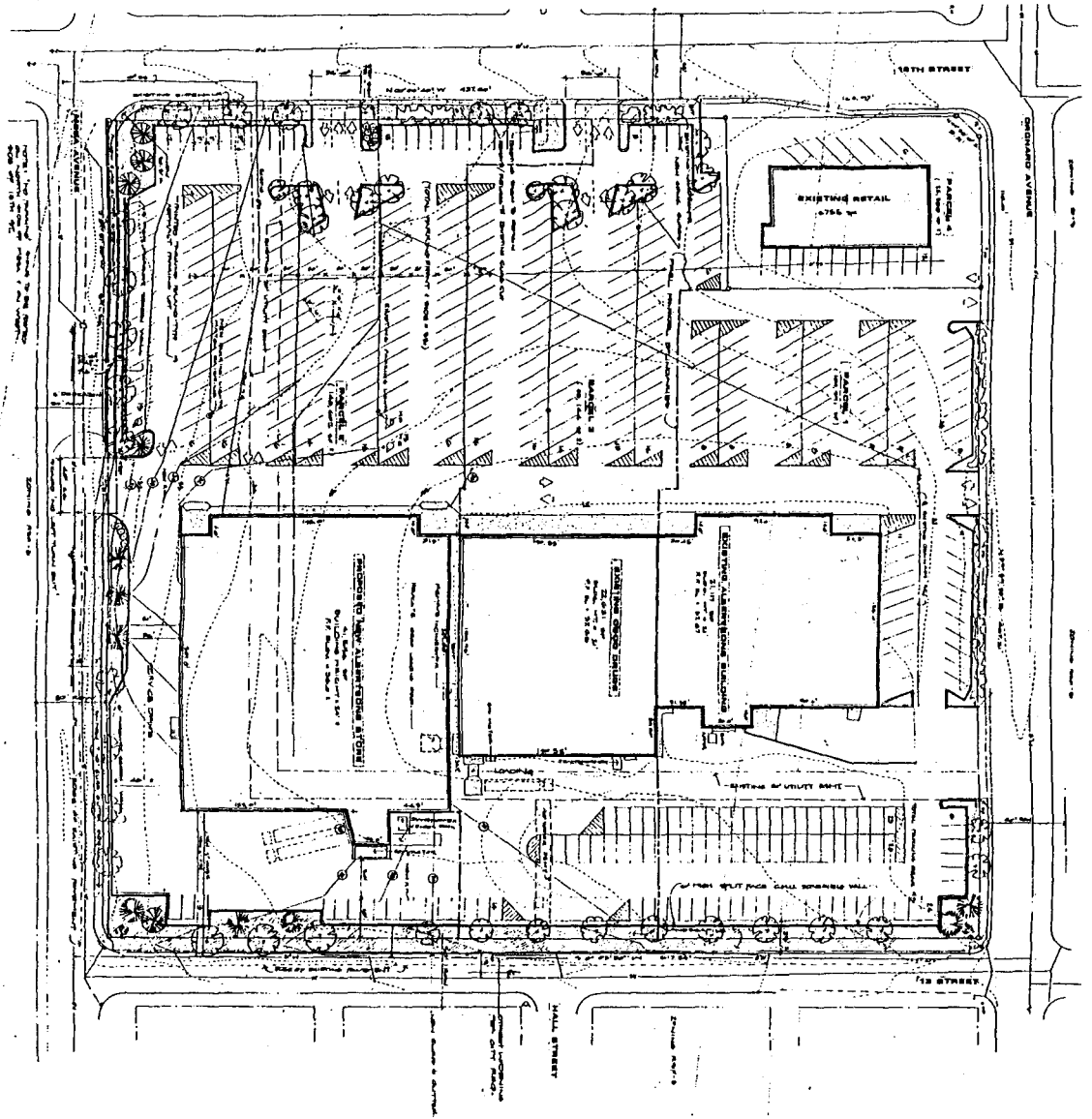
Retail Center Comparisons

	<i>Acreage</i>	<i>Size (ft²)</i>	<i>FAR</i>	<i>Permitted Uses</i>	<i>% Landscaped Area</i>
City Market	7.8	60,400	0.18	B-3	21.4 ^{note 1}
Safeway	10.6	96,720 ^{note 2}	0.21	B-3 ^{note 3}	18.8
Albertsons	8.4	92,049 ^{note 2}	0.25	PB ^{note 4}	11.1

Notes 1: Includes detention area; not included in Safeway calculations.
 2: Total for entire retail center including supermarket.
 3: Planned Business (PB) zone with B-3 uses.
 4: Allowed uses not specified.

Source: Calculations prepared by developers; not verified by staff.

PB (PLANNED BUSINESS) SITE PLAN
 1-30
 N



**PB (PLANNED BUSINESS) SITE PLAN
 ALBERTSONS/OSCO SHOPPING CENTER
 12th Street & Orchard Avenue
 GRAND JUNCTION, COLORADO**

WAR & BOONES ARCHITECTS PLLC

1800 W. GARDENWAY, SUITE 200, GRAND JUNCTION, CO 81505

DATE	12/15/11
BY	WAR & BOONES ARCHITECTS PLLC
PROJECT	ALBERTSONS/OSCO SHOPPING CENTER
SCALE	AS SHOWN

PROPERTY NO. 887340
 SHEET 1 OF 8

**Planning Commission Minutes
from May 27, 1999 and June 3, 1999
hearings**

**GRAND JUNCTION PLANNING COMMISSION
MAY 27, 1999 MINUTES
7:13 p.m. to 11:08 p.m.**

The specially scheduled Planning Commission hearing was called to order at 7:13 p.m. by Chairman John Elmer. The public hearing was held at Two Rivers Convention Center.

In attendance, representing the Planning Commission, were: John Elmer (Chairman), Joe Grout, Mark Fenn, Jeff Driscoll, Terri Binder and Paul Coleman. Nick Prinster was absent.

In attendance, representing the Community Development Department, were: Scott Harrington (Community Development Director), Kathy Portner (Planning Manager), and Bill Nebeker (Sr. Planner).

Also present were John Shaver (Asst. City Attorney), Mark Relph (Public Works Director), Ken Simms (Mesa County MPO), Kerrie Ashbeck (Development Engineer), and Jody Kliska (Transportation Engineer).

Terri Troutner was present to record the minutes.

There were over 200 interested citizens present during the course of the hearing.

I. APPROVAL OF MINUTES

No minutes were available for consideration.

II. ANNOUNCEMENTS, PRESENTATIONS AND/OR VISITORS

There were no announcements, presentations and/or visitors.

III. PUBLIC HEARING ON ITEMS FOR RECOMMENDATION TO CITY COUNCIL

RZ-1998-082/SDR-1998-129 GROWTH PLAN AMENDMENT/REZONE/SITE DEVELOPMENT REVIEW—CITY MARKET

A request to: 1) amend the Growth Plan from Residential, Medium (4-7.9 dwelling units/acre) to Commercial on approximately 3 acres, 2) rezone 8.26 acres from RSF-8 (Residential Single Family not to exceed a density of 8 units per acre) and PB (Planned Business) to a B-3 (Retail Business) zone district, and 3) approve a site specific development plan for a 60,5405 square foot City Market store.

Petitioner: City Market, Inc.
Location: Southeast corner of 12th Street and Patterson Road
Representative: Mike Shunk

PETITIONER'S PRESENTATION

John Caldwell, representing the petitioner, warned planning commissioners that City Market's presentation could take up to 2 hours. Chairman Elmer said that if petitioner and staff presentations extended beyond 11 p.m., the public hearing could be continued to another date.

Mr. Caldwell introduced other members of his design team, which included Alan Richman, Tom Rolland, David Hook and Mike Shunk. He began by saying that infill projects always seemed to draw the most

controversy. Mr. Caldwell stated that supermarkets serve neighborhoods, and over 90 percent of all customers live within three miles of a store site. Since these were trips that people made going other places, very few "new" trips are generated. He expected the amount of public drive time to be reduced, with less severe incremental traffic impacts resulting. The store, he said, was considered a low density development proposal and represented good urban renewal. An overhead transparency depicting an aerial photo of the site was presented. The subject site, he pointed out, was currently in decline, as evidenced by dilapidated buildings and an unkempt site. Some buildings had already been removed.

Growth Plan Amendment: Alan Richman, representing the petitioner, gave a brief synopsis of his background as a planner. He felt that the development met the basic intent of the Growth Plan, which was to reduce sprawl. The site was ideal for the store's location and represented "nodal" development. A transparency of the Growth Plan map was presented.

Mike Shunk presented another aerial photo of the site and noted surrounding land uses. He felt that the supermarket would complement existing uses.

Mr. Richman said that the City typically encouraged developments which promoted a "sense of neighborhood." He compared the current project with the Albertsons store on 12th and Orchard and said that Albertsons had provided adjacent residents with less buffering than what was being proposed with the City Market store. The Growth Plan Map and Urban Core Outlying Growth Centers Map were presented as exhibits. A transparency of a table denoting the development's scale was also presented. Mr. Richman said that the Urban Core Outlying Growth Centers Map had been a proposed Growth Plan alternative. He felt that the store would fit in well with the City's definition of "neighborhood commercial."

Chairman Elmer corrected Mr. Richman on his presentation of the Urban Core Outlying Growth Centers Map. He said that that alternative had *not* been selected as the final Growth Plan alternative as suggested. Mr. Richman agreed that portions of that alternative had been combined with the Concentrated Growth alternative.

Mr. Caldwell said that bigger stores could offer a greater selection to its customers. The store's design had been customer-driven.

Rezoning: As the principal zone for most retail businesses, Mr. Richman felt that the B-3 zone was appropriate for the type of development proposed.

Mr. Caldwell said that the B-3 zone better fit the needs of the store. Staff, he said, had expressed a concern that if the straight zone were approved, the use would change. To allay that concern, a Site-Specific Development Plan (DDSP) had been submitted to demonstrate intended uses for the site. Mr. Caldwell didn't believe that the project required the special considerations, allowances and restrictions associated with planned zones.

Mr. Richman read into the record the various rezoning criteria and addressed each one. He believed that changes had occurred in the character of the area, making the site unsuitable for residential development. A transparency of the proposed Zoning Map was presented. He said that the Zoning Map offered no clear designation for the site. The 12th and Patterson intersection already carried high traffic volumes. He predicted that 40 percent of the store's business would come from "pass-by" traffic.

Site Plan Review: Tom Rolland, representing the petitioner, referenced engineering and technical data that had been submitted to City staff. Referencing the Site Plan, he said that of the site's 8.26 total acres,

.46 acre would be dedicated as additional right-of-way along 12th Street and Patterson Road. The store would take up 1.39 acres; 4.86 acres would be utilized for parking; and landscaping would take up the remaining 1.54 acres. A drive-through pharmacy and automated fuel pumping station were incorporated into the design. The number of parking spaces exceeded City requirements and a pedestrian aisle was noted. The site would be accessible from five points, with public accesses located along 12th Street and Patterson Road. Left-turn movements from the site onto Patterson would be prevented by a raised median. A right-turn lane would be provided off of Patterson at the store's primary entrance (Driveway B). Driveways A and E (noted) would be used for delivery vehicles only. Driveway C would access the site from 12th Street; Driveway D, which would access Wellington Avenue, would accommodate about 10 percent of total traffic volumes. Internal traffic movements were outlined. On-site stacking room was sufficient, according to Mr. Rowland, to handle expected traffic volumes, and traffic-calming measures would be incorporated. A wall would be erected to separate the drive-through pharmacy from the fuel station. The fuel station would contain only four pumps, with the site design angling the pumps to the east. Mr. Rolland expected two to three fuel deliveries per week to the site.

Mr. Rolland said that proposed landscaping exceeded the City's requirements and irrigation water would be provided. A transparency of the site's landscaping plan was presented. A lighting plan had been submitted, with downward directional lighting proposed. Mr. Rolland briefly reviewed the site's drainage plan.

Mr. Caldwell passed out copies of the proposed landscaping plan to planning commissioners and staff. He added that over 84 percent of the total landscaping design would be comprised of living materials. Desirable mature trees would be preserved. He thought that staff's reference to Code section 5-5-1D was in error and should have reflected section 5-5-1F.

Mr. Shunk explained color-coding on the landscaping plan and presented a transparency depicting the cross-section of the site looking eastward.

Mr. Rolland briefly outlined off-site improvements that would be constructed with the project. A transparency of the street plan was presented. A traffic study had been undertaken and the 12th Street/Patterson Road intersection was found to be currently operating at capacity. Proposed street improvements would, he said, extend the life of the intersection by at least 10 years. He noted that if the property were developed as multi-family housing, additional traffic would be generated but none of the proposed street design measures would be in place to mitigate expected impacts.

David Hook, representing the petitioner, said that traffic generation figures were derived using the ITE Trip Generation Manual. He provided definitions of "pass-by" traffic and "destination trip." Of the 8,110 anticipated trips to the site, he projected that only 5,000 of those trips would be new. Average trip lengths region-wide were expected to diminish. Traffic volumes and impacts to 12th Street, Wellington Avenue and Patterson Road were addressed. Impact analysis had shown acceptable service levels for all streets. He noted that only one left-turn lane had been proposed. A transparency of Table 10 was presented, which had been excerpted from the Traffic Study. If growth continued at its present rate and if there were no improvements made to the 12th and Patterson intersection, Mr. Hook said that traffic volumes would be such as to cause the intersection to "fail" within 3 years. With proposed improvements, the intersection of 15th and Wellington would only experience delays of an additional 16 seconds.

Neighborhood Impacts: Mr. Caldwell expected an average of three full-sized semi-truck deliveries to the store/fuel station daily. Other vendor deliveries (soft drink, UPS, etc.) would bring that total daily number to approximately 30. Delivery trucks could enter from other locations, but exits would be limited to Wellington Avenue only. Normal delivery hours would be from 7 a.m. to 10 p.m. In only rare

instances would deliveries be accepted after 10 p.m. Truck dock noise would be mitigated by either enclosing the dock area by masonry walls or by screening the sides of each dock with sound-attenuator panels. Refrigerated trailers were currently being retrofit with ThermoKing Whisper Edition motors to power refrigeration units. He said that only quiet refrigerated trailers would be used for the proposed store and would result in a 50 percent reduction in trailer noise.

With regard to the buffering of adjacent uses, Mr. Caldwell said that the proposed 9-foot-high block masonry wall between the back of the store and the Patterson Gardens townhomes would be comparable to the screening used by Albertsons. The distance from the back of the store to the property line was also similar. Trees would also be planted behind the wall. He said that the only Patterson Gardens units located within 15 feet of the property line were further away from the dock areas; units nearest the dock area were approximately 40 feet away. Wellington Avenue would be buffered by landscaping and a 6-foot masonry wall. Two residential properties to the north had been purchased by City Market; the bulk of those properties would be used as a landscaped transition area. The distance between the southernmost corner of the store to the nearest residential structure would be approximately 240 feet. The distance from the screening wall to the northern property line would be 145 feet.

Site lighting provided for zero lumens to the east and south property lines. Fixtures would direct lighting downward. It was felt that on-site trees would help block much of the site lighting from nearby views. Mr. Caldwell said that if a person standing directly off-site were to look downward, that person would find no lighting overspill. While staff may have been concerned over proposed signage, all signs fell within Sign Code parameters.

Mr. Caldwell provided traffic figures for Wellington Avenue and said that while currently classified as a local residential street, expected traffic volumes from the development would be at the low end of a residential collector street.

A brief summary of the proposal was then provided.

QUESTIONS

Commissioner Driscoll asked if the store would be open 24 hours/day, to which Mr. Caldwell replied affirmatively.

Commissioner Driscoll wondered how many vehicles would be able to stack in the right-turn lane of driveway C. Mr. Hook responded that the driveway had been designed so that no vehicle stacking would be needed. The driveways at Patterson Road and the westernmost entrance were designed similarly.

Chairman Elmer asked if a median would be installed to separate the right-hand turn lane at the 12th Street entrance, to which Mr. Caldwell responded negatively.

Commissioner Driscoll asked how long semis could expect to wait before being loaded/unloaded at the docks. Mr. Caldwell said that trailers would be dropped off and/or picked up without being loaded or unloaded at the same time. When asked how long the semis would take to hook up to trailers, Mr. Caldwell answered that it would take about 15 minutes.

Chairman Elmer asked if any decibel studies had been conducted for noise levels off-site. Mr. Caldwell said that while mitigation measures had been outlined, no actual off-site studies had been undertaken.

Commissioner Grout asked where the decibel level would be at the trailer's location. Referencing copies of graphs submitted to staff, Mr. Caldwell said that conventional refrigeration units produced

approximately 78-82 decibels of noise; the quieter units would generate 72 decibels. At low speeds, most of the standard units would generate 74-75 decibels; the quieter units were designed to run at about 65 decibels. (Data on refrigeration units prepared by ThermoKing was provided by the applicant. No data was available for diesel semi trucks.)

Commissioner Driscoll asked the distance of the site from the 12th and Orchard intersection, 1st and Orchard intersection, and 29 and Patterson Roads intersections, Mr. Caldwell answered 1/2 mile, 1 1/2 miles, and 2 miles, respectively.

Commissioner Fenn asked if a left-turn lane would be provided onto Wellington Avenue, to which Mr. Rolland responded negatively. Only right turns would be permitted.

Commissioner Binder asked how far the back of the store lay from the property line, to which Mr. Caldwell answered 70 feet. When asked if the measurement was comparable to the Albertsons store, Mr. Caldwell said that the street behind Albertsons provided additional buffer area. He added that the distance between the drive-through pharmacy to the fuel station island was approximately 46 feet.

Chairman Elmer wondered how Patterson Gardens would be buffered from on-site lighting. Mr. Caldwell explained that while residents would be able to see the brightly-lit site, the lamps themselves would be shielded and disperse light downward at 45 degree angles. He reiterated that the lighting plan called for zero lumens at the property line.

Chairman Elmer said that Patterson Road Corridor Guidelines called for this type of development to be proposed as a planned zone. In a planned zone, likely there would be less signage permitted. Mr. Caldwell said that a planned zone had never been a foregone conclusion. More flexibility was allowed with the B-3 zone.

Commissioner Driscoll inquired whether other City Market stores incorporated fueling stations into their designs. Mr. Caldwell cited their Montrose store as an example and said that it had been very successful.

Commissioner Binder asked for a re-review of the Urban Core Outlying Growth Centers Map, which was provided.

Commissioner Binder wondered if there was sufficient circulation room for both the pharmacy and the fuel station, to which Mr. Caldwell answered affirmatively. Additional measurements of the pharmacy and fuel station were provided.

Commissioner Grout asked for the location and approximate sizes of expected signage. Mr. Caldwell said that the main sign would be about 9' x 30'. There would also be two signs 40 feet high and one sign 20 feet high. Proposed sign locations were noted.

Commissioner Binder wondered how local traffic would be prevented from using the Wellington Avenue entrance as a primary entrance. Mr. Caldwell said that traffic studies estimated that only 10 percent of all site traffic would use that access. It wouldn't be a convenient access for customers coming from the north.

With the petitioner's presentation completed, a brief recess was called at 9:22 p.m. The hearing reconvened at 9:35 p.m.

STAFF'S PRESENTATION

Bill Nebeker provided a brief background and history of the site. A SSDP had been selected by the applicant; because of the detail required it had taken over a year to formulate. Staff did not feel that the proposal met the criteria of any the three areas of review: Growth Plan Amendment, Rezone and Site Review. Mr. Nebeker stated that these three areas were broken into sections for presentation, with specific detail contained in the May 27, 1999 staff report, as revised on May 25, 1999.

Growth Plan Amendment: Kathy Portner said that the proposal would effectively expand the existing commercial area from 5 acres to 8.26 acres. Growth Plan limitations of the commercial designation were designed to protect the Wellington Avenue neighborhood from commercial encroachment. No significant changes in the area's character were found to have occurred in the subject area to warrant amendment of the Growth Plan. The deterioration of which the petitioner's representative spoke was as a direct result of the lack of property upkeep for only that corner of the intersection. Ms. Portner stated that the scale and intensity of the proposed use would be out of character with the area, with lower density uses viewed as more appropriate types of "neighborhood centers." The difference between the current proposal and the Safeway site at 29 and Patterson Roads, she said, was that the commercial zoning for Safeway had already been in place at the time of site review.

Expected traffic increases would significantly and negatively impact the Wellington Avenue, 12th Street and Patterson Road corridors. Jody Kliska, City Transportation Engineer, presented a transparency of Trip Generation Comparisons. The proposal not only did not meet Growth Plan recommendations, it did not meet corridor guidelines as well. As such, staff recommended denial of the Growth Plan amendment.

Rezone: A transparency of a portion of the Future Land Use Plan Map was presented. The majority of the subject site was presently zoned RSF-8. Rezone criteria was addressed in the staff report. Ms. Portner said that staff had suggested that the petitioner request a planned zone. The petitioner had opted for a B-3 zone and SSDP. If approved, the petitioner requested that the rezone be converted to a planned zone. The proposal failed to meet rezone criteria as outlined in the Code. Traffic and neighborhood impacts, additional noise, and the scale and intensity of the proposed use all served to make it inappropriate for the area. Since the request failed to meet rezone criteria, staff recommended denial of the rezone request.

Site-Specific Development Plan: Mr. Nebeker presented a transparency of the list of Site Plan review criteria. He noted that the request failed to meet most of the review criteria. He noted that only minimum neighborhood protections were provided with B-3 zoning. The proposal only met or exceeded the City's requirements in a few specific areas. The site was too small, he said, to support the scale and intensity of use proposed. As such, the proposal could not meet Code criteria. A transparency of the TEDS manual, section 5.4.1 and the Site Plan were presented. With regard to vehicle stacking in and around the pharmacy/fuel station area, the TEDS manual required a minimum of 120 feet of stacking room; the petitioner only provided 105 feet. In complying with that requirement, City Market would lose a portion of its Wellington Avenue buffer area. Circulation, he said, was not completely contained on-site.

With regard to landscaping provisions, Mr. Nebeker noted that the petitioner offered to plant only one more tree than was required by Code. The Dwarf Alberta trees planned for the parking area were inconsistent with Code requirements and would not have the visual and environmental mitigatory effects desired.

The use, he said, was clearly out of character with the surrounding area. Twelfth Street is a residential corridor and impacts to that corridor and the Wellington Avenue corridor would be significant. Headlights from vehicles accessing Wellington Avenue would impact Wellington residents. Mr. Nebeker

said that the parking lot had been inappropriately included as part of the petitioner's 80-foot buffer. A better buffer would be to retain residential uses along Wellington Avenue and prohibit commercial access to the residential street.

QUESTIONS

Commissioner Coleman wondered if the Rood Avenue City Market store would meet current Code criteria. Mr. Nebeker replied negatively, adding that adequate stacking area was not available at the Rood Avenue store location.

Commissioner Binder asked for clarification of TEDS manual requirements for stacking distance, which was provided.

Commissioner Fenn asked if the right-turn lane sufficiently mitigated stacking concerns. Mark Relph asked that the question be deferred to the Public Works portion of the staff presentation.

Commissioner Binder noted the petitioner's claim that 82 percent of all traffic would access the site via Patterson Road. She wondered how that figure had been derived. Mr. Nebeker said that the figure had been taken from the petitioner's submitted traffic study.

STAFF PRESENTATION (con't)

Mr. Relph acknowledged the size and complexity of the project proposed and said that the petitioner had succeeded in addressing engineering concerns. He did, however, still have a concern over changing Wellington Avenue from a local residential street to a residential collector street but said level of service projections were correct.

QUESTIONS

Chairman Elmer wondered if the complexity of proposed movements in the 12th and Patterson intersection would increase the likelihood of accidents. Mr. Relph felt that the petitioner had done everything possible to reduce that risk.

Commissioner Fenn asked if the petitioner's prediction for "failure" of the 12th and Patterson intersection was accurate. Mr. Relph explained the term "failure" and disagreed that it would occur within the next three years. He did expect congestion at the intersection to worsen and wait times to lengthen.

Commissioner Driscoll asked if the City's capital improvements budget included any scheduled improvements for the 12th and Patterson intersection. Mr. Relph said that no improvements were currently included in the City's 10-year plan. That could be revisited in the future. There were a number of larger traffic issues which currently had precedence.

STAFF PRESENTATION (con't)

Kerrie Ashbeck said that the development could be expected to dramatically increase traffic volumes along Wellington Avenue and subject that street to heavy truck traffic. A transparency of Expected Traffic Volumes was presented. She also expressed concern over traffic volumes generated along 15th Street as a result of the development and urged identification of the number of trips expected at the 15th and Wellington intersection.

Ken Simms explained his position and responsibility for the MPO. He said that impacts from the current proposal would be far-reaching. Retaining the carrying capacities of affected streets was vital to facilitate smooth commutes and was necessary to receive a full return on the community's transportation investment. Traffic impacts from the development would be so substantial as to preclude the handling of

traffic increases resulting from natural community growth. Computer modeling, he said, indicated that Patterson Road would be the most impacted from the development. If approved, he expected that other developers would seek higher-end uses in the subject area and further exacerbate the traffic problem. No evidence had been submitted, he said, to support the petitioner's claim of community need for the project at the proposed site. If it truly was a lower density use as the petitioner had suggested, fewer access points would have been needed. The access plan, he said, did not meet Growth Plan recommendations. A 50,000- to 100,000-square-foot store should have closer to 200 feet of stacking area. While the right-turn lane would mitigate the problem somewhat, backing onto Patterson Road would be completely unacceptable. The proposed street improvements design was also unacceptable and would result in increased numbers of accidents at affected intersections.

Mr. Simms conjectured that, finding the complexity of the 12th and Patterson Road intersection daunting, people would seek out short-cuts, namely the Wellington Avenue access point, and use it as their primary access. If alternate access routes became primary routes through use, the resulting congestion would negate any expected savings in trip numbers purported by the petitioner. The development, he said, would negatively impact future traffic planning efforts.

QUESTIONS

Chairman Elmer referenced the Major Street Plan submittal and remembered a build-out scenario where \$70M could be spent to mitigate traffic congestion along Patterson Road; yet, no appreciable difference would be made. Mr. Simms concurred with the reference and said that very few alternatives were available for real relief. That's why, he said, it is so essential to preserve capacities for long-term growth. Mr. Simms didn't want to see the 12th and Patterson corridors become North Avenues.

Commissioner Fenn wondered if, using computer modeling, there would be more preferable locations for the store. Mr. Simms said that he had not explored alternatives. He added, however, that the perfect location would have been at the Village Park site proposed with Matchett Park. He said that the reason why City Market wanted to locate at the proposed site was the very reason why it shouldn't be allowed.

Commissioner Binder asked for an opinion on the petitioner's claim that benefits would be derived from vehicles making fewer shopping trips. Would locating the store at this site reduce the number of vehicle miles traveled? Mr. Simms reiterated that if Patterson Road were "bottled up," people would seek alternative routes of access, which would negate any potential benefit of fewer miles traveled. Congestion problems at the 12th and Patterson Road intersection could be expected, even without the development. The money wasn't available, he said, to build more major arterial roadways.

STAFF'S PRESENTATION (con't)

In summary, Mr. Nebeker said that the proposal failed to meet site review criteria. The proposal failed to comply with Growth Plan recommendations, Code criteria, and corridor guidelines, and negative impacts to local streets and the surrounding area could be expected. He provided additional clarification on Mr. Simms reference to the Village Park site. Staff recommended denial of the Site Plan.

QUESTIONS

Commissioner Driscoll asked legal counsel if the Planning Commission had any discretion in offering site design alternatives within a straight zone. Mr. Shaver responded negatively noting the site plan criteria.

Chairman Elmer asked why the petitioner had sought to present a SSDP since a straight zone was being requested. Mr. Shaver explained that an SSDP secured "vested" rights not generally available with a

straight zone request. Mr. Harrington provided additional "vesting" information to planning commissioners.

Chairman Elmer asked if the Site Plan should be judged based on the list of site review criteria presented by staff, to which Mr. Harrington replied affirmatively. A brief discussion ensued over the list of criteria and whether modifications could be proposed.

Commissioner Driscoll asked staff to draw a comparison between the current proposal and the Safeway site. Mr. Nebeker said that Safeway's site was bigger, the commercial zoning had already been in place at the time of site review, and more shade trees had been located within the site.

Commissioner Driscoll asked engineering staff if they'd determined there was sufficient maneuvering room for semis with trailers to exit onto Wellington. Would turning movements hinder local traffic movements? Ms. Ashbeck said that sufficient maneuvering room would be available.

Commissioner Grout asked if the Wellington Avenue access would be a full, unrestricted access controlled by a stop sign. Ms. Ashbeck responded affirmatively. No traffic control light requirement had been triggered per the petitioner's traffic study nor were there plans to include a left-turn lane at the 12th and Wellington intersection.

Commissioner Fenn asked Mr. Hook to clarify traffic percentages outlined in the traffic study. The traffic study suggested that only 8 percent of vehicle access would be off of 12th Street. Mr. Hook broke down the projections to state that 3 percent would use Driveway A; 52 percent would use Driveway B; 34 percent would use Driveway C; 11 percent would use Driveway D; and the use of Driveway E would be negligible.

Commissioner Grout asked for clarification on staff's recommendation for conversion of the B-3 zone to a planned zone, if approved. Mr. Shaver explained that the petitioner had no problem regarding the requirement. The submittal, however, was based on its compliance with B-3 zoning criteria.

Commissioner Fenn wondered if the petitioner had considered eliminating the Wellington Avenue access altogether. Mr. Caldwell said that it had been considered but had been denounced by staff. He added that if the access point were eliminated, traffic volumes would only be routed to other access points.

Chairman Elmer said that due to the lateness of the hour, the public comment, rebuttal, and discussion portions of the public hearing would be continued. After a brief discussion, the determination was made to continue the public hearing to June 3 at 6 p.m.

The hearing was adjourned at 11:08 p.m.

**GRAND JUNCTION PLANNING COMMISSION
JUNE 3, 1999 MINUTES
6:12 p.m. to 11:08 p.m.**

The specially scheduled Planning Commission hearing was called to order at 6:12 p.m. by Chairman John Elmer. The public hearing was held at Two Rivers Convention Center.

In attendance, representing the Planning Commission, were: John Elmer (Chairman), Joe Grout, Mark Fenn, Jeff Driscoll, Terri Binder and Paul Coleman. Nick Prinster was absent.

In attendance, representing the Community Development Department, were: Scott Harrington (Community Development Director), Kathy Portner (Planning Manager), and Bill Nebeker (Sr. Planner).

Also present were John Shaver (Asst. City Attorney), Mark Relph (Public Works Director), Ken Simms (Mesa County MPO), and Jody Kliska (Transportation Engineer).

Terri Troutner was present to record the minutes.

There were approximately 200 interested citizens present during the course of the hearing.

I. APPROVAL OF MINUTES

No minutes were available for consideration.

II. ANNOUNCEMENTS, PRESENTATIONS AND/OR VISITORS

There were no announcements, presentations and/or visitors.

The following item was heard in part on May 27, 1999. While originally intended to begin with public comment, the petitioner offered new information, and following a brief discussion with the Planning Commission chairman and the City's legal counsel, the petitioner was allowed to make a brief presentation on the new material.

III. PUBLIC HEARING ON ITEMS FOR RECOMMENDATION TO CITY COUNCIL

RZ-1998-082/SDR-1998-129 GROWTH PLAN AMENDMENT/REZONE/SITE DEVELOPMENT REVIEW—CITY MARKET

A request to: 1) amend the Growth Plan from Residential, Medium (4-7.9 dwelling units/acre) to Commercial on approximately 3 acres, 2) rezone 8.26 acres from RSF-8 (Residential Single Family not to exceed a density of 8 units per acre) and PB (Planned Business) to a B-3 (Retail Business) zone district, and 3) approve a site specific development plan for a 60,405 square foot City Market store.

Petitioner: City Market, Inc.
Location: Southeast corner of 12th Street and Patterson Road
Representative: Mike Shunk

PETITIONER'S PRESENTATION

Mr. Caldwell referenced the new plan on the alternative access design for Wellington Avenue. While not his first choice, he thought that it might alleviate some of Planning Commission's concerns. He again

introduced members of his design team, which was comprised of Tom Rolland, David Hook and Alan Richman.

Tom Rolland, representing the petitioner, presented an overhead transparency of the revised access alternative. He also passed out copies of the petitioner's narrative dated June 3, 1999, which detailed changes and impact mitigation (see file). Mr. Rolland read the narrative into the record and outlined proposed plan changes. Essentially, the truck exit (Driveway E) would be eliminated as an access onto Wellington Avenue. Instead, delivery and service vehicles would be routed on-site one-way west around the south end of the store and the employee parking lot south of the store building, then north through the parking lot to the driver's choice of either the Patterson Road Driveway B or the 12th Street Driveway C.

QUESTIONS

Commissioner Coleman asked if any consideration had been given to making the Wellington access a right-turn only from the site. He also thought there would be a stacking problem at the 12th and Wellington intersection; a signal light at that location could be warranted.

David Hook, representing the petitioner, did not expect the proposed amendment to change wait times at that intersection. He still predicted average wait times of 16 seconds for motorists wanting to turn either left or right onto 12th Street. Mr. Caldwell added that the volume of traffic traveling from the site to 15th Street was expected to be light.

Commissioner Coleman asked for current traffic counts along Wellington, to which Mr. Caldwell responded 360 ADTs. The access alternative would increase that number to approximately 730 ADTs. The increase was still acceptable for a local residential street. Commissioner Coleman reiterated that less impact to the Wellington Avenue corridor would be realized if a right-turn-only option were pursued and a signal light installed at the intersection. He felt that the estimated 16-second wait time was overly optimistic. He added that the left-turn access lane had been deleted to provide a wide-radius in-turn to accommodate wide turns from delivery trucks. That turn lane could be re-added and the access reconfigured to a right-turn only if required.

Commissioner Driscoll wondered if the turning radius at the southeast corner of the building were wide enough to accommodate a truck turning and bisecting the employee parking area (noted). Mr. Rolland responded affirmatively for smaller delivery trucks.

Commissioner Binder asked for clarification on turning movements for each of the proposed access points, which was provided.

STAFF'S PRESENTATION

Bill Nebeker said that submission of the access amendment did not change staff's position nor the recommendation for denial. He was unable to comment on the amendment specifically because it pertained to engineering and suggested that any questions be directed to the City's engineering staff.

Jody Kliska said that she had not been given sufficient time to thoroughly review the plan amendment, but on a cursory level it appeared to reduce traffic volumes on Wellington.

Commissioner Driscoll asked if redirecting traffic to the 12th and Patterson location would change that street's level of service. Commissioner Grout expounded on the question to ask if the 300 ADTs taken from Wellington along with delivery truck traffic would significantly decrease the 12th and Patterson intersection's level of service. Ms. Kliska said that the percentage of vehicle trips added to the intersection would be very small compared to the overall volume.

Commissioner Coleman asked if a signal light at 12th and Wellington would be warranted, or would it be located too closely to the 12th and Patterson intersection? Ms. Kliska said that a Wellington signal light would be too close to the Patterson signal light; also, Wellington would not generate sufficient traffic to warrant the light.

Ms. Kliska added that in recent monitoring of the Patterson Road exit it had been discovered there were very few gaps in traffic along Patterson for left-turn vehicles exiting the site. She expected that people could wait the better part of an hour before being able to turn left onto Patterson from that exit point. On 12th Street there had been concerns over City Market traffic conflicting with traffic from the Village Fair Shopping Center.

Commissioner Binder wondered if turning movements into and out of the Village Fair Shopping Center would be affected by City Market's traffic. Ms. Kliska said that traffic queues had been measured and for the present time, the Village Fair driveway would be left as-is, with City Market's access restricted.

PUBLIC COMMENTS

FOR:

Fred Aldrich (1750 Bitteren Court, Grand Junction), attorney representing City Market, expressed support for City Market and its management. He felt there was a need for the store at the proposed site and would save cross-town vehicle trips. Having it would be very convenient for him and his family. He also noted that the 12th and Patterson Road improvements would benefit the entire community, especially since the intersection was expected to "fail" within the next three years. City Market had demonstrated a willingness to mitigate concerns. If not approved, he wondered what else would go on the site.

Sally Schaffer (3845 Horizon Glen Court, Grand Junction) said that she typically shopped the bigger stores offering greater selection. Representing Hilltop, she said that a number of elderly and disabled persons residing in the immediate area would benefit from the store's convenient location. She agreed that it could cut down on travel time and the number of vehicle trips.

Bill Wilson (no address given), reading his letter into the record, said that City Market was his favorite store. He felt that the store's benefits would include fewer number of trips and less congestion at the 12th and Patterson intersection. Improvements would extend the intersection's life by 10 years. He felt that the petitioner had met or exceeded staff's requirements.

Brian Mahoney (2567 G Road, Grand Junction) said that City Market had always been a wonderful corporate citizen involved in numerous community events and local charities. He hoped they would receive what he felt was due them and wondered if the Growth Plan had ever been meant to be taken literally.

Terry Toner (549 W. Greenwood Drive, Grand Junction), vendor for City Market, said that the store's management had been good to him and his family. A number of desirable benefits, he said, would be derived from the store's location and he noted the added landscaping, intersection improvements and traffic mitigation measures proposed.

Rick Swank (3305 E ¼ Road, Grand Junction) felt that the store would benefit the City and that the plan was a good one. He hoped that the facts, not emotion, would guide the City's ruling.

Linda Todd (685 Crestridge Drive, Grand Junction) said that she currently drove across town to do her shopping. Having the store located so much closer to her home would reduce the number of trips she

made. She also thought that City Market had met City requirements and that the Growth Plan should be more flexible.

Mark Nersman (no address given) said that the proposal would clean up the property. He felt that intersection improvements were needed and that traffic volumes would only increase. The plan was a good one, and City Market would add jobs to the area.

Tillman Bishop (2697 G Road, Grand Junction) agreed that City Market was an excellent corporate citizen. He felt that the plan was good and that the petitioner had tried hard to mitigate staff concerns.

Dan Prinster (1203 Gunnison Avenue, Grand Junction), speaking on behalf of St. Mary's Hospital, felt that the plan was good and the location appropriate. Offering a map of the area, Mr. Prinster said that the site would not make a good location for a medical facility as suggested because of its distance from nearby hospitals.

Roger Wilcox (641 Panorama Drive, Grand Junction), real estate broker, said that growth in the north Grand Junction area would continue. If the plan were not approved, traffic would continue to travel further distances for their shopping. He agreed that City Market was a good corporate citizen and that the proposed intersection improvements were needed.

Greg Hoskin (411 Rio Vista, Grand Junction) felt that planning staff missed the "big picture." The Growth Plan was short-sighted in that it only projected out to the year 2010. As such, it failed to consider long-term growth. Submitting a copy of his comments for the record, he added that the Joint Planning Area was experiencing explosive growth. The store would help serve that increased population base. He felt that impacts to the 12th and Patterson intersection would be negligible, given the number of improvements offered by City Market. He submitted a written statement which he wanted to be included in the record.

Sharon Dixon (641 Panorama Drive, Grand Junction) didn't feel that the use was too intense for the site. The majority of the site would be landscaped, and open space was prevalent. Only 20 percent of the site's total acreage, she said, would be taken up by structures. She felt that having the store there would be an asset to the community.

Gary Timm (3603 Ridge Court, Grand Junction) said that because the City had no plans to improve the 12th and Patterson intersection, City Market's decision to improve it would extend the life of the intersection, serving the community as a whole. He did not feel that the development would generate any additional growth.

Tom Bell (2026 Wrangler Way, Grand Junction), City Market Regional Manager, said that very similar concerns had been expressed over development of a City Market store in El Jebel. In that instance, City Market had worked with neighborhood groups to mitigate concerns. The community, he felt, had been pleased with City Market's efforts. He urged continued communication between store representatives and neighbors.

Don Knutson (2928 - 27 1/2 Road, Grand Junction) felt that proposed intersection improvements would benefit the entire community. The store's location would save him drive time.

Janet Ridgeway (2700 G Road, Grand Junction) said that a grocery store so close to her home would be very convenient. The only time she used Patterson was when she needed to go to the store, so the proposed location would reduce her number of vehicle trips.

Tom Swenson (2420 Wintergreen Drive, Grand Junction) said that he currently shopped the 1st and Orchard City Market and would patronize a store at 12th and Patterson if given the option.

AGAINST:

John Tomason (2412 N. 12th Street, Grand Junction) said that there were already five grocery stores within a two-mile radius. Thus, there was no need for another store at 12th and Patterson. He expressed concern over the volume of traffic traveling down Wellington and said that even 50 ADTs down that street would cause significant wait times. He predicted that the development would dramatically increase traffic and congestion at both the 12th and Patterson and 12th and Wellington intersections. While jobs may be increased by the new store, the store would negatively affect other stores in the area and probably cost jobs.

Steve Austin (1161 Lowell Court, #4, Grand Junction) said that while the store may be convenient, he was afraid of the area becoming another Denver. He felt that another location further north might be more appropriate. The dilapidated condition of the corner, he said, was only because City Market chose not to maintain it. He didn't feel that the development was compatible with the neighborhood.

Ted Cameron (1305 Wellington Avenue, Grand Junction) expressed concern over the volume of traffic generated down Wellington. It would pose a significant impact to the neighborhood.

Bruce Forestry (1321 Wellington Avenue, Grand Junction) said that the area was residential and should remain that way. Twelfth Street was never intended to be a commercial corridor, he said, a premise supported by corridor guidelines and the Growth Plan. He predicted that motorists would travel through residential areas to find the best way out of the area upon leaving the site. With all the street engineering needed just to enter and exit the site, he felt that that alone demonstrated the complexity and intensity of the use. Mr. Cameron felt that City Market was trying to run Safeway and Albertsons out of business.

Millie Walker (1305 Wellington Avenue, Grand Junction) said that 70 residences were located on either side of Wellington Avenue. City Market proposed being open 24 hours a day and she expected that deliveries would occur at all hours. She said that traffic, noise, and on-street parking during construction would also be a nightmare for residents along Wellington. Increased traffic would pose pedestrian and other safety hazards. Reading from a letter received by Marjorie Miller, attorney for Wellington homeowners, Ms. Miller said that the store should be dramatically scaled down to better fit in with the neighborhood. She felt that City Market had clearly demonstrated a lack of concern for residents in the area.

Susie Mizelle (1340 Wellington Avenue, Grand Junction) also expressed concerns over traffic, noise, blowing trash, odors emanating from the site, etc. She said that the site had never been allowed to run down until City Market had taken possession of it.

Gail Berry (1305 Wellington Avenue, #102, Grand Junction) emphasized that the subject area was residential, which was supported by the Growth Plan. Commercial development should be reserved for commercially-zoned areas.

Louise Wade (1620 N. 18th Street, Grand Junction) objected to the volume of traffic the development would add to the already congested intersection. She asked planning commissioners to take into account the human element, and she predicted an increase in the number of accidents at that intersection. While not opposed to City Market, she felt that the store's size and intensity was out of character with the neighborhood.

Jack Walker (no address given) recounted a similar situation in 1985 with Smith Foods. The community had been overwhelmingly opposed to its locating at 12th and Patterson and had voted it down in referendum. He thought 12th and Horizon Drive would be a more suitable location for the store. Mr. Walker cautioned against City Market's receiving favorable treatment because of its community involvement.

Bob Emrich (1441 Patterson Road, Grand Junction), a resident of Patterson Gardens, felt that the development would have serious negative impacts on the Patterson Gardens homeowners. Traffic increases as a result of the store's close proximity would make exiting from the subdivision nearly impossible. Access to the site would be too close to the Patterson Gardens property line. He objected to the smell and noise generated by diesel delivery trucks and dumpsters. With a gas station incorporated into the site plan, what would happen in the event of a fuel spill or fire? A view of City Market's back wall was not a view that any of the Patterson Gardens homeowners would appreciate. Mr. Emrich felt that property values would be affected. He remembered the Smith Foods referendum and said that nothing had changed in the area to warrant reconsideration of a large-scale development on the site. He predicted that the development would create many more problems than it would solve.

Dr. Patricia Verstry (1320 Wellington Avenue, Grand Junction) said that her neighborhood was not in need of "urban renewal" as the petitioner had stated. She concurred with previous comments that City Market had allowed the corner to become run down. Hers was a very close-knit community, which the development would destroy if approved. City Market's management had done nothing to foster a sense of trust with the area's residents.

John Markel (1441 Patterson Road, Grand Junction) concurred with previous statements regarding the closeness of City Market's accesses to the Patterson Gardens property line. He also thought that the 12th and Patterson intersection would be dangerous for pedestrians trying to cross the street. Pedestrians would also impede right-turn traffic, which would extend wait times for motorists.

GENERAL:

Jeannie Lalonic (1850 N. 18th Street, Grand Junction) said that the neighborhood would not be able to support two large food stores. Consequently, one of them would surely be driven out of business. What would happen to the site of the departing store? She said that neighbors took pride in their properties; only City Market had allowed its site to deteriorate.

Dick Fulton (1556 Wellington Avenue, Grand Junction) said that he had been instrumental in the defeat of Smith Foods in 1985. He didn't want to be forced into another battle with City Market. People had purchased their homes with the expectation that the area would remain residential. The City had an obligation to protect its residents from such an unwelcome encroachment. Traffic was of major concern, and he concurred that there were probably other, better locations for the store.

Velva Anton (1161 Lowell Court, Grand Junction) agreed that there was no need for the store given the amount and proximities of other stores in the area. She expressed similar concerns over traffic and noise.

Kathy Dubbling (3249 Lucille, Grand Junction) said that as an employee of the Albertsons store, she knew that City Market's presence in the area would have a negative impact on the Albertsons store and probably force the store to layoff some of its employees. She also objected to the estimated traffic volumes, noise and the unaesthetic design of the building. The store, she said, was not needed nor wanted.

Conda Allford (1505 Wellington Avenue, #116, Grand Junction) felt that the Wellington access should be eliminated altogether. The 16-second wait time estimate, she felt, was inaccurate and grossly underestimated. She expected that the number of accidents at the 12th and Wellington intersection would increase as a result of motorists taking risks in order to access onto 12th Street. Traffic impacts were a major concern, and she felt that the Wellington neighborhood would be significantly impacted by the development.

Terri Troutner read into the record the following letters and comments received by the public not in attendance:

Lenore Styler (1326 Poplar Drive, Grand Junction) asked that the 1st and Orchard City Market be expanded and a park be constructed in the area. She felt that an expansion of the 1st Street City Market was preferable over the construction of a new store at 12th and Patterson.

Frank Bering (284 W. Morrison Court, Grand Junction) spoke in support of the proposal and felt the site to be appropriate for commercial uses. He felt that City Market had worked hard to mitigate concerns. He concurred that City Market was a good corporate neighbor involved in many worthwhile community projects.

James Hamilton (145 N. 4th Street, Grand Junction) felt that the corner of 12th and Patterson would never again support residential development due to increased traffic at that intersection. He commended City Market for its willingness to provide needed improvements to the 12th and Patterson intersection and thought the store would add to the community's quality of life.

Sandi Knudson (876 Covey Road, Grand Junction) supported City Market in its endeavor and said that it had given much to the community. The store would be an asset to the area and she would patronize it if approved. She agreed that it would cut down on the number of trips she routinely drove to shop at other locations.

Knute Knudson (876 Covey Road, Grand Junction) mirrored the sentiments of his wife. He felt that a store was needed at its proposed location; continued growth in the area would support it. He also commended City Market on its involvement with local community projects and charities. He disagreed with staff's position and statements made by Ken Simms as well.

Judy Matthews (2112 Chipeta Avenue, Grand Junction) expressed strong opposition to the development. Citing the overwhelming defeat of Smith Foods at the same location, she said that the store was not needed there. She felt that traffic impacts to the area would be overwhelming. Attached to her letter were editorials from the Daily Sentinel.

Charles and Elvera Howard (845 Kennedy Avenue, Grand Junction) who expressed concern over traffic and safety hazards associated with the site's entrances. Traffic impacts to Wellington Avenue would also be significant. Another store was not needed at the proposed location and they felt the area's needs were already being met by other nearby shopping centers.

A brief recess was called at 8:20 p.m. The hearing reconvened at 8:38 p.m.

PETITIONER'S REBUTTAL

Alan Richman, representing the petitioner, said that the Growth Plan amendment's 7 criteria were considerations only and not requirements. He presented an overhead transparency of the amendment's language and noted especially the use of the word "consideration." The amendment process had been

recognized as necessary to address conflicts between the Growth Plan and Future Land Use Map. He felt that Growth Plan policies had been sufficiently met. He said that other locations had been investigated but no other suitable options were available. Supermarkets needed, he said, to be integrated with existing neighborhoods, and the current proposal represented good infill development.

Mr. Richman also presented an overhead transparency of the Urban/Core Outlying Growth Centers map contained in the Growth Plan. He felt that the store qualified as a "neighborhood center." Citing the recently approved Brach's Market rezone proposal, he said that the site had been similar in that a portion of it had also been zoned residential. Because of increases in traffic and the existence of other nearby and adjacent commercial enterprises, the site was suitable for commercial development. He also felt that the store would serve the needs of the neighborhood and community as a whole. Concerns, he said, had been mitigated and improvements to the 12th and Patterson intersection would provide a valuable benefit to the community.

David Hook, representing the petitioner, referenced regional Vehicle Miles Traveled (VMT) and said that most people traveling along 12th and Patterson were en route to other shopping locations. The proposed development would reduce total VMT. If nothing was done to mitigate congestion at the 12th and Patterson intersection, motorists could eventually redirect VMT and extend drive times to circumvent the intersection altogether. That might mean motorists would be redirected into residential areas and away from arterials. He explained that most of the over 8,000 ADTs predicted would not be comprised of new trips. Even staff had agreed with City Market's traffic study.

Mr. Caldwell presented a transparency of the site plan and said that multi-vehicle stacking areas had been built into the plan. He asked Mark Relph to provide additional information from the TEDS manual with regard to stacking areas. Mr. Relph said that City Market had satisfied City Engineering.

Mr. Relph said that the standard stacking area was 120 feet. Mr. Nebeker added that the petitioner only provided 95 feet of stacking room at the Patterson Road entrance. Mr. Relph was unsure what impacts a less than 120-foot stacking area might pose.

QUESTIONS

Chairman Elmer said that while 120 feet might be a minimum stacking distance for a store less than 50,000 square feet in size, the standard for a store over 50,000 square feet was 200 feet. Thus, stacking room was deficient by about 105 feet. Mr. Relph agreed that City Market had not met established stacking room standards.

Chairman Elmer said that the existence of an on-site gas station would require additional stacking room because people typically waited for pump availability. Mr. Relph expressed similar concerns and said that the plan did not reflect exactly what engineering staff had wanted.

Commissioner Grout asked for the stacking depth at the left-turn lane off of Patterson Road. Mr. Relph was unsure. Chairman Elmer said that because there was a left-turn lane at that entrance, it would affect not only the acceleration lane but also those vehicles attempting to make left turns. Mr. Relph said that it was a judgment call. Mr. Caldwell said that two lanes were available in the narrow part of the "throat" along with a left-hand turn lane. The intent was that the vehicles turning left would be out of the way of vehicles wanting to go through.

Commissioner Coleman wondered why engineering staff hadn't insisted on getting what was required in terms of stacking area, especially around the gas station area. Mr. Relph felt that what was offered had been reasonable and acceptable with regard to impacts to 12th and Patterson.

Mr. Caldwell felt that staff's intent had been to see either the drive-through pharmacy or the gas station but not both. City Market viewed the pharmacy as a low-volume activity without the conflicts normally associated with other types of drive-through businesses.

Commissioner Coleman asked for affirmation that no traffic conflicts were expected between the two drive-through activities, which was given. Mr. Caldwell said that the drive lane for the pharmacy had been separated from that of the gas lane by a curb.

Commissioner Coleman said that stacking problems could occur at pumps. Mr. Caldwell agreed that there could probably be some stacking there, 8 car lengths had been provided for the 4 pumps.

Mr. Caldwell said that with regard to noise levels in dock areas, he said that vehicles would be approximately 95 feet from the nearest adjacent building. A noise analysis had been undertaken and copies of findings had been submitted to staff and planning commissioners for review. Findings were outlined. Sound attenuating panels and quiet refrigeration units would also help lessen noise levels in and around the dock area.

Mr. Caldwell said that with regards to comments made about the store's threat to other shopping centers, he noted the existence of a City Market store across from Max's Foods out on 32 Road. Competition was expected in the food industry and it ultimately created choices for the consumer. He noted that the City's engineering department didn't concur with the findings of MPO representative Ken Simms. Neighborhood impact mitigatory measures would be expensive but they would work, he predicted. He reiterated that traffic along Wellington would still not exceed that of a local residential street. The life of the 12th and Patterson Road intersection would be extended; the store would satisfy a community need; landscaping standards had been met or exceeded; and the development would add to the community's overall quality of life.

Commissioner Coleman asked Mr. Caldwell if he felt the economic climate of the area had changed since the Smith Foods proposal in 1985. Mr. Caldwell felt that there had been a significant change. A lot more growth had occurred in the area. Smith Foods had only proposed to utilize a portion of the property, with less buffering provided for adjacent residents. City Market had purchased additional property so that greater buffering would be afforded to residents. He addressed staff and said that stacking distance at the Patterson Road entrance had been measured at 105 feet, not 95 feet.

Commissioner Fenn said that although the amendment had been submitted in response to his comments for Wellington Avenue mitigation, his intent had been to see the access eliminated altogether. Had that been a consideration? Mr. Caldwell said that if the intersection were eliminated entirely, on-site traffic would only be re-routed to other entrance/exit points. Also, motorists wanting to travel south would probably drive down Patterson Road and turn right on 15th, adding to traffic volumes along 15th Street. They may also backtrack along other residential streets to get back to 12th Street.

Commissioner Coleman asked if the petitioner would be amenable to including the right-turn only access onto Wellington, to which Mr. Caldwell responded affirmatively. A left-hand turn lane from Wellington at 12th Street would also be added. A brief discussion ensued over why the left-hand turn lane had originally been deleted. Double left-hand turn lanes would be provided at both the 12th and Patterson entrances.

Commissioner Binder asked if acceleration lanes would be provided with right-turns out of Driveways A, B and C. Mr. Caldwell said that with two of the three right turns (noted) no acceleration lane would be

provided. Mr. Hook expected that in those instances, motorists would wait for a signal gap to enter traffic lanes. Commissioner Binder felt that this would be a big problem because at that intersection traffic was always moving. Very little gap, if any, would be available and she anticipated that people would quickly tire of waiting and just jump out into traffic if no acceleration lane were provided. Mr. Rolland said that the City discouraged the incorporation of right-turn acceleration lanes on arterial streets.

Commissioner Binder wondered how long City Market had owned the property. Mr. Caldwell pointed out one portion of the property in the store's possession for the last 10 years. He said that houses on that property had been rented up until about 2 years ago. City Market had tried donating the structures but had been told that there wasn't enough residual value in them to warrant their donation.

Commissioner Driscoll said that in instances of bad weather or delays where deliveries were made after 10 p.m., he wondered if trucks would have to wait in the dock areas to be off-loaded. Mr. Caldwell said that crews were employed so that no truck should have to wait for off-loading.

Chairman Elmer wondered why a 40,000 square-foot store wouldn't work just as well. Mr. Caldwell said that people demanded selection. A larger store catered to more varied tastes.

Commissioner Grout again asked about the stacking depth of the westbound turn lane onto Patterson Road. Mr. Rolland estimated it to be approximately 180 feet (9 car lengths). When asked to compare that stacking depth with the store on 1st and Rood, Mr. Rolland estimated that the 1st and Rood store had perhaps half that amount.

Commissioner Binder asked if there was enough room coming out Driveway C to get across the turn lane. Mr. Caldwell said that the engineering department determined sufficient room was available.

DISCUSSION

Commissioner Driscoll asked legal counsel for an opinion on the weight of amendment criteria. Mr. Shaver said that statements made by the petitioner's representative were essentially correct in that amendment criteria were, in fact, "considerations." However, the weighting of that criteria and the petitioner's response to the criteria was up to planning commissioners.

Commissioner Driscoll said that if the site were developed as residential with a possibility of 24 units, he wondered how traffic impacts would compare. Ms. Kliska said that in that scenario, only a maximum of 240 ADTs would be generated.

Chairman Elmer wondered why the cost of upgrading Wellington Avenue to a residential collector couldn't be borne by the petitioner, given that the development would generate the bulk of the impact. Mr. Relph explained how only half-street improvements would be required the length of the development. Most of the upgrading costs, he said, would be borne by the City.

Commissioner Binder wondered why the City's Code Enforcement department hadn't cited City Market for the condition of the property. Mr. Shaver said that appearance of property other than for weeds or junk was not an enforceable item. If the structures were deemed to be unsafe, the Building Department would handle any violations.

Commissioner Binder added that if a property owner created blight, then any proposal would seem to be a good one. She did not want to see the area become another North Avenue. She asked if there had been a conscious effort to retain the Patterson Road corridor as residential, to which Mr. Harrington replied

affirmatively. He added that a residential character along Patterson had been reaffirmed by Corridor Guidelines, the Growth Plan and Future Land Use Map.

Commissioner Binder asked how the Safeway store had been approved for 29 and Patterson Roads. Mr. Nebeker said that it had been zoned Commercial in the County.

Commissioner Binder asked engineering staff if the amount of traffic expected from the development would trigger 4-laning 12th Street, to which Mr. Relph responded negatively.

Commissioner Driscoll asked if there were any increases in the number of accidents or in congestion at the Safeway store intersection, to which Ms. Kliska replied negatively.

Commissioner Grout asked Ms. Kliska to explain problems associated with turn lanes in front of Partee Drive at the Safeway store, which was provided. Mr. Relph said that the lesson received by that experience was the importance of raised medians.

Commissioner Driscoll asked Ken Simms if his concerns revolved around the store itself or the "domino effect" it might have for the area. Mr. Simms answered that both were concerns. He clarified that his comments represented the comments of the MPO, not his personal opinion or that of the City. He added that when an intersection failed, people would start looking for alternative routes. He reiterated the importance of protecting capacities along 12th Street and Patterson Road. He didn't object to commercial uses on the corner as long as they generated low-impact trips.

Commissioner Driscoll asked if modeling had been done on just the commercial aspect of the property or using a combination of less intense commercial and build-out of the residential. Mr. Simms explained that his modeling had been based on the Growth Plan. No modeling had been done of this particular development; rather, the traffic study had achieved those results.

Commissioner Driscoll asked if a comparison between the two scenarios could be formulated. Mr. Simms said that only another traffic study using the two scenarios would provide those figures. Mr. Harrington said that a projection on the number of trips had been included in the staff report. However, turning movements had not been included in that analysis. Mr. Simms said that supermarket trips could be either destination trips or pass-by trips, with the biggest impact seen at intersections and with turning movements.

Mr. Relph referred planning commissioners to Table 10 of the traffic study. Levels of service anticipated with the development would be the same as what the Growth Plan predicted.

Chairman Elmer said that if there were no City Market on the subject corner, the 12th and Patterson intersection would continue to operate at acceptable levels for a longer period of time. Mr. Relph agreed that the community could live with the existing network over a longer period of time. He predicted that even without the store's improvements, something would have to be done to improve the intersection within the next 10 years.

Commissioner Fenn acknowledged the complexity of the issue. He agreed that there was a need for a supermarket in the north part of town and this appeared to be the most suitable site for one. Five acres of the subject site had already been designated commercial. He believed that most of the trips to the site would be pass-by, people stopping in on their way home in the evenings. If located somewhere else, the number of pass-by trips would diminish and the number of new trips would increase. The best solution, he felt, would be to include a right-turn only access onto Wellington with a left-hand turn lane onto 12th

Street. The proposal, he felt, met most of the amendment criteria and he could not see any better alternatives for the site. When he'd lived 100 feet from the Coronado City Market, he said that it had been very convenient. He'd not experienced any problems with noise, odors or diminished property values. He found himself traveling to the bigger stores for greater selection even though the 1st and Orchard City Market was closer to his home. Further distances meant increases in the number of cross-town trips. He expressed support for the project.

Chairman Elmer asked if H.O. zoning would allow for this type of development, to which Mr. Harrington replied affirmatively.

Commissioner Coleman wondered if a plan for the 12th and Horizon commercial site had been submitted. Mr. Harrington believed that there were some plans already in place for the property.

Chairman Elmer felt that there were alternative locations available for the store; it was not the only northern parcel available with commercial zoning. It was important to look at amendment criteria to ensure consistency with the Growth Plan. He didn't feel that a Growth Plan error had been made. On the contrary, the residential designation had been purposefully left on the site as a buffer to commercial on the corner. The character of the area had remained constant, and he agreed that the existence of so many other stores in the nearby area meant that community need had not been substantiated. Chairman Elmer said that he didn't define community need as providing additional convenience to a few people.

Commissioner Fenn disagreed and said that the biggest community benefit would be in the reduction of cross-town trips and reduction in the usage of other intersections.

Chairman Elmer said that this plan would draw people to Patterson Road instead of the north-south corridors.

Commissioner Coleman asked if there had been any commercially-zoned property eliminated as a result of the Growth Plan's adoption. Mr. Nebeker said that 80 acres along the 24 Road corridor had been downzoned from commercial to residential. Commissioner Coleman said that just because a parcel was zoned Commercial didn't mean it made sense to put commercial there.

Chairman Elmer said that in looking at the Growth Plan's policies, the proposal didn't meet amendment criteria, corridor guidelines, or Major Street Plan guidelines. It was important, he said, that the City look at long-term solutions to its traffic problems.

Commissioner Fenn said that intersection improvements would be an overall community benefit.

Commissioner Grout said that over a longer period of time, the development would create more problems at that intersection than it would solve.

Chairman Elmer said that City Market's marketing interests and service benefits should not guide land use decisions.

Commissioner Binder expressed support for the plan but not in the proposed location. She believed that the development would ultimately cut down on the number of vehicle miles traveled in the north area and that appreciable benefits could be derived. She supported the concept of mixed uses on the site, but also recognized the impacts that would be felt by other nearby stores. Intersection improvements would buy the City some time, but carrying capacities along 12th and Patterson could be compromised. Patterson Road, she said, was the only good east-west corridor the City had in that area and that the preservation of

east-west traffic flows should supercede all other considerations. She agreed that long-term solutions needed to be pursued. She expressed continued concern over the dilapidated condition of the site but didn't believe that any character change had taken place in the area to warrant a zoning change. Community need had not been demonstrated since other stores were located nearby. Circulation plans would be very confusing, especially to seniors. And she agreed that people purchased their properties with a reasonable expectation of what to expect in their neighborhoods.

Commissioner Driscoll said that from a conceptual perspective, the Planning Commission had made a conscious effort to limit commercial development along the Patterson Road corridor. He could see no reason to change the site's original zoning. The plan didn't address amendment criteria nor did it provide sufficient protection for Wellington Avenue residents.

MOTION: (Commissioner Grout) "Mr. Chairman, on item RZ-1998-082, I move that we forward a recommendation of denial to the City Council for the Growth Plan amendment for the City Market store at the southeast corner of 12th and Patterson subject to staff recommendations."

Commissioner Coleman seconded the motion. A vote was called and the motion passed by a vote of 5-1, with Commissioner Fenn opposing.

MOTION: (Commissioner Grout) "Mr. Chairman, on item RZ-1998-082, I move that we forward a recommendation of denial to the City Council for the rezone of the City Market store at the southeast corner of 12th and Patterson subject to staff recommendations."

Commissioner Coleman seconded the motion.

Chairman Elmer clarified that the reason for denial was based on the development's inconsistency with the Growth Plan.

Mr. Harrington wondered if Planning Commission's findings included considerations other than incompatibility with the Growth Plan? Chairman Elmer suggested adding the following verbiage at the end of the word "staff," "...findings and from the discussion heard by the Planning Commission." Commissioner Grout agreed to add that verbiage to his motion, and Commissioner Coleman seconded the amendment. The revised motion is as follows:

MOTION: (Commissioner Grout) "Mr. Chairman, on item RZ-1998-082, I move that we forward a recommendation of denial to the City Council for the rezone of the City Market store at the southeast corner of 12th and Patterson subject to staff findings and from the discussion heard by the Planning Commission (as amended)."

A vote was called and the motion passed by a vote of 5-1, with Commissioner Fenn opposing.

Chairman Elmer said that with regard to the site plan, his biggest concerns involved the existence of the gas pumps, the lack of sufficient landscaping, and out-of-character signage.

Commissioner Fenn suggested that proposed signage be reduced in size and be designed so that they were more compatible with Patterson Road corridor guidelines. He also suggested eliminating the Wellington access completely to more closely match the Growth Plan's intent.

Chairman Elmer expressed concern that if the access were eliminated altogether, it could direct traffic from Patterson to 15th. Commissioner Fenn concurred and admitted that further review was warranted.

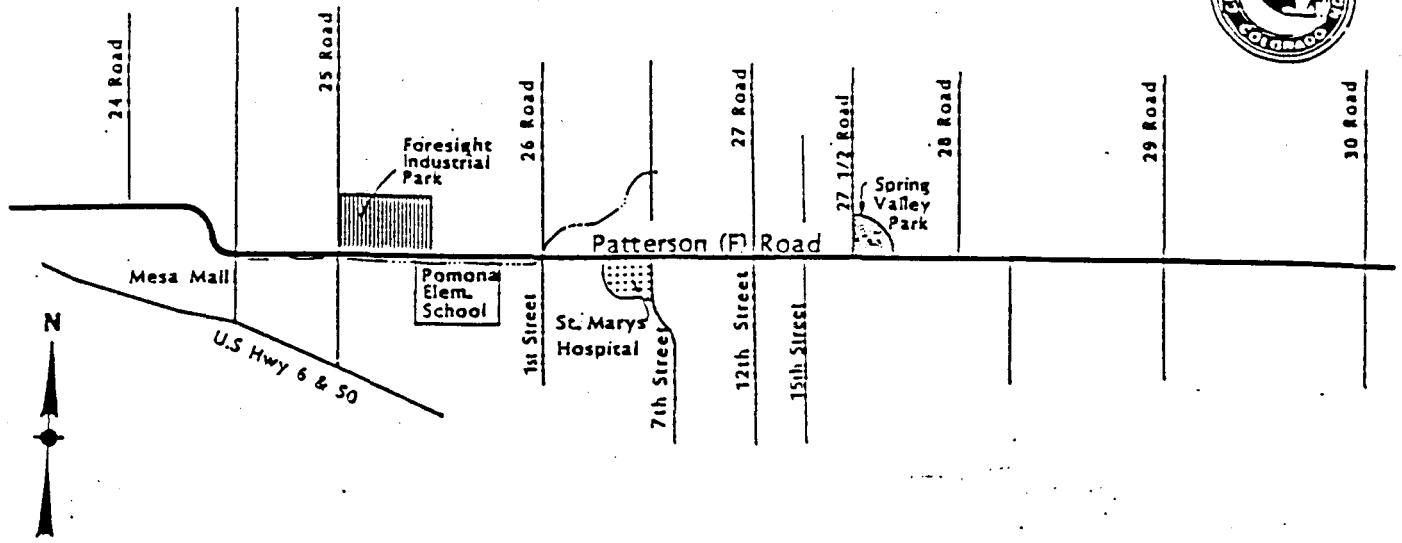
MOTION: (Commissioner Grout) "Mr. Chairman, on item SDR-1998-129, I move that we forward a recommendation of denial to City Council for a site-specific development plan for the City Market store at the southeast corner of 12th and Patterson subject to staff's recommendations along with the recommendations made in our discussion to this point, which include: 1) elimination of the gas pump use, 2) working on upgrading the landscaping for the entire property, 3) possibly monument-style signage, and 4) also eliminating or deleting the Wellington Road access as recommendations should this development be approved."

Commissioner Binder seconded the motion. A vote was called and the motion passed by a vote of 5-1, with Commissioner Fenn opposed.

With no further business, the hearing was adjourned at 11:08 p.m.

**Patterson Road and 12th Street
Corridor Guidelines**

Patterson (F) Road Corridor Guideline



Patterson (F) Road Status

According to the Functional Urban Classification System, Patterson (F) Road is classified as a major arterial from Highway 6 & 50 to I-70 Business Loop. This means:

- It requires 100 feet of right of way (maximum).
- It will have continuity of several miles.
- It will be posted with speed limits greater than or equal to 35 mph.
- It will have limited access.
- It serves as a major east-west traffic carrier.
- It will not have on-street parking.

Under this corridor guideline, Patterson (F) Road is split into three sections:

- 1) Highway 6 & 50 east to 1st Street.
- 2) 1st Street east to 15th Street.
- 3) 15th Street east to 30 Road.

General Guidelines

Wherever along Patterson (F) Road, regardless of the type or scale of development, any development should accommodate the following:

Development should be done in a planned development (PD) context to help ensure good site planning.

Developers must provide the necessary right-of-way improvements guarantees to assist the City in capital improvements.

Existing single family housing and neighborhoods should be respected and protected whenever possible.

Patterson (F) Road Corridor Guideline

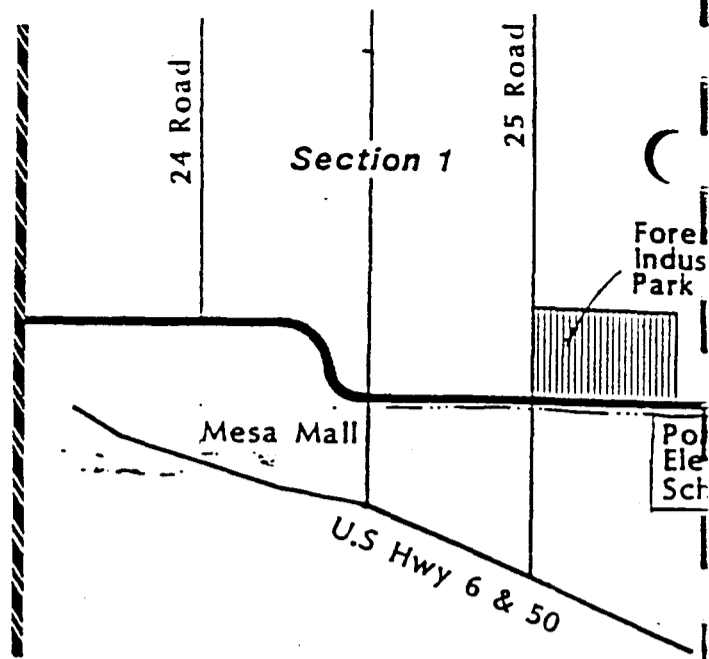
Intent: The intent of this corridor guideline is to address the existing and future land uses along Patterson (F) Road. As a primary transportation route transgressing the city, consideration for the existing residential, business and commercial uses in terms of future uses is necessary.

Goal: The goal is to carry traffic in the most efficient manner possible, minimizing access, traffic hazards and encroachment into established residential neighborhoods.

Policy: The policy is to establish guidelines for land use of new development or redevelopment, to help ensure consistent decisions and direction along Patterson (F) Road.

General Guidelines (continued)

- 4) New commercial and business development and redevelopment should not adversely affect the existing neighborhoods with traffic, parking, lighting or noise. Good site planning can help mitigate these concerns.
- 5) In cases where parcels have frontages on roads in addition to F Road, those frontages will be considered preferred access points, unless it is shown that such access points would have an undesirable impact on the neighborhood or area.
- 6) Curb cuts and access points on Patterson (F) Road should be limited and consolidated to encourage the concept of shared access for proposed and future development. Wherever possible, accesses should align with any existing accesses on the opposite side of the roadway to minimize traffic hazards and help the flow of traffic entering the roadway.
- 7) When development which may create a traffic hazard is proposed near an intersection, turning movements will be controlled to allow for the best traffic flow.
- 8) Access points must be designed to maintain a clear sight distance for vehicular, bike and pedestrian traffic safety.
- 9) Adequate walkways should be provided to encourage and accommodate pedestrian use along F Road.
- 10) Development should provide adequate setbacks for structures from the public right of way, to be used in part for landscaping. The intent is to provide attractive surroundings for the tenants, residents, motorists and pedestrians throughout the corridor. Within the setbacks landscaping amenities such as berming, buffering and streetscapes should be included.
- 11) Drainage considerations to adequately accommodate run-off should be addressed with all new developments or redevelopments.
- 12) Neighborhood discussion is encouraged with the petitioner throughout the development process.
- 13) The undergrounding of utilities should occur wherever feasible along this corridor.



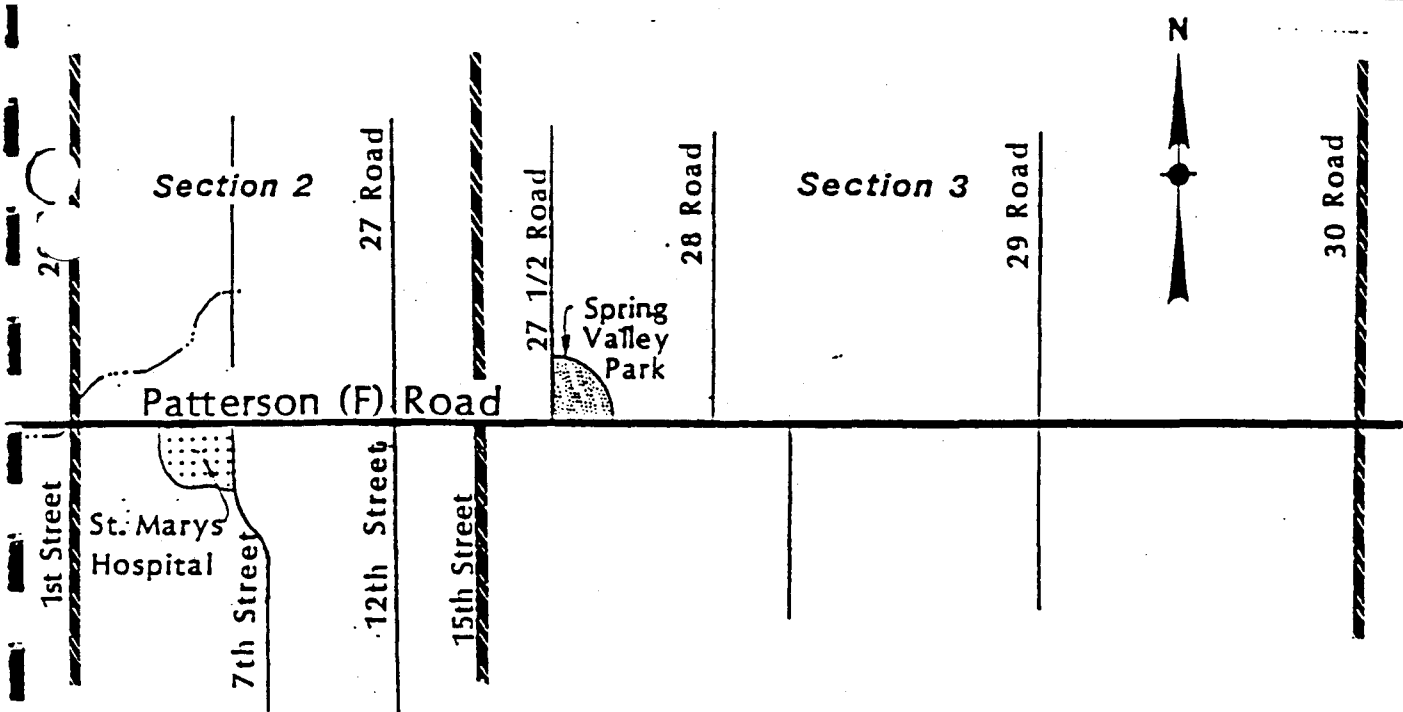
- 14) Other corridor guidelines may also be applicable and should be considered in the review of new development.

Highway 6 & 50 to First Street

The intent of this section of the corridor guideline is to provide a parkway atmosphere and also accommodate pedestrian access. Because of the existing mixed uses, landscaping, berming and buffering are encouraged along Patterson (F) Road to help minimize the adverse effects of the high traffic volume associated with this corridor.

In keeping with the existing uses and zoning:

- New commercial development is appropriate on the south side of Patterson (F) Road from Highway 6 & 50 to 25 1/4 Road.
- Commercial and mixed-use development is appropriate on the north side of Patterson (F) Road from 24 1/2 to 25 1/2 Road.
- Light business and mixed use development is appropriate along the north of Patterson (F) Road from 25 1/2 Road to 1st Street, and residential development is appropriate on the south side of Patterson Road from 25 1/2 Road to 1st Street.



- 1) Access points should be designed to serve more than one lot - if possible. Shared ingress/egress can be accommodated for adjacent parcels by accessing at joint property lines.
- 2) Meandering pedestrian walks can be considered as an alternative to standard City sidewalk requirements. This can be designed in conjunction with the landscape plan.

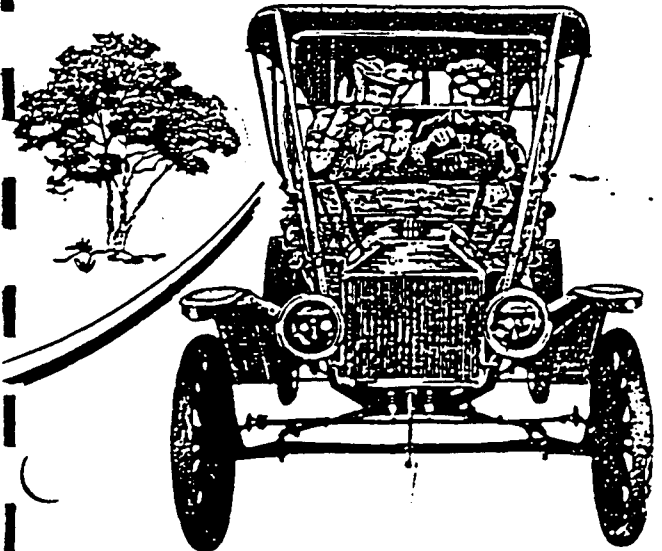
First Street to Fifteenth Street

The intent of this section of the corridor guideline is to protect existing residential development, and to consider low-volume business and medical oriented development. Aggregating parcels for larger scale development is encouraged.

In keeping with the natural constraints and existing uses:

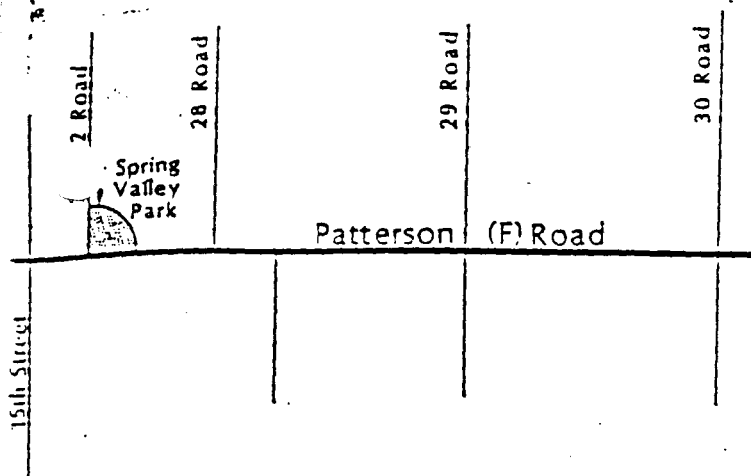
Low volume business and medical offices are appropriate on the north side of Patterson (F) Road between 26 1/4 Road and 7th Street, and also on the south side of Patterson (F) Road from 7th Street to 12th Street, including the southeast corner of 12th and Patterson.

- 1) Aggregating parcels is encouraged where smaller lot configurations exist. This will help provide more flexibility of site design with new developments.
- 2) Based on neighborhood input, encroachment into the established residential areas is discouraged. Therefore, when a request to change the use or zone may impact the adjacent properties, a neighborhood meeting is recommended to help address those individual concerns.



Patterson (F) Road Corridor Guideline





15th Street to 30 Road

The intent of this section of the corridor guideline is to encourage residential development only. Encroachment of new business is discouraged.

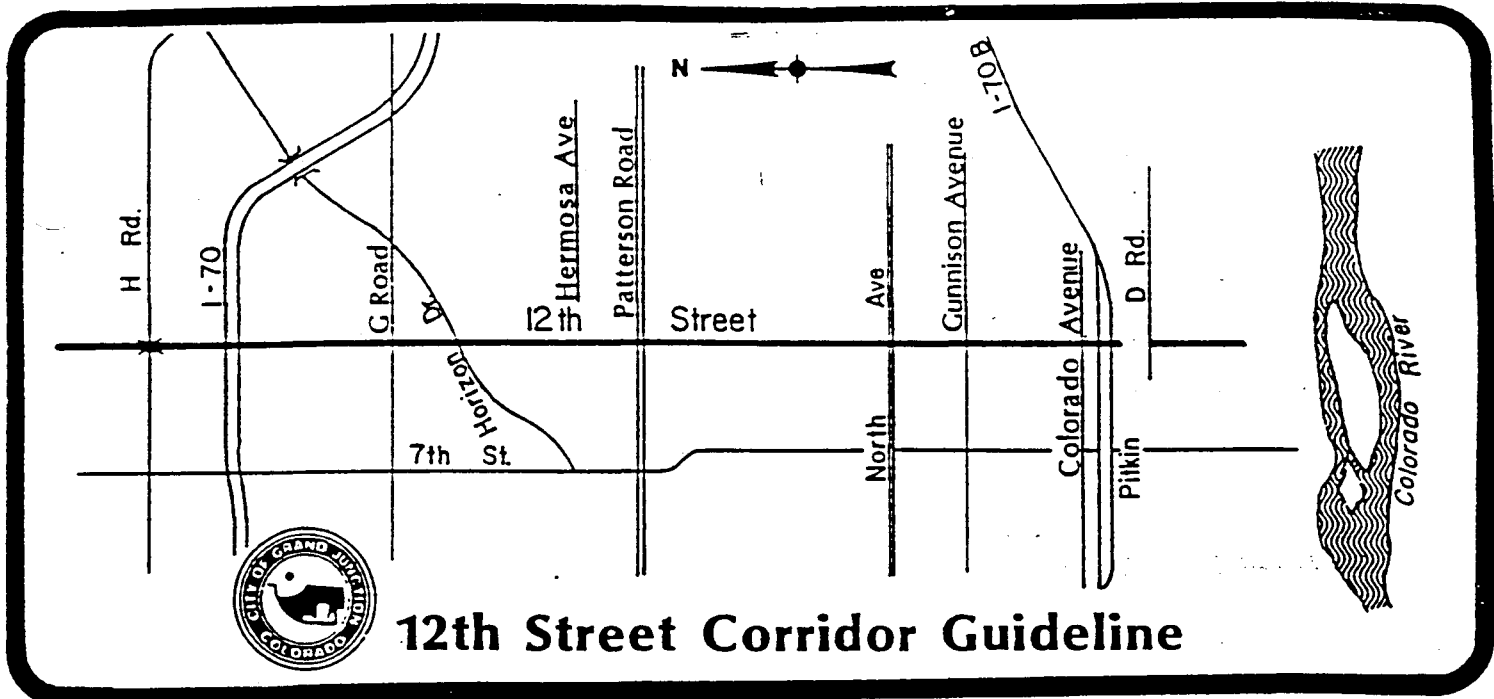
In keeping with existing residential zoning and uses:

- New residential development with 10 units per acre is the most compatible and appropriate density.

- 1) This density will help minimize the need for further commercial development. The existing commercial uses are adequate to serve 10 units per acre without the need for additional commercial development in this section of the corridor.
- 2) Existing developments should be protected. New residential development is encouraged to be planned with a designed density compatible with adjacent uses.
- 3) All new developments should be compatible with the County Patterson (F) Road Corridor Policy east of 30 Road.

NOTE:

It is important to note that goals, objectives, policies and guidelines are informational in nature and represent only one of the many factors which must be considered in the decision making process. The Planning Commission and City Council shall determine the applicability of any goal, objective, policy or guideline to any specific development situation.



12th Street Corridor Guideline

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12th Street Status

According to the Functional Urban Classification System, 12th Street has two classifications:

This means:

- As a minor arterial it requires 77 feet of right-of-way from G Road to Horizon Drive.
- As a major arterial it requires 100 feet of right-of-way from Horizon Drive to Pitkin Avenue.
- It will have limited driveway access.
- It serves as a major north-south traffic route.

For this corridor guideline 12th Street is split into four sections:

- 1) G Road south to Hermosa Avenue -- primarily residential
- 2) Hermosa Avenue south to Gunnison Avenue -- area of transition of residential and business uses
- 3) Gunnison Avenue south to Colorado Avenue -- single family residential area

12th STREET CORRIDOR GUIDELINES

Intent: The intent of this corridor guideline is to address the existing and future land uses along 12th Street which serves as a major entrance into the City from the north. Also, to encourage those areas in transition (from residential to non-residential) to retain the existing scale of development.

Goal: The goal is to effectively carry traffic while maintaining the "major entry" positive image.

Policy: The policy is to provide for consistent and informed decision making in considering development or redevelopment requests, provide protection to existing neighborhoods, and provide direction and focus for those areas in transition.



- 4) Colorado Avenue south to the Colorado River -- heavy commercial and industrial area

G Road South to Hermosa Avenue

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This section serves as a primary access into the city with the majority of the existing uses being residential with several existing church sites.

General Guidelines



Along 12th Street, regardless of the type or scale of development, all projects should accommodate the following criteria:

- 1) Every proposal requesting a change of use which requires a zone change should be done in a planned development (PD) context.
- 2) Non-residential development should not adversely affect existing adjacent neighborhoods through increases in traffic, on-street parking, lighting and noise.
- 3) Curb cuts and access points should be limited and consolidated by encouraging the concept of shared access for proposed and future development.
- 4) Alleyway usage for access to private parking lots is generally discouraged except when extenuating circumstances are shown to make this type of access more appropriate than other alternatives.
- 5) Consideration for on-site retention and detention of storm water runoff should be addressed for all new developments.
- 6) Neighborhood discussion is encouraged with the petitioner throughout the development process.
- 7) Other corridor guidelines may also be applicable and should be considered in the review of new development.

- The east side of 12th Street in the Horizon Drive area may be appropriate for non-residential uses. Properties with Planned Business zoning are presently available at the northeast corner of the 12th and Horizon intersection.
- The west side of 12th Street in this area is zoned and appropriate for residential development.
- Proposed uses at the intersection of 12th Street and Horizon Drive will be considered on a site-specific basis.
- Horizon Drive south to Hermosa Avenue should retain the residential scale and character. Any new development should participate in the upgrading of 12th Street to full major arterial status.

Hermosa Avenue to Gunnison Avenue

Much of this section is in a transitional phase from residential to medical, educational and commercial uses.

- The existing non-residential and commercial uses at the intersection of 12th and Patterson are appropriate and adequate. Further expansion of non-residential uses into the existing residential neighborhoods to the north of this intersection should be discouraged to prevent the increase in traffic, noise, on-street parking and other impacts associated with non-residential development.
- South from the intersection at 12th and Patterson to Orchard Avenue, non-residential uses such as professional, medical and educational offices may be appropriate.

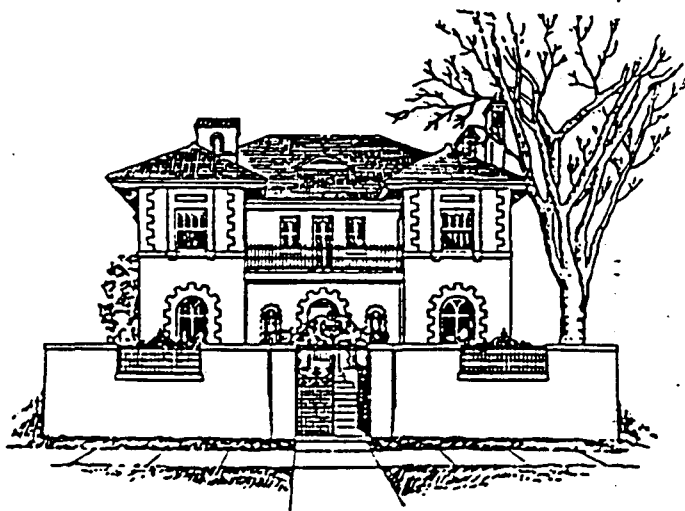
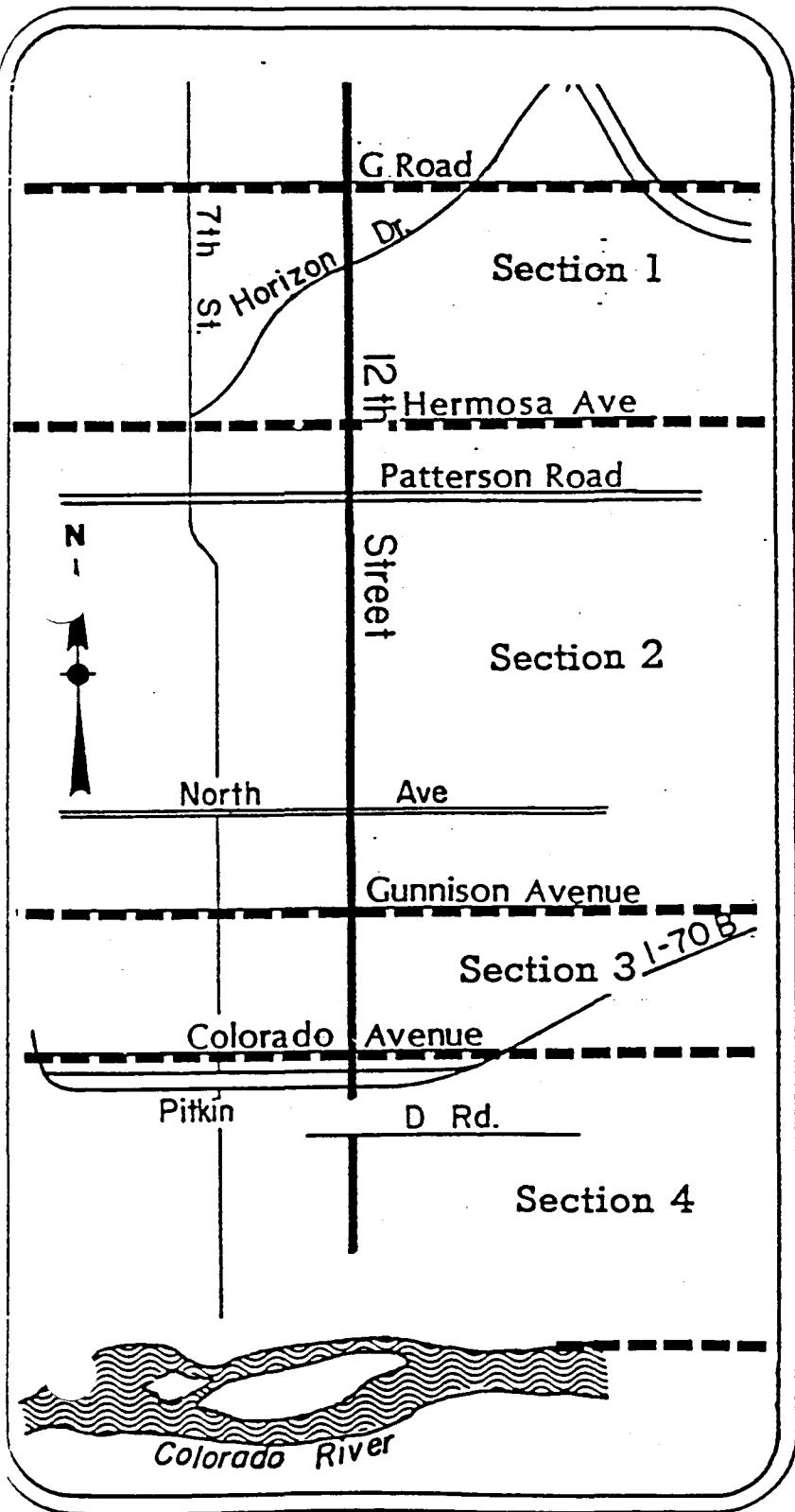
- Between Patterson Road and Gunnison Avenue, new non-residential development should not encroach into the existing residential neighborhoods. Existing north/south alleyways (or the approximate line where alleyways would exist) should serve as a

buffer between the residential areas and any non-residential development fronting on 12th Street.

BOOK 1718 PAGE 31

This will help to prevent additional activity, noise and traffic in the residential areas. Access for new development should be onto the east/west streets then out to 12th Street rather than onto 11th or 13th Streets.

- Proposed uses at the intersections of 12th and Patterson and 12th and Orchard will be considered on a site-specific basis.
- Due to heavy pedestrian and vehicle use along this section of 12th Street, careful consideration should be made for pedestrian safety in reviewing development proposals.



This section of the corridor is primarily residential in character and zoning. Encroachment into this area by business uses will be discouraged.

- Existing uses and zoning are appropriate and adequate.
- The residential character of the neighborhoods should be retained.
- Support for the Downtown Development Authority's Strategy Plan adopted by the City for this area of 12th Street is encouraged.

Colorado Avenue to the Colorado River

This area is zoned business, commercial and industrial from Colorado Avenue south to the river. There is no direct access to 12th Street south of the railroad due to the lack of a railroad overpass.

- Existing use and zoning is appropriate and adequate.
- The area south from Kimball Avenue to the Colorado River is zoned for industrial uses, thus the transition of the area as a higher quality rail oriented industrial park is encouraged.
- Acquisition of the properties to the south of Kimball Avenue is encouraged for the following reasons:
 - 1) for the purpose of developing a greenbelt beautification area along the river floodplain which is presently used for private junk and refuse storage
 - 2) to provide a desirable river-front location for future planned industrial development along the fringes of the designated floodplain
 - 3) to discourage any uses which may limit or restrict access and development of those areas adjacent to the Colorado River, i.e. tailings piles and extraction processing



NOTE:

It is important to note that goals, objectives, policies and guidelines are informational in nature and represent only one of the many factors which must be considered in the decision making process. The Planning Commission and City Council shall determine the applicability of any goal, objective, policy or guideline to any specific development situation.

Traffic Study
(excluding appendix)

TRAFFIC IMPACT STUDY

**Proposed CityMarket Shopping Center
12th Street and Patterson**

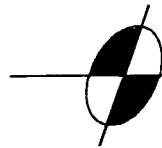
Prepared for:

CityMarket[®]

Food & Pharmacy

105 W. Colorado Avenue
Grand Junction, CO 81505

Prepared by:



Hook Engineering, Inc.

7180 E. Orchard Road
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Englewood, CO 80111

Revised March 31, 1998⁹

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INTRODUCTION

The CityMarket shopping center is a 8.25 acre proposed development located on the southeast corner of the Patterson Road and 12th Street intersection. The location of the development is shown in Figure 1. The site is proposed to consist of a CityMarket shopping store and associated gas station.

The main purposes of this study are to:

- (1) Determine if the projected traffic from this development can be accommodated on the adjacent roadway network;
- (2) Determine the needed roadway improvements; and
- (3) Analyze proposed access into the site.

DESCRIPTION

The CityMarket development is shown on Figure 2. The land is currently occupied by 15 housing units. Patterson Road borders the north side of the site. 12th Street borders the west side of the site.

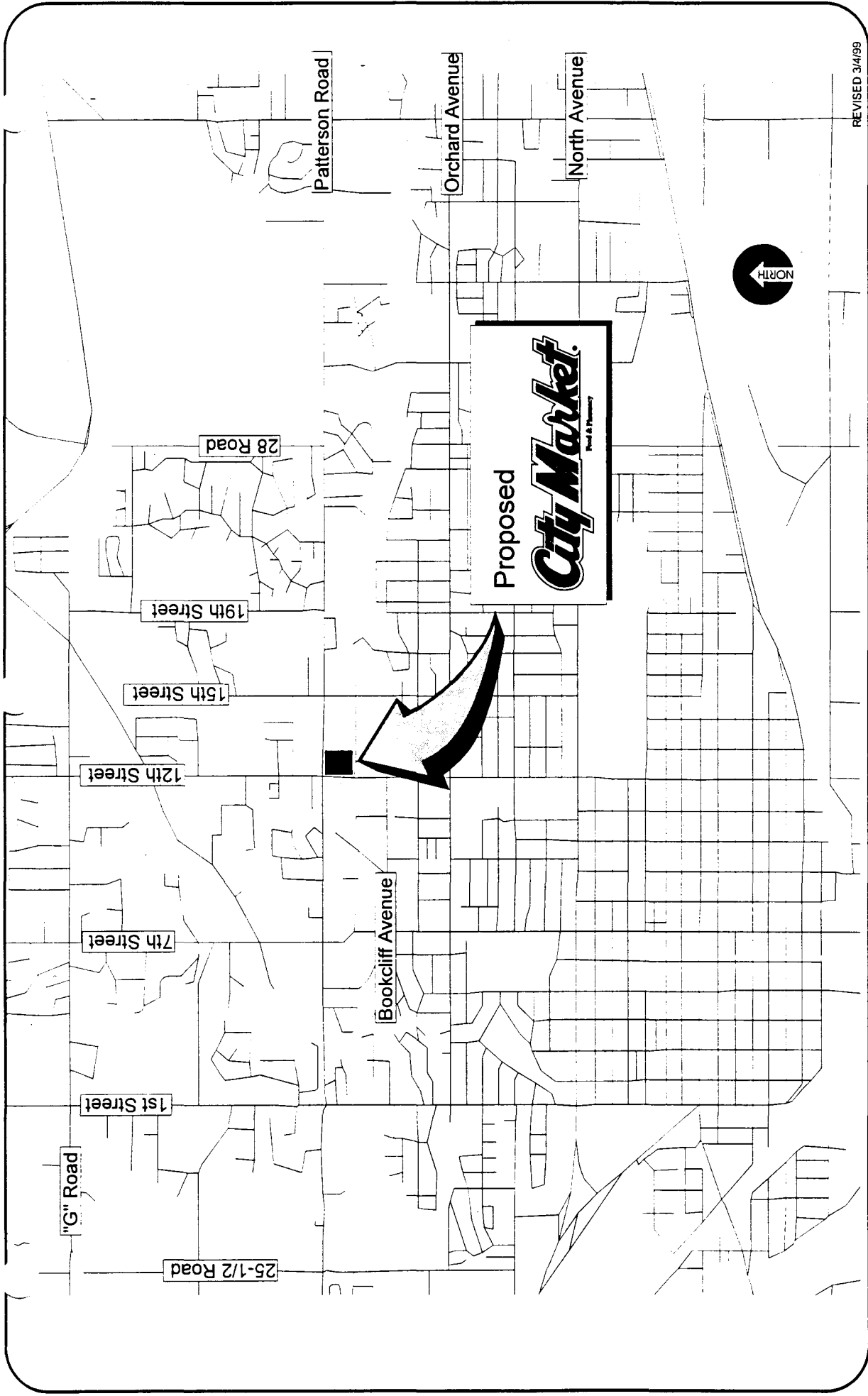
Patterson Road is a major east-west roadway through Grand Junction and is currently configured as a five-lane arterial with two lanes in each direction and a continuous two-way left turn lane in the median.

12th Street (County Road 27) is a major north-south arterial with two lanes in each direction and a continuous two-way left turn lane in the median. Approximately 800 feet north of the Patterson / 12th Street intersection, 12th Street merges to a single lane northbound. A future construction project is scheduled for 12th Street, but the proposed cross section is a three-lane roadway with one lane northbound, one lane southbound and a continuous two-way left turn lane. The intersection of Horizon Drive with 12th Street has been reconstructed to a one-lane roundabout. Additional lanes along 12th Street are not warranted or planned.

Wellington Avenue is a local street that serves the neighborhood traffic. Wellington extends from 12th Street adjacent to this development to 15th Street to the east.

Primary access to the CityMarket development will be from five access points. These have been labeled Driveway A (The east access on Patterson) through Driveway E (The east access on Wellington).

Driveway A is the east access into the development along Patterson Road. This access point is designed primarily for the gas station and will also provide access to the CityMarket loading docks for heavy vehicles. The driveway has been configured to allow only right-in/right-out movements.

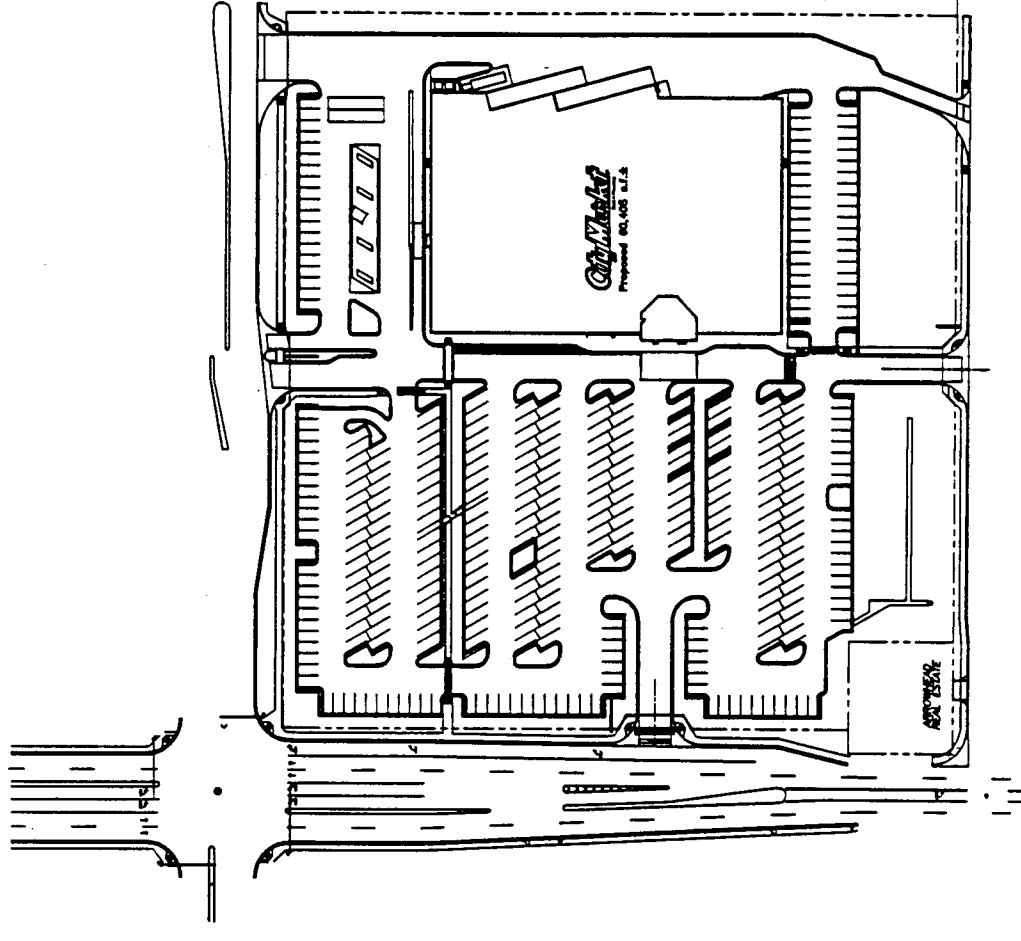


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Vicinity Map

Figure 1



Proposed Site Plan

Figure 2

Driveway B is the main access to the development along Patterson Road. This access point will serve both the shopping center and the gas station. This access point has been configured to allow only right-in, right-out and left-in movements. The existing raised median along Patterson will be extended to the east property line. A median break will be placed in front of Driveway B to allow only left-in movements.

Driveway C is the main access to the development along 12th Street. This access point will serve the shopping store and some trips to the gas station. This access has been configured to allow only right-in and right-out movements.

Driveway D is the west access point along Wellington Avenue. This will serve as access into the adjacent neighborhood and access to 12th Street. This access has been configured to allow all movements.

Driveway E is the east access point along Wellington Avenue. This will serve as egress for the heavy vehicles. The driveway has been configured to allow only egress from the site. The parking lot from Driveway D to Driveway E is an employee parking lot with a much lower turnover rate than the customer parking lot adjacent to 12th Street.

BACKGROUND TRAFFIC

Figure 3 shows existing traffic volumes for the study area. Daily counts were provided by the City of Grand Junction for 12th Street and Patterson in the study area. The count for Patterson occurred east of 15th Street, but it was felt that it adequately represented the volume along Patterson adjacent to the development.

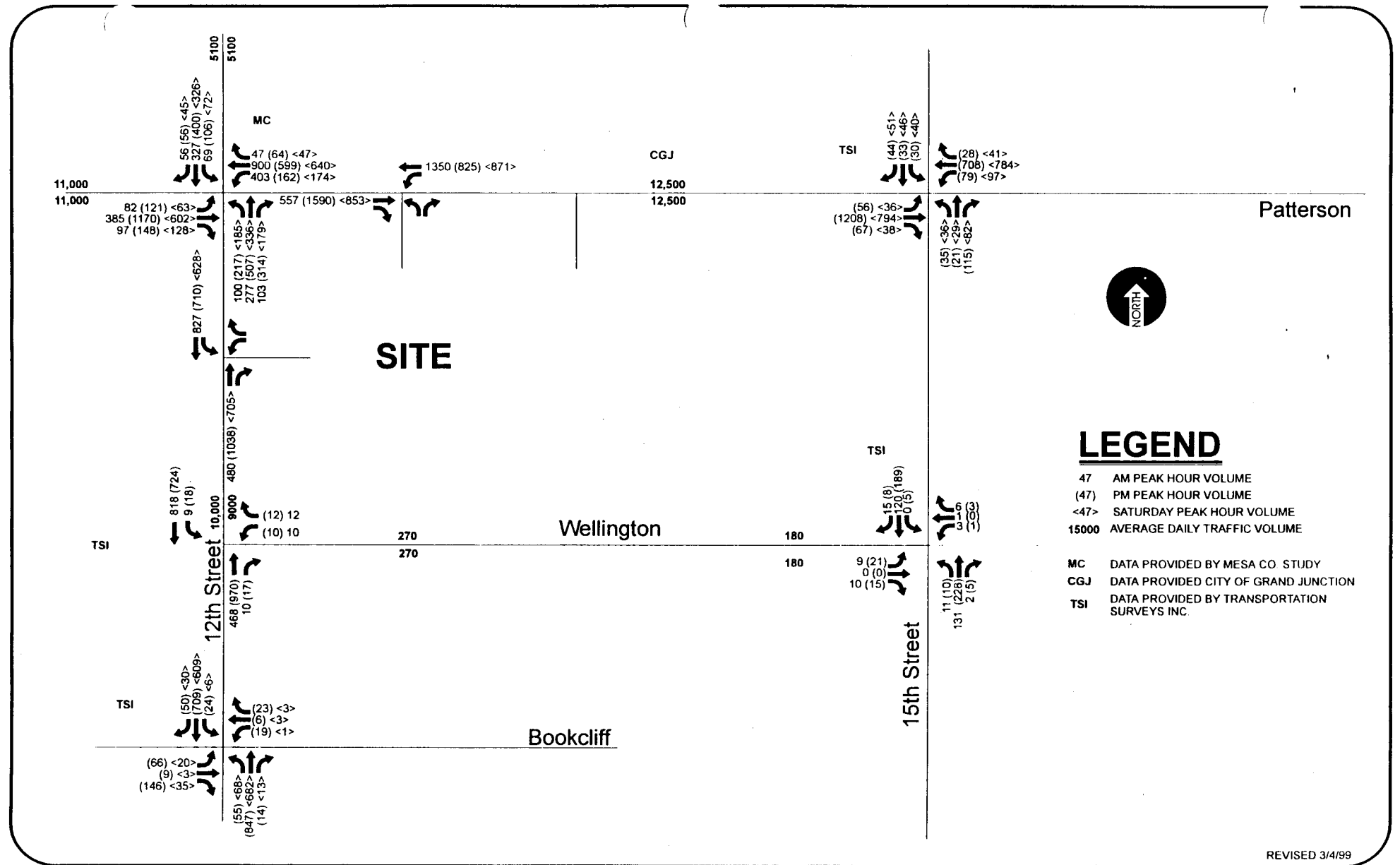
Turning movement counts were conducted by Transportation Surveys, Inc. at the study intersections. The AM peak and PM peak counts at 12th and Patterson were provided by the City of Grand Junction and are from a recent Mesa County Arterial Level of Service Study.

PROPOSED LAND USE

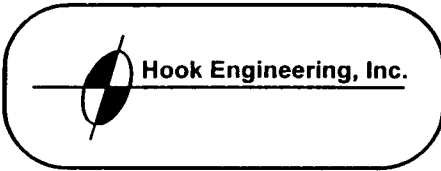
The CityMarket Development will consist of a shopping center and gas station. Table 1 shows the type and size of each use proposed for the site.

Table 1. CityMarket Proposed Development

Use	Size
Shopping Center	60,405 S.F.
Gas Station	8 Fuel Positions



REVISED 3/4/99



Existing Traffic Volumes

Figure 3

TRIP GENERATION

The first step in estimating traffic from this development is to calculate the total vehicle trips to and from this project after the project is built out. This is called trip generation. Trip Generation, 6th Edition, published by the Institute of Transportation Engineers, 1997, was used to calculate average weekday and PM Peak hour vehicle trip ends. Table 2 shows the rates used for each use.

Table 2. Trip Generation Rates

Use	ITE Code	Rate per	Weekday Trip Ends	AM Peak Trip Ends	PM Peak Trip Ends	Saturday Peak Trip Ends
Shopping	850	1000 S.F.	111.51	4.19	10.68	12.04
Gasoline Station	844	Fuel Positions	168.56	10.99	14.56	14.56

Using the rates shown in Table 2 and the development size shown in Table 1, total trips to and from the site for the average weekday, AM Peak, PM peak and Saturday peak hour were developed. These trips are shown in Table 3.

Table 3. Total Trips Daily, AM Peak, PM Peak and Saturday Peak Hour

Use	AM Peak	PM Peak	Saturday Peak Hour	Daily Weekday
Shopping	254	647	730	6760
Gas Station	88	116	116	1350
Total Trips	342	764	846	8110

Table 3 shows the total number of trips that will interact with the site on a daily basis and at peak time periods. The values are "trip ends". During each peak period, some percentage of trips are entering the site and some are leaving. Table 4 shows the directional distribution assumed for these trips.

Table 4. Directional Distribution

USE	AM PEAK		PM PEAK		SATURDAY PEAK	
	IN	OUT	IN	OUT	IN	OUT
Shopping	.61	.39	.51	.49	.51	.49
Gasoline Station	.51	.49	.51	.49	.51	.49

Pass By Trips

Pass-by trips are those trips that use the site because they were "passing by". These differ from trips whose specific destination is the site. An example of a pass-by trip is a person who normally purchases gasoline on their way to work. This site would happen to be en-route and they stop to purchase fuel at this site. The City of Grand Junction publishes pass-by rates to be used for various developments. The pass-by rate used for the shopping center and gas station was 30% and 75% respectively. Pass-by trips do not increase traffic at adjacent intersections but they are included in the driveway volumes of the development.

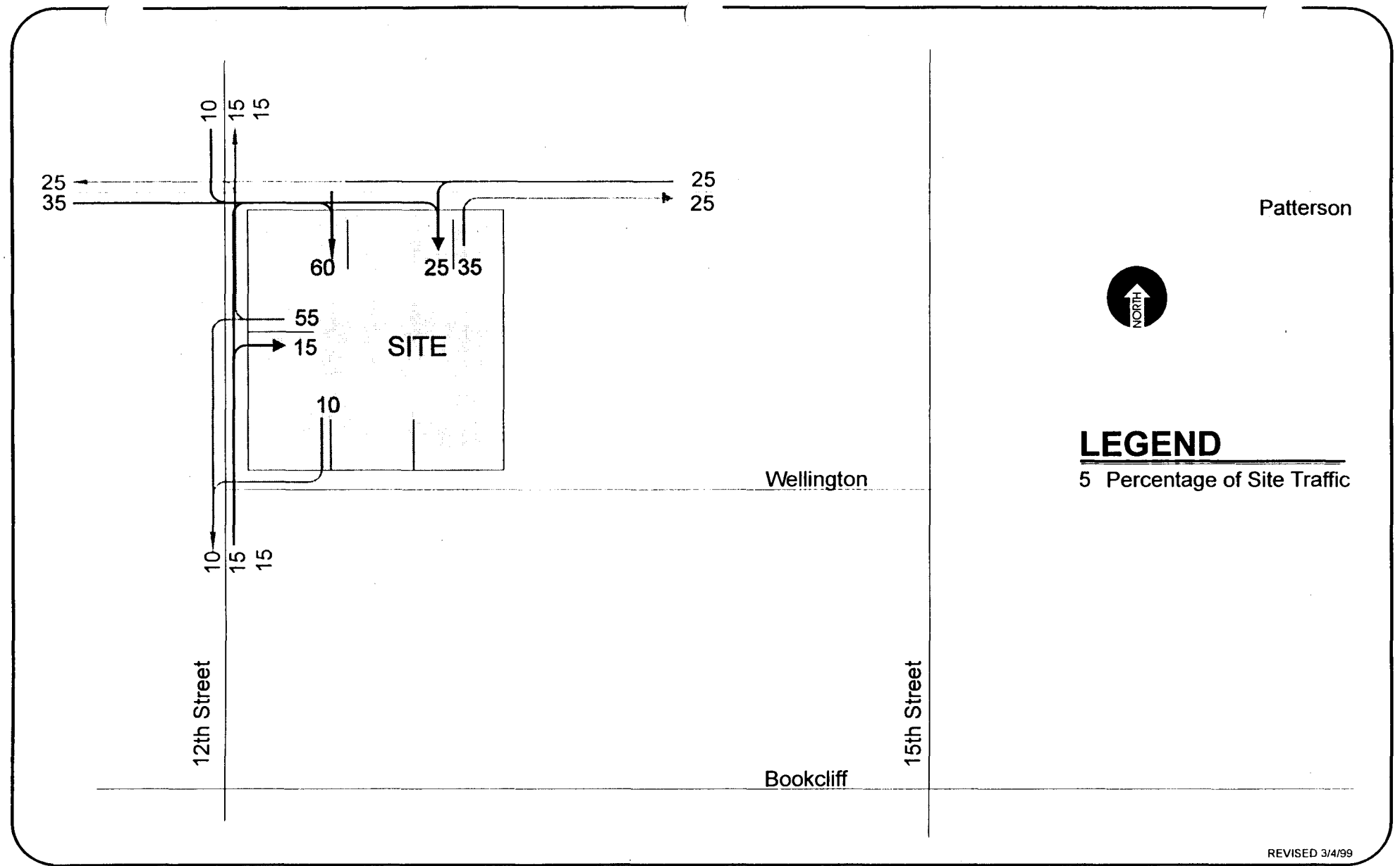
Using these pass-by trips and the directional distribution shown in Table 4, total trips into and out of the site are provided in Table 5.

Table 5. Trip Generation

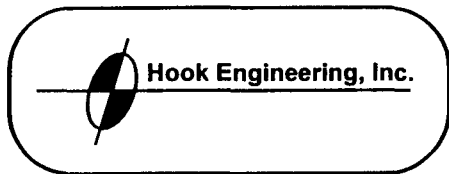
Use	Weekday Vehicle Trip Ends	AM Peak hour Vehicle Trip Ends		PM Peak hour Vehicle Trip Ends			Saturday Peak Hour Vehicle Trip Ends			
		Total	In	Out	Total	In	Out	Total	In	Out
Supermarket										
Passerby	2030	47	30	76	99	95	194	112	107	219
Destination	4730	108	69	178	231	222	453	260	250	511
Total	6760	155	99	254	330	317	647	372	358	730
Gas Station										
Passerby	1010	34	32	66	45	43	87	45	43	87
Destination	340	11	11	22	15	14	29	15	14	29
Total	1350	45	43	88	59	57	116	59	57	116
Total Site										
Passerby	3040	80	62	142	144	138	282	156	150	306
Destination	5070	120	80	200	246	236	482	275	265	540
Total	8110	200	142	342	390	374	764	432	415	846

TRIP DISTRIBUTION

These trips to and from the site were distributed to the adjacent roadway system. Trip distribution was based upon an evaluation of the most probable market area centered around the site. For shopping centers, most households will shop at the closest shopping center. A review of other shopping centers was evaluated and plotted on a map of the city. From this, a market area for the shopping was developed. Table 6 shows the trip distribution percentages used for the shopping. Figures 4,5,6, and 7 show the trip assignment percentages used for Shopping Destination, Shopping Pass-by, Gas Station Destination and Gas Station Pass By.

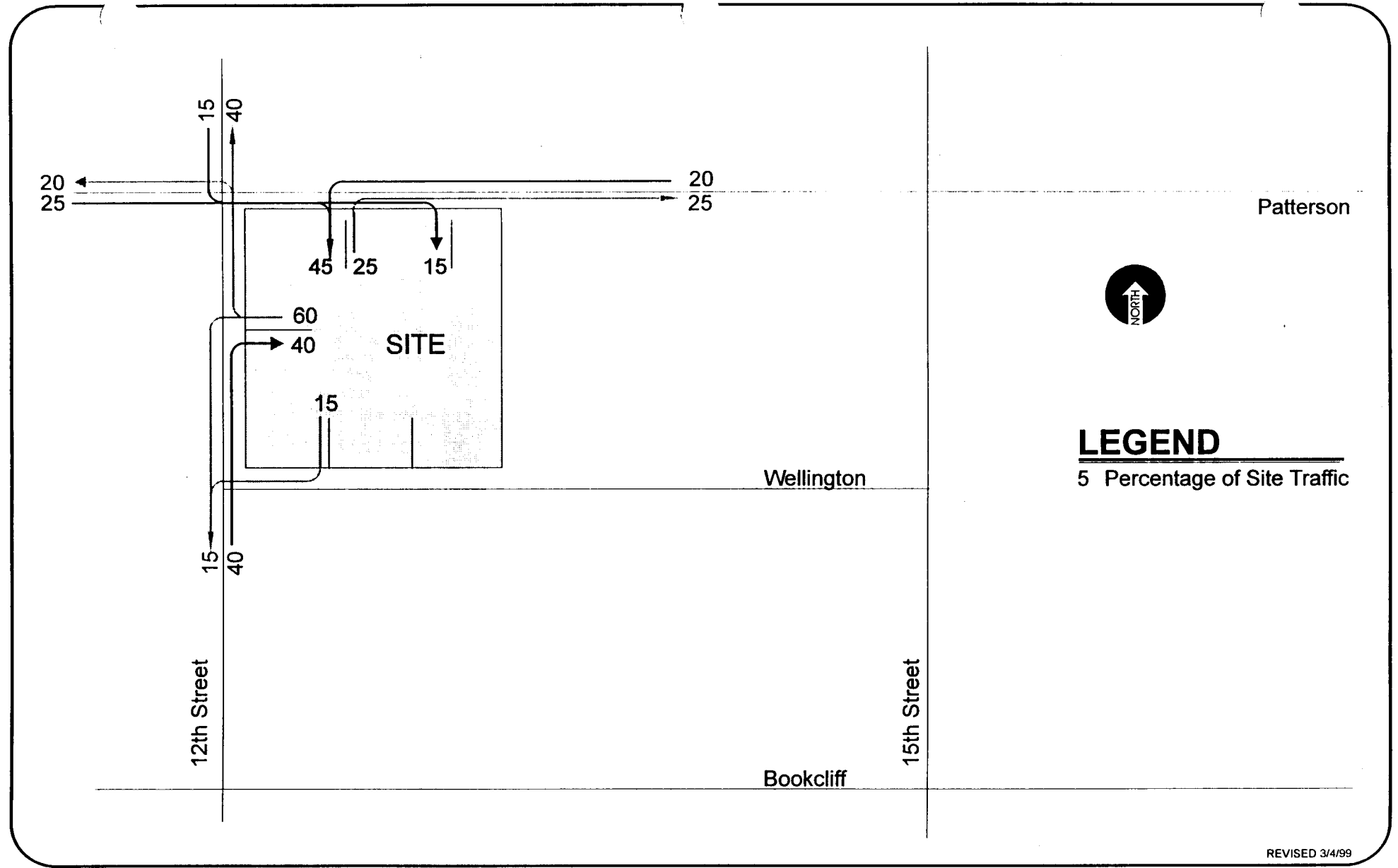


REVISED 3/4/99

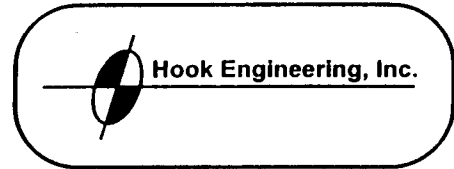


**Trip Distribution
Gas Pass By Trips**

Figure 4

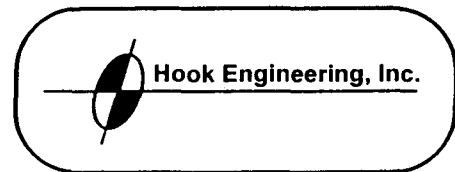
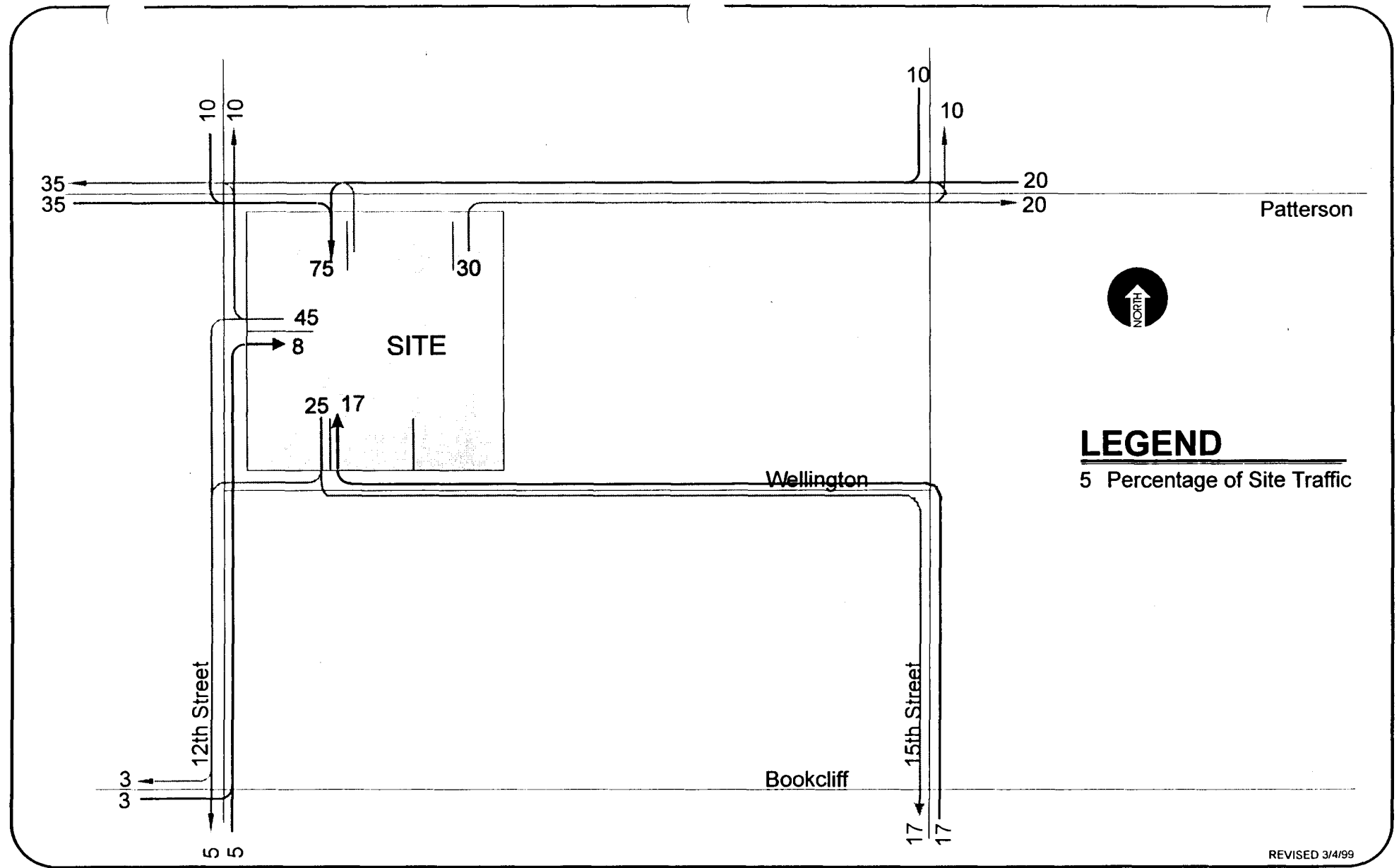


REVISED 3/4/99



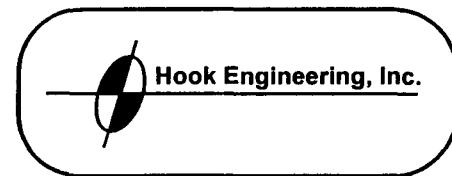
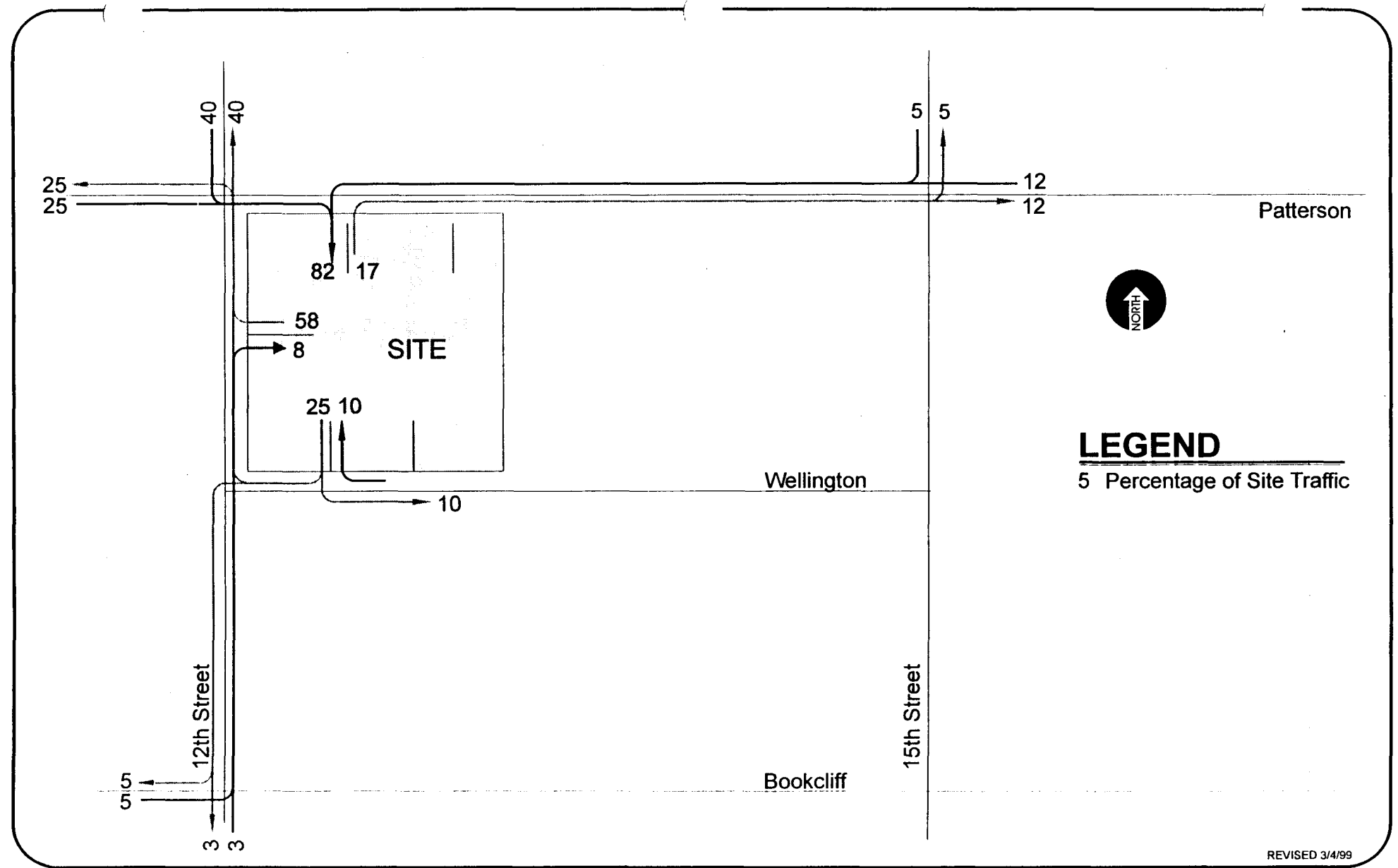
**Trip Distribution
Shopping Pass By Trips**

Figure 5



**Trip Distribution
Gas Station Destination Trips**

Figure 6



**Trip Distribution
Shopping Destination Trips**

Figure 7

Table 6. Trip Distribution Percentages Shopping Center

Direction	Percentage
North	40%
South	15%
East	20%
West	25%

TRIP ASSIGNMENT

Trips to and from the site were assigned to the roadway network based upon the trip distribution percentages discussed above. The trips were assigned to the site driveways in such a manner as to provide the simplest and most direct entry/exit to and from the site. The site trip assignment is given in Figure 8.

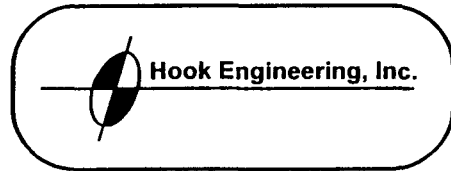
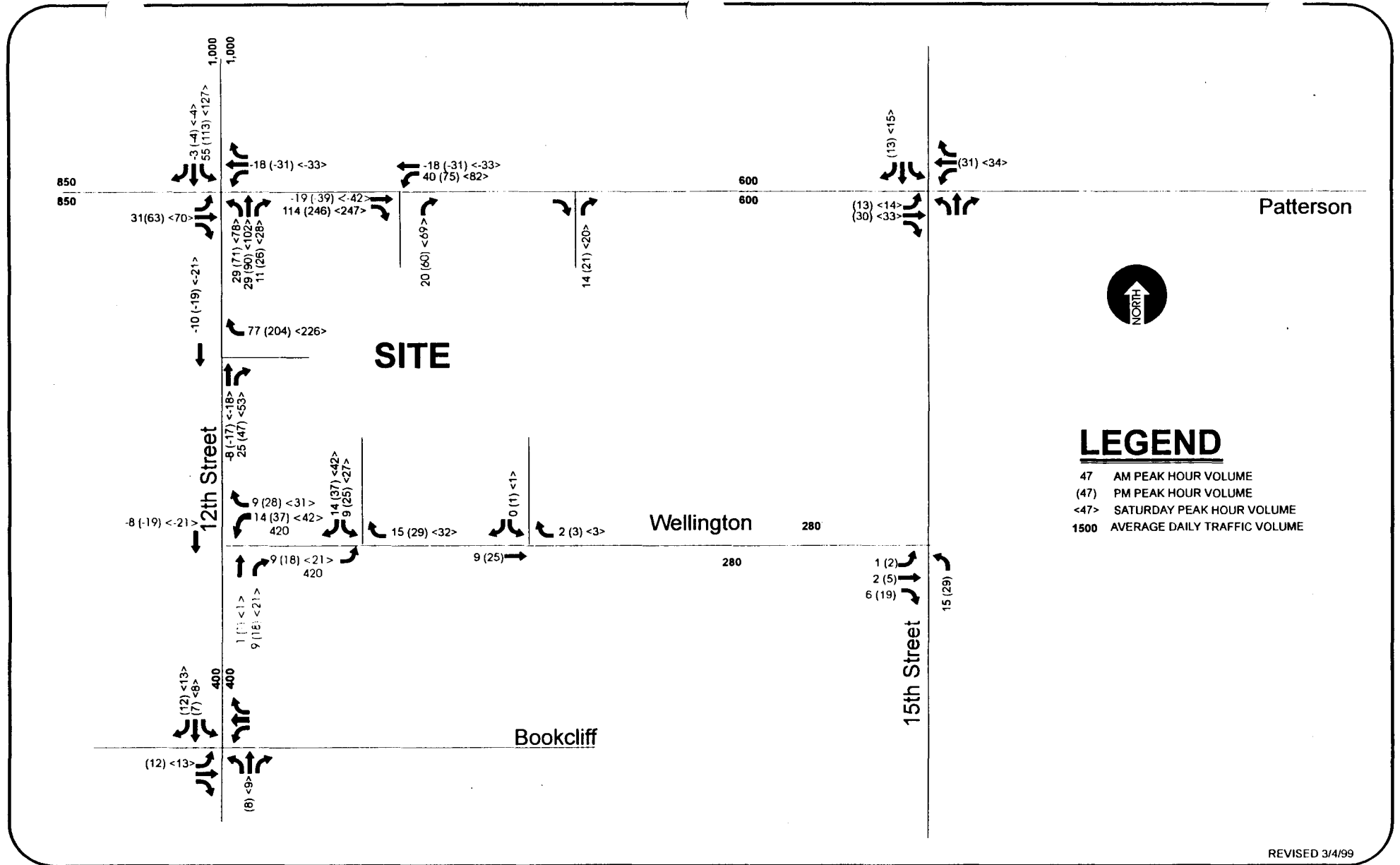
It should be noted on Figure 8 that there are negative trips shown for some movements. This occurs when a pass-by trip is diverted off the adjacent roadway system and into the site. For example, if a trip normally passes by the site but instead is diverted into the site, then the through trip is reduced and the turn into the site is increased. The negative trips are needed to show that the traffic on the adjacent street network balances.

2020 PROJECTIONS

The City of Grand Junction requested an analysis of this site for 2020 volumes. 2020 volumes were not available from the MPO at the time of this report. After several discussions with the City of Grand Junction, it was agreed that a 2% growth rate over 20 years would be used for all approaches to the study intersections.

TOTAL TRIPS

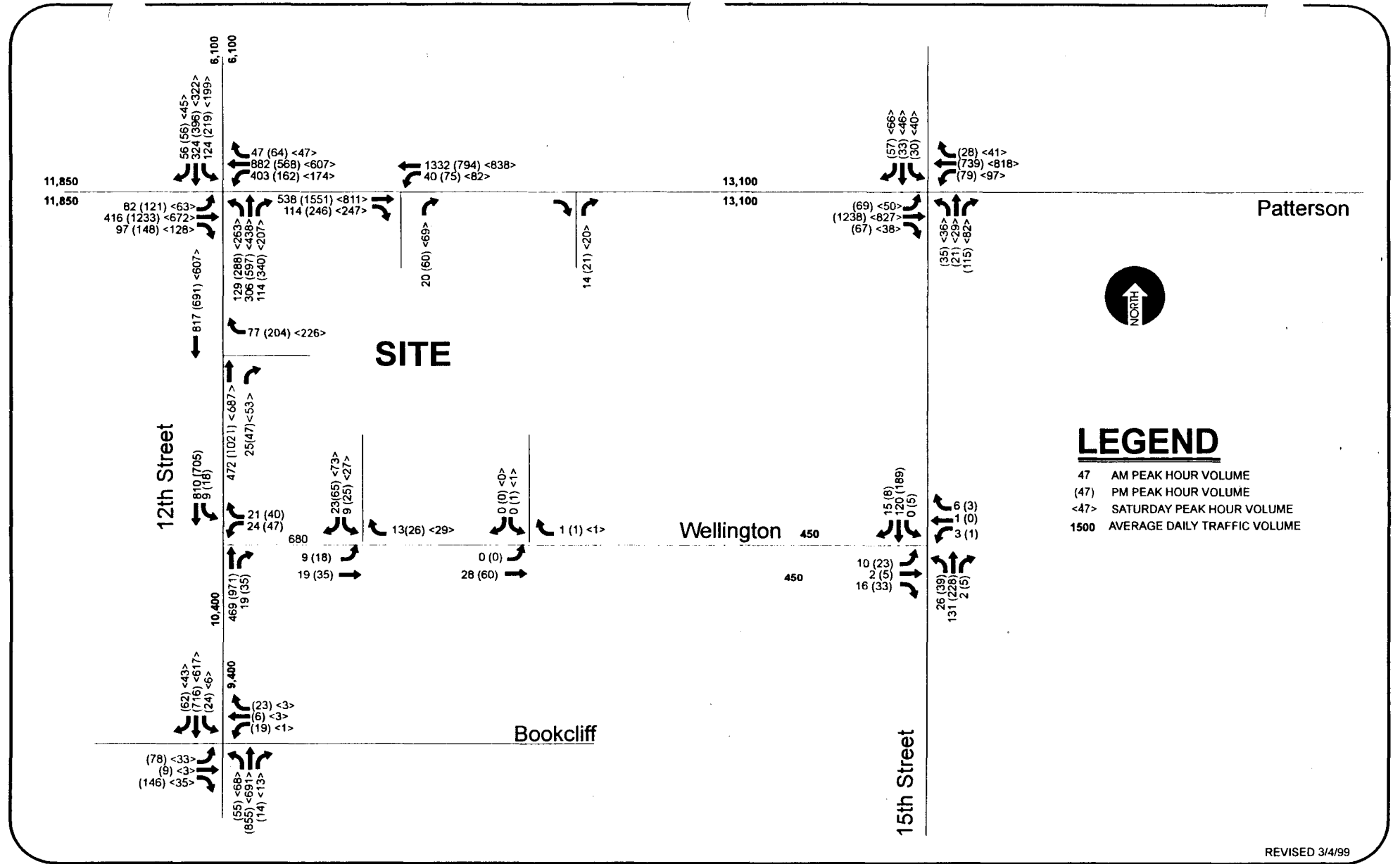
The site generated trips were added to the background trips to show traffic volumes of the site at full build-out. The resulting volumes are shown for existing plus site development in Figure 9. The resulting volumes for year 2020 and site development are shown in Figure 10.



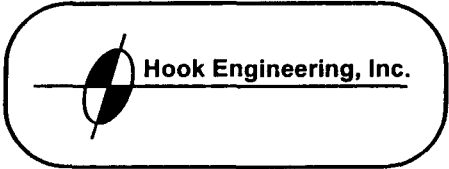
Site Generated Traffic Volumes Recommended Plan

Figure 8

REVISED 3/4/99

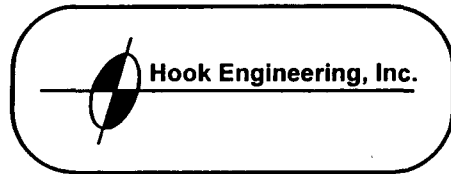
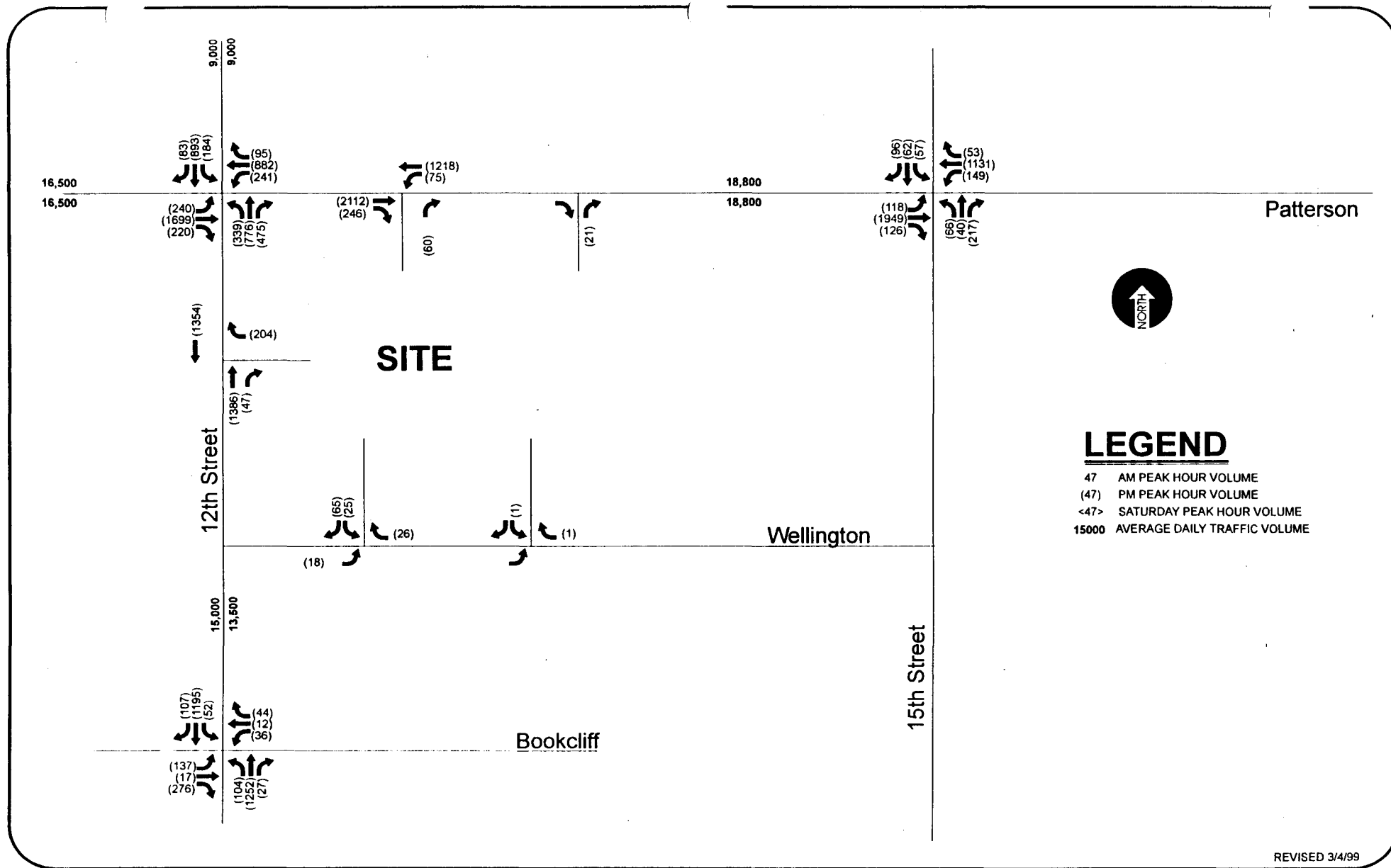


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Existing Plus Site Generated Traffic Volumes Recommended Plan

Figure 9



Year 2020 Plus Site Generated Traffic Volumes

Figure 10

CAPACITY ANALYSIS

Capacity Methodology

Both signalized and unsignalized intersection analyses were performed as a part of this study. *Special Report 209, Highway Capacity Manual, Transportation Research Board, 1994* was used to determine intersection capacity. The Highway Capacity Manual uses "Level of Service" to evaluate an intersection operation. It is a letter grade from A to F that describes the intersection operation. Level of Service "A" is an intersection that is operating very satisfactorily. Level of Service "F" is an intersection that operates very poorly with long delays and traffic backups. Level of Service "D" or better is the typical threshold for good design.

Unsignalized intersections

In the unsignalized intersection analysis, the average delay per vehicle is calculated. The value is then compared to the delay thresholds shown in Table 7 to obtain Level of Service. The methodology included in the Appendix to chapter 10 of the HCM was used to consider platooned flow along the major street.

Table 7. Level of Service for Unsignalized Intersections.

Delay (Seconds)	Level of Service	Delay to Minor Street Traffic
0-5	A	Little or none
5-10	B	Short delays
10-20	C	Average delays
20-30	D	Long delays
30-45	E	Very long delays
Demand Exceeds Capacity >45	F	Extreme delays

Signalized Intersections

In signalized intersection analyses, delay is also used to evaluate intersection performance. Average stopped delay per vehicle is calculated and compared to the values shown in Table 8 to obtain the intersection Level of Service.

Table 8. Level of Service for Signalized Intersections

Level of Service	Stopped Delay per Vehicle (Seconds)	Delay
A	Less than 5	Little or none
B	greater than 5 to 15	Short delay
C	greater than 15 to 25	Average delay
D	greater than 25 to 40	Long delay
E	greater than 40 to 60	Very long delay
F	greater than 60	Extreme delay

12th and Wellington

The intersection of 12th and Wellington was analyzed for the AM and PM peak for opening year. The results of this analysis are provided in Table 9.

Table 9. Capacity Analysis at 12th / Wellington

Scenario	Delay and LOS WB LT (seconds)	Delay and LOS WB RT (Seconds)	Delay and LOS SB LT (seconds)
AM Peak Opening Year 1 lane exit	B(9)	B(9)	A(4)
PM Peak Opening Year 1 lane exit	C(16)	C(16)	B(6)
PM Peak Opening Year 2 lane exit	C(20)	B(7)	B(6)

As shown in Table 9, the intersection of 12th and Wellington will operate at an acceptable level of service either with a one-lane or two lane exit. Capacity analysis of these results can be found in Appendix B.

In its current configuration, the intersection has a sight-distance limitation due to some trees on the property located on the south side of Wellington. This restriction makes the westbound left turning movement at this location difficult.

The southbound left into Wellington will be a maximum of 18 vehicles. The left turn length

necessary to handle this volume should be twice the average that will arrive per cycle, or 1 vehicle. This equates to a left turn length of 50 feet.

Driveway B and Patterson

Driveway B is the main entrance to the development from Patterson Road. The driveway will be configured to allow only left-in, right-in and right-out movements. The median at Driveway B is approximately 95 feet long.

Driveway C and 12th Street

Driveway C is the main entrance to the development from 12th Street. Driveway C has been configured as a right-in / right-out movement. An unsignalized intersection analysis was performed at driveway C to determine stacking distance for vehicles exiting the site. Stacking at Driveway C has been calculated at 100 feet.

12th Street and Patterson

This intersection is currently phased with protected/permissive phasing on all four approaches. In order to determine the existing and proposed operation of this intersection, several capacity analyses were performed under various volume and geometric configurations. The results are shown in Table 10.

Three values are included in Table 10. V/C is the average volume to capacity ratio of all lane groups at the intersection. Delay is the average delay per vehicle stopped at the intersection. As shown in the table and as verified in the field, the intersection is currently operating close to capacity with an existing volume to capacity ratio (V/C) of .89 in the PM Peak Hour.

Several discussions were held with the City of Grand Junction to determine what the final intersection configuration should be. After careful review of intersection operation, intersection queuing and right of way constraints, it was decided that the intersection should be reconfigured with the following improvements:

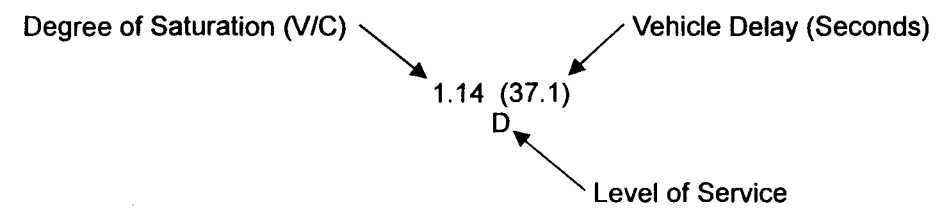
- Dual left turn lanes northbound and southbound
- An exclusive northbound right turn lane

These improvements will add enough capacity to the intersection to handle growth for approximately 15 years and possible growth for beyond that time frame.

An analysis was also performed to determine the location of the existing back of queue and the proposed back of queue once the CityMarket development is constructed and intersection is reconstructed to the proposed geometrics. Existing measured queues were used to calibrate the model to predict future queues. The results, contained in Appendix F, show that the northbound through back of queue in the PM peak hour will not reach the CityMarket driveway. The queue will reach the existing Village Fair driveway once during the PM peak hour.

Table .0
 12th Street and Patterson
 Signalized Intersection Analysis

	Existing Geometry	Existing plus NB exclusive right	Existing plus NB Dual Lefts	Dual lefts NB / SB no exclusive NB right	Dual lefts NB / SB with exclusive NB right	Dual lefts All directions with exclusive NB right
Existing Volumes	0.89 (36.5) D	0.77 (28.5) D+	0.85 (35.2) D	0.80 (29.7) D+	0.72 (22.2) C	0.67 (20.0) C+
Existing + CityMarket	1.04 (44.8) E+	0.90 (36.6) D	0.97 (41.4) E+	0.93 (37.3) D	0.78 (28.5) D+	0.74 (23.8) C
Existing + "Plan"	0.99 (41.4) E+	0.87 (35.7) D	0.94 (39.3) D	0.91 (36.6) D	0.77 (26.8) D+	0.72 (22.9) C
2020 ("Plan")	1.32 (57.3) E	1.22 (53.7) E	1.21 (54.2) E	1.32 (52.3) E	1.23 (44.4) E+	1.12 (36.9) D
2020 CityMarket	1.34 (57.7) E	1.24 (54.2) E	1.23 (54.6) E	1.34 (52.6) E	1.24 (44.7) E+	1.14 (37.1) D



12th Street and Bookcliff

This intersection is approximately one quarter mile south of the Patterson / 12th Street intersection. Bookcliff is a minor collector street with on-street parking on the westbound approach. The volumes along Bookcliff were measured during a PM peak and Saturday peak. Capacity analyses were performed as shown in Table 11.

Table 11. Capacity Analysis at 12th Street and Bookcliff

Condition	V/C Ratio	NB LT	NB TH/RT	SB LT	SB TH/RT	EB LTR	WB LTR	Total Intersection
Existing PM Peak	.35	A	B	A	B	C	C	B (6)
Existing + Site Generated PM Peak	.36	B	B	A	B	C	C	B (7)
Existing Saturday Peak	.28	A	A	A	A	C	C	A (3)
Existing + Site Generated Saturday Peak	.28	A	A	A	A	C	C	A (4)
Year 2020 with Site Generated PM Peak	.68	D	B+	C+	C+	D+	C	C+ (16)

Using existing volumes, the intersection of 12th Street and Bookcliff operates at very acceptable levels of service both with and without this development. In 2020, the intersection operates at capacity with the projected volumes and site generated volumes.

15th Street and Patterson

This intersection is approximately one quarter mile east of the 12th Street and Patterson intersection. 15th Street is a minor collector striped with bike lanes on both sides both north and south of the intersection. At the intersection, for both northbound and southbound traffic the left-most lane is striped through-left and the right lane is for exclusive right turning traffic.

Traffic volumes at this intersection were measured during the PM peak and Saturday Peak. Capacity analysis were performed at this intersection and are shown in Table 12.

This intersection operates at very acceptable levels of service both with and without the development using existing volumes. The analysis of 2020 volumes with site development traffic show the intersection operates over capacity but with an acceptable LOS.

Table 12. Capacity Analysis at 15th Street and Patterson

Condition	V/C Ratio	NB LT/TH	NB RT	SB LT/TH	SB RT	EB LT	EB TH/RT	WB LT	WB TH/RT	Total Intersection
Existing PM Peak	.54	C	C	C	C	C	B	C	B	B (12)
Existing + Site Generated PM Peak	.55	C	C	C	C	C	B	C	B	B (12)
Existing Saturday Peak	.44	C	C	C	C	C	B	C	B	B (11)
Existing + Site Generated Saturday Peak	.31	C	C	C	C	A	A	A	A	A (4)
Year 2020 Plus Site Generated PM Peak	.86	D	F	D	F	E	D+	F	B+	D+ (29)

OTHER ISSUES

Accident Analysis

The City of Grand Junction provided collision diagrams of accidents for 1996-1997 for the three signalized intersections within the study area. Table 13 shows the accident rates at each location.

Table 13. Accident Rates at the Three Signalized Intersections

Intersection	Number of Accidents	Accident Rate (accidents per million entering vehicles)
15 th / Patterson	7	0.33
12 th / Patterson	27	0.98
12 th / Bookcliff	10	0.62

The predominant accident types at 12th Street and Patterson are the rear-end collision and broadside. None of the broadside accidents appeared with enough frequency to change to

protected only timing at any of the intersections. There did not appear to be an pattern of accidents that warranted a change to the intersection.

Urban Trails Master Plan

The *Urban Trails Master Plan*, as adopted on April 8, 1997 shows an on-street bike lane along Patterson Road from 24 Road to 33 Road. The existing cross section of Patterson Road west of 12th Street is 61 feet. Where there is a center median, the eastbound through lanes have 22 feet width. It is unclear to how a bike lane can be added to Patterson Road without major improvements. It is also not recommended to stripe a bike lane along the frontage of this development as it would only exist from 12th Street to the east side of the development. Should the City desire to have a bike lane in the future, then sufficient roadway width should be reserved but the lane should not be striped until enough continuity and length can be developed.

Truck Use

CityMarket has prepared a site design, which accommodates heavy truck use. There are four types of heavy vehicles, which will access the site. *CityMarket* trucks arrive on average twice a day with a maximum of three times a day bringing dry goods and produce. These are semi-tractor trailer vehicles. The maximum that would arrive in any 24-hour period would be three vehicles. *Gasoline* tankers should arrive at a rate of 3 per week approximately. *Trash Compactor* trucks pick up the trash at the rate of three times a week. *Direct Store Vehicles* (DSV's) are vehicles that bring specific products to the store such as potato chips, bread, and coke, etc. These are smaller vehicles that range from single-axle trucks to small trailers. The frequency of these vehicles is typically 8 to 10 per day.

The design shows these vehicles accessing the site from the far east driveway along Patterson (Driveway A) and passing to the east of the store. They exit at the far east driveway on Wellington (Driveway E) and head west on Wellington. The interaction of these vehicles with shopping vehicles is minimal. None of these vehicles typically access the site during peak time periods.

SUMMARY

The following are conclusions from the study:

- The CityMarket development will generate a total of 8110 daily trips at buildout. Of these trips, it is estimated that 3040 will be pass-by trips and 5070 will be destination trips. 200, 482 and 540 trips will be added to the adjacent roadway system during the AM peak, PM peak and Saturday peak, respectively.
- The intersection of 12th Street and Patterson Road is currently operating near capacity (LOS D). With this development, the intersection will operate better than it operates now (LOS D+). With these improvements, the intersection should operate with an acceptable

level of service at least until 2010. If no improvements are made to upstream and downstream intersections, this intersection will operate acceptably for even longer than this time frame since increased traffic volumes will not be able to reach this intersection.

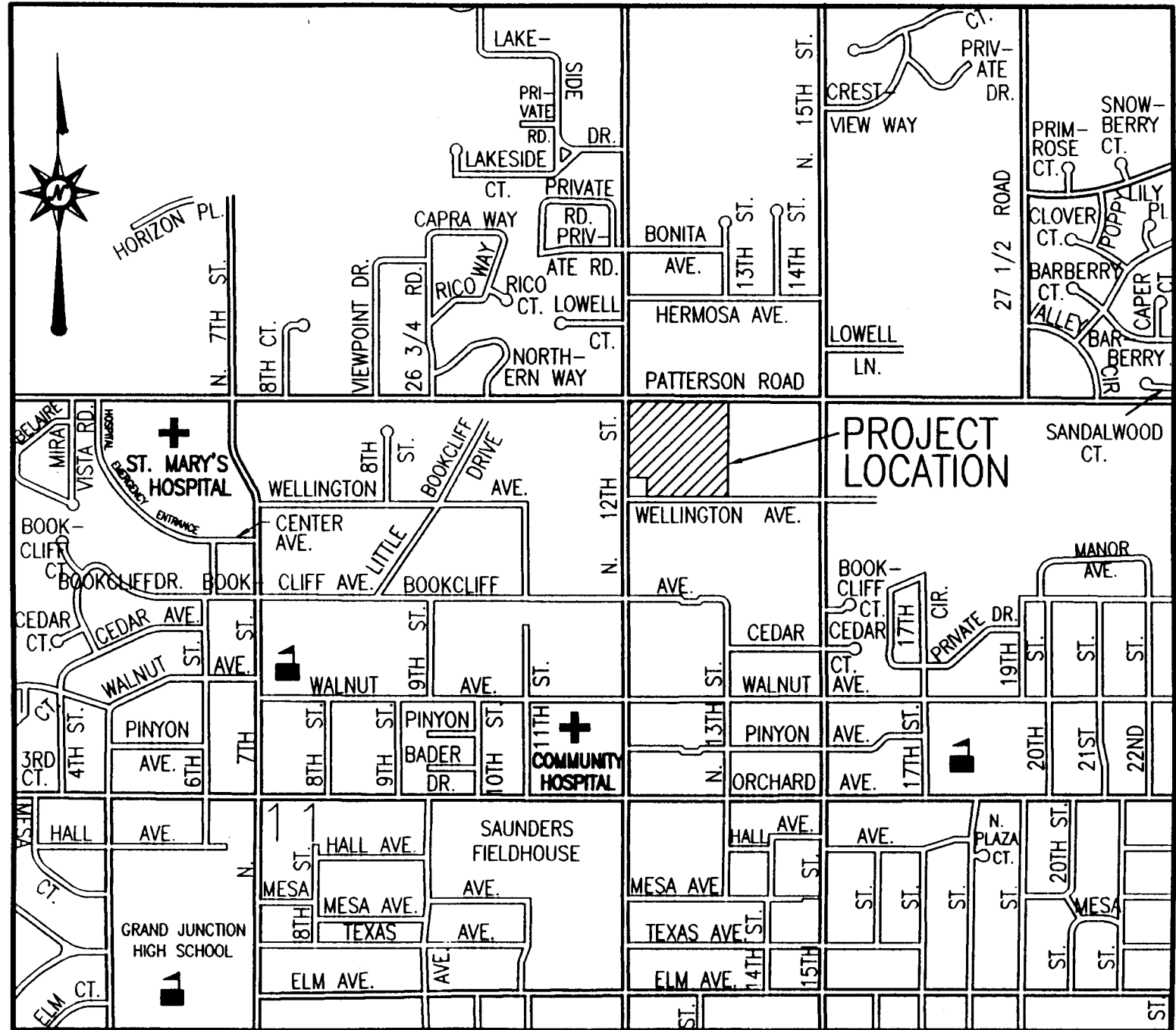
- The intersection of 12th and Bookcliff operates at an acceptable level of service under all conditions until the year 2020. In 2020 the intersection operates at capacity. It is unlikely, however, that traffic volumes would reach these levels due to the constraints at the major eight-phase signals upstream and downstream of this location.
- The intersection of 15th and Patterson operates at an acceptable level of service under all conditions. In 2020, this intersection operates at a Level of Service D with a V/C ratio of 0.86. Again, it is unlikely that the traffic volumes shown here would ever reach these levels due to the constraints of upstream and downstream signals.
- Driveway B will be constructed to allow right-in, right-out and left in movements. The center median will be modified to allow only left-in at the driveway.
- The main driveway into 12th Street (Driveway C) has been configured for right-in / right-out only movements. This provides for a weaving distance of 350 feet for vehicles turning right out of Driveway C and left at 12th and Patterson. This is an adequate weaving distance for this maneuver.
- The intersection of Wellington and 12th operates acceptably under this plan. However, the intersection has a poor sight distance to the south. The trees that are blocking the sight distance should be removed.
- The intersection of 15th and Wellington is currently configured without an eastbound left turn lane. An analysis was performed with and without the left turn lane to determine the added benefit of adding a left turn lane. Based upon this analysis, no left turn lane appears to be needed at this location.
- Driveway D was reviewed to determine if a separate eastbound left turn lane into the driveway was needed. Based upon the low volumes at this driveway, a separate left turn lane into the site is not needed.

Maps and Exhibits

- Vicinity Map
- Aerial Photos
- Color Growth Plan Map for Vicinity
 - Zoning Map for Vicinity
 - Assessor's Map

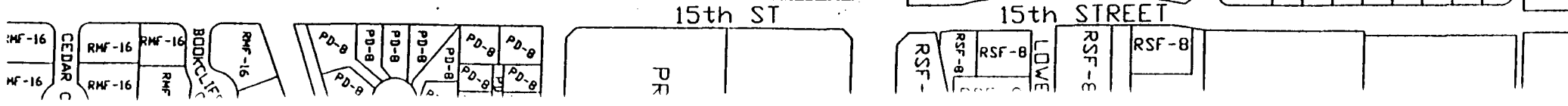
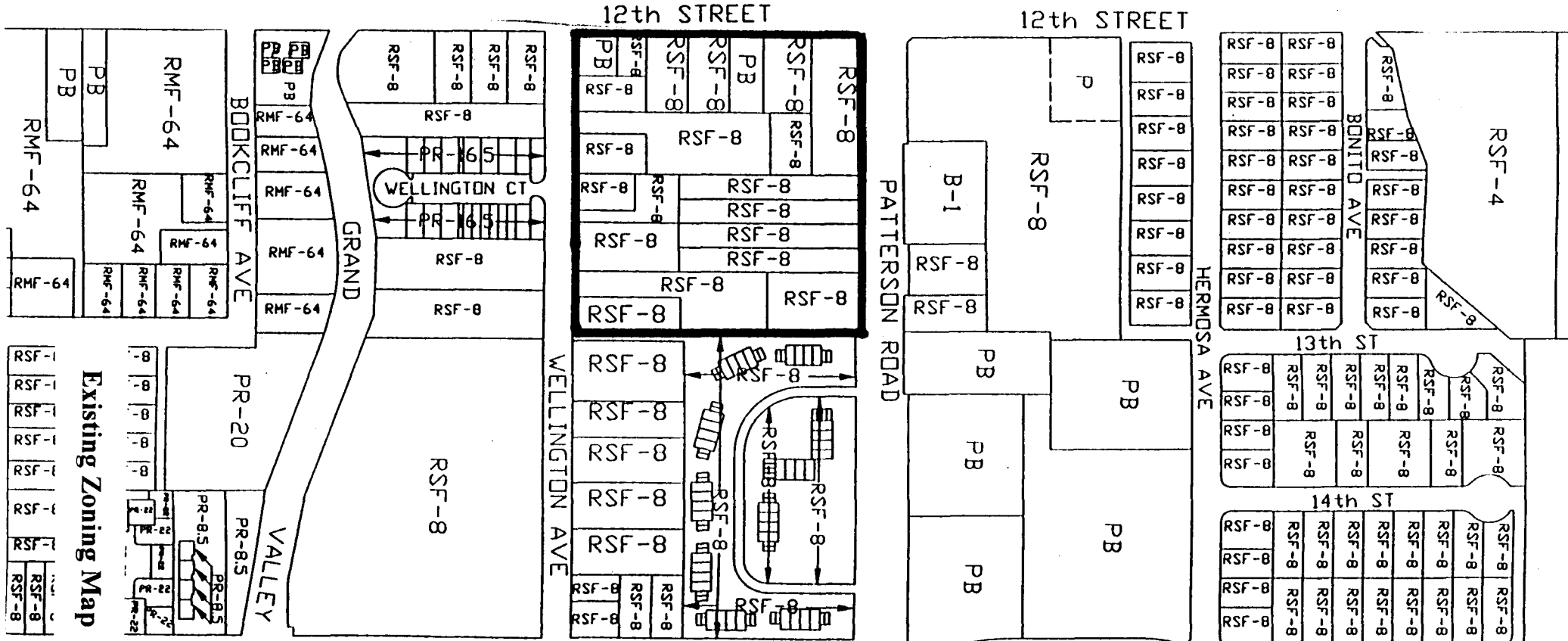
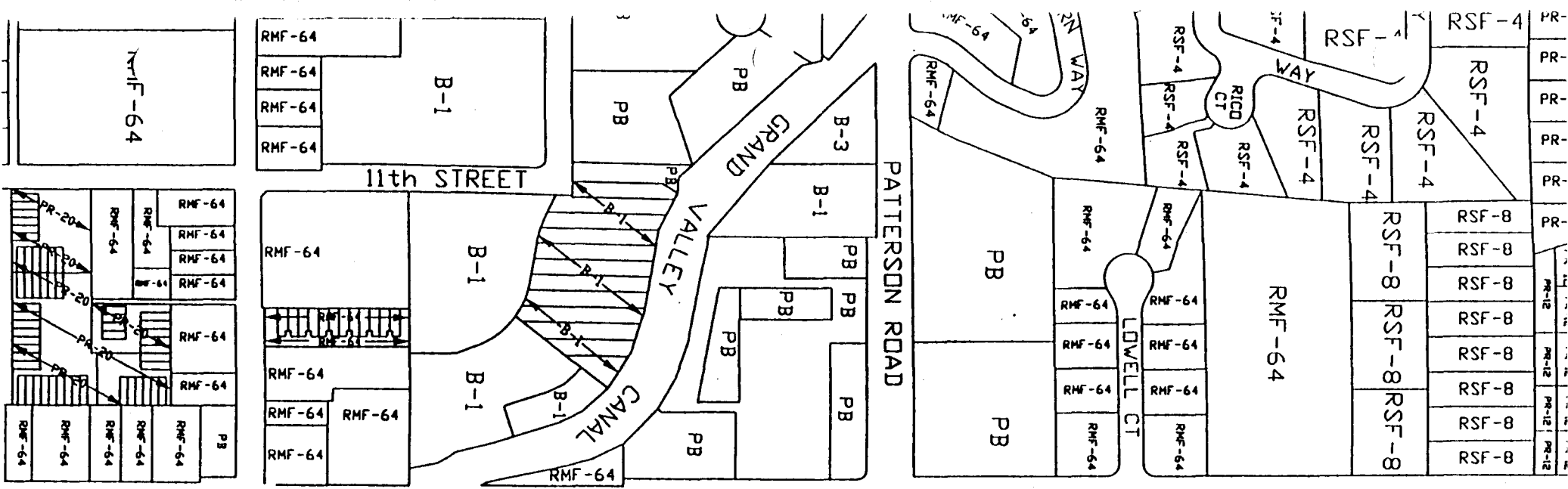
Selected Site Specific Maps provided by the applicant:

➤ Existing Site Plan	(4 of 32)
➤ Overall Site Plan	(5 of 32)
➤ 4 Horizontal and Vertical Control Plans (detailed site plans)	(6-9 of 32)
➤ Wellington Avenue Plan & Profile	(9 of 32)
➤ Patterson Avenue Plan & Profile	(10 of 32)
➤ 12 th Street Plan & Profile – South of Patterson	(5 of 18)
➤ 12 th Street Plan & Profile – North of Patterson	(6 of 18)
➤ Striping & Signing Plan	(23 of 32)
➤ Overall Landscaping Plan (color)	(32 of 32)
➤ 12 th Street Improvements Landscape Reconstruction	(G1 & G2)



D:\CMARK\Cover12.dwg

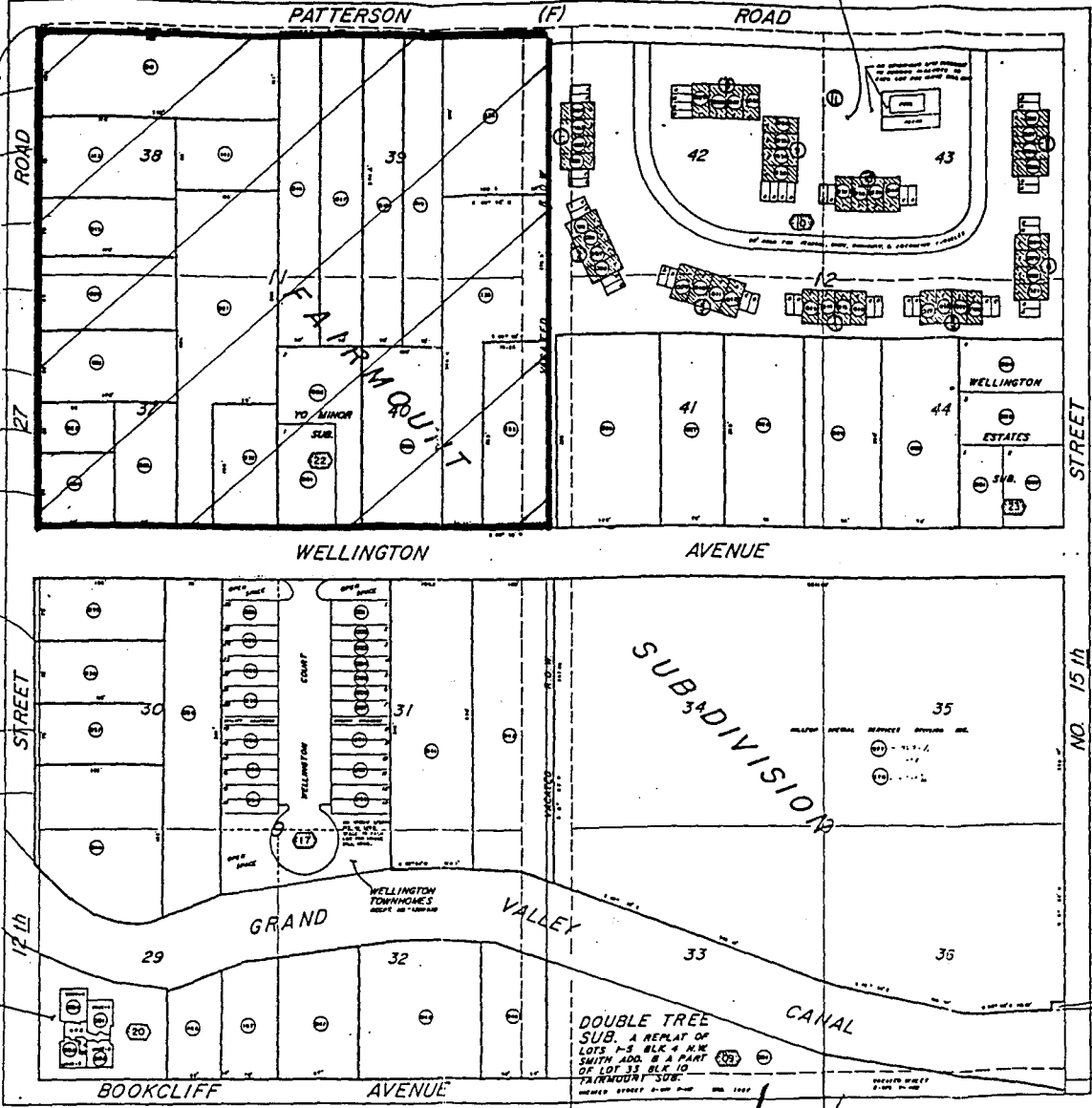
VICINITY MAP



Existing Zoning Map

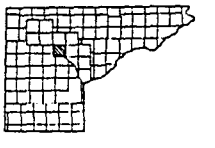
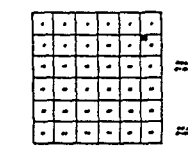
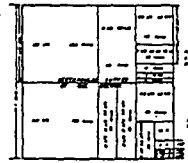
PATTERSON GARDENS
TOWNHOUSE DEVELOPMENT

Adopted
SEC. 12
FIS. R.W.
2943-03



Map of the City of Denver showing the location of the subject property.

Block	Lot	Area	Remarks
100	1	100	
100	2	100	
100	3	100	
100	4	100	
100	5	100	
100	6	100	
100	7	100	
100	8	100	
100	9	100	
100	10	100	
100	11	100	
100	12	100	
100	13	100	
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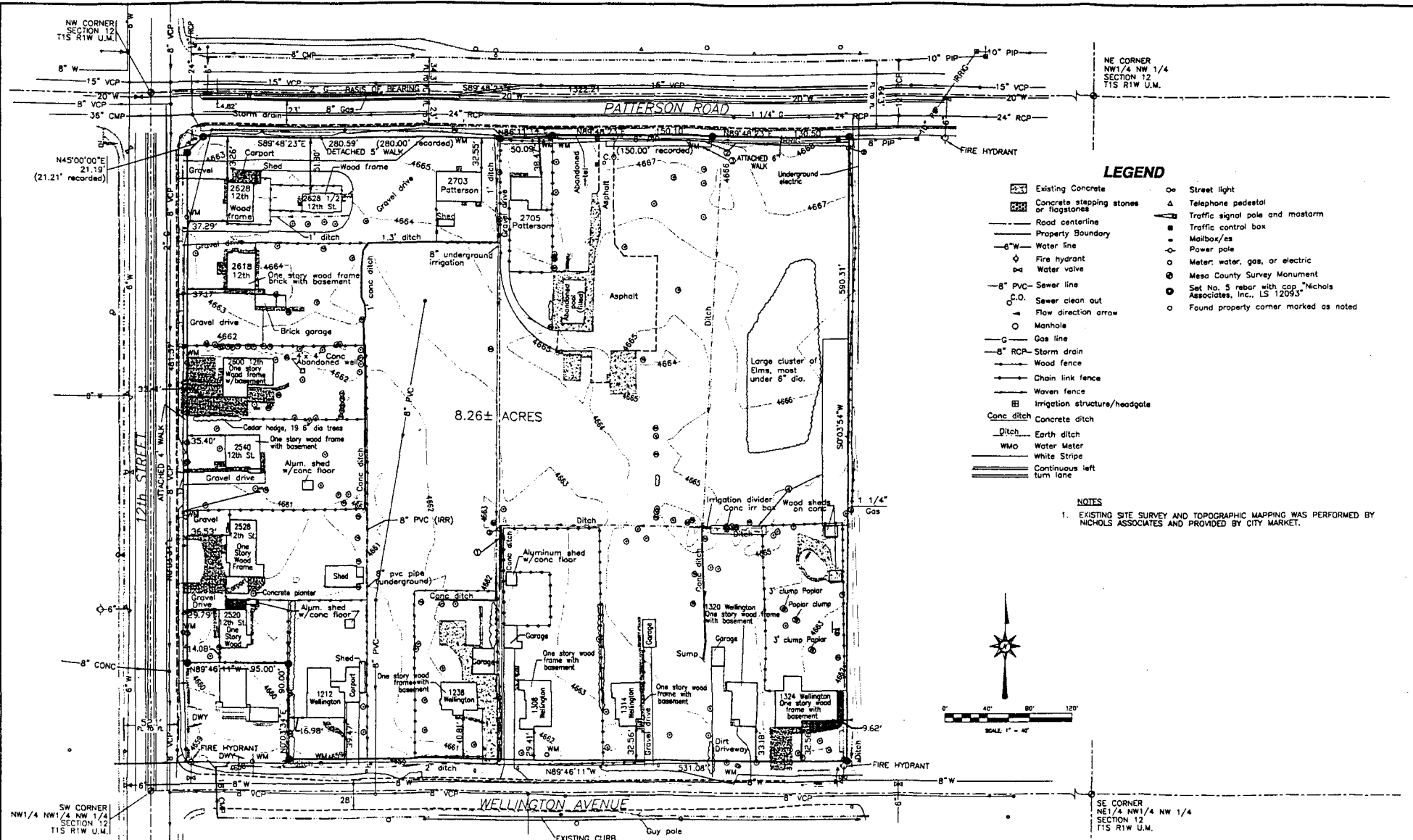


1818 BOOKCLIFF MEDICAL BUILDING CONDOMINIUMS
PART OF LOT 20 BLK 6 OF THE UNIVERSITY SUBDIVISION CITY OF DENVER DISTRICT 5 FILED WITH AN ORIGINAL PLAN AND MAP TO BE MADE PUBLIC FROM THE CITY CLERK'S OFFICE.

DOUBLE TREE SUB. A REPLAT OF LOTS 1-3 BLK 4 N.W. SMITH ADD. IS A PART OF LOT 33 BLK 10 FAIRMOUNT SUB.

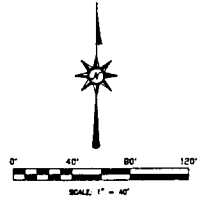
Adopted
SEC. 12
FIS. R.W.
2943-02

Adopted
SEC. 12
FIS. R.W.
2943-03

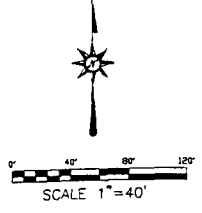
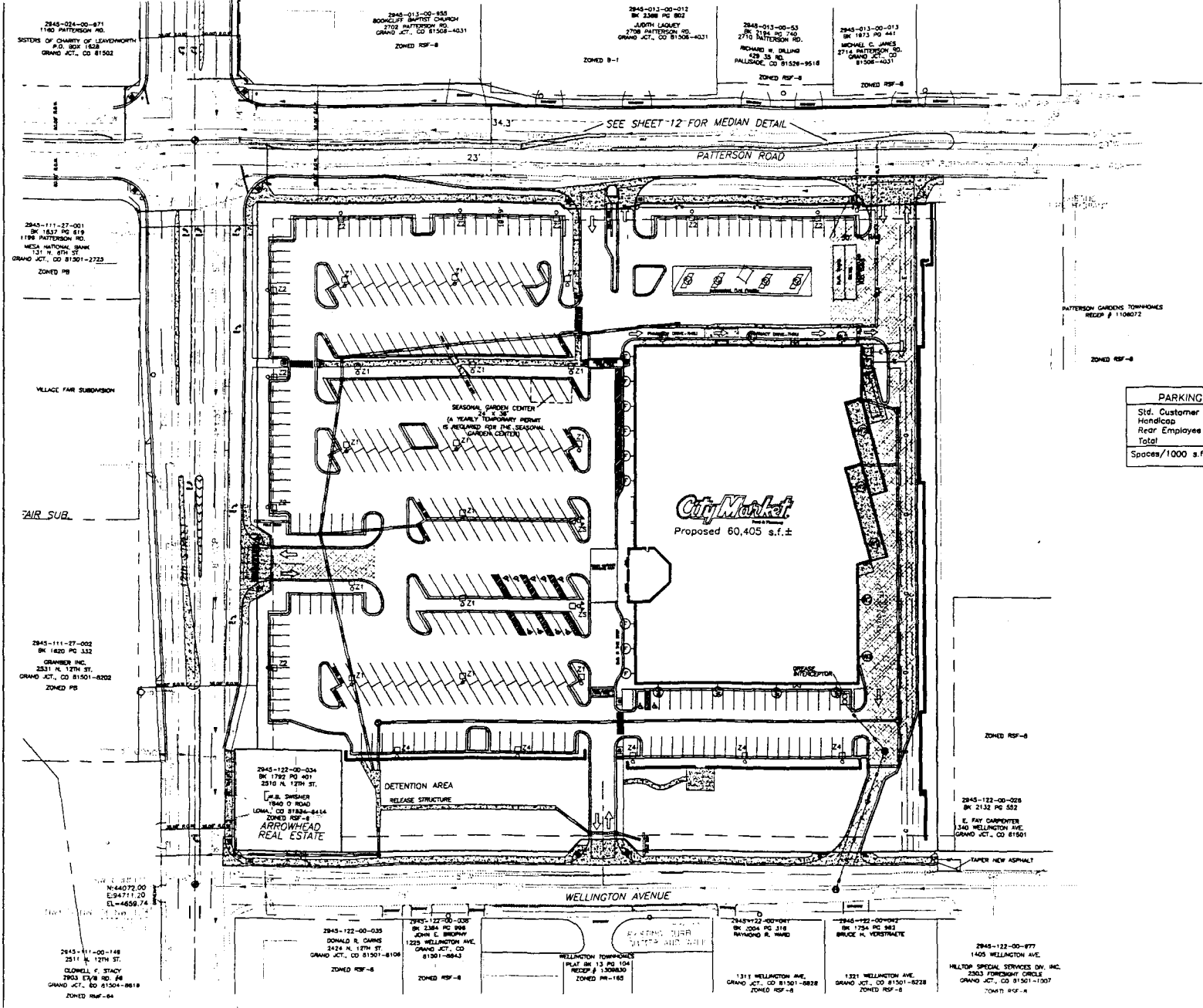


- ### LEGEND
- Existing Concrete
 - Concrete stepping stones or flagstones
 - Road centerline
 - Property Boundary
 - Water line
 - Fire hydrant
 - Water valve
 - 8" PVC Sewer line
 - Sewer clean out
 - Flow direction arrow
 - Manhole
 - Gas line
 - 8" RCP Storm drain
 - Wood fence
 - Chain link fence
 - Woven fence
 - Irrigation structure/headgate
 - Concrete ditch
 - Earth ditch
 - Water Meter
 - White Stripe
 - Continuous left turn lane
 - Street light
 - Telephone pedestal
 - Traffic signal pole and mastarm
 - Mailbox/es
 - Power pole
 - Meter: water, gas, or electric
 - Mesa County Survey Monument
 - Set No. 5 rebar with cap, Nichols Associates, Inc., LS 12093
 - Found property corner marked as noted

NOTES
 1. EXISTING SITE SURVEY AND TOPOGRAPHIC MAPPING WAS PERFORMED BY NICHOLS ASSOCIATES AND PROVIDED BY CITY MARKET.



18030\EXPL\12.DWG
CityMarket
 EXISTING SITE



UTILITY PROVIDERS

DOMESTIC WATER	CITY OF GRAND JUNCTION
SANITARY SEWER	CITY OF GRAND JUNCTION
ELECTRIC	PUBLIC SERVICE COMPANY
GAS	PUBLIC SERVICE COMPANY
TELEPHONE	U.S. WEST
CABLE TV	TGI CABLEVISION

LAND USE BREAKDOWN

BUILDING	60,405	1.4 AC.
ASPHALT/CONCRETE	205,992	4.73 AC.
*LANDSCAPING	72,938	1.67 AC.
	339,336	7.79 AC.

PARKING

Std. Customer	289
Handicap	11
Rear Employee	38
Total	338
Spaces/1000 s.f.	5.5

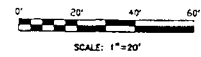
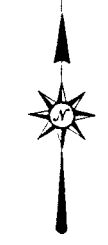
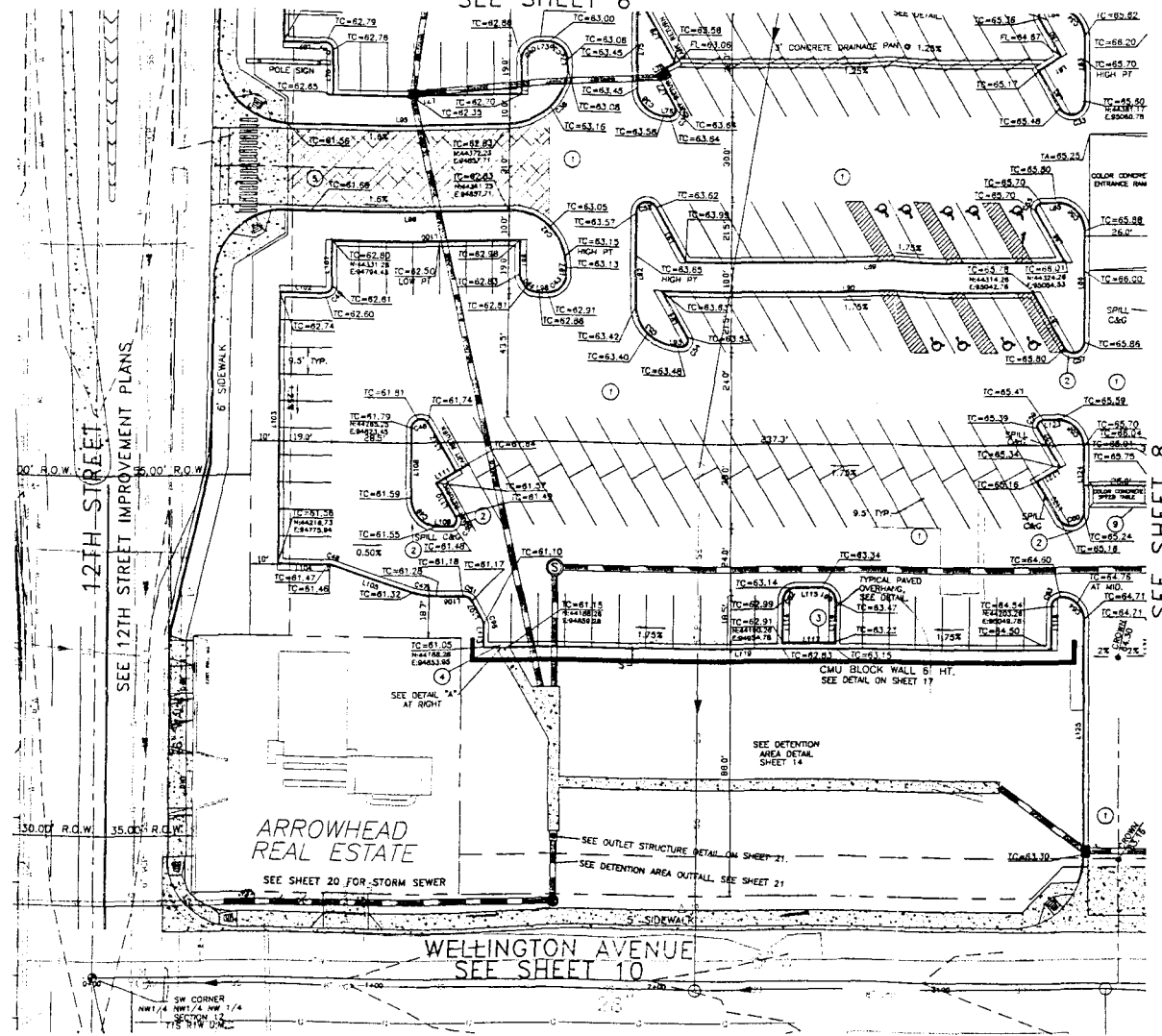
LEGEND

	WATER
	GAS
	ELECTRIC
	IRRIGATION
	STORM SEWER
	SANITARY SEWER
	FIRE HYDRANT
	CURB, GUTTER AND SIDEWALK
	CMU BLOCK WALL
	OUTDOOR LIGHT
	TRAFFIC DIRECTION ARROW
	10' 2'-5" TYP. CART CORRAL

APPROVED FOR CONSTRUCTION	ACCEPTED AS CONSTRUCTED
CITY DEVELOPMENT ENGINEER	CITY DEVELOPMENT ENGINEER
DATE	DATE
CITY UTILITY ENGINEER	CITY UTILITY ENGINEER
DATE	DATE

- NOTES:**
- DELIVERY TRUCK DATA,
 - A. MAXIMUM LENGTH = 65'
 - B. APPROXIMATE TURNING RADIUS = 50'
 - C. DELIVERY TIMES ARE 24 HOURS /DAY.
 - D. FLOWLINE RADIUS INTO AND OUT OF SITE IS 50'.
 - APPROVAL OF THIS PLAN MAY CREATE A VESTED PROPERTY RIGHT PURSUANT TO C.R.S. 24-68-101, ET SEQ.
 - HEIGHT OF STRUCTURE NOT TO EXCEED 40FT.

	ROLLAND ENGINEERING 403 River St Grand Jct., CO 81501	8030MST.DWG
	OVERALL SITE PLAN	



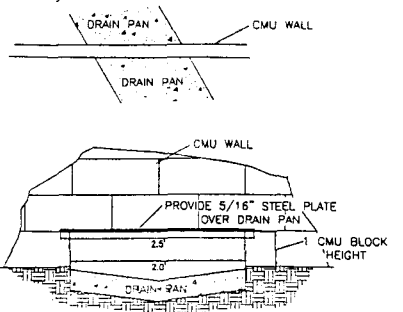
CHAIN	MARKS	LINE LENGTH	SHAPE	AREA	PERIMETER	VOLUME	WEIGHT
C01	1.00	1.17	1.00	1.17	1.17	1.17	1.17
C02	1.50	1.33	1.50	1.33	1.33	1.33	
C03	2.00	1.48	2.00	1.48	1.48	1.48	
C04	2.50	1.64	2.50	1.64	1.64	1.64	
C05	3.00	1.79	3.00	1.79	1.79	1.79	
C06	3.50	1.95	3.50	1.95	1.95	1.95	
C07	4.00	2.10	4.00	2.10	2.10	2.10	
C08	4.50	2.26	4.50	2.26	2.26	2.26	
C09	5.00	2.41	5.00	2.41	2.41	2.41	
C10	5.50	2.57	5.50	2.57	2.57	2.57	
C11	6.00	2.72	6.00	2.72	2.72	2.72	
C12	6.50	2.88	6.50	2.88	2.88	2.88	
C13	7.00	3.03	7.00	3.03	3.03	3.03	
C14	7.50	3.19	7.50	3.19	3.19	3.19	
C15	8.00	3.34	8.00	3.34	3.34	3.34	
C16	8.50	3.50	8.50	3.50	3.50	3.50	
C17	9.00	3.65	9.00	3.65	3.65	3.65	
C18	9.50	3.81	9.50	3.81	3.81	3.81	
C19	10.00	3.96	10.00	3.96	3.96	3.96	
C20	10.50	4.12	10.50	4.12	4.12	4.12	
C21	11.00	4.27	11.00	4.27	4.27	4.27	
C22	11.50	4.43	11.50	4.43	4.43	4.43	
C23	12.00	4.58	12.00	4.58	4.58	4.58	
C24	12.50	4.74	12.50	4.74	4.74	4.74	
C25	13.00	4.89	13.00	4.89	4.89	4.89	
C26	13.50	5.05	13.50	5.05	5.05	5.05	
C27	14.00	5.20	14.00	5.20	5.20	5.20	
C28	14.50	5.36	14.50	5.36	5.36	5.36	
C29	15.00	5.51	15.00	5.51	5.51	5.51	
C30	15.50	5.67	15.50	5.67	5.67	5.67	
C31	16.00	5.82	16.00	5.82	5.82	5.82	
C32	16.50	5.98	16.50	5.98	5.98	5.98	
C33	17.00	6.13	17.00	6.13	6.13	6.13	
C34	17.50	6.29	17.50	6.29	6.29	6.29	
C35	18.00	6.44	18.00	6.44	6.44	6.44	
C36	18.50	6.60	18.50	6.60	6.60	6.60	
C37	19.00	6.75	19.00	6.75	6.75	6.75	
C38	19.50	6.91	19.50	6.91	6.91	6.91	
C39	20.00	7.06	20.00	7.06	7.06	7.06	
C40	20.50	7.22	20.50	7.22	7.22	7.22	
C41	21.00	7.37	21.00	7.37	7.37	7.37	
C42	21.50	7.53	21.50	7.53	7.53	7.53	
C43	22.00	7.68	22.00	7.68	7.68	7.68	
C44	22.50	7.84	22.50	7.84	7.84	7.84	
C45	23.00	7.99	23.00	7.99	7.99	7.99	
C46	23.50	8.15	23.50	8.15	8.15	8.15	
C47	24.00	8.30	24.00	8.30	8.30	8.30	
C48	24.50	8.46	24.50	8.46	8.46	8.46	
C49	25.00	8.61	25.00	8.61	8.61	8.61	
C50	25.50	8.77	25.50	8.77	8.77	8.77	
C51	26.00	8.92	26.00	8.92	8.92	8.92	
C52	26.50	9.08	26.50	9.08	9.08	9.08	
C53	27.00	9.23	27.00	9.23	9.23	9.23	
C54	27.50	9.39	27.50	9.39	9.39	9.39	
C55	28.00	9.54	28.00	9.54	9.54	9.54	
C56	28.50	9.70	28.50	9.70	9.70	9.70	
C57	29.00	9.85	29.00	9.85	9.85	9.85	
C58	29.50	10.01	29.50	10.01	10.01	10.01	
C59	30.00	10.16	30.00	10.16	10.16	10.16	
C60	30.50	10.32	30.50	10.32	10.32	10.32	
C61	31.00	10.47	31.00	10.47	10.47	10.47	
C62	31.50	10.63	31.50	10.63	10.63	10.63	
C63	32.00	10.78	32.00	10.78	10.78	10.78	
C64	32.50	10.94	32.50	10.94	10.94	10.94	
C65	33.00	11.09	33.00	11.09	11.09	11.09	
C66	33.50	11.25	33.50	11.25	11.25	11.25	
C67	34.00	11.40	34.00	11.40	11.40	11.40	
C68	34.50	11.56	34.50	11.56	11.56	11.56	
C69	35.00	11.71	35.00	11.71	11.71	11.71	
C70	35.50	11.87	35.50	11.87	11.87	11.87	
C71	36.00	12.02	36.00	12.02	12.02	12.02	
C72	36.50	12.18	36.50	12.18	12.18	12.18	
C73	37.00	12.33	37.00	12.33	12.33	12.33	
C74	37.50	12.49	37.50	12.49	12.49	12.49	
C75	38.00	12.64	38.00	12.64	12.64	12.64	
C76	38.50	12.80	38.50	12.80	12.80	12.80	
C77	39.00	12.95	39.00	12.95	12.95	12.95	
C78	39.50	13.11	39.50	13.11	13.11	13.11	
C79	40.00	13.26	40.00	13.26	13.26	13.26	
C80	40.50	13.42	40.50	13.42	13.42	13.42	
C81	41.00	13.57	41.00	13.57	13.57	13.57	
C82	41.50	13.73	41.50	13.73	13.73	13.73	
C83	42.00	13.88	42.00	13.88	13.88	13.88	
C84	42.50	14.04	42.50	14.04	14.04	14.04	
C85	43.00	14.19	43.00	14.19	14.19	14.19	
C86	43.50	14.35	43.50	14.35	14.35	14.35	
C87	44.00	14.50	44.00	14.50	14.50	14.50	
C88	44.50	14.66	44.50	14.66	14.66	14.66	
C89	45.00	14.81	45.00	14.81	14.81	14.81	
C90	45.50	14.97	45.50	14.97	14.97	14.97	
C91	46.00	15.12	46.00	15.12	15.12	15.12	
C92	46.50	15.28	46.50	15.28	15.28	15.28	
C93	47.00	15.43	47.00	15.43	15.43	15.43	
C94	47.50	15.59	47.50	15.59	15.59	15.59	
C95	48.00	15.74	48.00	15.74	15.74	15.74	
C96	48.50	15.90	48.50	15.90	15.90	15.90	
C97	49.00	16.05	49.00	16.05	16.05	16.05	
C98	49.50	16.21	49.50	16.21	16.21	16.21	
C99	50.00	16.36	50.00	16.36	16.36	16.36	
C100	50.50	16.52	50.50	16.52	16.52	16.52	

CURVE DATA IS FOR BACK OF CURB UNLESS OTHERWISE NOTED.

CONSTRUCTION NOTES

- 1. SEE PAYMENT SECTION ON SHEET 22.
- 2. TRANSITION FROM "CATCH" TO "SPILL" CURB AND GUTTER AROUND CURVE.
- 3. CONCRETE CURB CHASE, SEE SHEET 22.
- 4. 4.5" CURB OPENING
- 5. CONCRETE SPEED TABLE, SEE DETAIL ON SHEET 21.

- NOTES:
- 1. DIMENSIONS ARE TO BACK OF CURB UNLESS OTHERWISE NOTED.
 - 2. SIDEWALK WIDTHS ARE MEASURED FROM BACK OF CURB.



DETAIL "A"
N.T.S.

APPROVED FOR CONSTRUCTION _____ ACCEPTED AS CONSTRUCTED _____
 CITY DEVELOPMENT ENGINEER _____ CITY DEVELOPMENT ENGINEER _____
 DATE _____ DATE _____
 CITY UTILITY ENGINEER _____ CITY UTILITY ENGINEER _____
 DATE _____ DATE _____

HOLLAND ENGINEERING
INC. ESTABLISHED 1968

File Name: 0:\8030\8030HSHW.DWG

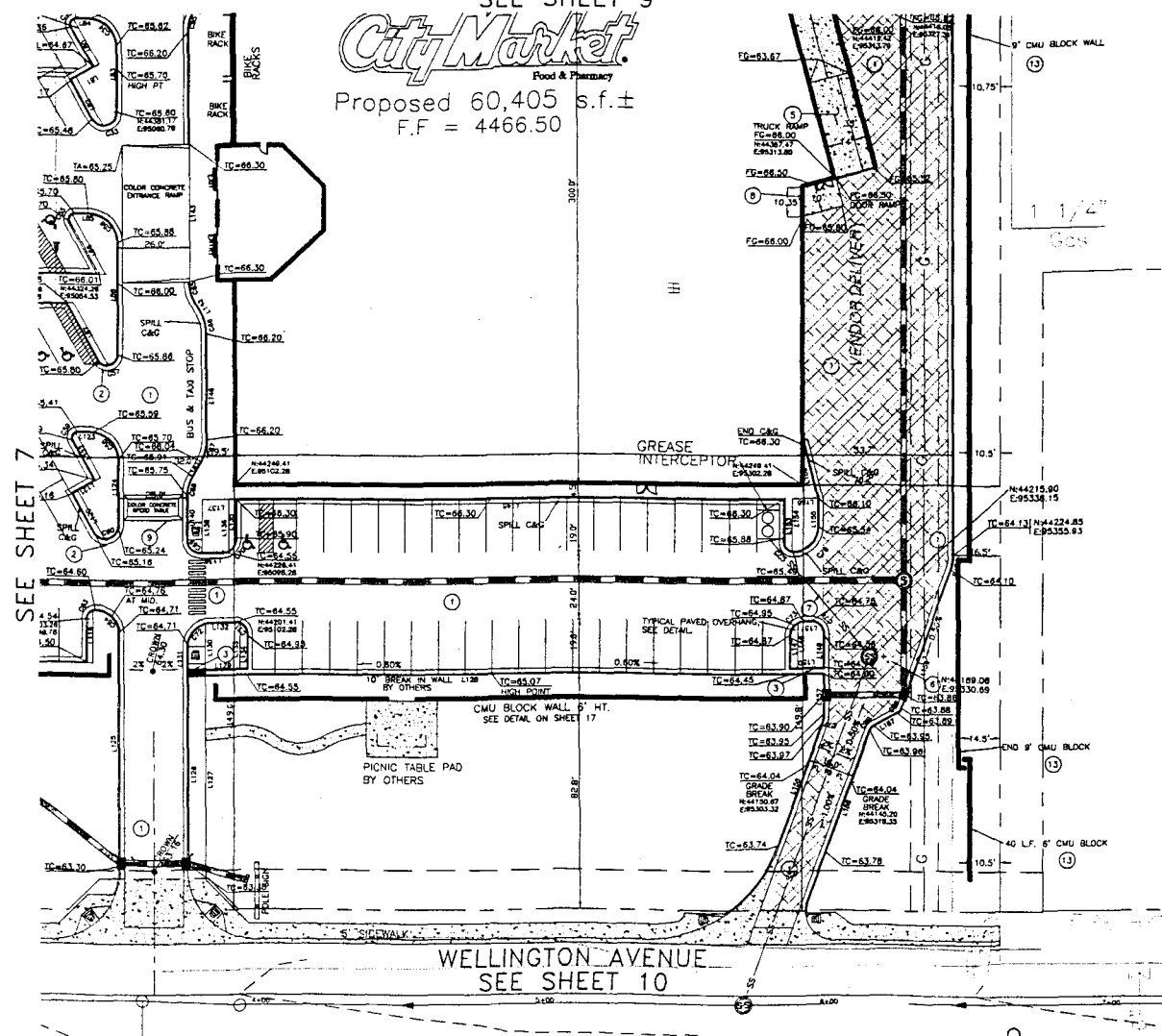
CityMarket
Real Estate

HORIZONTAL AND VERTICAL
CONTROL PLAN

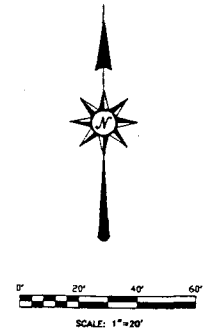
SEE SHEET 9



Food & Pharmacy
Proposed 60,405 s.f.±
F.F. = 4466.50



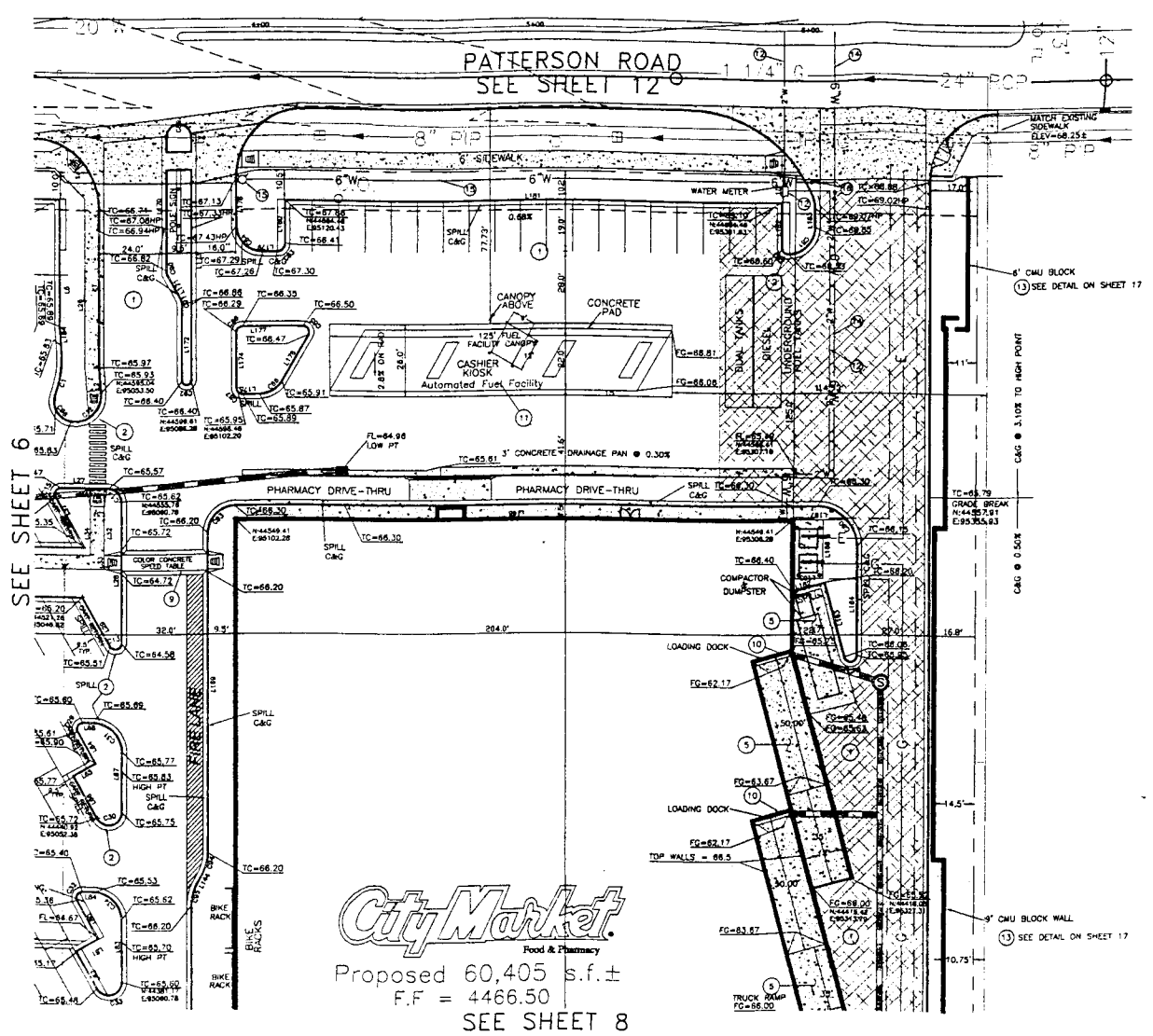
LINE	MARKER	MARK	DEPTH	COORD. (HT)	COORD. (WID)	COORD. (ELEV)	COORD. (AZIM)
101	1	15.5000	1.2622	12.0000	N 17.00° 00' W	37.0000	1.3889
102	2	15.5000	8.1126	12.0000	N 17.00° 00' W	37.0000	1.1327
103	3	14.5000	8.1126	11.0000	N 17.00° 00' W	37.0000	1.1327
104	4	14.5000	7.2622	11.0000	N 17.00° 00' W	37.0000	1.3889
105	5	13.5000	7.2622	10.0000	N 17.00° 00' W	37.0000	1.3889
106	6	13.5000	1.3889	9.5000	N 45.00° 00' E	37.0000	1.2000
107	7	13.5000	1.3889	9.5000	N 45.00° 00' E	37.0000	1.2000
108	8	12.5000	1.3889	9.0000	N 45.00° 00' E	37.0000	1.2000
109	9	12.5000	0.5393	9.0000	N 45.00° 00' E	37.0000	1.2000
110	10	11.5000	0.5393	8.5000	N 45.00° 00' E	37.0000	1.2000
111	11	11.5000	0.5393	8.5000	N 45.00° 00' E	37.0000	1.2000
112	12	10.5000	0.5393	8.0000	N 45.00° 00' E	37.0000	1.2000
113	13	10.5000	0.5393	8.0000	N 45.00° 00' E	37.0000	1.2000
114	14	9.5000	0.5393	7.5000	N 45.00° 00' E	37.0000	1.2000
115	15	9.5000	0.5393	7.5000	N 45.00° 00' E	37.0000	1.2000
116	16	8.5000	0.5393	7.0000	N 45.00° 00' E	37.0000	1.2000
117	17	8.5000	0.5393	7.0000	N 45.00° 00' E	37.0000	1.2000
118	18	7.5000	0.5393	6.5000	N 45.00° 00' E	37.0000	1.2000
119	19	7.5000	0.5393	6.5000	N 45.00° 00' E	37.0000	1.2000
120	20	6.5000	0.5393	6.0000	N 45.00° 00' E	37.0000	1.2000
121	21	6.5000	0.5393	6.0000	N 45.00° 00' E	37.0000	1.2000
122	22	5.5000	0.5393	5.5000	N 45.00° 00' E	37.0000	1.2000
123	23	5.5000	0.5393	5.5000	N 45.00° 00' E	37.0000	1.2000
124	24	4.5000	0.5393	5.0000	N 45.00° 00' E	37.0000	1.2000
125	25	4.5000	0.5393	5.0000	N 45.00° 00' E	37.0000	1.2000
126	26	3.5000	0.5393	4.5000	N 45.00° 00' E	37.0000	1.2000
127	27	3.5000	0.5393	4.5000	N 45.00° 00' E	37.0000	1.2000
128	28	2.5000	0.5393	4.0000	N 45.00° 00' E	37.0000	1.2000
129	29	2.5000	0.5393	4.0000	N 45.00° 00' E	37.0000	1.2000
130	30	1.5000	0.5393	3.5000	N 45.00° 00' E	37.0000	1.2000
131	31	1.5000	0.5393	3.5000	N 45.00° 00' E	37.0000	1.2000
132	32	0.5000	0.5393	3.0000	N 45.00° 00' E	37.0000	1.2000
133	33	0.5000	0.5393	3.0000	N 45.00° 00' E	37.0000	1.2000
134	34	0.5000	0.5393	3.0000	N 45.00° 00' E	37.0000	1.2000
135	35	0.5000	0.5393	3.0000	N 45.00° 00' E	37.0000	1.2000
136	36	0.5000	0.5393	3.0000	N 45.00° 00' E	37.0000	1.2000
137	37	0.5000	0.5393	3.0000	N 45.00° 00' E	37.0000	1.2000
138	38	0.5000	0.5393	3.0000	N 45.00° 00' E	37.0000	1.2000
139	39	0.5000	0.5393	3.0000	N 45.00° 00' E	37.0000	1.2000
140	40	0.5000	0.5393	3.0000	N 45.00° 00' E	37.0000	1.2000
141	41	0.5000	0.5393	3.0000	N 45.00° 00' E	37.0000	1.2000
142	42	0.5000	0.5393	3.0000	N 45.00° 00' E	37.0000	1.2000
143	43	0.5000	0.5393	3.0000	N 45.00° 00' E	37.0000	1.2000
144	44	0.5000	0.5393	3.0000	N 45.00° 00' E	37.0000	1.2000
145	45	0.5000	0.5393	3.0000	N 45.00° 00' E	37.0000	1.2000
146	46	0.5000	0.5393	3.0000	N 45.00° 00' E	37.0000	1.2000
147	47	0.5000	0.5393	3.0000	N 45.00° 00' E	37.0000	1.2000
148	48	0.5000	0.5393	3.0000	N 45.00° 00' E	37.0000	1.2000
149	49	0.5000	0.5393	3.0000	N 45.00° 00' E	37.0000	1.2000
150	50	0.5000	0.5393	3.0000	N 45.00° 00' E	37.0000	1.2000
151	51	0.5000	0.5393	3.0000	N 45.00° 00' E	37.0000	1.2000
152	52	0.5000	0.5393	3.0000	N 45.00° 00' E	37.0000	1.2000
153	53	0.5000	0.5393	3.0000	N 45.00° 00' E	37.0000	1.2000
154	54	0.5000	0.5393	3.0000	N 45.00° 00' E	37.0000	1.2000
155	55	0.5000	0.5393	3.0000	N 45.00° 00' E	37.0000	1.2000
156	56	0.5000	0.5393	3.0000	N 45.00° 00' E	37.0000	1.2000
157	57	0.5000	0.5393	3.0000	N 45.00° 00' E	37.0000	1.2000
158	58	0.5000	0.5393	3.0000	N 45.00° 00' E	37.0000	1.2000
159	59	0.5000	0.5393	3.0000	N 45.00° 00' E	37.0000	1.2000
160	60	0.5000	0.5393	3.0000	N 45.00° 00' E	37.0000	1.2000
161	61	0.5000	0.5393	3.0000	N 45.00° 00' E	37.0000	1.2000
162	62	0.5000	0.5393	3.0000	N 45.00° 00' E	37.0000	1.2000
163	63	0.5000	0.5393	3.0000	N 45.00° 00' E	37.0000	1.2000
164	64	0.5000	0.5393	3.0000	N 45.00° 00' E	37.0000	1.2000
165	65	0.5000	0.5393	3.0000	N 45.00° 00' E	37.0000	1.2000
166	66	0.5000	0.5393	3.0000	N 45.00° 00' E	37.0000	1.2000
167	67	0.5000	0.5393	3.0000	N 45.00° 00' E	37.0000	1.2000
168	68	0.5000	0.5393	3.0000	N 45.00° 00' E	37.0000	1.2000
169	69	0.5000	0.5393	3.0000	N 45.00° 00' E	37.0000	1.2000
170	70	0.5000	0.5393	3.0000	N 45.00° 00' E	37.0000	1.2000
171	71	0.5000	0.5393	3.0000	N 45.00° 00' E	37.0000	1.2000
172	72	0.5000	0.5393	3.0000	N 45.00° 00' E	37.0000	1.2000
173	73	0.5000	0.5393	3.0000	N 45.00° 00' E	37.0000	1.2000
174	74	0.5000	0.5393	3.0000	N 45.00° 00' E	37.0000	1.2000
175	75	0.5000	0.5393	3.0000	N 45.00° 00' E	37.0000	1.2000
176	76	0.5000	0.5393	3.0000	N 45.00° 00' E	37.0000	1.2000
177	77	0.5000	0.5393	3.0000	N 45.00° 00' E	37.0000	1.2000
178	78	0.5000	0.5393	3.0000	N 45.00° 00' E	37.0000	1.2000
179	79	0.5000	0.5393	3.0000	N 45.00° 00' E	37.0000	1.2000
180	80	0.5000	0.5393	3.0000	N 45.00° 00' E	37.0000	1.2000
181	81	0.5000	0.5393	3.0000	N 45.00° 00' E	37.0000	1.2000
182	82	0.5000	0.5393	3.0000	N 45.00° 00' E	37.0000	1.2000
183	83	0.5000	0.5393	3.0000	N 45.00° 00' E	37.0000	1.2000
184	84	0.5000	0.5393	3.0000	N 45.00° 00' E	37.0000	1.2000
185	85	0.5000	0.5393	3.0000	N 45.00° 00' E	37.0000	1.2000
186	86	0.5000	0.5393	3.0000	N 45.00° 00' E	37.0000	1.2000
187	87	0.5000	0.5393	3.0000	N 45.00° 00' E	37.0000	1.2000
188	88	0.5000	0.5393	3.0000	N 45.00° 00' E	37.0000	1.2000
189	89	0.5000	0.5393	3.0000	N 45.00° 00' E	37.0000	1.2000
190	90	0.5000	0.5393	3.0000	N 45.00° 00' E	37.0000	1.2000
191	91	0.5000	0.5393	3.0000	N 45.00° 00' E	37.0000	1.2000
192	92	0.5000	0.5393	3.0000	N 45.00° 00' E	37.0000	1.2000
193	93	0.5000	0.5393	3.0000	N 45.00° 00' E	37.0000	1.2000
194	94	0.5000	0.5393	3.0000	N 45.00° 00' E	37.0000	1.2000
195	95	0.5000	0.5393	3.0000	N 45.00° 00' E	37.0000	1.2000
196	96	0.5000	0.5393	3.0000	N 45.00° 00' E	37.0000	1.2000
197	97	0.5000	0.5393	3.0000	N 45.00° 00' E	37.0000	1.2000
198	98	0.5000	0.5393	3.0000	N 45.00° 00' E	37.0000	1.2000
199	99	0.5000	0.5393	3.0000	N 45.00° 00' E	37.0000	1.2000
200	100	0.5000	0.5393	3.0000	N 45.00° 00' E	37.0000	1.2000



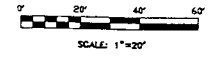
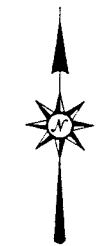
CONSTRUCTION NOTES

- 1. SEE PAVEMENT SECTION ON SHEET 22.
- 2. TRANSITION FROM "DITCH" TO "SPILL" CURB AND GUTTER AROUND CURVE.
- 3. CONCRETE CURB CHASE, SEE SHEET 25 FOR CITY STANDARD DRAIN THROUGH SIDEWALK CROSSING.
- 4. INSTALL CONCRETE RAMP, 8" THICK CLASS B CONCRETE ON 6" ABC CLASS 6, TO LOADING DOCK AND FOR COMPACTOR/DUMPKSTER PREPARE, SUBGRADE AND BASECOURSE IN SAME MANNER AS ON PAVEMENT SECTION.
- 5. INSTALL STANDARD 4 FOOT DIAMETER SANITARY SEWER MANHOLE. RIM ELEVATION = 64.21, INVERT IN = 58.08, INVERT OUT = 57.08.
- 6. INSTALL 5/3 LF OF 8" DIAMETER PVC AT 1.00%. UPSTREAM INVERT ELEVATION = 58.59. PRIOR TO LAYING THIS REACH COORDINATE LOCATION AND SLOPE WITH MECHANICAL CONTRACTOR.
- 7. INSTALL CONCRETE RAMP SLOPING FROM FINISHED FLOOR TO ELEVATIONS SHOWN.
- 8. CONCRETE SPEED TABLE, SEE DETAIL ON SHEET 21.
- 9. BUILDING PERMIT REQUIRED FOR 9' CMU BLOCK WALL.

LINE	MARKER	MARK	DEPTH	COORD. (HT)	COORD. (WID)	COORD. (ELEV)	COORD. (AZIM)
101	1	15.5000	1.2622	12.0000	N 17.00° 00' W	37.0000	1.3889
102	2	15.5000	8.1126	12.0000	N 17.00° 00' W	37.0000	1.1327
103	3	14.5000	8.1126	11.0000	N 17.00° 00' W	37.0000	1.1327
104	4	14.5000	7.2622	11.0000	N 17.00° 00' W	37.0000	1.3889
105	5	13.5000	7.2622	10.0000	N 17.00° 00' W	37.0000	1.3889
106	6	13.5000	1.3889	9.5000	N 45.00° 00' E	37.0000	1.2000
107	7	13.5000	1.3889	9.5000	N 45.00° 00' E	37.0000	1.2000
108	8	12.5000	1.3889	9.0000	N 45.00° 00' E	37.0000	1.2000
109	9	12.5000	0.5393	9.0000	N 45.00° 00' E	37.0000	1.2000
110	10	11.5000	0.5393	8.5000	N 45.00° 00' E	37.0000	1.2000
111	11	11.5000	0.5393	8.5000	N 45.00° 00' E	37.0000	1.2000
112	12	10.5000	0.5393	8.0000	N 45.00° 00' E	37.0000	1.2000
113	13	10.5000	0.5393	8.0000	N 45.00° 00' E	37.0000	1.2000
114	14	9.5000	0.5393	7.5000	N 45.00° 00' E	37.0000	1.2000
115	15	9.5000	0.5393	7.5000	N 45.00° 00' E	37.0000	1.2000
116	16	8.5000	0.5393	7.0000	N 45.00° 00' E	37.0000	1.2000
117	17	8.5000	0.5393	7.0000	N 45.00° 00' E	37.0000	1.2000
118	18	7.5000	0.5393	6.5000	N 45.00° 00' E	37.0000	1.2000
119	19	7.5000	0.5393	6.5000	N 45.00° 00' E	37.0000	1.2000
120	20	6.5000	0.5393	6.0000	N 45.00° 00' E	37.0000	1.2000
121	21	6.5000	0.5393	6.0000	N 45.00° 00' E	37.0000	1.2000
122	22	5.5000	0.5393	5.5000	N 45.00° 00' E	37.0000	1.2000
123	23	5.5000	0.5393				



PATTERSON ROAD
SEE SHEET 12



CHAIN	STATION	ANGLE	CHORD	CHORD BEARING	BEARING	WARRANTY
1	10.0000	90.0000	10.0000	N 00°00'00" E	10.0000	10.0000
2	20.0000	90.0000	20.0000	N 00°00'00" E	20.0000	20.0000
3	30.0000	90.0000	30.0000	N 00°00'00" E	30.0000	30.0000
4	40.0000	90.0000	40.0000	N 00°00'00" E	40.0000	40.0000
5	50.0000	90.0000	50.0000	N 00°00'00" E	50.0000	50.0000
6	60.0000	90.0000	60.0000	N 00°00'00" E	60.0000	60.0000
7	70.0000	90.0000	70.0000	N 00°00'00" E	70.0000	70.0000
8	80.0000	90.0000	80.0000	N 00°00'00" E	80.0000	80.0000
9	90.0000	90.0000	90.0000	N 00°00'00" E	90.0000	90.0000
10	100.0000	90.0000	100.0000	N 00°00'00" E	100.0000	100.0000

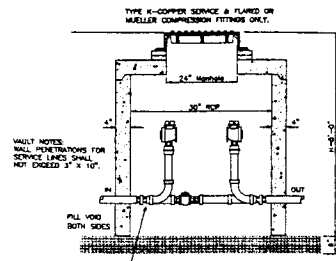
CURVE DATA IS FOR BACK OF CURB UNLESS OTHERWISE NOTED.

CONSTRUCTION NOTES

- SEE SHEETS 15-18 FOR STORM SEWER
- SEE PAVEMENT SECTION ON SHEET 22.
- TRANSITION FROM "CATCH" TO "SPILL" CURB AND GUTTER AROUND CURVE.
- INSTALL CONCRETE RAMP, 6" THICK CLASS B CONCRETE ON 6" ABC CLASS 8, TO LOADING DOCK, AND FOR COMPACTOR / DUMPSTER PREPARE SUBGRADE AND BASECOURSE IN SAME MANNER AS ON PAVEMENT SECTION.
- CONCRETE SPEED TABLE, SEE DETAIL ON SHEET 21.
- INSTALL CHANNEL, DRAW THE WIDTH OF THE LOADING DOCK, USE NOS #833, 6" DEEP PROFILE CHANNEL DRAIN WITH NOS #838 HEAVY TRAFFIC CHANNEL GRATE. SIDES AND BOTTOM SHALL BE SET IN CONCRETE WITH A THICKNESS OF 4" FROM DRAIN CHANNEL. BROOM FINISH SURFACE CONCRETE.
- INSTALL CONCRETE SLAB AND ISLANDS FOR FUEL STATION. PAVEMENT SECTIONS AND DETAILS WILL BE COORDINATED WITH FUEL STATION DESIGNER.
- INSTALL APPROX. 220 LF. OF 2" WATER SERVICE AND METER. SEE DETAIL BELOW.
- BUILDING PERMIT REQUIRED FOR 9" CMU BLOCK WALL.
- APPROX. 192 LF 8" WATER LINE.
- APPROX. 215 LF 8" WATER LINE AND NEW FIRE HYDRANT.
- INSTALL 8" GATE VALVE.

LINE	BEARING	DISTANCE
LINE 1 <td>N 00°00'00" E<td>10.0000</td></td>	N 00°00'00" E <td>10.0000</td>	10.0000
LINE 2 <td>N 00°00'00" E<td>20.0000</td></td>	N 00°00'00" E <td>20.0000</td>	20.0000
LINE 3 <td>N 00°00'00" E<td>30.0000</td></td>	N 00°00'00" E <td>30.0000</td>	30.0000
LINE 4 <td>N 00°00'00" E<td>40.0000</td></td>	N 00°00'00" E <td>40.0000</td>	40.0000
LINE 5 <td>N 00°00'00" E<td>50.0000</td></td>	N 00°00'00" E <td>50.0000</td>	50.0000
LINE 6 <td>N 00°00'00" E<td>60.0000</td></td>	N 00°00'00" E <td>60.0000</td>	60.0000
LINE 7 <td>N 00°00'00" E<td>70.0000</td></td>	N 00°00'00" E <td>70.0000</td>	70.0000
LINE 8 <td>N 00°00'00" E<td>80.0000</td></td>	N 00°00'00" E <td>80.0000</td>	80.0000
LINE 9 <td>N 00°00'00" E<td>90.0000</td></td>	N 00°00'00" E <td>90.0000</td>	90.0000
LINE 10 <td>N 00°00'00" E<td>100.0000</td></td>	N 00°00'00" E <td>100.0000</td>	100.0000

LINE DATA IS FOR BACK OF CURB UNLESS OTHERWISE NOTED.
LINE DATA GOES THROUGH ALL CONCRETE CURB CHASES.



APPROVED FOR CONSTRUCTION

ACCEPTED AS CONSTRUCTED

CITY DEVELOPMENT ENGINEER

CITY DEVELOPMENT ENGINEER

DATE

DATE

CITY UTILITY ENGINEER

CITY UTILITY ENGINEER

DATE

DATE

NOTE: CITY CREWS WILL SET VAULT AND METER

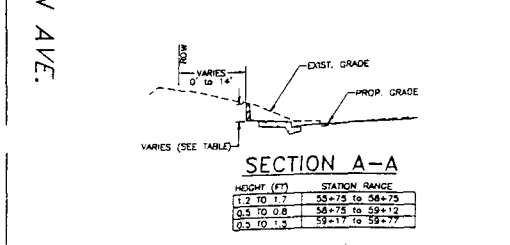
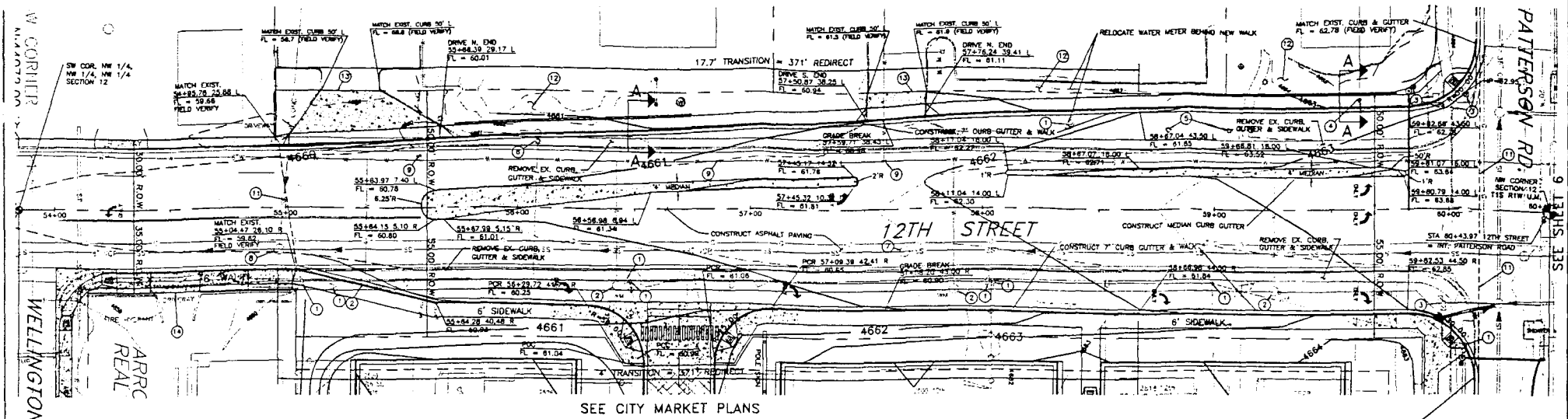
1-1/2" AND 2" METER AND VAULT

City Market
Food & Pharmacy

Proposed 60,405 s.f.±
F.F. = 4466.50

SEE SHEET 8

City Market
HORIZONTAL AND VERTICAL CONTROL



- CONSTRUCTION NOTES:**
- POWER POLE, TELEPHONE PEDESTALS, AND OTHER POWER UTILITIES WILL BE RELOCATED BY OTHERS. COORDINATE WITH APPROPRIATE UTILITY COMPANY.
 - WATER METER TO BE REMOVED.
 - TRAFFIC SIGNAL TO BE RELOCATED. SEE TRAFFIC SIGNAL RELOCATION PLAN (SHEET 13) FOR DETAIL.
 - REMOVE AND REPLACE SIGN.
 - REMOVE AND REPLACE LANDSCAPE LIGHT FIXTURE.
 - RELOCATE STREET LIGHT.
 - MANHOLE TO BE ABANDONED. REMOVE RING, COVER AND ANY GRADE RINGS. REPLACE WITH PRECAST FLAT TOP COVER.
 - ADJUST MANHOLE RING AND COVER TO FINISH GRADE.
 - ADJUST WATER VALVE BOX TO FINISH GRADE.
 - NOT USED.
 - APPROX. LIMITS OF EXISTING ASPHALT REMOVAL WHEEL CUT OR JACKHAMMER ALONG THIS LINE AND PROVIDE SMOOTH TRANSITION BETWEEN NEW AND EXISTING PAVEMENT.
 - SEE SHEET G1 OF LANDSCAPE RECONSTRUCTION PLANS FOR LANDSCAPING DETAILS AND LIMITS OF DISTURBANCE.
 - WHEEL CUT OR JACKHAMMER 50' LEFT TO A NEAR LINE. REPLACE WITH CONCRETE TO NEW BACK OF WALK.
 - REMOVE EXISTING WALK AND CONCRETE UP TO R.O.W. FROM STA. 54+27 TO 55+00. CONSTRUCT NEW 6' WALK WITH DRIVEWAY CUTS BEHIND EXISTING CURB AND GUTTER.

MATCH EXIST. CURB & GUTTER
FL = 61.15 (FIELD VERIFY)

0' 20' 40' 60'

APPROVED FOR CONSTRUCTION

CITY DEVELOPMENT ENGINEER

DATE

CITY UTILITY ENGINEER

DATE

ACCEPTED AS CONSTRUCTED

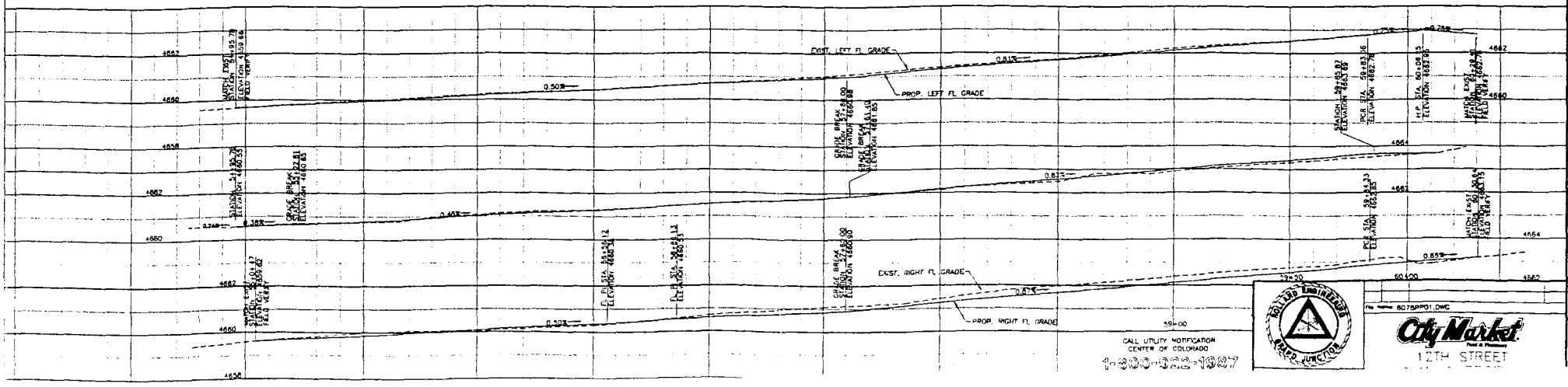
CITY DEVELOPMENT ENGINEER

DATE

CITY UTILITY ENGINEER

DATE

NOTE:
ALL ELEVATIONS ARE FLOWLINE (FL) AND ALL STATIONS ARE CENTERLINE IN PLAN VIEW AND MEASURED ALONG CURB LINE IN PROFILE.



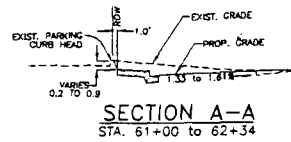
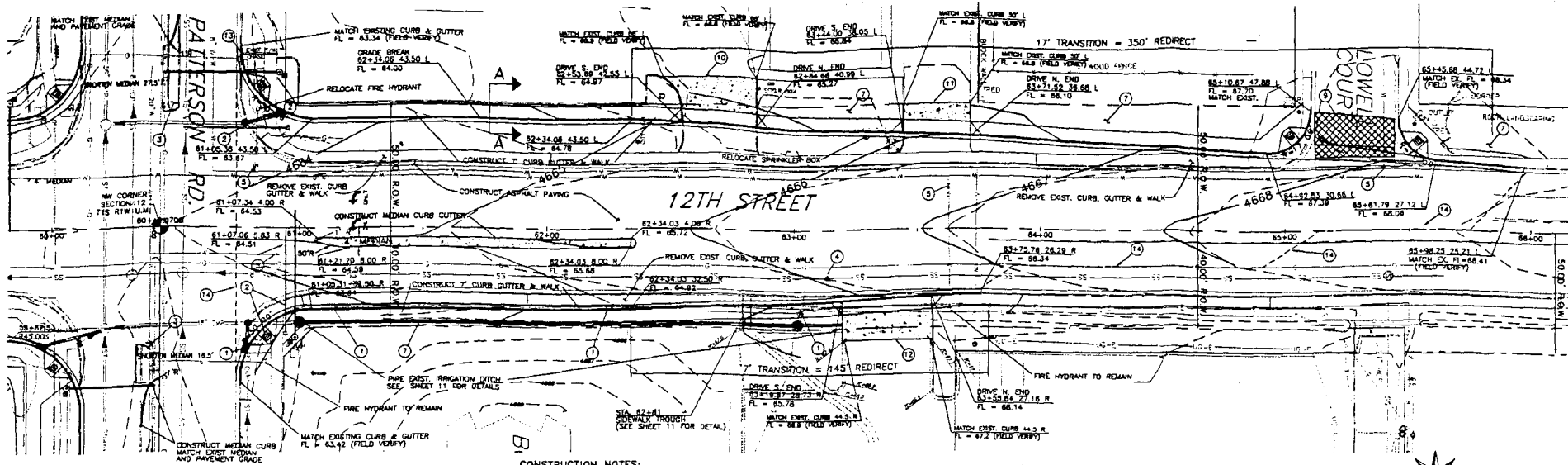
CALL UTILITY CORPORATION
CENTER OF COLORADO
1-800-333-1987

ROBERT J. JOHNSON
REGISTERED PROFESSIONAL ENGINEER
CIVIL
NO. 12345
STATE OF COLORADO

8075PRO1.DWG

CityMarket
12TH STREET

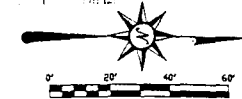
SEE SHEET 5



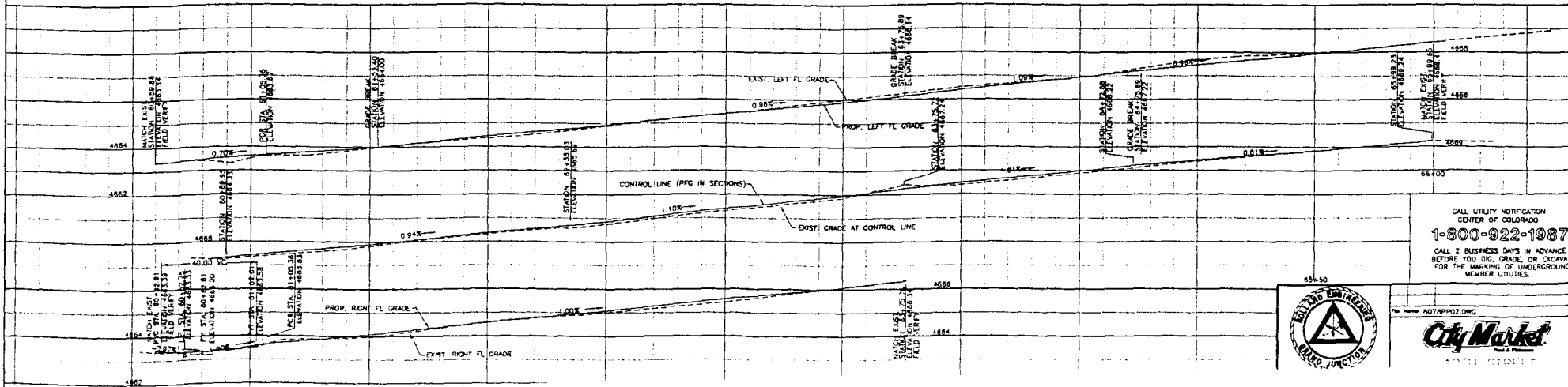
CONSTRUCTION NOTES:

- ① POWER POLE, TELEPHONE, PEDESTALS, AND OTHER POWER UTILITIES WILL BE RELOCATED BY OTHERS. COORDINATE WITH APPROPRIATE UTILITY COMPANY.
- ② TRAFFIC SIGNAL TO BE RELOCATED. SEE TRAFFIC SIGNAL RELOCATION PLAN (SHEET 13) FOR DETAIL.
- ③ REMOVE EXIST. CURB AND MEDIAN CONCRETE AND PATCH WITH NEW ASPHALT AS REQUIRED.
- ④ ADJUST MANHOLE RING AND COVER TO FINISH GRADE.
- ⑤ ADJUST WATER VALVE BOX TO FINISH GRADE.
- ⑥ NOT USED.
- ⑦ SEE SHEET 11 AND SHEET 03 OF LANDSCAPE RECONSTRUCTION PLANS FOR LANDSCAPE DETAILS AND LIMITS OF DISTURBANCE.
- ⑧ ADJUST WATER VALVE BOX TO FINISH GRADE.
- ⑨ WHEEL CUT OR JACKHAMMER A NEAT LINE BETWEEN NEW P.C.R. TO CROSS PAV. WITH TYP. CROSS STREET SECTION.
- ⑩ WHEEL CUT OR JACKHAMMER 61' LEFT TO A NEAT LINE. REPLACE WITH CONCRETE TO NEW BOW.
- ⑪ WHEEL CUT OR JACKHAMMER 90' LT TO A NEAT LINE. REPLACE WITH CONCRETE TO NEW BOW.
- ⑫ WHEEL CUT OR JACKHAMMER 44.5' RIGHT TO A NEAT LINE. REPLACE WITH CONCRETE TO NEW BOW.
- ⑬ RE-CONSTRUCT SIDEWALK CHASE, DRAIN TROUGH AND CURB CUT TO MAINTAIN DRAINAGE.
- ⑭ APPROX. LIMITS OF ASPHALT REPAIR. WHEEL CUT OR JACKHAMMER ALONG THIS LINE AND PROVIDE SMOOTH TRANSITION BETWEEN NEW AND EXISTING PAVEMENTS.

NOTE:
ALL ELEVATIONS ARE FLOWLINE (FL) AND ALL STATIONS ARE CENTERLINE IN PLAN VIEW AND MEASURED ALONG CURB LINE IN PROFILE.



APPROVED FOR CONSTRUCTION	ACCEPTED AS CONSTRUCTED
CITY DEVELOPMENT ENGINEER	CITY DEVELOPMENT ENGINEER
DATE	DATE
CITY UTILITY ENGINEER	CITY UTILITY ENGINEER
DATE	DATE



CALL UTILITY NOTIFICATION
CENTER OF COLORADO
1-800-922-1987
CALL 2 BUSINESS DAYS IN ADVANCE
BEFORE YOU DIG, GRADE, OR EXCAVATE
FOR THE MARKING OF UNDERGROUND
MEMBER UTILITIES.

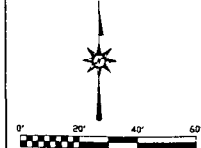
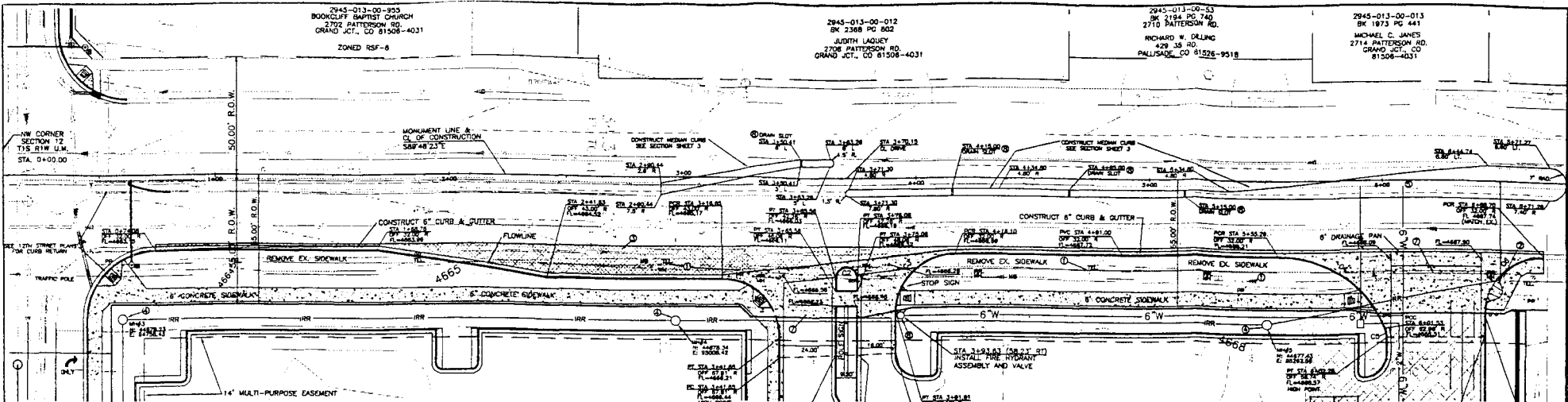


2945-013-00-03
 BOOKCLIFF BAPTIST CHURCH
 2702 PATTERSON RD.
 GRAND JCT., CO 81508-4031

2945-013-00-012
 BK 2308 PG 802
 JUDITH LAQUEY
 3708 PATTERSON RD.
 GRAND JCT., CO 81508-4031

2945-013-00-03
 BK 2184 PG 740
 2710 PATTERSON RD.
 RICHARD W. DILLING
 429 35 RD.
 PALLASDALE, CO 81526-9518

2945-013-00-013
 BK 1873 PG 441
 MICHAEL C. JAMES
 2714 PATTERSON RD.
 GRAND JCT., CO
 81508-4031



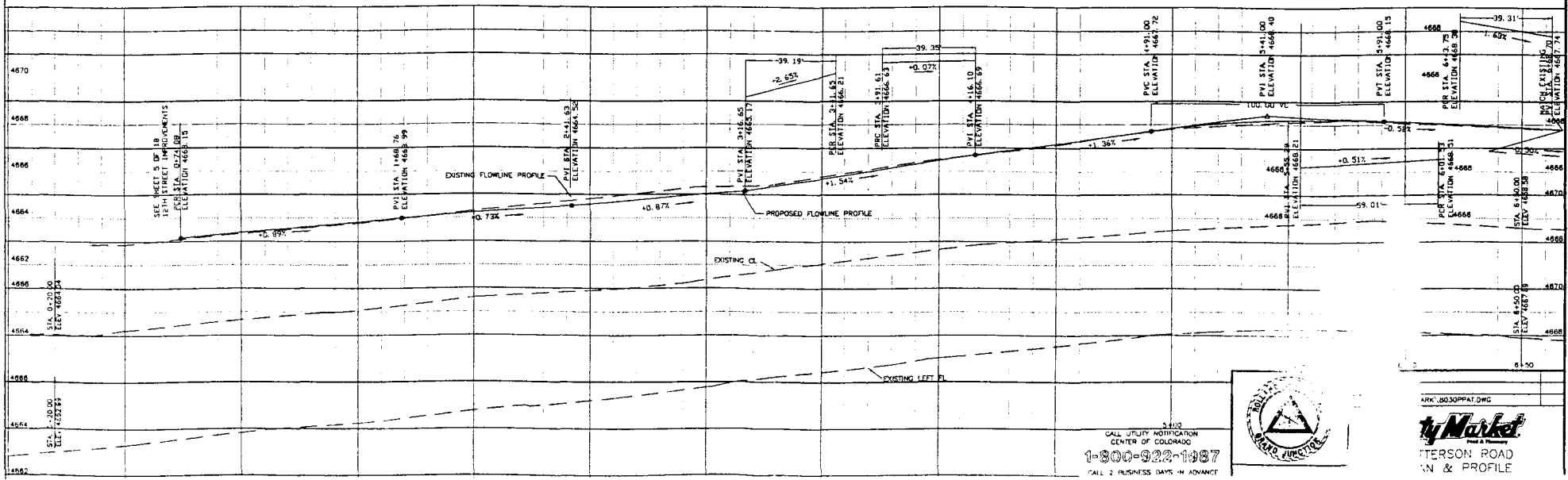
CURVE	RADIUS	ARC LENGTH	CHORD LEN	CHORD BEARING	DELTA ANGLE	TANGENT
C1	25.0000'	39.1894'	35.2955'	N 44°54'11\"	180°00'00\"	24.9565'
C2	4.7500'	14.9226'	3.5600'	N 90°00'00\"	180°00'00\"	N/A
C3	28.0000'	39.3459'	35.4091'	N 45°05'14\"	90°10'27\"	25.0762'
C4	50.0000'	39.0691'	35.6429'	N 56°00'00\"	67°37'08\"	33.4836'
C5	10.0000'	3.8759'	3.0517'	N 11°01'13\"	22°12'27\"	1.9626'
C6	25.0000'	39.3868'	35.7814'	N 45°02'32\"	90°02'04\"	25.0369'

CURVE DATA IS FOR FLOW LINE.

APPROVED FOR CONSTRUCTION _____
 CITY DEVELOPMENT ENGINEER _____
 DATE _____

ACCEPTED AS CONSTRUCTED _____
 CITY DEVELOPMENT ENGINEER _____
 DATE _____

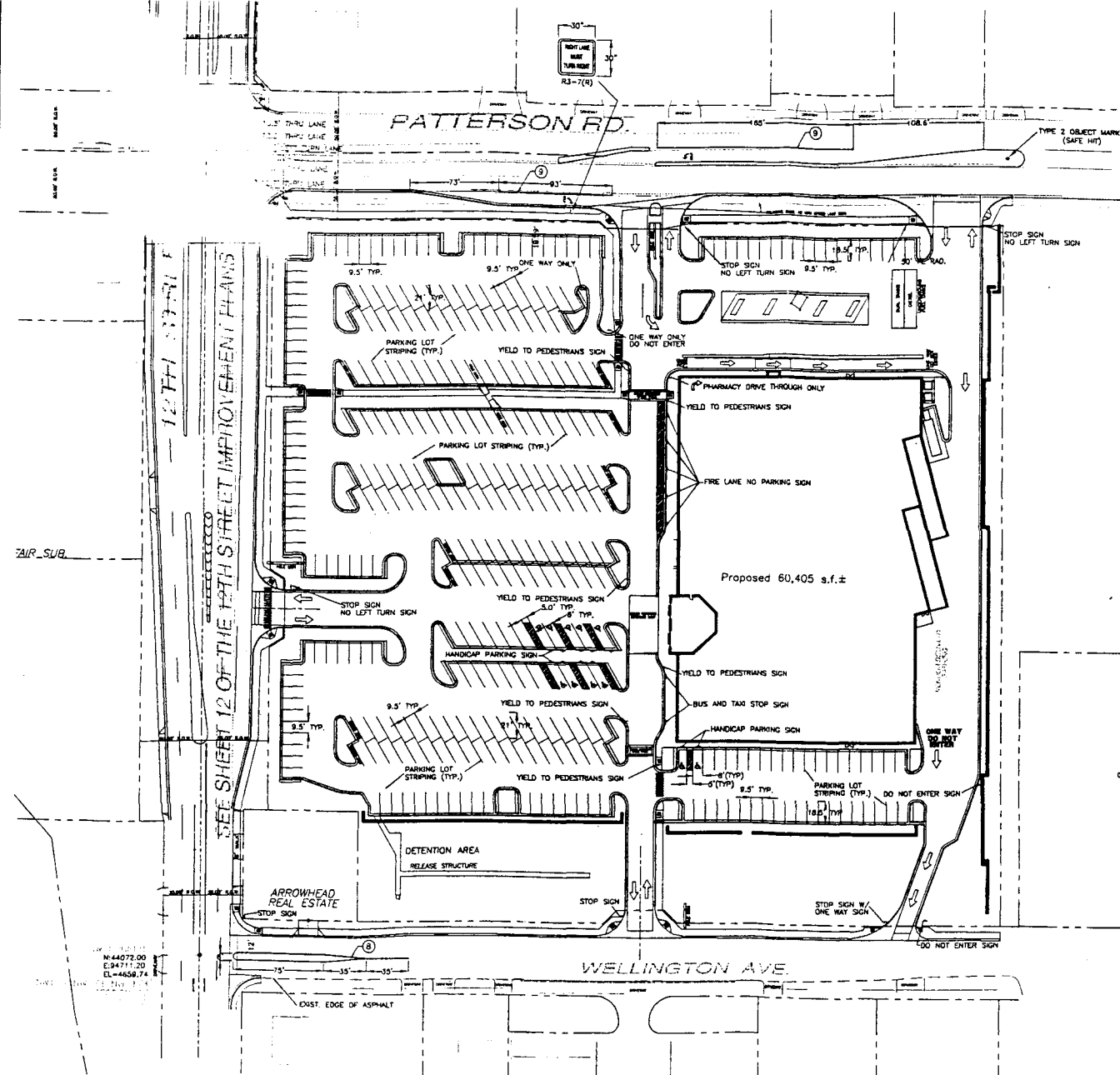
- CONSTRUCTION NOTES:
- POWER POLE, TELEPHONE PEDESTALS, AND OTHER POWER UTILITIES WILL BE RELOCATED BY OTHERS. COORDINATE WITH APPROPRIATE UTILITY COMPANY.
 - REMOVE EXISTING IRRIGATION STRUCTURE AND CONNECT END OF EXISTING 8" PIPE USING APPROPRIATE SLEEVES AND BENDS.
 - SEE SHEET NO. 3 FOR STRUCTURAL SECTION.
 - INSTALL IRRIGATION STRUCTURE. SEE SHEET 22 FOR IRRIGATION MAIN PROFILE AND DETAIL.
 - STA 8+08 CITY OF GRAND JUNCTION WILL TAP 20" MAIN. INSTALL VALVE AND STUB AND PLUG PIPE TO BEHIND EXISTING ASPHALT. THE CITY WILL ALSO PATCH PATTERSON ROAD.
 - CONNECT TO CITY WATER STUB. INSTALL FIRE HYDRANT ASSEMBLY AND VALVE.
 - CONCRETE COMMERCIAL DRIVEWAY SECTION PER CITY STANDARD DETAIL.
 - DRAIN SLOT IN CURB SEE DETAIL ON SHEET 3.



CALL UTILITY NOTIFICATION
 CENTER OF COLORADO
 1-800-922-1987
 CALL 2 BUSINESS DAYS IN ADVANCE



ARK:8030PPAT.DWG
tyMarket
 PATTERSON ROAD
 PLAN & PROFILE

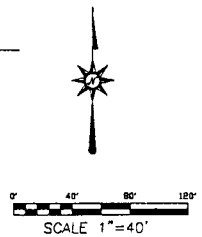


- OFFSITE TRAFFIC STRIPING NOTES**
1. ALL EXISTING SIGNS TO BE REMOVED AND RELOCATED, CONTACT RICK RIPLEY, CITY TRAFFIC SERVICES AT 244-1573 PRIOR TO PLACEMENT OF SIGNS, STRIPING, MARKINGS OR SIGNAL LOOKS.
 2. TRAFFIC SIGN POSTS TO BE LOCATED 1 FOOT BACK OF WALK, SIGNS SHALL COMPLY WITH THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES AND THE CITY OF GRAND JUNCTION STANDARDS.
 3. THE CONTRACTOR SHALL PROVIDE A TEMPORARY STOP SIGN, WHENEVER A PERMANENT STOP SIGN IS REMOVED, UNTIL THE CITY HAS REINSTALLED A PERMANENT STOP SIGN.
 4. COORDINATE UTILITY LOCATE PRIOR TO ANY SIGN PLACEMENT.
 5. FOR ALL PAINTED LINES, PAINT NEEDS TO BE APPLIED AT A MINIMUM OF 15 MILS THICKNESS, WITH 8-8 POUNDS OF REFLECTIVE GLASS BEADS APPLIED PER GALLON OF PAINT.
 6. ALL PERMANENT MARKINGS SUCH AS ARROWS, ONLY LEGEND, STOP LINES, CROSSWALKS, PREFERENTIAL AND BIKE LANE MARKINGS MUST EITHER BE AN APPROVED TYPE SUCH AS 3M PREFORMED MARKING OR THERMOPLASTIC MATERIAL MINIMUM 90 MILS THICKNESS.
 7. ALL LETTERS, ARROWS AND SYMBOLS SHALL BE IN CONFORMANCE WITH THE "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKINGS" ADOPTED BY THE FEDERAL HIGHWAY ADMINISTRATION.
 - Ⓢ MEDIAN - 4" SOLID DOUBLE YELLOW
 - Ⓣ INSTALL 8" SOLID WHITE CHANNELIZING STRIPE



LEGEND

- YELLOW RESTRICTED AREA
- CROSS WALK
- PAINTED DIRECTIONAL ARROWS

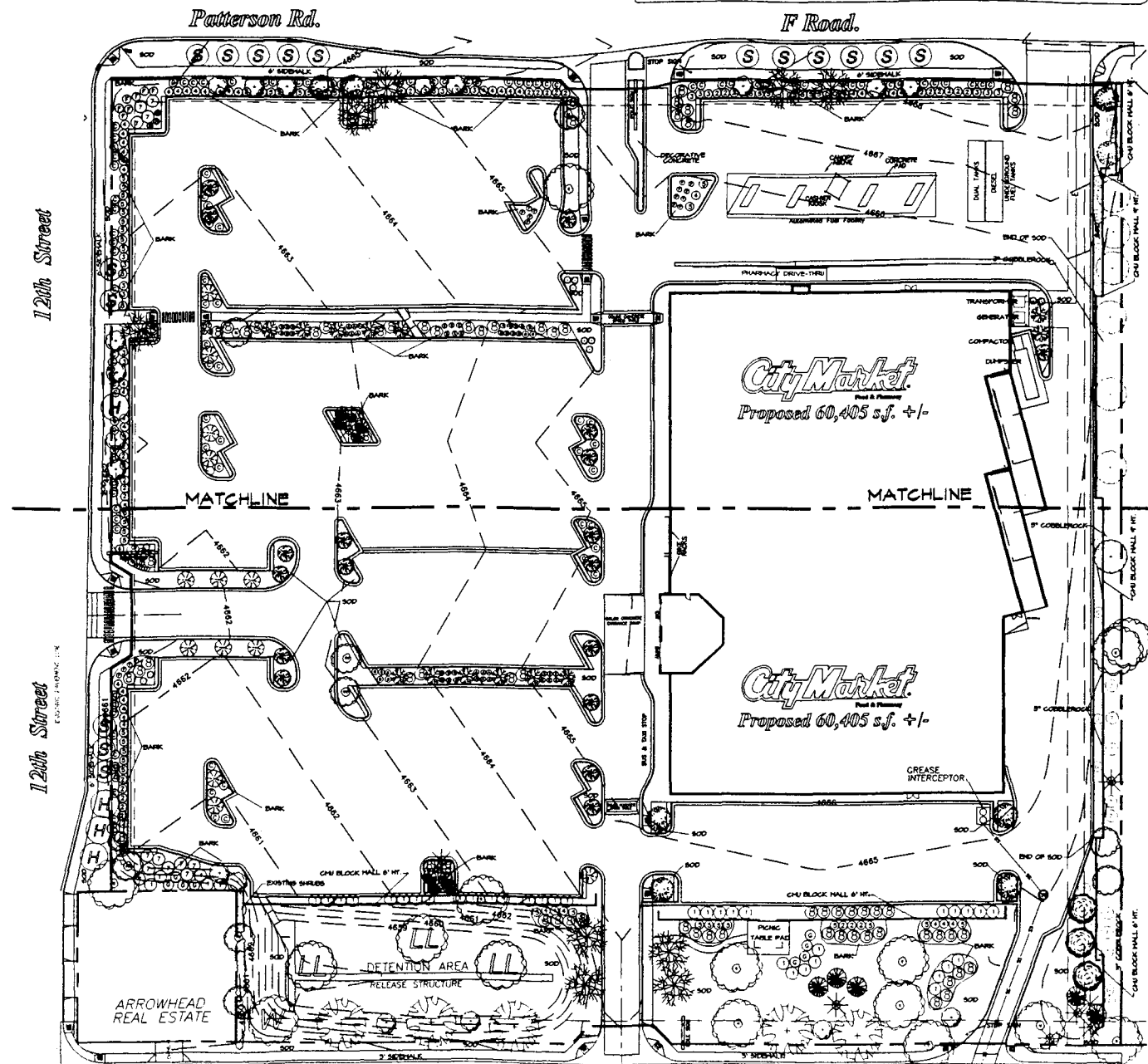


APPROVED FOR CONSTRUCTION	ACCEPTED AS CONSTRUCTED
CITY DEVELOPMENT ENGINEER	CITY DEVELOPMENT ENGINEER
DATE	DATE
CITY UTILITY ENGINEER	CITY UTILITY ENGINEER
DATE	DATE

	Project: 180305CH.DWG CityMarket STRIPING AND SIGN PLAN
	ROLLAND ENGINEERING 435 1/2 Street Street Grand Jct. CO 81503 Designer: TDR Checker: TDR Plot: 8030 Sheet: 23

N=44072.00
 E=94711.20
 EL=4659.74
 DATE: 12/10/17

SEE SHEET 12 OF THE 12TH STREET IMPROVEMENT PLANS



CATEGORY DESIGNATION

PARKING LOT INTERIOR
 NET INTERIOR AREA = 104,195 SF
 (334,336 - 155,141) = 104,195
 LANDSCAPE REQUIRED (5%) = 4,210 SF
 LANDSCAPE PROVIDED = 12,426 SF
 TREES REQUIRED = 43
 TREES PROVIDED = 43

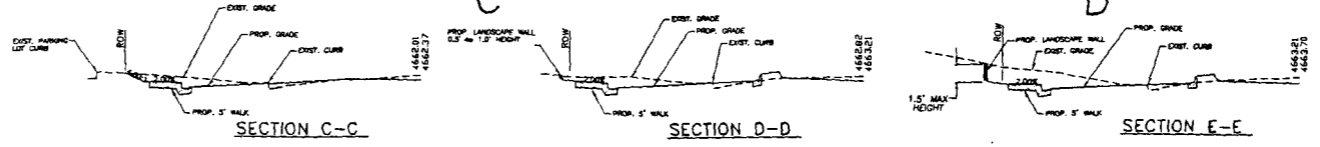
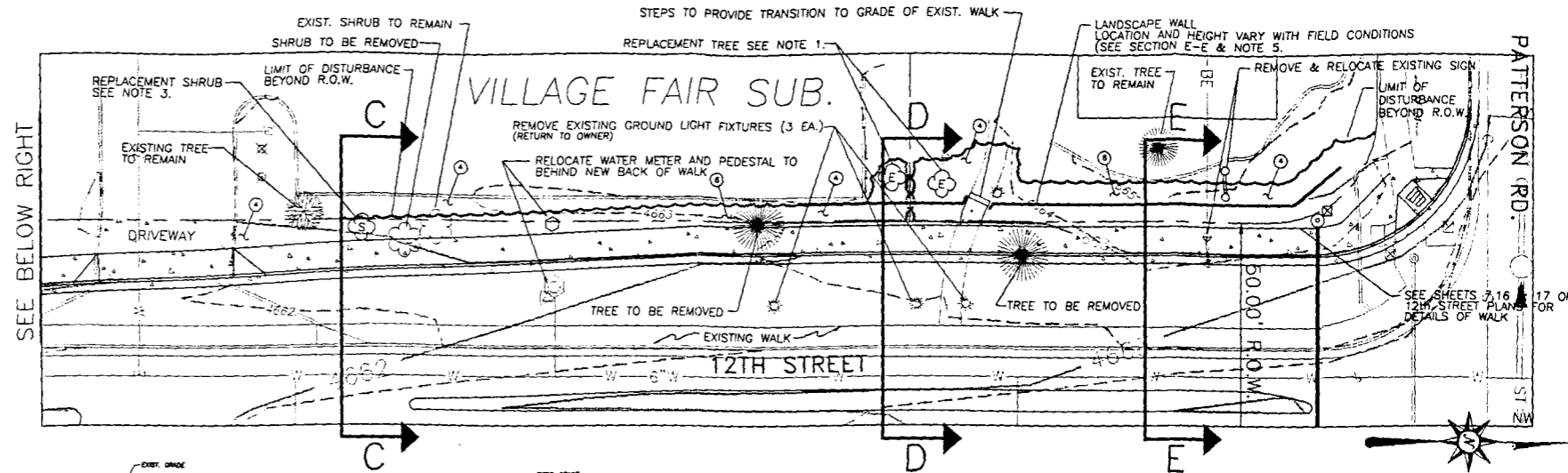
PARKING LOT STREET FRONTAGE LANDSCAPE
 SQUARE FOOTAGE REQUIRED 13,400 SF
 SQUARE FOOTAGE LANDSCAPED 49,621 SF
 TREES REQUIRED (1 TREE PER 50 LF) = 53
 TREES PROVIDED = 53

STREET TREES
 TREES REQUIRED = 41
 TREES PROVIDED = 41

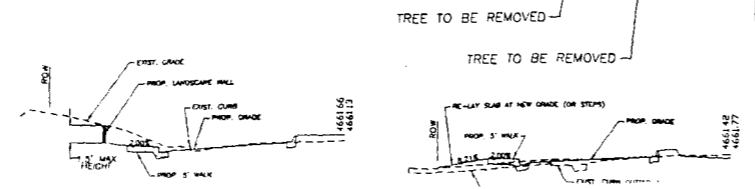
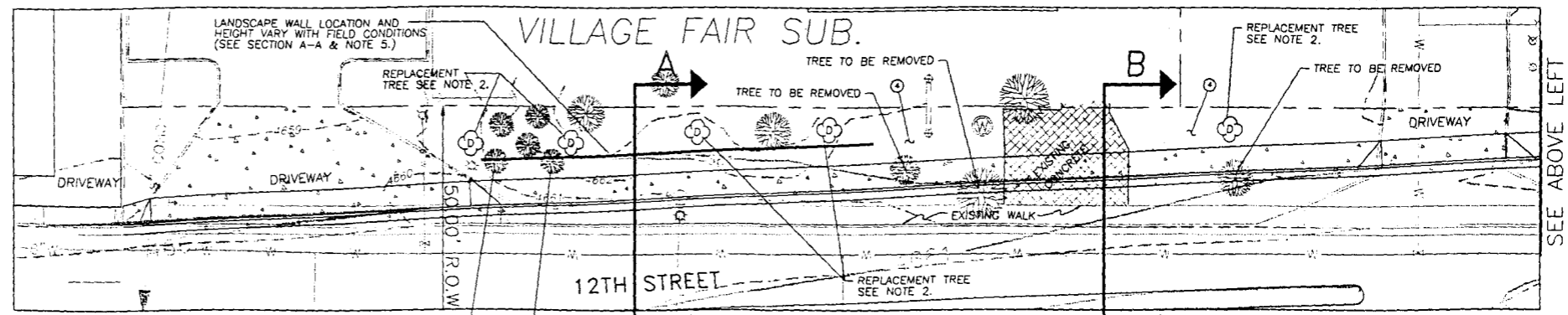
PARKING AREA PERIMETER LANDSCAPE
 SQUARE FOOTAGE REQUIRED 3,465 SF
 SQUARE FOOTAGE PROVIDED 5,304 SF
 TREES REQUIRED (1 TREE PER 40 LF) = 5
 TREES PROVIDED = 7



File Name: S:\CAD\12PATT\K44LS
 CITY MARKET
 OVERALL LANDSCAPE PLAN
 REV. AM. 08/20/2004



APPROVED FOR CONSTRUCTION	ACCEPTED AS CONSTRUCTED
CITY DEVELOPMENT ENGINEER	CITY DEVELOPMENT ENGINEER
DATE	DATE
CITY UTILITY ENGINEER	CITY UTILITY ENGINEER
DATE	DATE

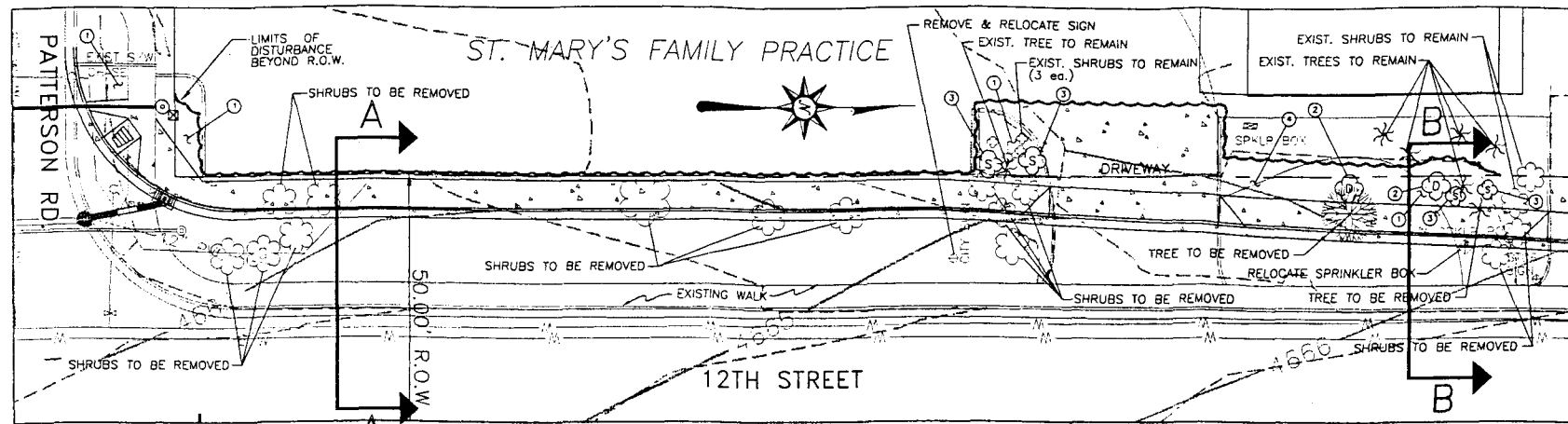


- NOTES:
1. REPLACE REMOVED EVERGREEN TREES WITH 8"-10" AVAILABLE PINE TREES PINE SPECIES OF OWNERS CHOICE.
 2. REPLACE REMOVED DECIDUOUS TREES WITH 2" CALIBER AVAILABLE DECIDUOUS TREE SPECIES OF OWNERS CHOICE.
 3. REPLACE REMOVED SHRUBS WITH 3 GALLON AVAILABLE SHRUB SPECIES OF OWNERS CHOICE.
 4. MINIMIZE AREA OF DISTURBANCE BEYOND BACK OF WALK. DISTURBED GROUND COVER ADJACENT TO BACK OF WALK TO BE REPLACED WITH LIKE GROUND COVER.
 5. HEIGHT OF LANDSCAPE WALL VARYING TO BLEND EXISTING FIELD CONDITIONS TO BACK OF WALK. (MAXIMUM WALL HEIGHT IS 7.5 FT). LANDSCAPE WALL TO BE CONSTRUCTED OF DECORATIVE SPRAIT FACE BLOCK OF 14"X18"X24" AND OR 6"X16"X24" DIMENSIONS, SPECIFICALLY RECOMMENDED WALLS WITH NO MORTAR JOINTS.

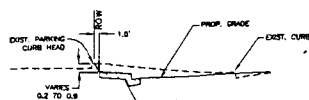
CALL UTILITY NOTIFICATION CENTER OF COLORADO
1-800-922-1987
CALL 7 BUSINESS DAYS IN ADVANCE BEFORE YOU DIG, GRADE, OR EXCAVATE FOR THE MARKING OF UNDERGROUND MEMBER UTILITIES.

0' 10' 20' 30'

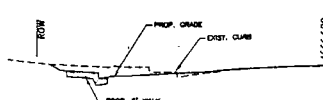
NOTED: NOTED DWG



SEE BELOW RIGHT



SECTION A-A
STA. 61+00 TO 62+34



SECTION B-B



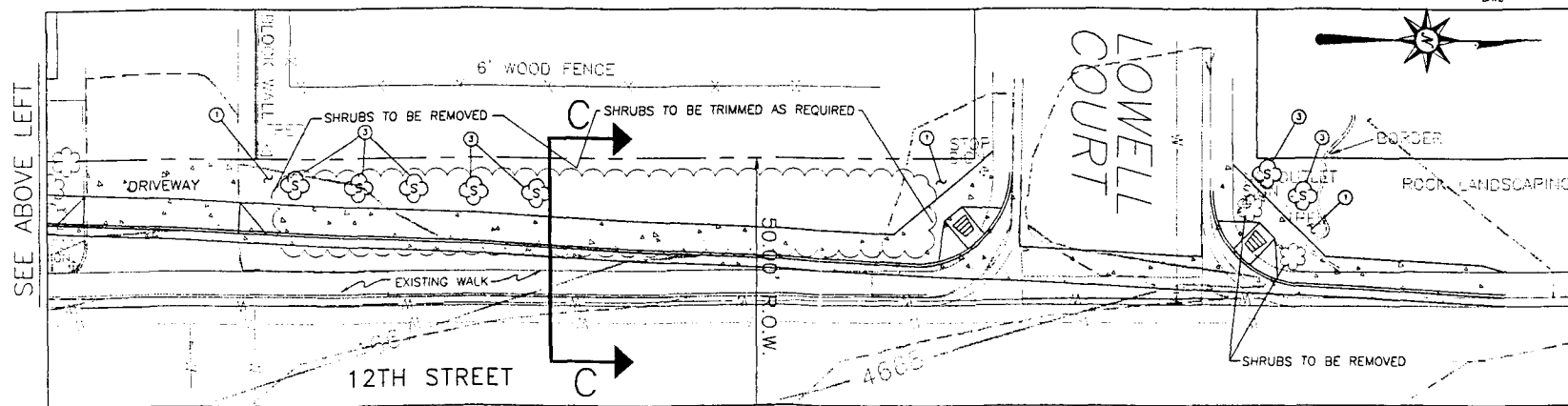
APPROVED FOR CONSTRUCTION ACCEPTED AS CONSTRUCTED

CITY DEVELOPMENT ENGINEER CITY DEVELOPMENT ENGINEER

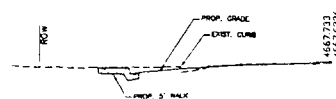
DATE DATE

CITY UTILITY ENGINEER CITY UTILITY ENGINEER

DATE DATE



SEE ABOVE LEFT



SECTION C-C

NOTES:

- 1 MINIMIZE AREA OF DISTURBANCE BEYOND BACK OF WALK. DISTURBED GROUND COVER ADJACENT TO BACK OF WALK TO BE REPLACED WITH LIKE GROUND COVER.
- 2 REPLACE REMOVED DECIDUOUS TREES WITH 2" CALIPER AVAILABLE DECIDUOUS TREE SPECIES OF OWNERS CHOICE.
- 3 REPLACE REMOVED SHRUBS WITH 5 GALLON AVAILABLE SHRUB SPECIES OF OWNERS CHOICE.
- 4 ANY DISTURBED PORTION OF AN UNDERGROUND IRRIGATION SYSTEM WITHIN THE LIMITS OF DISTURBED AREA BEYOND THE RIGHT-OF-WAY LINE SHALL BE REPAIRED, REPLACED OR MODIFIED TO PROVIDE UNDERGROUND IRRIGATION SYSTEM WITHIN THE LIMIT OF THE DISTURBED AREA BEYOND THE RIGHT-OF-WAY LINE OF LIKE QUALITY AND MATERIAL AS THAT PRIOR TO DISTURBANCE, AS REQUIRED.

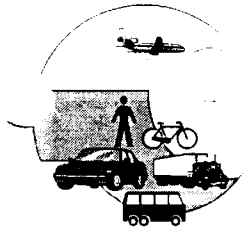
CALL UTILITY NOTIFICATION
CENTER OF COLORADO
1-800-922-1987
CALL 2 BUSINESS DAYS IN ADVANCE
BEFORE YOU DIG. GRADE OR EXCAVATE
FOR THE MARKING OF UNDERGROUND
NUMBER UTILITIES.



8078L02.DWG
CityMarket
12th ST. IMPROVEMENTS

**Metropolitan Planning Organization
(MPO) Comments**

1/5/99



Mesa County
Regional
Transportation
Planning Office

*Grand Junction/Mesa County
Metropolitan Planning Organization &
Transportation Planning Region*

P.O. Box 20,000-5047
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Telephone: (970) 255-7188
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*Working towards a Total
Transportation Solution*

To: Bill Nebeker
Grand Junction Community Development
From: Ken Simms
Mesa County Regional Transportation Planning Office
Date: 4/15/99

Subject: SDR-1998-129 & RP-1998-133 / City Market #144

The submitted site plan has not changed in any significant way from the previous submittal. It remains the opinion of the RTPO that the land use proposed in this application is too intense for the size of the property and its location at the intersection of two arterial streets. Regardless of the engineering improvements installed on Patterson Road and 12th Street, the long-term result will be the degradation of the community's arterial street system.

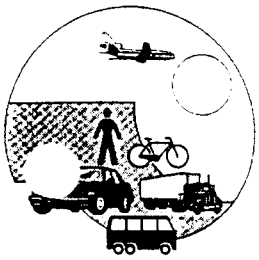
The petitioner's site plan proposes two accesses from Patterson Road. The stated goal for two accesses is to separate heavy truck traffic from customer traffic. The petitioner states that "fewer than one-half dozen heavy trucks" will use the proposed east Patterson Road access. If no more than six heavy trucks are entering the site each day, a second access hardly seems necessary. In reality, the site design requires the second Patterson Road access to provide adequate circulation for the drive-thru pharmacy and fuel facility.

While it is an acceptable practice to locate businesses on arterial streets, access must respect the primary function of the arterial, which is to move large volumes of motor vehicle traffic over relatively long distances. As a secondary function, direct access to the arterial must be effectively managed to ensure that the primary function is not compromised. This is why the Future Land Use Plan states that access to arterials shall be "tightly controlled".

Submitting a site plan that requires using the general street system for site circulation that should be provided on-site does not meet the test for "tightly controlled" access to principal arterials. If this application is approved, the approval should be conditioned to require that the site either is redesigned or certain uses deleted from the plan to eliminate the need for a second Patterson Road access.

If you have any questions, please call me at 244-1830.

XC Cliff Davidson, RTPO Director
file..city market.wpd



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*A Working towards a Total
Transportation Solution*

Memorandum

To: Bill Nebeker
Grand Junction Community Development
From: Ken Simms
Mesa County Regional Transportation Planning Office
Date: 12/21/98
Subject: SDR-1998-129 & RP-1998-133 / City Market #144

The impacts of approving a land use as intense as this proposal in this particular location, will be far reaching. Patterson Road bisects the urban area of the Grand Valley and as a result, is the most significant east/west arterial in the community. It was designed and constructed using millions of taxpayer dollars and its significance as a transportation corridor, now and in the future, exceeds that of I-70 Business Loop and far outweighs any role to be played by Interstate 70. It is absolutely vital that the capacity of this roadway be retained to accommodate the ever increasing number of motorists that use it to commute east/west across the community, as documented in *Major Street Plan* research. Intense land uses such as the City Market proposal will, regardless of traffic engineering measures implemented, only hamper the ability of Patterson Road to function at the arterial level.

If this proposal is approved, others will surely follow that will further impede Patterson Road. As a result the community will not receive a full return on its transportation investment. Taxpayers likely will be required to spend millions more to improve alternative routes around what will be a congested and inefficient arterial road. The sheer magnitude of infrastructure improvements necessary to mitigate the impacts of this development should be sufficient to demonstrate its inappropriateness.

Evidence has not been presented of a community need for a facility of this type in this location. The recently adopted growth plan is correct in recommending residential uses for this property. If the property is developed into a residential subdivision or other low impact use - such as a church, business offices, etc. - an access to Wellington Avenue would be sufficient for the traffic generated and would allow Patterson Road to effectively serve the entire community.

In initial comments, the RTPO asked;

A How will driveway queuing be affected by the interaction of pedestrians crossing the main drive aisle and inbound traffic from Patterson Road?

The petitioner's response demonstrated that the pedestrian crossing of concern was not clearly defined. The crossing in question is at the northwest corner of the building. At this location - and observations at other stores confirm - pedestrians do not wait on vehicles. It is the motorist that waits as pedestrians cross the drive

aisle when entering and exiting the store. As a result of this conflict, vehicle queues at the Coronado Plaza store frequently extend onto 32 Road and it is extremely important that this not occur at Store #144.

A Where will the fuel transport park?≡

The petitioner's response was that the transport will have to back into certain reserved parking spaces in order to clear driveway AA.≡ This type of maneuver will be hazardous and does not take into account those vehicles that follow the transport into the driveway. Also, the parked location of the transport will interfere with site circulation. This concept clearly demonstrates that the petitioner's plans for this site are excessive and need to be scaled down or eliminated.

A What is the life of this Store? 20,30, 50 Years?≡

The petitioner did not respond to this question. Assume that this store will continue to operate well beyond 20 years. The traffic study was required to consider traffic volume growth for only 20 years - as is typical. However, this store will have such impact on the capacity of the 12th and Patterson Rd. intersection that consideration must be given to traffic volumes that will continue to increase beyond the year 2018. It may be difficult or impossible to accommodate such long-term growth if this application is approved.

The response to Community Development's comment #31 does not resolve a major conflict concern. The response indicates that a wall will separate the Pharmacy Drive-thru from the fuel facility drive aisle to enhance visual separation of the two. Depending upon the height of the CMU wall and the height of any given driver's eye using the pharmacy drive-thru, this wall may only serve to create additional conflicts rather than eliminate them. Scenario: As a driver travels to the end of the pharmacy aisle, he/she will have to look to the right at a greater than 90E angle for westbound vehicles in the fuel facility aisle, then simultaneously, pull out of the pharmacy drive aisle while looking to the left, around the corner of the building (no sight distance here) for a northbound vehicle and then before proceeding, check to see if a south bound vehicle is turning left into the fueling facility. Finally, the prudent driver would also check to see if a vehicle is exiting the parking lot to the west and determine which way it will go. This is only one scenario for vehicles exiting the pharmacy drive-thru. Others are similar in their complexity. It is hard to see any improvement from the previous design and difficult to envision any design that resolves the conflicts described above without a major site plan redesign.

Comments on Final Site Plans

The 12th Street improvements may work in theory, but it is difficult to imagine how such a complicated median design will be negotiated by motorists on an intuitive basis. This design will likely cause hesitation on the part of motorists as to the correct lane to enter. It is quite easy to visualize vehicles striking the median separating the northbound left turn lanes. Why? Motorists do not expect it to be there! This will be particularly evident among non-resident motorists unfamiliar with the intersection. For example, as the primary route to the airport and Interstate 70, the community can expect a high percentage of non-resident motorists. Left turns from Village Fair Shopping Center onto 12th Street will, theoretically, be prohibited. The median design will not prevent left turns from occurring. It is easy to assume that those exiting the shopping center with north or east destinations will use the Patterson Road driveway. In practice, certain motorists will take the shortest route regardless of hazard, even if it involves weaving their way through this median.

There continues to be conflict when a WB50 semi truck and trailer combination makes a left turn from 12th Street onto Patterson Road. These vehicles cannot use the inside left-turn lane and clear the Patterson Road median. When using the outside left-turn lane, the vehicle will use portions of both left-turn lanes through most of the turn.

The median design on Patterson Road east of 12th Street is questionable. Most important is that the design feature to prohibit left turns from the City Market parking lot also interferes with the ability of westbound left-turn motorists to queue in the left turn lane. At a.m. peak time, the westbound left thru lane will become a defacto left-turn lane. The existing median was modified in recent years to eliminate this problem, yet this design reintroduces it. To effectively prohibit left turns into the easternmost driveway on Patterson Road, the median will have to be extended an additional 50 ft. beyond the driveway.

The petitioner will not depart from the original concept of using the general street system to provide vehicular circulation that should be provided on-site. Specifically, two accesses on Patterson Road - as a principal arterial - is unreasonable, even when restricted to limited movements. A redesign of the site could provide for separation of freight movements from customer traffic while minimizing impact to Patterson Road. In addition, there is no demonstrated need for the eastern most Wellington Avenue driveway to be two-way. Its primary function is to provide an outlet for freight vehicles, while any other use would be minor. As a one-way access, turning movements will be reduced and potential conflicts minimized.

Based on the revised plans and responses to comments, it is clear that the petitioner attempts, for the most part, to respond to all traffic engineering or other deficiency in order to ensure that there will be no technical arguments hindering approval of this application. Most individual traffic engineering measures proposed in this application (but not all), when evaluated individually, are probably acceptable mitigation measures. As a whole however, the proposed street improvements and on-site circulation plans are unacceptable and will result in nothing less an than intersection that will continually be congested, operate at an unacceptable level of service, with an equally unacceptable accident rate. As stated in the opening paragraph, the implications of this application are community-wide and must be considered in that context.

In sum, this application, as proposed, will be detrimental to the community=s transportation system and should be denied.

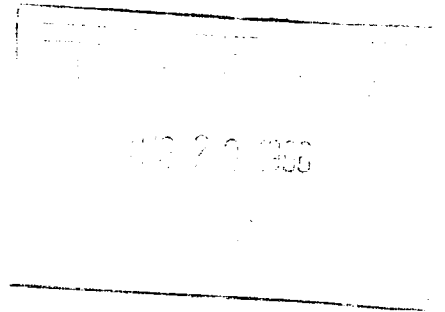
If you have any questions, please call me at 244-1830.

XC Cliff Davidson, RTPO Director
file..city market.wpd



Memorandum

To: Bill Nebeker,
Grand Junction Community Development
From: Ken Simms
Date: 08/18/97
Subject: City Market Store #144



Mesa County
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The importance of the intersection of 12th Street and Patterson Road cannot be overstated. **Patterson Road is the most important east/west arterial street in the urbanized area and 12th Street is the most important north/south arterial street.** If the community is to have a transportation system that allows motorists to travel across the urbanized area in a safe and efficient manner, it is important that developments such as the City Market store be located and designed in a manner that will not adversely impact Patterson Road, 12th Street, or any other arterial street.

Based on the current site design and access points, in combination with the traffic study, it is difficult to envision that this or any similar design could meet the dual goals of minimal impact to the arterial street system and yet provide adequate access to the site with the intensity of uses being proposed.

Is it reasonable to assume that the difference between a Volume/Capacity Ratio of 1.4 and 1.5 is a minimal impact as stated in the traffic study? If this were the only consideration, then perhaps so. However, other aspects of the traffic generated by this site are more difficult to quantify. For example:

- Can the increase in accidents due to weaving maneuvers across multiple lanes be related to the proposed development.
- Can a loss of capacity at the intersection due to such weaving maneuvers be effectively measured
- Can anyone determine the loss of business at neighboring commercial sites due to the increased congestion and travel times associated with this intersection after this development opens for business? When travel times increase on a street system, the effective market area for a business generally decreases.

To ensure the continued viability of the urban arterial street system, this proposed development should be denied.

*"Working towards a Total
Transportation Solution"*

Below are comments specific to the site plan and traffic study.

RV parking - 12th St. inbound works ok. However, based on AASHTO turn templates for SU and MH vehicles, the only possible egress point is via the main drive aisle where the additional width afforded by the fire lane can be utilized.

Fuel Tanks for Gas Station - Where will the fuel transport park? Based on the AASHTO turn template for a WB-50 Combination vehicle, the transport cannot park along the length of the pump island. If the transport parks alongside the fuel tanks, the entrance (A) will be blocked.

Is the 30" CMU wall at Drive A" measured from top of curb or near edge of pavement? For sight distance triangle, 30 inches is commonly the maximum height when measured from near edge of pavement.

Proposed lane widths on 12th Street. Why is the NB thru-lane proposed as 10 feet in width. Wherever possible, all lane widths need to meet City standards even if additional right-of-way is required.

Drive B:

From what direction will traffic approach Pharmacy drive-thru window? The original site plan showed an eastbound approach. The revised site plan does not indicate a direction. It would seem logical that a westbound approach is desired.

Inbound traffic turning left from the driveway to go to the gas pumps will conflict with the drive-thru pharmacy exiting traffic.

How will driveway queuing be affected by the interaction of pedestrians crossing the main drive aisle and inbound traffic from Patterson Road? Will the traffic queue block Patterson Road traffic in a manner similar to what occurs on the 32 Road Loop at Coronado Plaza? This must be analyzed.

What is the purpose of the wheelchair ramp on the northwest corner of the building? What is the destination of someone who uses it?

The throat of this entrance is too short. Access to the first (north) parking aisle needs to be closed.

Outbound Lefts are not truly prohibited by the median design on the plans.

The sight distance issue at Wellington Ave and 12th Street must be resolved. Colorado Revised Statute 42-4-114 should help resolve this issue.

Long Range Transportation Issues

What is the life of this store? 20, 30 - 50 Years? All right-of-way necessary to accommodate improvements to 12th Street and Patterson Road needs to be obtained now in order to keep the site from

being impacted by future improvements.

12th Street north of Patterson Road will eventually be widened to 5 Lanes. Any proposed improvements by the developer must be compatible with that eventuality.

Market area. I did not have a copy of any marketing study. Was one conducted? A marketing study would help determine the validity of the directional distribution of traffic used in the traffic study.

Has a capacity analysis been done to demonstrate that 5 driveways are required to adequately serve the proposed uses? 5 driveways seems excessive unless the traffic generation and distribution can justify so many access points. The traffic study does not indicate any need for this many access points.

All queuing analysis appears to have been done using only existing and existing plus site traffic. A queuing analysis needs to be performed using 2020 projected volumes. In the absence of such analysis, considering the approach volumes indicated in that year, the 12th street access and the Patterson Road access B would be severely impacted. In such a scenario, it would be to the benefit of the applicant to reconsider the site layout and design Driveways A and D as the primary access points into the site while eliminating Driveways B&C.

Even if the site were not redesigned, the 12th Street access appears to be redundant with no useful purpose that cannot be adequately handled by the Wellington Avenue Drive D.

What would be the impact(s) on 15th Street with only one access on Patterson Road, two accesses on Wellington Avenue and no access on 12th Street?

Based on projected volumes, additional right-of-way will be needed on Patterson Road Road to accommodate westbound dual left turns. Should some of this ROW be taken from the south side of F Road? Is it possible to accommodate 600+ left turns in the AM peak with dual lefts?

If dual left turns are installed, would this preclude the possibility of left turns out of Driveway B onto Patterson Road?



P. O. BOX 729, GRAND JUNCTION, CO 81502 (970) 244-1074
FAX (970) 255-0941
JOHN L. CALDWELL, DIRECTOR, REAL ESTATE

May 27, 1999

Bill Nebeker
Community Development Department
City of Grand Junction
250 North 5th Street
Grand Junction, Colorado 81501

Re: Proposed City Market store #144, 12th Street & Patterson Road

Dear Bill:

We are forwarding for your information and use under copy of this letter technical data regarding the following:

1. Comparative noise graphs comparing the amount of noise generated by the new Thermo King Whisper model trailer refrigeration units with previous conventional models. One graph illustrates noise levels at idle, and the other when running at high RPM under load. In each case, the noise level reduction is in the range of 10 decibels. As you may know, decibels are measured on a logarithmic scale, so that the amount of noise measured doubles every 10 decibels (i.e., 50 decibels is twice as loud as 40 decibels). We will commit to only using trailers with this new equipment for deliveries to the above referenced store.

2. Technical data regarding the sound attenuation panels which we added successfully to our Vail supermarket project in 1998, and which we propose to use along the open wall of the truck docks on the 12th & Patterson project, if we do not fully enclose those truck docks.

Certainly call at your convenience if you have questions regarding this information.

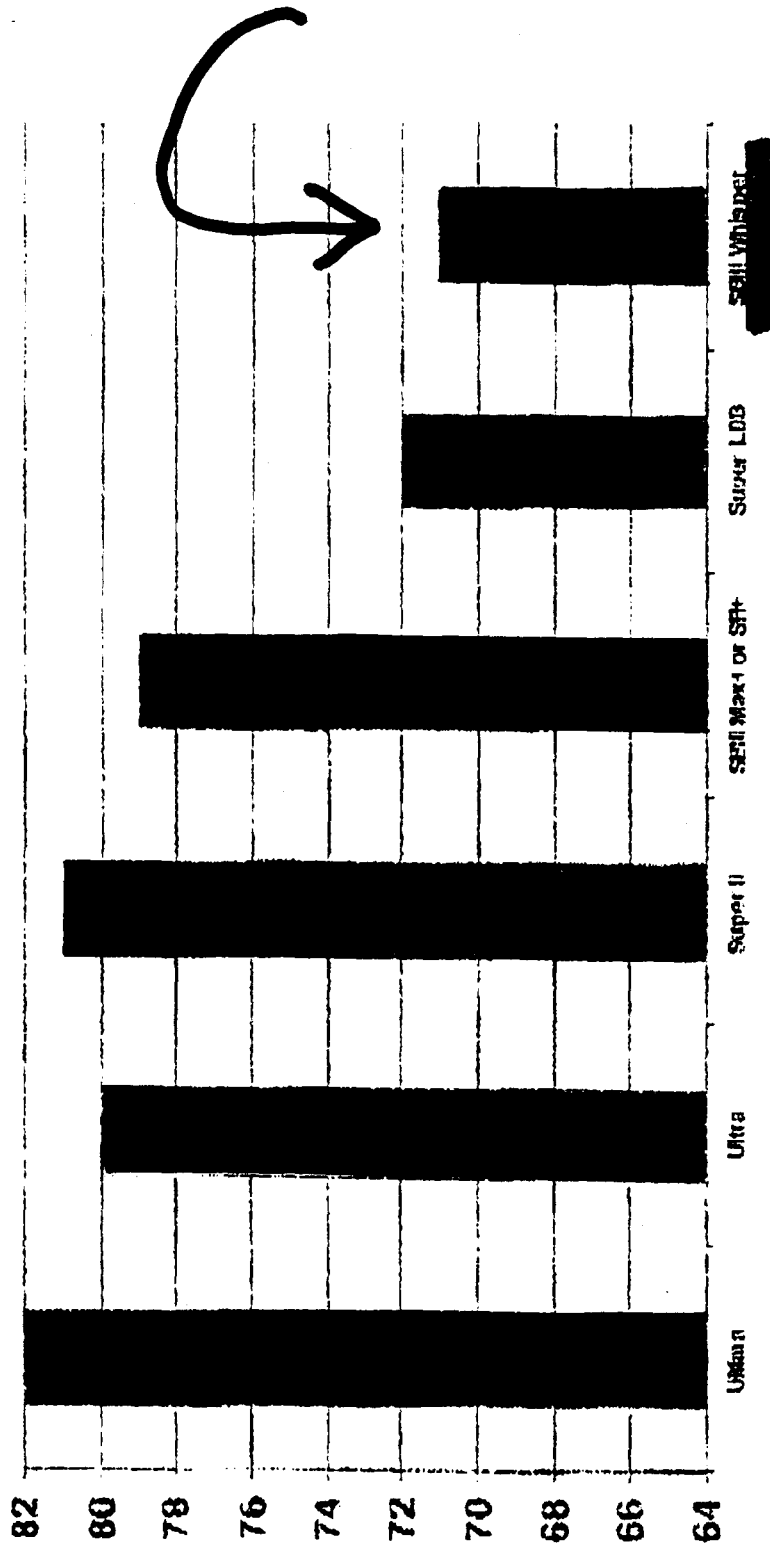
Very truly yours,

John L. Caldwell

cc: Store #144 City of GJ file
Tony Prinster
Mike Shunk
Jack Luster

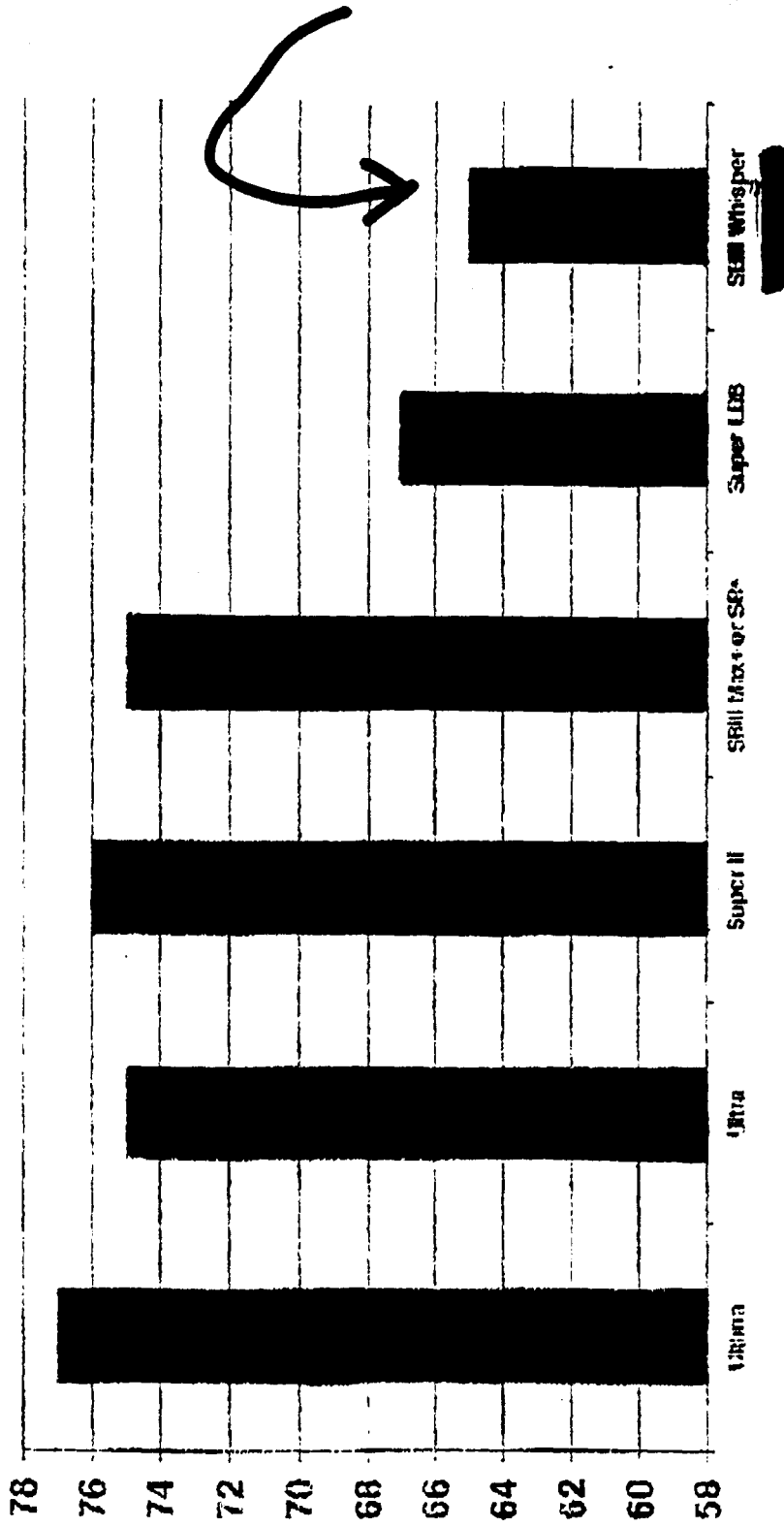
Noise (dBA) HIGH SPEED

THERMO-KING UNITS
UNDER LOAD



Noise (dBA) LOW SPEED

THERMO KING UNITS
AT IDLE



CITY MARKET, INC.
Agent for Dillon Real Estate Co., Inc., Owner
Responses to AGREEMENT FOR INTERIM JOINT PLAN CONSISTENCY REVIEW
AND PLAN AMENDMENT PROCESS FOR JOINT URBAN AREA PLAN,
received 4-7-99.

Following are Petitioner's responses to Interim Joint Plan Consistency Review and Plan Amendment Process For Joint Urban Area Plan, received 4-7-99. Per staff, Petitioner's response is requested for Paragraph D, line item number 4. Petitioner's responses follow item number 4 text below, in italics.

Paragraph D, Plan Amendment, Line item 4. The Parties shall only amend the Plan if they find that the amendment is consistent with the overall purpose and intent of the adopted Plan. Keeping in mind the broad legislative and other authorities of the parties to consider all relevant factors, the decision on whether or not to amend the Plan shall consider, at a minimum, if:

a) There was an error in the original Plan such that then existing facts, projects, or trends (that were reasonably foreseeable) were not accounted for;

There was no error in the original plan.

b) Events subsequent to the adoption of the Plan have invalidated the original premises and findings;

Proposed land use maps have been recently presented to the public. The Future Land Use Map of March 24, 1998, illustrates direct connection of commercial use property at this site to Wellington Avenue. However, the Proposed Zoning Map of March 16, 1998, illustrates no such direct connection of commercial use property at this site to Wellington Avenue. While Petitioner is not aware of final adoption of either, it appears that discrepancies exist which Petitioner's request for a map amendment would resolve.

c) The character and/or condition of the area has changed enough that the amendment is acceptable;

The character and/or condition of the area has changed enough that the amendment is acceptable. Since this site was zoned residential, the other 3 corners of the 12th & Patterson intersection have been redeveloped for commercial uses, including restaurants, strip centers, a bank and a funeral home. Traffic has grown immensely on both 12th & Patterson, to where each is one of the busiest streets in the community, and both are now classified by the city as principal arterial streets. For that reason, much of the site is illustrated on the Future Growth Map for future commercial use. In addition, the residential properties on this site have deteriorated significantly.

d) The change is consistent with the goals and polices of the Plan, including applicable special area, neighborhood and corridor plans;

Yes, see Petitioner's response of 4-2-99 to Community Development Department Review Comments SDR-1998-129 (based on December 14, 1998, Submittal) bullet items one on page 2, bullet item 2 on page 3, bullet item 3 on page 5, bullet item 4 on

page 7, bullet item 5 on page 8 and bullet item 8 on page 9 of Petitioner's response to staff comments.

e) Public and community facilities are adequate to serve the type and scope of land use proposed;

Yes, Petitioner believes that all necessary facilities are available.

f) An inadequate supply of suitable designated land is available in the community, as defined by the presiding body, to accommodate the proposed land use;

An adequate supply of commercial property may already exist in the overall community. However, supermarkets must be located in close proximity to customers, and to common travel patterns, to be successful ("successful" both in terms of financial success, and in terms of meeting the needs of the customer base). Thus, the question is more appropriately whether other suitably zoned sites of adequate size and location vis-a-vis the most popular traffic patterns exist in this area. Petitioner believes not.

g) The community or area, as defined by the presiding body, will derive benefits from the proposed amendment.

The community will benefit from the proposed amendment. There are significant traffic reduction benefits for the community as a whole by locating a modern state-of-the-art supermarket directly on two major arterials used daily by large numbers of citizens. For many residents living north of Patterson Road, this facility will offer a shortened trip (to and from the store) for such shopping. Since the average family visits the supermarket five times every month (compared to an average of two visits to a discount store per month, for example), such traffic benefits are larger than they would be for any other retail use at this location. Residential developers continually seek supermarket development near residential developments, evidencing the high value that today's consumers place on convenient and nearby shopping facilities for basic commodities. This is of course reinforced by the two to one favorable responses in Petitioner's survey of residents living in the general area of this project, and by the favorable tone of most of the written comment received by the City regarding the project.

There is also the issue of availability of a first class supermarket in this area of the community. Petitioner designs each of its new stores specifically for the tastes and needs of the community in which it is located, unlike other national supermarket chains which develop standardized stores for multiple locations. This custom design process enables Petitioner to offer sushi bars, new health food selections, expanded selection salad bars and other specialty features in the communities which respond favorably to them. Petitioner's newest stores generally have the widest selection of products and services of any of its competitors. This aggressive offering of selection and variety enhances the quality of life of its customers whenever such selection and variety would not be otherwise available. Petitioner's last new store in this community was built ten years ago, and in a part of town not convenient to most of the residents living near and driving past the proposed 12th & Patterson site.

Finally, there are benefits to portions of the community which are perhaps more localized than the above community-wide benefits, from the new employment opportunities for part-time workers living near this site, to enhanced customer traffic for nearby businesses and the improvement to the neighborhood of having this neglected site redeveloped into a first-class commercial project (including the additional property and other tax revenues generated therefrom). Nearby institutional entities have

responded favorably to this opportunity for their assisted living residents to have convenient shopping within convenient walking distance. In summary, the community benefits of this project are broader and more significant than could be anticipated from almost any other form of commercial development at this location.

CITY MARKET, INC.
Agent for Dillon Real Estate Co., Inc., Owner
Responses to Review Comments
City of Grand Junction Files SDR 1998-129 (based on April 2, 1999, Submittal)

Following are Petitioner's responses to Review Comments File Number SDR 1998-129 (based on April 2, 1999, Submittal). The Review Comments are listed herein in the same sequence as presented by staff with the response following each comment in shaded text.

City Market - Final Review

The attached comments are the final comments with the proposed City Market store at 12th and Patterson. Corrections to the plans do not have to be made prior to public hearing unless desired by you. All of these comments would have to be incorporated into final plans, if necessary, except as noted below.

Petitioner's response to comments are provided below.

1. Redlined plans from Jody Kliska need to be revised before construction. (Please return redlined plans).

- 12 of 18 (12th Street Striping & Sign Plan)
- 23 of 32 Striping and Sign Plan
- 13 of 18 (traffic signal design)

Attached design sheets 12/18, 23/32 and 13/18 are revised to reflect redlined comments and staff comments. Redlined plans are enclosed with these written responses as requested.

2. Trent Prall - City Utility Engineer provided the following comment:

Please identify the 6 inch fire line tap as well as a separate, 1-1/2 to 2 inch domestic water tap. Also note where the meter is to be placed. The meter pit for 1-1/2 to 2 inch meters requires an area roughly 3 feet by 5 feet. Meter will be placed by City Pipeline Maintenance crews. The tap and valve for the 6 inch fire line on the City's 20 inch line in Patterson will also be set by City crews, however the contractor is responsible for extension after the valve.

Design sheet 5/32 and applicable design sheets are revised to reflect a 2" domestic water line as well as the 6" fire line from the 20" water main on Patterson Road. The meter pit for the 2" line is located just south of the Patterson Road sidewalk and just west of the far east access point to the site from Patterson Road.

3. Written comments from Kerrie Ashbeck (attached)

Responses to Kerrie Ashbeck's comments are provided on following pages.

4. Fire Dept. Comments:

- A. The access road from Wellington to the southeast corner of the site has been narrowed to 16' wide. This must be at least 20' wide and the left turning path from this drive to the parking area south of the building must accommodate an emergency vehicle with a minimum inside turn radius of 33' and an outside radius of 48'.

Per subsequent review with the Fire Department, it is satisfactory for the access road to be 16' wide from flow-line to flow-line. In the revised plans this driveway is 16' wide and the turning path to the parking area south of the building will accommodate an emergency vehicle with the turning radius described above.

B. The two-way entrance from Wellington is wide enough, but again the right turn path into the parking area south of the building will not accommodate our minimum turn radius for emergency vehicles because it has been reconfigured from the original plan.

The right turn path into the parking area south of the building has been redesigned in the revised plans to accommodate the minimum turn radius for emergency vehicles.

C. The entrance from Patterson with the median has been reconfigured so that the exit onto Patterson is now about 14' wide. This needs to be increased to 20' and the median and curbing fronting Patterson redesigned so a 35' long fire truck can turn right onto Patterson without driving over the median or curb - again they should use the 33' and 48' turn radius as a guide.

Note from Bill: After discussing these comments with Hank Masterson he agreed that a 16 foot wide driveway is acceptable, as long as the turning radii are incorporated into the design where called for.

The exit lane at the entrance on Patterson is revised from 14' to 16' wide in the revised plans. A 35' long fire truck can turn right onto Patterson without driving over the median or curb using the 33' and 48' turn radius as a guide.

5. Community Development Comments:

No further comments, except for the following concerns.

A. Right turn movements into pharmacy drive through. Can a passenger car make this turning movement in the area provided without hindering other traffic?

Yes.

B. See redlined plan for other concern.

The landscape island configuration near the north/south aisle in the parking lot just west of the main Patterson Road access has been reconfigured per staff's request to allow left turn movement into the east/west drive aisle.

6. Scheduling:

On or before May 10th a hearing date will be scheduled for this item. (Possible dates are May 18, 25 or 27).

A tentative hearing date of May 27th has been provided to Petitioner by staff.

Revisions to these plans, if desired, must be submitted by 5/11/99.

Executed easements for off-site work/right-of-way must be submitted by 5/11/99 to be scheduled for the hearing.

Attached are copies of executed temporary construction easement agreements and an option to purchase real property in connection with off-site improvements. Also attached is a non-executed copy of the temporary construction easement agreement offered to the owner of the Arrowhead Real Estate parcel. Per staff, the temporary construction easement at the Arrowhead Real Estate parcel is not required in order for Petitioner to proceed with the hearing or construction of this project. Petitioner did meet with this property owner to review the easement, in which meeting the property owner found it satisfactory for the right-of-way improvements to be constructed as designed without blending of grades on his property.

General:

1. Please submit the engineer's cost estimate of the developer's portion of the sidewalk construction on Wellington Avenue for City review.

Per subsequent review with staff, it is not necessary to provide such estimate at this time. Petitioner is waiting on the City to provide data and Petitioner will be working with the City to establish this cost.

2. The Engineering Department has not received new copies of the final drainage report. The response to comments notes the minor changes requested in the previous comments have been completed. Please provide three copies of the final drainage report signed and sealed by the engineer with the current date on the cover. Final copies will be placed in the Engineering and Community Development files and one will be signed by the City and returned to the applicant for their records.

Attached are three (3) copies of the final drainage report signed and sealed by the engineer with the current date on the cover.

3. The City Transportation Engineer has reviewed and commented on all of the striping and signal plans. Please see the redlined plans for comments.

The striping and signal plan are revised to reflect City Transportation Engineer comments.

4. It is understood from the response to comments that the applicant is working on obtaining the deeds and/or executed agreements for dedication of all off-site rights-of-way and easements necessary for construction of the improvements as shown on the plans.

Attached are copies of executed temporary construction easement agreements and an option to purchase real property in connection with off-site improvements.

Plan Set:

1. On the final plan sets, please include the current date of preparation on the title sheet.

The cover sheet of the revised plan set provides the current date.

2. The new plan sets do show the existing driveways opposite the site as Staff had requested. The plans now show that the east end of the median on Patterson Road ends about half-way into the easternmost driveway shown on the north side of Patterson Road. This configuration makes it difficult and unsafe for the driveway to function as full movement. If the median is pulled back to the west, it becomes more likely that vehicles may try to make a left turn out of the easternmost City Market driveway, especially during non-peak times.

Design sheet 5 is revised to illustrate that a second driveway exists on the east side of this property described above. Per Staff's request, the east end of the Patterson Road median is extended to east so that the east end of the median is in alignment with the eastern edge of the west driveway on the property described above.

3. There are still some concerns over the operation of the drive-through pharmacy area and the main drive aisle off of Patterson Road. The City's TEDS manual does not have specific stacking requirements for a drive-through pharmacy window. However, Section 5.4.2 Table 4 does specify three spaces per window (measured from the pick-up window) for drive-in liquor stores and drive-in dry cleaners, which are comparable uses in terms of anticipated volume/demand. Does City Market have any data on anticipated stacking needs for the drive-through pharmacy window? Staff wants to ensure the stacking from the window does not conflict with the free-flow of vehicles in the main drive aisle entering off of Patterson Road. Also, since the pick-up window is proposed to be on the opposite side of the vehicle from the driver and since drivers are accustomed to approaching pick-up windows so the window is on the driver's side, how will the proposed circulation to the window be enforced?
 - (a) As previously reviewed by Petitioner with Staff, stacking for 3 vehicles at the pharmacy drive-thru would be sufficient for the reasons noted above. Additionally, Staff expressed this was the required stacking for the recently approved Rite Aide in Grand Junction. The City Market pharmacy drive-thru lane provides stacking distance for one vehicle at the window and three (3) vehicles in line. Petitioner finds such stacking to be adequate for the following; (i) City Market has only one drive-thru pharmacy in operation at the present time. This facility has been open for about 6 months and operates with an average stacking of one vehicle, with occasional 2 vehicles. (ii) Our sister company, Dillon Stores, has operated drive-thru pharmacies for a longer period of time. A Dillon store with similar pharmacy customer volume has an average vehicle stacking of 3. This Dillon pharmacy drive-thru has been in operation for over 10 years.
 - (b) Additional pavement markings are provided in the revised site striping plan. The markings note "One Way Only" on the west end of the drive-thru and "Do Not Enter, One Way" on the east end of the drive-thru.
4. The plans show a landscape island configuration for a right turn only from the north south aisle into the east-west aisle in the parking lot west of the main Patterson Road access. It is suggested that the drive aisle/landscape island to the west of the entrance off Patterson be reconfigured to allow left turns out into the east-west aisle. The landscape islands are reconfigured in the revised plans to allow left turns into the east/west aisle.
5. It is noted in the response to comments and shown on the plans that the developer will be removing the substandard sidewalk adjacent to the Arrowhead Real Estate property and reconstructing the sidewalk and driveways to current standards as was requested by the City. If the northernmost driveway into Arrowhead Real Estate is not being used by the property owner, that driveway should be removed and replaced with standard curb, gutter and sidewalk.

Both driveways to the west of Arrowhead Real Estate are illustrated by Petitioner in the design plans as Petitioner does not wish to impact private property. Staff agreed that it is satisfactory to illustrate both driveways to the west of Arrowhead Real Estate and that any request to delete the northern driveway would occur between the City and the

private property owner. Petitioner believes that the property owner may wish to use this northern driveway.

6. It is noted in the response to comments that the storm sewer in the public r.o.w. will be constructed to City specifications and standards. Please note this on the plan sheets showing the storm sewer construction, in particular the profile of the storm sewer proposed in the Wellington Avenue r.o.w.

This note is provided in the revised plan set sheet 10/32 and other applicable design sheets.

7. Sheet 5 of 18 notes the sidewalk and driveway reconstruction along the Arrowhead Real Estate site. Please show the new driveway reconstruction. Also, there is a note with a leader to "match existing". Is this intended to indicate to match grade at the r.o.w. line or is it a note left from the previous plans which did not show reconstruction of this sidewalk?

The driveway reconstruction is illustrated in the revised plan. The note of "match existing" was left over from a previous plan and has been deleted from the revised plan set.

8. Sheet 10 and 16 of 18 need a reference to Sheet 20 for the storm sewer profile of the pipe to be installed in the Wellington Avenue r.o.w. On Sheet 20, please note that the PVC pipe must meet City specs and be installed to City standards.

Sheets 10 and 16 of 32 provide such reference to Sheet 20. Sheet 20 is revised to note that PVC must meet City specifications and be installed to City standards.

9. Please include sheets G1, G3 and G4 in the plan set (Sheet G2 is already in the set). They are useful for reference on the landscape reconstruction work to be completed with the street improvements. On sheet 5 of 18 note #12 please reference the plan sheet that contains the information noted.

Design sheets previously noted as Exhibits G1, G3 and G4 are incorporated into the plan set. A reference is provided for note #12 of design sheet 5 of 18.

10. Sheet 7/18 - at station 55+04.47, is it possible to adjust the centerline to flatten the cross-slope to less than 4%?

The grade was erroneously listed as 4%. It is actually 3.4%.

CITY MARKET, INC.
Agent for Dillon Real Estate Co., Inc., Owner
Responses to Review Comments
City of Grand Junction Files SDR 1998-129 (based on December 14, 1998, Submittal)

Following are Petitioner's responses to Review Comments File Number SDR-1998-129 (based on December 14, 1998, Submittal). The Review Comments are listed herein in the same sequence as presented by staff with the response following each comment in shaded text.

COMMUNITY DEVELOPMENT DEPARTMENT REVIEW COMMENTS SDR-1998-129 City Market- (based on December 14, 1998 Submittal) January 15, 1999

General :

It is our understanding that the December 14, 1998, plan set submitted for our review contained a number of drawings (primarily related to street improvements) which were incomplete or had not been submitted as part of the plan set. Please be advised that comments on new information/plans supplied with the next submittal should be expected. Also, we will be commenting on new information and/or clarifications of information requested on the December 14th plan set.

Revised 12th Street design plans with additional details were provided to staff on January 26, 1999.

The City Council is presently considering a Joint Plan Amendment and Consistency Review process with Mesa County for development proposals, like City Market, which require a Growth Plan Amendment. We expect that the Amendment process will be adopted by City Council sometime in February. Based on previous City Council direction on other projects requesting a Growth Plan Amendment, this project may not be able to move forward to hearing until the Plan Amendment process is adopted. Additional information may need to be prepared by the applicant for this project to proceed to hearing. Attached please find a copy of the latest draft of the Joint Plan Amendment and Consistency Review process. Once the process is in place, we can meet to give you direction on how to proceed.

Staff subsequently informed Petitioner that, since the Joint Plan Amendment and Consistency Review process only affect a portion of the site, this must logically be combined with the complete project presentation by Petitioner, and therefore should not delay Petitioner's applications for a growth plan amendment and for rezone of this site to proposed B-3 zoning.

The Site Specific Development Plan cannot be scheduled for a hearing until 1) complete plans, drawings and information is submitted addressing the attached review comments, and 2) staff has reviewed the submitted materials and is satisfied that they are complete. The Site Specific Development Plan (SSDP) review of this project, chosen by the petitioner, requires a level of detail on plans and drawings that are equal to a construction plan set (as required in our Site Plan Review process). Again, be advised that additional review time may be required for staff to respond to your response to these comments because we'll be reviewing some materials for the first time.

Petitioner met with staff on several occasions between the date of receiving these review comments and the date of re-submittal of plans to aid in reducing review time of the revised plans.

Design changes to the site plan cannot ameliorate or pacify the impacts we believe this development will have on the surrounding neighborhood and street system. The applicant should note that regardless of the technical changes made to the site plan, staff remains

opposed to this store at this location due to impacts previously detailed, including: Petitioner requested, shortly after receiving these comments, additional clarification from staff for the following eight bullet items, as these broad statements do not clearly specify staff's concerns. Staff verbally agreed to provide such clarification, but did not do so. Petitioner's responses to these bullet items therefore are exhaustive, to insure that whatever Staff's concerns were, they are addressed herein.

Inconsistent with Patterson Road Corridor guidelines

Petitioner suggests that the proposed supermarket project at this location is consistent with the Patterson Road Corridor Guidelines, and each of the 14 General guidelines is addressed as follows:

- (a) Petitioner has worked with Staff on this site plan for nearly a year, incorporating many Staff suggestions into the design. Petitioner is unaware of further site plan changes which Staff might wish to incorporate. Furthermore, Petitioner has agreed that this application will be converted to a Planned Development at the time of approval.
- (b) Petitioner's plans provide the necessary right-of-way and improvements guarantee to the assist the City in the capital improvements adjacent to the site.
- (c) Petitioner's plan provides an area of transition between residential and business uses by providing open space, landscaping and CMU walls as buffers between the commercial and residential uses. Petitioner acquired additional property along the southern edge of the site in part to improve this buffering and designed the site to provide more than required landscaped space between the southern edge of the parking lot and the public street. This site design provides substantially more separation of uses than is provided for on either the existing or the proposed new Growth Plan Maps.
- (d) This site is planned to mitigate effects of traffic, parking, lighting and noise for existing neighborhoods by providing: (i) multiple access points to disperse traffic; (ii) providing more than required on-site parking; (iii) lighting designed to produce near zero foot candle rating on property lines near residential neighbors; (iv) more than required setback at the rear of the supermarket; (v) either a full side wall for the truck docks or a system of sound attenuation panels designed by an acoustical engineer to suspend from the roof beside the truck dock and designed to mitigate at least 50% of the vehicle and trailer refrigeration noises. The back of the supermarket is the quietest area on the site since it creates little traffic and the bulk of the building will shield the adjacent residential development from noise and activity on 12th Street and in the new parking lot (unlike today, where part of the noise at that development originates on 12th Street.); and (vi) a 9' high block wall, not the required 6' fence, between the uses along a portion of the eastern property line.
- (e) The site is planned with access points from every adjacent street. However, these cannot be *preferred* access points over Patterson Road access points, because of similar traffic burdens on 12th Street and of Petitioner's reluctance to accept significant traffic impacts on Wellington Avenue.
- (f) The access points on Patterson Road are deliberately not consolidated to allow the desirable separation of customer traffic from heavy truck traffic. There is no future development potential to plan for at this site. There are no significant access points to align with on the opposite side of Patterson Road.
- (g) Traffic medians are designed to control turning movements for access points near intersections.
- (h) Access points do provide clear sight distances.
- (i) Perimeter and interior sidewalks are provided for pedestrian safety and to accommodate pedestrian use along Patterson Road and around the project.
- (j) The proposed development provides ample setback for the structures. Landscape

buffers are designed all around the project.

- (k) On-site detention is provided, which will allow less than the historic runoff from the property.
- (l) Neighborhood meetings have been held.
- (m) Utility needs for the proposed site have been reviewed with the appropriate providers. Adequate facilities exist for the proposed use of the site.

Regarding the specific Patterson Road guidelines for First Street to Fifteenth Street, Petitioner responds as follows:

1. These Specific Guidelines state that residential development should be protected and low volume business and medical oriented development should be considered. The guidelines do *not* state that other types of development are to be prohibited. Petitioner suggests that supermarkets are customarily considered a residential-friendly use which is commonly proximate to residential development, and that approval of a supermarket is not adverse to the existing partially-residential nature of the area.
2. Few citizens can honestly argue that the nature of the 12th Street and Patterson Road intersection has not changed in the ten years since these Guidelines were adopted, especially in terms of the increased traffic volumes now characterizing this location, and in fact along this entire First Street to Fifteenth Street section of Patterson Road. Petitioner suggests that it reflects substantially better community planning to locate a neighborhood-oriented facility such as a supermarket directly adjacent to such traffic patterns, where much of the traffic becomes stop-in trips requiring no additional trips to the supermarket, than to locate it elsewhere and thus require customers to make special trips to another location.
3. The area where the project intrudes into an area not designated for commercial development is designed to be primarily additional open space and buffering, which Petitioner suggests is an improvement over the available alternatives.
4. The Guidelines also state that aggregation of smaller parcels should be encouraged in this area, and this project directly accomplishes that goal.
5. The neighborhood meetings suggested when encroachment into residential areas occurs have occurred, even though such encroachment was for buffering purposes.

Inconsistent with Growth Plan goals and policies, particularly those pertaining to protecting existing neighborhoods and maintaining the integrity of the Valley-wide transportation system.

Petitioner requested specific identification of the goals and policies of concern. Although staff agreed to provide that information, it did not do so. Accordingly, Petitioner responds as follows in its best effort to address these issues: Since Petitioner has described its general compliance with the Growth Plan in responses to previous comments after previous submittals, these responses will specifically address protection of existing neighborhoods and integrity of the Valley-wide transportation system:

- (a) Goal #10 of the Goals, Policies and Implementation Section of the Future Land Use Plan of October, 1996, discusses retaining valued characteristics of different neighborhoods within the community. Policies 10.1 through 10.4 under this Goal encourage investments that contribute to stable residential areas and redevelopment of transitional areas in accordance with the Future Land Use Map, considering the needs of individual neighborhoods, recognizing the value of distinctions between neighborhoods and allowing design variety consistent therewith, and encouraging designs which enhance the sense of neighborhood. Petitioner suggests that the entire area to be redeveloped in this project is in fact an area in transition, most of which is:

already recognized as such on the Land Use Map. The portion that was not so recognized is designed in this project for use as a more desirable buffer between differing uses than either required by city development codes, or contemplated by the mid-block division of future uses reflected in the Land Use Map. A mix of uses surrounds this site, from commercial to the northwest and west to mixed commercial and residential on the north to multi-family residential on the east and single and multi-family residential and institutional on the south. In other words, the neighborhood is today a broad mix of uses, into which the proposed neighborhood supermarket should fit with little if any significant change in neighborhood character. Accordingly, Petitioner sees little if any conflict between the Policies under Goal #10 and this project as designed.

- (b) Goal #11 is to promote stable neighborhoods and land use compatibility throughout the community. Policies 11.1 through 11.3 encourage physical separation, buffering, screening and other techniques to protect from the impacts of adjacent differing uses, seeks to limit the encroachment of commercial activity into *stable* residential neighborhoods, prohibits new commercial development in areas designated for residential development unless part of a planned development, and discusses the appropriate development of multi-family units. Petitioner has described above the significant physical separation, buffering and screening designed into various portions of this project to mitigate impacts on neighbors. Petitioner strongly suggests that the existing residential use of this entire site has been in decline, as evidenced by the poor physical condition of the structures, fences and other improvements, by the police action required for this locale in recent years and by the increasing numbers of owners on this block willing to sell and move elsewhere (such was not the case when Smith's Food and Drug attempted to develop at this location a decade ago). Thus, Petitioner strongly suggests that this has in recent years become an *unstable* neighborhood for which the Land Use Map should be adjusted, and redevelopment encouraged. In addition, Petitioner reads the above Policy 11.2 to apply to new commercial development in areas designated for residential development - this area was developed *long* ago, has not for years been available for residential *development*, and in fact would not be considered by most residential developers as attractive for residential *development*. Petitioner suggests that there is a world of difference between a historically residential area in recent decline and "...areas designated for residential development." After a year of negotiation and modification of the site design with Staff, Petitioner is unaware of further changes Staff would make to the site design if this project were now in a planned development. Finally, to restrict the future development of this site to the design approved, Petitioner has agreed that the final approval shall be in the form of a planned development approval. Thus, Petitioner suggests that the essence of the Policies under Goal #11 have been achieved.
- (c) Goal #12 is to enhance the ability of neighborhood centers to compatibly serve the neighborhoods in which they are located. Policies 12.1 through 12.3 encourage the retention of small scale neighborhood commercial centers that provide retail and service opportunities in a manner compatible with surrounding neighborhoods, limit the development of large scale retail and service centers to locations with direct access to arterial roads within commercial nodes shown on the Future Land Use Map and protect *stable* residential neighborhoods from encroachment of incompatible development. Petitioner suggests that one supermarket of the most common size constructed in metropolitan areas today, with no pads for supplemental development, *is* a neighborhood commercial facility - in fact, in some communities, the zone classification for supermarkets is even *named* "neighborhood commercial". It seems incongruous to Petitioner that a "neighborhood commercial center" of 60,000 square feet, comprised of

multiple small retail shops, could be acceptable in the neighborhood commercial centers designated on the Future Land Use Map, but that staff would classify one 60,000 sq. ft. supermarket with *departments* for floral, deli, pharmacy, video, meat, one-hour photo, bank, shipping services and other services and products as *not* the same thing. This site certainly meets the requirement that it have direct access to arterial roads. Thus, Petitioner concludes that this project is effectively also in compliance with the policies of this Goal #12.

- (d) Petitioner finds that Goals #23 and #24 address transportation. Goal #23 is to foster a well-balanced transportation system that supports the use of a variety of modes of transportation, including automobile, local transit, pedestrian and bicycle use. Policies 23.1 through 23.11 deal with classification of streets, the requirement that new development provide transportation improvements consistent with the Major Street Plan, that a "C" or better level of service be maintained on streets, that the City and County consult with the metropolitan planning organization and maintain ten year CIPs, that they will require use of side streets and shared driveways to minimize arterial street access points, that they encourage development patterns which minimize road construction and maintenance costs, that they require vehicular and pedestrian connections between adjacent projects, that they work with community employers and develop a coordinated trails system and continue to work towards mass transit. Petitioner finds that many of these Policies are not relevant to this project. Of the ones which are, Petitioner has responded previously above regarding access points onto the adjacent arterial roads, and Petitioner suggests that the streets improvements in this project *are* consistent with the Major Street Plan, that a "C" or better level of service (using the Future Land Use Plan definition of level of service) is provided (in fact, the levels of service on adjacent arterials are better after the improvements and the project are built than they are today), and that all vehicular, bike and pedestrian connections requested by Staff have been provided. Petitioner thus concludes that the intent of Goal #23 is satisfied.
- (e) Goal #24 is to develop and maintain a street system which effectively moves traffic throughout the community, and Policies #24.1 and 24.2 require coordination of construction and funding of road improvements with the State, and state that when improving existing streets which pass through residential neighborhoods, the City will balance the desires of residents with the need to maintain safe and efficient traffic movement, and that the *City* will provide enhanced streetscaping along street projects passing through existing neighborhoods. To Petitioner's knowledge, no State funding has been solicited or offered, so Policy #24.1 appears not relevant. Petitioner suggests that the desires of residents have been carefully incorporated into the final project street improvements design, and that each modification requested by the Public Works Department for safe and efficient movement of traffic around the project has been incorporated. Petitioner has met the requests for streetscaping along the street frontages of the project, and is unaware of City plans to provide additional streetscaping as described in Policy 24.2.

To the extent that these staff comments are described in more detail in the comments by department, Petitioner will respond in such detail.

In summary, Petitioner finds no inconsistencies with Growth Plan goals and policies regarding protection of existing neighborhoods or maintenance of the valley-wide transportation system.

The project does not meet the criteria for a rezoning in Section 4-4-4 of the Zoning and

Development Code

Each criteria of Section 4-4-4, and Petitioner's response, are:

A. Was the existing zone an error at the time of adoption?

No.

B. Has there been a change of character in the area due to installation of public facilities, other zone changes, new growth trends, deterioration, development transitions, etc.?

Yes. Since this site was zoned residential, the other 3 corners of the 12th & Patterson intersection have been redeveloped for commercial uses, including restaurants, strip centers, a bank and a funeral home. Traffic has grown immensely on both 12th & Patterson, to where each is one of the busiest streets in the community, and both are now classified by the city as principal arterial streets. For that reason, much of the site is illustrated on the Future Growth Map for future commercial use. In addition, the residential properties on this site have deteriorated significantly, as described previously above.

C. Is there an area of community need for the proposed rezone?

Yes. Petitioner's survey of the immediate *commercial* neighbors revealed a high level of support for the project (these constitute 50% of the neighbors). Petitioner's survey of the immediate *residential* neighbors revealed approximately a 50/50 split. However, the survey of residents located more than one block from the project revealed approximately 2 out of 3 in favor. Finally, all three *institutional* facilities in the neighborhood support the project. The most commonly received comment was that this site is a community eyesore and quality commercial redevelopment such as Petitioner is proposing would be a substantial improvement.

D. Is the proposed rezone compatible with the surrounding area or will there be adverse impacts?

Yes, it is compatible. The existing uses on all other corners of this intersection, and the arterial high-traffic streets forming this intersection, make this site an anomaly because it is *not* part of what is in reality a significant commercial node in the community. In addition, single family and multi-family and commercial and institutional uses are thoroughly mixed along both the 12th Street corridor south of Patterson, and along the Patterson corridor in both directions from the site. This proposed neighborhood commercial supermarket use is very compatible with the surrounding area.

No sizable project is without impacts. However, Petitioner has dedicated valuable property to open space and buffering, is requesting no variation or exemption from the landscape requirements, is providing full on site parking and drainage that will hold storm water discharge below historic runoff levels, has limited the uses to the supermarket and fueling station only, and has designed significant traffic improvements that will result in better levels of service on the adjacent arterial streets than exist today. Thus, Petitioner suggests that the impacts have been mitigated to the extent reasonably practical.

E. Will there be benefits derived by the community, or area, by granting the proposed rezone?

Yes. There are significant traffic reduction benefits for the community as a whole by locating a modern state-of-the-art supermarket directly on two major arterials used daily by large numbers of citizens. For many residents living north of Patterson Road, this facility will offer a shortened trip (to and from the store) for such shopping. Since the average family visits the supermarket five times every month (compared to an average of two visits to a discount store per month, for example), such traffic benefits are larger than they would be for any other retail use at this location. Residential developers continually seek supermarket development near residential developments, evidencing

the high value that today's consumers place on convenient and nearby shopping facilities for basic commodities. This is of course reinforced by the two to one favorable responses in Petitioner's survey of residents living in the general area of this project, and by the favorable tone of most of the written comment received by the City regarding the project.

There is also the issue of availability of a first class supermarket in this area of the community. Petitioner designs each of its new stores specifically for the tastes and needs of the community in which it is located, unlike other national supermarket chains which develop standardized stores for multiple locations. This custom design process enables Petitioner to offer sushi bars, new health food selections, expanded selection salad bars and other specialty features in the communities which respond favorably to them. Petitioner's newest stores generally have the widest selection of products and services of any of its competitors. This aggressive offering of selection and variety enhances the quality of life of its customers whenever such selection and variety would not be otherwise available. Petitioner's last new store in this community was built ten years ago, and in a part of town not convenient to most of the residents living near and driving past the proposed 12th & Patterson site.

Finally, there are benefits to portions of the community which are perhaps more localized than the above community-wide benefits, from the new employment opportunities for part-time workers living near this site, to enhanced customer traffic for nearby businesses and the improvement to the neighborhood of having this neglected site redeveloped into a first-class commercial project (including the additional property and other tax revenues generated therefrom). Nearby institutional entities have responded favorably to this opportunity for their assisted living residents to have convenient shopping within convenient walking distance. In summary, the community benefits of this project are broader and more significant than could be anticipated from almost any other form of commercial development at this location.

F. Is the proposal in conformance with the policies, intents and requirements of this Code, with the City Master Plan (Comprehensive Plan) and other adopted plans and policies?

In summary, yes. Staff has raised many issues and required extensive mitigation of impacts, and may not agree that all concerns are fully satisfied. Petitioner suggests, however, that for a sizable project proposed as *redevelopment* in a heavily populated portion of the community (as opposed to a new project on undeveloped property), the proposed mitigation is reasonable and in many instances more than the minimums which might be required.

G. Are adequate facilities available to serve development for the type and scope suggested by the proposed zone. If utilities are not available, could they be reasonably extended?

Yes. Petitioner believes that all necessary facilities are available.

Inconsistent with the functional design and use of Patterson Road as major transportation corridor rather than as commercial access corridor

Petitioner disagrees, as follows:

A. Neither the Zoning and Development Code nor the Future Land Use Plan suggest that Patterson Road should be designed as a limited access freeway. Both recognize that this road does and will continue to have frequent mid-block residential, commercial and other access points throughout its length, and even the speed limits used on Patterson Road are those appropriate to roads with multiple access points. Furthermore, similar developments have already been approved at other locations along Patterson Road (such as the Safeway at 29 Road). Exhibit

V.11 Functional Street Classes of the Future Land Use Plan says that access to principal arterials shall be "tightly controlled," not prohibited. Petitioner has included in this project design every significant Staff recommendation, from left turn lanes to limitations on left turn exiting to dedication of additional right-of-way to increased internal site stacking distances, specifically to meet this "tightly controlled" access guideline. Residents will not find it convenient to be forced further from their most common travel paths if high frequency uses are barred from Patterson Road. And, such additional routing of large amounts of traffic is an inefficient use of both energy and the public street system.

- B. Neither the Zoning and Development Code nor the Future Land Use Plan suggest that any specific type of commercial development should be *prohibited* along Patterson Road. In fact, in a meeting with Dave Tontolli, then City of Grand Junction Traffic Engineer in May, 1993, regarding another prospective Patterson Road site a few blocks from this one, Mr. Tontolli explained to Petitioner that Patterson Road had been widened and its capacity substantially increased specifically to serve the high volume businesses that might then be located on it. Petitioner suggests that the concept of prohibiting high volume uses along busy arterials is neither logical nor in the public interest.

Inconsistent with the functional design and use of 12th Street as major transportation corridor rather than as commercial access corridor.

Petitioner's response to this Staff comment is the same as its response regarding Patterson Road immediately above, with the exception that, since the City has not increased the capacity of 12th Street as it has already done for Patterson Road, Petitioner has already expended some \$50,000 to design substantial expansion of 12th Street as part of this application. It is Petitioner's understanding that the Public Works Department staff is now satisfied with these 12th Street improvements as designed, recognizing that, even with the additional traffic from this project, 12th Street will function at a better level of service after it is improved and the project is built than it now does.

The change in character of Wellington Ave. from residential to commercial including a loss of on-street parking.

Upon subsequent review with staff it has been determined that no loss of on-street parking on Wellington Avenue will occur. Furthermore, the negative commercial impacts to Wellington Avenue will be minimal, as follow:

- A. The total projected traffic on Wellington, including traffic from the project, is very close to the point where a Local street (as defined in the Future Land Use Plan) becomes a Residential Collector street. Thus, these traffic volumes are not uncommon in residential areas and, in fact, much higher traffic volumes occur in many areas of primarily residential use. Petitioner concludes that traffic volume on Wellington, even after the project is constructed and the volume increases, is not an unacceptable impact on the neighborhood.
- B. On average, fewer than one-half dozen heavy trucks will exit the project via the western half of Wellington every 24 hours. However, Petitioner designed the project so that these trucks enter the site from the opposite side of the project; so these exiting maneuvers are only one-way trips. This low volume of trucks is similar to the existing traffic patterns on many streets adjoining primarily residential areas, and Petitioner again concludes that this is not an unacceptable impact. Furthermore, such trucks will normally never have reason to stop or linger on Wellington, since they will load/unload at docks deep inside the project, and only use Wellington for a

couple hundred yards of their exit route. Finally, Petitioner has agreed that no truck traffic will normally be scheduled for this store between midnight and 5:00 a.m.

- C. The streetscape of this project along Wellington Avenue will not be that of a commercial facility - it will be primarily landscaped open areas, with two vehicle access points. Petitioner also offered to build tall screening walls in this area, but Staff concluded that these would be less attractive than the current design, and Petitioner agreed.
- D. Petitioner has worked diligently to *improve* the Wellington Avenue neighborhood with this project, including reducing stormwater drainage discharge onto Wellington from historic levels, rebuilding the north half of the street from 12th Street to the east edge of the project (mid-block), removing the dilapidated homes and ancillary structures previously located on the north side of the street, removing the underbrush and unchecked volunteer rough tree and bush growth from the areas between homes, converting the open ditch irrigation system into a piped system on the site, and using most of the frontage on Wellington for open space buffer area and stormwater detention.

In summary, Petitioner suggests that this project provides at least as much positive improvement for Wellington Avenue as it does negative impacts, and that the sum of those changes does not render Wellington unacceptable for its residential function.

- Traffic impacts on Wellington Ave. from site-generated traffic.

The site design provides multiple access points on 12th Street, Patterson Road and Wellington Avenue in order to disperse site traffic. Petitioner originally submitted plans with full movement access on Patterson Road to encourage maximum use of that access point, and minimum use of Wellington Avenue access. Multiple traffic engineers engaged by Petitioner and approved by the City found full movement access at Patterson Road to be satisfactory. Staff, however, disagreed with those conclusions, and required additional limitations on movements at the access point on Patterson Road. This design choice forced more traffic onto Wellington. As described in response to the bullet point immediately above, even with this increase in traffic volume, the projected volumes on Wellington Avenue are modest and acceptable, even in residential areas.

- Encroachment of commercial uses into established residential neighborhoods.

The Future Land Use Plan Goals, Policies and Implementation of October 2, 1996 addresses encroachment of commercial uses into *stable* residential neighborhoods, and does not discuss encroachment into *established* residential neighborhoods. Petitioner believes this distinction to be important, since established neighborhoods may also be unstable, as the result of transition and decline over time. Petitioner has described above how the existing residential neighborhood, especially from Wellington to Patterson, has long been in decline. Thus, Petitioner suggests that this is not the situation addressed in the Future Land Use Plan. Furthermore, most of the area of "encroachment" is in fact being used for open space and increased buffering between the commercial and residential uses (it should be recognized that, by carrying this open space all the way to Wellington Avenue, the *width* of Wellington itself also becomes part of the buffer plan), and Petitioner submits that this is an improved design for adjoining mixed uses than that originally contemplated in the existing Future Land Use Plan (and map).

Many of these comments are shared by the Engineering Department and are detailed further in those comments or have been previously identified in our comments on the rezone application. See responses to Engineering Department comments below.

Although City Market has made numerous revisions to the plan set to address some of staff's concerns, it is obvious that all of our concerns have not been addressed and we have continued concerns about the design of the Patterson Road entrance, the design of the drive-thru pharmacy, and the maneuvering area provided for trucks near the gas station, to name a few. The Patterson Road entrance, the design of the pharmacy drive-thru and maneuvering area near the gas station have been substantially revised in the re-submitted design plans. See further detailed discussion thereof under Item #1 directly below.

The following comments are intended to assist you in developing a site plan that can meet our Code should the land use and zoning changes be approved but in no way are intended to suggest that these changes in the plan and technical documents will ameliorate our larger concerns of land use identified previously.

PLANS:

SITE PLAN

1. Maneuvering in and through the area around the gas pumps/pharmacy drive-thru/entrance/parking lot the most problematic and congested area on the site. Turning templates placed on the plan show that a passenger car making a right hand turn from the pharmacy drive-thru collides with median. The TEDS manual requires stacking of at least 120 feet into a store of this size - only 45 feet is provided. This area as designed is unacceptable (see also comments by City Engineering). (9 of 32)

This area of the site has been revised to improve maneuvers in and around the pharmacy drive-thru, the gas pumps and the first drive aisle. In the revised design a vehicle exiting the pharmacy drive-thru lane no longer collides with the median and the east end of the first drive aisle has been enclosed. Revisions to this area of the site include;

- (a) Reversing traffic flow in the pharmacy drive-thru lane so that vehicles now enter the pharmacy drive-thru lane from the west rather than exiting to the west. Pharmacy drive-thru vehicles exit the drive-thru lane on the east side of the site in the revised plan.
- (b) Shifting the pharmacy window to the east to provide additional stacking in the pharmacy drive-thru lane.
- (c) Providing a curb along the northern edge of the pharmacy drive-thru lane so that traffic exits the drive-thru lane east of the far east gas pump station.
- (d) Providing a lane between the landscape island and the far west gas pump station. This lane improves movement for those vehicles that do not exit the site at the far northeast access point upon exiting the pharmacy drive-thru lane. This design provides for those vehicles to exit the pharmacy drive-thru lane, circulate north in the paved area east of the gasoline facility, then west in the drive lane just north of the gasoline facility and then south via this new lane.
- (e) The first drive aisle has been enclosed in the revised plans, which then creates the amount of stacking in the entrance recommended by Staff.

2. What types of measures are taken to protect pedestrian safety at corner of sidewalk and pharmacy drive-thru? (9 of 32)

Pedestrians are encouraged by site design to exit the sidewalk in front of the store before they reach the pharmacy drive-thru. Pedestrians exit the sidewalk in front of the store and head due west on the designated concrete cross-walk at the northern edge of the store. This concrete cross-walk ties into sidewalks that connect with pedestrian walkways to the west and north of the store.

3. Isn't pump station nearest to landscape island along west side too close to allow

maneuvering between the two? (9 of 32)

The pump station has been relocated in the revised plans.

4. Height of partition wall and canopy structure must be determined with approval of the site plan. (9 of 32)

The wall structure has been deleted from the revised plans. A canopy is not illustrated as it would not have a building footprint. In the event a canopy is provided above the pharmacy window, it would be a continuation of and attached to the exterior building wall. Such canopy would not exceed 20' nor be less than 12' in height. The final height of a canopy would reflect a balance with the architectural style of the building. As agreed upon with staff, the architectural details for the store are not required as part of this site plan approval process.

5. Two-way driveways at the end of the aisles appear to be too narrow for two-way traffic. Dimension these widths. (various sheets)

Aisle widths have been increased to 24'. Dimensions are provided on the revised design sheets.

6. Give dimensions for cashier kiosk and canopy above fuel pumping area. Include distance to Patterson Road and east property line. (9 of 32)

These dimensions are provided on the revised design sheet 9 of 32.

7. Place a note on the site plan that the height of the structure will not exceed 40 feet. (5 of 32)

This note has been provided on the revised plan.

8. Provide a typical dimension for cart corrals. (various sheets)

A typical cart corral will be 28 inches wide by 120 inches long.

9. Place a note on the plan regarding the need for a building permit for the CMU wall along Patterson Gardens. (8 & 9 of 32)

This note is provide on design sheets 8 & 9.

10. How appropriate is a 9-foot high block wall with minimal landscaping, to buffer the noise from adjacent residential properties from a running refrigeration unit on top of a semi trailer/tractor at a maximum height of 13.5 feet? From the plans it appears that the loading ramps are depressed only 3 feet, and only at the rear of the vehicle.

In addition to the block separation wall, Petitioner will select either a full side wall for the truck docks or a system of sound attenuation panels designed by an acoustical engineer to suspend from the roof over the truck dock and designed to mitigate at least 50% of the vehicle and trailer refrigeration noises.

11. Although the code allows signs at 25 feet high along streets with two lanes, what is the purpose of a 20-foot high sign on Wellington Avenue - a residential street!

Traffic entering the site from the Wellington Avenue access point has increased as a direct result of Petitioner accommodating Staff's request for limited ingress/egress movements at site access points on 12th Street and Patterson Road. The function of this sign is to identify the Wellington Avenue access point from as far away as one-half block, and to differentiate it from the nearby one-way out access point for truck exiting. This modest sign for Wellington Avenue is substantially smaller than those proposed on 12th Street and Patterson Road and is both of less square footage and shorter than allowed by code.

LANDSCAPING PLAN

12. Although the code doesn't specify that trees must be planted between the building and the east property line, additional large trees in this location would be beneficial to buffering and screening this site from the adjacent residential neighborhood. (32)
 Petitioner agrees, and additional trees have been provided in this area.

13. I didn't see the copy of the ALTA Survey showing trees with caliper 6 inches or larger. Please submit with response and show these trees on either the colored landscape plan or the detailed landscape plans. Please make sure the existing trees are clearly delineated. Provide a table of the trees larger than 6 inches that will be removed from the site. Be advised that once we have an opportunity to review this plan, we may request that additional trees be preserved.

(a) Attached as Exhibit A is a 24" x 36" blue line copy of the ALTA Survey with the trees to be saved highlighted in yellow. (b) Attached as Exhibit B is a portion of the legend for existing trees and a portion of the landscape plan with existing trees highlighted in green to aid in locating these trees. (c) Attached as Exhibit C is a table of trees 6" or larger to be removed from the site. Note that in determining trees to be saved, the condition of trees and the existing elevation of the tree bases compared to final project elevations, as well as locations, were considered.

14. On the landscape cover-sheet the overall landscaping figure incorrectly states that 52 trees are required on the site. My calculations per the code required trees are as follows:

		Req.	Provided
Street Trees (Red)	Section 5-4-15H	41	36
Parking Lot Street Frontage (Blue)	Section 5-5-1F.2a	33	28
Parking Perimeter Landscaping (Orange)	Section 5-5-1F.2b	5	12
Parking Interior Landscaping (Green)	Section 5-5-1F.2c	93	93
Total Trees Required		172	169

The color plan is very helpful in reviewing the landscape plan.

The 52 trees required is based upon Petitioner's reading of one section of the Code with overall tree requirement of one tree per 500 square feet of landscape area. This note has been deleted from the revised landscaping plan as individual landscape area tree requirements provides substantially more trees. A total of 173 trees are provided in the revised landscaping plan, and the minimum number in each category above is now accomplished.

15. Street trees planted in the right-of-way must conform to those allowed by the Parks Dept. See attached pamphlet "Guide for choosing the best tree to plant along your city street" or contact the Parks Department for additional information.
 The plan has been revised to specify street trees described in the Guide.

16. The species of trees selected for the interior of the site generally don't appear to be appropriate to provide much shade per Section 5-5-1F. It's difficult to "provide relief from un-shaded paved areas" with 6 foot high Dwarf Alberta Evergreens. Other species have been provided but they are generally small trees. Please provide a table that shows the mature height of the trees selected for the site. Each landscape-island at the end of a parking row or interrupting a parking row should contain at least one shade tree. The dwarf trees are more appropriately placed in areas not needing shade or a buffer from the street

or residential properties.

Attached as Exhibit D is a table of trees and their mature heights. As reviewed with Staff, the code does *not* require a *shade* tree in every landscape island at the end of parking rows, nor is there a standard for tree height. Petitioner intends that the combination of new trees and existing trees to be saved provide both shaded and unshaded areas for the parking lot. Just as some customers prefer shaded parking areas, others seek to avoid parking where paint and wipers may be marred by bird or sap droppings, or leaves and tree debris. This lot is sufficiently large that variation in design, selection and degrees of trees and shade adds interest and creativity, while allowing customers the freedom of choice just described. Petitioner designed the Dwarf Alberta Evergreens and other tree selections and locations to simultaneously create vision corridors of the store building from the street. The landscaping plan reflects tree sizes at maturity and the impact of tree growth on the visibility of the building. Petitioner suggests that this design is an attractive solution for its need for street visibility while fully complying with the landscaping requirements of the code.

17. I calculated that there must be at least 37 shrubs (with a mature area of 16 square feet per shrub) in the perimeter landscaping area along Patterson Gardens.
As reviewed with Staff, the shrubs located in perimeter area along Patterson Gardens have a mature size larger than 16 square feet per shrub. The lilacs have a mature area of 40 square feet and the blue chip junipers have a mature area of 51 square feet. The combined square footage of the lilacs and junipers exceeds the mature area of 37 shrubs of 16 square feet each.
18. The colored plan doesn't show any street frontage landscaping along Wellington, although this area is considered street frontage. The interior parking lot landscaping should be re-proportioned to the interior landscape islands along Patterson and a portion of 12th Street. A large amount of interior parking lot landscaping is located within Wellington Ave. detention area.
The colored landscape plan has been revised to resolve these concerns.

**SDR-1998-129 City Market 12th and Patterson
Engineering Department Comments
January 11, 1999**

General:

1. It is understood from the applicant's engineer that some of the plan sheets in the set are still in the process of completion. The comments provided herein are based on the information shown on the plans and in the reports submitted to the City on December 15, 1998. Additional comments will be made as the plans are refined and finalized.
Revised 12th Street design sheets were submitted to staff on January 26, 1999. The 4 sets of plans submitted with these responses contain completed drawings.
2. What is the status of right-of-way acquisition on the northwest corner of 12th and Patterson?
The property owner has verbally agreed to provide this right-of-way. Petitioner is pursuing a formal agreement, and will provide same to Staff prior to the first hearing on this project.
3. From the plans submitted it appears r.o.w, and a construction easement will need to be obtained from the Arrowhead Realty property (see comments on Wellington Avenue and 12th Street plans and profiles). Since the applicant is requesting review of a final site plan, all necessary off-site rights-of-way and easements must be obtained by the applicant; or, at

a minimum, the applicant must obtain an agreement from the property owners that the easements and/or r.o.w. will be granted upon City approval of the site plan. Any such easement/r.o.w. agreement will require City review and approval.

Petitioner has met with every affected property owner, obtained verbal approval of the project plans impacting such property and Petitioner is now pursuing easement agreements with each. The Arrowhead Realty property owner was uncooperative, and the plans have been redrawn to eliminate all such easements and ROW required from this owner, other than for reconstruction of his driveway. Petitioner is now pursuing the easement for that work. Staff agreed that Petitioner may solicit actual easement agreements after submitting these responses, so long as they are provided to Staff for review prior to the first public hearing.

4. The plans for 12th Street illustrate a significant amount of disturbance to the existing landscaping in order to construct the street improvements triggered by this development, in particular, there are significant impacts to landscaping and grading along the west side of 12th Street adjacent to the Village Fair shopping center and the property at the northwest corner of 12th and Patterson. Has the applicant had any discussions with these property owners about what the impacts will be and what mitigation is proposed? Have the limits of a construction easement been established?
 - (a) Petitioner met several times with impacted property owners at Village Fair and property owners northwest of the corner of 12th Street and Patterson Road. Petitioner believes that all such owners will grant the easements required. Furthermore, attached as Exhibits F-1 and F-2 are copies of letters summarizing meetings with two property owners northwest of 12th Street and Patterson Road.
 - (b) Proposed limits of temporary construction easements have been established and are noted on attached Exhibits G-1 through G-4.

5. Detailed plans are needed to illustrate the limits of disturbance (off-site) due to the street widening and improvements associated with this development. The plans must include details of the proposed mitigation/reconstruction measures. When the City has projects of similar scope and impact, numerous meetings, open houses, etc. are held to work with the affected property owners. We strongly encourage the applicant to make similar efforts to work with affected property owners; please supply evidence of negotiations, agreements and details for acceptable remediation/reconstruction work. The City will not do any formal notification to the property owners about the street improvements within the r.o.w, until the applicant has completed this work with the affected property owners. City staff is available to attend meetings the applicant sets up with adjacent property owners.
 - (a) Plan details are provided in attached Exhibits G-1 through G-4.
 - (b) Petitioner has met with all impacted property owners, and is pursuing the easement agreements requested as described immediately above.

6. Similarly, the street improvements required by this development will affect access to parcels opposite from and surrounding the site. For example, properties on the north side of Patterson will be restricted to right-in/right-out access due to the raised median going in with this development. Also, the access from 12th Street to the Village Fair Shopping Center will be impacted by this development (see comments under "Traffic Study"). Parcels on the south side of Wellington opposite the development will not have on-street parking available (see comments on Wellington Avenue plans and from the Transportation Engineering Division). We strongly encourage the applicant to notify the affected property owners and submit evidence of the agreement reached with the property owners. Again, City staff is available to attend meetings set up by the applicant to discuss the street improvements

associated with this project.

- (a) The raised median along Patterson Road was added by Petitioner in response to Staff's requirement therefore. Petitioner initially proposed a painted median in this area and designed on-site medians to direct traffic so that a raised median would not be required on Patterson Road. Attached as Exhibits H-1, H-2 and H-3 are copies of letters sent to property owners on Patterson Road. The only response Petitioner received from these property owners was from the mortuary operator who inquired why the median directly south from his drive could not just be painted rather than raised. We understand from the Public Works staff that this property owner was advised that elimination of his left turn exit was likely at some future date when his funeral home use was originally approved.
- (b) It never was and is not Petitioner's intent to impact access at Village Fair. In meetings between Petitioner and Staff, the lane configuration for 12th Street was developed with all parties recognizing and agreeing that the proposed lane configurations and median designs would allow full movement to continue at the Village Fair access point on 12th Street. See response to Traffic Study comment number 1 immediately below.
- (c) As subsequently agreed by Staff, parcels on the south side of Wellington Avenue opposite this development will not lose on-street parking under the final Wellington Avenue street design.

7. In staff's letter to the applicant dated November 3, 1998 it was stated that the City will require construction of sidewalk curb and gutter along the north side of Wellington from 12th Street to 15th Street to provide pedestrian access to the site. Depending on constraints which may exist to the east of the City Market site and whether or not a safe pedestrian crossing location across Wellington can be provided, the City will consider allowing the sidewalk to be constructed along the south side of Wellington (rather than the north side) from the site east to 15th Street. Please submit plans for this work as part of the revised plan set for staff review.

In subsequent meetings with Staff, it was agreed that no improvements to Wellington Avenue east of this site would be part of this project. Petitioner has agreed to provide funds to the City for a sidewalk on the south side of Wellington Avenue from the eastern boundary of the site to 15th Street. Staff also agreed that a crossing location should not be designed at this time, as it would not lead to a connecting sidewalk.

Traffic Study:

1. The median in 12th Street is currently shown on the plans in a configuration that would continue to allow full movement access in and out of the Village Fair Shopping Center. The queuing analysis in the traffic study indicates the northbound left turn stack on 12th Street will block this driveway at certain peak hours. When the access is not blocked, vehicles will attempt to exit Village Fair and make a left turn onto 12th Street to travel north (or, perhaps, to cross all the way over to turn right onto Patterson Road). To go north, vehicles exiting Village Fair onto 12th Street must cross the path of vehicles maneuvering into the proposed northbound double left turn lanes on 12th Street while also crossing the path of vehicles turning left into the Village Fair driveway from 12th Street. Limiting the Village Fair access to a ¾ movement driveway (right-in, right-out, left-in) would improve the safety and operations of the driveway and 12th Street. Please provide count data on the Village Fair driveway to determine how frequently vehicles currently utilize the left turn out onto 12th Street both during peak and non-peak hours. Also, include notation of which direction they proceed once on 12th Street. Based on this data, evaluate the impacts of limiting the Village Fair access onto 12th Street to 3/4 movement. Also, describe how the peak hour queuing of the double left turn lanes would be affected by extending the raised median in 12th Street to

create a 3/4 movement into Village Fair.

In subsequent meeting and review staff finds this study is no longer required as:

- (a) The queuing analysis in the traffic study does NOT illustrate that the northbound left turn lane stack blocks the Village Fair driveway. The queuing analysis refers to the northbound thru-lane, not the northbound left turn lane, and indicates that the northbound thru lane only once (1 time) during the PM peak hour period blocks the Village Fair driveway. This is a reduction from the number of times the Village Fair driveway is blocked under existing conditions today. Per the queuing analysis, the Village Fair driveway is blocked four (4) times during the PM peak hour period under existing lane configurations. As noted in the queuing analysis in the traffic study, "because of the addition of a northbound right turn lane, the number of vehicles arriving in the through lanes is substantially less than today." As noted above in item 6b on page 15, the lane configuration design in this area reflects the design agreed upon between Staff and Petitioner.
 - (b) Petitioner proposes no modifications to the Village Fair access point on 12th Street. Such movements at this location were reviewed in meetings between Staff and Petitioner and all agreed that the above described movements within the proposed configurations on 12th Street were satisfactory.
2. Page 21 states that vehicles entering Drive B may cause queuing back into the right turn lane on Patterson Road as vehicles maneuver in and out of the drive aisle to the west. Section 5.4 of the TEDS manual specifically states that parking lots adjacent to public streets must provide room for circulation and storage internal to the site. Page 22 Section 5.4 states "Adequate reservoir capacity must be provided for both inbound and outbound vehicles to facilitate the safe and efficient movement between the street and the development. Inbound vehicle storage areas must be of sufficient size to ensure that vehicles will not obstruct the adjacent street, sidewalk or circulation within the facility." Since it is clear vehicles will back up out into the street (across the sidewalk and into the right turn lane) if they are at all impeded by another vehicle hesitating or waiting for another vehicle to maneuver, the City is requiring that the drive aisle entrance immediately west of Driveway B be eliminated. It is not acceptable to use the right turn lane for storage of vehicles waiting to enter the site as described in the traffic study. The east entrance to this drive aisle has been deleted in the revised plans.
 3. Driveway "B" cannot safely and efficiently operate as a 2 lane entrance as suggested in the traffic study and as indicated on the plans. While it is of sufficient width for two vehicles to get past each other, that space will be needed for turning movements into the driveway and for vehicles to maneuver around any vehicles on-site waiting to make a left into the gas station/pharmacy drive-up area. Per review with Staff, the painted dual lane arrows have been revised to one arrow only.
 4. The developer is responsible for eliminating the sight distance problem described at the intersection of 12th and Wellington. Staff has now agreed that the City will address this sight distance problem.
 5. The report must be updated to reflect the most current design for the street improvements and median configuration (figures) and include the updated numbers for Wellington Avenue. Four (4) copies of an updated traffic report are provided with these responses.
 6. The directional ADT for Wellington, Patterson, and 12th Street needs to be clarified in the figures. Is the directional ADT split on Patterson really equal?

The directional ADT reflects count data supplied by the City to Petitioner's traffic engineer. The equal directional ADT traffic split on Patterson reflects numbers provided by the City to Petitioner's traffic engineer.

7. The study does not clearly identify what times of the day tractor-trailer trucks are expected to enter and exit the site. Also, what time of day are the trash compactor trucks and trucks with refrigeration units expected to be on site? Are these trucks entering and exiting the site during adjacent street peak hours, daytime, evening, or late night hours?

As noted in our response to SDR-1998-129 & RP-1998-133 Comments, Petitioner has proposed to restrict semi-truck delivery to the hours between 5:00 AM and 12:00 midnight, with the caveat that events beyond Petitioner's control may occasionally affect Petitioner's ability to honor this restriction. Since portions of Petitioner's warehousing operations have been consolidated in out-of-town locations, and therefore the trucks must travel significant distances, delivery times are likely to vary in the future. However, Petitioner does not anticipate such activity typically occurring during peak hours, because the store personnel are busy serving customers at such times, and cannot conveniently handle deliveries at the same time. In addition, such deliveries are customarily spread over the store's operating hours, so that multiple trucks are not stacked up waiting to unload.

8. Is a left turn lane needed at the east end of Wellington at 15th Street?

Traffic analysis indicates that a left turn lane at the east end of Wellington at 15th Street is not required.

Drainage Report:

1. Update the report maps (plans provided in report) and narrative to match the current design (e.g. page 6 & 7 which discuss the area inlet which was proposed near the Arrowhead Realty site).

The report maps and narrative have been revised to match the current design.

Plans:

Title Sheet

1. Provide and index for the 12th Street plans on the cover sheet.
The cover sheet has been revised to provide an index for 12th Street plans.

2. Include the Wellington Avenue sidewalk, curb and gutter plans for the section between the City Market site and 15th Street in the plan set and index (see comments under "General").

As noted previously, these plans are not now required.

Plat

1. See attached language for dedication of on-site drainage easements.
Dedication language for the on-site drainage easement has been revised accordingly.
2. Provide a 14 foot wide multi-purpose easement along Wellington.
A 14' multi-purpose easement is provided along Wellington Avenue in the revised plans.
3. Is the 60 foot wide r.o.w, for Wellington centered on the quarter section line shown?
Yes.
4. The area for the detention pond should be a tract (Tract A).
The detention area is not a separate tract, and is noted as "Easement Area A" as approved

by Staff.

Sheet 3 Typical Sections and General Notes

1. The Wellington Avenue section must maintain a consistent 18 foot half street pavement width and typical commercial/residential collector standard half section rather than vary between 18 and 16 feet as indicated.
Per subsequent meetings with Staff, it is satisfactory to provide a variance in pavement width between 18 and 16 feet. The 16' street pavement width area is just south of the Arrowhead Real Estate property. This pavement width meets traffic needs while limiting impact on adjacent property owners.
2. Show and label the existing pavement width, pavement section, and r.o.w. on the south side of Wellington.
This information is shown on the revised plan.
3. Reference Lincoln Devore's report and addendum that contain the pavement design.
This note is provided in the revised design sheet.
4. Reference the sheets that contain the detailed cross-sections for Wellington, Patterson, and 12th Street.
Design sheet 3 has been revised to contain this reference.
5. Note that a wheel cut or jackhammer is required to cut a clean edge on existing pavement. It must be shown that join lines do not fall in wheel tracks; this can be illustrated on the striping plans if the join lines are shown on those plans.
This note is provided on the revised design sheet.
6. The median design for the new medians in 12th Street and on Patterson Road must match the design of the existing medians (curbs with concrete from back of curb to back of curb). Please provide a detail for the construction of all medians (spec for concrete color, doweling, curb detail - see comments on other plan sheets).
The design sheet is revised to reflect that the median design match existing medians.

Sheet 5 Overall Site Plan

1. A separate drawing needs to be submitted showing truck turning radii (templates) laid out on the 12th and Patterson intersection, the Wellington and 12th intersection, and driveways. This will illustrate if any conflicts are being created. Be sure to include the path of southbound traffic turning left onto Patterson Road to see if it conflicts with trucks turning from the northbound left turn lanes. Include trucks turning from each of the northbound dual left turn lanes on 12th Street onto Patterson. Also include the left turn movements from east and westbound Patterson onto 12th Street.
Attached as Exhibit I is a design sheet illustrating the trucks turning at the 12th Street and Patterson intersection, the Wellington and 12th intersection, and the site driveways.
2. The drawing submitted with the truck template shown for the Wellington and 12th intersection shows that the trucks must turn into the southbound center lane. Since this lane will be used by southbound traffic turning left onto Wellington, this movement is a problem. Enlarging the corner radius to 30 feet at the intersection of 12th and Wellington to meet TEDS standards is required. This may or may not alleviate the problem. Also, if the trucks

have to move to the middle or left turn lane of Wellington, a concern is that right-turning vehicles may become trapped between the north curb and the truck. What time of day are semi-trucks expected to be exiting Wellington and making this turn?

- (a) Per subsequent meetings with Staff, it is satisfactory to provide a 25' radius at this corner. Truck maneuvering movements at this intersection with a 25' radius were reviewed by staff and found to be satisfactory.
- (b) The time of day that trucks may be making this turn from Wellington onto 12th Street is described in response to item number 7 on page 17.

3. Show the improvements on the west side of the 12th and Patterson intersection (median, lanes).

Design sheet 5 has been revised to illustrate the medians and lanes.

4. Show all driveways opposite and adjacent to the site.

Design sheet 5 has been revised to illustrate driveways opposite and adjacent to the site.

5. The median extending east on Patterson needs to be designed to taper and widen to 14 feet in width at the east end in accordance with the principal arterial standard section. Revise the median layout for the required taper and storage. Label all median widths.

This median has been widened at its east end to 14 feet in width. Median widths are provided on revised design sheet 12.

6. Modify the striping and median shown for 12th Street to match the Traffic Engineering Department comments. Include the southbound left on 12th at Wellington (adjust median length for storage and taper).

The striping and median shown on 12th Street have been revised to reflect Traffic Engineering Department comments.

7. Wellington must be improved to a commercial street/residential collector standard section of 36 feet of pavement width with 7 foot wide monolithic vertical curb gutter, and sidewalk on the north side from 12th Street to 15th Street since this development is changing the character of the existing roadway as noted in the comments from the Transportation Engineering Division. The 36 foot width is necessary to accommodate the left turn lanes on Wellington at the intersection of 12th Street, at the site driveway, and possibly at 15th Street. In addition, the extra width is needed to allow room for on-street parking at the east end of Wellington. As noted above, it may be acceptable for the sidewalk, curb, and gutter from the east edge of the City Market site to 15th Street to be constructed on the south side of Wellington Avenue rather than on the north side. Please note that this comment includes the frontage along the Arrowhead Realty site.

- (a) Per subsequent meetings with Staff, Petitioner is not required to improve Wellington Avenue as described above. See response to comment number 7 on page 15.
- (b) A 7' wide monolithic vertical curb, gutter and sidewalk is provided on the north side of Wellington Avenue from 12th Street to the east property line of the site in the revised design plans. See response to comment number 7 on page 15 for the sidewalk east of the site to 15th Street.
- (c) As noted in the revised traffic study, no left turn lane is required or provided at the 12th Street and Wellington Avenue intersection. Additionally no left turn lane is required or provided at the site driveway or the 12th Street and 15th Street intersection.
- (d) A 7' monolithic vertical curb, gutter and sidewalk is provided in the revised design plans just south of the Arrowhead Real Estate property. Per item 1 on page 18, pavement

width south of Arrowhead Real Estate and north of the centerline is 16'.

8. Please show what the pavement width is from centerline to south edge of pavement along Wellington Avenue. If it is less than 18 feet, additional widening on the south side will be required to bring the total pavement width up to 36 feet to accommodate the center left turns needed adjacent to the City Market site and due to the change in character of the roadway.

Pavement width is provided on design sheet 10. Per the revised traffic study, a center left turn lane is not required into the site from Wellington Avenue and is not proposed. As agreed in subsequent meeting with Staff, it is not necessary to widen pavement width on the south side up to 18' or to provide a total pavement width of 36'.

9. The sidewalk along 12th Street (from Wellington Avenue north to Patterson) must be constructed (or reconstructed) to meet the principal arterial standard width of 6 feet from back of curb (not 5 feet or less along Arrowhead Realty as shown on the plans). The sidewalk can be attached since it adjoins a continuous right turn lane. This includes reconstruction of the existing sidewalk along Arrowhead Realty since it is of substandard width and is an important link to the City Market site. It appears there is adequate r.o.w, along 12th Street in front of Arrowhead Realty for this work.

The sidewalk along 12th Street adjacent to the site and Arrowhead Realty has been revised so that it is 6' wide.

10. The driveway radii on 12th Street must both be 25 feet maximum in accordance with TEDS section 5.3.2.

The southern driveway radius has been revised to a 25' radius to match the northern radius.

11. It is not acceptable as described in the response to have someone have to go out and block off parking spaces in order to maintain enough room for the tanker trucks to maneuver on-site. The likelihood someone will be responsible to do this over time is slim. Instead, the gas station area needs to be modified to accommodate truck maneuvering without impeding use of the parking lot and designated parking spaces.

In the revised plans the fuel delivery truck will park in-line with the fuel facility with the tractor the fuel delivery truck facing east. This location is illustrated in attached Exhibit I. This configuration does not impede use of the parking lot and does not require someone to block off parking spaces.

12. The drive-through for the pharmacy still creates serious conflict points with vehicles (and pedestrians) entering and circulating on the site. There is no visibility around the corner of the building. Also, drivers are in conflict with vehicles entering and making a left into the gas station area, those crossing from the west parking lot to the gas station area, those heading north past the store towards Patterson, and those turning out of the gas station area going west and south. Therefore, the current design for the pharmacy drive through/gas station area does meet Section 5-1-4.C of the Zoning and Development Code which states that entrances and exits to on-site vehicular traffic areas shall be located and constructed to minimize traffic congestion.

The pharmacy drive-thru and gas facility have been redesigned in the revised plans. See response to comment number 1 on Page number 10.

13. It is not clear which medians are raised and which are painted.

The median in question was located at access point A in the northeast corner of the site.

This painted median has been deleted with Staff's approval.

14. To minimize the length of the pedestrian crossing, save the existing trees, and better define site access, the driveway onto Wellington at the east property line needs to be narrowed down and designed as an exit only. Per the traffic study and information submitted, the primary function of the access is for trucks exiting the site. It is not necessary that vehicles be able to enter the site at this location. Narrowing the access and making the east side radius smaller will provide a shorter pedestrian crossing - the distance shown between ramps is greater than on most arterial streets.
The access to this driveway has been narrowed and revised to be an exit drive only.
15. Show the tie to improvements east of the site on Wellington (proposed sidewalk, pedestrian crossing to new sidewalk if it is on south side, etc.).
See response to comment 7 on page 15.
16. A signing and striping plan is required for Wellington Avenue. As noted above, the center left turn lane on Wellington will eliminate available on-street parking for residences on the south side of Wellington opposite the City Market site and for the Arrowhead Realty site. A signing and striping plan is provided for Wellington Avenue in revised plan set. Per subsequent meeting with Staff, a left turn lane is not required or provided at this intersection. See response to comment number 6 on page 14.

Sheet 6 Horizontal and Vertical Control Plan

1. See comments under "Traffic Study" section regarding elimination of access to first drive aisle south of Patterson Road from the main entrance driveway.
Access to the first drive aisle has been eliminated at the main entrance driveway on Patterson Road.
2. The Code requires a minimum of 25 foot wide drive aisles for two-way-access. This width is also required at the ends of the drive aisles (between landscape islands) where there must be room for a vehicle to turn in if one is sitting in the aisle waiting to turn out. The problem can be illustrated by using a P design vehicle turning template on the site plan.
The requested minimum is 24' instead of 25' as subsequently agreed with Staff. The revised plan provides 24' wide aisles.
3. Sidewalk width along 12th Street is required to be 6 feet from back of walk per the principal arterial standard.
The sidewalk width is revised to 6'.
4. What is the width of the parking spaces next to the cart returns?
The parking spaces next to the cart returns are 9.5' wide.
5. Dimension sidewalk width for link from 12th into the site.
This dimension is noted on design sheet 6 of the revised plan.
6. How does the "aisle path" work where it crosses the sidewalk leading from 12th to the store?
The aisle path provides an unencumbered route from this island sidewalk to the parking stalls immediately north or south of this walk. This path merely provides a mid-point crossing of this island for pedestrians.

7. Note whether dimensions leading to curbs are to back of curb, face of curb, flowline, etc. These dimensions are to back of curb unless otherwise noted on the design sheet.

Sheet 7 Horizontal and Vertical Control Plan

1. Provide a detail for the CMU block wall along the detention pond. Include it in the plan set even if someone else is designing it. Include a detail of how the wall will cross over the v-pan.
A detail for the CMU block wall has been provided in the revised design sheet number 17.
A detail of how the wall crosses over the v-pan is provided in the revised design sheet #7.
2. As noted in comments above, eliminate the transition to a narrower half street along the Arrowhead Realty site. The full half street must be constructed.
See response to item 1 for sheet 3 on page 18 above.
3. Replace the existing substandard 4 foot wide sidewalk along Arrowhead Realty on 12th Street with standard 6 foot wide sidewalk.
See response to item 9 on page 20 above.
4. Note that sidewalk widths as shown are to back of curb (6 foot, 5 foot). See comments above regarding radius at Wellington and 12th Street. Flowline radius must be increased to 30 foot to meet TEDS and to improve truck turning.
See response to comment number 2 on page 18.

Sheet 8 Horizontal and Vertical Control Plan

1. See comments above regarding modification to east driveway to make it a truck exit only.
This driveway has been revised as an exit drive only.
2. Is there a headwall at the pipe going under the west driveway?
Yes, there is a headwall at the pipe going under the west drive.

Sheet 9 Horizontal and Vertical Control Plan

1. See comments above regarding elimination/relocation of pharmacy drive-through and modifications required to entrance and first drive aisle to the west.
See response to item 1 on page 10.
2. Provide a design for the CMU block wall along the east property line. Since this is a Site Plan Review, details must be provided now for all site improvements including walls, canopies, fences, etc.
A detail for the CMU block wall is provided on the revised design sheet number 17.
3. Show how the easternmost driveway on Patterson ties to the improvements to the east of the property line.
The revised plan set provides this information.
4. Is the median in the easternmost driveway raised or painted? Typically, such a median is not necessary since there is a raised median in Patterson.
This was proposed as a painted median. As noted in item 13 on page 20 this painted

median is deleted.

Sheet 10 Wellington Avenue Plan and Profile

1. See comments above which pertain to Wellington Avenue improvements and access driveways off Wellington.
See response to item 7 on page 19 above and item 1 on page 22.
2. See previous comments about removal and reconstruction of substandard walk on 12th next to Arrowhead Realty.
See response to item 9 on page 20 above.
3. Provide spot elevations at all PCRS, middle of curb returns, and PIs at driveways and intersections.
Spot elevations are provided in the revised plan.
4. Need a striping plan for Wellington Avenue.
A striping plan is provided for Wellington Avenue in the revised plan set.
5. Label r.o.w. and pavement width on Wellington. Are both consistent for the length of Wellington from 12th Street to 15th Street?
ROW width and pavement are labeled on the revised plan. The ROW width from 12th Street to 15th Street is consistent, but the pavement width is not as referenced in item 1 of sheet 3 on page 18.
6. Provide a detail of the tie into the storm sewer under 12th Street.
This detail is shown on design sheet number 20.
7. Show and detail how proposed improvements tie to existing improvements at the end of the project limits.
Reference note #17 on design sheet number 17 provides grading details.
8. Label PCR to PCR grade in flowline profile.
This is labeled in the revised design.
9. Label or show grade breaks in profile.
Grade breaks are shown in the revised design.
10. Notes 15 and 16 need to reference Exhibit "E" of the City's standards.
Notes 15 and 16 are revised to refer to Exhibit E of the City's standards.
11. Is it possible to bring the flowline grade closer to the standard minimum of 0.50% if the cross-slopes exceed 3%? On local commercial streets and infill situations such as this, the cross-slope can be sacrificed some to obtain better flowline grades.
Yes, it is possible, but the cross slope increases to slightly over 4% to allow for this to happen. This was not done because with 1% at one end it is too significant to increase to a 4% grade in that short distance.

Sheet 11 Wellington Avenue Cross-Sections

1. Provide all information listed on SSID checklist IX-27. For example, label existing and

proposed cross-slopes (be sure to use lip of gutter to calculate cross-slope), show r.o.w. limits in all sections, etc.

The revised sheet reflects this information.

2. Show and label total pavement width of Wellington.
The revised plan provides total pavement width.
3. The cross-sections illustrate that a construction easement is required from the Arrowhead Realty site.
See response to item number 5 on page 14.
4. Show typical dimensions of pavement width, sidewalk, and area behind walk.
The revised plan illustrates the above typical dimensions.

Sheet 12 Patterson Road Plan and Profile

1. See comments above pertaining to width and layout of east end of Patterson Road median (widen to 14 feet) and other comments on Patterson Road and site driveways.
The east end of median has been widened to 14'.
2. Show driveways opposite from the site.
Driveways opposite the site are shown on the revised plan.
3. Prepare a signing and striping plan in accordance with the MUTCD for Patterson Road. Include existing signing and striping to remain and show any necessary modifications to existing. Label lane and median widths.
A revised signing and striping plan in accordance with the MUTCD is included in the revised plan set on sheet 23 of 32. Lane widths on Patterson are only illustrated just beyond the intersection with 12th Street with Staff's approval.
4. Provide a detail for the median construction. Match the existing median as noted above (curb with concrete between).
Details for the median construction are provided on the revised plan set on design sheet 3 as referenced on design sheet 12 .
5. From the cross-sections, it is apparent that the median will be trapping some runoff from the crown of the road. Provide a collection point, inlet and pipe into the storm sewer, Show the crown line of the road on the plan.
Per subsequent meetings with Staff, it is not necessary to provide an inlet and piping to the storm sewer. The crown line is illustrated on design sheet 13.
6. All flowline profiles must label and show the PCR to PCR profile and label the existing grade being tied into at the end of the curb and gutter improvements.
Flowline profiles are labeled on the revised plan.
7. Extend the west end of the east median to the west flowline of the driveway median.
The west end of the east median has been extended to the center line of the driveway median. This revision of the west median addresses staff's concern while allowing westbound traffic to enter the site.

8. See SSID checklist IX-28 - label grades as +/-.
The plan is revised to with the grades labeled.

Sheet 13 Patterson Road Cross-Sections

1. See SSID checklist IX-27.
The revised sheet reflects this information.
2. As noted above, the median is trapping a small amount of water draining from the crown line towards the median. Provide a curb to collect the water and an inlet and pipe to drain it to the storm sewer.
See response to item 5 on page 24 above.
3. Show how proposed street improvements will tie to the grade beyond the r.o.w. line.
The revised plan notes reference to design sheets 15 and 18 for this detail.

Sheet 14 Overall Grading and Drainage Plan

1. Label the slope on the v-pans in the pond.
Slopes are labeled on the pond v-pan in the revised plan.
2. Label the slopes on the pond bottom shown in the cross-section.
Slopes are labeled in the revised plan.
3. Label the HWL in the pond cross-section.
The HWL is labeled in the pond cross-section in the revised plan.
4. Is there any proposed grading in the area east of the detention pond between the driveways?
Grading in the area east of the detention pond between the driveways will typically reflect existing conditions.

Sheet 15-18 Detailed Grading and Drainage Plans

1. Reference spot elevation, flowline and parking lot grade information, etc. provided on horizontal and vertical control sheets. Use SSID checklist IX-16 to ensure all information is shown on this plan or referenced to another sheet where the information appears.
This information is provided on the revised design sheets.
2. Detail how grading ties to existing at the east property line (east of the wall).
This information is provided on the revised design sheets

Sheet 20 Storm Sewer Profiles

1. Specify the class of pipe to be used for each storm sewer. Storm sewer in the r.o.w. must conform to City specifications.
Storm sewer pipe in the ROW will conform to City specifications.

Sheet 21 Detail Sheet

1. Wellington pipe crossing - Specify class of pipe to be used and provide calcs to ensure pipe and available cover meets loading requirements for the traffic on this section of the street.
This information is provided on the revised design sheet. Staff has approved flowline data

in place of calculations:

2. Suggest specifying galvanized bolts on outlet structure.
The revised plan reflects the use of galvanized bolts on the outlet structure.

Sheet 22 Detail Sheet

1. Since the curb chase detail says the width varies, be sure the plan sheets on which they appear specify the width.
The width for all chases is revised to 18".

Sheet 23 Striping and Sign Plan

1. Note that this sheet is for on-site striping and signing only.
Staff has approved providing on-site and off-site signing and striping on the same design sheet. Sheet 23 illustrates both on-site and off-site signing and striping.
2. Lane width information for Patterson needs to be on the Patterson Road signing and striping plan.
Lane width information is provided on the revised plan.
3. As noted above, the main driveway off Patterson will operate as one inbound lane only.
Please show only one inbound arrow.
Only one inbound arrow is shown on the revised plan.
4. Include a strip to delineate the left turn pocket into the gas station area.
A strip is provided to delineate the left turn pocket.
5. See comments above and modify plan for "truck exit only" driveway on Wellington.
The far east Wellington Avenue driveway is revised to an exit only lane. See response to item 14 on page 21.
6. Revise parking lot layout per comments above on aisle width, elimination of the access from the main driveway on Patterson into the first drive aisle to the west, and elimination or revised layout for the pharmacy drive-through.
The revised plan reflects an increase in aisle width, the elimination of access to the first drive aisle from the main driveway on Patterson and revision of the pharmacy drive-thru. These revisions are further described in responses to comments above.

12th Street Plans

Sheet 2 Typical Cross-Sections

1. Median curb and gutter should be "spill" type curb and gutter since the median is now on the roadway crown.
The median curb and gutter are spill type.
2. Provide a spec for the concrete in the median.
This spec is provided in the revised plan.
3. Provide a detail for the curb and gutter along the median.
This detail is provided in the revised plan.

Sheet 5 and 6 Striping and Signal Plans

1. See comments from City Traffic Engineering

Note that design sheets 5 and 6 have been renumbered as design sheets 12 and 13 in the revised plan set. These design sheets are revised to reflect City Traffic Engineering comments.

Sheet 7 12th Street Plan and Profiles

1. See comments above regarding curb return and sidewalk adjacent to Arrowhead Realty site.

Note that design sheet number 7 has been renumbered to design sheet 5 in the revised plans. The design sheet is revised to reflect new curb return and sidewalk.

2. As noted above, modify radii into site driveway to be 25 feet per TEDS.
The radius is revised to 25' on the revised design sheet.

3. Sidewalk width from back of curb is required to be 6 feet per the principal arterial standard. The 12th Street lane, curb, gutter and sidewalk meet the profile agreed to in pre-design meetings with Staff. This approved design included 5' sidewalks along 12th Street. We have increased the sidewalk to 6 feet on the east side of 12th Street where sufficient right-of-way was available.

4. See comments above and from City Traffic Engineer regarding southbound left turn stack at Wellington (median may need to be shortened/pulled back to the north).
The median length is shortened in the revised plan.

5. Separate plan sheets to detail the improvements, landscaping, mitigation measures, and reconstruction to tie to the existing on the west side of 12th Street are required.
Separate plan sheets are attached as Exhibits G-1 through G-4 which further illustrates improvements, landscaping and mitigation measures for the west side of 12th Street.

6. Why does the south end of the north median taper to less than 4 feet wide? It doesn't appear to be necessary - is it to accommodate left turns out of Village Fair?
This configuration reflects the conceptual design approved by Staff in developing 12th Street median designs.

7. Provide more spot elevations on the plan at key points (PCRs, Pls, driveways on west side, etc.).
Additional spot elevations are provided in the revised plan.

Sheet 8 12th Street Plan and Profile

1. As noted above, detailed plans for reconstruction on the west side of 12th Street and the frontage along the church are required. Please make sure the plans reflect the improvements planned with the church's parking lot construction.

Note that design sheet number 8 has been renumbered to design sheet 6 in the revised plans. The revised plan provides the details for reconstruction and reflects the improvements planned in the ROW along the church frontage.

2. Provide more spot elevations/finish the detailed information on the plans.
Additional spot elevations are provided in the revised plan.

Sheet 9 12th Street Inlet Relocation Plan

1. Plan will be reviewed with next submittal when information and design is complete.

Note that design sheet number 9 has been renumbered to design sheet 10 in the revised plans. Additional details are provided in the revised plan.

Sheet I0 12th Street Irrigation Piping

1. Plan will be reviewed with next submittal when information and design is complete.

Note that design sheet number 10 has been renumbered to design sheet 11 in the revised plans. Additional details are provided in the revised plan.

Sheets 16 - 18 12th Street Cross-Sections

1. Complete plans in accordance with requirements of SS1D checklist IX-27.

Note that design sheets 16 - 18 have been renumbered to design sheets 7 - 9 in the revised plans. Plans are revised to reflect SSID checklist IX-27.

2. Show how proposed improvements and grading will tie to existing beyond the r.o.w. line.

The revised plans reflect tie-in beyond the ROW line.

City Utility Engineer Comments

1. Highly recommend determining ID of existing manholes prior to ordering 2.5' cones to replace the 3.5' high cones. Many of the older manholes on the system have different IDs from what is typically manufactured now.

The manholes to be modified will use flat top style manholes, not cone style.

2. 2. Sheet 10, Note 10. Please move note to where existing fire hydrant is rather to the empty space it currently points to.

This note is revised to point to existing fire hydrant.

3. 3. Plan should also identify domestic tap size.

The plan reflects a 6" tap size.

Transportation Engineering Comments

City Market Plans

January 6, 1999

Larger picture issues pertaining to traffic include impacts to the overall transportation system and relation to adopted plans and guidelines. The traffic is linked to the intensity of the development proposed for this site.

1. The traffic impact study indicates this project will generate more than 8000 trips per day. While the assertion is made that more than a third of the trips are pass-by, or traffic that is already on the street network, these trips into and out of driveways contribute to congestion and delay on the street network. Staff has previously compared this proposed use to other uses that are consistent with the corridor guidelines and adopted growth plan and have found that even the most intense of other uses would generate only about a third of the traffic proposed.

An analysis of the intersection of 12th Street and Patterson Road is found in Table 10 of the revised traffic report of August 31, 1998. This table illustrates level of service at the

intersection under existing conditions, level of service with the proposed supermarket upon the site, and level of service with uses other than a supermarket upon the site. As noted in Table 10, the intersection operates with a level of service of D under existing conditions *today* and a level of service of E+ with either the proposed supermarket or other uses developed upon the site. The level of service at the intersection is the same regardless of whether the proposed supermarket is built or other uses are built as described above. Note that Table 10 indicates a level of service of D+ at the intersection with the infra-structure improvements proposed by this project. The combination of this project plus the designed improvements actually improves the operating capacity of this intersection and reduces vehicle delay by 8 seconds. This analysis does *not* indicate that other uses on the site would generate about one-third of the traffic of the proposed project as noted above. If, as stated above, Staff has prepared its own independent analysis of alternative development traffic impacts, this analysis has not been shared with Petitioner, and Petitioner is thus unable to respond to why Staff's analysis of alternative development impacts differs from Petitioner's analysis of such impacts.

2. The trip distribution assumed in the traffic study was questioned in earlier comments. Staff is still uncomfortable with the market area assumptions, particularly to the east and south of this site. It appears there is a substantial residential area in both these directions that is not necessarily being considered in the market area assumptions. Although it is difficult to quantify, there is likely to be some westbound traffic diverted to 15th Street because it may be perceived as a more attractive, less congested and quicker route.

A common convention in the supermarket industry is that customers who live or work closer to this location than to another supermarket will shop this facility. This reflects the premium that supermarket customers often place on convenience over price, selection and other considerations. The trip distribution model recognizes supermarkets located east and south of this facility, and that the other supermarkets are closer to work locations east and south of this facility. Petitioner suggests that it is not appropriate to conclude that this proposed supermarket will always significantly out-compete the other stores, and therefore pull customers who live closer to those other stores. The likely scenario is that this store will be most competitive in its early years, when it is a novelty in the community, and that as it matures (i.e., when traffic volumes around it have grown heavier), its customer pulling power will become similar to that of other supermarkets (i.e., as modeled). Regarding the possibility that some customers expected to use arterials may instead use 15th Street, Petitioner comes to the same conclusion as Staff, that the possibility is "...difficult to quantify." Petitioner suggests that no model is ever expected to be 100% accurate, and if it covers the significant traffic patterns, the model has served its purpose.

3. Because this is the first time for review of the proposal as a more complete package, impacts to other properties are now evident. These include utilizing the existing right-of-way on 12th Street for street widening thereby impacting existing landscaping and possible requirement of construction easements, restriction of access for opposing properties on Patterson Road and impacts to Wellington Ave.

Petitioner has responded to these issues in various locations above, including items 5 on page 14 and 6 on page 14.

4. Wellington Avenue appears to undergo a change in its function from a local residential street to more of a collector and/or commercial street. It appears one of the effects of this will be to effectively prohibit on-street parking for residents along the frontage of the City Market property, because the pavement width will be required for turn lanes. The

November 3, 1998, letter to John Caldwell noted that curb, gutter and sidewalk will be required to be constructed on Wellington from 12th to 15th Street for pedestrian access. This does not appear to be acknowledged on the plans.

Petitioner has responded to these matters in various locations above, including item 1 for design sheet 3 on page 18 and item 7 on page 15.

5. Patterson Road Corridor Guidelines state the goal is to carry the traffic in the most efficient manner possible, minimizing access, traffic hazards and encroachment into established residential areas. Patterson Road is one of our principal arterials for the valley, and its capacity and efficiency needs to be preserved and protected. While staff has worked with the applicant to minimize the access concerns on Patterson Road, there is still concern about the overall effect of this development on the transportation corridor.
See response to bullet item 1 on page 2.

The following numbered comments pertain to specific items on either the submitted plan sheets or other reports and information for the purpose of providing the applicant with feedback relating to engineering standards.

1. The supplementary conditions have been redlined and are being returned with these comments.
The revised plans reflect red-lined comments found on design sheet 5 of 18 and design sheet 6 of 18. Note that design sheets 5 and 6 have been renumbered to design sheets 12 and 13 in the revised plan set.
2. In addition to the supplementary conditions, a copy of the City's traffic signal specifications is also included for your information and use, *Sheet 5 of 18, Striping and Sign Plan (Please return redlined plan sheet with re-submittal)*:
Thank you for providing the traffic signal specifications. The red-lined plan was returned with the re-submittal.
3. Signing needs to be shown on this plan.
Signing is shown on the plan as noted in the red-lined copy.
4. All overhead signing on the mast arms needs to be shown. This also needs to be designed by the pole supplier to be sure the mast arm can support the overhead signing, including the lighted street name signs. If overhead signing cannot be accommodated on the mast arms, signing needs to be done in accordance with section 2B-18 of the MUTCD, which requires both signing in advance of and at the intersection for lane use signing.
Overhead signing is illustrated in the revised design sheet.
5. Signs at the intersection of 12th Street and Wellington Avenue need to be shown on the plan.
Signs are shown at the 12th Street and Wellington Avenue intersection on the revised design sheet.
6. Please identify any existing signing that needs to be relocated.
These signs are noted on the revised plan.
7. The pavement markings need to be clearly shown on the plans - arrows, only's, crosswalk markings, stop bars - with appropriate dimensions for placement of the pavement as well as size of the markings. Details such as those shown in section 3B-20 of the MUTCD should

be included on the plan. Please note the word only is required when the arrow is used. Pavement markings are shown on the revised design sheet.

8. Notes regarding the material types and application rates for striping and marking need to be included, as well as a note to contact Rick Ripley, City Traffic Services at 244-1573. prior to placement.
Notes are provided for material types and application rates as well as a note to contact Rick Ripley.
9. A note to locate utilities prior to sign placement should be added.
This note is added to the revised plan.
10. A summary of quantities would be helpful.
A summary of quantities is provided on design sheet 13.
11. Note 1, use 4" lane lines. For all painted lines, paint needs to be applied at a rate of not less than 15 mils thickness, with 6-8 pounds of reflective glass beads applied per gallon of paint.
Note 1 has been revised to 4" and application details are provided on the revised plan.
12. Note 2, indicate the stop line needs to be a minimum of 12" in width (24" max.). Also dimension the plan to show the stop bar needs to be located a minimum of 4' from the edge of the crosswalk.
Note 2 is revised on the plan to indicate a stop line a minimum of 12" in width with a dimension illustrated for the stop bar to be located a minimum of 4' from the edge of the crosswalk.
13. Note 3, detail the spacing of the crosswalk lines in accordance with section 3B-18 of the MUTCD. Either in this note or in a note regarding materials, indicate thermoplastic material with a minimum thickness of 120 mils is required.
Note 3 is revised to detail the spacing of the crosswalk in accordance with section 3B-18 of MUTCD and note of minimum thickness of 120 mils is reflected in the revised plan.
14. Note 4, use 8" wide white channelizing lines in a chevron configuration for the length of the turn bay, terminating at the nose of the median. Use thermoplastic material, 120 mil. minimum thickness. Delete the painted median from this point north. Increase the length of the channelizing lines for the double left turn lanes to the southern end of the concrete median extending from the intersection south.
The channelizing lines have been revised as noted above and terminated at the nose of the median. Details are noted for material to be of 120 mil minimum thickness. The length of the channelizing lines for the double left turn lanes have been lengthened to the southern end of the concrete median extending from the intersection south.
15. Delete note 5. It does not appear to be on this plan sheet.
Note 5 has been deleted from the plan.
16. Note 6, use 8" channelizing solid line as described in comment 14 for both sides of the intersection.
Note 6 is revised and the plan is revised to reflect comment above.
17. Note 7, the radius of the turning line as shown on these plans will not work. Look at the

signal plans and draw this properly.

The radius of the turning line is revised to reflect the line on the signal plan.

18. Note 8, use 4" wide lines. Only use dashed lines where the lane width is sufficient for a vehicle to store; stripe the taper as double yellow lines.
Note 8 is revised to indicate use of 4" wide lines and the plan is revised to illustrate double yellow lines to stripe the taper.
 19. Delineation using a Type I object marker at the ends of the medians is required and needs to be shown on the plan.
Delineation markers are provided on the revised plans.
 20. It appears the south end of the 12th St. median could be shortened to provide more stacking for left turns onto Wellington Ave.
The south end of the 12th Street median is shortened in the revised plan to provide additional stacking for left turns onto Wellington Avenue.
 21. Provide a left-turn bay on 12th Street for left turns onto Wellington.
The plan is revised to provide a left-turn bay on 12th Street for left turns onto Wellington by lane striping suggested in red-line copy.
 22. Provide signing and striping plans for Wellington Ave. and Patterson Rd. improvements.
Signing and striping plans are provided for Wellington Avenue and Patterson Road in the revised plan set.
 23. Traffic control for the street improvements will be complex. It is likely that submittal of a traffic control plan will be required prior to sign-off of construction drawings.
A traffic control plan will be provided prior to sign-off of construction drawings if required. In conversations with Staff, a traffic control plan would not be required until just prior to actual construction.
- Sheet 6 of 18 (please return redlined plan sheet):*
24. Please turn the intersection 90 degrees so that the North arrow is up.
Note that design sheet number 6 has been renumbered to design sheet 13 in the revised plan set. The intersection is turned 90 degrees in the revised plan so that the north arrow is up.
 25. Station and offset or coordinates for poles and cabinet locations are needed. A table for this may be helpful.
Station and offsets are provided in the revised plan.
 26. A summary of quantities would be helpful.
A summary of quantities is provided in the revised plan.
 27. Show the five-section head as "doghouse" style.
The five section head is revised to "doghouse style in the revised plan.
 28. The phasing needs to be reversed to be consistent with the City phasing.
See diagram drawn on the plan sheet.
The phasing is reversed on the revised plan.

29. Note 2, please contact Rick Ripley, 244-1573.
Note 2 is revised to reflect contact of Rick Ripley.
30. Note 6, add "with a 17 to 19 foot clearance above pavement grade. All traffic signal heads shall be centered over the approach lanes."
Note 6 is revised with the insertion of the requested text.
31. Add a note requiring provision and installation of illuminated street name signs. A detail might be helpful. Also show location of the signs on the mast arm along with other overhead signs.
A note is added requiring provision for and installation of illuminated street name signs. The sign locations are illustrated on the revised plan.
32. The signal plan needs to be consistent with the signing and striping plan.
The signal plan and signing and striping plan have been revised to be consistent.
33. Add a note that the existing signal will remain in operation throughout the construction of the new signal.
A note is added to the revised plan to indicate that the existing signal will remain in operation throughout the construction period.
34. It appears all new loops will be required at this intersection. The widening of the intersection will mean the existing loop lead-ins will be severed and our experience with splicing is that it does not work. Please show all the loops on the plan, and locate and dimension them appropriately.
Loops are located and dimensioned on the plans.
35. Plan reference #5 and 6 need to include thermoplastic 120 mil thickness minimum. You may want to reference the striping plan.
This specification is noted on the revised plan.
36. Reference #7, add the word "fixture" after luminaire.
Reference #7 is revised with the insertion of the word fixture.
37. Reference #8, delete. Just home-run to pull-box behind curb.
Reference # 8 has been deleted.
38. Reference #9, delete and note stub out 2" conduit under gutter.
Reference #9 is revised to note stub out 2" conduit under the gutter.
39. Reference #10, this needs to be shown on the striping plan as well, and using this radius.
Reference #10 is shown on the revised striping plan using the same radius.
40. Reference #12, contact Rick Ripley, 244-1573.
Reference #12 is revised to reflect contact of Rick Ripley.
41. Reference #15, add 3M Model M701 or equivalent. Appropriate loop detector amplifiers shall be installed in the controller cabinet.
Reference #15 is revised to note 3m Model M701 or equivalent and installation of

appropriate loop detector amplifiers in the controller cabinet.

42. Add a reference #16 noting the cabinet should be located parallel to the sidewalk and the door open to the sidewalk.

A reference is added to note that the cabinet should be located parallel to the sidewalk with the door opening to the sidewalk.

REGIONAL TRANSPORTATION PLANNING OFFICE

How will driveway queuing be affected by the interaction of pedestrians crossing the main drive aisle and inbound traffic from Patterson Road? The crossing in question is at the northwest corner of the building.

The cross-walk designed just south of the northwest corner of the building is located approximately 30' south of the maximum on-site stacking depth as defined in the TEDS manual and, therefore, should not present a queuing concern.

Where will the fuel transport park?

In the revised plans the fuel delivery truck will park in-line with the fuel facility with the tractor the fuel delivery truck facing east. This parking configuration is illustrated in Exhibit I. When parked, the nose of the stationary fuel truck will not block the drive lane to south of the proposed fuel facility. This re-fueling location allows movement for on-site vehicles. A comment is noted that the parking re-fueling truck may impede vehicles following it into the site. The fuel transport will enter the site at access point A which is limited to right-in and right-out movement. Access point B is located to the west of access point A on Patterson Road. Due to right-in/right-out movement only at access point A, east bound traffic is the only traffic that will enter the site at access point A. As access point B is the first access point into the site for east bound traffic, it is anticipated that east bound site traffic will enter at the first access point rather than entering at access point A. Therefore, there should be a very limited number, if any, of vehicles that follow the fuel truck into the site at access point A.

What is the life of this store? 20, 30, 50 Years?

This building will have the same expected life as any new masonry building in the community. However, it's useful life as a supermarket will be shorter. The factors which may terminate a supermarket's viability include acts of competitors, changes in the economic conditions of the area (several newer supermarkets in the valley closed during the oil shale bust), changes in the demographics of the area and changes in retailing trends (the large stores of today make the smaller stores of the 1970's generally obsolete). These factors are impossible to predict into the distant future. Therefore, Petitioner uses a 15 year return on investment model to evaluate investments, and assumes that every store will last that long. In reality, most supermarkets are converted to other uses before they reach 30 years of age.

The response to Community Development's comment number 31 does not resolve a major conflict concern.

See comment number 1 on page 10.

Comments on Final Site Plans

The 12th Street improvements may work in theory, but it is difficult to imagine how such a complicated median design will be negotiated by motorists on an intuitive basis.

The concrete median is designed and provided at the request and with the approval of Staff.

See comment number 1 on page 15.

There continues to be conflict when a WB50 semi truck and trailer combination makes a left turn from 12th Street onto Patterson Road.

See comment number 1 on page 18.

The median design on Patterson Road east of 12th Street is questionable.

The median design on Patterson Road reflects Staff's requested modifications.

The petitioner will not depart from the original concept of using the general street system to provide vehicular circulation that should be provided on-site.

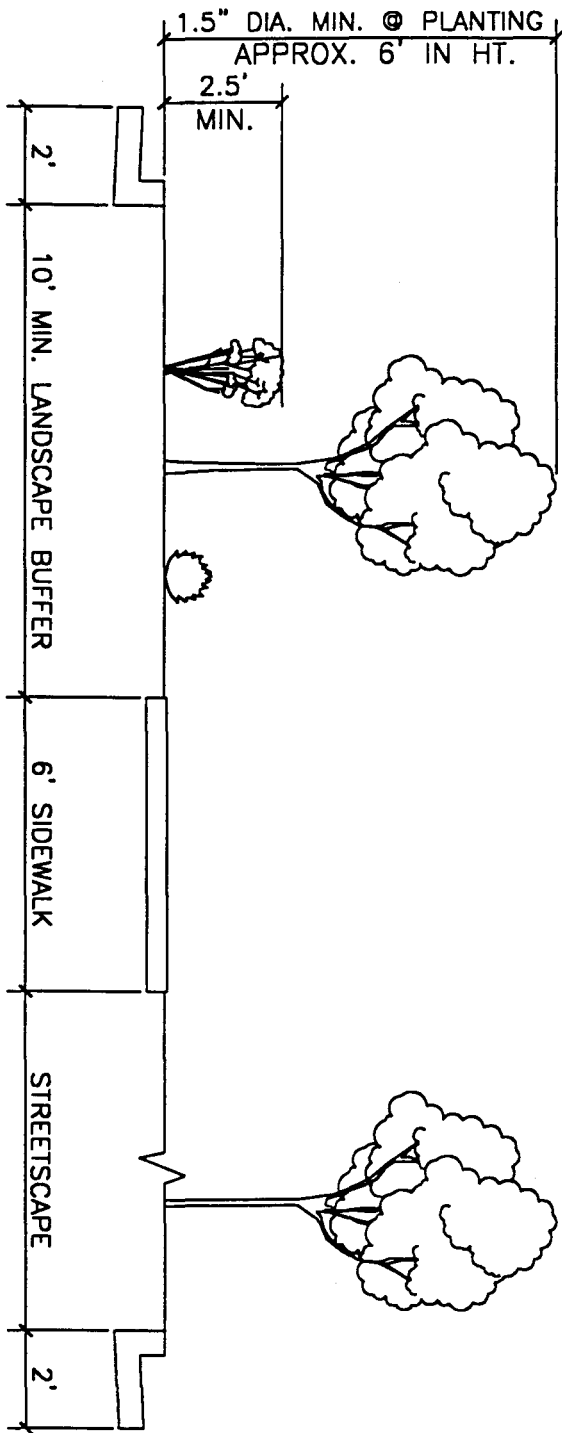
The design of two access points on Patterson Road provides a separation of freight movements from customer traffic. The eastern most Wellington Avenue driveway has been revised to an exit only drive as suggested. Petitioner does not concur that compressing all of the traffic from this facility into one access point is in either the public's or the City's best interests, and Petitioner has accordingly deliberately dispersed the traffic impacts across multiple access points.

Based on revised plans and responses to comments, it is clear that the petitioner attempts, for the most part, to respond to all traffic engineering or other deficiency in order to ensure that there will be no technical arguments hindering approval of this application.

That is Petitioner's intent.

In sum, this application, as proposed, will be detrimental to the community's transportation system and should be denied.

Petitioner notes that the proposed project provides an opportunity for the City to have a private party participate in the cost of substantial improvements to the infra-structure at the intersection of these two important community arterials, which is already near capacity, since the TEAPAC model for this intersection forecasts that the average delay will be 39.9 seconds by the year 2002. The Highway Capacity model calculates that this intersection will be at 100% capacity some 18 months from mid-1998. Both of these forecasts are *before* any effect of the proposed supermarket development. In terms of total average vehicles per day, this project adds less than 10% to the traffic on the streets around this project. And, after construction of the project and the proposed street improvements, the operation of the intersection will be improved over today's existing conditions. Petitioner also notes that Staff and the RTPO do not agree on many of the above comments. Finally, it is Petitioner's understanding that the Public Works Department is satisfied with the total package of traffic improvements as designed.



TYPICAL STREET FRONTAGE
LANDSCAPE SECTION AT PLANTING

SCALE: 1/4" = 1'-0"

EXHIBIT C

TREE SPECIES	QUANTITY
Elm Clump	20
Elm	16
Russian Olive	8
Evergreen type	23
Cottonwood/willow	26
Fruit/nut	9
Maple	6
Honey Locust	4
Ash/birch	3

EXHIBIT C -1

TYPICAL FREESTANDING ILLUMINATED SIGN
300 SQUARE FEET



TYPICAL FREESTANDING ILLUMINATED SIGN
150 SQUARE FEET

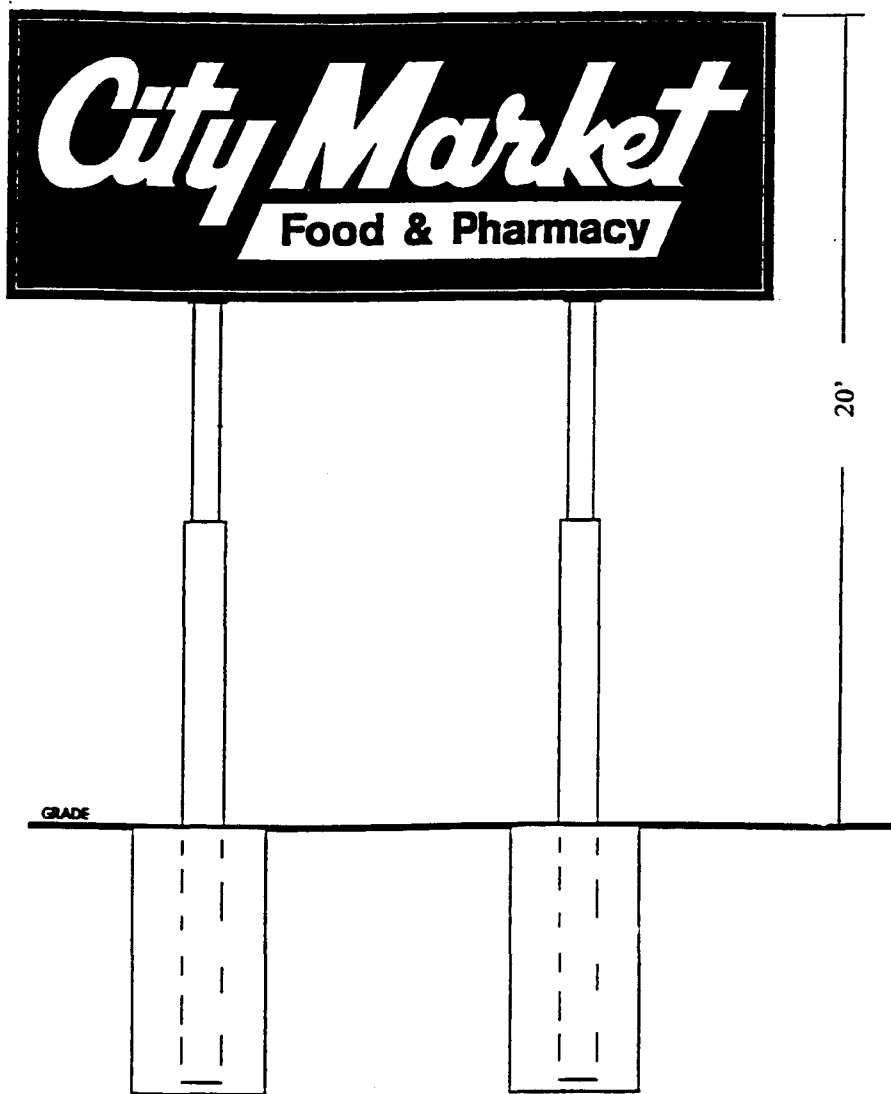
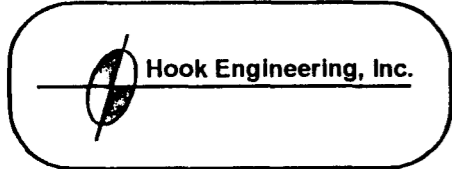
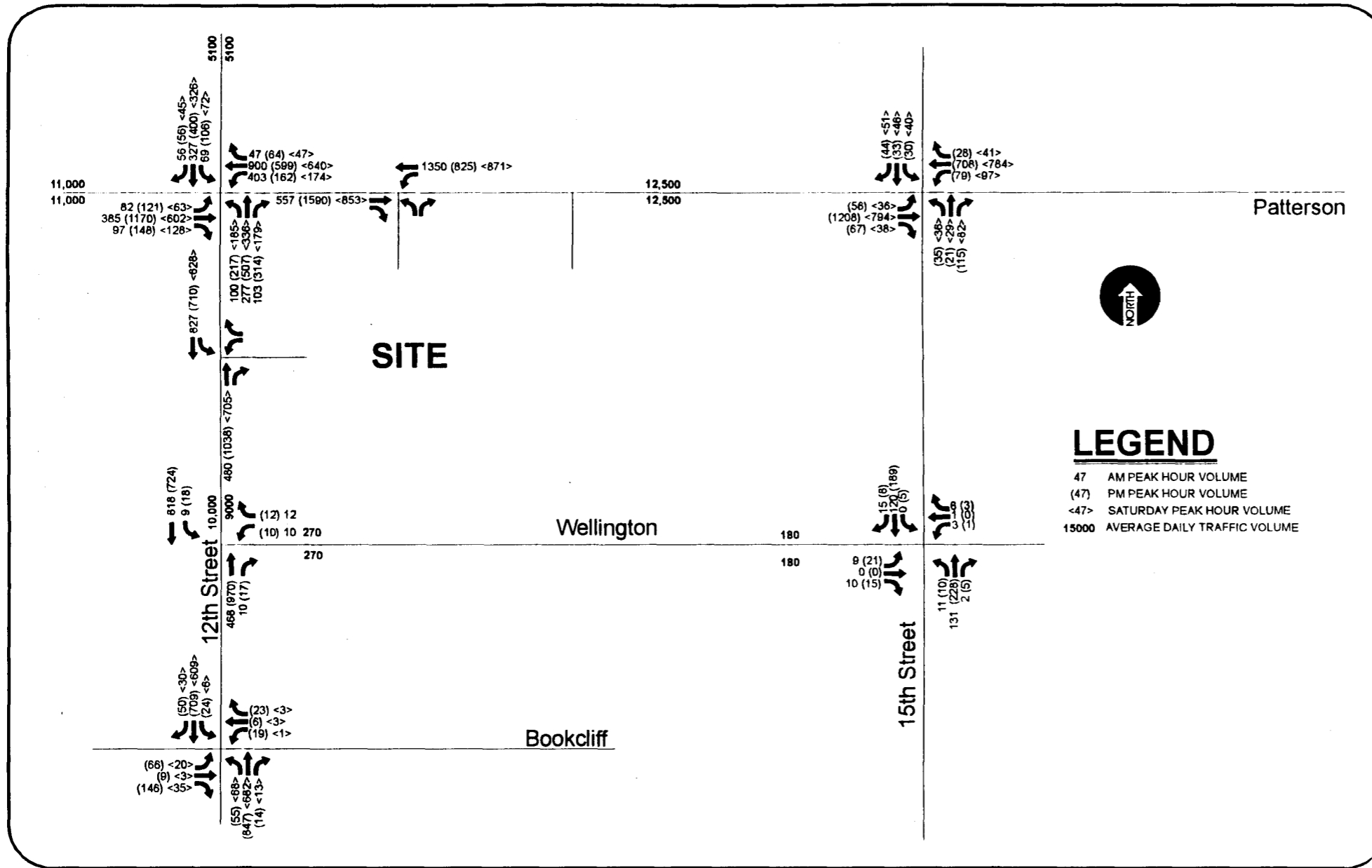


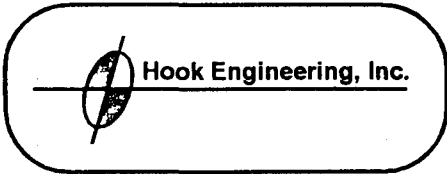
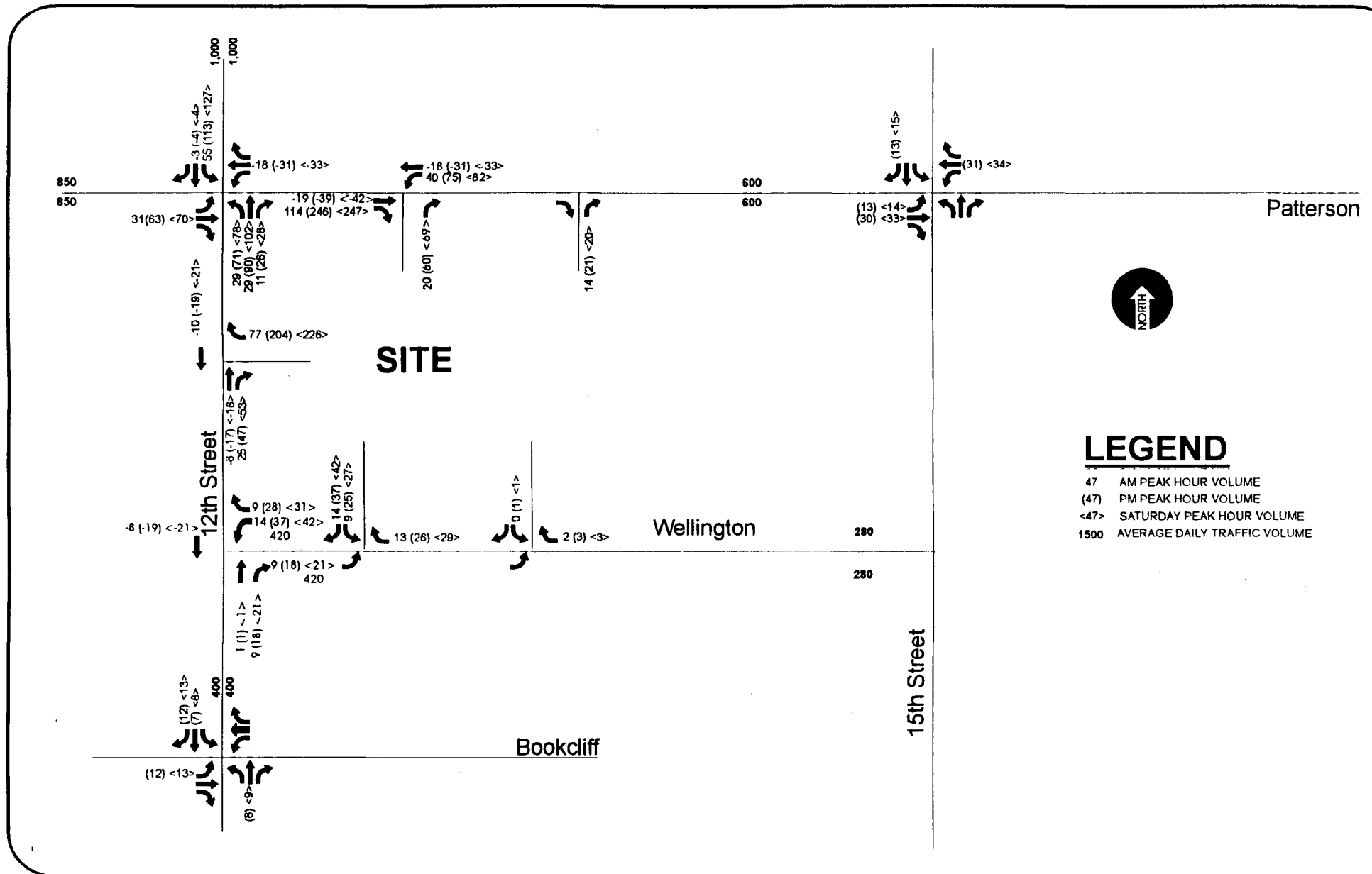
EXHIBIT D

TREE SPECIES	MATURE HEIGHT
Krauter Plum	18'
Carminc Crabapple	18'
Almey Crabapple	15'
Flowering Almond	15'
Cistena Plum	10'
Quaking Aspen	25'
Pink Spires Crabapple	15'
Pink Perfection Crabapple	20'
Fastiga Poplar	40'
Little Leaf Linden	40'
Globe Willow	35'
Sunburst HoneyLocust	25'
Green Ash	30'
Dwarf Alberta	7'
Austrian Pine	40'
Spring Snow Crabapple	25'
Washington Hawthorne	25'



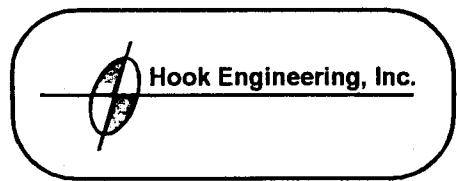
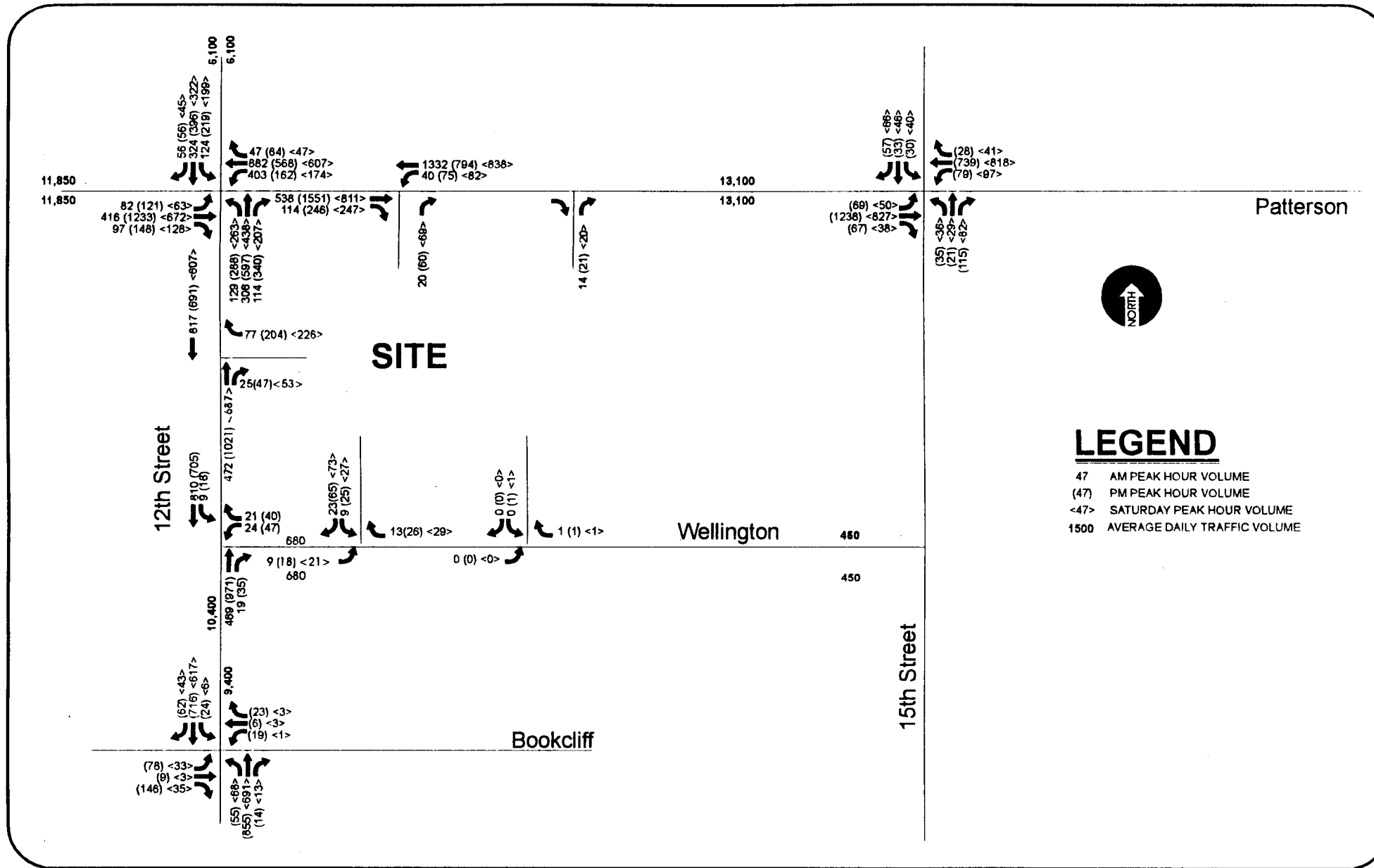
Existing Traffic Volumes

Figure 3



**Site Generated Traffic Volumes
Recommended Plan**

Figure 8



Existing Plus Site Generated Traffic Volumes Recommended Plan

Figure 9

REVIEW COMMENTS

Page 1 of 12

FILE # SDR-1998-129 **TITLE HEADING:** Site Development Review - City Market Shopping Center

LOCATION: SE corner of 12th Street and Patterson Road

PETITIONER: City Market, Inc.

PETITIONER'S ADDRESS/TELEPHONE: 105 W. Colorado Avenue
Grand Junction, CO 81505
241-0750, ext. 1281

PETITIONER'S REPRESENTATIVE: Mike Shunk

STAFF REPRESENTATIVE: Bill Nebeker

NOTE: THE PETITIONER IS REQUIRED TO SUBMIT FOUR (4) COPIES OF WRITTEN RESPONSE AND REVISED DRAWINGS ADDRESSING ALL REVIEW COMMENTS ON OR BEFORE 5:00 P.M., July 28, 1998.

CITY COMMUNITY DEVELOPMENT

7/17/98

Bill Nebeker

244-1447

The comments from City Community Development and City Engineering regarding the Site Plan Review application are substantial. The plan set will require substantial design modifications to meet City standards and deficiencies in the detail provided with the original submittal, thus, much of the staff review of the response to comments will involve an in-depth re-review of the drawings. The ability of staff to review the resubmittal items in a timely manner is dependent on the completeness of the resubmittal; this item will not be scheduled for the August Planning Commission meeting if the resubmittal is incomplete or if the Community Development Director determines that staff will require additional time to properly review the resubmittal materials and prepare a staff report and recommendation to the Planning Commission.

Please provide as much detail as possible in answering these review comments.

General

1. All drawings shall be submitted as one set (include landscape plans; select architectural drawings referenced in civil drawings). A cover sheet with master index of drawings shall be provided (as per SSID pg. IX-11).
2. Please correct all spellings errors on drawings.
3. The plan set contains numerous references to "details" with no (or erroneous) cross-references to a detail sheet. The resubmittal plan set shall contain the proper cross-references for all site improvement details.
4. Right-of-way for curb returns for public sidewalk must be dedicated on plat.
5. Handicapped ramps may not be "non-standard" as referenced on several plan sheets.
6. Regarding project compliance in general project report (Section C1), staff does not believe, based on the review of materials provided to date, that the petitioner has conformed to the following items:
a; b; c; d; e & h. Please refer to staff comments where deficiencies have been identified.

CITY MARKET, INC.
Agent for Dillon Real Estate Co., Inc., Owner
Responses to Review Comments
City of Grand Junction Files SDR-1998-129 & RP-1998-133

Following are Petitioner's responses to (A) Review Comments, File Number SDR-1998-129, (B) Review Comments, File Number RP-1998-133, (C) Written Comments of August 18, 1998, and (D) Written Comments of November 4, 1998, for the above captioned site. The Review Comments are listed herein in the same sequence as presented by staff, with the response following each comment in italicized type.

(A) REVIEW COMMENTS, FILE NUMBER SDR-1998-129

City Community Development:

1. All drawings shall be submitted as one set (include landscape plans; select architectural drawings referenced in civil drawings). A cover sheet with master index of drawings shall be provided (as per SSID pg. IX-11).

The drawings are re-submitted as one set. Reference to architectural drawings on the previous design sheets was for future reference that the CMU block walls would be designed by an architect to be compatible with the building design. One of the proposed walls is located on the east side of the property. Two smaller walls are proposed near the southern edge of the parking lot within the landscape areas situated directly adjacent to the parking lot. An architect for the building has not been engaged at this time. Upon approval of this project, the CMU block wall design will be made available for staff review. A cover sheet with master index is provided.

2. Please correct all spelling errors on drawings.

Spelling errors have been corrected.

3. The plan set contains numerous references to "details" with no (or erroneous) cross-references to a detail sheet. The re-submittal plan set shall contain the proper cross-references for all site improvement details.

Cross-references for site improvement details have been corrected.

4. Right-of-way for curb returns for public sidewalk must be dedicated on plat.

The plat is revised to reflect this dedication.

5. Handicapped ramps may not be "non-standard" as referenced on several plan sheets.

The plans illustrate ramps which meet ADA guidelines. All notes indicating "non-standard" have been removed from the plans.

6. Regarding project compliance in general project report (Section C1), staff does not believe, based on the review of materials provided to date, that the petitioner has conformed to the following items: a; b; c; d; e & h. Please refer to staff comments where deficiencies have been identified.

Upon clarification, we find that the above noted items are further addressed in text below. Accordingly, individual responses are provided for each item listed below.

7. Has the market or service area for this development been identified? Please show or describe boundaries of such area.

The precise area from which Petitioner expects to draw customers is Petitioner's confidential proprietary trade information. However, a common convention in the supermarket industry assumes that customers who live or work closer to this location than to another supermarket will shop this facility. Using that criteria, the eastern boundary would be approximately 28 Road, the southern boundary would be between Bookcliff and Walnut Streets, the western boundary would be approximately 7th Street, and the northern boundary would be the limits of residential development to the north.

8. Is a Site Specific Development Plan being requested for this site plan? I didn't see any mention of this request in any of the submitted materials. If such a request is being made a mailing list of property owners within 200 feet is required.

We are requesting vesting of property rights for this project as noted on the design sheets. A Site Specific Development Plan is submitted. Per follow-up conversation with staff, a mailing list is not required.

9. The general project report states that perimeter and interior sidewalks are provided for pedestrian safety, however there is; 1 - no pedestrian access directly from 12th Street or Patterson into the site, 2 - no pedestrian access from the parking lot to the store; 3 - the sidewalk is not wide enough in front of the store to avoid conflicts with parked bicycles at the bike racks. Please explain and show how the site plan will be modified to correct these deficiencies.

The site plan has been modified to address these concerns in the following manner: (1) A pedestrian sidewalk and cross-walk pavement markings are provided east to west across the parking lot to connect the northwest corner of the store with both 12th Street and Patterson Road. (2) These walks are provided for pedestrian access across the parking lot to the store. In large commercial parking lots, customers are accustomed to and safely utilize the parking lot surface as their means of access within the parking area. In most cases, customers utilize the shortest route across the parking lot, ignoring dedicated paths. The on-site sidewalks provide safe pedestrian access to and from the store for those customers seeking a dedicated path. (3) The sidewalk has been enlarged north of the store entrance to provide for storage of bikes in bike racks situated adjacent to the store.

10. Patterson Road and 12th Street are both designated as principal arterials on the major street plan, requiring 110 feet of right-of-way, or 55 foot half streets. Dedications for the remaining rights-of-way will be required for this project. Additional dedications for turning lanes may be needed as required by the Development Engineer. The site layout must be revised to take the new property line locations into consideration.

The revised site plan reflects these revisions. The revised plat reflects the additional dedication of ROW.

11. What is the typical time of day that a semi would make deliveries to the store? Are there any restrictions proposed on time of deliveries?

Semi-trucks will typically make deliveries between the hours of 5:00 AM and 12:00 midnight. Petitioner proposes to schedule no delivery between the hours of 12:00 midnight and 5:00 AM, with the caveat that factors and events may occasionally require other arrangements. Because many deliveries come from warehouses on the Eastern Slope, events requiring delivery after midnight might be equipment breakdown, labor disputes, weather at a warehouse or on the road and acts of God. Petitioner will honor these restrictions as long as conditions are within its control, which may not be the case over the life of the store.

12. What is the proposed height of the structure?

Recent City Market supermarkets of this size have featured front walls about 28 feet above finished floor, side walls about 24 feet above finished floor and rear walls about 23 feet above finished floor. Accent points, such as building corners or entry areas, are often higher. In addition, equipment may be mounted on the rooftop. Roofs are customarily several feet lower than the parapet walls. Petitioner does not anticipate any portion of the building being higher than the 40 foot limitation applicable to B-3 zoned areas.

13. On the overall site plan, provide the layout for the real estate office at the corner of Wellington and 12th Street, with driveway cuts shown.

A layout of the real estate office is provided on the revised site plan.

14. Provide a survey of trees 4 inches in caliper or larger on the site. Indicate the ones that will not be saved. This site has many mature trees on its perimeter and interior. What efforts are being made to preserve as many trees as possible? What type of construction practices will be taken to ensure preservation of these trees?

A copy of ALTA Survey of revised date 4-10-98 is attached as Exhibit A to this response, with trees of 6 inches in caliper or larger illustrated. Subsequent to this review comment, city staff approved this survey illustrating 6" trees in lieu of 4" trees. Trees to be saved are noted on the Survey with yellow highlighting.

Trees to be saved were determined as follows:

A. Attractive species were identified. More effort was made to save evergreens and desirable species than cotton producing cottonwood and poplar, or elderly elms. Mature trees with disease and those disfigured by prior pruning for power lines or other purposes were marked for removal.

B. Building and landscape areas were overlaid on the Survey. Trees located in proposed landscape areas were identified. In several circumstances, landscape islands were added, reconfigured or moved to accommodate existing trees. The truck exit drive onto Wellington, for example, was curved to the west specifically to save trees on the southeast corner of the site.

C. Grading plans were compared to existing grades for the existing trees in areas to be landscaped. Where grades are to be changed 12" or more, existing trees will be replaced with new.

D. Design goals for each area of the site were considered. In areas planned as buffers to the adjoining neighborhood, large trees were retained even though they may not be suitable for parking lot interior areas. Conversely, large trees in central view corridors, adjacent to major signs and clearly in traffic sight triangles will be removed. Generally, such large trees already failed other tests described above in any event.

The above process resulted in 22% of the best large trees on site being saved. Trees to be saved will be identified for contractors, who will be charged penalties for damages, up to \$1,000.00 should a tree marked for saving be lost, due to construction activities.

15. The landscape plan is confusing. Per Sheet L1.0 are there any existing shrubs that will be preserved on the site? Sheet L 1.0 seems to indicate that 21 existing trees on the site will be preserved. I only counted 17 trees on sheet L3.0 and 2 on L2.0. Where are the other trees that will be preserved?

The legend on attached design sheet 29 has been revised to include a symbol for preserved shrubs. The preserved shrubs are illustrated by such symbol on attached design sheet 31 and can be found on the west side of the detention area. Existing trees to be saved are noted on the plans by letter notation in the center of the trees. A legend further describing the letter representation is found on design sheet 29. An example would be the letter "C" represents a cottonwood tree. The trees to be saved are situated in the following locations and may be more easily identified on the ALTA Survey provided in response to question 14 above: (a) along the east property line on the southern half of the site; (b) in the landscape area in the southeast corner of the site; (c) in the landscape area to the south of the store that is bordered by the two Wellington Avenue ingress/egress lanes; (d) in a parking lot landscape island to the north of the detention area; (e) bordering the north and east sides of the property known as the Arrow Head Real Estate Office; (f) in the north parking lot centered in one of the parking rows; (g) in the landscape island abutting the east/west sidewalk in the parking lot; and in two landscape islands near the west Patterson Road access point.

16. Most of the existing trees that will be preserved are located along Wellington Avenue however this area is proposed for a detention pond. How will the construction of the pond, the elevation difference between the present soil level and future detention pond level and the standing water in the pond, effect the long term health and viability of these trees? Provide a plan showing current elevations and proposed elevation after grading.

Only the area west of the main traffic entrance from Wellington Avenue will be a detention pond. The trees to be saved in the detention pond area are situated near the east property line of Arrow Head Real Estate Office and on the northern border of the detention area by the parking lot. The existing and proposed grades in both of these locations are satisfactory for retention of these trees. Due to limited time of standing water in the pond and location of the trees, the trees should not be impacted by the depth of water in the detention pond. The revised grading plan illustrates the existing and proposed elevations.

17. The symbols on the site plan show very large trees proposed in the detention pond area, but aren't these just 1.5 inch caliper at the time of planting?

Yes, the trees to be planted will be 1.5 inch minimum caliper at time of planting. They are illustrated at mature size on the landscape plan to aid in locating the trees upon the site as directed by city staff.

18. Revise the landscape plan to show correct location of property line.

The landscaping plan has been revised to illustrate the correct location of the property line.

19. Provide a schematic drawing that shows how the proposed frontage landscaping complies with Section 5-5-1F.2.a in regards to a landscape barrier to shield the parking area from the street to height at least 2.5 feet at the time of planting. This landscape barrier is in addition to the 3 foot wall along Wellington Avenue frontage.

Attached as Exhibit B is a schematic drawing that illustrates the parking lot frontage landscaping barrier. Frontage landscaping shall be comprised of shrubs planted adjacent to the parking lot with the interior row of shrubs having a minimum height of 2.5 feet at time of planting.

20. The landscape plan does not clearly show that Section 5-5-1F has been complied with:

- the 2.5 foot paved overhang has not been provided on all planting islands where vehicle door overhang is anticipated,
- planting islands shall be a minimum of 9 feet wide,
- planting islands shall be provided at the end of all parking rows,
- some areas shown as landscaping on the landscaping plan are shown as concrete on the site plan,
- frontage landscaping areas must be at least 10 feet wide.

Please note that a complete review of all parking lot space and landscape island dimensions was not performed because of the necessity to redesign the parking area to correct on-site and roadway circulation deficiencies identified in the comments above and the comments of City Engineering. Staff recommends that the applicant carefully review the requirements of 5-5-1F(2) when redesigning the parking lot.

(a) In the revised plans a 2.5 foot overhang is provided on all planting islands as necessary. The 2.5' overhang is not provided in areas where a shopping cart corral is located directly adjacent to the planting island. The cart corral prevents the possibility of door overhang in the adjacent planting islands.

(b) Staff agreed that rather than planting islands being a minimum of 9' wide petitioner should provide at least the minimum square footage required for parking islands. The parking islands have been revised to meet or exceed this minimum.

(c) The plans are revised to provide planting islands at the ends of all parking rows.

(d) Labeling of concrete use in landscape areas has been revised on the landscape plan and the site plan so that both plans reflect similar notes.

(e) The frontage landscape areas have been revised to be at least 10' wide.

(f) The requirements of 5-5-1F(2) were utilized in developing the landscaping plan.

(g) Tree counts are revised to reflect the revised site and landscaping plan.

21. Landscape islands (identified as C5 & C10 on sheet 8 of 15 - we understand this is reference to the table but have no other easy way to identify the islands) may not be replaced by walk; 9 feet of landscaping materials as per Code must be provided - please widen these islands to accommodate the sidewalk and landscaping and/or relocate the walk.

Landscape islands have been provided adjacent to the sidewalks in the two islands noted as C5 and C10 on attached design sheet 8.

22. Installation of landscaping must comply with sight triangles at all intersections.

Landscaping complies with sight triangles, with one questionable existing pine tree bordering the west side of the far east access point on Wellington Avenue. Section 5-3-

2 of the Zoning and Development Code is not detailed in its illustration of the sight triangle application. Thus, it is unclear whether this tree is in the sight triangle. In an effort to save existing trees, this tree is illustrated on the landscaping plan. Petitioner will delete this tree if staff so requests.

23. Additional large (tall) trees could provide between the block wall and Patterson Gardens property line to provide a more effective screen between the two uses.

Additional large trees are added there in the revised landscaping plan.

24. Provide detail on the signs proposed for the site, particularly the freestanding signs.

Free standing signs are proposed at the west Patterson Road access point, the 12th Street access point and the west Wellington Avenue access point. The Patterson Road and 12th Street signs are proposed to be 40' high, with faces of 300 square feet or less. The Wellington Avenue sign shall be not more than 20' high, with faces of not more than 150 square feet. Attached as Exhibit C is an illustration of the proposed signs. While Exhibit C illustrates signs with a single face, the final design may include multiple faces with smaller sign cabinets installed between the support poles. In such event, and for conceptual purposes, the overall square footage of such a freestanding sign with multiple sign faces would be the same as a freestanding sign of a single face.

25. Provide detail for "color concrete speed bump/ramp" on detail sheets.

Details for the color concrete speed bump/ramp are noted on the revised design sheets.

26. What is the function of the "aisle paths" - they do not line up and are incomplete across the parking lot.

Aisle paths enable customers with carts to cross landscape area barriers.

27. Show location of cart corrals.

Cart corrals are illustrated on the site plan. Enclosed as Exhibit D is a reduced size site plan with cart corral locations highlighted in yellow.

28. A bike rack detail was not provided with the plan set.

A bike rack detail sheet for National Cart Co. model BR-110, or similar, is attached as Exhibit E. Petitioner proposes three bike racks on the sidewalk just north of the store entry, situated directly adjacent to the store front.

29. Provide additional details regarding gas station in plan set (e.g. how many pumps are there, what is the size of the canopy) (9 of 15)

Design sheet 9 has been revised to illustrate four dispensing units on the four islands under the canopy. The four pumps will dispense fuel from either side and therefore, eight (8) fuel pumps are available for customer use. This is a 50% reduction from the 16 pumps previously illustrated. Dimensions of the canopy are 26' x 140'.

30. If two pumps are proposed on each side of islands, inadequate space exists for the stacking of vehicles which would interfere with east/west circulation on the site. (9 of 15)

See response to item #29 above. The islands have been centered under the canopy, thereby increasing the distance between the pump and the drive lanes. In addition, the pumps have been realigned on a diagonal bias to improve traffic flow in the drive lanes.

31. How is circulation and maneuvering into the drive-thru Pharmacy going to function? Circulation appears to be circuitous and conflicting w/gas station traffic.

The pharmacy drive lane is a one-way west bound traffic lane with the driver side of customer vehicles adjacent to the drive-thru window. This design complies with regulations requiring that pharmacy staff have visual and verbal contact with the customer before dispensing drugs. Vehicles enter the drive-thru lane from the east.

The site plan is revised to provide improved circulation in this area. Revisions include: (a) Extension of the Patterson Road west access point on-site median from 80' to 95'. Part of this median is configured to provide a left turn lane indicated by a pavement marking arrow; (b) A shift of the entire fuel facility some 20 feet to the west to better configure the circulation area near the median described above; (c) Providing a landscape island on the west side of the relocated fuel facility with the west edge of that island in line with the west edge of the landscape island along Patterson Road; (d) Replacement of the curb separating the pharmacy drive-thru lane from the parking lot to the north with a partition wall. This wall is proposed with the lower half constructed of CMU material similar to the store and upper half to be open space with evenly placed support columns. Attached to the support columns will be a canopy over the immediate area of the pharmacy drive-thru window, with the remaining area of the opening above the drive-thru lane covered only by spaced beams. This wall will create a visual separation between the pharmacy drive-thru lane and the fuel facility. Actual design of this wall and canopy will occur at a later date to be compatible with store design. It is anticipated that the partition wall will be lower than the adjacent store wall; (e) Signs on the westerly side of the canopy shall read "DO NOT ENTER" and "EXIT ONLY".

32. The seasonal garden center requires a temporary use permit, separate from this site plan. I suggest you remove it from the plans.

The garden center is noted on the plans for construction purposes to aid in location of water and power supplies. A note is inserted on the revised site plan stating that a yearly temporary permit is required for the seasonal garden center.

CITY DEVELOPMENT ENGINEER

DIA (Development Improvements Agreement):

1. The cost item list in Exhibit "B" will need to be expanded and modified to include items which reflect the final design. There are a number of improvements within the public ROW described in the review comments which will need to be included in the cost estimate and financial guarantee. A copy of the cost estimate for the Home Depot project can be provided to the applicant as an example of the format and cost breakdown necessary for Exhibit "B".

The attached Exhibit B is revised to include items reflected in the final design. These improvements include those in the public ROW.

Soils Report:

1. The final soils report needs to be amended to include pavement designs for all public street pavement being constructed/reconstructed with this project. The soils report notes that geotextile fabric may be required for the on-site pavement construction. Please include any such recommendations regarding subgrade stabilization for pavement in the public ROW in the soils report addendum as well as including the associated costs in Exhibit "B".

Enclosed as Exhibit F is an amendment to the soils report providing pavement designs for the public street pavement. Per staff, the soils report provided sufficient data for pavement sections on 12th Street ROW. Associated costs are included in Exhibit B.

2. The diagram for the boring locations in the report does not match the current site plan.

The site diagram illustrating boring locations has been revised in the amended report to reflect the revised site plan.

Landscape Plans:

1. Distinguish between proposed plantings and any existing vegetation which is proposed to be saved. It appears the proposed grading may conflict with the locations of some of the existing trees to be saved (areas of 1 to 2 feet of fill in the parking lot and cut in the area of the detention pond along Wellington Ave).

Trees to be saved are noted on the landscaping plan by letter notation. The letter notation is further defined on design sheet 29 of the landscaping plan. As example, the letter "C" represents a cottonwood tree. The revised grading plan better illustrates existing and proposed grades. Proposed grades were considered when identifying trees to be saved.

2. The proposed site grading needs to be shown (light line weight so as not to interfere with site information) on the landscape plans and site plans in order to establish how the site grading relates to the landscaping and parking lot improvements. It is understood that the SSID manual does not include existing or proposed site contours on the checklist for site plans. However, it is important to have information which shows if there are any conflicts between existing/proposed landscaping, site improvements, and site grading. This is particularly a concern along the south boundary in the area of the detention pond and landscape buffer along Wellington Ave. as well as along the eastern boundary near the proposed CMU wall and existing open irrigation ditch.

The site and landscaping plans provide grades in light line weight to illustrate that there are no conflicts with proposed improvements and proposed grades.

3. The Austrian pine trees located at the southeast corner of the site near the easternmost Wellington Ave. driveway will potentially obstruct sight distance from the driveway. The plant material in the sight triangles should be below driver eye height or have a canopy above driver eye height. The sight distance problem is compounded by the angle of the driveway.

The proposed new Austrian pines have been relocated. In an effort to save existing trees, Petitioner has illustrated an existing pine tree in the revised landscaping plan in the area described above. This tree borders the west side of the far east access point

on Wellington Avenue. It has a canopy only above a driver's eye height and should present no visibility problem. Petitioner shall delete this tree if staff so requests.

Plat:

1. The plat needs to show and include dedication of drainage easements for the detention pond areas on the site and utility easements for any public utility lines.

The revised plat includes dedication of a drainage easement for the detention pond. Utility easements are provided for public utility lines.

2. Both Patterson Road and 12th Street adjacent to the property are designated as principal arterials on the City's Streets Classification map. The right-of-way dedication for both 12th Street and Patterson Road must, at a minimum, be dedicated to the 1/2 street ROW for the principal arterial standard (total principal arterial ROW width is 110 feet so 1/2 ROW dedication is 55 feet). Any ROW necessary for improvements related to the site development including turn lanes, medians, intersection improvements, signal pole relocation, etc. must be dedicated in addition to the standard 1/2 street ROW for the principal arterial.

ROW dedications on the revised plat for 12th Street and Patterson Road provide for minimum ROW widths of 55 feet from the centerline.

3. Dedicate the ROW necessary to include all access ramps along the public streets in the public ROW (e.g. at site driveways).

ROW is dedicated on the revised plat for access ramps along the public streets.

4. Dedicate the ROW necessary to locate all signal apparatus outside of the public sidewalk and access ramp area.

The signal apparatus is located outside of the public sidewalk and access ramp areas in the revised plan.

Plan Set: (General)

1. The final plans must include detailed design for all the improvements in the public ROW. The street plan and profiles submitted must include the items listed in the SSID manual for roadway plan and profiles (page IX-28) and include street cross-sections in accordance with SSID checklist for roadway cross-sections (page IX-27). The submittal information received to date is incomplete with respect to plans, profiles, and cross-sections for the roadway improvements. In addition to the checklist in the SSID Manual, if the project engineer would like to review an example of the extent and type of information required for the final construction plans, the Home Depot plans for F Road are on record with the City and are an example of the level of detail and information which must be provided.

The revised plans include details for improvements in the public ROW as listed in the SSID manual.

2. A traffic plan (signing, striping, signal plan) is required and needs to be prepared in accordance with the SSID checklist (page IX-32). The traffic control plan for construction can be submitted separately after final construction plan set approvals. However, due to the extent of the work affecting two major arterials, the City

Transportation and Engineering Departments will need ample time to review the traffic control plan prior to construction.

A striping and sign plan is included in the revised drawings.

3. An on-site signing and striping plan should be provided.

Per staff approval, this information is provided on the revised site plan.

4. The roadway plans need to include dimensions for the existing and proposed lane widths, medians, taper and decel lengths, radii, distance to driveways and intersections adjacent to and opposite from the site, driveways widths, etc.

The roadway plans incorporated as part of the revised set of design plans illustrate the requested data.

5. All plans including site plans, landscape plans, and roadway plans need to reflect the new ROW lines.

The site plan, landscaping plan and roadway plan now reflect the new ROW lines.

6. The sidewalks on both 12th Street and Patterson Road must be located such the back of walk is 1 foot from the new ROW line (per the ROW dedications described above) in accordance with the principal arterial street standard.

The sidewalks on both Patterson Road and 12th Street, other than detached walks as agreed upon with staff in meetings, are now located such that the back of walk is 1 foot from the new ROW line.

7. It appears construction easements from the out-parcel at the southwest corner of the site and possibly from property to the east will be necessary to construct the improvements shown on the plans.

As a matter of clarification, the parcel described above and better known as the Arrowhead Real Estate Office is not an out-parcel of this project nor a part of this project. The improvements shown at the southwest corner and on the east portion of the site should not impact adjacent property owners and it does not appear that construction easements will be required. In the event such easements become necessary, such easements will be obtained from the appropriate owners.

8. Utility re-locations are noted very generally on the plans. There should be at least some preliminary design and plan for relocation shown to illustrate the adequate ROW and easements exist or are being dedicated to accommodate the utility re-locations.

Public Service Co., U.S. West and TCI have reviewed the proposed utility locations. Detailed relocation plans will be prepared by each entity upon approval of final plans. The following are the preliminary opinions of the utility companies on the relocation.
A. Public Service Co.: The major power line on the south side of Patterson will not have to change alignment. Three poles must be relocated. The poles along 12th Street and Wellington will need to be moved back. Sufficient ROW and easements exist.

B. U. S. West: Lines along 12th Street and Patterson serve only the existing residences on the site and can be abandoned. The parcel at the southwest corner (not part of this project) is serviced from the south. The on-site lines in Wellington may be abandoned.

C. TCI Cable: TCI has facilities on poles along 12th Street and will relocate to the new PSC poles.

If larger easements are required to accommodate utility re-locations when construction commences, Petitioner will provide the easements to accommodate such work. There is no indication that easements might be required from other owners.

9. The pedestrian connections from the surrounding public sidewalks (particularly along 12th Street and Patterson Road) to the building are not very direct, are incomplete, or do not exist. The parking lot design needs to accommodate safe and direct pedestrian access from the public sidewalk system.

Pedestrian connections from the surrounding public sidewalks to the building are modified in the revised site plan - see details in response to Item #9 above, on page 2.

10. The on-site stacking for cars at the access points onto Patterson Road and 12th Street does not meet standards set forth in the TED Manual (Table 11.9.2 Appendix 11). At a minimum, a queuing analysis needs to be prepared by the applicant's traffic engineer to establish the minimum distance required from the driveway to the nearest drive aisle and parking stalls on the site at all access points.

The revised traffic study provided a response to the on-site stacking. City staff advises that on-site stacking is now adequate.

11. The final roadway plans, site plans, and landscape plans will likely change significantly based upon the comments pertaining to the site traffic impacts. A detailed review of the revised plans will be completed when those items have been resolved and reflected on the plans. There may be additional comments which will arise as a result of reviewing the revised plans.

The revised plans reflect comments received.

Plan Set: Sheet 5/15 Wellington Avenue Plan and Profile)

1. See comments regarding general plan set-street plan & profile, cross-sections, pavement design, etc.

These comments were addressed previously in these review responses.

2. The City's standard minimum flowline grade is 0.50%. If a variance to this standard is being requested due to some existing constraint, explain the constraint. Also, once a more detailed road plan and profile and cross-sections are provided, there may be an alternative design apparent that can meet the standards or some additional reconstruction that can eliminate the problem.

Wellington Avenue design has 210 LF (Sta. 4 + 50 to Sta. 6 + 00) with a flowline grade of 0.36%. This is necessary to both match the existing centerline grade and not exceed the 3% maximum cross slope.

3. Similarly to item #1, the City's standard for road cross-slopes is 1% to 3%. Based upon review of the detailed road plan and profile and the actual cross-sections when they are provided, it will be determined whether or not there are constraints which

can be reasonably altered to meet the standards or if a variance to the cross-slope is acceptable.

The revised design for Wellington Avenue has cross-slopes ranging from 1% to 2.2%.

4. Show the new locations for the fire hydrant at the corner of 12th and Wellington and provide dimensions to show it can be relocated within the existing ROW and not interfere with the access ramp. It may be necessary to acquire ROW and/or easement at this corner.

The fire hydrant is proposed to be relocated to the south side of Wellington.

5. The access ramp at the corner of 12th and Wellington does not appear to meet City standards and shown as such on the plans. Again, it may be necessary to acquire additional ROW and/or easement on the corner for this construction.

The revised plans illustrate a new access ramp within the existing ROW.

6. Detail how the ramp and new sidewalk will tie to the existing sidewalk along the outparcel. What is the condition and width of the existing sidewalk?

The connection of the new sidewalk on the south of the out-parcel to the existing sidewalk is illustrated in design sheets number 7 & 10. The corner ramp is approximately one year old and the existing sidewalk on the west side of the out-parcel is in good condition. This sidewalk is at minimum 4 feet wide.

7. It appears there are some utilities which conflict with where the new sidewalk to the north of the outparcel is proposed to tie to the existing sidewalk. Please clarify the design.

See above response to Item #8 on Page 10.

8. Per City standards, the private driveways are required to be concrete to the property line.

Per Kerrie Ashbeck, this comment relates to driveway at Arrowhead Real Estate property and it is not necessary to extend a concrete drive to the property line.

9. Label the size, type and slope of the pipe under 12th Street.

City construction plans for 12th Street indicate a 15 inch CMP was installed across 12th Street on the south side of Wellington Avenue. Since there is not a pipe on the south side it may be logical to assume that the one shown in the plan is 15 inch. No grades were given and the west end has not been located. Therefore, the slope is unknown.

10. Show the limits of all asphalt removal, reconstruction, and patching.

The limit of asphalt removal is illustrated on design sheet 10 by cross-hatching.

11. Provide a profile for the new pipe to replace the old CMP under Wellington.

This profile is provided in the revised designs.

12. What is the width of the proposed driveway for the outparcel?

The proposed width is 16 feet.

13. The street plans and cross-sections and grading plans need to show the grading at the back of walk. A minimum of 2 feet at 2% is required behind the public walk and typically 4:1 to existing/proposed grade.

This information is provided.

Plan Set: (Sheet 6/15 12th Street Plan and Profile)

1. See comments regarding general plan set - street plan and profile, cross-sections, pavement design, ROW dedication, etc.

These comments were addressed previously in these review responses.

2. Design for 12th Street will change significantly with comments related to traffic impacts (medians, double left, right turn decel and taper length). The final design will be reviewed and commented on when the street improvement plans are complete and reflect the necessary design related to the traffic impacts of the development.

Revised design plans for 12th Street are provided in addition to the site design plans.

3. As noted for sheet 5, there appear to be utility conflicts with the sidewalk location.

See comments noted above in Item #8 on Page 10.

4. It is not acceptable to pour the sidewalk and ramp around the existing signal pole and box at the intersection of 12th and Patterson as noted on the plans. The signal apparatus will need to be relocated outside of the public sidewalk and ramp and sufficient ROW needs to be dedicated on the plat for this relocation.

In the revised plans the signal apparatus is not located in the public sidewalk and is located within the dedicated ROW.

Plan Set: (Sheet 7/15 Patterson Road Plan and Profile)

1. See comments regarding general plan set - street plan and profile, cross-sections, pavement design, ROW dedication, etc.

These comments were addressed previously in these review responses.

2. Design for Patterson Road will change significantly with comments related to traffic impacts (raised median extension, right turn taper and decel). The final design will be reviewed and commented on when the street improvement plans are complete and reflect the necessary design related to the traffic impacts of the development.

The revised plans reflect comments received.

3. Per City standards, the private access driveways must be concrete to property line.

The private access driveways are now concrete to the property line.

4. The proposed "v"-pan in the right turn lane is not acceptable. The final Patterson Road plans and cross-sections for the turn lane need to include a design for an inlet at the curb and pipe to the storm sewer or other solution to eliminate the "v" pan.

The "V" pan has been deleted from the revised plan.

Plan Set: (Sheet 8/15 Site Plan)

1. There are numerous curb locations that cross pedestrian walkways. The details and plans do not show how the curb openings will be constructed to allow safe pedestrian crossings.

This information is provided in the revised designs.

2. Dimension the curb opening widths on the plans and cross-reference the details.

Curb opening widths are now noted on the plan.

3. Provide a detail for the proposed speed humps along the drive aisle in front of the store. It appears the humps are also proposed to serve as raised pedestrian crosswalks, however, they do not appear to be wide enough for pedestrians and carts. The City staff will look for some information on design standards for raised pedestrian crosswalks to provide the applicant.

Details for the speed humps are provided in design sheet 21. The speed humps will serve as pedestrian crosswalks and are wide enough to accommodate pedestrians and shopping carts.

4. All the site plans note the ramps on-site to be "non-standard". What does this mean? Do the ramps still meet ADA standards?

All handicap ramps meet ADA standard. All notes indicating non-standard have been removed from the plans.

Plan Set: (Sheet 9/15 Site Plan)

1. See comments under general plan set related to on-site stacking needs at the driveways.

The revised traffic study provided a response to the on-site stacking. Per staff, on-site stacking is satisfactory.

2. The circulation and parking lot layout around the proposed driveways on Patterson, the drive-up window, and the gas pump islands creates several points of conflict on-site that may also affect the ability of vehicles to safely and efficiently enter the site off of Patterson Road.

These areas have been redesigned. See revised site plan, and responses above to Item 31 on page 7.

3. If 2 vehicles are at the pump islands end to end, both drive aisles north and south of the island are obstructed. The circulation of the area around the pump islands needs to be re-designed to function safely and efficiently if it can be shown that the traffic impacts of a gas station on the site can be mitigated. It may be necessary to reduce the number of pumps, orient the access to the pumps differently, etc.

The gas pumps have been modified by eliminating one-half of the pumps and orienting the pumps on a diagonal bias rather than a perpendicular orientation. There will only be one pump per island rather than the two previously illustrated. See revised Site Plan and previous response above to Item #30 on page 7.

Plan Set: (Sheet 10/15 Site Plan)

1. See comments under general plan set and street plans - ROW dedication, sidewalk location, pedestrian connections, etc.

These comments were addressed previously in these review responses.

2. The site plan will be significantly affected by the comments regarding street improvements. The revised site plan will be reviewed and commented on again when the site plans are revised to reflect the street improvement plans.

The revised plans reflect comments received.

3. Provide dimensions for all improvements such as the radius at the return, parkway width, sidewalk width, distance to back of curb, landscape strip, etc.

The revised plan provides these dimensions.

Plan Set: (Sheet 11/15 Site Plan)

1. See comments above for Sheet 10.

These comments were addressed previously in these review responses.

2. Clarify and detail how the proposed sidewalk and other improvements will tie to the existing. See comments for Wellington Plan and Profile sheet.

This comment was addressed previously in review response to Item #6 on Page 12.

3. As noted with the general plan set comments, provide some detail on the utility relocations. A note saying they will be relocated is not sufficient to establish whether there are any conflicts nor whether adequate ROW and easements exist or are being dedicated.

See above response to Item #8 on Page 10.

Plan Set: (Sheet 12/15 Grading and Stormwater Management Plan)

1. For a site of this size, there needs to be an overall plan and grading plans provided at a larger scale (20 scale) similar to what was prepared for the site plan. It is especially important to detail the grading at the property boundaries to establish how the proposed grade will tie into and relate to improvements and/or adjacent properties.

The grading plan is provided at 20 scale.

2. Provide typical detention pond cross-sections to show how the pond grading ties to the site improvements, landscaping, back of sidewalk along Wellington, and the outparcel.

This information is provided on design sheet 14.

3. The stormwater management plan and associated notes and details need to be a separate plan from the grading plans for a site of this size.

A separate grading plan is provided.

4. The grading and drainage plans needs to include items listed on SSID checklists IX-16 and IX-17 (excluding stormwater management information which will be on the stormwater management plan). Some of the information (e.g. spot elevations) is on the site plans - the project engineer can determine whether to duplicate some information on the grading and drainage plans or to provide cross-references to the site plan.

The revised grading and drainage plans include items listed on SSID checklists.

5. Please remove notes from the final plans regarding the developer's desire to look at options for underground detention. The note in the drainage report is sufficient to note that another option may be pursued later. If underground detention is pursued, then new plans, construction details, and revised drainage report will need to be submitted for review and approval. Until the decision is made by the developer to pursue an alternative design, the final plans and report need to reflect full design and construction plans for one viable stormwater management design.

This note is removed.

6. Label detention pond side slopes and show limits of 2 year and 100 year ponding HWL on the grading and drainage plans.

The 2 year and 100 year elevations are noted on design sheet 14.

7. Detail the design for the pipes ends outletting into the pond - FES proposed, erosion protection, etc.

This information is provided in design sheet 21.

8. Approval of GVWUA will be required for those items affecting their facilities.

Attached as Exhibit G is a copy of letter of June 22, 1998, from GVWUA stating that this project does not impact its facilities. The plans submitted include facilities by Petitioner to deliver GVWUA water to the Arrowhead Real Estate property.

9. The 20 scale plans need to show the grading and drainage facilities along the east property line (interface between open irrigation ditch, CMU wall, and landscaping).

This is provided in the revised plans.

Plan Set: (Sheet 13/15 Details)

1. Provide the details for the detention pond outlet and outfall on one sheet and cross-reference to the plans.

This information is provided in the revised design.

2. Detail the curb chase design for locations where they cross sidewalk areas and cross-reference to the plans.

The curb chase on Wellington Avenue has been deleted from the plans.

3. Add more detail to the design for the reconstruction at the Wellington/12th intersection - spot elevations for the concrete fillet and return, etc.

The revised plan reflects these details.

4. Show detail and elevations on the cross pan and asphalt to illustrate the flow pattern at the intersection. Show that water exiting the proposed curb chase will drain to the cross-pan and not out across the pavement or onto parcels on the south side of Wellington. It may be necessary to reconstruct some existing pavement and additional concrete to direct stormwater to the cross-pan.

See response to note 2 directly above.

Plan Set: (Sheet 14/15 Details)

1. Distinguish between any details proposed for use on-site (vertical curb and gutter, spill curb and gutter, signage, etc.) so that it is clear those details do not apply to any work in the public ROW. All work in the ROW must conform to City standards and specifications.

Details have been distinguished on the plan. New work in the ROW will conform to City standards and specifications

2. Provide cross-references between the detail sheets and the plan sheets.

Cross-references have been provided on the revised plan.

Plan Set: (Sheet 15/15 Storm Sewer Profiles)

1. Cross reference the profiles with the grading and drainage plans.

Cross-references are provided with the grading and drainage plans.

2. Provide profiles for all on-site and off-site storm sewers and cross-reference details for connections of storm sewers to existing facilities.

Profiles are provided in the revised plan with cross-references for connections of storm sewers to existing facilities.

CITY UTILITY ENGINEER

1. Please contact Jodi Romero of the Customer Service Division at 244-1520 for information regarding water tap fees and sewer plant investment fees (PIF) for the site.

Contact has been made with Jodi Romero.

2. All taps on City water line shall be performed by City of Grand Junction crews. The 6 inch tap in Patterson will be based on time and materials rather than the City's adopted tap fee structure. Plans depict a 6 inch fire line into the building, however the domestic feed size is not identified. Please identify PRIOR to calling customer service.

The size of the domestic feed will be identified prior to determining final fees.

3. Twenty foot easement for sanitary sewer NOT required as the 8 inch sewer line from Wellington Avenue into City Market will be a PRIVATE service line maintained by City Market.

The twenty foot easement for sanitary sewer has been deleted from the revised plans.

CITY FIRE DEPARTMENT

The Fire Department has no objections to granting a Planning Clearance for this proposal. To receive a Building Permit Clearance, submit two sets of stamped building plans to the Fire Department for our review. Additional permit requirements are:

1. Submit complete plans, specifications, and calculations for the fire sprinkler system to the Fire Department for our review and approval.

Complete plans will be submitted to the City Fire Department at time of application for building permit.

2. Submit complete plans and specifications for the fire alarm system to the Fire Department for our review and approval.

Complete plans will be submitted to the City Fire Department at time of application for building permit.

3. A permit from the Fire Department is required for the underground fuel tanks. Plans and specifications for all equipment must be submitted to the Fire Department as part of the permit application.

Complete plans and specifications for this equipment will be submitted to the City Fire Department at time of application for building permit.

4. For any Type I hood for commercial cooking, plans and specifications for the hood extinguishing system must be submitted to the Fire Department.

Plans and specifications for this equipment will be submitted to the City Fire Department at time of application for building permit.

CITY PARKS/RECREATION DEPT.

No Comments.

MESA COUNTY PLANNING

Land Use Map: Commercial use along Wellington Avenue does not comply with the Future Land Use Map of the Grand Junction Growth Plan. A map amendment should be requested.

A request for a map amendment is included in this application.

Traffic: Patterson Road is classified as a principle arterial. Exhibit V.11 of Transportation Policy 23.1 of the Growth Plan describes the function of principle arterials as links between communities and major urban centers. This policy also calls for "access from parcels to be tightly controlled". The site plan shows two access points in close proximity on this principle arterial.

While principal arterials may link communities and major urban centers, they also run within each, and logically then have a different character. Neither of the two Patterson

Road accesses is a full movement access point, and only the west entrance provides access into the site for westbound traffic. The east entrance provides only right-in, right-out access, primarily for delivery trucks, thereby segregating heavy vehicle traffic from customer vehicle and pedestrian traffic on the remainder of the site. Petitioner suggests that Policy 23.1 should not defeat this common sense division of dissimilar traffic.

Existing Residential Development: Policies 12.1 and 12.3 of the Growth Plan calls for compatibility between commercial centers and neighborhoods in which they are located. The existing multi-story townhouse development directly east of the site will be adjacent to the truck dock. These dock areas are typically lighted at night and receive items for stocking at all hours of the day and night. The site plan shows only a 9 foot CMU block wall as a buffer. The site plan is designed so large delivery trucks will exit the site onto a residential street. The pole sign on Wellington Avenue will also encourage additional traffic along this residential street and will be located directly across from residential units.

The site plan was developed with the back of the store adjacent to the closest residential area because the back of a store is the quietest area on site, and since the bulk of the building will shield the adjacent residential development from noise and activity on 12th Street and in the new parking lot (unlike today, where part of the noise at that development originates on 12th Street). Petitioner anticipates between one and three full-sized semi-trucks and seldom as many as two dozen smaller delivery vehicles in each 24 hour period. Thus, the quantity of vehicular activity in the delivery areas will be a small fraction of the vehicular activity elsewhere on site, and no more than the traffic volume found on the quietest of residential streets. Petitioner recommends that staff visit the residential area immediately behind the Albertsons store on 12th Street, which has delivery areas surrounded by CMU walls, and note the quiet and protected character of this neighborhood. Thus, this buffer design mitigates well the adjacency of these mixed uses. Exterior building lighting at the truck dock areas will be no brighter than exterior lighting elsewhere on site. As noted in the lighting plan, building lighting is designed so that its foot candle rating on the east property line of the project is near zero. At the suggestion of staff, additional trees have been added at this property line, between the wall and the wooden fence adjacent to Patterson Gardens. Truck delivery hours are restricted as described above in Item #11 on Pages 2 and 3. We doubt that the smaller Wellington Avenue pole sign will generate traffic, and intend that its primary function is to identify the Wellington access point from as far away as ½ block.

U.S. WEST COMMUNICATIONS

For timely telephone service, as soon as you have a plan and power drawing for your development, please mail copy to : U.S. West Communications

Attn: Max Ward
P.O. Box 2688
Grand Junction, CO 81505

We need to hear from you at least 60 days prior to trenching.

Initial designs have been reviewed with U. S. West. Detailed plans will be submitted as requested.

MESA COUNTY BUILDING DEPT.

Project must comply to all local building codes and contractor licensing laws. Separate building permits are required for each building. Submit two sets of sealed plans and allow 15 days for plan review and permit issuance; separate permit may be required for the block wall.

The project will comply with local building codes. Plans will be submitted as required for necessary permits.

MESA COUNTY HEALTH DEPT.

The proposed construction of the retail food establishment will require submittal of a completed Appendix C, Plans and Specifications Form for a Retail Food Establishment. The plans and specifications are subject to review for compliance with the RULES AND REGULATIONS GOVERNING THE SANITATION OF RETAIL FOOD ESTABLISHMENTS IN THE STATE OF COLORADO. Further, should the retail facility include a deli and/or salad bar area, an Appendix C, Food Establishment Specification Form must be completed and submitted for compliance with the RULES AND REGULATIONS GOVERNING THE SANITATION OF RETAIL FOOD ESTABLISHMENTS IN THE STATE OF COLORADO. A copy of applicable RULES AND REGULATIONS are available at the Mesa County Health Department, 515 Patterson Road, Grand Junction, CO. The required forms are included with the RULES AND REGULATIONS. A minimum of two weeks must be allowed for the review process. Call 248-6960 or 248-6968 with further questions.

The required submittals will be provided in accordance with the proposed schedule.

PERSIGO WWTF

Based on the information submitted to this office, the City Market store to be located on the southeast corner of 12th and Patterson, will be required to install a two compartment grease interceptor having a minimum capacity of 1000 gallons.

A grease interceptor with minimum capacity of 1000 gallons will be installed.

CITY SOLID WASTE MANAGEMENT

No comments.

CITY CODE ENFORCEMENT

There are no code enforcement issues relative to landscape plan for sight distance. There are no known prior complaints regarding the property. I responded to a complaint received in June, 1998, that a semi tractor and trailer were regularly stored on the property. The parcel was checked on 6/23/98 and 6/29/98 and no violation was found.

Applicant has never stored vehicles at this site. All previous residents have moved elsewhere.

CITY TRANSPORTATION ENGINEER

1. We assume scenario C is the proposed alternative as that is the one shown on the submitted site plan for review. It would be helpful to either state this in the study or include the various scenarios in an appendix for clarity.

Scenario C was the alternative chosen for the previously submitted site plan. The revised traffic study of August 31, 1998, reflects the submitted site plan.

2. It appears there are discrepancies in the trip generation assumptions to and from the site south/southeast/southwest of the site. The study is difficult to evaluate because of this and some missing information as detailed in the following comments.

The trip generation discrepancies have been corrected in the August 31 traffic study. The revised traffic study of August 31 provides requested information.

3. Figures 8a,b,c, do not show any right-turn traffic from Wellington onto 12th Street. Is the assumption all this traffic would be left-turning onto Patterson?

The revised traffic study of August 31, 1998, indicates right turn traffic from Wellington onto 12th Street. This information is found in Figures 3, 8 and 9 of the revised report.

4. Figures 9b,c, d show no entering volumes on Wellington. Figure 9a distributes some traffic to the first entrance. No traffic is shown entering the site at the easternmost driveway.

Assignment is modified in the revised traffic study of August 31 to show traffic entering the site from Wellington.

5. Figures 9b,c,d, do not show entering volumes from the south in the 12th Street access, although the study assumes 15% of the traffic arrives from the south.

The revised traffic study of August 31, 1998, shows traffic arriving from the south to the 12 Street driveway.

6. No site traffic is shown entering Wellington from 15th Street even though there is a large residential population to the south and east of the site.

The August 31, 1998, traffic study assumes trips through the 15th and Wellington intersection, but they are not shown in the Figure. Modified Figures 3, 8 and 9, attached as Exhibits H, were produced later showing the assumptions through this intersection.

7. Page 22 of the study asserts very large gaps exist in the traffic stream on Patterson Road. A gap study was conducted by the City Transportation Engineering Division and found only 20 gaps of 10 seconds or greater during the p.m. peak hour and a total of 39 gaps of 8 seconds or more. The study indicates a demand of 99 vehicles turning left into the site during the peak hour which will use up the existing gaps, leaving almost no opportunity for the 30 exiting vehicles.

The northbound left movement at driveway B has been eliminated.

8. Page 23 - the queuing analysis for 12th Street indicates storage need for northbound left-turning vehicles is significant. Further analysis of the trip generation data indicates the proposed uses will increase the demand for this movement by 35%. This is a substantial increase in the demand for this movement. At a 2% average growth rate excluding the site-generated traffic, this volume would not occur for another 16 years. It appears dual left-turn lanes are required for this movement to operate properly. The projected volume in the traffic study is 293 in the p.m. peak hour, indicating that dual left-turn lanes are warranted. Typically, dual left-turn lanes are warranted when the demand is 200 or greater in the peak hour. Restriction of the left-turns out on Patterson will increase the projected left turn movement. Construction of the additional lane will be the responsibility of the developer, along with dedication of sufficient right of way.

The revised plans illustrate dual northbound left turn lanes on 12th Street. Additional ROW is dedicated to provide for the dual northbound left turn lanes.

9. The restrictions for the 12th Street access will necessitate construction of a median to control the movements.

The revised plans illustrate a median to control this movement. This median reflects the design reviewed with staff.

10. The proposed right turn deceleration lane for the 12th Street access does not meet standards for turn lane tapers or storage. The ITE publication Transportation and Land Development indicates a minimum of 90' of storage and 120' taper for the posted speed limit. This improvement will extend across the frontage of the real estate office. Section 6.8.2 of the TEDS manual states the developer is responsible for obtaining any necessary ROW.

The revised design shows adequate taper and storage length for the northbound right turn into the 12th Street driveway. The deceleration lane illustrated in the revised plans was reviewed with staff and staff finds the right turn deceleration lane to be satisfactory.

11. The study notes sight distance restrictions at the intersection of 12th Street and Wellington. No mitigation is suggested. However, the added traffic to this intersection will exacerbate existing conditions and mitigation is required.

As the trees impacting this sight distance are located in the City ROW, staff indicates that the City will review and address this matter.

12. Page 25 - the analysis of the existing conditions at the signalized intersection indicates the p.m. peak hour operates at LOS D. As indicated in the study, the intersection could be re-timed to eliminate residual queues. The Highway Capacity Manual section 9-45 states "conditions can be ameliorated by increased cycle length, phasing changes and geometric changes". It is not evident from the study whether changes in these variables were investigated, other than the addition of a northbound turn lane. No changes were incorporated in the analysis of the 2010 traffic condition. The study indicates substantial improvements were provided. With the development proposal we need to consider future ROW needs and ROW is normally obtained with development. This allows for site planning which will not be impacted by future street improvements. The City will be analyzing how much capacity in years of normal growth will be used by this proposed use and will be sharing these conclusions with the developer.

The revised plans reflect substantial geometric intersection improvements as reviewed with staff which greatly improve the existing and future operation of 12th Street and Patterson Road. These improvements include ROW necessary for such improvements.

13. The study indicates sufficient roadway width be reserved for a bike lane in compliance with the adopted Urban Trails Master Plan. This reservation is not shown on the submitted plans. Earlier response to comments indicated the applicant thought the multi-purpose easement could be used for this purpose. However, this is not practical for a future bike lane, particularly since the easement appears to straddle the curb and gutter in the parking lot. However, dedication of the standard right-of-way for a principal arterial will meet the width required and will allow for future improvements, which may be bicycle lanes or may allow for additional turn lanes if required in the future.

The standard right-of-way for a principal arterial is provided and as noted above, provides adequate width for future improvements.

14. The plan set indicates truck traffic occurs 24 hours a day. Because the site is designed for trucks to unload adjacent to the Patterson Garden Townhomes and to exit onto Wellington directly across from single-family dwellings, the potential noise and headlight glare will be intrusive.

Petitioner has proposed to restrict semi-truck delivery to the hours between 5:00 AM and 12:00 mid-night, with the caveat that events beyond Petitioner's control may occasionally affect Petitioner's ability to honor this restriction. As described above under the Mesa County comments entitled Existing Residential Development on Page 19, the truck dock area will be the quietest part of the site, with by far the lowest traffic volume of any part of the site. Truck headlights are generally not brighter than those of other vehicles, and Petitioner suggests that the number of vehicles is more significant than the size. Trees at the south end of the delivery drive create visual buffers from Wellington. There is today significant traffic noise on 12th Street, less than ½ block from this access point.

15. Extension of the median on Patterson Road will be required to the property boundary to restrict the turning movements. As indicated previously, in-bound left-turns will be allowed. Restrictions on exiting left-turn traffic will be imposed based on the gap study data, which indicates insufficient gaps exist currently.

The revised plans illustrate the extension of the median.

16. Please show the location of existing opposing driveways on the abutting public streets on the plans.

The revised plans illustrate the opposing driveways on abutting public streets.

17. Output from the NETSIM simulation was not included in the technical appendix. Please provide this. What effect on arterial speeds was shown as a result of the driveways? The conclusion in the summary that the left turn movements at driveway B can be easily accommodated may be flawed based on the NETSIM simulation. The electronic files provided indicated a problem with traffic flow at 1st Street on Patterson Road, and eastbound traffic was not getting to the intersection of 12th and Patterson. The problem appears to be with the construction of the model, as the simulation for the p.m. peak hour did not reflect the proper volume proportions for east and west on Patterson Road at 12th Street.

Output from the NETSIM simulation was lengthy and therefore provided in disk format. However, the simulation was to show operation of the left turns out at the major driveways. Since these movements are no longer a concern, the NETSIM simulation output is not necessary.

18. Table 2 in the TEDS manual indicate this development exceeds the thresholds of significance, requiring construction of improvements for mitigation of impacts.

Petitioner has worked with staff in proposing significant improvements for the project and adjacent public right-of-ways. These improvements are reflected in the revised plans.

Site Plan:

19. All right-of-way dedications need to be shown on the plat. It is likely additional ROW will be required to accommodate street improvements and future needs.

The revised plat illustrates dedication of ROWs.

20. The site plan does not provide for on-site storage at access points. Section 5.4 of TEDS requires sufficient storage to eliminate backup and delay within the development. Please provide a queuing analysis for the site drives to determine the appropriate storage. This will likely require a redesign of the on-site circulation.

A queuing analysis was provided in the revised traffic study of August 31, 1998, showing the length of storage required for the driveways. The revised site plan has adequate on-site storage according to those calculations.

21. Driveway widths exceed City Standards which are at a maximum of 40' (appendix 11.7 of TEDS). Installation of medians on both 12th Street and Patterson Road will eliminate the need for the channelizing islands and allow the driveways to be constructed to standard.

The revised plans illustrate medians on 12th Street and Patterson Road which eliminates the need for channelizing islands and the reduction in the width of the driveways.

22. Pedestrians need to be accommodated both on the public right-of-way and within the site. Accessible ramps need to be provided at all driveway openings and though any proposed islands in accordance with City Standard Drawings.

Pedestrian are accommodated in the public right-of-ways and within the site by the sidewalks illustrated on the revised plans. Accessible ramps are provided at drive-way openings.

23. Signing, striping traffic plans will need to be included in the construction drawings as per SSID IX-32.

Signing and striping traffic plans are included in the revised drawings.

No comments received from the following:

City Police Dept.
Public Service Company
Grand Valley Water Users
State Environmental Health

(B) REVIEW COMMENTS FILE NUMBER RP-1998-133
CITY COMMUNITY DEVELOPMENT

1. Please do not submit a mylar copy of the final plat until instructed to do so by city staff.

A blue-line copy of the revised plat is submitted with the revised plans. A mylar of the final plat will be submitted when requested by staff.

2. A final decision and review comments on this plat are premature until after it is determined what right-of-way is needed in conjunction with the store proposed for this site.

The revised plat reflects ROW dedication and improvements as reviewed by staff and petitioner.

3. Patterson Road and 12th Street are both designated as principal arterials on the major street plan, requiring 110 feet of right-of-way, or 55 foot half streets. Dedications for these rights-of-way will be required for this project. Additional dedications for turning lanes may be needed as required by the Development Engineer.

The revised plat reflects ROW dedication and improvements as reviewed by staff and petitioner.

4. The plat is not clear on what rights-of-way are being dedicated.

The revised plat reflects dedicated ROWs.

5. Correct minor spelling errors in dedication language for multi-purpose and utility easements: not, not mot.

Spelling errors are corrected in the revised plat.

6. Per Tim Woodmansee, the City Property Agent, the City has no interest in the 2.5 foot irrigation and drainage easement as recorded on YO Minor Subdivision and therefore does not require a resolution for the vacation of this easement. However, in regard to this easement and the other easements and rights-of-way as noted in the title commitment for this property, please note the following: The City accepts no liability for the disruption of the conveyance of irrigation water as the same might impact upstream and downstream users as evidenced by the various rights-of-way and easements which encumber this property.

Petitioner agrees that the City is not liable for disruptions of irrigation flows on the property.

CITY DEVELOPMENT ENGINEER

1. The plat needs to show and include dedication of drainage easements for the detention pond areas on the site and utility easements for any public utility lines.

Dedication language of a drainage easement for the detention pond is provided in the revised plat as well as easements for utilities.

2. Both Patterson Road and 12th Street adjacent to the property are designated as principal arterials on the City's Streets Classification map. The right-of-way dedication for both 12th Street and Patterson Road must, at a minimum, be dedicated to the ½ street r.o.w. for the principal arterial standard (total principal arterial r.o.w. width is 110 feet so ½ r.o.w. dedication is 55 feet). Any r.o.w. necessary for improvements related to the site development including turn lanes, medians, intersection improvements, signal pole relocation, etc. must be dedicated in addition to the standard ½ street r.o.w. for the principal arterial standard.

ROW dedications are revised to meet minimums and to provided for improvements reviewed by staff and petitioner.

3. Dedicate the r.o.w. necessary to include all access ramps along the public streets in the public r.o.w. (e.g. at site driveways).

The ROW dedication in the revised plans includes access ramps along the public streets at the site driveways.

4. Dedicate the r.o.w. necessary to locate all signal apparatus outside of the public sidewalk and access ramp area.

In the revised plans the signal apparatus is located outside of the public sidewalk and access ramp area. The signal apparatus is situated in an area of dedicated ROW.

CITY UTILITY ENGINEER

Twenty foot easement for sanitary sewer NOT required as the 8 inch sewer line from Wellington Avenue into City Market will be a PRIVATE service line maintained by City Market.

The twenty foot easement for sanitary sewer on private property has been deleted.

CITY FIRE DEPARTMENT

The Fire Department has no objections to this proposal

GRAND VALLEY WATER USERS

There are no existing Grand Valley Project facilities located within this site area.

CITY PROPERTY AGENT

1. There appears to be a large list of right-of-ways and easements listed under Section C. Special Exceptions, Commitment File #30071 that affect or maybe needs to be shown on this plat.

The right-of-ways and easements listed under Section C., Special Exceptions, Commitment File # 30071 are listed on the plat. The Commitment has been revised since first submitted. Attached as Exhibit I is a copy of the Commitment, File # 30071, amended IV.

2. See attached map for comments.

No comments received from the following:

- City Police Department
- U.S. West Communications
- Public Service Company
- T.C.I. Cablevision

(C) WRITTEN COMMENTS OF 8-18-98 from Kerrie Ashbeck:

The following is a list of the staff comments from Engineering, Transportation Engineering, and Planning per the staff review and our meeting this morning. The comments are based on a review of the major issues related to traffic impacts, street improvements, and the site plan.

12th Street:

1. The access onto 12th Street as proposed does not work. The queuing analysis shows that vehicles will stack beyond the proposed length of the dual lefts and the proposed site driveway. This stacking will effectively block the existing left turn out of the Village Faire Shopping Center driveway. Vehicles exiting the proposed City Market driveway will not be able to get into the left turn lanes. In addition, with the proposed single northbound through lane, vehicles stacked in the through lane will block access to the dual left turn lanes and the site access. The queuing analysis was done for the existing condition plus the site traffic. The queuing analysis needs to be projected to 2010 and 2020.

A queuing analysis was performed for the northbound left movement. The driveway at 12th Street has been revised to a right-in/right-out design. The revised plans submitted respond to above comments by providing dual northbound left turn lanes, dual northbound thru lanes, an exclusive northbound right turn only lane and dual southbound left turn lanes.

2. The City does not support the proposal to drop one of the northbound through lanes south of the intersection with Patterson Road. Long term projections for the intersection of Patterson Road and 12th Street show that it is important to preserve both through lanes up to Patterson Road. The transition to one through lane (3 lane section) would occur north of the intersection. This reduces conflicts between vehicles maneuvering into the dual left turn lanes and the right turn lane with those vehicles proceeding north.

The revised plans provide dual northbound thru lanes.

3. Given the constraints at the intersection as described above, Wellington Avenue will become by default, the site access from 12th Street. To date, there has been no analysis of what the impacts to Wellington Avenue would be without the right-in/right-out access off 12th Street. The city would not support signalization of Wellington Avenue due to the short spacing from the signal at Patterson Road and the disruption of the existing ¼ mile spacing in the 12th Street corridor.

The intersection of 12th Street and Patterson Road is improved by the modifications and additional lanes noted in response to Item 2 above. The revised traffic study of August 31, 1998, reflects the benefits of such modifications to the 12th Street and Patterson Road intersection. The right-in/right-out access off 12th Street is retained in the revised design. Storage for the southbound left is adequate and no signalization of Wellington is proposed.

4. How is the southbound left turn onto Wellington Avenue from 12th Street proposed to fit? The plans are not clear.

The southbound left turn onto Wellington from 12th Street works satisfactorily in the revised plans. The center turn lane for such purpose remains on 12th Street to the south of the site.

Street Improvements:

1. The proposed lane widths are substandard. The developer is obligated to reconstruct the full half street improvements to current standards and the additional street width necessary to meet the minimum median and lane widths set forth in the TEDS manual and the City's standard street cross-sections. This includes full raised median widths of 14 feet and 4 feet at the narrowest point for the principal arterial street standard (Patterson Road and 12th Street). Both the Home Depot project and the Safeway project have constructed similar improvements. Table 6 on page 25 of the TEDS manual sets forth the minimum lane widths required.

The lane widths on the revised plans adequately respond to these comments and are as agreed upon between Petitioner and staff.

2. The Patterson Road medians as proposed do not restrict the proposed driveway to ¾ movement as is required. Please reference the median designed for Patterson Road with the Home Depot project for the proper configuration for ¾ movement median control. Figure 6-11 on page 161 of the Transportation and Land Use publication by ITE also illustrates this design.

The median on Patterson Road has been modified.

3. The applicant's traffic engineer stated that the southbound left turn movement at the intersection of 12th and Patterson Road will be very close to threshold for requiring southbound dual left turn lanes. The plan does not reflect the southbound dual left.

The revised plans provide dual southbound left turn lanes.

4. The plan submitted does not show enough information on the existing improvements north and south of the site and the intersection of 12th and Patterson Road. For example, the location of the trees south of Wellington Avenue that have been identified as a sight distance problem must be shown and the location of improvements in the parking lot at the northwest corner of 12th and Patterson must be shown. It is important that the base date extend far enough north of Patterson Road and far enough south of Wellington to show how all the lanes align and how the proposed improvements will transition into the existing conditions. The same is true for east and west of the site on Patterson Road.

The revised plans illustrate the information to the north, south, east and west of the site.

Other items:

1. The traffic study needs to show how the Patterson Road/12th Street signal will run in coordination with the system.

The revised traffic study assumes that Patterson Road and 12th Street will run with the existing coordination in the system.

2. No revised traffic study information has been submitted to date based on the previous comments staff had both after the submittal and at the subsequent meeting held with the applicant and his traffic engineer. A revised study addressing all comments made to date (including those listed in this memo) will need to be reviewed.

A revised traffic study of August 31, 1998 was submitted to staff.

3. The site circulation near the westerly Patterson Road entrance still does not work. There is inadequate stacking, conflicts with drive aisles, and poor site circulation around the gas station and drive-up for the pharmacy. Conflicts on-site at this access can cause problems with movement of traffic on Patterson Road. Also, pedestrians in the crosswalk near the store front may cause queuing back into the Patterson Road right-of-way.

The site plan has been revised to provide improved circulation in this area. See revised Site Plan and above responses to Item #31 on Page 7. Staff now concurs with the revised traffic study indicating that a problem does not exist with the location of the pedestrian crosswalk near the store front.

4. The circulation to the right-in/right-out proposed at the east property line is still poorly defined - there will be conflicts between vehicles using the gas pumps and those using the drive-through pharmacy window.

See comments for Item number 3 directly above.

5. If a turning template for gas trucks is placed on the site, there is not adequate room for the trucks to maneuver in the gas station area.

As reviewed and agreed upon with staff, adequate room is provided for maneuvering in the area for the fueling facility.

6. If a truck template is placed on the northbound dual left turn, there are conflicts with the existing median.

The revised plans reflect that such movement is possible for turning trucks.

7. All new sidewalk must be constructed to City standards. There is a substandard width of 4.5 feet shown for a portion of the new sidewalk on Wellington near 12th Street and there appears to be adequate room to construct the sidewalk to standards.

The sidewalk has been widened in the revised plans.

8. RV parking will not work near site driveways where it can be used as a short cut to the access drive and where it will conflict with stacking at the driveway.

RV parking has been deleted at the 12th Street access area and replaced with conventional parking spaces and a landscape island.

The applicant requested that we provide proposed language for the drainage easements on-site and a sample for a raised crosswalk design if we have one. I will provide those under separate cover later this week.

REGIONAL TRANSPORTATION PLANNING OFFICE

RV parking - 12th Street inbound works OK. However, based on AASHTO turn templates for SU and MH vehicles, the only possible egress point is via the main drive aisle where the additional width afforded by the fire lane can be utilized.

The RV parking spaces have been deleted from the revised plans..

Fuel Tanks for Gas Station - Where will the fuel transport park? Based on the AASHTO turn template for a WB-50 Combination vehicle, the transport cannot park along the length of the pump island. If the transport parks alongside the fuel tanks, the entrance (A) will be blocked.

As reviewed with staff, on the days of fuel delivery two parking spaces directly north of the fuel tanks will be reserved as no parking. The fuel delivery truck will back into these reserved parking spaces with the front of the truck over the fuel tanks. The result is that entrance A is not blocked.

Is the 30" CMU wall at Drive A" measured from top of curb or near edge of pavement? For sight distance triangle, 30 inches is commonly the maximum height when measured from near edge of pavement.

The height of the wall will be measured from nearest edge of pavement or other required and identified point of reference.

Proposed lane widths on 12th Street. Why is the NB thru-lane proposed as 10 feet in width? Wherever possible, all lane widths need to meet City standards even if additional right-of-way is required.

Lane widths on 12th Street in the revised plans are as reviewed with and agreed to by staff.

Drive B:

From what direction will traffic approach Pharmacy drive-thru window? The original site plan showed an eastbound approach. The revised site plan does not indicate a direction. It would seem logical that a westbound approach is desired.

The one-way flow through the pharmacy drive is to the west.

Inbound traffic turn left from the driveway to go to the gas pumps will conflict with the drive-thru pharmacy exiting traffic.

Circulation of traffic in the area of the gas pumps and the pharmacy drive-thru has been revised . See revised Site Plan and above response to Item #31 on page 7.

How will driveway queuing be affected by the interaction of pedestrians crossing the main drive aisle and inbound traffic from Patterson Road? Will the traffic queue block Patterson Road traffic in a manner similar to what occurs on the 32 Road Loop at Coronado Plaza? This must be analyzed.

Sidewalks are available on Patterson Road bordering the site. Pedestrians approaching the area of the driveway have sufficient room available to safely wait for gaps in traffic flow. An interior sidewalk is provided on the west side of access point B. This sidewalk

provides pedestrians approaching from the north and west access into the site without the need to cross this driveway.

What is the purpose of the wheelchair ramp on the northwest corner of the building? What is the destination of someone who uses it?

This ramp has been deleted.

The throat of this entrance is too short Access to the first (north) parking aisle needs to be closed.

Per the revised traffic study and with the modifications to the on-site median, the access to the first parking aisle is satisfactory.

Outbound Lefts are not truly prohibited by the median design on the plans.

The median design has been modified on the revised plans to correct this situation.

The sight distance issue at Wellington Avenue and 12th Street must be resolved. Colorado Revised Statute 42-4-114 should help resolve this issue.

As noted on the revised plans the trees in questions are in the City ROW. We suggest that the City consider removal of these trees.

Long Range Transportation Issues

What is the life of this store? 20, 30 - 50 years? All right-of-way necessary to accommodate improvements to 12th Street and Patterson Road needs to be obtained now in order to keep the site from being impacted by future improvements.

The revised plans reflect the dedication of additional ROW.

12th Street north of Patterson Road will eventually be widened to 5 lanes. Any proposed improvements by the developer must be compatible with that eventuality.

Petitioner has met with staff relating to improvements to 12th Street north of Patterson Road. The revised plans reflect agreed upon improvements.

Market area. I did not have a copy of any marketing study. Was one conducted? A marketing study would help determine the validity of the directional distribution of traffic used in the traffic study.

Please see response above to Item #7 on Page 2.

Has a capacity analysis been done to demonstrate that 5 driveways are required to adequately serve the proposed uses? Five driveways seems excessive unless the traffic generation and distribution can justify so many access points. The traffic study does not indicate any need for this many access points.

Five access points are provided to better disperse site traffic. The two far east access points provide improved safety by segregating truck delivery traffic from customer vehicles and pedestrians on the site.

All queuing analysis appears to have been done using only existing and existing plus site traffic. A queuing analysis needs to be performed using 2020 projected volumes. In the absence of such analysis, considering the approach volumes indicated in that year, the 12th street access and the Patterson Road access B would be severely impacted. In such a scenario, it would be to the benefit of the applicant to reconsider the site layout and design Driveways A and D as the primary access points into the site while eliminating Driveways B & C. Even if the site was not redesigned, the 12th Street access appears to be redundant with no useful purpose that cannot be adequately handled by the Wellington Avenue Drive D.

The traffic study was revised to reflect 2020 projected volumes. Improvements proposed for 12th Street since this review result in best use of proposed access points. Staff and Petitioner agree that directing additional traffic to a Wellington access point creates undesirable neighborhood impact.

What would be the impact(s) on 15th Street with only one access on Patterson Road, two accesses on Wellington Avenue and no access on 12th Street?

Such design is not acceptable as Petitioner and staff wish to minimize traffic impacts on Wellington.

Based on projected volumes, additional right-of-way will be needed on Patterson Road to accommodate westbound dual left turns. Should some of this ROW be taken from the south side of F Road? It is possible to accommodate 600+ left turns in the AM peak with dual lefts? If dual left turns are installed, would this preclude the possibility of left turns out of Driveway B onto Patterson Road?

Additional ROW on Patterson Road has been dedicated in the revised plans. Although 300+ left turn movements generally indicate the need for dual left turns, staff and Petitioner have both observed existing west bound left turning traffic flow in excess of this amount at this intersection, and find it acceptable, probably because this traffic peak occurs in the am period, when there is little opposing east bound traffic on Patterson. In any event, the revised plans contain no left turn movement out of Driveway B.

(D) WRITTEN COMMENTS of November 4, 1998, from Bill Nebeker

Jody Kliska has provided the following written comments regarding the most recently submitted traffic study for the proposed store at 12th Street and Patterson.

1. No trips are shown for 15th Street to Wellington. Looking at the map of the city, there are sufficient residences south and east of the site to suppose some of those people would shop at City Market. Doesn't your market area include these residences?

Yes, residents in this area will shop all stores serving the area, including this store. While the traffic study of 8-31-98 did assume traffic on 15th Street and Wellington Avenue, it was not presented on all pages in the report. Attached as Exhibit F are Figures 3, 8 and 9 of the traffic study, revised to reflect traffic from 15th Street to Wellington Avenue.

2. The city conducted counts on Wellington in October. The data is available to you as background traffic. The 24-hour totals were 513 east of 12th Street and 355 west of 15th Street.

Thank you for providing this data.

3. While Table 10 is helpful in looking at the overall intersection performance for various improvement scenarios, the city will be looking at the impacts of site generated traffic of the various movements in determining what street improvements the City will participate in, if any.

The intersection of 12th Street and Patterson Road will reach capacity in the near future as noted in Table 10 with no development on this site. Unless it is City policy to tolerate substandard conditions, the City will face substantial cost to deal with this intersection. An equitable solution is a sharing arrangement whereby Petitioner's share of these costs reflects the project's contribution to the total intersection traffic volume, and the City's share of such costs is less than providing remediation solely at public expense.

4. There are still some unresolved questions about the on-site storage for Patterson Road access, as well as how traffic will circulate just south of the driveway to access the gas pumps.

The site plan has been revised. See revised Site Plan and responses above to Item #31 on Page 7.

5. The conclusion about increased traffic not being able to reach the intersection in the future because of congestion is questionable. Because we have limited choices in this area of the city, there are not a lot of alternative routes. It is more likely we will see a spreading of the peak periods over a longer time.

If such spreading of peak periods over a longer time occurs, the 12th & Patterson intersection improvements proposed by Petitioner will be adequate for a longer time into the future.

REVIEW COMMENTS

Page 1 of 4

FILE # RZ-1998-082 TITLE HEADING: Rezone - City Market #144

LOCATION: SE corner of 12th Street and Patterson Road

PETITIONER: City Market

PETITIONER'S ADDRESS/TELEPHONE: 105 W. Colorado Avenue
Grand Junction, CO 81505
241-0750, ext. 1281

PETITIONER'S REPRESENTATIVE: Mike Shunk

STAFF REPRESENTATIVE: Kathy Portner

NOTE: THE PETITIONER IS REQUIRED TO SUBMIT FOUR (4) COPIES OF WRITTEN RESPONSE AND REVISED DRAWINGS ADDRESSING ALL REVIEW COMMENTS ON OR BEFORE 5:00 P.M., May 28, 1998.

CITY COMMUNITY DEVELOPMENT

5/18/98

Kathy Portner

244-1446

1. The request for the B-3 zoning would not limit the use to the proposed grocery store and gasoline facility. If rezoned to B-3, any of the uses allowed in B-3 would have to be considered. The rezone request must be evaluated for all of the potential uses under the B-3 zoning.
2. Section 4-4-4 of the Zoning and Development Code list the criteria by which a rezone application must be evaluated. Please address the following criteria:
 - A. Was the existing zone an error at the time of adoption?
 - B. Has there been a change of character in the area due to installation of public facilities, other zone changes, new growth trends, deterioration, development transitions, etc.?
 - C. Is there an area of community need for the proposed rezone?
 - D. Is the proposed rezone compatible with the surrounding area or will there be adverse impacts?
 - E. Will there be benefits derived by the community, or area, by granting the proposed rezone?
 - F. Is the proposal in conformance with the policies, intents and requirements of this Code, with the City Master Plan, and other adopted plans and policies?
 - G. Are adequate facilities available to serve development for the type and scope suggested by the proposed zone? If utilities are not available, could they be reasonably extended?
3. Policy 1.3 of the Growth Plan states the City will use the Future Land Use Map in conjunction with the other policies of the plan to guide zoning and development decisions. It further states that the City may limit site development to a lower intensity than shown on the Future Land Use Map if site specific conditions do not support planned intensities.

As pointed out your the project narrative. the Growth Plan designates only a portion of this site for commercial development. Site constraints, such as traffic issues might even bring into question the viability of a portion of the site being appropriate for commercial development. Lower volume office uses might be more appropriate.

- 4. Policy 11.2 of the Growth Plan states that commercial encroachment into stable residential neighborhoods will be limited. No new commercial development will be allowed in areas designated for residential development unless specifically approved as part of a planned development.

It appears that the intent of the Growth Plan was to protect the Wellington Avenue residential neighborhood. Expanding the commercial area to Wellington will greatly impact that neighborhood.

- 5. Policy 12.2 of the Growth Plan states that the City will limit the development of large scale retail and service centers to locations with direct access to arterial roads within commercial nodes shown in the Future Land Use Map.

The size of the commercial area shown on the Future Land Use Map on this corner would indicate that it was not meant to be a large scale commercial node.

- 6. With the information we currently have it's unlikely that staff will support the proposed rezone to B-3.

CITY DEVELOPMENT ENGINEER

5/18/98

Kerrie Ashbeck

244-1443

Per the staff's request, the drainage report was submitted for staff review even though the current request is for the rezone only. Staff offers the following comments as information for the applicant to use in preparing the final drainage report should the application proceed for site plan review:

- 1. Per the preliminary drainage report, the applicant is proposing on-site detention and release of stormwater runoff at historic rates. The outfall is an existing pipe under 12th Street ultimately tying into the Buthorn Drain. As described in the report, the final report will detail the outfall facilities. In addition, the applicant will need to work with GVVUA to evaluate the outfall.
- 2. In general, stormwater law requires that properties convey historic flows which have crossed the site even after development. The drainage report proposes to intercept historic flows from the east and the south side of Wellington Avenue and direct them to the south in the curb and gutter along 12th Street rather than the historic route to the outfall at the southwest corner of the City Market site. What is the outfall for stormwater going south down 12th Street? It must be shown that redirecting runoff from the historic outfall does not adversely impact downstream facilities nor capacity which is serving other properties.

Traffic Study:

- 1. See the City Transportation Engineer's comments regarding the traffic study and proposed site access. Staff reviewed the traffic study prior to the submittal and has already forwarded comments to the applicant. The applicant has responded stating that they are conducting further analysis to justify the proposed driveway locations and movements at each driveway.
- 2. There are significant concerns with the proposed driveway locations, proposed turn movements at the driveways, impacts to the neighborhood, impacts to the arterial streets, and impacts to the intersection associated with the proposed rezone. These concerns have been outlined in the staff comments forwarded to the applicant prior to submittal as well as in meetings between staff and the applicant. The applicant has indicated that a revised traffic study is being prepared. Further comments will be provided upon City receipt and review of the revised study.

CITY UTILITY ENGINEER

5/11/98

Trent Prall

244-1590

No utility related concerns in regards to the rezone.

CITY PROPERTY AGENT

5/14/98

Steve Pace

256-4003

No comments.

CITY FIRE DEPARTMENT

5/7/98

Hank Masterson

244-1414

The Fire Department has no objections to this proposal.

We will require:

1. Submittal of plans and equipment specifications for the underground flammable liquid storage tanks, piping, fittings, and dispensing units.
2. Complete stamped building plans for review before receiving a Building Permit Clearance.
3. Complete plans, calculations, and specifications for all fire protection systems submitted at least 10 working days before installation of systems.

CITY ATTORNEY

5/13/98

Dan Wilson

244-1505

No comments.

CITY PARKS/RECREATION

5/18/98

Shawn Cooper

244-3869

No comments.

MESA COUNTY BUILDING DEPT.

5/6/98

Bob Lee

244-1656

Project must comply to all local building codes and contractor licensing laws. Need separate permit for the gas station.

PUBLIC SERVICE COMPANY

5/13/98

John Salazar

244-2781

Gas & Electric: No concerns.

CITY TRANSPORTATION ENGINEER

5/18/98

Jody Kliska

244-1591

1. The major traffic issues have been described in a letter to City Market and it is my understanding the petitioner is pursuing further study based on the issues detailed in the letter.
2. It would be helpful to show the locations of opposing and nearby driveways either in the traffic study or on a drawing.
3. The report indicates both that substantial roadway improvements will be necessary in the future to keep the intersection of 12th & Patterson operational and also that sufficient roadway width needs to be reserved for a future bike lane in compliance with the Urban Trails Master Plan. It appears right of way dedication will be required with approval of a plan for this site to meet these needs.
4. Anticipated truck circulation for the site needs to be detailed.

GRAND VALLEY WATER USERS

5/19/98

LATE

Richard Proctor

242-5065

The Grand Valley Water Users Association (GVWUA) Subscription For Stock document for said parcel of land located at the SE corner of 12th Street and Patterson Road can be found in Book 130, Page 178 at Mesa County Clerk & Recorder's Office.

There are no Grand Valley Project features located within the above described project area. The delivery of irrigation water for this land area is made through a headgate located near the NW corner of the intersection of 15th Street and Patterson Road. Is the landowners responsibility to convey said irrigation water to their land after it leaves the Lateral One Headgate No. 140 location. A separate lot, owned by W.B. Swisher, that

contains Arrowhead Realty Office also receives irrigation water from the same source as the City Market property. It will be City Market's responsibility to convey the irrigation water through their parcel to the lot owned by Mr. Swisher.

According to the Preliminary Drainage Report for this project, City Market plans to erect a concrete block wall on the east property line to prevent the existing flow from off-site basin OS-1 from entering their property. This action may cause property damage to homeowners, including Fay Carpenter of 1340 Wellington Avenue, along the north side of Wellington Avenue east of the City Market property. A Grand Valley Project underground 8" tile line exists adjacent to the east property line of the lot owned by Bruce H. Verstraete, 1321 Wellington Avenue. Said tile line traverses southward and is siphoned below the Grand Valley Irrigation Company Canal. Additional surface water cannot be directed into this tile line.

The Preliminary Drainage Report also states that flows from on-site and off-site area basins traverse northwestward of the 12th Street and Wellington Avenue intersection in an undisclosed path - partially in a pipeline and partially in an open unmaintained ditch before being directed into the buried pipe where the two branches of Drain D converge into a single pipe to be siphoned beneath the GVIC Canal.

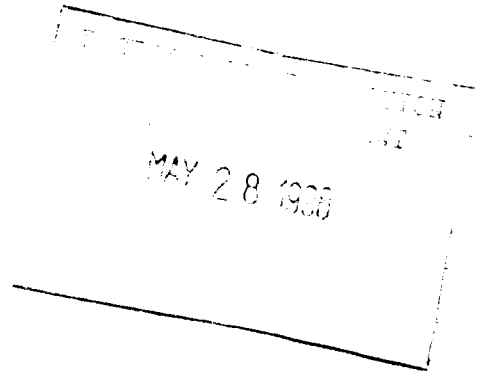
It is the opinion of the GVVUA that additional storm run-off water accumulated from impervious surfaces of urban developments that is directed into the Drain D system above the GVIC Canal will eventually have negative impacts on adjacent landowners during above normal storm events.



FAX 970-255-0941 / VOICE 970-241-0751 x 1281
P. O. Box 729 Grand Junction CO 81502

MIKE SHUNK, REAL ESTATE REPRESENTATIVE

May 28, 1998



Kathy Portner
Planning Manager
City of Grand Junction
250 North 5th Street
Grand Junction, Colorado 81501

Re: Site at the intersection of 12th Street and Patterson Road, Grand Junction, Colorado: Proposed City Market Store No. 144

Dear Kathy:

Please find below our responses to Review Comments, your file number RZ-1998-082, for the site located at the south east corner of 12th Street and Patterson Road, in the same sequence as presented in the Review Comments.

CITY COMMUNITY DEVELOPMENT:

1. We concur. However, we find that most other Allowed Uses for the B-3 zone are generally more benign, with substantially less traffic and other neighborhood impacts, than the supermarket project proposed. While this may not be the case for the Special Uses or Conditional Uses in the B-3 zone, the community has the protection that those uses require applicants to meet additional approval criteria. Accordingly, we suggest that the remote possibility of an alternative use at this site is unlikely to be a negative for the community.

2. Rezone application evaluation criteria:

A. The existing zone was not an error at the time of adoption.

B. There have, over a number of years, been significant changes in the character of the area, including (a) non-residential uses on the north east, north west and south west corners of the 12th and Patterson intersection, which all have occurred since the existing zoning occurred, and which now give the 12th and Patterson intersection a distinctly commercial flavor, and (b) new residential growth and

development has infilled previously rural open space, primarily east and north of the site, with heavy future development expected north and north west of the site.

C. A community need exists for the project proposed, which then requires this zone change. The residential growth in this quadrant of the community would be better served by having a retail supermarket in close proximity. At this time the population in this region must travel past this site to the south, east or west to reach a supermarket. This increase in customer convenience also translates these shorter trips into fewer miles driven, and thus less traffic congestion. In fact, some customers would be able to visit the new store on foot, and by bicycle. Furthermore, the existing heavy traffic volumes on both 12th Street and Patterson Road mean that an unusually high percentage of drivers *already on the road* may stop at this location without a special trip to the store.

Residents make more shopping trips to the supermarket than to any other type of retail facility - in excess of one visit per week, on average. The magnitude of this benefit is impressive: if we assume that the new supermarket at this site does only 75% of the volume of the existing downtown City Market store, we still have in excess of one million customer *round trip* visits per year. If a significant percentage of those visits involve reduced vehicle usage, the public benefit is substantial.

D. The proposed rezone is compatible with the existing non-residential use on the other corners of this intersection. The Growth Plan Future Land Use Plan recognizes that this is an area in transition and anticipates that future use of the property, other than a small portion adjacent to Wellington, will be commercial. This is illustrated in the Future Land Use Map, Exhibit V.3 of the Growth Plan. We also acquired that small portion marked residential north of Wellington Avenue for use in this project because the Wellington Street right-of-way itself, together with landscape buffers and masonry buffer walls, is a better transition design than combining residential and commercial uses in the same Block as now reflected in the Future Land Use Map.

E. The community will benefit from the proposed rezone by providing a convenient and beneficial cluster of uses at the 12th Street and Patterson intersection. The proposed development on the site will meet the service needs for food, pharmacy and gasoline sales. No supermarket is this close to the growing north and northwest sections of the market area. This location has substantial pass-by traffic which will now be able to shop without making separate trips. Combining the supermarket with pharmacy, bank and gasoline facilities provides additional one-stop shopping efficiency. The facility will generate substantial sales and property tax revenues, and provide jobs to over 100 employees. Existing improvements on the site are generally poorly maintained, and some portions are vacant. The proposed project will renew and upgrade this quadrant of one of the community's most important intersections.

F. The proposed rezone is in compliance with the policies, intents and requirements of the Future Growth Plan and the City Master Plan, except as discussed herein. As noted above, the Future Growth Plan recommends commercial use on the south east corner of this intersection, and of most of this site.

G. There presently exist at the site adequate facilities to serve the proposed development.

3. Section D of Chapter Five of the Future Growth Plan defines Commercial use. As stated in this definition, "Mixed Commercial and residential development will be encouraged in some areas." Considering that Exhibit V.3 of the Growth Plan illustrates commercial and residential uses combined in this region, and considering that the project proposed involves substantially more buffering between the commercial use and the nearest residential use on its southern edge than was contemplated in that Growth Plan, the proposed rezone seems appropriate.

As mentioned above, the existing heavy traffic volumes on 12th Street and Patterson Road offer a high number of customers the opportunity to stop in at this location as part of other trips they already make. Thus, the existing traffic volumes translate into less new community vehicular activity for a store at this location than for the same store at another location with less existing traffic.

4. We suggest that this is not "encroachment into stable residential neighborhoods..." as described in the Growth Plan. In this situation, we acquired the residential properties on the south edge of the area planned for commercial use, which would have been most impacted by our development, and converted most of that area into additional buffer between our project and the remaining residential uses on Wellington Avenue. Thus, we acquired the properties which would have been most impacted, at costs *above* market values, and then only proposed using those properties to improve the buffering between different uses.

This proposal does not "expand the commercial area to Wellington" as you commented. The impact on the remainder of Wellington Avenue does not change - what would before have been a strip of residential property buffering is instead proposed to be landscape and low wall buffering. Since we have always owned properties with access onto Wellington, we understand how the Future Growth Plan would not have identified those narrow strips of access through the residential area to Wellington, but we also understand that those parcels could not have been zoned partly commercial and partly residential. In other words, when the parcels marked for future commercial use were eventually so zoned (as requested here), they would have included two access points onto Wellington Avenue, even under the current Growth Plan.

In summary, it is not reasonable to suggest that, since we bought out the residential property owners most likely to be impacted, and thus removed that concern, that we are now "encroaching" further into a residential area, and we further suggest that such actions are not the "encroachment" for which the Growth Plan suggests a planned development.

5. You question if the proposed use is appropriate for this site. We note in Exhibit IV.3 of the Growth Plan that the site of 12th Street and Patterson is labeled as a neighborhood center. We also note in Exhibit IV.3 that the site at the intersection of 29 Road and Patterson is designated as a neighborhood center. The proposed use by City Market at this site is only different from the use on the 29 Road and Patterson site in that our proposal is for less total building square footage and density than occurred at

29 Road and Patterson, because we propose no shop space or out lots for development.

There is good reason why both sites should be interpreted as neighborhood developments:

A. If we were to propose a "small scale neighborhood commercial center..." consisting of a bakery, a delicatessen, a pharmacy, a butcher shop, a card shop, a book store, a pet food store, a limited assortment general merchandise store, a seafood shop, a natural foods shop, a farmers market for produce, a branch bank, a video store and a convenience store, each of 3,000 to 6,000 square feet, and totaling 60,000 square feet altogether, we would have a small scale neighborhood commercial center of the type which Policy 12.1 says should be *encouraged*. Is it then reasonable that, when these same uses are combined into another facility of the same size, we now have a "large scale retail and service center" which must be restricted to "large commercial nodes"? We suggest not. Supermarkets, even large ones, are compatible with neighborhood commercial activity.

B. If this site is rezoned to B-3, then the four corners of the intersection of 12th Street and Patterson Road *will* comprise a significant "commercial node," and the site proposed *does* have the direct access to arterial roads within that node required by Policy 12.2.

6. We trust that staff may reconsider its position after reflecting upon these responses, especially since we have also requested vested development rights, which only will permit the site specific development submitted herein, and because we are concurrently with this application also working with your office on the re-subdivision (elimination of interior lot lines) and site plan approvals required for this project.

CITY DEVELOPMENT ENGINEER:

1. The final drainage report will detail outfall facilities. We will work with GVVUA to evaluate this outfall.

2. The design has been modified so that runoff from Offsite Basin OS-1 will now be collected and routed through the City Market detention area. The Preliminary Drainage Report discusses routing the north half of the flow from Wellington west to 12th Street where it flows south, instead of the current path into the culvert at Wellington and 12th. This design change adds an additional 0.9 CFS flowing to 12th Street. Considering the size of the 12th Street Basin, we suggest that this is an insignificant amount of additional flow. Downstream impacts will be evaluated during final design. An inlet or curb chase could be added on Wellington at 12th Street if requested by the City.

Traffic Study.

1. Based upon previously received comments from the City Engineer, we have arranged for considerable additional study by our traffic engineer. His revised report is attached for your review. Without reciting the entire new report in this response, we can recap the high points as follow:

A. The additional studies appear to adequately resolve the concerns regarding the left turn out (to the west) from the major access point onto Patterson Road. Thus, our design remains that this is a full movement access point.

B. The access point onto 12th Street has been reduced to a right-in, right-out only access. If requested by the City, this entry could be configured with a center median to control such movements.

C. Because the above right-in, right-out movements do not interfere with or affect the center turn lanes for access to Gladstones, this access point no longer needs to be aligned with the entrance to the Gladstones parking lot on the west side of 12th Street. Accordingly, this right-in, right-out access point has now been moved approximately 70 feet further south. Our traffic engineer believes that this additional 70 feet of maneuvering room should meet the needs of customers exiting via the right-hand out turn, and then moving to the left-hand turn lane going north prior to reaching the intersection. Accordingly, the right-hand out turn has been retained in this design. A revised copy of the site plan, reflecting this change to the 12th Street access, is enclosed with this report.

D. It is important to us to maximize the customer use of the Patterson Road and 12th Street access points to protect the residents on Wellington from excessive traffic impacts. We believe these changes to our plan accomplish that objective.

CITY FIRE DEPARTMENT:

1. We will submit plans and equipment specifications for the underground flammable liquid storage tanks, pipe, fittings and dispensing units to the fire department.
2. Complete stamped building plans will be provided to the fire department for review prior to receiving a building permit clearance form.
3. We will submit complete plans, calculation and specification for all fire protection systems at least 10 working days before installation.

CITY TRANSPORTATION ENGINEER:

1. Please find attached a copy of the revised traffic analysis that addresses matters previously discussed with staff. We trust that you agree that these findings indicate that the proposed access points for this site, as now modified, are satisfactory.
2. The revised report now indicates the driveway locations.
3. The comment regarding roadway improvements indicates that the community will need to consider roadway infrastructure improvements in the future to keep this intersection operational. It is beyond our scope to address what the City has planned in terms of future infrastructure improvements so that 12th Street and Patterson operates effectively. This need applies even without the development of this site. We trust that such consideration is in the long range plans of the City. The project proposed generates less than a 10% incremental increase in traffic at this location.

We propose to grant a 14' multiple purpose easement on the perimeters of the property on both 12th Street and Patterson Road frontages. This should provide space for the bike route, although a bike route on our site would not connect with other bike routes, since at this time no bike routes exist in either direction from the site.

4. Anticipated truck circulation for this site is illustrated on the attached site plan and is described in the revised traffic study enclosed.

Grand Valley Water Users' Association:

In response to the letter of May 19, 1998, from GVVUA, City Market will convey irrigation water to the parcel owned by Mr. Swisher. We propose to do so by rerouting an irrigation line around the north and west perimeter of the site. We have reviewed such a plan with Mr. Proctor and he is in agreement with this method of providing water to Mr. Swisher's property.

We will collect the runoff from Offsite Basin OS-1 and route it through the new detention area. This will alleviate any additional surface flow from entering the GVVUA drain line.

The runoff that will be discharged into the pipe at the northeast corner of 12th and Wellington will be equal to or less than the current runoff entering this pipe. City of Grand Junction requires that runoff be released at or less than the historic rate. This requirement will be met.

Thank you for your consideration of these matters. We look forward to the hearing on June 9, 1998. Certainly, please call me if you have additional questions or require additional information before the hearing.

Sincerely,

Mike Shunk

Mike Shunk

by JLC

enclosures

cc: No. 144 City of Grand Junction file

A. Project Description:

1. The site is located southeast of the intersection of 12th Street and Patterson Road and is comprised of all Lots, except Lot 034, Block 11, Fairmount Subdivision. The site is bordered to the north by Patterson Road, to the west by 12th Street, to the south by Wellington Avenue and to the east by the east boundaries of Lots 133, 134 and 135 of Block 11, Fairmount Subdivision. Patterson Gardens borders the east side of the site.
2. The site is comprised of 8.26 acres more or less.
3. A 60,405 + or - square foot City Market supermarket and a retail gasoline facility are proposed to be constructed on the site.

B. Public Benefit:

Locating attractive supermarkets close to customers reduces the travel time and traffic congestion resulting from residents weekly or more frequent visits to such facilities. No supermarket is this close to the growing north and northwest sections of the market area. This location has substantial pass-by traffic which will now be able to shop without making separate trips. Combining the supermarket with pharmacy, bank and gasoline facilities provides additional one-stop shopping efficiency. The facility will generate substantial sales and property tax revenues, and provide jobs to over 100 employees. Existing improvements on the site are generally poorly maintained, and some portions are vacant. The proposed project will renew and upgrade this quadrant of one of the community's most important intersections.

C. Project Compliance, Compatibility, and Impact

1. City Market requests approval of the site plan of June 30, 1998, for the development of a supermarket and a retail gasoline facility upon the site. The site plan illustrates the size of the supermarket, the location of the gasoline facility, access points, parking areas and the stormwater detention area. Approval of the site plan is appropriate as: (a) The site plan layout satisfies all development standards of the requested zone for the property; (b) The proposed development will meet City standards for development improvements such as drainage, water, sewer, traffic and other public services; (c) The proposal is consistent with the adopted 12th Street Corridor Guideline and the Patterson (F) Road Corridor Guideline by: (1) Providing an area of transition of residential and business uses, (2) Limiting access to the site while providing multiple access points to disperse traffic thus mitigating any one access point being over concentrated, (3) The project should not adversely impact existing adjacent neighborhoods, (4) On-site detention is provided, (5) Perimeter and interior sidewalks are provided for pedestrian safety, (6) Neighborhood meetings have been held, (7) Aggregating of parcels for large scale development is provided by this proposed development; (d) The site plan is in conformance with adopted elements of the City's Comprehensive Plan; (e) The site plan sufficiently addresses and satisfies any issues discussed at the pre-application conferences and adheres to basic land use, design, and city planning principals; (f) The development consists of one user on one proposed parcel; (g) the end user is the owner and developer; (h) Applicant will require no variances or other exemptions from current development codes.

Landscape buffering on the south side of the store when combined with the width of Wellington Avenue provides excellent buffering between commercial and residential uses. A concrete masonry block wall of up to 9' in height will be installed on the east side to lessen the impact on property to the east. Landscaping and a 3' high concrete masonry block wall will screen the south side of parking lot when viewed from the south.

2. Land use adjacent to the site is PB and RSF-8 to the north, RSF- 8 to the east, RSF-8 to the south, B-1, RMF-64 and PB to the west.
 3. Access is dispersed at two primary access points, one each on Patterson and 12th Street, and two secondary access points so that no one access point bears a large percentage of the traffic at this facility. In addition, a Wellington Avenue access point on the east side of the site serves delivery truck egress and provides ingress and egress to employee parking spaces located south of the store. City Market proposes deceleration lanes for the primary access points on Patterson Road and 12th Street.
 4. Domestic water, sanitary sewer, electricity, gas, telephone and cable TV are available. Fire hydrants are located at the southeast corner of the site on Wellington Avenue, approximately 90' east of the northeast corner of the site on Patterson, and just southwest of the site at the intersection of 12th Street and Wellington. A fire hydrant is proposed on the site near the east Patterson Road access point.
 5. Utility demands will be consistent with demands of similar City Market operations. A grease interceptor will be provided for the sanitary sewer.
 6. Applicant does not foresee any unusual effects on public facilities.
 7. According to the Soils Survey, Grand Junction Area, Colorado, United States Department of Agriculture, Soil Conservation Service, issued in November 1955, the soil type for the site is a Billings silty clay loam (0-2 percent slopes) which is derived from deep alluvial deposits that came mainly from Mancos shale.
 8. Applicant anticipates no impacts on site geology. There are no known geological hazards associated with the site.
 9. The store will be a 24 hour operation.
 10. The store will employ approximately 180 employees.
 11. Three pole signs are proposed, with one situated near the central access point on Patterson Road, one near the access point on 12th Street and one near the access point on Wellington Avenue. Building signage has yet to be determined, but will be consistent with signage found on local City Market facilities.
- D. Development Schedule and Phasing:
Site development is planned in 1999.

GENERAL PROJECT REPORT

PROPOSED CITY MARKET NO. 144,
12TH STREET AND PATTERSON,
GRAND JUNCTION, COLORADO

May 1, 1998

A. Project Description:

1. Location: southeast corner of the intersection of 12th Street and Patterson Road, consisting of Block 11, Fairmount Subdivision, except the southwest corner thereof (Tax Parcel #2945-122-00-034, occupied by Arrowhead Real Estate office), bordered on the north by Patterson, on the west by 12th Street, on the south by Wellington and on the east by Block 12, Fairmount Subdivision. Patterson Gardens borders the east side of the site.
2. Acreage: 8.26 acres, more or less.
3. Proposed Use: A 60,340 +/- square foot supermarket and retail gasoline facility.

B. Public Benefit:

Locating attractive supermarkets close to customers reduces the travel time and traffic congestion resulting from residents weekly or more frequent visits to such facilities. No supermarket is this close to the growing north and northwest sections of the market area. This location has substantial pass-by traffic which will now be able to shop without making separate trips. Combining the supermarket with pharmacy, bank and gasoline facilities provides additional one-stop shopping efficiency. The facility will generate substantial sales and property tax revenues, and provide jobs to over 100 employees. Existing improvements on the site are generally poorly maintained, and some portions are vacant. The proposed project will renew and upgrade this quadrant of one of the community's most important intersections.

C. Project Compliance, Compatibility, and Impact

1. We request rezoning from RSF-8 and PB to B-3, and amendment of the City of Grand Junction Growth Plan of August 1996 ("Growth Plan") for this site. The Growth Plan Land Use Plan recognizes that this is an area in transition and anticipates that future use of the property, other than a small portion adjacent to Wellington, will be commercial. We acquired that small portion adjacent to Wellington for use in this project because Wellington itself, together with landscape buffers and masonry buffer walls, is a better transition design than combining residential and commercial uses in the same Block. A rezone to B-3 and amendment of the Growth Plan are appropriate as: (a) Rezoning is compatible with existing uses along 12th Street and Patterson; (b) Rezoning complies with the Rezone Criteria and Growth Plan Amendment Criteria; (c) Rezoning is compatible with growth trends in surrounding areas; (d) Rezoning provides a convenient and beneficial cluster of uses at the 12th Street and Patterson intersection. (e) Rezoning conforms to the intent of the rezone code.

The proposed development conforms to the 12th Street Corridor Guidelines and Patterson Corridor Guidelines by: (a) Providing an area of transition between residential and business uses; (b) Limiting access to the site from any one arterial while providing multiple access points across the site to disperse traffic and avoid a concentration of traffic at any one access point; (c) The project will not adversely impact existing adjacent neighborhoods; (d) On-site storm water detention is provided; (e) Perimeter and interior sidewalks are provided for pedestrian safety; (f) Neighborhood meetings will be conducted; (g) Aggregation of parcels for large scale development is provided.

2. Land use adjacent to the site is PB and RSF-8 to the north, RSF- 8 to the east, RSF-8 to the south, B-1, RMF-64 and PB to the west.
3. Access is dispersed across two primary access points, one each on Patterson and 12th Street, and two secondary access points so that no one access point must accommodate all of the traffic impacts of this project. Access for delivery trucks is separate from the primary access points and segregated from customer parking areas. Deceleration lanes are proposed at the two primary access points.
4. Domestic water, sanitary sewer, electricity, gas, telephone and cable TV are available at this site. Fire hydrants are located at the southeast corner of the site on Wellington Avenue, approximately 90' east of the northeast corner of the site on Patterson, and southwest of the site at the intersection of 12th Street and Wellington.
5. Utility demands will be consistent with demands of similar supermarket operations. A grease interceptor will be provided for the sanitary sewer.
6. No negative effects on public facilities appear likely.
7. According to the 1955 SCS Soils Survey, Grand Junction Area, Colorado, U.S. Department of Agriculture, the soils at this site are a Billings silty clay loam (0-2 percent slopes) derived from deep alluvial deposits that came mainly from Mancos shale.
8. No negative site geology impacts or hazards are apparent.
9. The supermarket and gasoline facilities will operate 24 hours per day.
10. The facility will open with about 115 employees, with at most half of these working at any one time.
11. One freestanding sign is proposed for each street frontage. Building signage has yet to be determined, but will be consistent other local City Market facilities.

D. Development Schedule and Phasing:
Development is scheduled in 1999, all in one phase.

The Patterson Road and the 12th Street Corridor Guidelines recommend that changes of use be accomplished via the PUD process. Applicant suggests that special circumstances exist here to justify the quicker and more efficient rezoning to B-3 proposed in this application, as follow: (a) The commercial use proposed is already anticipated in the Growth Plan for most of the site; (b) The development consists of one user on one proposed parcel; (c) the end user is the owner and developer; (d) Applicant will require no variances or other exemptions from current development codes; (e) The proposed project design is similar in all material respects to what could be expected from the PUD process.



DEVELOPMENT APPLICATION

Community Development Department
 250 North 5th Street, Grand Junction, CO 81501
 (970) 244-1430

Receipt _____
 Date _____
 Rec'd By _____
 File No. RZ-1998-082

Bill/Kathy

We, the undersigned, being the owners of property situated in Mesa County, State of Colorado, as described herein do hereby petition this:

PETITION	PHASE	SIZE	LOCATION	ZONE	LAND USE
<input type="checkbox"/> Subdivision Plat/Plan	<input type="checkbox"/> Minor <input type="checkbox"/> Major			6207TH RD: COMMERCIAL	
<input checked="" type="checkbox"/> Rezone <i>6207TH RD</i>				From: <i>RSF-8 PB</i> To: <i>B-3</i>	
<input checked="" type="checkbox"/> Planned Development	<input type="checkbox"/> ODP <input checked="" type="checkbox"/> Prelim <input type="checkbox"/> Final				
<input type="checkbox"/> Conditional Use					
<input type="checkbox"/> Zone of Annex					
<input type="checkbox"/> Variance					
<input type="checkbox"/> Special Use					
<input type="checkbox"/> Vacation					<input type="checkbox"/> Right-of Way <input type="checkbox"/> Easement
<input type="checkbox"/> Revocable Permit					
Site Plan Review					
Property Line Adj.					

<u>Dillon Real Estate Co., Inc.</u> Property Owner Name	<u>City Market, Inc.</u> Developer Name	<u>Mike Shunk</u> Representative Name
<u>700 East 30th Street</u> Address	<u>105 W. Colorado Ave.</u> Address	<u>105 W. Colo. Ave</u> Address
<u>Hutchinson, KS 67504-1266</u> City/State/Zip	<u>Grand Junction, CO 81505</u> City/State/Zip	<u>Grand Junction, CO 81505</u> City/State/Zip
<u>(316) 663-6801</u> Business Phone No.	<u>(970) 241-0750</u> Business Phone No.	<u>970-241-0750 ext. 1281</u> Business Phone No.

NOTE: Legal property owner is owner of record on date of submittal.

We hereby acknowledge that we have familiarized ourselves with the rules and regulations with respect to the preparation of this submittal, that the foregoing information is true and complete to the best of our knowledge, and that we assume the responsibility to monitor the status of the application and the review comments. We recognize that we or our representative(s) must be present at all required hearings. In the event that the petitioner is not represented, the item will be dropped from the agenda, and an additional fee charged to cover rescheduling expenses before it can again be placed on the agenda.

Mike Shunk Real Estate Representative, City Market, Inc. 4-28-98
 Signature of Person Completing Application Date

Dillon Real Estate Co., Inc.
Frank J. Remar Frank J. Remar, President 4-23-98
 Signature of Property Owner(s) - attach additional sheets if necessary Date

**CITY MARKET, INC.
FINAL WRITTEN SUBMITTAL TO
CITY COUNCIL**

**FOR APPEAL OF PLANNING COMMISSION DENIAL
OF REQUESTS TO AMEND THE GROWTH PLAN,
AND REZONE THE PROPERTY, AND
APPROVE A SITE SPECIFIC DEVELOPMENT PLAN
AT THE SOUTHEAST CORNER OF
12TH STREET AND PATTERSON ROAD
GRAND JUNCTION, COLORADO**

File #RZ-1998-082
and
SDR-1998-129

June 22, 1999

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PART I
BACKGROUND

Applicant has consented to an amended hearing process wherein its final presentation to City Council will be primarily presented in this written form, specifically to shorten the public hearing process. In reliance upon Council's representation that these written materials would be thoroughly studied, applicant agreed to limit its public hearing presentation to not more than 30 minutes.

Members of Council have been presented with project summaries by staff which include review comments, applicants responses to review comments, related exhibits and copies of public comment. However, applicant is informed that those project summaries do *not* include the information presented at the two Planning and Zoning Commission hearings. Therefore, this written summary includes:

1. Significant portions of applicant's previous presentation to the Planning and Zoning Commission; and,
2. Applicant's responses to the changes to the original Staff Report on the project to the Planning and Zoning Commission as presented in the final Staff Report to City Council; and,
3. Applicant's summary of what it believes to be the errors of logic and fact observed in the deliberations of the Planning and Zoning Commission prior to rendering its recommendations for the project.

The project details presented herein are the same as those presented to the Planning and Zoning Commission, with the following two changes:

- A. Applicant concedes that the freestanding sign on Patterson Road should be smaller than permitted by code for the B-3 Zone. See the Signage section of the Site Specific Development Plan presentation.
- B. Applicant agrees to eliminate the employee parking area adjacent to the fueling station if this area develops unacceptable traffic congestion. See The Fueling Facility section of the SSDP presentation.

While Applicant believes that these additional concessions address specific concerns raised in the P&Z hearings, Applicant does not believe these would have caused P&Z to issue different recommendations regarding the project.

PART II
PROJECT INTRODUCTION

Applicant suggests that three fundamental differences exist between Staff and the P&Z Commission, on one hand, and Applicant on the other, on the issues related to this project: (1) Staff and the Commission have focused almost exclusively on the immediate neighborhood, to the general exclusion of wider area issues, while applicant has a broader neighborhood perspective, (2) whether the impacts of the project on the immediate neighborhood are satisfactorily mitigated, and (3) how the use proposed by applicant should be interpreted under the Growth Plan. Applicant suggests that the benefits of this project extend well beyond the immediately adjacent streets and properties, and that this process is an opportunity for Council to determine how an entire *section* of the community gets basic services, bundled with valuable traffic system improvements.

Every project has impacts on its immediate neighborhood, and this one is no exception. An unavoidable characteristic of the in-fill development policy which Council has repeatedly endorsed is that projects are developed adjacent to previously developed properties. This means that in-fill projects *by definition* generate more impacts to be mitigated, and more negative response from neighbors, than projects in undeveloped areas. Thus, the test should be whether the impacts after mitigation are reasonable, whether they significantly alter the use and enjoyment of the surrounding properties and whether they could be reasonably further mitigated.

Staff and the Commission have held to the standard that "big-box" facilities are retail facilities of a certain size, period. Applicant suggests that this position is simplistic and unrealistic - that supermarkets are distinctly different from other forms of "big-box" retail stores, and therefore should not be classified as or treated as such.

1. Conventional "big-box" facilities serve *communities*, while supermarkets serve *neighborhoods*. Most supermarket customers live within a three mile radius of the store. This is *not* the case for any type of true "big-box" retail facility. In fact, many "big-box" stores expect to draw customers from neighboring *towns*, as Sam's Club, Wal-Mart and Mesa Mall do in Grand Junction. That seldom happens with supermarkets. The common grocery store customer either lives nearby, or travels past it regularly. This is best illustrated in larger metropolitan areas, where supermarkets are spread rather evenly across all developed areas. Thus, supermarkets, unlike other "big-box" stores, *commonly* are found in, *and belong in*, the most densely populated and developed sections of a community, because they are *neighborhood* facilities.

2. The major part of a supermarket's business is *repeat weekly* business. Customers visit a supermarket far more often than any other type of retail facility, because of the perishable products provided and the emphasis in today's society on fresh and wholesome products. This explains why convenience is so important to supermarket shoppers - simply because they go there *frequently*. This means that, if we relegate supermarkets to inconvenient locations in the community, we cause greater impacts than we will with the inconvenient location of other businesses. Conversely, locating supermarkets in convenient locations offers the greatest traffic efficiencies, and corresponding shopper convenience, of any retail planning decision the community might make.

3. Unlike a new multi-screen theater, which may cause folks who see few movies to begin attending more of them, or a new discount store which can draw new customers even from out-of-town, or a new PetSmart or Office Depot which brings new products and pricing, and thus generate new customer trips and traffic, new supermarkets create very little additional traffic for the community as a whole, simply because grocery customers are already shopping *somewhere*. The key question is, are a large number of them traveling further than they wish to get that shopping done, and, is it better for them and for the community as a whole, if those longer shopping trips can be made more convenient?

Not only is the proposed store different from other big-box facilities, the site is also not the residential development it may appear to be. The aerial photo from the Staff Report attached as Exhibit A clearly illustrates that only the perimeter of this property has been previously developed. Applicant suggests that this prime development property has a higher and better use than it has seen to date, and that it is clearly at least partially an *in-fill* project.

This is also an *urban renewal* project, funded entirely with private funds. In the first P&Z hearing, applicant described the condition of the property when it was purchased some ten years ago, including the foundations remaining from previous structures, the structures with no utility services and the structures that were too deteriorated to use for habitation. Applicant also described how, in spite of using a professional property manager to rent the remaining houses on the property, the location on heavily traveled streets and the general neighborhood conditions attracted only difficult tenants, who sometimes then brought crime and other new problems to the property. The central open space has long been untended undergrowth and brush. Most of the mature trees are undesirable species like cottonwoods and volunteer elms, more suitable to a gravel pit or a river front trail than to one of the community's prominent intersections. Attached at the end of this report are photos of the site taken early in 1998, as this application process was beginning. Blankets and litter from

vagrants are apparent in some of the photos. During the second P&Z Commission hearing, this issue became confused when neighbors on Wellington noted that several properties recently purchased by applicant had become untended when the owners moved out. The Commission used this information to conclude that the overall condition of the site was the result of applicant's neglect, and that it was therefore not appropriate to recognize the urban renewal character of this project. Perhaps the Commissioners did not recall the previous evidence about the site condition when applicant purchased it. In any event, those who have lived in the area will readily recognize that this site has *long* been in blighted condition, and will understand that the prospect of redevelopment was one of the most common favorable comments applicant received during polling of nearby neighborhoods. In summary, this property *needs* redevelopment.

Much was made in the Staff Report and during the P&Z Commission hearings about the need to preserve Patterson Road as an effective cross-valley corridor. However, the strategy for doing this seems to be simply creating an "expressway on the ground," with severe limits on new access to Patterson. Even the most vigorous proponents of this strategy admit that normal community population growth will cause the traffic on Patterson to eventually exceed the capacity of Patterson Road - i.e., that this strategy as a traffic solution will *fail*. Applicant suggests that a secondary strategy may be applied to complement the first, and delay the date of such cross valley corridor failure. That strategy is the selective approval of projects along Patterson Road which *reduce the number* of cross-valley trips. Applicant will later in this report address traffic matters in more detail. But, for now, consider just the following: about six out of every ten residents in the valley shop at City Market. Applicant's records indicate that this level of market penetration is consistent across most areas of the community, including the areas north of Patterson Road. Add to this that applicant's traffic study predicts that about 1/3 of the site visits come from *pass-by traffic*. In other words, those customers are *already on the streets* around the project. For those customers, separate trips for grocery shopping are *eliminated*. For others who find this site closer than the existing stores where they shop, the grocery shopping trips are *reduced* in length. This project is Council's opportunity to reduce the amount of supermarket shopping drive time for thousands of residents, and further to focus those trips in an area where the streets are being upgraded specifically to handle the traffic. There is *no other* location in the valley where so many of the prospective customers are already on the streets affected. Thus, the *incremental* traffic impacts at this location are less severe than at any other prospective site. Applicant suggests that these are the reasons why, for community traffic planning reasons, this is a *preferred* site.

specific changes, described on pages V.11 through V.14 of the Growth Plan. The map of that alternative is attached as Exhibit B, solely to illustrate that, unlike the maps of some other alternatives, this one provides almost no guidance regarding the locations of neighborhood centers.

Looking next at the text describing the adopted changes to this blank map, beginning on page V.11, we come to Section c., which has four parts:

1. Part 1 says downtown areas are vital.
2. Part 2 says other existing centers (Clifton, Mesa Mall and the airport area) should be recognized and allowed to grow.
3. Part 3 says there may be a need for some new neighborhood-scale centers in some areas.
4. Part 4 says no new community centers will be included in the plan.

In other words, new neighborhood centers may be established in some new locations, but no new major commercial centers will be created. Putting this text together with the map, we conclude:

1. Either Staff is correct, that a full-sized supermarket is not appropriate for a neighborhood center, and since no new community centers may be created, the Growth Plan is in error because it does not allow for creation of sites for supermarkets as they are required by the residential growth of the community; or,
2. Applicant is correct, that a neighborhood center *does* accommodate a full-sized supermarket, and that was part of why the Growth Plan specifically noted the prospective need for new neighborhood-scale centers in the future.
3. The recent re-zoning of the Brach's Village property may provide guidance here. Since the Brach's Village site was not shown on the maps of the various alternatives as *any* kind of center, it appears that the recent action to rezone this property commercial is creation of one of these new neighborhood centers, complete with a full-sized supermarket.

The second part of Staff's argument that the Plan is not in error is that the "...limits of the commercial designation on the Future Land Use Map was to protect the Wellington Avenue neighborhood from commercial encroachment." Applicant responds as follows:

1. This may not be accurate, although one Commissioner agreed that it was. In calls to both Larry Timm and Mike Lauer, who prepared the Plan, neither could recall discussion of these specific parcels during Plan development. This is consistent with Kathy Portner's testimony to the Council on June 16, 1999, in support of an unrelated application for Plan Amendment *favored* by Staff, that very little consideration was given to each individual parcel in developing the Future Land Use Map, and in fact, some parcels were partitioned with portions of the same parcel marked for differing uses, and that the (Plan) Amendment process gives us an opportunity to look at each site and the details. In fact, the 5 acre portion illustrated on the map for future commercial use closely reflects the limits of Applicant's ownership interest at the time the Plan was created, and such ownership, combined with public knowledge that Applicant's customary use for property was of a commercial nature, may have influenced the designation of uses on the map.

2. Even if Staff's suggestion is correct that the commercial area limits were designed to protect the Wellington Avenue neighborhood, that protection should be from the *impacts* of commercial development. To the extent that Applicant successfully designs such protection into this project, the goal of protecting the neighborhood is accomplished, and the use of this Growth Plan for that goal is unnecessary. Whether that situation constitutes an "error" in the Plan, or a feature no longer needed, is moot.

Another consideration supporting Applicant's request for a Plan Amendment is the fourth, which asks whether the change is consistent with the goals and policies of the Plan, including special area, neighborhood and corridor plans. The *overall* intent of the Plan is expressed in numerous places, the most complete of which are in the Executive Summary and the beginning of Chapter 5, where key issues that shaped the Plan's goals and policies are identified. The Executive Summary states that the basic intent of the Plan is to reduce the effects of sprawl and to create a fiscally responsible growth pattern. This is to be accomplished by "maintaining compact development patterns" and by "encouraging new developments to locate in areas that have access to adequate public facilities." Applicant suggests that the proposed Amendment will help the community achieve these basic policies. Consider:

1. This site is located in an area where the City already provides the necessary facilities and services, except for traffic facilities, which this proposal remedies with extensive mitigation described later in the Site Plan portion of this report.

2. This is an in-fill project within the urban area, and will promote *further* in-fill beyond the project boundaries. By providing products that meet the basic daily needs of the residents of the area, it will strengthen the residential areas which surround it, and will encourage more in-fill residential development to occur in this part of the City, because people want to have a supermarket close to where they live. From a big picture perspective, this is the kind of location where the Plan would want this type of project to occur.

3. This project is the very essence of a compact or nodal type of development, combining in a single building a series of uses that might otherwise develop at multiple locations, or in a strip pattern, along the road.

A second basic goal stated in the Plan, and one that received attention in the Staff Report, is the need to "ensure land use compatibility in the city's neighborhoods." Staff suggests that this project represents inappropriate commercial encroachment into a stable residential neighborhood. However, page 5.5 of the Plan describes the rationale for neighborhood land use compatibility as follows:

"This plan supports a heterogeneous mix of land uses, but calls for the establishment of appropriate standards to ensure neighborhood compatibility."

Attached as Exhibit C is an excerpt of the immediate neighborhood from the Growth Plan Map (from the Staff Report). This Exhibit C illustrates the diversity of the surrounding neighborhood. When Staff refers to neighborhood, they seem to focus only on properties immediately contiguous to the site. Applicant suggests that Council should instead examine the slightly larger area on this Exhibit C to see how well this project fits the concept of a heterogeneous mix of uses. It is striking that every use listed in the legend is found within one block of this site.

The proposed supermarket will serve these existing uses well, providing the opportunity for many to walk there, or for a convenient stop on their travels. It will provide an anchor for the neighborhood, allowing residents to meet their daily service needs *in their neighborhood*. This type of traditional neighborhood design, where shopping can be done conveniently, is precisely why a heterogeneous mix of uses is attractive to community planners. This is consistent with Policy 10.2, where the City encourages development that encourages a sense of neighborhood and with Goal 12 that the ability of neighborhood centers to compatibly serve the neighborhoods in which they are located be enhanced.

This project will also further the sense of neighborhood in this area by removing the one portion of it (the site) that is in decline and under-utilized, and re-developing it with neighborhood serving uses. Applicant suggests that, rather than encroaching into a residential neighborhood, this project eliminates an unstable area while serving the remaining areas. Applicant suggests a visit to the residential area behind the Albertsons store south of this site on 12th Street to observe how this use can be a stable and heterogeneous mix with the adjacent residential uses.

To ensure that this project will not encroach into the stable areas that surround the site, Applicant has proposed "appropriate development standards" as called for in the Growth Plan, to separate and buffer the project from surrounding neighbors. In fact, this buffering is for the residents on Wellington more extensive than at any other supermarket in the community where these uses are adjacent, and for the residents in Patterson Gardens, the buffering is equivalent to the successful protection provided behind the 12th Street Albertson's store.

This project is also consistent with Policy 8.10, which encourages the growth of retail and other commercial uses related to the hospital, to serve the needs of clients, employees and visitors to the hospital. This is reinforced by the cooperation and support this application has received directly from St. Mary's Hospital throughout this application process.

A third basic goal of the Plan is to "Focus on the unique needs of the Community's neighborhoods." Applicant reported earlier herein that about 60% of the residents of areas around this site, and northeast, north and northwest of it, are City Market shoppers. The nearest full-sized City Market store for those residents is either the downtown store at 1st and Rood, or the Eastgate Plaza store on North Avenue. Neither of those locations is convenient for north-side residents. This neighborhood needs, and deserves, its own City Market store. This is reinforced by the hundreds and hundreds of signatures from residents of the area on petitions favoring the project, by the many letters of support which the City has received, and by the substantial public support this project has received during this hearings process.

As mentioned above, in lieu of focusing on the broadest underlying goals and policies of the Plan, Staff has performed a more detailed analysis to show that the project does *not* meet the Plan's goals and policies. For example, on page 4 the Staff Report cites Policy 1.3 that the City will use the Land Use Map in conjunction with the other policies of the plan to guide zoning and development decisions, and then suggests that since the Future Land Use Map only designates part of this site for future commercial use, the Amendment would violate the policy of using the

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Land Use Map. This is circuitous reasoning - if every amendment had to match the existing Land Use Map, no amendment could ever be approved. The remainder of the Staff comment on this policy - that site conditions might further limit the type and scope of commercial development appropriate for the property, is accurate, but does not establish that *this* project violates Policy 1.3.

The Staff Report refers to Policy 12.2 of the Growth Plan which states that the City will limit the development of large scale retail and service centers to locations with direct access to arterial roads within commercial nodes shown on the Future Land Use Map, and that the size of the commercial area on this corner "would indicate that it was not meant to be a large-scale commercial node." Therefore, this proposed Amendment violates that Policy. This is the same circuitous reasoning - that the map before amendment doesn't have sufficient space for a supermarket, so an amendment to the map to fix that would violate the Policy.

The Staff Report states that the proposal is not in conformance with corridor guidelines. The guidelines mentioned by Staff, with Applicant's comments, follow:

Patterson Road Guidelines:

Existing single family housing and neighborhoods should be respected and protected whenever possible. Applicant has already noted its extensive mitigation of impacts on the neighborhoods, described in greater detail in the accompanying Site Plan section of this report.

New commercial and business development and redevelopment should not adversely affect the existing neighborhoods with traffic, parking, lighting or noise. Recognizing that the City's dedication to in-fill projects means some limited impacts are unavoidable, this corridor guideline must be balanced with that more recent in-fill policy. If the impacts are mitigated to the point where the adjacent neighborhoods are still suitable for residential use, this guideline should be considered satisfied. A policy of zero tolerance for impacts, regardless of significance, will defeat the plan to promote in-fill development.

Curb cuts and access points on Patterson Road should be limited and consolidated. Applicant has consolidated the six residential curb cuts on Patterson existing today into two, one of which is primarily for oversized and service vehicles. Of the two access points proposed, one is $\frac{3}{4}$ movement and one is right-in, right-out only. This reflects a substantial limitation and consolidation of curb cuts and access points on this Road.

Low volume business and medical offices are appropriate on the southeast corner of 12th & Patterson. Applicant interprets this to be a recommendation, not a limitation, on land use. Applicant further suggests that these 11 year old guidelines should be subordinate to more recent community planning efforts, such as the 1996 Growth Plan. An example of the out-of-date character of this particular guideline comes from the testimony of the Vice-President for Development for St. Mary's Hospital to the P&Z Commission during the 2nd hearing for this project, when he advised that St. Mary's would be developing new medical office space between 7th and 12th Streets, and that this location's further distance from the hospital means there would be little if any demand for medical offices at this location.

12th Street Guidelines:

South from the intersection at 12th & Patterson to Orchard Avenue, non-residential uses such as professional, medical and educational offices may be appropriate. See Applicant's response to the same guideline for Patterson Road directly above.

Between Patterson Road and Gunnison Avenue, new non-residential development should not encroach into the existing residential neighborhoods. This is a good example of how the more recent 1996 Growth Plan has supplanted these corridor guidelines - when the 1996 Growth Plan Future Land Use Map was adopted showing the northern 5 acres of this location changed from residential to commercial, that Plan map was contrary to this guideline. Staff's position is apparently that it was OK for the city to supersede the guideline by planning to encroach into this residential area in 1996, but that Applicant should not be allowed to adjust the size of that encroachment with a Plan Amendment, because of the corridor guideline that the city treated as outdated.

Another consideration for Plan Amendments is whether public and community facilities are adequate to serve the type and scope of land use proposed. The Staff Report calculates that the low volume commercial uses which Staff prefers for this site, and which are described in the corridor guidelines, would generate less than 3,000 trips per day, or 1/3 of the 8,110 daily trips which Applicant's traffic engineer has forecast for the project. The Staff Report concludes that "...the potential increase in traffic generated from the site by increasing the area of commercial cannot be accommodated without significant facility upgrades. Further, these upgrades would only accommodate the traffic generated by that project and severely constrain the City's ability to address further growth in background traffic." The following flaws exist in this analysis:

1. Applicant has *proposed to construct* precisely the significant facility upgrades required.
2. Staff assumes that, without a Plan Amendment, only a 30,000 sq. ft. building would be constructed, since that is the maximum building size it says is allowed without a Conditional Use Permit. However, there is no certainty that all of the many parcels in this project would remain aggregated into one project in that situation. Thus, there is no certainty that only one building would be constructed. In fact, efficient use of the property makes such a design unlikely. Thus, Staff's calculation of prospective traffic for low volume uses is likely understated.
3. A key feature of Applicant's supermarket proposal is that over 3,000 of the 8,110 trips per day are from pass-by traffic - i. e., those vehicles are *already on the street* around the project today. That's part of the attraction of this location - build the supermarket elsewhere, and more *new* trips will be generated there than here, because there will be less pass-by traffic at other locations. Nonetheless, Staff used the inappropriate *gross* trips per day data to exaggerate the project impacts.
4. Another key feature of Applicant's proposal is that several smaller low-volume commercial and residential projects on this site are very unlikely to possess the economic critical mass necessary to build the street improvements proposed herein by Applicant. Thus, the 2,800 new trips from Staff's preferred development scenario all go onto the existing streets without major upgrades.
5. By comparison, Applicant's proposed street improvements will absorb *all* of the impacts of Applicant's proposed project, *plus* add about a decade to the life of the 12th & Patterson intersection before it reaches the City's definition of capacity (that definition is an average 40 second delay at the intersection).
6. Finally, the Staff comment regarding background traffic ignores the important consideration that once the 12th & Patterson intersection is reconstructed, it will have far more capacity than the intersections on the streets leading to it. As background traffic grows, it is those other intersections which will fail first, and which must be upgraded, to even allow sufficient traffic volumes through to reach capacity at this expanded 12th & Patterson intersection.

7. All of this ignores the big picture of the traffic impacts on the streets around this project. The project as designed adds about 5% to ADT volume on Patterson Road, and about 4% to that on 12th Street. These percentages are low because these arterial streets already have very high volumes, and because so much of the traffic for this project is already on those streets. The only reason that this project even requires extensive street mitigation is because the existing 12th & Patterson intersection is now near full capacity. Absent that condition, which Applicant did not cause, but is remedying, less extensive street improvements would be required to mitigate these 4% and 5% traffic increases.

Another consideration in the Amendment Agreement is whether there is an inadequate supply of suitable designated land available in the community to accommodate the proposed land use. The Staff Report says that the Plan did not assess the specific locational needs of each commercial use. Applicant agrees. Applicant's argument, again, is that there is not a supply of prospective supermarket sites across and close to the residential areas to be served, if Staff is correct that supermarkets are not appropriate uses in neighborhood centers. This was reinforced during the P&Z hearing, when Commissioners agreed that the commercial designations in the Growth Plan mostly represented a re-confirmation of existing commercial zoning, not a forward-looking analysis of where commercial uses needed to go, because participants believed there was ample commercial land and empty buildings left from the oil shale boom. However, this logic contained the error that much of that commercial property was located in the wrong places, and not where residential growth is occurring and where commercial needs are developing.

The final consideration listed in the Plan Amendment Agreement is whether the community will derive benefits from the amendment. The Staff Report notes only the benefit of convenience, and concludes that this is outweighed by negative impacts of the project. Applicant has described multiple far-reaching benefits of this project, from corridor traffic reduction to major adjacent street improvements to urban renewal to promoting in-fill and an improved sense of neighborhood. Applicant also, later in this report, proposes extensive measures to mitigate the impacts to the maximum extent reasonable. Applicant suggests that the sum of these benefits far outweigh the *residual* negative impacts after mitigation.

In summary, Applicant suggests that this project meets several of the specific considerations listed in the Plan Amendment Agreement, and complies even more so with the underlying community-wide goals of the Growth Plan, and that together these comprise more than sufficient justification for approval of the Growth Plan Amendment proposed.

PART IV REZONING

The Planned Development Issue:

Planning Staff invested considerable effort attempting to induce Applicant to pursue this application through the Planned Development process, citing among other issues the need for assurance that, if zoning were changed to B-3 as requested, only a supermarket would be built at the site. Staff's insistence upon this point eventually led to a meeting wherein the parties agreed (1) Applicant would pursue straight B-3 zoning approval, (2) Applicant would simultaneously submit a Site Specific Development Plan, so that the hearings for the zoning issue would also include the site details commonly available at PD approval hearings, and (3) in the event that the rezoning and site plan were approved, the approval would immediately be converted to a Planned Development approval, to provide the end assurance that only a supermarket could be constructed. Applicant considered this to be a *major* concession on its part, both because it meant Applicant would incur substantial costs for the detailed construction-ready drawings required for the Site Plan (and related street improvements - these costs now exceed \$150,000), and because the use to be approved is very limited.

It is interesting to observe that the Staff Report is now rather ambivalent about this agreement, stating first that Staff supports the conversion of the approval to a PD if the project is approved, but then stating that this is "inconsequential" because the use proposed is "probably at or near the most intensive permitted use under the B-3 zone" and because "the issues and concerns associated with overall scale and intensity of the proposed uses on this particular site would not change and could not be ameliorated through the planned zone process."

While a supermarket *is* an intensive use, Applicant has in part mitigated that intensity by reducing the *density* of the proposed development. Attached as Exhibit D is a summary distributed by Staff during the P&Z hearings which compares features of the 29 Road Safeway project, the 12th Street Albertsons project, and this proposed City Market plan. Notice that Applicant's plan has a Floor Area Ratio of buildings to land area ("FAR") of only .18, while the Safeway project was .21 and the Albertsons project was .25. This means that, if Applicant had designed to the same level of density as the Safeway project, Applicant's design would have included over 10,000 sq. ft. of additional retail building area (probably in outlot structures, like the Safeway project), and if designed to the level of intensity of the older Albertsons project, Applicant's design would have contained an additional 24,000 sq. ft. of retail buildings. As Applicant explained during the P&Z hearings, this 12th & Patterson site is proposed to carry a

supermarket that is 5% smaller than the existing City Market store at 1st & Rood, but on approximately twice as much land. Where did the “extra” land in this project go? The bulk of it is used for on-site stormwater detention, and landscape buffer area, between the store and the Wellington Avenue residents, and the remainder is in additional customer parking and the fueling station. It is precisely because of this additional buffer area that this project boasts over an acre more landscaping than is required by current codes.

Applicant also observes that page III.20 of the 1996 Growth Plan states:

“A planned development is defined as a development on a tract of land under single ownership, designed as a cohesive unit, and consisting of a combination of residential and nonresidential uses.”

Thus, according to the Growth Plan definition, this project is clearly *not* the type of mixed use project for which the Growth Plan intended the PD process be used. Nonetheless, Applicant agreed to allow it to end up as such.

The Review Criteria:

Because the Review Criteria *are* truly criteria for which one or more must be met to justify rezoning, we will address each criteria here, although only briefly since many of these comments are described elsewhere in this report.

Was the existing zone an error at the time of adoption?

Staff and Applicant agree that the ancient residential zoning was not an error when originally adopted.

Has there been a change in the character of the area due to installation of public facilities, other zone changes, new growth trends, deterioration, development transitions, etc.?

Staff and Applicant agree that significant changes have occurred in character of the area, from neighboring uses to traffic volumes, since the original zoning was determined (see again attached Exhibit C). However, Staff objects to inclusion of the residential properties along the north side of Wellington Avenue in the area to be rezoned. Applicant makes the arguments for such inclusion elsewhere in this report.

Is there an area of community need for the proposed rezone?

Applicant has presented significant evidence of need for a supermarket at this location. The Staff Report questions “whether there is a community need for the scale and intensity of commercial uses allowed in the B-3 zone proposed for the

property,” and recommends instead “smaller-scale neighborhood commercial use.” Applicant finds this response confusing - after the agreement already in place between Applicant and the City that the final approval could only be a PD approval for a supermarket, it seems inappropriate for Staff to be concerned about “the scale and intensity of uses allowed in the B-3 zone.” These responses again illustrate the difference between Applicant’s suggestion that a supermarket *is in fact* an appropriate neighborhood use, and Staff’s position that it is not.

Is the proposed rezone compatible with the surrounding area or will there be adverse impact?

The Staff Report suggests that the proposed rezoning is incompatible with the surrounding area, but only mentions that the resulting negative impacts are unacceptable. Thus, Applicant’s suggestion that the surrounding neighborhood is comprised of a diversity of uses (a tradition in the area reflected in land use throughout the city, and supported by the Growth Plan’s emphasis on a heterogeneous mix of land uses), and that the proposed development will complement these uses by serving the daily and weekly shopping needs of persons living and working nearby, are apparently not controversial. Again, regarding the neighborhood impacts, Applicant describes in the Site Plan section of this report how these impacts are mitigated, and suggests that Council not hold in-fill projects to a standard of zero impacts, but instead to a standard that adjoining properties should not suffer substantial negative impacts.

Will there be benefits derived by the community, or area, by granting the rezone?

The Staff Report recognizes only the benefit of shopper convenience from the project. Applicant’s earlier comments in the Growth Plan Amendment section of this report describe substantial other community and neighborhood benefits, from corridor and adjacent traffic improvements to privately funded urban renewal of the site and enhanced sense of neighborhood.

Is the proposal in conformance with the policies, intents and requirements of this Code, with the City Master Plan and other adopted plans and policies?

The Staff Report says the project is not in compliance with the Growth Plan or the Patterson Road or 12th Street Corridor Guidelines. Applicant has addressed each of these previously in the Growth Plan Amendment portion of this report. Again, Applicant notes that the relatively broad-brush corridor guidelines which suggest that low volume business and medical offices are appropriate at the southeast corner of 12th & Patterson do not represent a detailed land use plan for this area. Moreover, these guidelines were adopted in 1988, and conditions at this intersection and in this portion of Grand Junction have changed considerably in the last eleven years. Applicant also points out that in Policy 9.1 of the Growth Plan, the City recognizes that it has adopted area plans for many neighborhoods

and that these plans need to be updated. Although Applicant recognizes that a corridor plan is not an area plan, the corridor plans are similarly in need of updating because conditions have changed significantly. Policy 9.1 states that the City will adopt new plans for areas where more detailed planning is needed and that in the interim the Growth Plan will prevail. Thus, Applicant suggests that the commercial designation for this corner of this intersection is a better guide to the land use for this parcel than are the corridor guidelines (which as Applicant noted earlier were supplanted by the Growth Plan designation of commercial uses in this location anyway).

Are adequate facilities available to serve development for the type and scope suggested by the proposed zone?

The Staff Report states that the potential increase in traffic is unacceptable. Applicant addresses that issue in the Growth Plan Amendment portion of this report, and in the Site Plan portion which follows this Rezoning section.

Moving beyond the specific criteria, it is not insignificant that Applicant has received substantial community public support for the project at this location. This validates Applicant's description of the community need for the use proposed at this site.

Finally, the recent City Council Policy on Growth and Development emphasizes Council's intent to support "compact development and in-fill that are compatible with surrounding neighborhoods" to slow sprawl, mixed uses to reduce traffic and promote the community, the policy that developments shall pay for improvements needed to serve them and the City's policy to encourage economic development, all of which are characteristics of this project. Thus, this project is consistent with even the newest City Council Policy statement concerning the Growth Plan.

Applicant concludes that it has met the required standards in the Code for approval of the re-zoning requested.

PART V
SITE SPECIFIC DEVELOPMENT PLAN

The overall Site Plan is attached as Exhibit E. The Staff Report describes the basic site features, which are not repeated here. Many features of the Site Plan, from building orientation to depth of stacking in driveways to radius measurements on corners and landscape islands to pedestrian walkways, have been modified and adjusted in response to staff review comments.

Overall Traffic Design:

In an early meeting with then Public Works Director Shanks, he suggested that Wellington Avenue was under-utilized, and that a portion of the site traffic could be directed there to relieve access points on the more congested 12th Street and Patterson Road. In other words, the way to *not* have congestion problems like those which plagued the multi-screen theater was to spread the traffic over multiple streets and access points, so that no one street or access point was overwhelmed.

Planning Staff instead suggested no access to Wellington Avenue whatsoever, claiming that was necessary to protect the Wellington residential areas from traffic impacts.

The MPO recommended that all access to Patterson Road be eliminated, and that even the 12th Street access be evaluated for elimination, so that no access points near Patterson Road were approved, to protect that corridor. The MPO suggested that the primary entrance be located on Wellington Avenue.

Obviously, Applicant could not accommodate these mutually exclusive recommendations. Applicant decided that the Public Works Department recommendations reflected the best balance of impacts around the site, and this, combined with recognition that Public Works folks are the City's traffic experts, resulted in a design that closely reflects that department's recommendations. Applicant does *not* want traffic safety to be an issue at this project. To that end, Applicant's civil engineers met with Public Works personnel, and using data developed by Applicant's Traffic Engineer, designed the street improvements which are now proposed for the streets around the site. Only after Public Works approved the conceptual design did Applicant have the complete construction-ready street improvements drawings prepared which are necessary for SSDP approval. Many modifications were necessary to develop this consensus, and involved considerations from how to protect full-movement access for the Village Fair Center on the west side of 12th Street to whether double left turn lanes would be appropriate for Patterson Road (they were determined to not be justified).

This process was complicated by the fact that traffic design is more art and less science than is generally appreciated. Traffic engineers often cite published "standards" for specific situations as justification for a solution. However, numerous published standards are available, and variation between them occurs. Even the TEDS Manual adopted by the City does not in all respects conform to the parking lot design standards in the City Development Code. Finally, when the standards differ, it does not indicate that either is wrong.

An example may illustrate the differences which result. The City's standard for "failure" of an intersection is when traffic there encounters, on average, a 40 second delay, *any time in a day*. Applicant's traffic engineer determined that this will begin to occur sometime between 18 and 36 months from when he performed his traffic study in the summer of 1998, *before Applicant's project is even built*. The Public Works Department has confirmed that there are no capital funds currently budgeted to address this intersection in the next ten years. Thus, (1) Applicant cannot add new traffic to this intersection without causing that intersection to "fail," even though Applicant's traffic is a small portion thereof, and (2) the "failure" is imminent anyway.

Applicant proposed a costly 12th Street *and* intersection improvements plan which will (1) absorb all of the traffic impacts of this project, and (2) also delay the date of "failure" of this intersection by at least a decade. However, at the P&Z hearing, the Commissioners pressed Public Works Director Relph to admit that this "failure" would at first only happen on occasion, and then slowly grow in frequency, and that "cars could still get through the intersection," so it was not really intersection "failure" at all. Applicant responded that it did not matter whether the definition of "failure" was 35 seconds delay, or 45 seconds delay. Whatever delay definition is used, the proposed improvements would provide another ten years of acceptable service till the "failure" occurred. And, while cars *could* still get through the intersection after "failure," this is *still* the level of traffic performance which adjacent developments must prevent if they are to mitigate traffic impacts in that intersection. The P&Z Commission still determined that "failure" was not really "failure," and that this intersection improvement benefit of Applicant's project was not attractive, expressing preference that instead no development occur on Applicant's site and that the City use capital funds for the necessary street improvements. Ironically, they did not address the fact that development on Applicant's site *in complete conformity to the Growth Plan without Applicant's proposed amendment* is also not possible until this intersection capacity matter is resolved, and that the fragmented development proposed by the Growth Plan is unlikely to produce a developer possessing the critical economic strength to do such improvements.

Finally, the Commission ignored the attached Exhibit F (from Applicant's traffic study), on which is circled the forecast performance of this intersection after Growth Plan development plus the intersection upgrades of Applicant (with

no indication of who might pay for that) *compared* to this project proposal plus the intersection upgrades of Applicant. The year 2020 results are identical. How can this be? The answer is that, after deducting the pass-by traffic already on the streets, the net new trips for the project proposed herein are only a couple thousand vehicles per day greater than the trips calculation for the development there proposed in the existing Growth Plan, and those couple thousand trips are not significant when total traffic volumes predicted for the year 2020 are evaluated. This was an important part of Public Works Director Relph's determination that the traffic improvements proposed are adequate.

We also see differences among design standards for traffic *within* the site. Much was made at the P&Z hearing regarding the fact that the stacking distance for traffic entering Driveway B from Patterson was only 105 feet, when the TEDS standard is 120 feet for a 50,000 sq. ft. store, and more for a larger one. The concern is that traffic could back from this area into Patterson Road, and affect flows on the public street. The MPO described how he had seen this condition occur at the access for the Clifton City Market store. Applicant concurs that such backup into public streets is not acceptable. However, the TEDS standards are ideal designs with a significant margin of comfort. The 105 feet provided by Applicant allows 5 vehicles to stack there (as opposed to the 6 vehicles allowed by the TEDS 120 foot standard), *not* counting the dedicated left turn lane provided inside Applicant's stacking area, and *before* recognizing that this area is sufficiently wide that entering vehicles behind can *drive around* cars stopped ahead of them. Finally, the TEDS manual makes no adjustment for the condition where a deceleration lane leads into the stacking area. The significance of this is that, on the rare occasion when such stacking *might* exceed the space provided, the traffic then would back up into the decel lane, not the through lanes on Patterson. Applicant agrees that we should not design for backed up traffic in a decel lane, but also observes that the decel lane provides a safety valve to protect reasonable functioning of the street. And, the MPO knows full well that the Clifton City Market store on which he commented is not comparable, since it's design contains *no* internal stacking *or* decel lane leading into it.

Experience and judgment are used in any final traffic design. Applicant brings substantial experience with supermarket traffic matters to the process, as does its traffic engineer and as do the City's Public Works personnel. The designs submitted reflect the best solutions of these parties. Applicant submits that the external and internal traffic plans designed into this project provide the best balance for the project, and for the neighborhood, especially considering that another feature of in-fill projects is that they are generally already surrounded by existing, and frequently substandard, neighboring street and access conditions. Applicant believes that the Public Works Department is satisfied that significant traffic issues are satisfactorily addressed.

Why then does the Staff Report contain numerous comments questioning the traffic designs submitted, when the Director of Public Works finds those designs satisfactory? Applicant concludes that Planning Staff found irresistible the above described variation in published traffic standards as it sought to bolster its arguments that this project is an inappropriate land use. Similarly, even though the MPO and Planning Staff had *diametrically opposed* views on the appropriate role of Wellington Avenue in this design, the MPO was still invited to the P&Z hearing to argue against allowing access on the Patterson Road corridor, and in fact, was again invited a second time to the podium to address the P&Z during its deliberations, when rebuttal comment was no longer possible. That was significant, since, as described above, the rebuttal material on Exhibit F was already in the Commissioners' data packets.

Accordingly, Applicant will not directly address the various Staff Report comments on dimensions and similar details of the traffic plans in this response. Applicant designed for Public Works Department solutions, and should not speak for them in justifying those solutions.

Wellington Avenue Traffic Impacts:

As explained above, the original goal for Wellington Ave. was to use part of the available capacity of this residential street, without creating impacts which would render it unfit for residential use. City standards for residential local streets are traffic volumes up to 1,000 vehicles per day. The standard for a residential collector street is 1,000 to 3,000 vehicles per day. The traffic study for this project generated the Wellington Avenue traffic volumes reflected on the attached Exhibit G, which are 1,360 vehicles per day for the western end of the street and 900 vehicles per day for the eastern end. Thus, one end of the street (about ½ city block) had volumes higher than a local street, but at the lower end of the residential collector street range, while the remaining 1 ½ blocks had a volume within the local street range. Applicant believes that this plan still leaves Wellington Avenue with the character of a residential street, except for the departing trucks (which travel less than a block on it).

The P&Z Commission questioned whether Applicant had considered further restricting, or eliminating, access to Wellington Avenue. In response, Applicant offered an Amended Site Plan for consideration. This Amended Site Plan (attached as Exhibit H) eliminates entirely the truck access to Wellington, and restricts the customer access to exit only. On this Amended Plan, the trucks are instead routed back to either 12th Street or Patterson Road. Elimination of inbound customer access also reduces total traffic on Wellington Avenue from 1,360 vehicles per day on the western ½ block to 1,050 vehicles per day, and reduces total traffic on the remainder from 900 to 730 vehicles per day. And, in this Amended Plan, even the 1,050 vehicles per day on the western ½ block is deceptive, because ¾ of those are on the north side of Wellington, exiting from

the store. This is precisely the half-street section of Wellington that Applicant will rebuild at Applicant's cost. The significance of this is that no where else on Wellington will the traffic volumes exceed the street standards which exist today, and thus, if it so elects, the City may decline to re-construct the remainder of Wellington as the Public Works Director has proposed.

The Commissioners asked if Applicant had considered a dedicated left turn lane at the Wellington and 12th Street intersection. Even though the traffic study says no such lane is warranted, Applicant agreed to add that lane to the Amended Plan. The Commissioners also inquired about the possibility that all exiting traffic make a right turn only towards 12th Street. Applicant and Public Works both agree that this is not the best design. Finally, a Commissioner suggested that the truck traffic remain on Wellington, but all customer traffic be eliminated, since there are far more customer vehicles than trucks. However, Applicant heard in its neighborhood meetings with Wellington residents that the trucks are the most offensive to those residents, and Applicant did not make this change. The Amended Site Plan is offered to Council, just as it was offered to the P&Z Commission, if Council finds this solution more attractive.

When evaluating traffic impacts on Wellington, it is helpful to realize that significant increases in traffic there occur even with only the development contemplated in the Growth Plan. Applicant's Traffic Engineer has analyzed this, and the results are illustrated on Exhibit I, showing that the Growth Plan scenario creates total traffic on the western end of Wellington of 910 ADT (compared to Applicant's Amended Plan total of 1,050 ADT), and on the remainder of the street of 630 ADT (compared to Applicant's Amended Plan total of 730 ADT). Thus, the effects of Applicant's Amended Plan on Wellington traffic volumes are very close to those of development under the current Growth Plan.

The Fueling Facility:

Applicant was surprised to hear during P&Z Commission deliberations that some Commissioners believed the fueling station to be an inappropriate feature of the development, since this use was not challenged in the Staff Report. Applicant explains the benefits of the fueling station as follows:

1. This site is at the center of a four mile long stretch of Patterson Road, from 25 Road to 29 Road, which has *no* fuel stations. Nowhere else in the community does such a volume of traffic flow for such a distance with no fuel available.
2. Combining the fuel stations with a frequently visited retail facility such as a supermarket significantly increases the one-stop shopping opportunity presented to residents. To the extent that customers do both - shop for groceries and buy fuel - we have solved the scarcity of fuel

problem on this stretch of Patterson *without* creating one additional turning or other movement on this congested corridor. To the extent that multiple shopping opportunities at this location reduce overall community traffic volumes, the fuel is an important part of that equation. On the other hand, for the remaining fuel customers (those turning in/out to buy fuel only), their turning movements to/from Patterson Road will be no different than they would be at any other location where a new station might go, *with one important exception* - at this location, the street improvements are designed to accommodate that fuel traffic, and are paid for by the Applicant.

3. Finally, Applicant has already demonstrated at the fueling station with Applicant's store in Montrose that Applicant brings a competitive retail pricing structure to fuel sales. Applicant believes this is an important new community benefit for community residents.

If the need for the fueling facility is apparent, then the site design must still function properly. Staff's position on this issue has been consistent, but vague, stating that it believes that too much is happening there, and that the area will be congested. Staff has not recommended specific changes, other than to reduce the level of activity there. Applicant provides the following:

1. Applicant reversed the flow of traffic through the pharmacy drive-thru lane specifically to address this concern. Furthermore, the pharmacy drive-thru is separated from the fueling station traffic by a raised curb, which physically differentiates the two areas. And, pharmacy drive-thru traffic is a very low-volume activity.

2. Staff and neighbors originally suggested that the 8 double-sided fuel pumps proposed represented too much traffic. Applicant cut the number of double-sided pumps in half, to 4.

3. P&Z Commissioners questioned whether there was sufficient space provided for stacking during busy periods. Attached as Exhibit J is an illustration of the stacking and vehicle maneuvers possible in this area. Applicant believes this is comparable to (and in many cases better than) the space available in many fueling facilities in the area. However, Applicant also offers the following: if it develops that this area *is* too congested, and more space is required, Applicant will eliminate the employee parking spaces now designed along the north side of the fueling area, thereby adding another 20' of maneuvering area. Elimination of these spaces will not decrease the total number of parking spaces on the site below the number required by code.

Finally, the Staff Report comment that the “worst case scenario will likely occur when fuel trucks filling underground tanks block the area to the east” is unwarranted. Applicant has repeatedly explained to Staff that only about 3 such trucks per week are anticipated, and that they will be scheduled to arrive during periods of low traffic. Furthermore, the fuel tanker can easily park there without blocking traffic flow around it.

Deliveries:

Although the Staff Report to the P&Z Commission was modified before delivery to Council, the revisions do not include all of Applicant's offers of change during the P&Z hearing, including the *further* restriction of truck deliveries. Applicant offered, and still offers, to restrict truck delivery schedules to between the hours of 7:00 am and 10:00 pm. Also omitted from the Staff report was Applicant's pledge to use only the new Thermo-King Whisper edition equipped refrigerated trailers, or their equivalent, at this location. Applicant provided detailed manufacturer's data illustrating that these trailers produce less than 50% of the noise of conventional refrigerated trailers. Applicant then even engaged an industrial hygienist to *measure* the noise generated by these trailers, and presented those results at the P&Z hearing.

The Staff Report does, to give credit, describe the modifications proposed by Applicant to reduce noise omissions from the truck docks by another 50%. However, the Staff report then states that “Detailed information on...how or if the mitigation efforts would be effective has not been submitted.” Applicant notes that such information was never requested.

Finally, the Staff Report also omits the most significant item regarding noise. Applicant arranged for the same industrial hygienist to measure *existing* background noise levels at the Patterson Gardens/Applicant property line during low traffic evening hours, and explained at the P&Z hearing how the above noise mitigation measures would result in no additional noise being generated by the refrigeration trailer motors than is already present there today as background noise at that relatively quiet time of day.

Impacts to Patterson Gardens:

The Staff Report correctly describes the 9' masonry buffer wall proposed along the Patterson Gardens property line, and notes that the “truck ramps for delivery are located within 45 feet.” What is unsaid here is that those ramps angle away from the property line as they approach the supermarket building, and the portion where a trailer would be parked is 55' feet from the property line (distance is very important in measuring transmission of noise). Furthermore, the nearest building within Patterson Gardens in this area is some 40 feet on the other side of that common property line. Thus, the *nearest* residential exterior

wall will be about 95' from a parked trailer. Staff concludes that, since the 9' buffer wall is shorter than the tops of the trailers, that "Second-story bedrooms in Patterson Gardens, 15 feet from the property line wall will be impacted by noise." This conclusion in spite of the fact that Applicant demonstrated at the P&Z hearing that *no* residences are located that close to the property line in the area of the truck docks, and in spite of the representation above that Applicant's noise mitigation measures will result in no louder noise from trailers than already exists today as background noise *in quiet evening hours* in that area.

Applicant again suggests that interested parties visit the residential area behind the 12th Street Albertsons store, to see how quiet that area is. The fact is that the bulk of the store building actually *shields* that area from the noise on 12th Street. Applicant has visited with residents of that area who say they never *notice* noise from the supermarket.

Landscaping:

The Staff Report refers to the site as "wooded." It is true that mature trees exist there, primarily on the perimeter and in the southern portion. However, Applicant again refers to the attached Exhibit A (excerpted from the *Staff Report*) to illustrate that the site also contains significant open areas. Furthermore, a physical hike across the site reveals that many of these mature trees are rough native species, with broken limbs and unattractive features, and that many of the areas which appear "wooded" from a distance are really clumps of volunteer elms and underbrush (see also the photos provided at the end of this report).

The Staff Report statement that this site plan fails to exceed the landscape code requirements is incorrect, as Applicant explained at the P&Z hearing. The details are:

1. The streetscape, perimeter and interior landscape area requirements for the project, when added together, total about 26,000 sq. ft. of landscaping. This project contains over 67,000 sq. ft. of landscaped area, or 2 ½ times the landscape area required.
2. The development code requires that 75% of the landscaped area be in living materials. Even with the additional landscape area provided, this plan still contains 84% living material. Around shrub beds, the plan specifies bark, not gravel. Applicant suggests that this will be a greener and more mellow package than other recent projects where large areas of cobblestone were installed as landscape materials. And, as noted in the hearing, Applicant has ample irrigation water available, so that no City water is required for irrigation purposes.

The Staff Report notes that 29 mature trees (larger than 6 inch caliper diameter trunks) will be saved, but does not note that Applicant specifically chose the more attractive species to save when possible. These include fruit/nut trees and multiple species of evergreens.

Applicant will also plant 144 new trees, and almost 500 new shrubs, in this landscape plan. Applicant chose to clump some of these, and leave alternating open areas, and selected a variety of flowering, shade and evergreen species for the new trees that Applicant suggests brings interesting color and variety to the site landscape plan. Applicant also suggests that the mixture of sizes from fully mature trees to young trees and shrubs reinforces this interesting variety. As an additional note, in the event that the Amended Site Plan is approved instead, the number of trees, including mature trees to be saved, does not change.

Every tree specified by Applicant in this plan is selected from the species on the City's pre-approved lists of acceptable trees. However, Staff challenges the selection of shorter species for some landscape islands as failing to meet the intent of the Development Code, and then quotes Section 5-5-1F thereof to make its point. However, that is a mis-reading of that Section (again, as Applicant noted at the P&Z hearings). What this section *really* says is that, if an applicant follows the standards therein, the City's landscape goals *will* be met. Note the following sentence from the Staff Report (which was quoting the Code): "The application of these standards *will* (emphasis added) provide relief from unshaded paved areas, and minimize glare and lights associated with parking areas." Ergo, if a project complies with the standards, it has met those goals.

However, stepping back from the technical requirements, the basic issue is really whether this project is adequately and properly landscaped. Since the total landscape area generously exceeds the Code requirements, it seems that only the plantings could be in question. Since the 29 Road and Patterson Road Safeway project was only approved a couple of years ago, and is comparable in many ways, Applicant looks to that project for a comparison (since Staff conveniently distributed a copy of the landscape plan for that project at the recently concluded P&Z hearing for this project), and finds:

1. The Safeway plan shows 138 new trees and 3 existing trees to be saved, for a total of 141 trees on a 10.6 acre site, or 13.3 trees per acre. Applicant's project reflects 29 existing trees to be saved, plus 144 new trees, for a total of 173 trees on a 7.8 acre site, or over 22 trees per acre. Thus, Applicant's project plan has *50% more* trees per acre than does that Safeway project.
2. While the Staff Report complains that some landscape island trees are too small in Applicant's plan, *every* landscape island in Applicant's

plan has some type of tree. Several islands in the Safeway project parking area have no trees at all.

In summary, this project has a good landscape plan which exceeds code requirements and provides more landscaping (area and plantings) than other similar recent projects, and the Staff criticism of this landscape plan is unjustified.

Signage:

The Staff Report comments regarding street signage are accurate - the signage planned is within the Code allowances. In addition, as Applicant noted at the P&Z hearing, if the Amended Site Plan is approved, an entrance to the site will no longer exist on Wellington Avenue, and that sign will be deleted.

Finally, Applicant now concurs with the Staff contention that the maximum freestanding sign allowed under the code is out of character with other signs along Patterson Road. Accordingly, Applicant now offers to reduce the size of that Patterson Road sign to the same height and area as the City's sign for the Two Rivers Convention Center on First Street. Applicant does not have the dimensions of that City sign, but estimates that this is about ½ as high, with about ½ of the area, as the sign originally proposed there by Applicant. Thus, if the Amended Site Plan is approved, the freestanding signs will total substantially less than permitted by Code for the B-3 zone.

Site Lighting:

Applicant's parking lot and site lighting plan has been designed to use only down-directed lighting fixtures, and these fixtures have been placed so that zero lumens of additional light are added to the east and the south property lines. Furthermore, this design was created *without* consideration of the shading effect of the trees on site. Comments in the Staff Report that the project lighting will undesirably impact adjacent residential areas are unwarranted.

Buffering the Wellington Avenue Residential Area:

A significant difference of opinion exists between Staff and Applicant regarding the effectiveness of Applicant's plan to buffer the Wellington Avenue residential neighborhood from the impacts of this project. Applicant suggests that its plan for a large landscaped buffer area, together with the width of Wellington Avenue itself, is a superior transition plan between adjacent commercial and residential uses than the common property line anticipated in the Growth Plan separation between these uses. Applicant's transition area contains the following features:

1. A six foot high masonry buffering wall. Although varying heights of this wall were discussed, the residents on Wellington expressed a preference for the full six feet of height. As the attached Exhibit K illustrates, this wall will hide vehicles and pedestrians on the supermarket site from the view of a pedestrian walking along the south side of Wellington Avenue. All that pedestrian will see above the masonry buffer wall is a more distant higher supermarket building wall. The distance from the south wall of the supermarket building to the nearest residential structure along Wellington Avenue is approximately 240 feet (2/3 of the length of a football field).
2. The surface of this entire buffer area will be sod. This will create a green, cool and grassy image along this entire side of the project.
3. That cool image will be enhanced by the numerous mature trees saved in this area, together with new trees and shrubs to be added.

Thus, the effect on Wellington residents are (a) zero site lighting impacts, (b) effectively no increase in noise (other than traffic on Wellington) over the existing back ground noise levels of today, (c) increased passenger vehicle traffic, slightly over or under the limits for a local residential street, depending where on the street one lives, (d) a modest 20' high sign, and (e) approximately 30 service/delivery vehicles/day over the westernmost ¼ of this street.

In the event that Council determines that the above is unsatisfactory, and selects instead the Amended Site Plan (see again Exhibit H), these Wellington Avenue impacts are further reduced, in that all project related truck traffic is diverted from the street, no customer traffic uses the street for entrance to the site (and traffic volumes thus fall to within the limits for local streets, and very close to the volumes which would occur even if the site were built out under current Growth Plan limitations) and the project sign is deleted. The attached Exhibit L illustrates how this buffer area looks with the Amended Site Plan driveway added, and the buffer wall moved south to make room for that truck drive. The effectiveness of the buffer wall in shielding site activity to pedestrian view along Wellington is not diminished with this change. These details illustrate well Applicant's argument that the residual effects on the Wellington Avenue residential neighborhood are acceptable and do not diminish the quality of life in that area. In fact, for residents there who would walk to the store and consider it a benefit, the benefits of this store far outweigh these minimal impacts.

Public Support:

Included in your data packet from Staff is Applicant's letter of May 3, 1999, describing the polling of neighbors which Applicant arranged, and the favorable results therefrom. Also included is *one page* of the over 700

signatures collected on petitions in favor of this project. Subsequently additional petitions and letters have been received by the Community Development Department. Applicant suggests that this is an unusual and impressive display of citizen support for a retail use.

Planning Commission Recommendations:

At the end of the Planning Commission vote on Applicant's matters, the Commissioners discussed what recommendations they might forward to Council regarding this project in the event that Council decided to approve it with additional conditions. These are presented at the end of the Staff Report. However, Applicant wishes to clarify this presentation. These do not necessarily reflect majority views on the Commission. For example, one Commissioner said she supported the fueling station on the site, and two said they did not - elimination of gas pumps is shown here as a recommendation. In fact, the recommendations were not individually voted upon, and it is not now apparent what degree of support existed for the recommendations described.

PART VI **SUMMARY**

Details of traffic, site and landscape design easily become a formidable mountain of data on a project of this magnitude. Applicant urges Council to resist the distraction that can derive from such a wealth of detail, and focus with intensity on the larger issues of appropriate land use, community benefits and reasonableness of the impacts which result.

Applicant has demonstrated herein that:

- The proposed supermarket is an appropriate neighborhood use at this location, and will enhance and strengthen the neighborhoods nearby by replacing an area in decline with a use that meets a basic need of residents in those neighborhoods
- The Growth Plan should accommodate the need for full-sized supermarkets and an Amendment to the Growth Plan is appropriate to permit the rezoning required for this urban renewal in-fill project
- Similarly, the project satisfies the criteria for the rezoning for the proposed use
- The project benefits the overall community traffic system while impacting the long term performance of the valley wide Patterson Road corridor no more severely than the development contemplated at this site by the existing Growth Plan
- The project includes upgrades to the adjacent public streets which more than mitigate the project's traffic impacts and which reflect a substantial private contribution to public infrastructure
- The adjacent neighborhoods are adequately protected against noise, lighting, after hours delivery and other impacts of the project
- The site plan is a reasonable design which accommodates the pre-existing conditions inherent in and common to in-fill projects by combining a generously landscaped low density with ample buffering of adjacent uses and reduced street signage
- The agreement with Applicant that the approval shall be converted to a Planned Development approval is adequate to protect the community against unintended use of the property

Accordingly, Applicant urges Council to approve the Growth Plan Amendment, the request for rezoning and the Site Specific Development Plan.

Subject Site

WELLINGTON CT
WELLINGTON CT

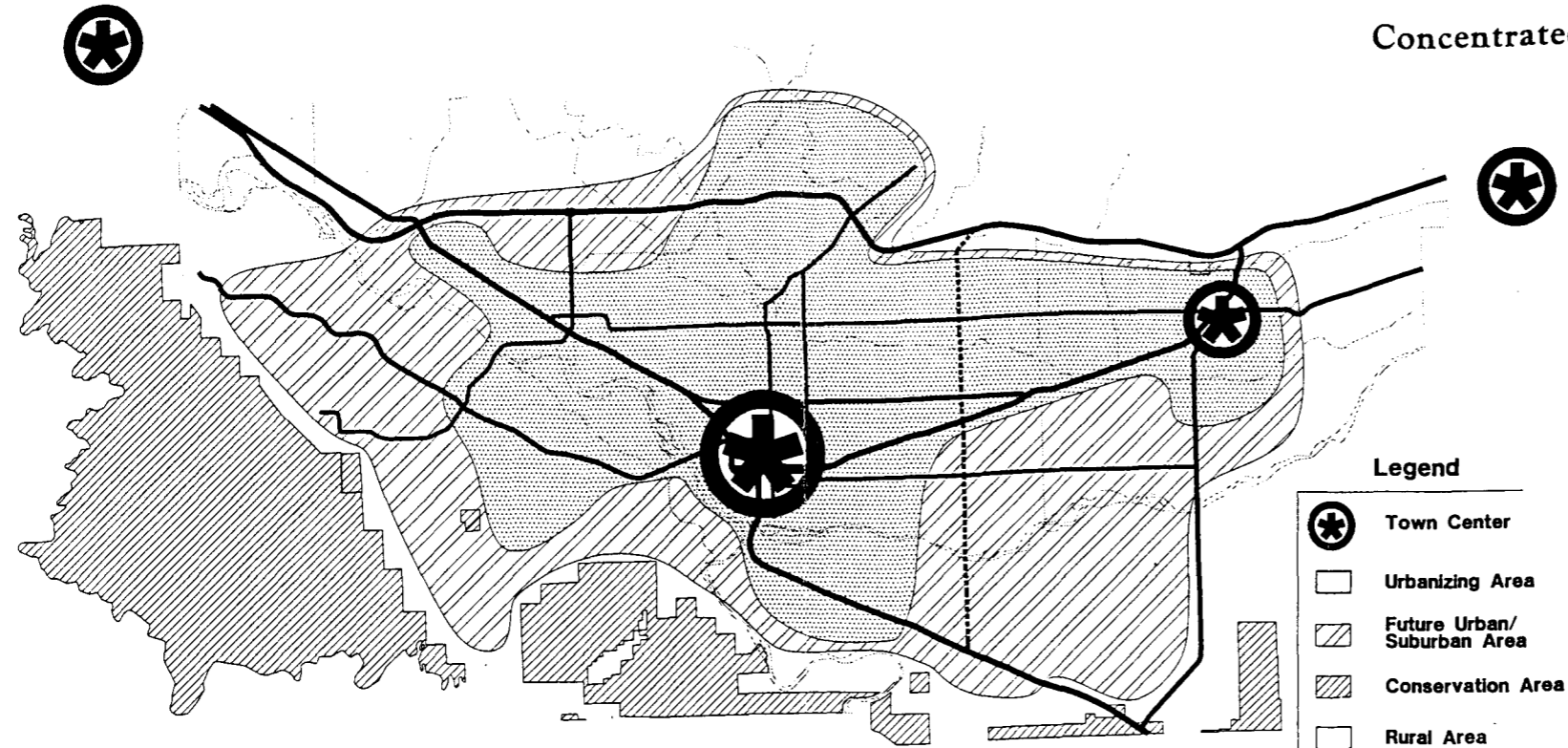
Aerial Photo #1








Exhibit IV.2: Concentrated Growth

17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35

J
I
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D
C
B
A



Legend

-  Town Center
-  Urbanizing Area
-  Future Urban/
Suburban Area
-  Conservation Area
-  Rural Area



Mesa Countywide
Land Use Plan
From Issues To Action

and

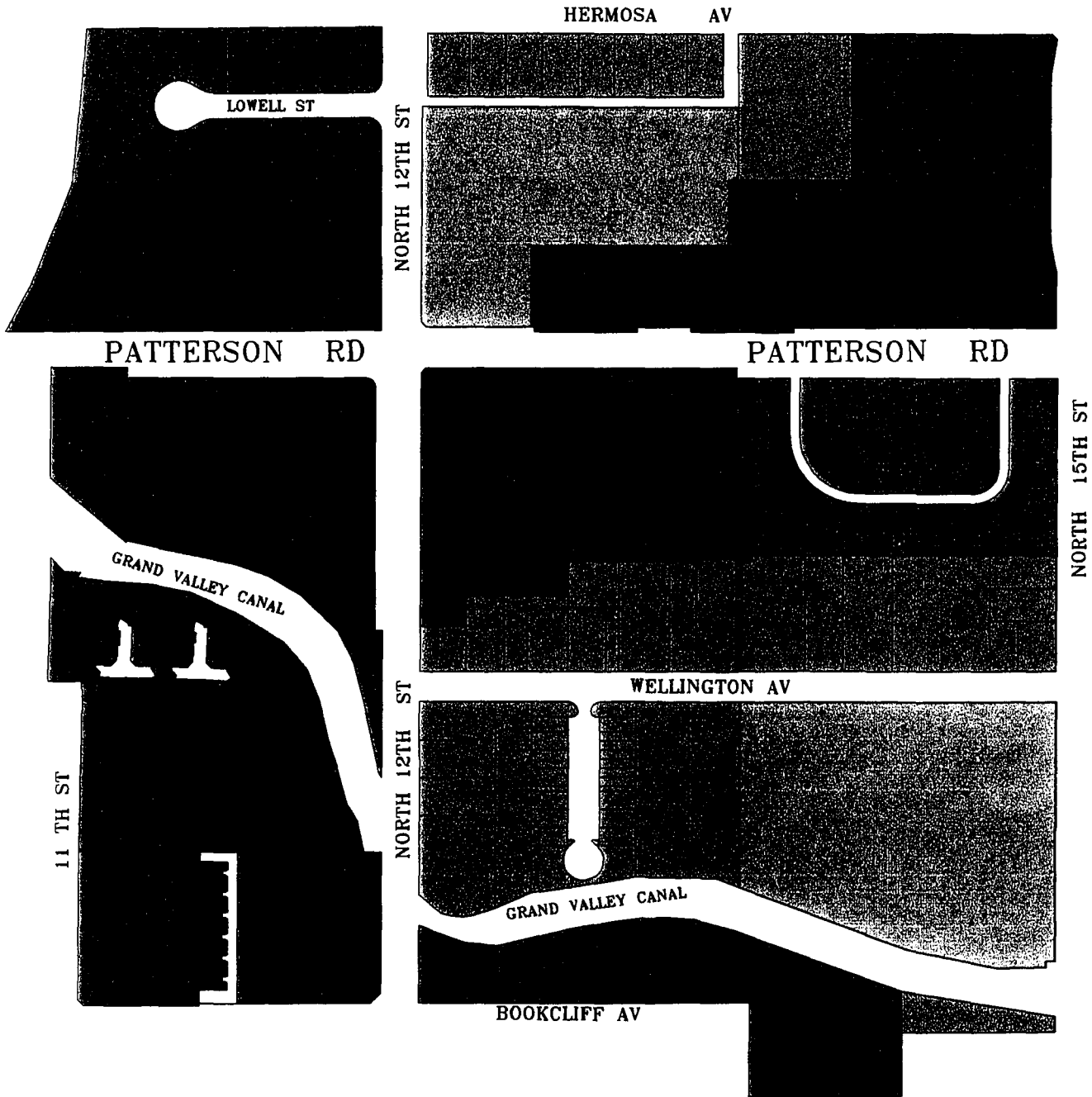
DSW
DESIGN STUDIOS WEST, INC.
1000 North 10th Street, Suite 200, Grand Junction, CO 81505

PLANNING GROUP
1000 North 10th Street, Suite 200, Grand Junction, CO 81505

City of Grand Junction
Growth Plan
June 1996



EXHIBIT C

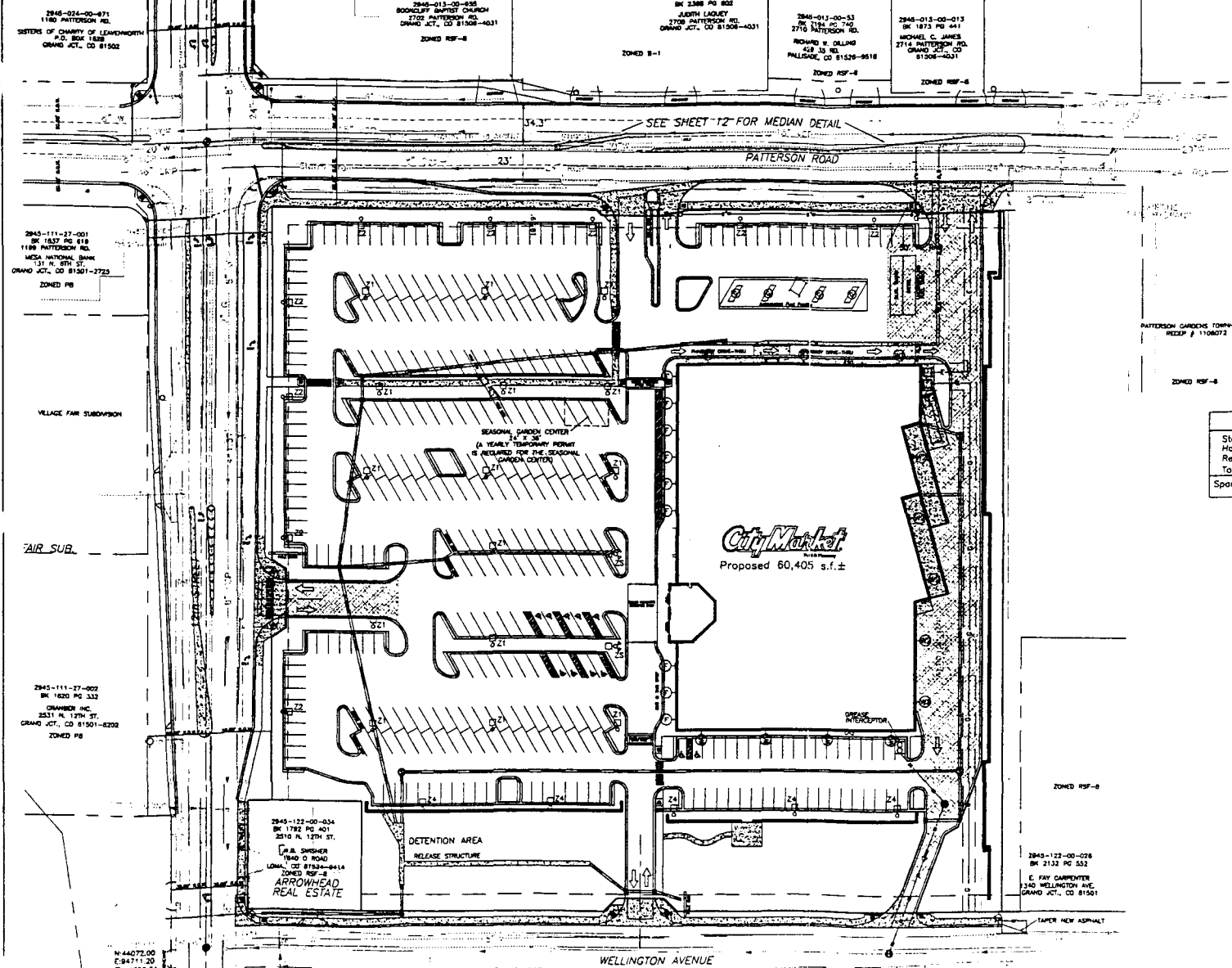
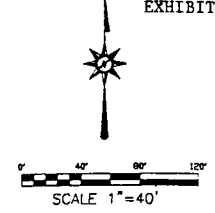


- RESIDENTIAL MEDIUM
- RESIDENTIAL MEDIUM HIGH
- RESIDENTIAL HIGH
- COMMERCIAL
- PUBLIC INSTITUTIONAL

Growth Plan Map

EXHIBIT D

Retail Center Comparisons					
	<i>Acreage</i>	<i>Size (ft²)</i>	<i>FAR</i>	<i>Permitted Uses</i>	<i>% Landscaped Area</i>
City Market	7.8	60,400	0.18	B-3	21.4 ^{note 1}
Safeway	10.6	96,720 ^{note 2}	0.21	B-3 ^{note 3}	18.8
Albertsons	8.4	92,049 ^{note 2}	0.25	PB ^{note 4}	11.1
Notes 1: Includes detention area; not included in Safeway calculations. 2: Total for entire retail center including supermarket. 3: Planned Business (PB) zone with B-3 uses. 4: Allowed uses not specified.					
Source: Calculations prepared by developers; not verified by staff.					



UTILITY PROVIDERS

DOMESTIC WATER	CITY OF GRAND JUNCTION
SANITARY SEWER	CITY OF GRAND JUNCTION
ELECTRIC	PUBLIC SERVICE COMPANY
GAS	PUBLIC SERVICE COMPANY
TELEPHONE	U.S. WEST
CABLE TV	TGI CABLEVISION

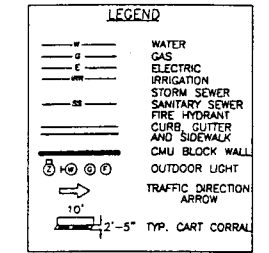
LAND USE BREAKDOWN

BUILDING	60,405	1.4 AC.
ASPHALT/CONCRETE	205,992	4.73 AC.
*LANDSCAPING	72,938	1.67 AC.
	339,336	7.79 AC.

AREAS SHOWN ARE APPROXIMATE AND SUBJECT TO CHANGE.
*INCLUDES DETENTION AREA.

PARKING

Std. Customer	289
Handicap	11
Rear Employee	38
Total	338
Spaces/1000 s.f.	5.5



APPROVED FOR CONSTRUCTION	ACCEPTED AS CONSTRUCTED
CITY DEVELOPMENT ENGINEER	CITY DEVELOPMENT ENGINEER
DATE	DATE
CITY UTILITY ENGINEER	CITY UTILITY ENGINEER
DATE	DATE

- NOTES:**
- DELIVERY TRUCK DATA.
 - A. MAXIMUM LENGTH = 65'
 - B. APPROXIMATE TURNING RADIUS = 50'
 - C. DELIVERY TIMES ARE 24 HOURS /DAY.
 - D. FLOWLINE RADIUS INTO AND OUT OF SITE IS 50'.
 - APPROVAL OF THIS PLAN MAY CREATE A VESTED PROPERTY RIGHT PURSUANT TO C.R.S. 24-68-101, ET SEQ.
 - HEIGHT OF STRUCTURE NOT TO EXCEED 40FT.

ROLLAND ENGINEERING

140530MST.DWG

CityMarket

Overall Site Plan

2845-024-00-871
1180 PATTERSON RD.
SISTERS OF CHARITY OF LEANHEARTH
P.O. BOX 1828
GRAND JCT., CO 81502

2845-013-00-012
BOOKCLIFF BAPTIST CHURCH
2702 PATTERSON RD.
GRAND JCT., CO 81508-4031

2845-013-00-013
BK 1388 PG 802
JUDITH LADLEY
2708 PATTERSON RD.
GRAND JCT., CO 81508-4031

2845-013-00-53
BK 1873 PG 441
2770 PATTERSON RD.
MICHAEL C. JAMES
2714 PATTERSON RD.
GRAND JCT., CO
81508-4031

2845-013-00-013
BK 1873 PG 441
MICHAEL C. JAMES
2714 PATTERSON RD.
GRAND JCT., CO
81508-4031

2845-111-27-001
BK 1837 PG 618
1180 PATTERSON RD.
MESA NATIONAL BANK
17 N. 2TH ST.
GRAND JCT., CO 81501-3725

2845-111-27-002
BK 1620 PG 332
GRANBER INC.
2531 N. 12TH ST.
GRAND JCT., CO 81501-8202

2845-111-27-003
BK 1620 PG 332
GRANBER INC.
2531 N. 12TH ST.
GRAND JCT., CO 81501-8202

2845-122-00-034
BK 1782 PG 401
2510 N. 12TH ST.
J.M. SWISHER
1940 O ROAD
LOMA, CO 81503-8414

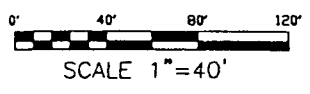
2845-122-00-035
BK 2184 PG 908
DONALD R. CARMS
3424 N. 12TH ST.
GRAND JCT., CO 81501-8106

2845-122-00-036
BK 2184 PG 908
JOHN E. BROWNFY
1225 WELLINGTON AVE.
GRAND JCT., CO
81501-8043

2845-122-00-037
BK 7004 PG 316
RAYMONT R. WARD

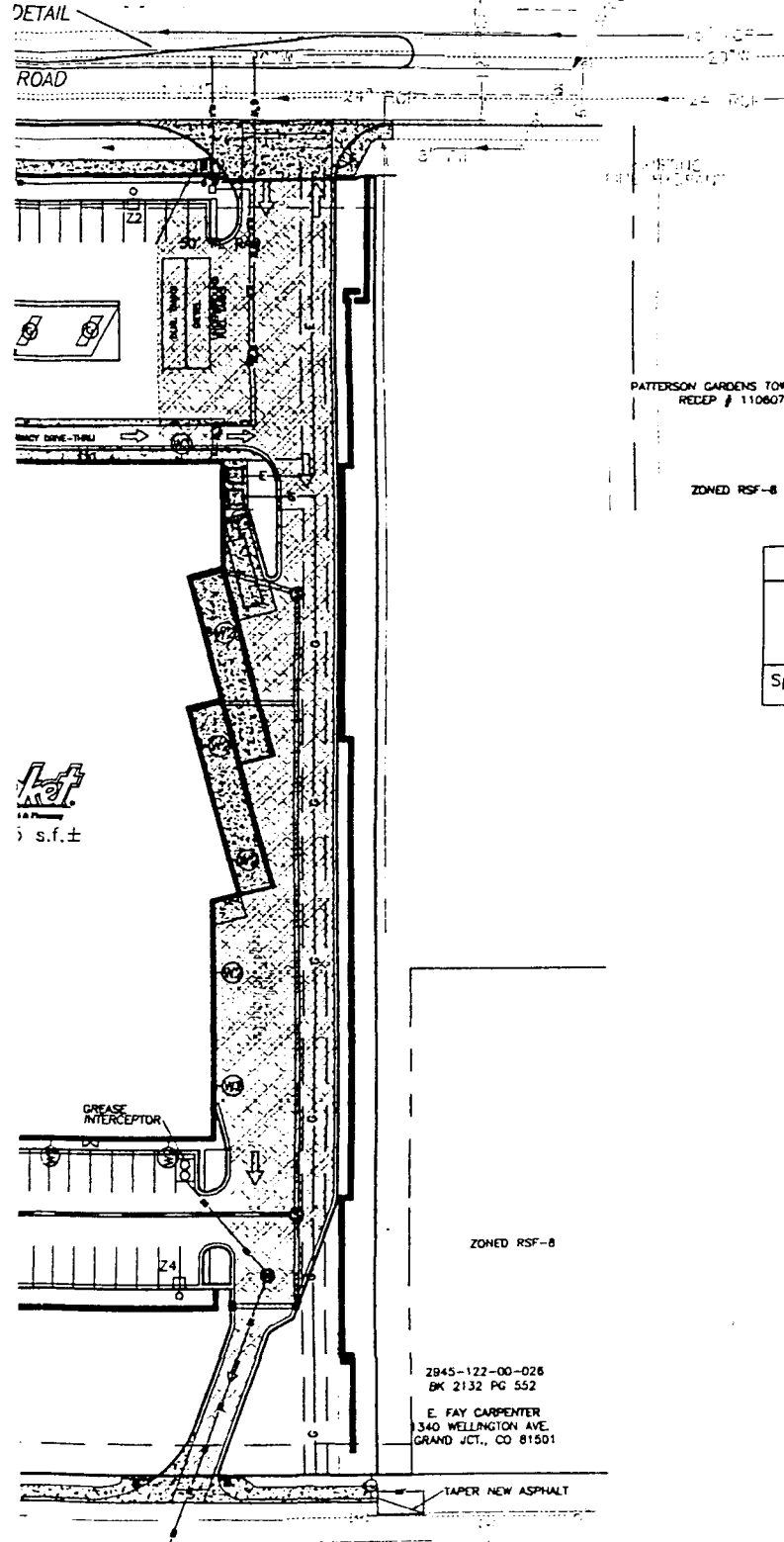
2845-122-00-038
BK 7754 PG 982
BRUCE H. VENEZARTE

2845-122-00-877
1405 WELLINGTON AVE.
HELLTOP SPECIAL SERVICES DIV. INC.
2363 THYRSHAW DR.



1-013-00-53
2194 PG 740
PATTERSON RD.
RD W. DILLING
8 33' RD.
DE, CO 81526-9518
ZONED RSF-8

2945-013-00-013
BK 1973 PG 441
MICHAEL C. JAMES
2714 PATTERSON RD.
GRAND JCT., CO
81506-4031
ZONED RSF-8



UTILITY PROVIDERS

DOMESTIC WATER	CITY OF GRAND JUNCTION
SANITARY SEWER	CITY OF GRAND JUNCTION
ELECTRIC	PUBLIC SERVICE COMPANY
GAS	PUBLIC SERVICE COMPANY
TELEPHONE	U.S. WEST
CABLE TV	TCI CABLEVISION

LAND USE BREAKDOWN

BUILDING	60,405	1.4 AC.
ASPHALT\CONCRETE	205,992	4.73 AC.
*LANDSCAPING	72,938	1.67 AC.
	339,336	7.79 AC.

AREAS SHOWN ARE APPROXIMATE AND SUBJECT TO CHANGE.

*INCLUDES DETENTION AREA.

PARKING

Std. Customer	289
Handicap	11
Rear Employee	38
Total	338
Spaces/1000 s.f.	5.5

LEGEND

— W —	WATER
— G —	GAS
— E —	ELECTRIC
— IRR —	IRRIGATION
— SS —	STORM SEWER
—	SANITARY SEWER
—	FIRE HYDRANT
—	CURB, GUTTER AND SIDEWALK
—	CMU BLOCK WALL
⊙ ⊙ ⊙ ⊙	OUTDOOR LIGHT
→	TRAFFIC DIRECTION ARROW
10'	
2'-5" TYP.	CART CORRAL

APPROVED FOR CONSTRUCTION ACCEPTED AS CONSTRUCTED

CITY DEVELOPMENT ENGINEER CITY DEVELOPMENT ENGINEER

DATE _____ DATE _____

CITY UTILITY ENGINEER CITY UTILITY ENGINEER

DATE _____ DATE _____

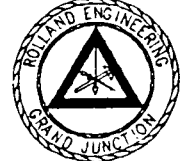
NOTES:

- DELIVERY TRUCK DATA,
 - A. MAXIMUM LENGTH = 65'
 - B. APPROXIMATE TURNING RADIUS = 50'
 - C. DELIVERY TIMES ARE 24 HOURS /DAY.
 - D. FLOWLINE RADIUS INTO AND OUT OF SITE IS 50'.
- APPROVAL OF THIS PLAN MAY CREATE A VESTED PROPERTY RIGHT PURSUANT TO C.R.S. 24-68-101, ET SEQ.
- HEIGHT OF STRUCTURE NOT TO EXCEED 40FT.

1-00-041
PG 316
R. WARD
WELLINGTON AVE.
CO 81501-8828
ZONED RSF-8

2945-122-00-042
BK 1754 PG 962
BRUCE H. VERSTRAETE
1321 WELLINGTON AVE.
GRAND JCT., CO 81501-8228
ZONED RSF-8

2945-122-00-977
1405 WELLINGTON AVE.
HILLTOP SPECIAL SERVICES DIV. INC.
2503 FORESIGHT CIRCLE
GRAND JCT., CO 81501-1007
ZONED RSF-8



ROLLAND ENGINEERING
405 Ridges Blvd
Grand Jct, CO 81503
(970) 243-8300

File Name: \B030MAST.DWG

City Market
Food & Pharmacy

OVERALL SITE PLAN

Designed	TDR	Checked	TDR	Proj #	8030	Sheet	5
Drawn	JLG	Date			4/2/99	Of	32

2945-024-00-871
1180 PATTERSON RD.
SISTERS OF CHARITY OF LEAVENWORTH
P.O. BOX 1828
GRAND JCT., CO 81502

2945-013-00-855
BOOKCLIFF BAPTIST CHURCH
2702 PATTERSON RD.
GRAND JCT., CO 81506-4031
ZONED RSF-8

2945-013-00-012
BK 2368 PG 802
JUDITH LAQUEY
2708 PATTERSON RD.
GRAND JCT., CO 81506-4031
ZONED B-1

2945-111-27-001
BK 1637 PG 619
1190 PATTERSON RD.
MESA NATIONAL BANK
131 N. 8TH ST.
GRAND JCT., CO 81501-2725
ZONED PB

VILLAGE FAIR SUBDIVISION

FAIR SUB.

2945-111-27-002
BK 1620 PG 332
CRANBER INC.
2531 N. 12TH ST.
GRAND JCT., CO 81501-8202
ZONED PB

2945-122-00-034
BK 1792 PG 401
2510 N. 12TH ST.
J.B. SHESHER
1840 O ROAD
LOMA, CO 81824-8414
ZONED RSF-8
ARROWHEAD REAL ESTATE

DETENTION AREA
RELEASE STRUCTURE

City
Proposed

N=44072.00
E=94711.20
EL=4659.74

2945-111-00-149
2511 N. 12TH ST.
CLOWELL F. STACY
2903 E 7/8 RD. #8
GRAND JCT., CO 81504-8818
ZONED RMF-64

2945-122-00-035
DONALD R. CARRIS
2424 N. 12TH ST.
GRAND JCT., CO 81501-8106
ZONED RSF-8

2945-122-00-038
BK 2384 PG 906
JOHN E. BROPHY
1225 WELLINGTON AVE.
GRAND JCT., CO
81501-8843
ZONED RSF-8

WELLINGTON TOWNHOMES
PLAT BK 13 PG 104
RECEP # 1306830
ZONED PR-165

WELLINGTON AVENUE

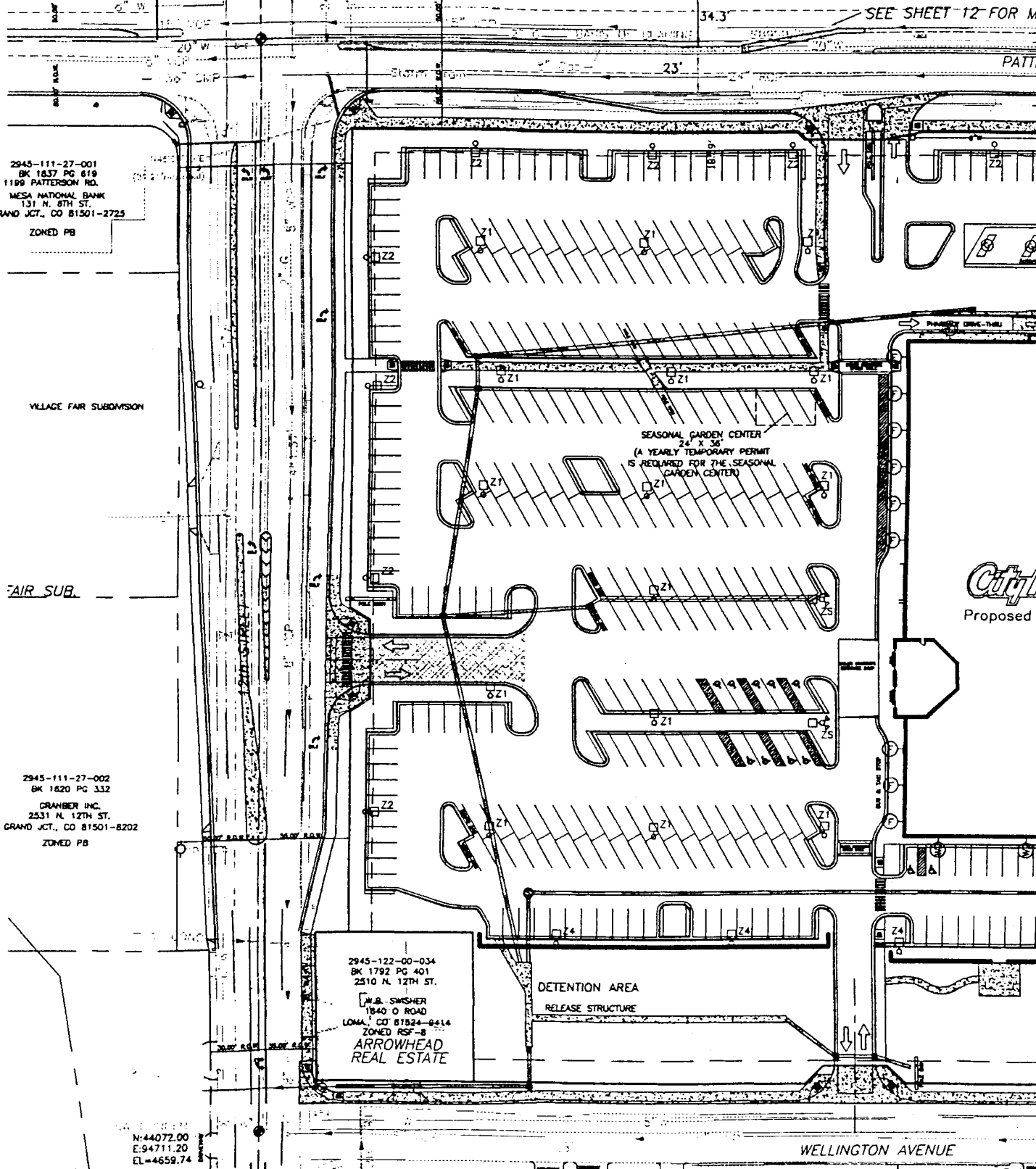


Table 10
 12th Street and Patterson
 Signalized Intersection Analysis

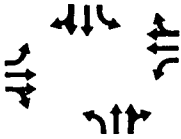

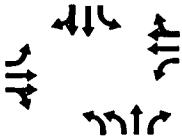

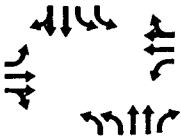

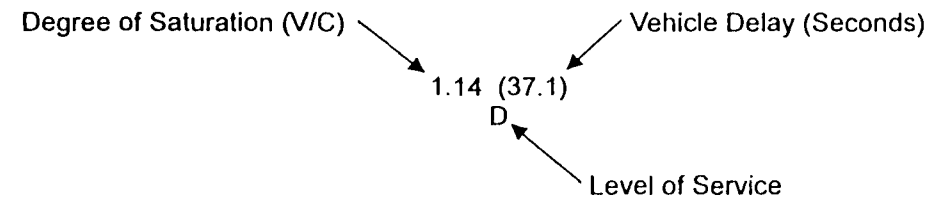
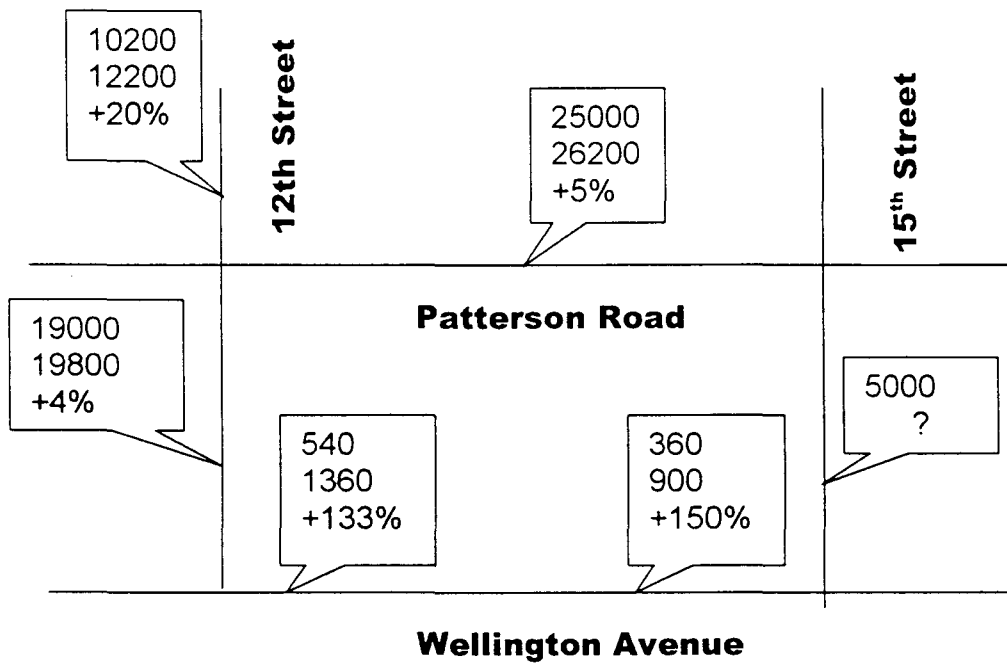
	Existing Geometry 	Existing plus NB exclusive right 	Existing plus NB Dual Lefts 	Dual lefts NB / SB no exclusive NB right 	Dual lefts NB / SB with exclusive NB right 	Dual lefts All directions with exclusive NB right 
Existing Volumes	0.89 (36.5) D	0.77 (28.5) D+	0.85 (35.2) D	0.80 (29.7) D+	0.72 (22.2) C	0.67 (20.0) C+
Existing + CityMarket	1.04 (44.8) E+	0.90 (36.6) D	0.97 (41.4) E+	0.93 (37.3) D	0.78 (28.5) D+	0.74 (23.8) C
Existing + "Plan"	0.99 (41.4) E+	0.87 (35.7) D	0.94 (39.3) D	0.91 (36.6) D	0.77 (26.8) D+	0.72 (22.9) C
2020 ("Plan")	1.32 (57.3) E	1.22 (53.7) E	1.21 (54.2) E	1.32 (52.3) E	1.23 (44.4) E+	1.12 (36.9) D
2020 CityMarket	1.34 (57.7) E	1.24 (54.2) E	1.23 (54.6) E	1.34 (52.6) E	1.24 (44.7) E+	1.14 (37.1) D

EXHIBIT F

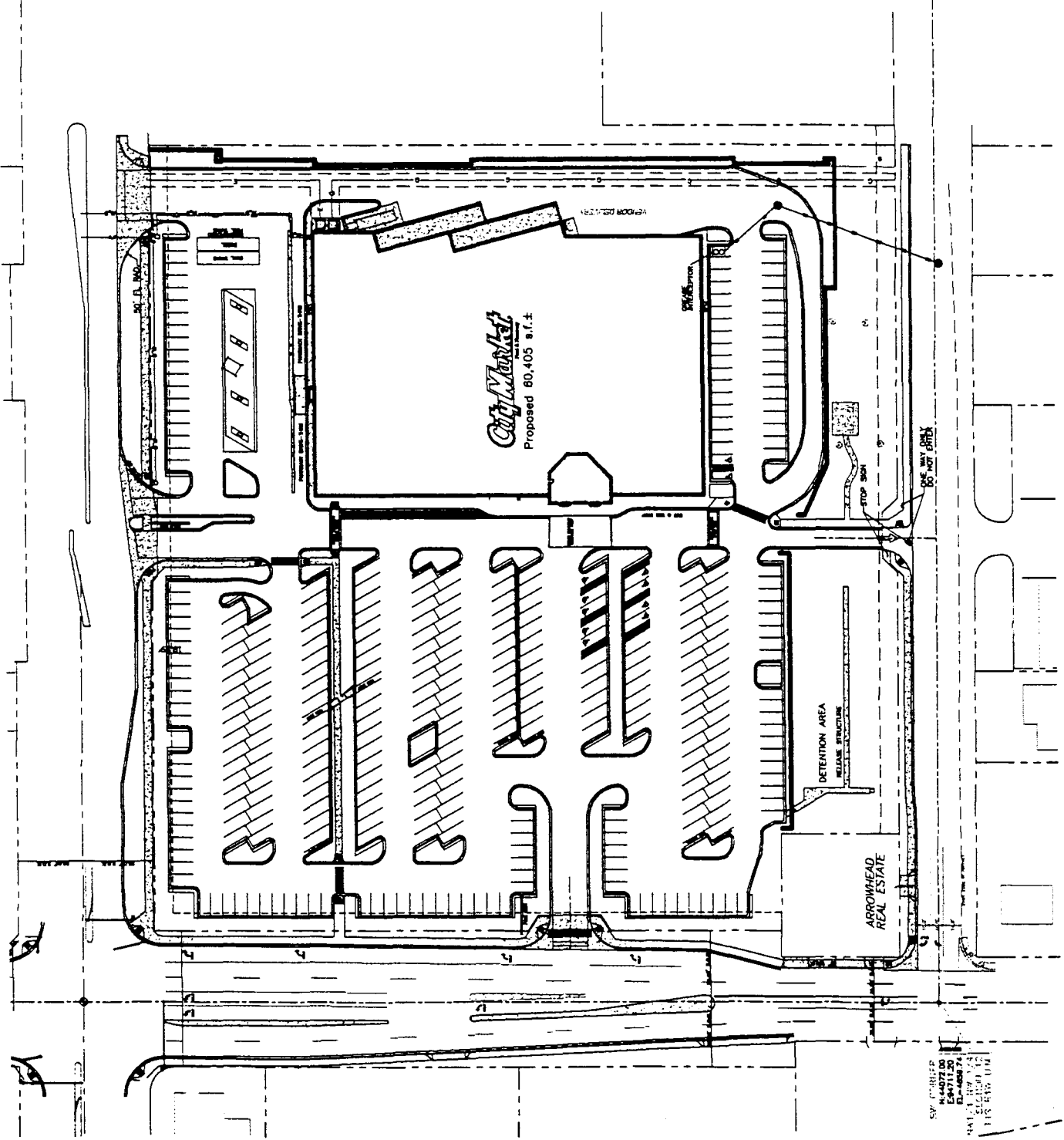


Daily Traffic Volumes Existing and with City Market Development



Project Trip Generation	
<u>Use</u>	<u>Daily Trips</u>
Supermarket	6760
Gas Station	<u>1350</u>
<i>Total:</i>	8110
Estimated Pass-by	3040
<i>New Trips:</i>	5070

Source: City Market Traffic Impact Study, dated March 31, 1999



SW 1/4-311-2
 E-3711-20
 E-468-74
 4411 SW 1/4
 115 530 014

APPROXIMATE
 REAL ESTATE

DETENTION AREA
 RELEASE STRUCTURE

CityMarket
 Proposed 80,405 s.f.

EXHIBIT I
(Page 1 of 2)

Wellington Avenue Traffic Volumes

Average daily trips for various development scenarios, west of Driveway D to 12th Street, and east of Driveway D to 15th Street (calculations on page 2 of this Exhibit I):

A. Existing volumes today:

	270	180
	<u>270</u>	<u>180</u>
Totals	540	360

B. Original City Market proposal:

	680	450
	<u>680</u>	<u>450</u>
Totals	1,360	900

C. Amended City Market Site Plan proposal:

	780	280
	<u>270</u>	<u>450</u>
Totals	1,050	730

D. Development per Current Growth Plan:

	495	355
	<u>415</u>	<u>275</u>
Totals	910	630

EXHIBIT I
(Page 2 of 2)

Traffic Volume Calculations:

Applicant's Traffic Engineer further evaluated traffic volumes on Wellington Avenue as follows:

1. He estimates that, if no project *entrance* exists on Wellington, about 100 vehicles per day will cross Wellington from 15th Street to 12th Street, to enter the commercial development from 12th Street, if the commercial development is a high volume user such as a supermarket. This adds 100 vehicles per day to the Wellington traffic, all westbound from 15th Street. This volume is added to Scenario C on page 1 of this Exhibit.

2. He estimates that, if no project *entrance* exists on Wellington and the commercial development at 12th & Patterson is a lower volume commercial use, only 80 vehicles per day will take the shortcut described above. This volume is added to Scenario D on page 1 of this Exhibit.

Scenario Volume Calculations:

Scenario A: These volumes come directly from the traffic study submitted.

Scenario B: These volumes come directly from the traffic study submitted.

Scenario C:

Westbound, west of Driveway D: Same traffic volume as original store plan (Scenario B), plus 100 short cut trips, for total of 780.

Eastbound, west of Driveway D: Same traffic volume as today (Scenario A), since no vehicles can enter the project from Wellington.

Eastbound, east of Driveway D: Same traffic volume as original store plan (Scenario B).

Westbound, east of Driveway D: Same traffic volume as today (Scenario A), since no vehicles can enter from Wellington, plus 100 shortcut trips.

Scenario D:

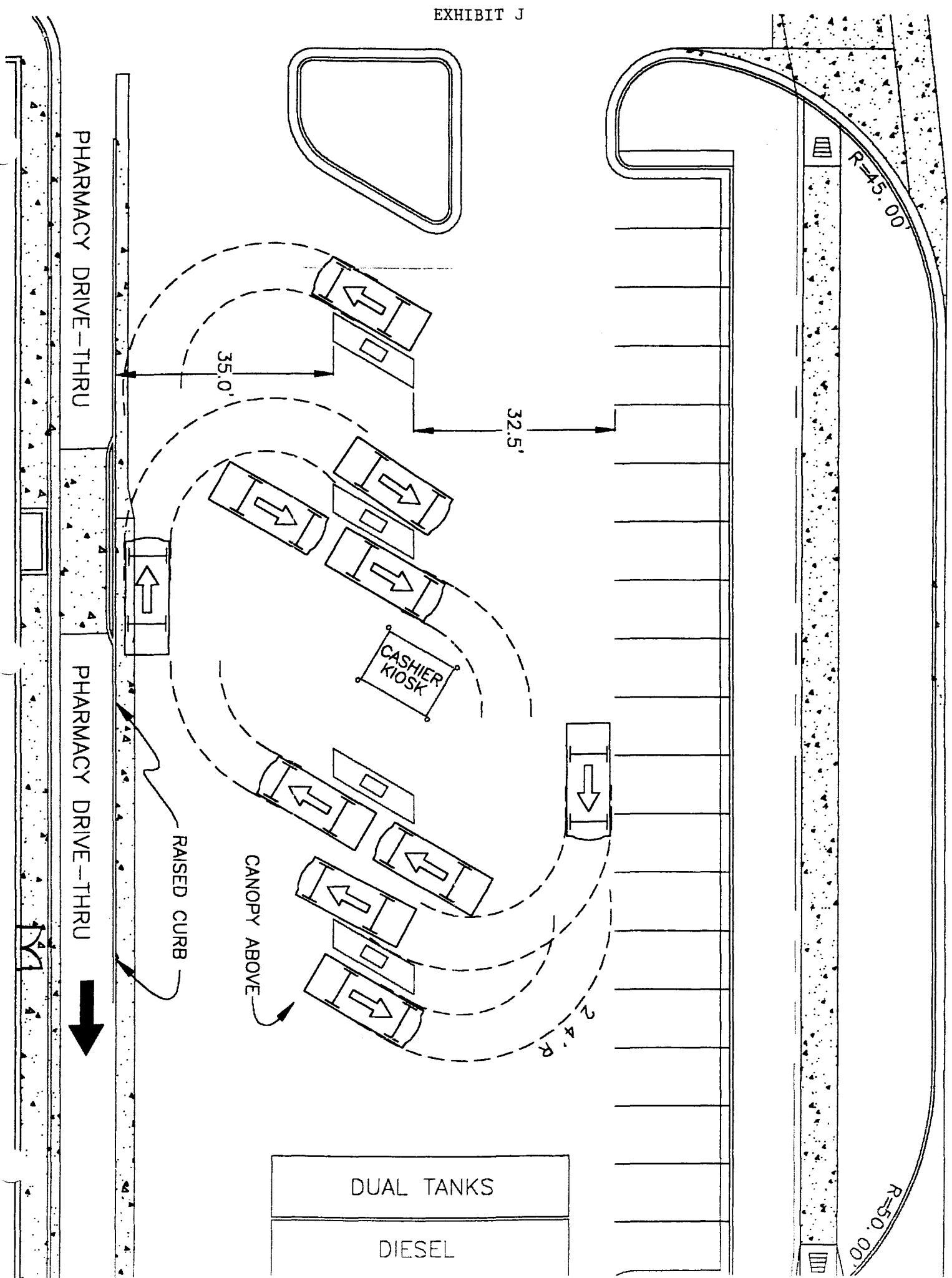
Staff agrees that 24 townhomes on Wellington would generate 240 trips per day. Applicant assumes 60% of these go to 12th Street, and 40% to 15th Street.

Westbound, west of Driveway D: Same traffic as today (Scenario A), plus 80 shortcut trips, plus 60% of 240, for total of 495.

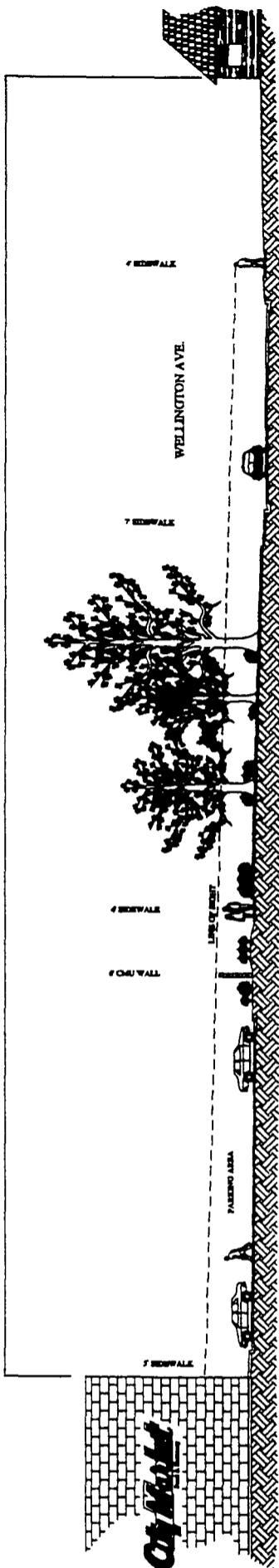
Eastbound, west of Driveway D: Same traffic as today (Scenario A), plus 60% of 240, for total of 415.

Eastbound, east of Driveway D: Same traffic as today (Scenario A), plus 40% of 240, for total of 275.

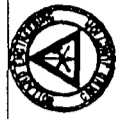
Westbound, east of Driveway D: Same traffic as today (Scenario A), plus 80 shortcut trips, plus 40% of 240, for total of 355.



240'±

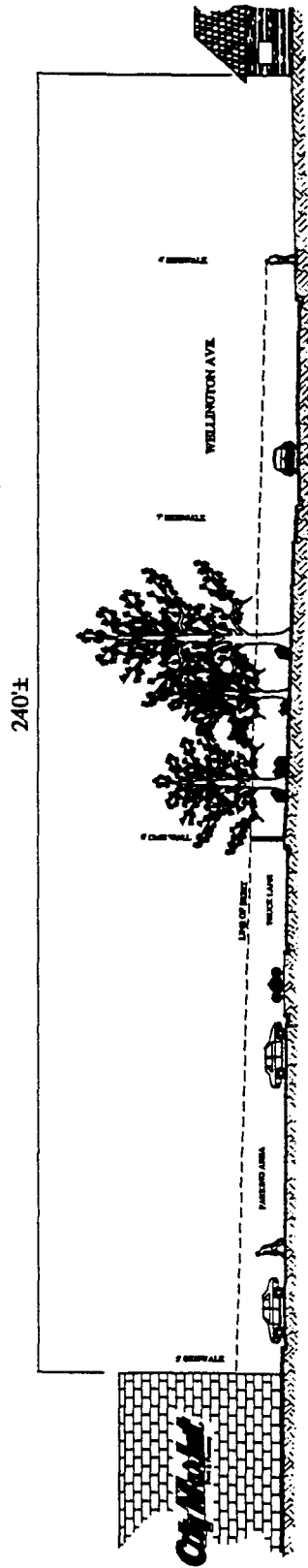


WELLINGTON AVE. CROSS SECTION LOOKING EAST



CityWorks

1100 W. 10th Street
 Suite 200
 New York, NY 10014
 Tel: 212-261-1100
 Fax: 212-261-1101
 Email: info@cityworks.com

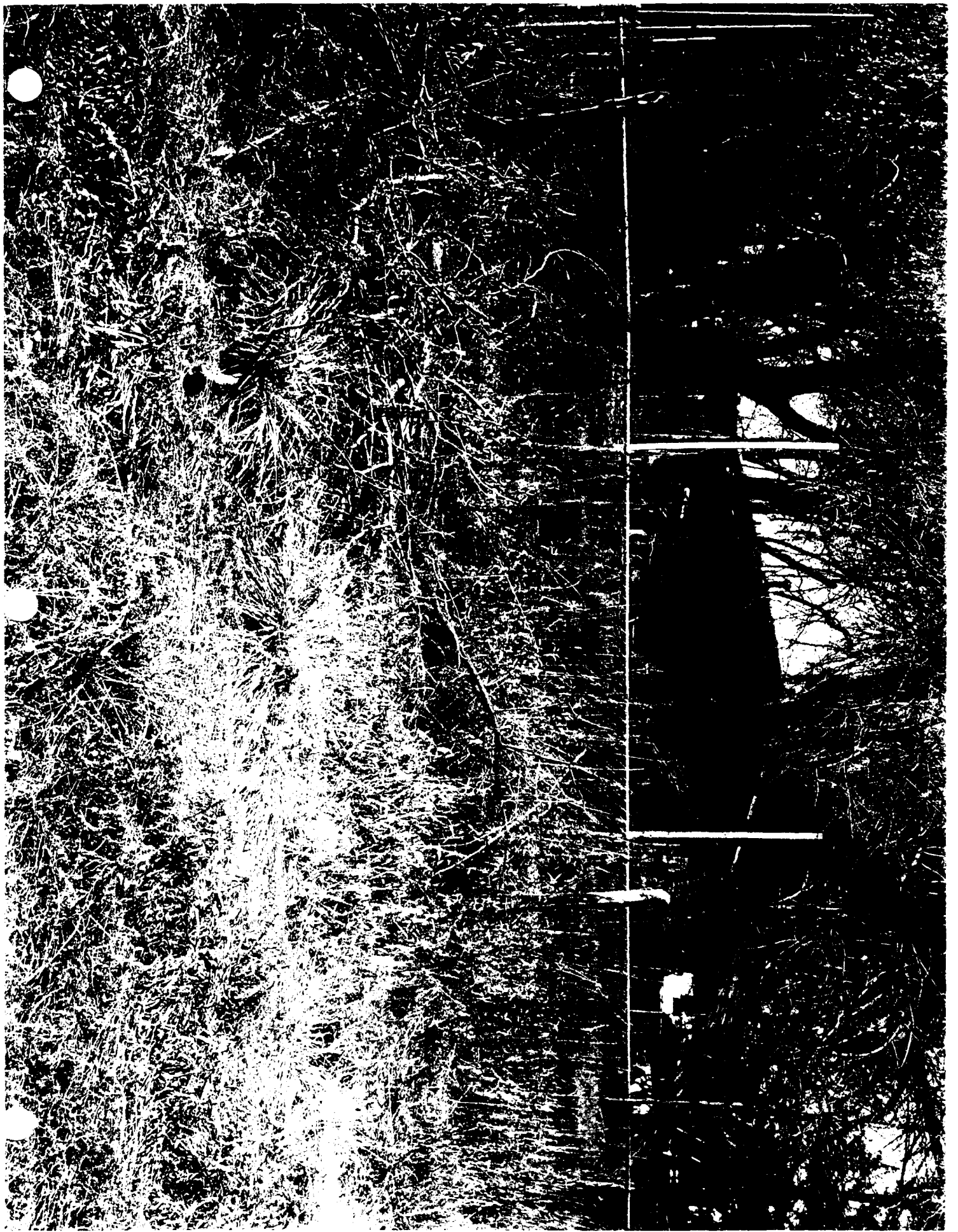


WELLINGTON AVE. CROSS SECTION LOOKING EAST







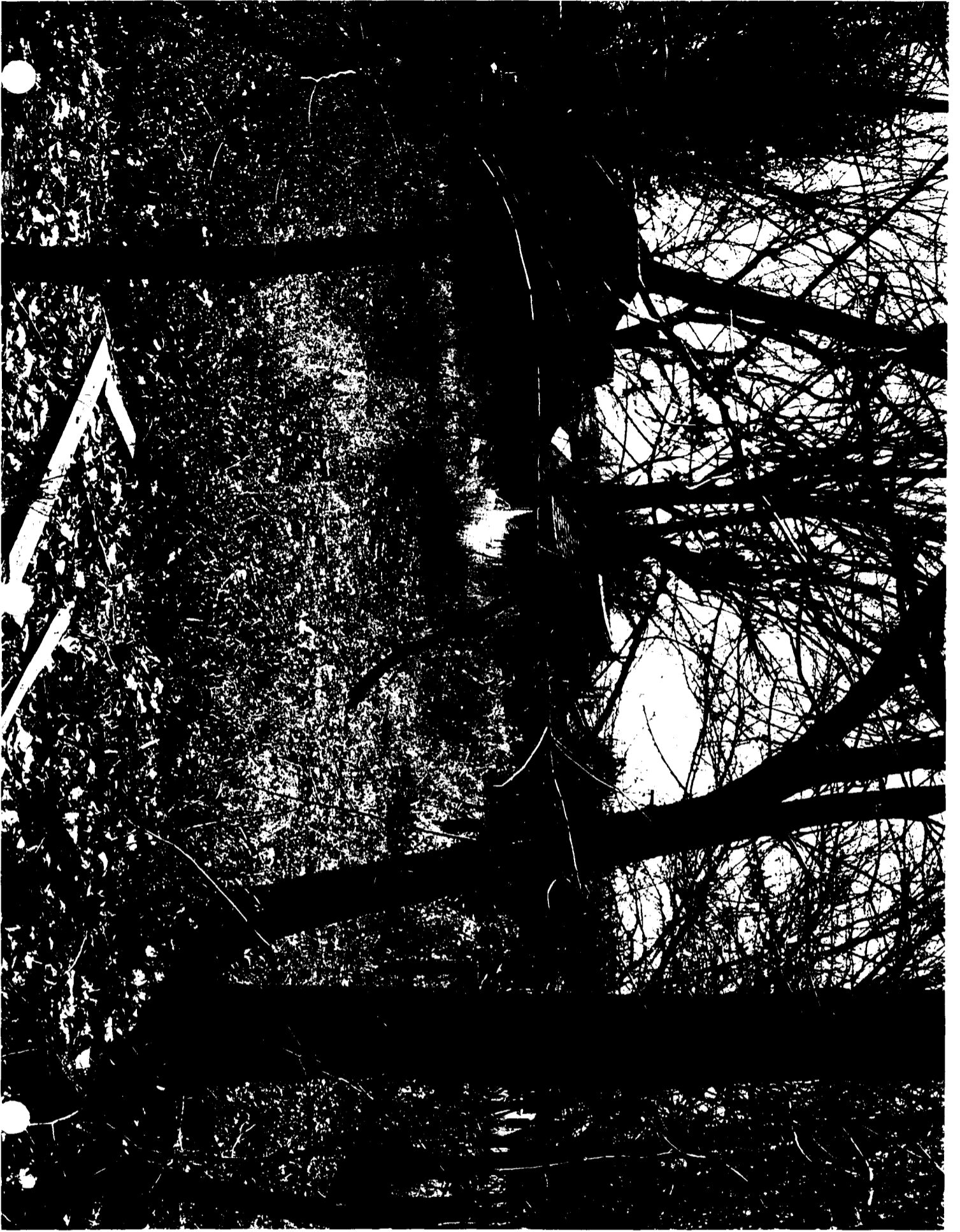






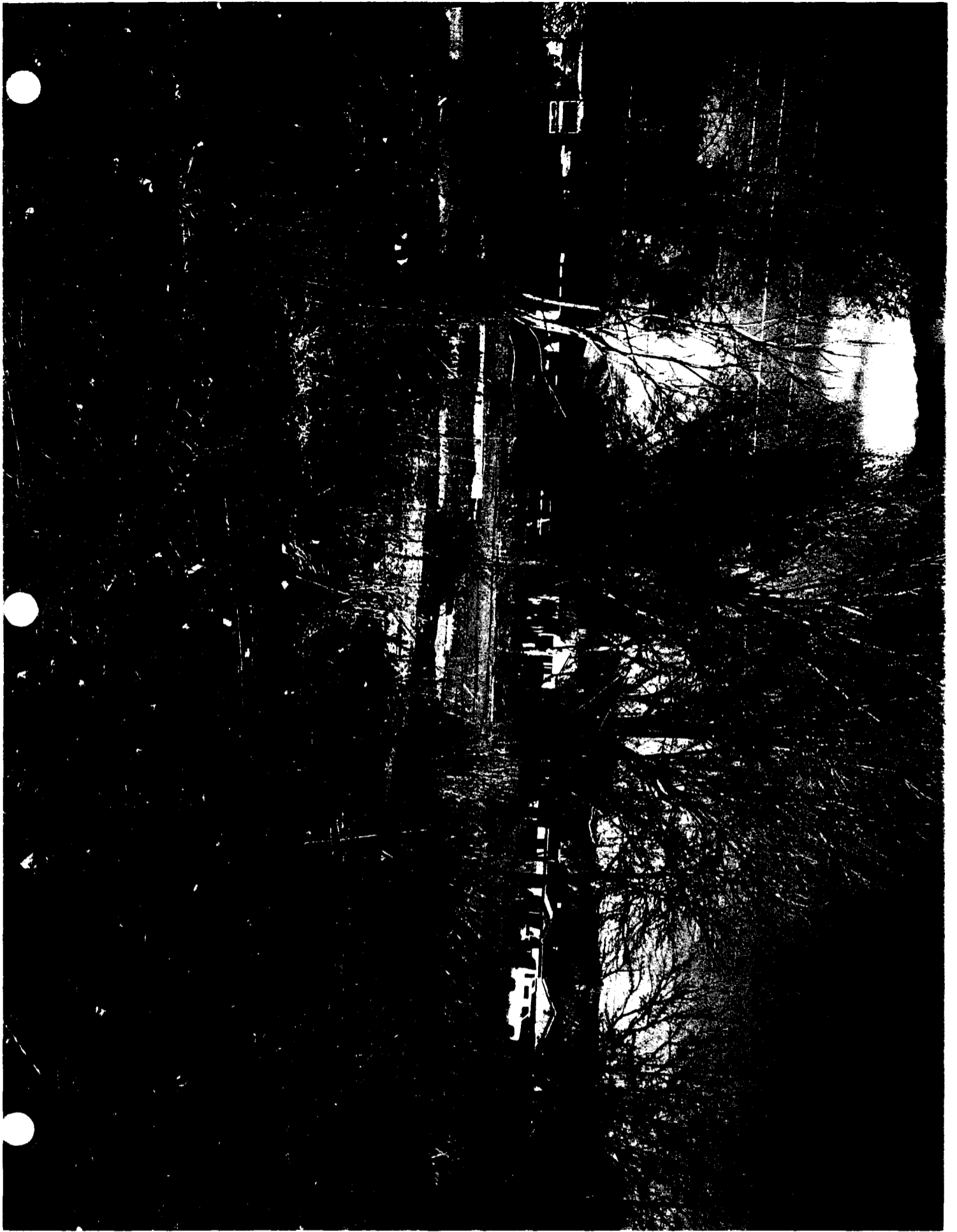


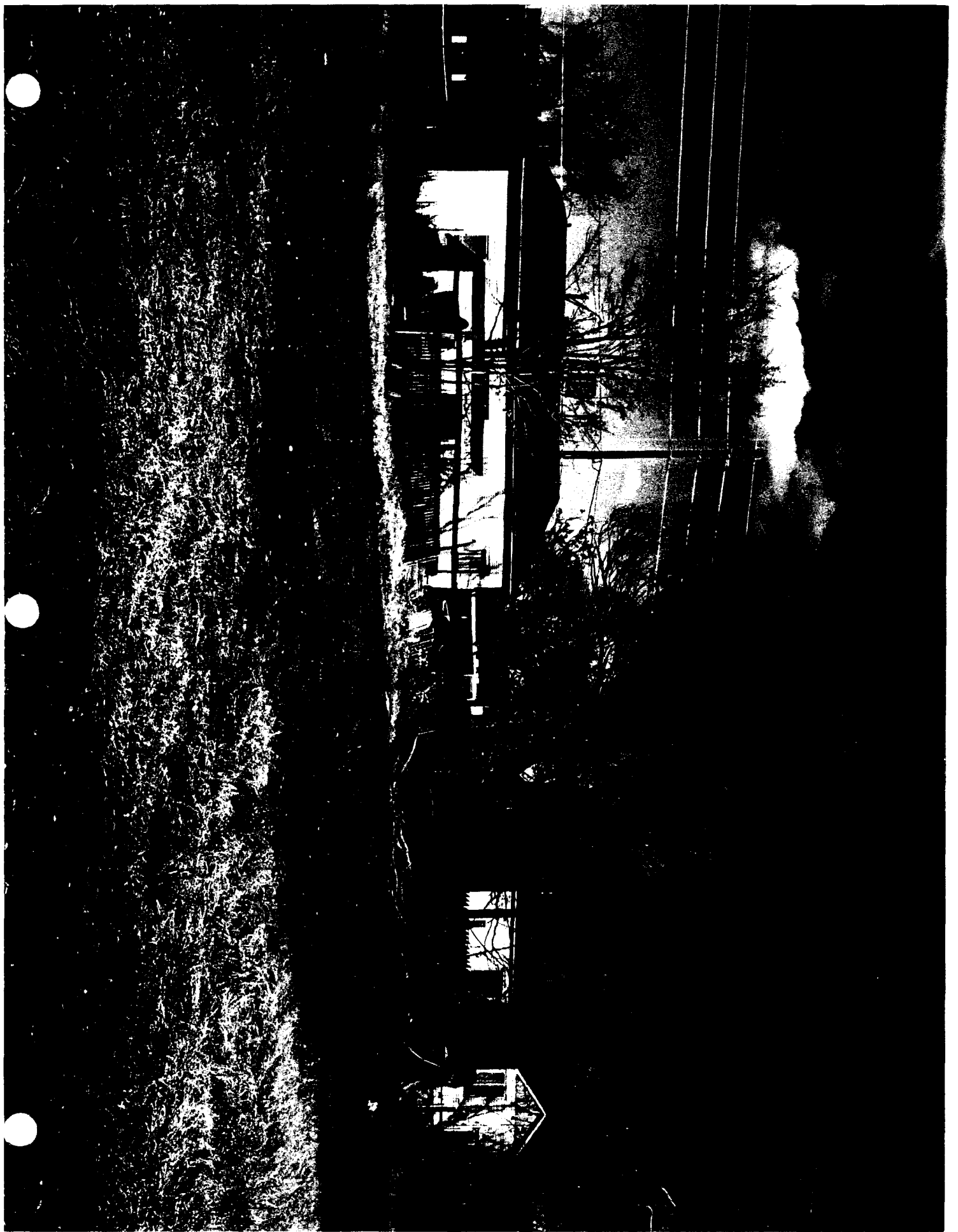














COMMUNITY DEVELOPMENT DEPARTMENT

MEMORANDUM

DATE: June 25, 1998
TO: City Council
FROM: Bill Nebeker, Senior Planner ^{BN}
RE: Response to City Market Final Written Submittal

The Community Development Department has reviewed City Market's *Final Written Submittal to City Council*, and has the following response:

1. The matter at hand is first and foremost a land use issue, not a site planning issue and certainly not a streets capital improvements issue.
2. Staff does not now, nor did we ever, dispute the need to redevelop this site and that such redevelopment would be considered "infill".
3. The staff stands by its analysis of the project's inconsistency with the goals and policies of the Growth Plan and Future Land Use Map. Although redevelopment of this site is needed, the City's adopted Plan and Zoning and Development Code require that any redevelopment of the site, be it commercial, residential or otherwise, must demonstrate compatibility with the adjoining residential neighborhood. Similar policies are contained in both the Patterson Road and 12th Street Corridor Guidelines, only with more specificity as to the type and scale of uses that are appropriate for this site. Together, the Corridor guidelines, goals and policies of the Plan, and the Future Land Use Map are quite complementary and paint a very complete picture for this site. That picture includes small-scale, low intensity commercial on the north end of the site, and medium to medium-low density residential on the south end. The applicant's contention that the age of the Corridor Guidelines somehow makes them irrelevant or obsolete is not supported by the text of the Plan or Future Land Use Map, both of which reflect identical goals for the site and were adopted less than three years ago. A project of the type, size and scale proposed by the applicant simply cannot comply with the goals the City has consistently established for this site again and again.
4. The applicant suggests that the staff directed them to request a Site Specific Development Plan (SSDP) in an effort to ensure a supermarket would be the only use permitted on this site. This is completely inaccurate. The

applicant initially applied solely for a rezoning to B-3. After submitting that application, the applicant made it clear that "vesting" was their ultimate objective. As per section 2-3 of the Zoning and Development Code and C.S.R. 24-68-101, et. seq., zoning alone cannot be vested. As result, the applicant then elected to pursue approval of a SSDP strictly to achieve vesting, despite suggestions from staff on alternatives that would have been less expensive, less risky and less time consuming.

5. To state the Metropolitan Planning Organization (MPO) "suggested that the primary entrance be located on Wellington Avenue" for this project, is a gross misrepresentation of the facts. In his memo to the Community Development Department of December 21, 1998, Ken Simms, MPO staff member, wrote, "If the property is developed into a residential subdivision or other low impact use . . . access to Wellington Avenue would be sufficient for the traffic generated and would allow Patterson Road to effectively serve the entire community."
6. The City Public Works Department does not concur with the applicant's traffic engineer regarding the future performance of the 12th Street and Patterson Road intersection if the proposed store is not constructed, particularly the amount of time that would elapse before significant improvements would be needed. Further, it should be noted that the intersection improvements required by the proposed store are quite different than those that would be required to accommodate future growth in background traffic.