

GRAND JUNCTION PLANNING COMMISSION

M I N U T E S

November 27, 1979

The first meeting of the month of November was called to order at 7:30 p.m. by Chairman FRANK SIMONETTI. The following members were present: FLORENCE GRAHAM, DALE SCHOENBECK, VIRGINIA FLAGER, JANINE RIDER, JIM PICKENS AND REBECCA FRANK.

KARL METZNER, Design & Development Planner; DIANE SMUCNY, Planner; DON WARNER, Planner Analyst; SUE DRISSEL, Planning Technician; and KAREN SNELL, Department Secretary, were also present. There were approximately 25 interested citizens in the audience.

#83-79 REZONE RIC to PB & VICTORIA SQUARE OFFICES - FINAL PLAN
This item was pulled from the agenda.

#C184-79 PRESENTATION OF IMPROVEMENTS AND DESIGN FOR GOAT DRAW ROAD, 29 ROAD, LITTLE PARK ROAD AND OTHERS.
Presented by Dave Leonard, County Engineer.

Dave Leonard informed the Board that the Redlands Parkway/Goat Draw Road was selected as the most cost effective and his assignment was to investigate the feasibility and the detailed preliminary cost of construction of Redlands Parkway. The project would begin on South Broadway approximately $\frac{1}{4}$ of a mile east of South Camp Road, continues Northeast to the Colorado River, to 23 Road and then joins U.S. 6 & 50 at 24 Road. There are no significant environmental effects, no unusual construction problems; there is substantial amount of right of way that would need to be purchased. The roadway itself is envisioned as a two way roadway south of the river and initially a two way roadway north of the river with capabilities to be expanded to four lane. The project traffic counts are 4,200 vehicles in 1985 and 7,000 vehicles per day in 1995. The river crossing is proposed to be a two lane structure although the foundation is suitable for four lane, if ever needed. The project would involve a great interchange at Colorado 340 with pedestrian hand signals, left turn channelization at that intersection; acceleration, deceleration lanes at Greenbelt Drive, both east and west of Redlands Parkway; and a great separated overpass at 24 Road and U.S. 6 & 50. The estimated cost of the project is 10.6 million dollars.

Janine Rider: We have made recommendations at a workshop. Are we going to do anymore tonight or are we just existing for the public hearing?

Dave Leonard: As I understand it the 29 Road corridor was of the most interest to the Board.

Karl Metzner: You are to make recommendations to the county.

Janine Rider: On each one or just 29 Road?

Karl Metzner: On each one.

Dave Leonard: The National Park Service has, over a period of the past several years, limited traffic through the National Monument. Mesa County was interested in investigating other alternate ways of getting from Glade Park to town. We retained the feasibility study and we found that there is one more less feasible way of getting from Little Park to Monument Road. The total estimated construction cost for this roadway is about 2.2 million dollars. The construction of a new roadway from Little Park to the Monument Road would also include improving Little Park Road from the existing paving to Glade Park and that would be another approximately 1.7 million dollars to yield a total project cost of 4 million dollars with a projected traffic count of less than 1,000 ADT in 20 years. Our conclusions and recommendations to the various boards is that the project is only marginally feasible physically and financially unfeasible.

Dave Leonard: The third shot was investigation of an overpass structure at Bypass 70 between 28 and 29 Road. In looking at the corridor between 28 and 29 Road we recommended that not just an overpass structure be considered, that a major north-south arterial be considered with an additional river crossing. In researching and investigating soils and other conditions we determined that the most feasible site for a north-south arterial with a river crossing and separated overpass is at 29 Road. This is in conformance with the area's development plans and also with the airport development in that the area south of Walker Field is included in the industrial and commercial area for the future. The airport consultant has recommended that additional crossing structures be constructed at I-70. The way that we have recommended this improvement be approached is to construct, at a very near term, which would be five years or there about, to construct a diamond type interchange at I-70 with a crossing structure over the railroad and construct a roadway to D $\frac{1}{2}$ Road. In the long term, from 5 to 10 years, we recommend that 29 Road be four-laned from D $\frac{1}{2}$ Road all the way to U.S. 50 south with the bridge constructed across the Colorado River and in the longer long term, 10 - 20 years, we would recommend that the 29 Road alignment from North Avenue to the proposed industrial area at Walker Field be four laned with additional structure or structures as needed at I-70. The near term construction is 5.8 million dollars with construction of the remaining portions being 8.4 million.

RIDER/GRAHAM/PASSED 7-0/A MOTION TO RECOMMEND TO THE CITY COUNCIL THAT THE PLANNING COMMISSION, FIRST, SUPPORT THE IMMEDIATE NEEDS FOR TWO ADDITIONAL RIVER CROSSINGS WHICH WOULD BE THE GOAT DRAW CROSSING AND THE 29 ROAD CROSSING; THE REDLANDS CROSSINGS, WE WOULD PREFER THE CROSSING THAT WOULD HOOK UP TO THE STATE PROPOSED BYPASS AND WE WOULD RECOMMEND THAT THE MOST COST EFFECTIVE METHOD BE USED; WE ALSO THINK THAT BIKEPATHS SHOULD BE CONSIDERED IN FUTURE PARK AREAS AND SHOULD BE LOOKED INTO AND ADDRESSED.

ON 29 ROAD WE SUPPORT DAVE LEONARD'S RECOMMENDATIONS, PARTICULARLY FOR THE RIVER CROSSINGS OFF THE I-70 INTERCHANGE AND AS FAR AS THE GLADE PARK ROAD GOES, WE THINK THIS IS A TERRIBLE IDEA AND THINK THAT THE MONUMENT ACCESS SHOULD BE OPEN TO GLADE PARK INSTEAD OF A NEW ROAD.

#80-79 ARCIERI (MINOR) SUBDIVISION - FINAL PLAT

Petitioner: Martha Arcieri, Lorraine Williams. Location: 721 Struthers Avenue. Contains 1.4 acres designed for 2 lots in a heavy industrial zone.

Frank Simonetti opened the public hearing. Diane Smucny presented the item and read the review sheet comments.

Frank Simonetti closed the public hearing.

Janine Rider: This business about the floodplain; to just build the floor up so it's a foot higher, does that completely solve any problems that would be hopefully caused by the floodway?

Diane Smucny: They're in a fringe area, they're not in a floodway area and when they get their building permit all that will be mitigated.

FLAGER/RIDER/PASSED 6-0/A MOTION TO RECOMMEND APPROVAL TO CITY COUNCIL WITH THE STIPULATIONS OF STAFF RECOMMENDATIONS.

81-79 EASEMENT VACATION

Petitioner: Moose Lodge. Location: 567 25 $\frac{1}{2}$ Road. Request to vacate a utility easement in order to construct a building.

Diane Smucny presented the item.

Rich Livingston, representing the petitioner, was available for comments and questions.

FLAGER/PICKENS/PASSED 7-0/A MOTION TO RECOMMEND APPROVAL TO THE CITY COUNCIL OF THE PETITION AS STATED IN THE PROPOSAL.

#85-79 REZONE R3 to PR-20 & COLLEGE PLACE APARTMENTS - FINAL PLAN

Petitioner: O. Reed Guthrie, Charles Wiman, Harold Moss. Location: 2146 College Place. Request to change from multi family residential use at approximately 60 units/acre to planned residential use at approximately 20 units/acre on 2.5 acres.

Frank Simonetti read the request and opened the public hearing. Diane Smucny outlined the location and read the Design & Development Planner comments.

In response to a question from Florence Graham concerning open space, Diane Smucny stated that there is really no one designated open space.

Janine Rider: The problem I have with this is there is a good point or a bad point on either side. First of all it is much nicer for us to have anything zoned PD, than it is to have it zoned R3; whether you sell it tomorrow to somebody else it's nicer to have it PD. But the other problem on the other side is that when we zone something PD we usually expect to be getting some amenities like more grass, more green space, not just parking lots and buildings. And nothing's changed, it just looks like we are just getting parking lots and buildings and no more amenities to the person who's looking at it, than if it were just a plain old apartment house complex.

In answer to this Reed Guthrie stated that it was just a matter of economics. In his opinion if you provide a park, amenities, a swimming pool, and a playhouse then you are just raising the price which he is trying not to do.

Florence Graham responded that the Planning Commission was not referring to swimming pools and playhouses as amenities. They are just asking for an open space.

Reed Guthrie: It would be nice to have this but again, we are in an extremely congested part of town, it's expensive land and to try to work a compromise whereby we can maintain houses in this lower price range we're talking about

here; there is a ten foot area all around this, there will be landscaping all around, there is a decorative fence going across, we will put islands in, with shrubberies in the islands, with trees; there are trees throughout the area. Granted, we don't have an acre of green grass but there just isn't room to put it in there and still maintain the intent of the project.

Rebecca Frank: What are you going to do with the children? If you are talking about lower and middle income you are going to have to address the question of children.

Reed Guthrie: But we are also addressing this; that it's going to be two bedroom apartments. There may be some small children but we wouldn't anticipate that we would be primarily selling to people with teenage or larger children in a two bedroom unit.

Rebecca Frank: But you're talking about HAC funding. I think it's unfair of you to rule out the possibility of small children and if you're going with a desert landscape what are these kids going to do? And if you are going with a desert landscape I don't understand what an Ash and American Linden tree are doing and you have no cactus. It seems like you're calling it a desert landscape and just using a cheap way out.

FLAGER/FRANK/PASSED 7-0 TO RECOMMEND APPROVAL TO THE CITY COUNCIL OF THE ZONE CHANGE.

RIDER/GRAHAM/PASSED 7-0 TO RECOMMEND APPROVAL OF THE FINAL PLAN TO THE CITY COUNCIL SUBJECT TO STAFF COMMENTS AND WITH THE STIPULATION THAT BEFORE THIS PLAN CAN BE BROUGHT TO COUNCIL THAT IT BE CHECKED TO MAKE SURE THAT THEY HAVE THEIR 10% OPEN SPACE: AND THAT THE PARKS DEPARTMENT LOOK AND SUGGEST WHERE GRASS MAY BE BETTER THAN DESERT LANDSCAPING. THE PLANNING COMMISSION ALSO SPECIFIED THAT THEY WAIVED THEIR RIGHT TO REVIEW THE FINAL PLAT AS LONG AS IT COMPILED WITH THE PLAN.

#5-79 PEPPERIDGE SUBDIVISION - FINAL PLAN & PLAT

Petitioner: Sundance Builders. Location: South of Patterson Road, approximately 1000' West of 29 Road. Contains 8.497 acres designed for 3 lots in a highway oriented zone.

Frank Simonetti read the request and opened the public hearing. Diane Smucny outlined the location and read the Design and Development Planner Comments.

The question of street construction was delt with, and Diane pointed out that the petitioner's engineer is working with the City Engineer to resolve the difficulties. Parking and traffic was also discussed and the plan was explained by staff.

There were no proponents or opponents to the request.

Jim Tepley stated that the dimensions of the proposed structures would be 24 feet wide by 36, 30 or 26 feet in a modular design yielding a square footage of 624, 725, or 800 for the multi level. Don Warner pointed out that the minimum in this zone is 600 square feet. Mr. Tepley also pointed out that there are two parcels of land that are currently not being developed between the western boundary of this proposal and the eastern boundary of the Falls.

The public hearing was closed by Frank Simonetti.

FRANK/SCHOENBECK/PASSED 7-0 TO RECOMMEND APPROVAL TO THE CITY COUNCIL OF THE FINAL PLAN SUBJECT TO STAFF RECOMMENDATIONS.

FRANK/RIDER/PASSED 7-0 TO RECOMMEND TO THE CITY COUNCIL APPROVAL OF THE FINAL PLAT.

84-79 HOMESTEAD SUBDIVISION - PRELIMINARY PLAN

Petitioner: Louise Forster, A.L. Partee. Location: 737 Horizon Drive. Contains 3.102 acres designed for 3 lots in a highway oriented zone.

Frank Simonetti read the request and opened the public hearing. Diane Smucny outlined the location and called attention to the review sheet comments. Staff recommendation is to recommend approval subject to the following stipulations:-

1. A request for a 10' utility easement by Public Service and this includes removal of overhead lining.
2. Power of attorney for full street improvements on Horizon Drive be granted prior to subdivision filing.

JIM PICKENS: How far is it from the subdivision to the ramp on I-70?

DON WARNER: The Hertz station is between this and the ramp.

Following discussion and explanation of access, Frank Simonetti closed the public hearing.

FLAGER/PICKENS/PASSED 7-0 TO TABLE THIS ITEM UNTIL THE PETITIONER IS PRESENT AT THE HEARING.

86-79 ROAD VACATION

Petitioner: Development Department Staff. Location: 809 North First Street.

Frank Simonetti read the request and opened the public hearing. Diane Smucny outlined the location and Don Warner explained the reason for the request is to vacate the right-of-way due to redication of that stretch of North Avenue and to make that section of right-of-way consistent with the other sections of 40 feet.

Frank Simonetti closed the public hearing.

RIDER/PICKENS/PASSED 7-0 TO RECOMMEND APPROVAL OF THE ROAD VACATION FOR 10 FEET OF RIGHT-OF-WAY IN FRONT OF 809 NORTH 1ST STREET.

The meeting was adjourned at 9:30 p.m.