

CITY OF GRAND JUNCTION
PLANNING COMMISSION
SEPTEMBER 25, 1974

MINUTES

The regular meeting of the City of Grand Junction Planning Commission was called to order at 8:00 A.M., in the Civic Hall Auditorium by Chairman Levi Lucero with the following members present: Virginia Flager, Jerry Wilds, Jane Quimby, and Eugene McEwen.

Also Present were: Don Warner, City Planner; Bonnie Pehl, Acting Secretary; and about fifteen interested persons.

The minutes of the previous meeting were approved as mailed.

A discussion of Horizon Drive (extending it to First Street) was added to the agenda.

1. #41-74: Consider the final plat of the Wellington Medical Subdivision.

Petitioner: Sisters of Charity of Leavenworth Health Services Corp.

Location: At a point of the North Line of Section 11, T1S, R1W, of the Ute Meridian, more commonly known as the SE corner of the intersection at Seventh Street and Patterson Road.

Don Warner: We had this as a preliminary plat. The comments from the reviewing agencies have been taken care of. Wellington will be opened through to Eighth Street. We have a dedication for a street that will connect Wellington to Patterson. I believe this covers all the questions raised on the preliminary plat. The Fire Department asked for better access, but the road dedication will take care of that. Are there any questions?

Levi Lucero: There is a question in my mind concerning the right-of-ways. Have the right-of-ways been taken care of?

Don Warner: Yes, Levi, we have a deed in hand from them and a deed in hand from the nursing home.

Levi Lucero: Any other person want to speak on this? Does the Board have any questions?

Virginia Flager: I question the connection to Eighth Street. Does that street even exist?

Don Warner: Yes, it ends at Wellington, however.

Levi Lucero: Are there any opponents to this request? Does the Board have any other questions? We will close this hearing.

Jane Quimby: I make the motion that we approve the final plat of the Wellington Medical Subdivision.

Virginia Flager seconded the motion and it was passed.

2. Consideration of changing the set-back requirements on Ute and Pitkin.

Don Warner: This is a verbal request from Planning Staff to change the set-back requirements on Ute and Pitkin only. We would like to go back to the original set-back requirement. The highway department has agreed, and Blake has agreed that this will be no problem. Gus Byrom and the State Highway Department agree that this gives us enough width and the line of sight is all right. I am asking to take this to City Council as an amendment to the set-backs on Ute and Pitkin only. This won't be standard for all one-way pairs, this is the only one-way pair it will apply to.

Levi Lucero: I have one comment, I would rather not go with any verbal requests. I would prefer this to be done on a regular basis, and go through the normal channels.

Don Warner: I am making a formal recommendation if we change it here.

Levi Lucero: Are there any questions of Don? We discussed this at length at the last meeting, and I am presently convinced that this is a good idea.

Virginia Flager: I make the motion that the set-back requirements for Ute and Pitkin be changed back to the original requirements.

Jerry Wilds seconded the motion and it was passed unanimously.

3. Item C under Discussion - Horizon Drive.

Don Warner: This discussion is to put this matter in your minds. The Engineering Department would like some direct comments from the Planning Commission on Horizon Drive. There has been more and more need shown for the extension of Horizon Drive to First Street. The Engineering Department has asked that the Board take a look at it and see what they think about it and give recommendations to the City Council and their department.

Virginia Flager: Horizon Drive is becoming a real traffic hazard. What is the prospect of getting traffic lights in that area?

Don Warner: There is nothing going about the lights, but they are talking about the chances of four-laning it. I can see the possibilities for push-button facilities. We will take it up with the traffic department. We don't have sufficient right-of-way for full service roads, but this would be a practical way to do it.

Virginia Flager: Is the Highway Department going to do something about the access off the interstate? It is only controlled by a stop sign now.

Jerry Wilds: Are they giving any thought to extending Horizon Drive to Highway 50?

Don Warner: No. That could be in your recommendations. The question Engineering is asking is, "Shall we extend Horizon Drive to First Street, should we consider extending Horizon Drive as far as the Highway?"

Levi Lucero: How soon do they need the recommendation of this Board? We can set up a work session to discuss this more thoroughly. We will meet with Don when he has some more information and we will discuss Horizon Drive from the Airport to the Highway.

A meeting was scheduled for October 9, 1974, in the City Hall Auditorium, at 7:30 P.M..

4. Item A under Discussion - Dale Hollingsworth - Zoning on Gunnison Avenue.

Levi Lucero read the letter sent to Don Warner concerning this matter; (Copy with permanent records).

Don Warner: I would join Dale in the proposal for the zone-back at this time. I would like to legally advertise it and bring it back to the Board next month for action.

Virginia Flager: I will make a motion that we instruct Don to go ahead and advertise this for a re-zone to be acted upon at the next regular meeting of this Board.

Eugene McEwen seconded the motion and it was passed unanimously.

5. Item B under Discussion - Site Plan on First National Bank Drive - In, Fourth and Grand.

Don Warner: The original request for this was approved a year or so ago. I have given Levi a letter from the Saint Joseph Church that I think should be read into the record. (A copy of the letter is attached to the permanent record.)

Father Huber: When the letter was sent, I was not fully aware of the amount that would have to be taken. I think our concern would be, we don't want to lose the exit we have, and at least I feel we want to be heard in this matter. We are concerned about the value of our property, and putting the danger there. We also use the walk-way there for a fire drill area. This would still put the children close to the street.

Don Warner: I would like to get comments either in person or in writing from Mr. Byrom.

The plan suggested by the First National Bank changed the entrance and exit plan in the previous plan. The traffic was to enter the drive-in on Fourth Street and exit on Grand Avenue. This plan suggested a deceleration lane on Grand Avenue with the traffic

entering the drive-in off Grand and exiting onto Fourth Street. There was some concern expressed that the extra lane on Grand Avenue would become a speedway for people in a hurry.

Mr. Quimby: explained that the reverse in traffic would accommodate the drive-in bank by relieving the circular motion in traffic that would be created by the first plan. The drive-in bank on Fifth Street and Rood has the circular traffic problem which has created a good deal of traffic congestion at the corner of Fifth and Rood.

Don Warner: We did not have time to have this advertised.

Mr. Quimby: When school is out our business is at a lull. Our peak hours are between four and five o'clock when everyone is going home from work.

Don Warner: Have you considered the affect on your proposal if Grand is widened by an extra lane all the way on each side?

Mr. Quimby: I think this plan would still work.

Jane Quimby: I assume this will not come back to the Planning Commission; I am curious to see what you have planned in landscaping.

Mr. Quimby: We plan to put some trees and shrubs in the parking area and also along the street. If there is no use for this alley we may plant some shrubs along that.

Levi Lucero: Are there any other comments?

It was suggested that Approximately fifty (50) feet of the existing sidewalk at Third Street be left as it is before making the deceleration lane and then continuing the lane to the corner of Grand making it a "right only" turn lane.

Eugene McEwen made a motion to recommend that the plan be sent back to the Engineering Department with the suggestion made above and subsequently stand approved if they would go along with the plan and suggestion.

Don Warner: I want to get a letter from Mr. Byrom in our files stating his opinion on this proposal. Only if Mr. Byrom disagrees with this proposal would it come back to the Commission.

Jerry Wilds seconded the motion on the floor and it was approved unanimously.

A discussion followed between the Board and Dale Hollingsworth concerning the zoning on Gunnison. Mr. Hollingsworth said he would like to have the street zoned residential all the way to First Street where there is presently a part of the street zoned commercial. It was decided however, that the 150 feet along First Street should be left commercial but the rest of Gunnison that is zoned commercial will be advertised for re-zoning at the next regular meeting of the Planning Commission. Don Warner said he would contact the people in that area telling

them what is being proposed in that area. The Board also pointed out that if the land is re-zoned to residential and someone else asks that the land be zoned commercial that they may have a chance of getting the zone they ask for..

Don Warner also told the Board that he was going to get a letter from Gerald Ashby for the members stating what can be done in the case of conditional uses when a person says he will do something (such as landscaping) if the use is permitted and never complies.

The meeting was adjourned at 9:55 A.M.

SAINT JOSEPH'S CHURCH
POST OFFICE BOX 246
GRAND JUNCTION, COLORADO 81501

September 21, 1974

City Planning Commission
Grand Junction City Hall
Fifth and Rood Avenue
Grand Junction, Colorado 81501

Dear Sirs;

It is my understanding that on September 25, you will be studying the proposals for a new drive-in banking facility at 4th and Grand Avenue. This adjoins the property of St. Joseph's Parish School. There has been some apprehension on the part of a number of our parishioners as to the safety of our children with an increased flow of traffic in the area. Re-planning and study has allayed many of these fears.

However, a new possibility has arisen in the re-planning of the banking facility: a deceleration lane on Grand Avenue, which would take out the parkway between the street and sidewalk. After some consideration and discussion with a number of our parents and teachers, I feel we must strongly register our opposition to this, for several reasons:

- 1) It would place traffic very near the sidewalk used by our children, creating a much greater hazard.
- 2) We have a driveway on our property used mainly for an exit on to Grand Avenue. Were a deceleration lane to be allowed, this may suggest or force, the closing of this exit. To allow this would seriously impede our traffic flow as well as devalue our property.
- 3) Were a deceleration lane to be constructed, we would be the only ones along Grand Avenue to lose the parkway. Of course this belongs to the city, we realize, but this would be asking us to sustain the loss while doing the bank a favor. I feel we are every much an asset to our community as are they.

Perhaps some further proposals acceptable to all concerned can yet be found. Meanwhile, I appreciate your consideration and consultation with us in these matters.

Yours respectfully,



(Rev.) Daniel R. Huber

cc: Vanderwood & Henry Architects
Robert Quimby, First National Bank