

**GRAND JUNCTION CITY COUNCIL
WORKSHOP AGENDA**

**WEDNESDAY, FEBRUARY 21, 2001 6:00 P.M.
CITY HALL AUDITORIUM, 250 N. 5TH STREET**

***** NOTE DATE AND TIME *****

MAYOR'S INTRODUCTION AND WELCOME

6:00 COUNCILMEMBER REPORTS

6:05 CITY MANAGER'S REPORT

**6:10 REVIEW WEDNESDAY COUNCIL AGENDA AND FUTURE WORKSHOP
AGENDAS [Attach W-1](#)**

PRESENTATIONS

6:15 ST. MARY'S HOSPITAL MASTER PLAN PRESENTATION:
Representatives from St. Mary's Hospital will present and explain its
updated Master Plan. [Attach W-2](#)

7:15 ADJOURN - FORMAL COUNCIL MEETING STARTS AT 7:30 PM

This agenda is intended as a guideline for the City Council. Items on the agenda are subject to change as is the order of the agenda.

**Attach W-1
Future Workshop Agendas**

FUTURE CC WORKSHOP AGENDAS

MARCH 5, MONDAY 7:00 PM:

- 7:00 COUNCIL REPORTS, REVIEW WEDNESDAY AGENDA & REVIEW FUTURE WORKSHOP AGENDAS
- 7:25 CITY MANAGER'S REPORT
- 7:30 STORM WATER REGULATIONS & FUTURE MANAGEMENT:
- 8:02 SEPTIC SYSTEM ELIMINATION PROGRAM:
- 8:28 SPRING CLEAN UP: Staff will discuss options for the City's annual Spring Clean Up program.
- 8:58 ADJOURN

MARCH 19, MONDAY 7:00 PM:

- 7:00 COUNCIL REPORTS, REVIEW WEDNESDAY AGENDA & REVIEW FUTURE WORKSHOP AGENDAS
- 7:25 CITY MANAGER'S REPORT
- 7:30 CITY SCHOLARSHIP PROGRAM: Gene Kinsey
- 7:55 REVIEW BOARDS & COMMISSIONS:

APRIL 2, MONDAY 7:00 PM:

- 7:00 201 BOUNDARY MEETING WITH BOCC:
- 8:00 COUNCIL REPORTS, REVIEW WEDNESDAY AGENDA & REVIEW FUTURE WORKSHOP AGENDAS
- 8:25 CITY MANAGER'S REPORT
- 8:30 REVIEW CITY COUNCIL GOALS:

APRIL 16, MONDAY 7:00 PM:

- 7:00 COUNCIL REPORTS, REVIEW WEDNESDAY AGENDA & REVIEW FUTURE WORKSHOP AGENDAS
- 7:25 CITY MANAGER'S REPORT
- 7:25 TWO RIVERS CONVENTION CENTER UPDATE:
Joe Stevens will update Council on the status of the building expansion/remodel project.

**Attach W-2
St. Mary's Master Plan**

**CITY COUNCIL AGENDA
CITY OF GRAND JUNCTION**

<i>CITY COUNCIL</i>		
Subject:	St. Mary's Hospital and Medical Center	
Meeting Date:	February 21, 2001	
Date Prepared:	February 1, 2001	
Author:	Lisa Gerstenberger	Senior Planner
Author:	Tim Moore	Public Works Manager
Presenter Name:	As above	As above
<input checked="" type="checkbox"/>	Workshop	<input type="checkbox"/> Formal Agenda

Subject: Presentation by St. Mary's Hospital of the updated Master Plan for the St. Mary's campus located at 2635 7th Street.

Citizen Presentation:	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes	If Yes,		
Name:	Dan Prinster, Vice President, Business Development, St. Mary's Hospital				
Purpose:	Present Updated Master Plan				
Report results back to Council:	<input checked="" type="checkbox"/> X	<input type="checkbox"/> No	<input type="checkbox"/> Yes	When:	
Placement on Agenda:	<input type="checkbox"/> Consent	<input type="checkbox"/> Indiv. Consideration	<input checked="" type="checkbox"/> x	Workshop	

<i>BACKGROUND INFORMATION</i>		
Location:	7th Street and Patterson Road vicinity	
Applicants:	St. Mary's Hospital and Medical Center	
Existing Land Use:	Planned Development (Hospital/Health Care)	
Proposed Land Use:	Planned Development (Hospital/Health Care)	
Surrounding Land Use:	North	Commercial/Residential
	South	Commercial/Medical/Residential
	East	Medical/Institutional/Residential
	West	Residential
Existing Zoning:	Planned Development, B-1, RSF-4	
Proposed Zoning:	None at this time	
Surrounding Zoning:	North	B-1, RSF-4
	South	B-1, RMF-5
	East	B-1, RMF-16

	West	RSF-4		
Growth Plan Designation:	Public, Commercial, Residential-Medium			
Zoning within density range?	X	Yes		No

Staff Analysis:

MASTER PLAN

Project Background/Summary

To help avoid approving expansions in a piecemeal fashion, and at the direction of the Grand Junction Planning Commission, St. Mary's Hospital prepared a Master Plan for consideration in 1995. The purpose of the Plan was to set forth the plans for upgrades, improvements and expansions to St. Mary's facilities and campus over a 5-year period, and to allow the Planning Commission an opportunity to consider the proposed improvements in a comprehensive manner. For additional information concerning the initial review process, copies of the minutes from the October 3, 1995 Planning Commission meeting, and November 1, 1995 City Council meeting (to consider the rezone request) have been attached to this report.

The initial Master Plan was adopted by the Planning Commission with the stipulation that the Plan be re-adopted, or updated, in five years. As a conditional of approval of the Master Plan, it was determined that the final plans for each phase would be reviewed and approved through a public hearing process with the Planning Commission.

In accordance with the approval process of the initial Master Plan, St. Mary's Hospital has submitted an updated Master Plan which is proposed to replace the current plan. Although the various parcels which comprise the 53-acre medical campus have different zoning, the request for approval of the updated Master Plan does not include a request for a rezone at this time. Parcels located within the Mira Vista Subdivision, and property formerly owned by the Immaculate Heart of Mary Catholic Church which are now owned by St. Mary's Hospital, have Residential and Business zoning. St. Mary's will request a rezoning of these parcels at an appropriate time in the future.

The updated Master Plan proposes several improvements which seek to improve site access, traffic flow, pedestrian safety, in addition to meeting current and forecasted parking needs. New construction and expansion of existing facilities are proposed to increase the hospital's ability to provide medical services.

In an effort to achieve the goals of the Master Plan, St. Mary's has proposed a Recommended Site Plan and an alternative Plan. Similarly, a recommended parking plan has been proposed which includes the construction of a parking garage, and an alternative parking plan which is comprised of surface parking. The Master Plan will function utilizing either of the requested options.

The updated Master Plan proposes 3 phases of improvements which will include the following major improvements:

- Construction of a ring road around the main west campus (west of 7th Street). Two options for the ring road are proposed due to the need for additional property to implement the first option. It is not known if all parcels could be acquired, therefore a second option has been proposed.
- Provision of parking spaces to account for the current deficit, in addition to future parking needs. Two parking plans have been proposed, one which involves construction of a parking garage and an alternative plan which provides surface parking.
- Construction of a 100,000 square foot ambulatory care facility on the east side of 7th Street that would connect to the Grand Valley Surgical Center.
- Expansion of the Marillac Clinic by 12,000 square feet in two phases.
- Construction of an 80,000 square foot addition to the main hospital building.
- Construction of a 25,000 square foot laundry and kitchen support facility on the west side of 7th Street.

Access/Streets

The Master Plan creates a ring road around the site. It re-aligns the existing ring road on the west and south to exit at Wellington and 7th Street. It also creates a new ring road around the north and east portion of the site. This ring road connects to the southern ring road east of 7th Street. The ring road concept improves circulation on Patterson and 7th Street by closing four existing drives into the hospital complex. The purchase of the Mesa County Health Department Building will close more entrances. Each of these existing entrances is a mid-block, full-motion entrance that hinders traffic for outbound movements and sometimes inbound movements.

The intersection of Mira Vista and Patterson is being eliminated and combined with the western ring road intersection. A right turn deceleration lane is being provided at this entrance further enhancing traffic movement on Patterson.

The City of Grand Junction is currently working with St. Mary's and local utility companies to construct an eastbound right turn lane at Patterson and 7 th Street. This project will be completed within the next three years.

The main drawback to the St. Mary's Master Plan is the proposed signal at Wellington. City standards require that signals be spaced at least a half-mile apart on arterials. 7th Street is classified as a minor arterial on the Major Street Plan. Signals along 7th are already spaced at quarter-mile intervals since a signal exists at Bookcliff. Note that this existing signal is under-utilized. The City is tasked with providing good access to the hospital, but also with providing efficient traffic movement to the thousands of daily through vehicles. The concern is that progression will be sacrificed on 7th Street and the corridor won't be able to move the necessary traffic at the same rate of efficiency. To date, St. Mary' s traffic study has not adequately addressed progression on 7th Street.

If a signal is installed at Wellington, there are vertical and horizontal requirements to provide adequate sight and stopping distance. These have been addressed and can

be resolved but will require re-construction (lowering) of several hundred feet of 7th Street at St. Mary's expense.

Medians restricting turning movements or a roundabout are both options that may provide adequate access to the Hospital without hindering progression. Neither of these has yet been evaluated.

The City is also investigating re-aligning 7th Street to provide larger radius curves and "straighten out the road". A significant improvement can be achieved and St. Mary's seems to be conceptually agreeable to the idea. This will involve the City cost sharing a portion of the construction.

Drainage/Irrigation/Utilities

All runoff from the St. Mary's complex drains into the Buthorn Drain which is undersized. One existing detention facility will either be removed completely or reduced in size according to this master plan. St. Mary's has proposed two new underground detention facilities. They currently have a large detention facility, with an integral park. This facility will remain and could possibly be modified to gain volume. The hospital has been advised, and agrees, that they will need to detain additional runoff. The City may also want to partner with St. Mary's to provide regional detention. St. Mary's is agreeable to this concept to the extent possible. The drainage information presented in the Master Plan is adequate in detail for a document of this level. Further drainage issues will be addressed as the site plan is developed and the runoff quantified.

PLANNING COMMISSION DECISION

At its December 13, 2000, meeting, the Grand Junction Planning Commission approved the updated Master Plan for the St. Mary's Hospital as requested by the petitioner. Approval is subject to the following conditions, ***as amended*** by the Planning Commission:

General Conditions:

1. All final plans for any construction or expansion phase shall be fully compliant with all regulations of the City of Grand Junction at the time of submittal. Compliance shall include, but not be limited to, adequate parking, landscaping, stormwater management control, and traffic circulation issues for necessary on- and off-site improvements. Final plans shall continued to be approved by the Planning Commission, unless the Planning Commission declines to do so and instructs staff to approve final plans administratively. All rezone requests shall be considered for appropriateness at the time of submittal and review.
2. The applicant shall be responsible for the cost of improvements required to mitigate the impacts of any ***physical*** construction or expansion of St. Mary's facilities or campus.
3. Additional right-of-way for the length of Patterson Road shall be required equal to a 55' half street, and must be incorporated into the Master Plan to ensure that parking will not be adversely impacted. Right-of-way in addition to the 55' half street may also be required to align the east and west travel lanes on Patterson Road to remove the "dogleg", or misaligned travel lanes.

4. That the applicant consider progression and the various options, including use of the traffic light at the intersection of 7th and Wellington, considering the we (the City) may compromise progression of traffic for the benefit of pedestrian safety and a full movement intersection.

Development Engineer:

(Many of the comments previously provided were more detailed than the master plan level. They were provided at this stage to inform the applicant of the standards that will have to be met during the Preliminary Plan phase. They are noted as such below.)

1. Previous comment 1; the configuration of the access from the health department can be determined at the Preliminary Plan phase.
2. Previous comment 3; the details of intersection spacing in this area can be determined at the Preliminary Plan phase.
3. Previous comment 4; this can be addressed when the property is acquired.
4. Previous comment 5; if the right turn lane is barely warranted now, it will certainly be warranted in the future. St. Mary's can choose when they want to construct the lane. It can be analyzed as each Site Plan comes in and be built when it is triggered or it can be built up front. Warrants are shown in the TEDS manual on the Mesa County Web page.
5. Previous comment 6, the traffic signal at Wellington would not be installed by the City because it doesn't meet our spacing requirements and will reduce progression. Additionally, the signal is barely warranted and other options are possible. The City is against the signal at 7th and Wellington. If the Planning Commission or City Council approves a signal, St. Mary's is solely responsible for the construction. St. Mary's is also solely responsible for the reconstruction of 7th Street necessary to meet the street grades necessary for a signalized intersection.
6. Construction of the right turn deceleration lane at Mira Vista is also the sole responsibility of St. Mary's.
7. The City will be constructing the eastbound right turn deceleration lane on Patterson in our CIP in the near future.
8. Patterson is a Principal Arterial. The right of way for a Principal Arterial is 110 feet or 55 feet on each side. When the construction plans are submitted, St. Mary's will be required to dedicate the appropriate right of way to achieve this. Additionally, the east and west sides of Patterson are offset a few feet. The City will require this additional right of way to be dedicated to the City so the street can be properly aligned. The cost of right of way can be credited to the TCP.
9. Previous comment 7; the details and responsibilities of this right turn lane can be determined at the Preliminary Plan phase.
10. Previous comment 8; City staff has reconsidered the requirement for the Preliminary Drainage Report according to the SSID manual. Although the letter of the SSID has not been satisfied, the intent has. St. Mary's has identified several viable options to detain increase runoff. This is acceptable for a master plan.
11. Previous comment 13, several discussions have occurred between City staff and St. Mary's staff. From my position, data submitted has shown that the vertical and horizontal conflicts can be removed (by reconstructing 7th street and

adjacent areas) to meet the TEDS manual requirements. Refer to other reviewer's comments for discussion on this intersection.

12. Previous comment 16, the response indicates that actual building size won't be known for several years. It also says the additional 20,000 SF would only increase traffic by 40 ADT. St. Mary's states this won't have a significant impact on delays. When the building size is determined, if it is larger than 60,000 SF the traffic study will need to be revised to determine if any additional traffic improvements are needed.

Attachments: Executive Summary of St. Mary's Updated Master Plan
October 3, 1995 Planning Commission Minutes
November 1, 1995 City Council Minutes

H:Projects2000/PDR-2000-196/Feb21workshop

**St. Mary's Hospital and Medical Center
Proposed Site Master Plan
File #PDR-2000-196**

EXECUTIVE SUMMARY

St. Mary's Hospital and Medical Center is pleased to present to the City of Grand Junction a site master plan that replaces the plan approved in 1995. This plan has been approved by the hospital's Board of Directors. The Site Master Plan advances the hospital's mission of continuing to serve the health and medical needs of the area's growing population while it conforms to the City's Growth Plan. The highlights of the plan presented here relate to parking, traffic circulation, and pedestrian circulation and safety.

Parking. Currently, the hospital is experiencing a shortage of about 200 parking spaces during peak demand. Absent any additional parking, the deficit is forecasted to grow to 600 spaces over the next 5 to 6 years. Once the preferred parking plan is implemented, not only will the deficit be erased, a surplus of more than 70 spaces will be created. Highlights of the hospital's proposed parking plan include:

Developing two surface parking lots south of Wellington Avenue and east of 7th Street. These lots could provide 142 and 225 stalls, respectively, which will be needed to replace existing parking east of the Grand Valley Surgical Center which will be displaced during and following construction of the proposed ambulatory care center. See attached maps that show the preferred parking alternative (with parking garage) as well as the all-surface parking alternative.

Developing 400 new spaces in a parking garage on the west side of 7th Street. This parking structure would be located directly south of the hospital with the heliport on top and would provide easy access to the hospital.

Reconfiguring the existing parking lots adjacent to the hospital to improve their efficiency, appearance, and safety.

Reconfigure the parking lots adjacent to the ambulatory care center to improve their efficiency and appearance, and enhance pedestrian safety. Well-landscaped parking lots in this area should provide 612 stalls.

Provide additional employee parking as the church property becomes available. Two well-landscaped lots in this area could provide 409 stalls.

Traffic Circulation. The following traffic improvements are recommended in the proposed site master plan:

The elimination of mid-block curb cuts off of Patterson Road and 7th Street. All of the parking lots on the west side of 7th Street will be connected by an interior ring road, reducing visitor confusion and improving traffic flow.

A traffic signal at the intersection of Wellington Avenue and 7th Street. This intersection will be the focal point for the hospital's main entrance and to all new development east of 7th Street.

An interior ring road on the west side of 7th Street that simplifies site circulation and improves pedestrian safety. This ring road will be constructed in phases and will ultimately connect surface parking lots and the parking garage on the west side of 7th Street as well as help reduce vehicular-pedestrian conflicts.

Relocating the majority of the high-volume outpatient traffic to the less-congested "east campus."

Designated turn lanes at Patterson and 7th Street and at 7th Street and Wellington.

A portion of Mira Vista Road vacated. The safety and visibility of the west hospital entrance from Patterson Road will be improved by removing the house closest to the intersection and creating a small entry park. Access into and out of the neighborhood would then be rerouted onto the hospital's new ring road.

A new central receiving area to improve the efficiency and flow of vehicles serving the hospital.

Pedestrian Circulation and Safety. The Site Master Plan improves pedestrian safety, mobility and circulation by:

Developing a campus-wide pedestrian circulation system that incorporates sidewalks and strategically placed pedestrian links, connecting the west and east campuses.

Upgrading pedestrian crosswalks and sidewalks where Wellington Avenue cross 7th Street and in other parts of the campus.

Improving way finding via better, more strategically placed signage.

In the 1995 site master plan, the hospital proposed to construct a sky bridge to connect the hospital with two planned medical office buildings. Since that time, the hospital's needs have changed and there are no plans to build the medical office buildings, one of which was proposed to be east of 7th and the other west of 7th. In the current plan, the hospital is proposing to relocate the majority of high-traffic, outpatient services to the east side of 7th Street, leaving the inpatient services on the west side of 7th Street. Along with relocating these services to the less congested "east" campus, the hospital is also shifting the demand for parking to that side of the street where parking spaces are more plentiful. This plan attempts to place as much parking as possible on the appropriate side of 7th street to minimize the number of times individuals must cross. Those who will continue to cross the street are employees who typically remain in their

parking spaces throughout their work day and, therefore, are not creating a significant amount of in and out traffic as outpatients tend to do. For all of these reasons, the hospital believes that the sky bridge is not needed to make the plan viable from a pedestrian, circulation, or parking perspective.

Enclosures. The following maps have been enclosed to provide additional information and visual reference to the items listed in the plan.

St. Mary's Property Ownership

Recommended Site Plan (inclusive of property wished to be acquired)

Recommended Site Plan (exclusive of property wished to be acquired)

Existing Parking

Preferred Parking Plan

Surface Parking Alternative

Traffic Improvement Plan

Stormwater Management

Excerpt from Planning Commission minutes of October 3, 1995

PDR-95-159 PLANNED DEVELOPMENT REVIEW AND REZONE--ST. MARY'S HOSPITAL AND MEDICAL CENTER

Request for approval of a Preliminary Plan and rezoning of St. Mary's Hospital and Medical Center

Petitioner: Keith Estridge, St. Mary's Hospital and Medical Center
Location: 2635 North 7th Street
Representative: Bertis Rasco, AIA

STAFF PRESENTATION

Michael Drollinger indicated that St. Mary's had submitted for review a Master Site Plan which projected expansion into the next ten years. Outstanding issues included:

1. Additional right-of-way may be required along Patterson Road to straighten the offset in Patterson Road at the 7th Street intersection.
2. Based on accepted engineering standards, Public Works will require that the clearance for a pedestrian bridge over a City right-of-way at 7th Street offer a minimum of 16 feet of underside clearance.

Staff recommends that the development standards in Chapter 4 of the *Master Site Plan* document be the adopted standards for the complex. Variation from height and FAR (Floor Area Ratio) standards of up to 10 percent (as amended) should be permitted without requiring an amendment to the preliminary plan. Staff also recommends that the Planning Commission require that the plan be valid for five (5) years, after which, it must be readopted (with or without changes) through a new public hearing process. The Planning Commission also needs to consider whether St. Mary's should be permitted to have final plans for each phase (assuming they are consistent with the preliminary plan) approved administratively or if final plans shall require a Planning Commission hearing.

Staff recommended approval subject to the following conditions:

1. Resolution of the above issues with the Public Works Department.
2. Adoption of Chapter 4 of the document entitled *Master Site Plan* as the required development standards and permitting up to a 10 percent variation in the standards without requiring an amendment to the preliminary plan.
3. The adopted preliminary plan shall be valid for five (5) years from date of adoption, after which, the plan must be reconsidered at a Planning Commission hearing for readoption, with or without modifications.
4. The Planning Commission shall review and approval the final plans.
5. The Wellington lot is not approved for parking.

The Planning Commission should also include a condition regarding approval of final plans.

QUESTIONS

Commissioner Volkmann noted that final plans have been approved administratively in past instances. Mr. Shaver and Ms. Portner concurred with this statement.

Commissioner Halsey asked if the 16-foot height restriction was primarily to allow for I-70 corridor-type trucks to access 7th Street. He could not visualize 7th Street becoming a major access point into the City because of the nearby school, the presence of the 7th Street Historical District, etc. Ms. Kliska felt it important for the City to keep its options open, adding that current traffic counts indicated approximately 21,000 cars per day traveled near the hospital intersection.

There was general discussion over the 5 percent requirement for minor changes; it was felt that 10 percent would be more reasonable.

Additional discussion ensued over the proposed pedestrian/bike path lanes from F Road to 6th Street. The potential route was outlined on the Master Plan provided.

Clarification of which properties were requesting rezone was given along with a brief elaboration of the landscaping plan.

PETITIONER'S PRESENTATION

Keith Estridge, Ken Tomlon, and Bertis Rasco stood before the Commission. Mr. Rasco elaborated on which parcels would be effected, plans for parking Lot E (to perhaps build a second deck), the detention areas to consist of the corner of Wellington and 7th Street and the corner of Center Street and 7th Street. The nearby park would be retained as open space, its only change would be in zoning. With regard to the pedestrian walkway height, Mr. Rasco said that the State of Colorado maintained a 14-foot 6-inch height limit with the average truck height at 13-feet 6-inches and the average truck with trailer length to be at 105 feet.

He felt that if trucks were oversized, they would need a permit and may be required to access downtown from alternate entrances. He said that refining of the bike path was needed and suggested requiring bikers to stop at a gate and dismounting at the parking lot point to ensure added safety.

Mr. Rasco requested allowance for some of the parking aisles in the main parking lot if Patterson Road was to be narrowed through realignment. If the allowance was not given, St. Mary's would lose valuable parking spaces.

Chairman Elmer suggested that the first row could be designated for compact car parking. He wanted to know how the pedestrian bridge height would impact the building design. Mr. Rasco explained that all bridge elevations should be kept consistent with the first level of the main building for ease in access. The goal was to make the building more easily accessible to those in wheelchairs and persons with disabilities.

Commissioner Halsey agreed with this rationale, adding that minimizing the incline was an important consideration.

Discussion ensued over whether final plans should be reviewed administratively. The consensus was to allow the Commission to review final plans but to increase the minor change percentage to 10 percent.

Chairman Elmer asked if the parking lot planned for Wellington was temporary. He saw this as a safety concern and did not think it would serve to alleviate the Hilltop parking situation.

Commissioner Halsey requested investigation by staff into the partial removal of the wall separating Hilltop with the Centennial complex to address perceived traffic safety issues. He applauded the work done by St. Mary's staff on the proposed Master Plan.

PUBLIC COMMENTS

FOR:

There were no comments for the proposal.

AGAINST:

Charlotte Wren (602 Rico Way, Grand Junction), property manager for the Village Fair Shopping Center, expressed concern about the proposal to expand the 7th Street/Patterson Road intersection. She did not feel it appropriate to bring large truck traffic off of I-70 onto the 7th Street. She agreed with comments made by Commissioner Halsey and Chairman Elmer on traffic safety and pedestrian issues. She also questioned whether St. Mary's planned to expand its helipad and said that St. Mary's did not have avigation easements. She thought it would be more appropriate and impact residents less if St. Mary's would move its helipad to atop one of the buildings rather than allowing take-off from ground level. She perceived the 7th Street/Patterson Road corridor to be a long-term growth issue.

PETITIONER'S REBUTTAL

No further comments were made.

DISCUSSION

Additional discussion ensued over the long-term plans for 7th Street. Ms. Kliska was unsure as to whether plans to widen 7th Street would materialize.

When asked about Ms. Wren's comments concerning St. Mary's lack of avigation easements, Mr. Shaver elaborated that the helipad proposal had gone through the public hearing process in 1985 or 1986 and that public comments were requested at that time. Since then, it had been a continued use. He was unsure without additional title work what easements were held by St. Mary's.

Chairman Elmer recommended that the Wellington Street parking lot not be allowed. He suggested leaving the pedestrian bridge height as-is. Future discussions could be held later.

MOTION: (Commissioner Withers) “Mr. Chairman, on item PDR-95-159, a request for rezone and preliminary plan approval, I move that we approve the preliminary plan with conditions 1. through 5. as in the staff report, modified hereafter as in the staff report dated September 27, 1995: item 2 in the conditions of approval, change 5 percent to 10 percent; add item 4. The Planning Commission shall review and approve the final plans; item 5. the Wellington lot is not approved for parking, and that we forward the rezone to City Council with the recommendation of approval.”

Commissioner Halsey seconded the motion. A vote was called and the motion passed unanimously by a vote of 6-0.

Excerpt from City Council minutes from November 1, 1995

PUBLIC HEARING - ORDINANCE NO. 2871 REZONING LAND LOCATED ON THE EAST AND WEST SIDES OF 7TH STREET SOUTH OF PATTERSON ROAD AND ON PATTERSON ROAD WEST OF 12TH STREET AND ADOPTING A MASTER SITE PLAN AS THE DEVELOPMENT STANDARDS FOR ST. MARY'S HOSPITAL [FILE #PDR-95-159]

The preliminary plan (also referred to as Master Site Plan) for St. Mary's Hospital has been prepared by the hospital at the direction of the Planning Commission. The purpose of the MSP is to set forth plans for upgrade, improvement and expansion of St. Mary's facilities over a ten (10) year planning horizon. The preliminary plan includes proposed phasing, density of development, setbacks, height and involves rezoning parts of St. Mary's property to PB (Planned Business) to be consistent with the remaining lands. Planning Commission approved the preliminary plan at their October 3, 1995 meeting. Staff recommends approval of the rezone request.

A public hearing was held after proper notice. Michael Drollinger submitted to the Clerk an amended legal description of Parcel 3 but stated that the amendment did not affect the ordinance publication as the legal description for the entire parcel was correct.

He then reviewed this item, first giving the Council the background on why this is being brought to the Council with a Master Site Plan. He advised that through the years, various expansions have been undertaken by St. Mary's Hospital. At the review for the last expansion, the Planning Commission expressed any further expansion would require the filing of a Master Site Plan so the City could see the long term plan of St. Mary's instead of approving expansions piecemeal. Another issue was some of St. Mary's parcels are zoned PB (Planned Business) with no filed plan.

Mr. Drollinger then addressed the rezone criteria of the Zoning and Development Code and stated the rezone is recommended for approval because of the following criteria being met:

1. There has been a change in character in the area (installation of public facilities, other zone changes, new growth trends).
2. The zone change will be compatible with the surrounding uses.
3. There will be benefits derived by the community.

Mr. Drollinger identified some outstanding issues on the plan such as additional right-of-way may be required along Patterson Road to straighten the offset in Patterson Road at the 7th Street inter-section, and that the pedestrian bridge proposed across 7th Street should have a minimum of 16 feet of clearance.

Councilmember Graham asked Mr. Drollinger why PB (Planned Business) zoning is appropriate in this case. Mr. Drollinger responded that PB is generally used for a large project, particularly with a Master Site Plan. When PB is used on smaller parcels,

administration of such a zone is difficult where several adjacent parcels have different zoning requirements. In contrast, zoning administration of a large parcel is easier with a Master Site Plan.

Mayor Maupin asked if correction of the "dog leg" in 7th Street had been considered with this application. Mark Relph, Public Works Manager, responded Staff had not looked at that issue. Councilmember Afman inquired if this could be considered during the next expansion. Mr. Relph replied Staff's feeling is St. Mary's is to be commended for their inclusion of the pedestrian bridge in their expansion plans. The reason Public Works is requiring the clearance under the bridge be at least 16 feet is due to the possible future addition of another I-70 interchange at 7th Street. Councilmember Terry noted the pedestrian bridge will not help with the traffic impact in that area. Mr. Relph said that Public Works can explore some ideas with St. Mary's in this regard. Council-member Afman inquired if an expansion will trigger a traffic analysis in the area and Mr. Relph responded affirmatively. City Attorney Wilson suggested that Council include in any approval of the application, an additional condition that 7th Street may need to be addressed in order to put the applicant on notice that there may be an issue.

That concluded Staff's presentation and the Mayor asked the petitioner to make a presentation. Kenneth Tomlon, Executive Director, and Bertis Rasco, Planner for the project, addressed the City Council.

Mr. Rasco reviewed the history of St. Mary's Hospital beginning in 1895 to St. Mary's present position as the largest medical center between Salt Lake City and Denver, including when each expansion took place, most recently in 1995. He identified the various parcels owned by the hospital and noted some of the uses, both current and proposed.

Councilmember Theobald commended St. Mary's for their work on the plan and their foresight in future planning.

Mayor Maupin asked the petitioners about their feelings regarding correction of the "dog leg" on 7th Street. Mr. Rasco replied that because of the 7th Street alignment, any changes to eliminate the dog leg, would move it to somewhere else on 7th Street.

Councilmember Terry asked the petitioners if they are willing to address the pedestrian bridge clearance issue identified by Staff. Mr. Tomlon responded affirmatively.

Councilmember Baughman asked why the application included a request to rezone the park area. Mr. Tomlon replied it is their intention to keep it as a park, as well as the retention pond area, and the rezone is simply to make the zone the same as the rest of the property.

Councilmember Terry asked for an explanation of Phase III. Mr. Tomlon stated that the building proposed in Phase III will be for rehabilitative care.

Mayor Maupin asked for public comment. There was none. He closed the public hearing.

Upon motion by Councilmember Terry, seconded by Councilmember Afman and carried by roll call vote, Ordinance No. 2871 was passed on final reading with conditions (the outstanding issues) being addressed in the Staff report plus adding a third condition that additional right-of-way may be required along 7th Street between Center Avenue and Patterson Road to reduce the curvature of the road. The Ordinance was ordered published.