



**PLANNING COMMISSION AGENDA
CITY HALL AUDITORIUM, 250 NORTH 5TH STREET**

TUESDAY, MARCH 10, 2009, 6:00 P.M.

Call to Order

Welcome. Items listed on this agenda will be given consideration by the City of Grand Junction Planning Commission. Please turn off all cell phones during the meeting.

In an effort to give everyone who would like to speak an opportunity to provide their testimony, we ask that you try to limit your comments to 3-5 minutes. If someone else has already stated your comments, you may simply state that you agree with the previous statements made. Please do not repeat testimony that has already been provided. Inappropriate behavior, such as booing, cheering, personal attacks, applause, verbal outbursts or other inappropriate behavior, will not be permitted.

Copies of the agenda and staff reports are available on the table located at the back of the Auditorium.

Announcements, Presentations, and/or Prescheduled Visitors

Consent Agenda

Items on the consent agenda are items perceived to be non-controversial in nature and meet all requirements of the Codes and regulations and /or the applicant has acknowledged complete agreement with the recommended conditions.

The consent agenda will be acted upon in one motion, unless the applicant, a member of the public, a Planning Commissioner or staff requests that the item be removed from the consent agenda. Items removed from the consent agenda will be reviewed as a part of the regular agenda. Consent agenda items must be removed from the consent agenda for a full hearing to be eligible for appeal or rehearing.

1. Minutes of Previous Meetings

[Attach 1](#)

Approve the minutes of the February 10, 2009 Regular Meeting.

- 2. **Ajarian Annexation – Zone of Annexation** [Attach 2](#)
 Request a recommendation of approval to City Council to zone 17.78 acres from County I-2 (General Industrial) and RSF-R (Residential Single Family Rural) to a City R-8 (Residential 8 du/ac) zone district.

FILE #: ANX-2009-021
PETITIONER: Menas Ajarian
LOCATION: 2954, 2950 D 1/2 Road
STAFF: Michelle Hoshide

- 3. **Parkway Complex Annexation – Zone of Annexation** [Attach 3](#)
 Request a recommendation of approval to City Council to zone 1.47 acres from County I-2 (General Industrial) to a City I-1 (Light Industrial) zone district.

FILE #: ANX-2009-018
PETITIONER: Thad Harris – TD Investments of Grand Junction, LLC
LOCATION: 2789 Riverside Parkway
STAFF: Michelle Hoshide

- 4. **Pear Park Village – Preliminary Subdivision Plan** [Attach 4](#)
 Request approval of a Preliminary Subdivision Plan to develop 21 residential lots for ten (10) two-family dwellings and one (1) single family dwelling on 3.46 acres in an R-8 (Residential 8 du/ac) zone district.

FILE #: PFP-2008-178
PETITIONER: Larry Sipes
LOCATION: 413, 415 30 1/4 Road and 416 1/2 30 Road
STAFF: Brian Rusche

***** END OF CONSENT CALENDAR *****

***** ITEMS NEEDING INDIVIDUAL CONSIDERATION *****

Public Hearing Items

On the following items the Grand Junction Planning Commission will make the final decision or a recommendation to City Council. If you have an interest in one of these items or wish to appeal an action taken by the Planning Commission, please call the Public Works and Planning Department (244-1430) after this hearing to inquire about City Council scheduling.

5. **Square, Phase II Apartments – Preliminary Subdivision Plan** [Attach 5](#)
Request approval of the Preliminary Development Plan to construct 48 multifamily dwelling units on 3.3 acres in a PD (Planned Development) zone district.

FILE #: PP-2008-172
PETITIONER: Bruce Milyard – F & P Development, LLC
LOCATION: 2535 Knollwood Drive
STAFF: Greg Moberg

General Discussion/Other Business

Nonscheduled Citizens and/or Visitors

Adjournment

**Attach 1
Minutes from Previous Meetings**

**GRAND JUNCTION PLANNING COMMISSION
FEBRUARY 10, 2009 MINUTES
6:00 p.m. to 6:06 p.m.**

The regularly scheduled Planning Commission hearing was called to order at 6:00 p.m. by Chairman Cole. The public hearing was held in the City Hall Auditorium.

In attendance, representing the City Planning Commission, were Roland Cole (Chairman), William Putnam, Lynn Pavelka-Zarkesh, Pat Carlow, Mark Abbott, and Ebe Eslami. Commissioner Reggie Wall was absent.

In attendance, representing the City's Public Works and Planning Department – Planning Division, were Greg Moberg (Planning Services Supervisor), Lisa Cox (Planning Manager), Lori Bowers (Senior Planner), Senta Costello (Senior Planner) Ronnie Edwards (Associate Planner) and Eric Hahn (Development Engineer).

Also present was Jamie Beard (Assistant City Attorney).

Lynn Singer was present to record the minutes.

There were 6 interested citizens present during the course of the hearing.

Announcements, Presentations, and/or Prescheduled Visitors

Consent Agenda

1. Minutes of Previous Meetings

Approve the minutes of the January 13, 2009 Regular Meeting.

2. Hoesch Street Right-of-Way Vacation – Vacation of Right-of-Way

Request a recommendation of approval to City Council to vacate the west 8.5 feet of right-of-way on Hoesch Street.

FILE #: VR-2008-312
PETITIONER: Tom Paradis – Paradis's & Roscoe, LLC
LOCATION: 742 West White Avenue
STAFF: Ronnie Edwards

3. Rimrock Business Park – Vacation of Right-of-Way

Request a recommendation of approval to City Council to vacate the west 3 feet of right-of-way on 25 1/2 Road for Rimrock Business Park and request a recommendation of approval to City Council to vacate an existing slope easement along the west side of 25 1/2 Road.

FILE #: FP-2008-356
PETITIONER: Kent Harbert – Harbert Investment Co.
LOCATION: 25 1/2 Road South of Walmart
STAFF: Lori Bowers

4. GCK Subdivision – Growth Plan Amendment

Request a recommendation of approval to City Council of a Growth Plan Amendment to change the Future Land Use designation from Public to Commercial on 0.912 acres.

FILE #: GPA-2008-375
PETITIONER: Cary Eidsness – GCK, LLC
LOCATION: 105 West Colorado Avenue
STAFF: Senta Costello

5. GCK Subdivision – Vacation of Right-of-Way

Request a recommendation of approval to City Council to vacate a portion of West Colorado Avenue, a north/south alley and unimproved diagonal right-of-way.

FILE #: VR-2008-375
PETITIONER: Cary Eidsness – GCK, LLC
LOCATION: 105 West Colorado Avenue
STAFF: Senta Costello

Chairman Cole briefly explained the Consent Agenda and invited the public, planning commissioners, and staff to speak if they wanted any item pulled for additional discussion. After discussion, there were no objections or revisions received from the audience or Planning Commissioners on any of the Consent Agenda items.

MOTION: (Commissioner Carlow) “Mr. Chairman, I move that we approve the Consent Agenda as presented.”

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

Public Hearing Items

NO HEARING ITEMS

General Discussion/Other Business

Lisa Cox, Planning Manager, announced that the next Planning Commission Workshop was Thursday, February 19, 2009 and requested that Planning Commissioners bring in their old computers to be exchanged for new computers. She further stated that the auditorium would likely be remodeled in the second quarter of the year and computers would need to be compatible with the new technology. Chairman Cole expressed his thanks to the staff for the fine job that they consistently did and asked that it continue.

Nonscheduled Citizens and/or Visitors

None.

Adjournment

With no objection and no further business, the Planning Commission meeting was adjourned at 6:06 p.m.

**Attach 2
Ajarian Annexation**

CITY OF GRAND JUNCTION
PLANNING COMMISSION

MEETING DATE: March 10, 2009
STAFF PRESENTATION: Michelle Hoshide

AGENDA TOPIC: Ajarian Annexation, ANX-2009-021

ACTION REQUESTED: Recommendation to City Council on a Zone of Annexation.

<i>BACKGROUND INFORMATION</i>			
Location:		2954 D ½ Road	
Applicants		Owners: Menas and Avedis Ajarian Representative: Rob Bernett	
Existing Land Use:		County Residential Single Family	
Proposed Land Use:		Residential 8 du/acre	
Surrounding Land Use:	North	Union Pacific Railroad Company	
	South	Single Family Residential	
	East	Single Family Residential	
	West	Residential Single Family	
Existing Zoning:		I-2 (County General Industrial) and RSF-R (County Residential Single Family Rural)	
Proposed Zoning:		R-8 (Residential 8 du/acre)	
Surrounding Zoning:	North	County C-2 and City C-1	
	South	RSF-R (County Single Family Rural) and R-8 (Residential 8 du/acre)	
	East	I-1 (County General Industrial) and RSF-R (County Residential Single Family Rural)	
	West	I-1 (County General Industrial) and RSF-R (County Residential Single Family Rural)	
Growth Plan Designation:		Residential Medium	
Zoning within density range?	X	Yes	No

PROJECT DESCRIPTION: A request to zone 17.78 acres Ajarian Annexation consisting of two (2) parcels located at 2954 D ½ Road to an R-8 (Residential 8 du/acre) Zone District.

RECOMMENDATION: Recommend approval to the City Council of the R-8 (Residential 8 du/acre) Zone District

ANALYSIS:

1. Background:

The 17.74 acres Ajarian Annexation consists of two (2) parcels located at 2954 D ½ Road. The owners have requested annexation into the City to allow for development of the property. Under the 1998 Persigo Agreement all proposed development within the Persigo Wastewater Treatment boundary requires annexation and processing in the City.

Under the 1998 Persigo Agreement with Mesa County, the City shall zone newly annexed areas with a zone that is either identical to current County zoning or conforms to the City's Growth Plan Future Land Use Map. The proposed zoning of R-8 (Residential 8 du/acre) conforms to the Future Land Use Map, which has designated the properties as Residential Medium

2. Section 2.6.A.3 and 4 of the Zoning and Development Code:

Zone of Annexation: The requested zone of annexation to R-8 (Residential 8 du/acre) zone district is consistent with the Growth Plan. The existing County zoning is I-2 (General Industrial) and RSF-R (Residential Single Family Rural). Section 2.14 of the Zoning and Development Code, states that the zoning of an annexation area shall be consistent with either the Growth Plan or the existing County zoning.

In order for the zoning to occur, the following questions must be answered and a finding of consistency with the Zoning and Development Code must be made per Section 2.6.A.3 and 4 as follows:

- The proposed zone is compatible with the neighborhood, conforms to and furthers the goals and policies of the Growth Plan and other adopted plans and policies, the requirements of this Code, and other City regulations.

Response: The proposed R-8 (Residential 8 du/acre) zoning district conforms with the Growth Plan as the Future Land Use designation is Residential Medium for this property.

- Adequate public facilities and services are available or will be made available concurrent with the projected impacts of development allowed by the proposed zoning.

Response: Adequate public facilities and services are available to accommodate the R-8 zone district. An 8" Ute water line and a 12" Central Grand Valley Sanitary sewer line are located within the Riverside Parkway.

Alternatives: In addition to the zoning that the petitioner has requested, the following zone districts would also be consistent with the Growth Plan designation of Residential Medium for the subject property.

- a. R-4 (Residential 4 du/acre)
- b. R-5 (Residential 5 du/acre)

FINDINGS OF FACT/CONCLUSIONS:

After reviewing the Ajarian Annexation, ANX-2009-021, for a Zone of Annexation, I recommend that the Planning Commission make the following findings of fact and conclusions:

1. The requested zone is consistent with the goals and policies of the Growth Plan.
2. The review criteria in Section 2.6.A.3 and 4 of the Zoning and Development Code have all been met.

STAFF RECOMMENDATION:

I recommend that the Planning Commission forward a recommendation of approval of the R-8 (Residential 8 du/acre) zone district for the Ajarian Annexation, ANX-2009-021 to the City Council with the findings and conclusions listed above.

RECOMMENDED PLANNING COMMISSION MOTION:

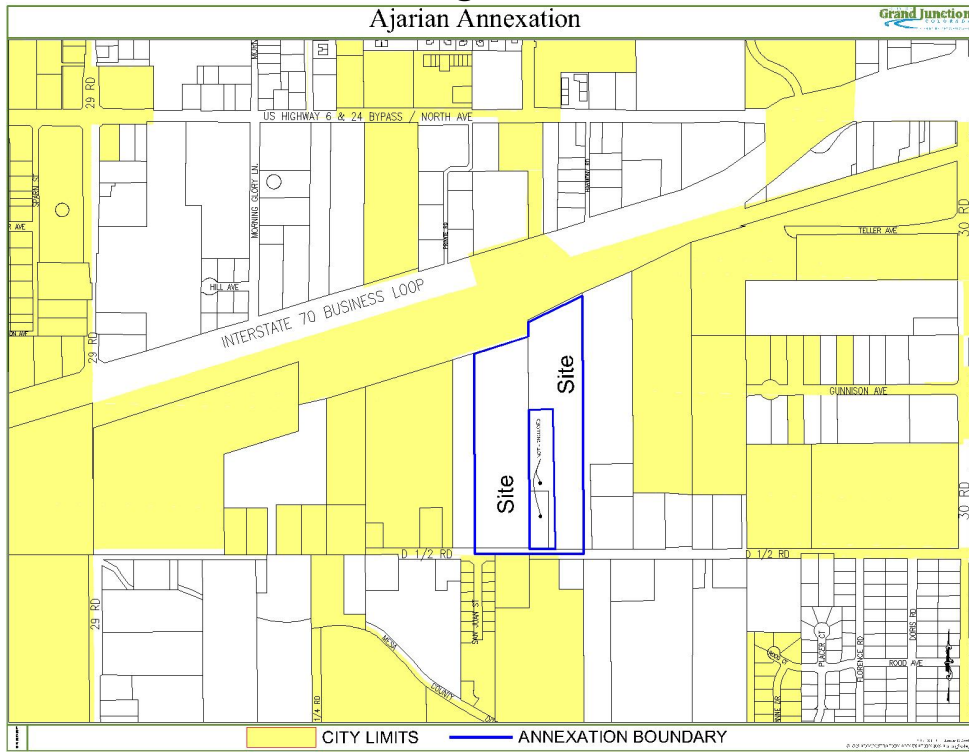
Mr. Chairman, on the Ajarian Annexation, ANX-2009-021, I move that the Planning Commission forward to the City Council a recommendation of approval of the R-8 (Residential 8 du/acre) zone district for the Ajarian Annexation with the facts and conclusions listed in the staff report.

Attachments:

1. Annexation/ Site Location Map / Aerial Photo Map
2. Future Land Use Map / Existing City and County Zoning Map
3. Annexation Ordinance

Annexation/Site Location Map

Figure 1



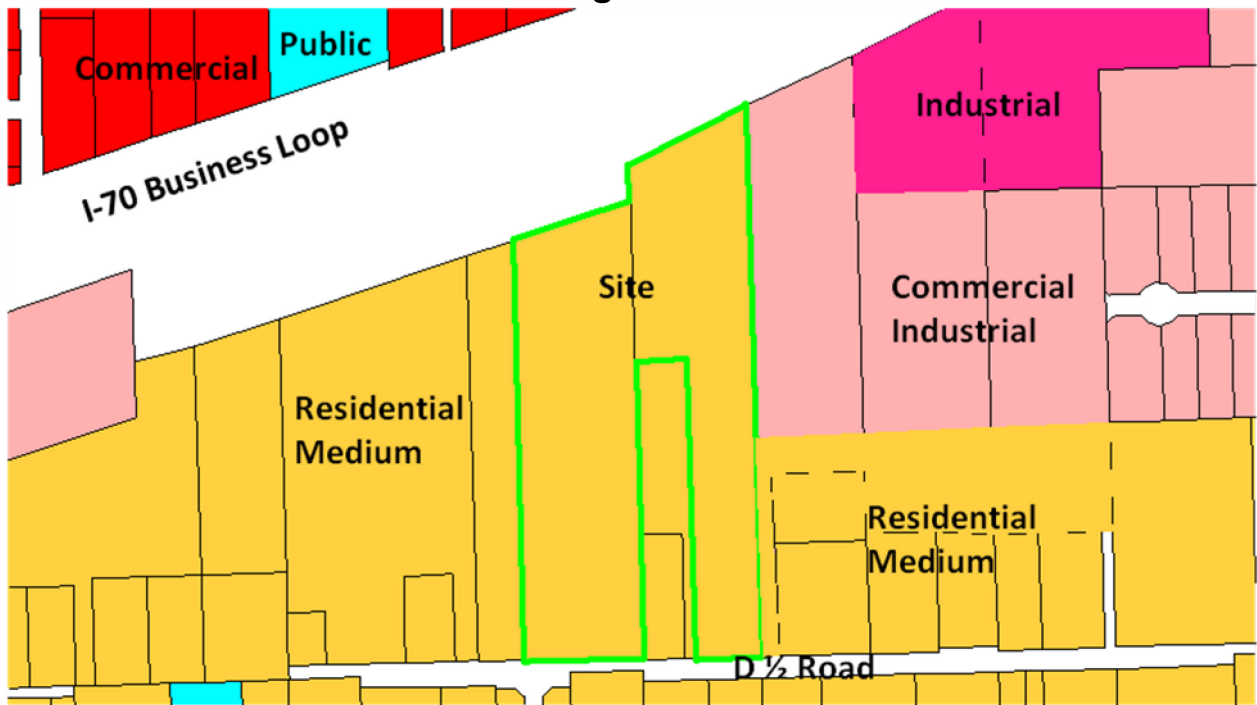
Aerial Photo Map

Figure 2



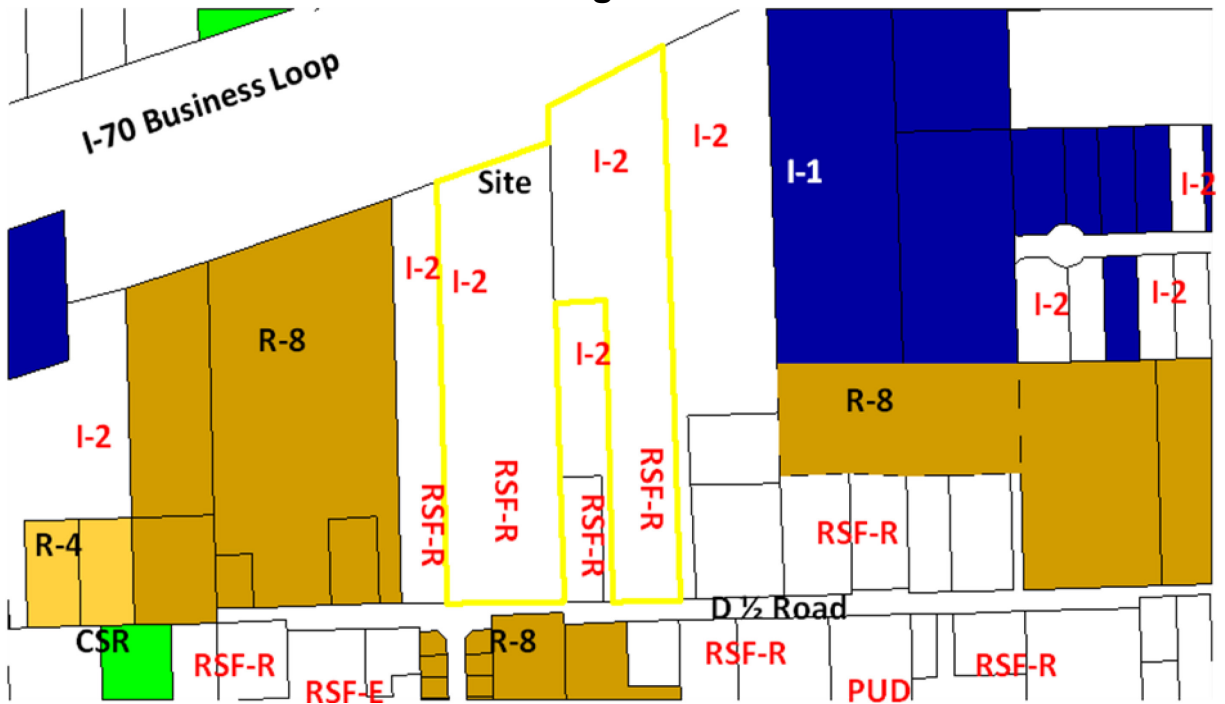
Future Land Use Map

Figure 3



Existing City and County Zoning

Figure 4



CITY OF GRAND JUNCTION, COLORADO

ORDINANCE NO.

AN ORDINANCE ZONING THE AJARIAN ANNEXATION TO R-8 (RESIDENTIAL 8 DU/ACRE)

LOCATED AT

2954 D ½ ROAD

Recitals

After public notice and public hearing as required by the Grand Junction Zoning and Development Code, the Grand Junction Planning Commission recommended approval of zoning the Ajarian Annexation to the R-8 (Residential 8 du/acre) zone district finding that it conforms with the recommended land use category as shown on the future land use map of the Growth Plan and the Growth Plan's goals and policies and is generally compatible with land uses located in the surrounding area. The zone district meets the criteria found in Section 2.6 of the Zoning and Development Code.

After public notice and public hearing before the Grand Junction City Council, City Council finds that the R-8 (Residential 8 du/acre) zone district is in conformance with the stated criteria of Section 2.6 of the Grand Junction Zoning and Development Code.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION THAT:

The following property be zoned R-8 (Residential 8 du/acre)

AJARIAN ANNEXATION

A certain parcel of land located in the Northwest Quarter (NW 1/4) and the Northeast Quarter (NE 1/4) of Section 17, Township One South, Range One East of the Ute Meridian, County of Mesa, State of Colorado and being more particularly described as follows:

Beginning at the Northwest corner of the NW 1/4 SE 1/4 of said Section 17 and assuming the North line of the NE 1/4 SW 1/4 of said Section 17 to bear S89°59'37"W with all bearings contained herein relative thereto; thence S89°59'37"W a distance of 330.34 feet along the North line of the NE 1/4 SW 1/4 of said Section 17, said line also being the North line of Wexford Annexation, Ordinance No. 4042, City of Grand Junction; thence N00°11'14"W a distance of 1206.34 feet to a point on the Southerly line of Southern Pacific Railroad Annexation No. 1, Ordinance No. 3158, City of Grand

Junction; thence along the Southerly line of said Southern Pacific Railroad Annexation No. 1 the following four (4) courses: (1) N71°54'35"E a distance of 347.15 feet to a point on the West line of the SW 1/4 NE 1/4 of said Section 17; (2) N00°11'14"W a distance of 4.23 feet along the West line of the SW 1/4 NE 1/4 of said Section 17 to the Northwest corner of the SW 1/4 NE 1/4 of said Section 17; (3) N00°09'11"W a distance of 81.61 feet; (4) N64°33'03"E a distance of 365.02 feet; thence S00°10'35"E a distance of 1556.90 feet to a point on the North line of the NW 1/4 SE 1/4 of said Section 17; thence N89°58'50"W a distance of 329.87 feet along the North line of the NW 1/4 SE 1/4 of said Section 17 to the Point of Beginning, LESS HOWEVER the following described parcel of land; Commencing at the Northwest corner of the NW 1/4 SE 1/4 of said Section 17; thence N00°11'14"W a distance of 30.00 feet along the West line of the SW 1/4 NE 1/4 of said Section 17 to the Point of Beginning; thence N00°11'14"W a distance of 840.43 feet along the West line of the SW 1/4 NE 1/4 of said Section 17; thence N88°44'25"E a distance of 149.41 feet; thence S00°49'03"E a distance of 843.85 feet; thence N89°58'50"W a distance of 158.67 feet along a line being 30.00 feet North of and parallel with the North line of the NW 1/4 SE 1/4 of said Section 17 to the Point of Beginning.

Said parcel contains 17.78 acres (774,470.45 sq. ft.), more or less, as described.

INTRODUCED on first reading the ____ day of _____, 2009 and ordered published.

ADOPTED on second reading the ____ day of _____, 2009.

ATTEST:

President of the Council

City Clerk

**Attach 3
Parkway Complex Annexation**

CITY OF GRAND JUNCTION
PLANNING COMMISSION

MEETING DATE: March 10, 2009
STAFF PRESENTATION: Michelle Hoshide

AGENDA TOPIC: Parkway Complex Annexation, ANX-2009-018

ACTION REQUESTED: Recommendation to City Council on a Zone of Annexation.

<i>BACKGROUND INFORMATION</i>			
Location:		2789 Riverside Parkway	
Applicants		Owners: TDH Investments LLC.	
Existing Land Use:		Residential Single Family	
Proposed Land Use:		Light Industrial	
Surrounding Land Use:	North	Industrial	
	South	Single Family Residential and Industrial	
	East	Industrial	
	West	Industrial	
Existing Zoning:		I-2 (County General Industrial)	
Proposed Zoning:		I-1 (Light Industrial)	
Surrounding Zoning:	North	I-1(Light Industrial)	
	South	RSF-R (County Single Family Rural) and I-2 (County General Industrial)	
	East	I-2 (County General Industrial)	
	West	I-2 (County General Industrial)	
Growth Plan Designation:		Industrial	
Zoning within density range?	X	Yes	No

PROJECT DESCRIPTION: A request to zone 1.12 acres Parkway Complex Annexation consisting of one (1) parcels located at 2789 Riverside Parkway to a I-1(Light Industrial) Zone District.

RECOMMENDATION: Recommend approval to the City Council of the I-1 (Light Industrial) zone district.

ANALYSIS:

1. Background:

The 1.264 acres Parkway Complex Annexation consists of two (2) parcels located at 2789 Riverside Parkway. The owners have requested annexation into the City to allow for development of the property. Under the 1998 Persigo Agreement all proposed development within the Persigo Wastewater Treatment boundary requires annexation and processing in the City.

Under the 1998 Persigo Agreement with Mesa County, the City shall zone newly annexed areas with a zone that is either identical to current County zoning or conforms to the City's Growth Plan Future Land Use Map. The proposed zoning of I-1 (Light Industrial) conforms to the Future Land Use Map, which has designated the properties as Industrial

2. Section 2.6.A.3 and 4 of the Zoning and Development Code:

Zone of Annexation: The requested zone of annexation to the I-1 (Light Industrial) zone district is consistent with the Growth Plan. The existing County zoning is I-2 (General Industrial). Section 2.14 of the Zoning and Development Code, states that the zoning of an annexation area shall be consistent with either the Growth Plan or the existing County zoning.

In order for the zoning to occur, the following questions must be answered and a finding of consistency with the Zoning and Development Code must be made per Section 2.6.A.3 and 4 as follows:

- The proposed zone is compatible with the neighborhood, conforms to and furthers the goals and policies of the Growth Plan and other adopted plans and policies, the requirements of this Code, and other City regulations.

Response: The proposed I-1 (Light Industrial) zoning district conforms to and furthers the goals and policies of the Growth Plan as the Future Land Use designation is Industrial for this property. The proposed zone is also compatible with the adjacent and surrounding land uses.

- Adequate public facilities and services are available or will be made available concurrent with the projected impacts of development allowed by the proposed zoning.

Response: Adequate public facilities and services are available to accommodate the I-1 (Light Industrial) zone district. An 12" Ute water line and an 15" Central Grand Valley Sanitary sewer line are located within the Riverside Parkway.

Alternatives: In addition to the zoning that the petitioner has requested, the following zone districts would also be consistent with the Growth Plan designation of Industrial for the subject property.

- a. I-O (Industrial/ Office Park)
- b. I-2 (General Industrial)

FINDINGS OF FACT/CONCLUSIONS:

After reviewing the Parkway Complex Annexation, ANX-2009-018, for a Zone of Annexation, I recommend that the Planning Commission make the following findings of fact and conclusions:

1. The requested zone is consistent with the goals and policies of the Growth Plan.
2. The review criteria in Section 2.6.A.3 and 4 of the Zoning and Development Code have all been met.

STAFF RECOMMENDATION:

I recommend that the Planning Commission forward a recommendation of approval of the I-1 (Light Industrial) zone district for the Parkway Complex Annexation, ANX-2009-018 to the City Council with the findings and conclusions listed above.

RECOMMENDED PLANNING COMMISSION MOTION:

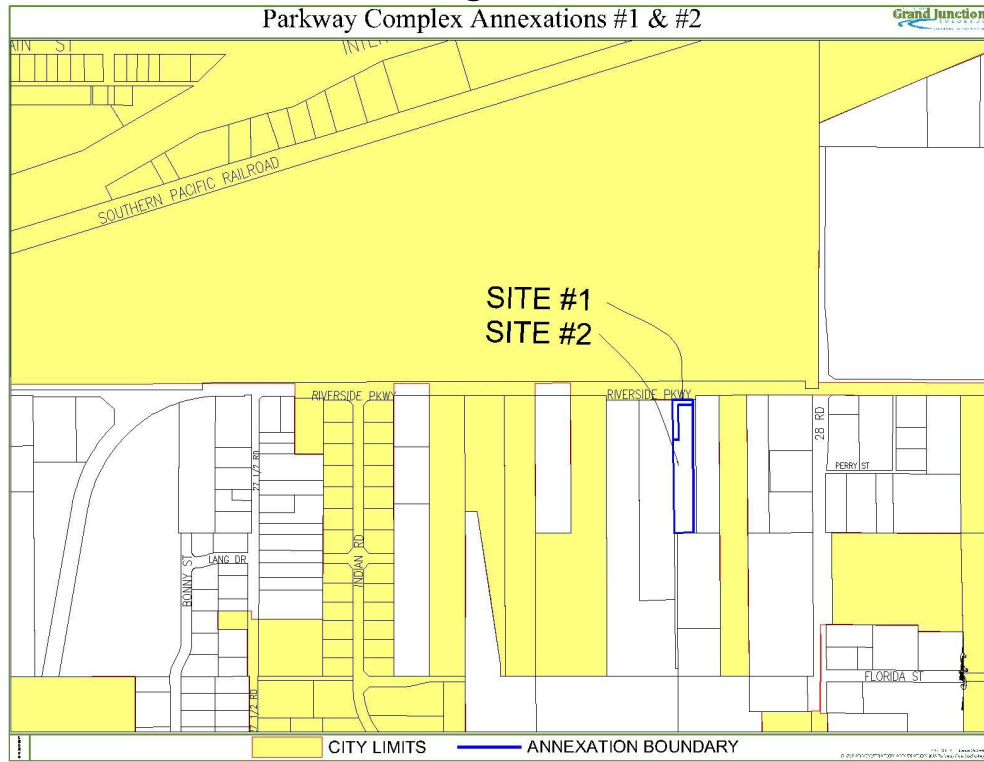
Mr. Chairman, on the Parkway Complex Annexation, ANX-2009-018, I move that the Planning Commission forward to the City Council a recommendation of approval of the I-1 (Light Industrial) zone district for the Parkway Complex Annexation with the facts and conclusions listed in the staff report.

Attachments:

1. Annexation/ Site Location Map / Aerial Photo Map
2. Future Land Use Map / Existing City and County Zoning Map
3. Annexation Ordinance

Annexation/Site Location Map

Figure 1



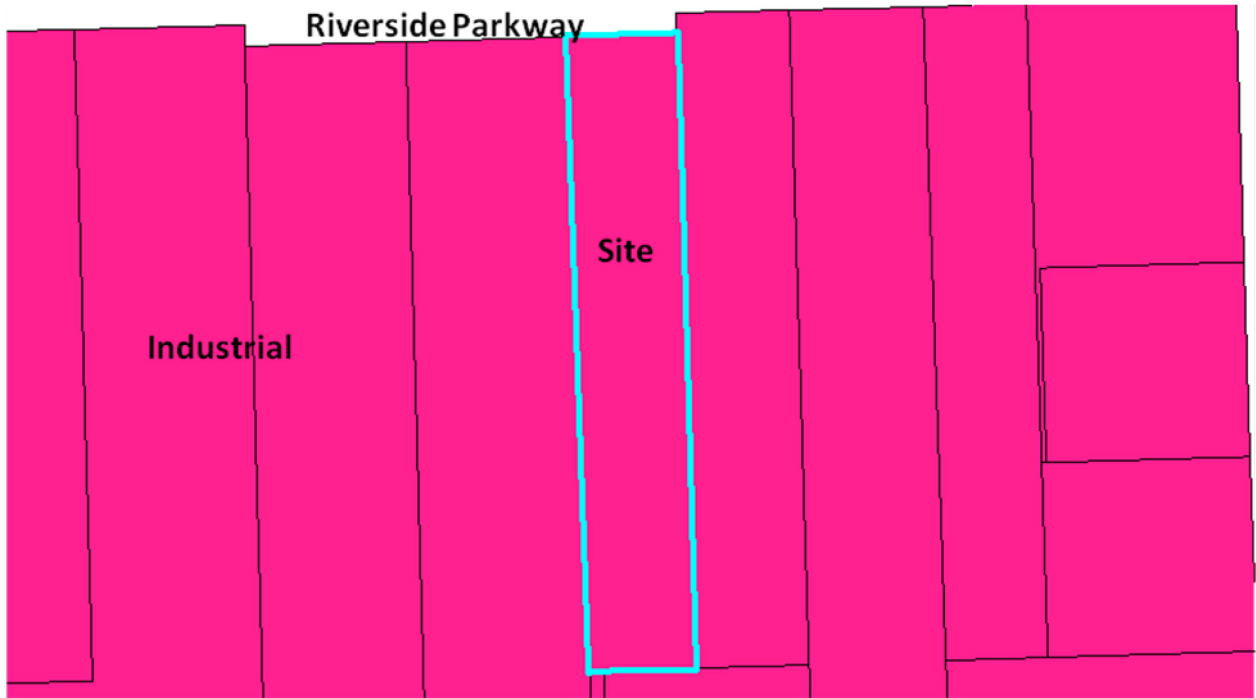
Aerial Photo Map

Figure 2



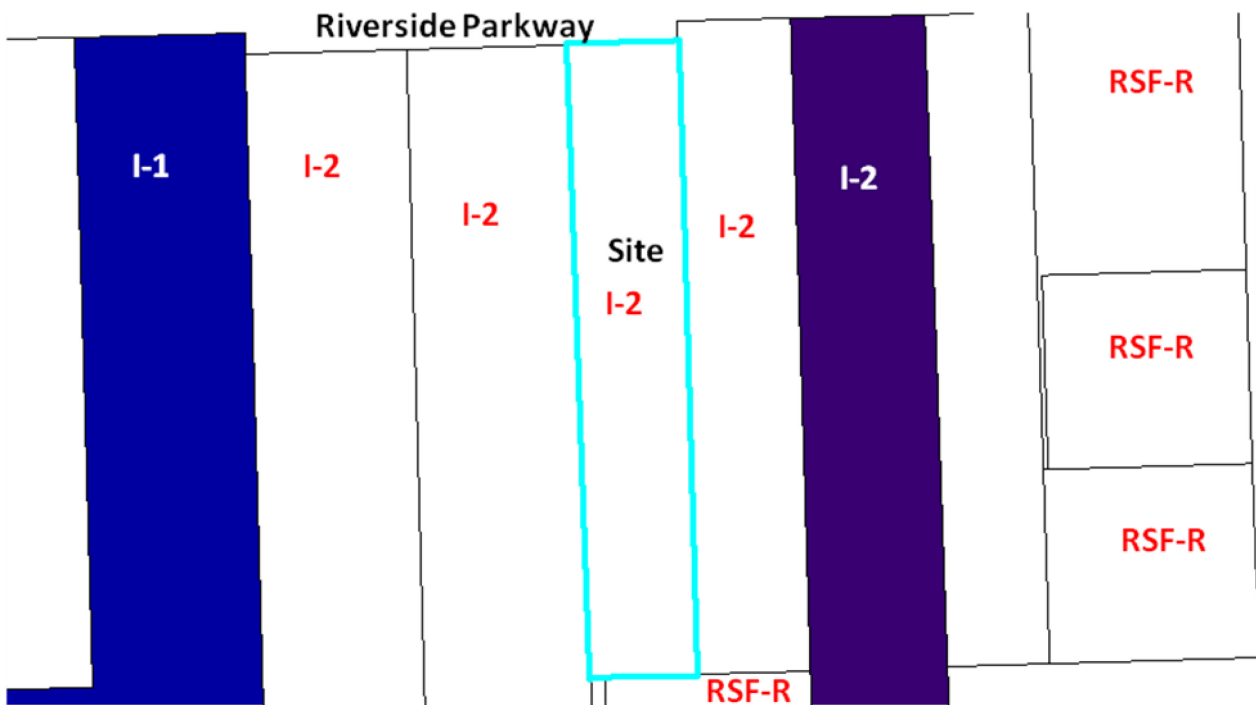
Future Land Use Map

Figure 3



Existing City and County Zoning

Figure 4



CITY OF GRAND JUNCTION, COLORADO

ORDINANCE NO.

AN ORDINANCE ZONING THE PARKWAY COMPLEX ANNEXATION TO I-1 (LIGHT INDUSTRIAL)

LOCATED AT

2789 RIVERSIDE PARKWAY

Recitals

After public notice and public hearing as required by the Grand Junction Zoning and Development Code, the Grand Junction Planning Commission recommended approval of zoning the Parkway Complex Annexation to the I-1 (Light Industrial) zone district finding that it conforms with the recommended land use category as shown on the future land use map of the Growth Plan and the Growth Plan's goals and policies and is generally compatible with land uses located in the surrounding area. The zone district meets the criteria found in Section 2.6 of the Zoning and Development Code.

After public notice and public hearing before the Grand Junction City Council, City Council finds that the I-1 (Light Industrial) zone district is in conformance with the stated criteria of Section 2.6 of the Grand Junction Zoning and Development Code.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION THAT:

The following property be zoned I-1 (Light Industrial)

PARKWAY COMPLEX ANNEXATION

Parkway Complex Annexation No. 1 and Parkway Complex Annexation No. 2

Parkway Complex Annexation No. 1

A certain parcel of land located in the Northeast Quarter of the Northeast Quarter (NE 1/4 NE 1/4) of Section 24, Township One South, Range One West of the Ute Meridian, County of Mesa, State of Colorado and being more particularly described as follows:

Commencing at the Northeast corner of the NE 1/4 NE 1/4 of said Section 24 and assuming the North line of the NE 1/4 NE 1/4 of said Section 24 to bear N89°59'19"W with all bearings contained herein relative thereto; thence N89°59'19"W a distance of 582.39 feet along the North line of the NE 1/4 NE 1/4 of said Section 24; thence S00°08'19"E a distance of 50.00 feet to a point on the Southerly line of Carter-Page Annexation, Ordinance No. 4215, City of Grand Junction, said point also being the Point

of Beginning; thence S00°08'19"E a distance of 25.00 feet; thence N89°59'19"W a distance of 67.06 feet; thence S00°33'39"E a distance of 159.49 feet; thence N90°00'00"W a distance of 25.00 feet; thence N00°33'39"W a distance of 184.50 feet to a point on the Southerly line of said Carter-Page Annexation; thence S89°59'19"E a distance of 92.25 feet along a line being 50.00 feet South of and parallel with the North line of the NE 1/4 NE 1/4 of said Section 24, said line also being the Southerly line of said Carter-Page Annexation to the Point of Beginning.

Said parcel contains 0.14 acres (6,291.32 sq. ft.), more or less, as described.

Parkway Complex Annexation No. 2

A certain parcel of land located in the Northeast Quarter of the Northeast Quarter (NE 1/4 NE 1/4) of Section 24, Township One South, Range One West of the Ute Meridian, County of Mesa, State of Colorado and being more particularly described as follows:

Commencing at the Northeast corner of the NE 1/4 NE 1/4 of said Section 24 and assuming the North line of the NE 1/4 NE 1/4 of said Section 24 to bear N89°59'19"W with all bearings contained herein relative thereto; thence N89°59'19"W a distance of 582.39 feet along the North line of the NE 1/4 NE 1/4 of said Section 24; thence S00°08'19"E a distance of 75.00 feet the Point of Beginning; thence S00°08'19"E a distance of 586.80 feet; thence N89°59'19"W a distance of 87.74 feet; thence N00°33'39"W a distance of 427.33 feet to the Southwest corner of Parkway Complex Annexation No. 1, City of Grand Junction; thence S90°00'00"E a distance of 25.00 feet along said Parkway Complex Annexation No. 1; thence N00°33'39"W a distance of 159.49 feet along the Southerly line of said Parkway Complex Annexation No. 1; thence S89°59'19"E a distance of 67.06 feet along the Southerly line of said Parkway Complex Annexation No. 1 to the Point of Beginning.

Said parcel contains 1.12 acres (48,766.93 sq. ft.), more or less, as described.

INTRODUCED on first reading the ____ day of _____, 2009 and ordered published.

ADOPTED on second reading the ____ day of _____, 2009.

ATTEST:

President of the Council

City Clerk

**Attach 4
Pear Park Village**

CITY OF GRAND JUNCTION
PLANNING COMMISSION

MEETING DATE: March 10, 2009
STAFF PRESENTATION: Brian Rusche

AGENDA TOPIC: Pear Park Village Subdivision, PFP-2008-178

ACTION REQUESTED: Preliminary Subdivision Plan Approval

BACKGROUND INFORMATION					
Location:		413 & 415 30 ¼ Road 416 30 Road			
Applicants:		Larry Sipes d/b/a Jobhandler Const. LLC – Owner Jana Gerow d/b/a DCS – Representative			
Existing Land Use:		Three (3) single-family dwellings			
Proposed Land Use:		Single Family and Two Family Residential			
Surrounding Land Use:	North	Residential			
	South	Residential / Vacant			
	East	Residential / Agricultural			
	West	Residential / Vacant			
Existing Zoning:		R-8 (Residential 8 du/ac)			
Proposed Zoning:		same			
Surrounding Zoning:	North	County PUD (Planned Unit Development)			
	South	County RSF-R (Residential Single-Family Rural 1 du / 5 ac)			
	East	R-8 (Residential 8 du/ac)			
	West	R-8 (Residential 8 du/ac)			
Growth Plan Designation:		RM (Residential Medium 4-8 du/ac)			
Zoning within density range?		X	Yes		No

PROJECT DESCRIPTION: Request approval of a Preliminary Subdivision Plan for the Pear Park Village Subdivision to develop 21 residential lots for ten (10) two-family dwellings and one (1) single family dwelling on 3.46 acres in an R-8 (Residential 8 du/ac) zone district.

RECOMMENDATION: Approval of the Preliminary Subdivision Plan.

ANALYSIS

Background

The proposed Pear Park Village Subdivision is located south of D ½ Road on the west side of 30 ¼ Road, near its terminus. The property is zoned R-8 (Residential 8 du/ac).

The 3.46 acres consists of three (3) parcels. The property was annexed on February 17, 2008. The applicant requests approval of a Preliminary Subdivision Plan for 21 residential lots. The applicant proposes ten (10) two-family dwellings and one (1) single family dwelling. The lots range in size from 4,003 square feet to 6,250 square feet. The minimum lot area for the R-8 zone is 4,000 square feet.

Density

The gross density of the proposed subdivision will be approximately 6.1 dwelling units per acre, which is within the density requirements of the Zoning and Development Code. The Growth Plan Future Land Use Map designates the parcel as Residential Medium (4-8 du/ac).

Access and Road Design

The subdivision will be accessed from 30 ¼ Road via a new residential street, Ute Park Avenue. A TEDS exception (TED-2009-004) has been approved for the intersection of Ute Park Avenue and 30 ¼ Road, allowing it to be located closer to a proposed intersection in the Pear Meadows Subdivision on the east side of 30 ¼ Road. Ute Park Avenue will be stubbed to the western property line for future extension into the Autumn Glenn Subdivision. A fire access hammerhead will be provided at the end of the Avenue.

Lot Layout and Phasing

Seventeen (17) lots have frontage on Ute Park Avenue. Lots 14-17 are accessed via a shared driveway (Tract D). TEDS exceptions (TED-2009-004) have been approved for the shared driveway, allowing it to be longer than 150 feet (187.2 feet) and allowing Lot 18 to touch, but not utilize the shared drive.

The development is proposed as one phase. Each lot is paired to allow for a two-family dwelling with a common wall on the shared property line, except for Lot 11, which will allow only a detached single-family dwelling.

Open Space

Tract C and E are provided for stormwater detention at the southeast corner of the development. Tract F, which includes a portion of the Mesa County Ditch Canal, will include a trail easement, implementing the Urban Trails Master Plan. This tract will be

conveyed to the City. Similar conveyances of land along this canal include Siena View I, Houghton, and Westland Estates I Subdivisions.

Tracts A and B will incorporate a fire access hammerhead with a portion remaining as open space. The Tracts will be owned and maintained by the Homeowners Association (HOA), except Tract F, which will be conveyed to the City.

No additional open space is being proposed. Instead, the applicant will pay the 10% open space fee (Section 6.3) which, along with the parks impact fee, will be paid at the recording of the Final Plat.

Landscaping and Irrigation

Landscaping will be provided along 30 ¼ Road. A detached sidewalk is proposed, so the only five (5) feet of landscape buffer is required (Tracts G and H), pursuant to Section 6.5.G.5.e, in addition to landscaping of the parkway strip. The detention pond must be landscaped, per Section 6.7.F.9. Landscaping will also be provided in Tract A and B, except for the area used as a fire access hammerhead. Irrigation water will be provided to the landscaping and easements will be established for irrigation lines. Revocable permits are necessary for lines that cross public right-of-way; these are recorded at final plat.

APPROVAL CRITERIA

Section 2.8.B.2 of the Zoning and Development Code

A preliminary subdivision plan can only be approved when it is in compliance with the purposes stated in Section 2.8 and with all of the following criteria:

- a. The Growth Plan, Grand Valley Circulation Plan, Urban Trails Plan and other adopted plans.

The Future Land Use Map of the Growth Plan designates the parcel as Residential Medium (4-8 du/ac). The proposed density of the Pear Park Village Subdivision is 6.1 units per acre, consistent with a Residential Medium designation.

The public road within the subdivision, Ute Park Avenue, will be dedicated and constructed according to standards set forth in the Transportation Engineering Design Standards manual (TEDS). An exception (TED-2009-004) has been approved for the intersection of Ute Park Avenue and 30 ¼ Road, allowing it to be located closer to a proposed intersection in the Pear Meadows Subdivision on the east side of 30 ¼ Road. Ute Park Avenue will be stubbed to the western property line for future extension. Four (4) lots are accessed via shared driveway (Tract D). Exceptions (TED-2009-004) have

been approved for the shared driveway, allowing it to be 187.2 feet instead of 150 feet and allowing a fifth lot to touch, but not utilize the shared drive.

The Urban Trails Master Plan designates a trail along the Mesa County Ditch Canal. Tract F has been created to incorporate the canal and future trail. This tract will be conveyed to the City. Similar conveyances of land along this canal include Siena View I, Houghton, and Westland Estates I Subdivisions.

b. The Subdivision standards of Chapter 6.

The proposed subdivision is in compliance with Sections 6.7.D - Lot Layout and Design and 6.7.E - Circulation. Except for the detention basin, fire access hammerhead, and the trail, no additional open space is proposed. A fee equal to 10% of the value of the property will be required, pursuant to Section 6.3.B. All Tracts will be dedicated to and maintained by the HOA, except Tract F, which will be conveyed to the City.

The lots, except Lot 11, will accommodate two-family dwellings, utilizing a shared wall at the property line, which is permitted by Section 6.7.D.3

c. The Zoning standards contained in Chapter 3.

The property is zoned R-8 (Residential 8 du/ac). The density of the proposed subdivision will be approximately 6.1 dwelling units per acre, which conforms to the minimum and maximum density requirements of the R-8 zone district.

All lots within the proposed subdivision are in compliance with the residential zoning district standards of Section 3.3.G (R-8 Standards) and Table 3.2 of the Zoning and Development Code.

d. Other standards and requirements of this Code and all other City policies and regulations.

The proposed subdivision has been reviewed by the Development Engineer and will meet the requirements of TEDS and the Stormwater Management Manual (SWMM). All residential streets will be constructed in accordance with Urban Residential street standards. A 14 foot multi-purpose easement is provided along all street frontages as well as the shared drive (Tract D). Tracts will be provided to accommodate the detention pond, street frontage landscaping, fire access hammerhead, and the off-street trail. Landscaping will also be required of the detention pond.

e. Adequate public facilities and services will be available concurrent with the subdivision.

Public and community facilities are adequate to serve the proposed development. Needed infrastructure can be reasonably extended to serve the proposed subdivision.

An existing drainage easement traverses the western portion of the site. This easement was created for Mesa County, who installed a drain line to address drainage from the Ironwood Subdivision to the north. The developer will relocate this drain line. Once the drain line is relocated, the easement with Mesa County will be vacated. The new line will be maintained by Mesa County.

An irrigation lateral (Lateral 135) traverses the eastern portion of the property. The Developer will pipe the irrigation lateral along 30 ¼ Road. An easement has already been established for this irrigation lateral.

The Developer will be addressing an off-site sanitary sewer repair prior to servicing the subdivision. The Developer anticipates working with the adjacent development on the east side of 30 ¼ Road on infrastructure extensions necessary for both developments.

- f. The project will have little or no adverse or negative impacts upon the natural or social environment.

The Colorado Geologic Survey conducted a review of the site and found geological conditions that may affect the proposed development include expansive soils, collapsible soils, and seasonally shallow groundwater. The Geologic Survey has provided recommendations to address these constraints, including proper foundation drainage.

- g. Compatibility with existing and proposed development on adjacent properties.

The neighborhood between 30 and 30 ¼ Road south of D ½ Road is designated as Residential Medium (4-8 du/ac) by the Growth Plan. The proposed subdivision is compatible with subdivisions that have been built to the north and proposed to the east of the property. The proposed street layout will serve this development and provide access to underdeveloped, yet similarly designated, property to the west.

Therefore, the proposed development is compatible with existing development on adjacent properties.

- h. Adjacent agricultural property and land uses will not be harmed.

Compliance with the Storm Water Management Manual (SWMM) requirements will ensure runoff does not harm adjacent agricultural uses.

- i. Is neither piecemeal development nor premature development of agricultural land or other unique areas.

The proposed subdivision is located within the Urban Growth Boundary and within the Future Land Use designation of Residential Medium (4-8 du/ac). A subdivision exists to the north and a subdivision is proposed on the east side of 30 ¼ Road. The adjacent property on the west was created as part of the Autumn Glenn subdivision and designed for a future phase.

The property currently has three single-family dwellings and is not used for agricultural production.

The proposed subdivision is neither piecemeal development nor a premature development of agricultural land or unique areas.

- j. There is adequate land to dedicate for provision of public services.

The subdivision design provides appropriate residential density and needed public infrastructure to serve the proposed density. Public services will be provided via street rights-of-way, easements, or tracts as shown on the plan.

- k. This project will not cause an undue burden on the City for maintenance or improvement of land and/or facilities.

The project will not cause undue burden on the City for maintenance or improvements of land or facilities. The tracts and easements for drainage and irrigation will be maintained by the Homeowners' Association, except for Tract F, which will be conveyed to the City. No improvements will be made within Tract F at this time, so maintenance will be minimal.

FINDINGS OF FACT/CONCLUSIONS/CONDITIONS

After reviewing the Pear Park Village Preliminary Subdivision application, PFP-2008-178 for consistency with the Growth Plan and Preliminary Subdivision Plan approval, I make the following findings of fact, conclusions, and conditions:

1. The proposed Preliminary Subdivision Plan is consistent with the Growth Plan, and
2. The Preliminary Subdivision Plan is consistent with the purpose of Section 2.8 and meets the review criteria in Section 2.8.B.2 of the Zoning and Development Code.

Conditions of approval:

1. The existing drainage easement to Mesa County, recorded at Book 1782, Page 573, must be vacated as a condition of this approval. Vacation of said easement must be accomplished prior to recordation of final plat.
2. Said drainage easement may be vacated only after construction and acceptance of a relocated drainage line by both the City of Grand Junction and Mesa County.

STAFF RECOMMENDATION:

I recommend the Planning Commission approve the proposed Pear Park Village Preliminary Subdivision Plan, PFP-2008-178 with findings, conclusions, and conditions listed above.

RECOMMENDED PLANNING COMMISSION MOTION:

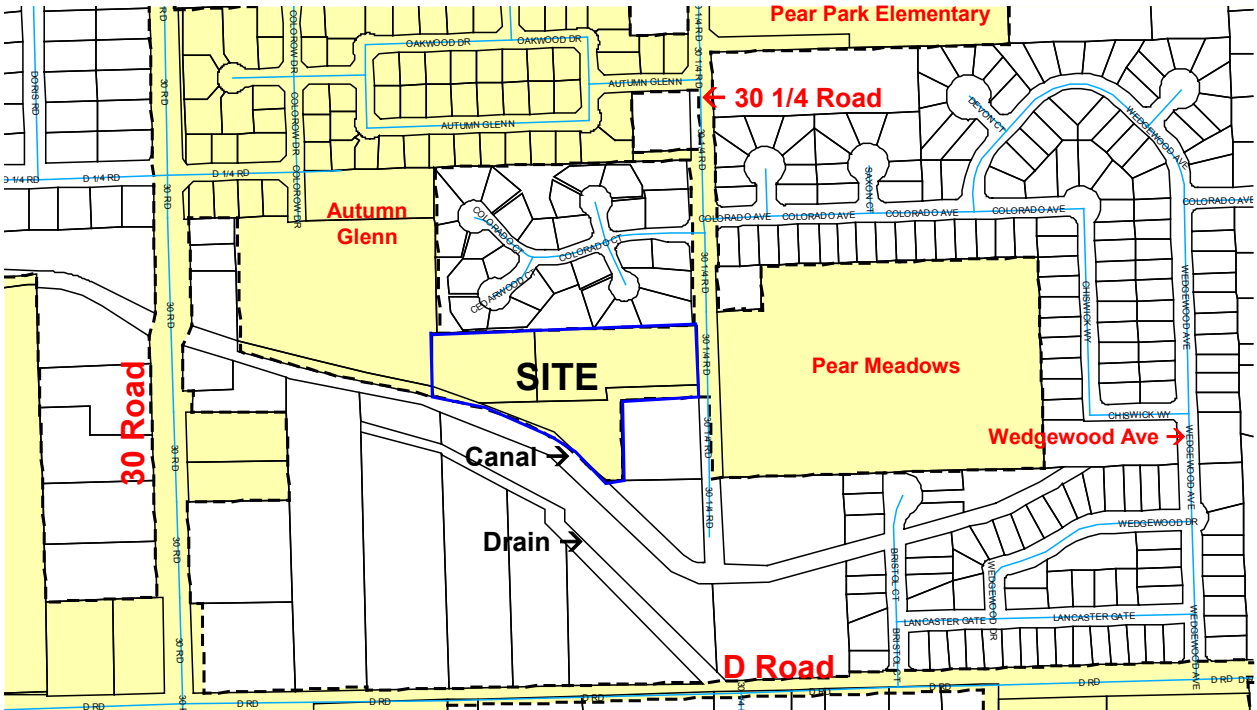
Mr. Chairman, I move we approve the Preliminary Subdivision Plan for Pear Park Village Subdivision, PFP-2008-178, with findings, conclusions, and conditions listed in the staff report.

Attachments:

Site Location Map / Aerial Photo Map
Future Land Use Map / Existing City and County Zoning Map
Preliminary Subdivision Plan

Site Location Map

Figure 1



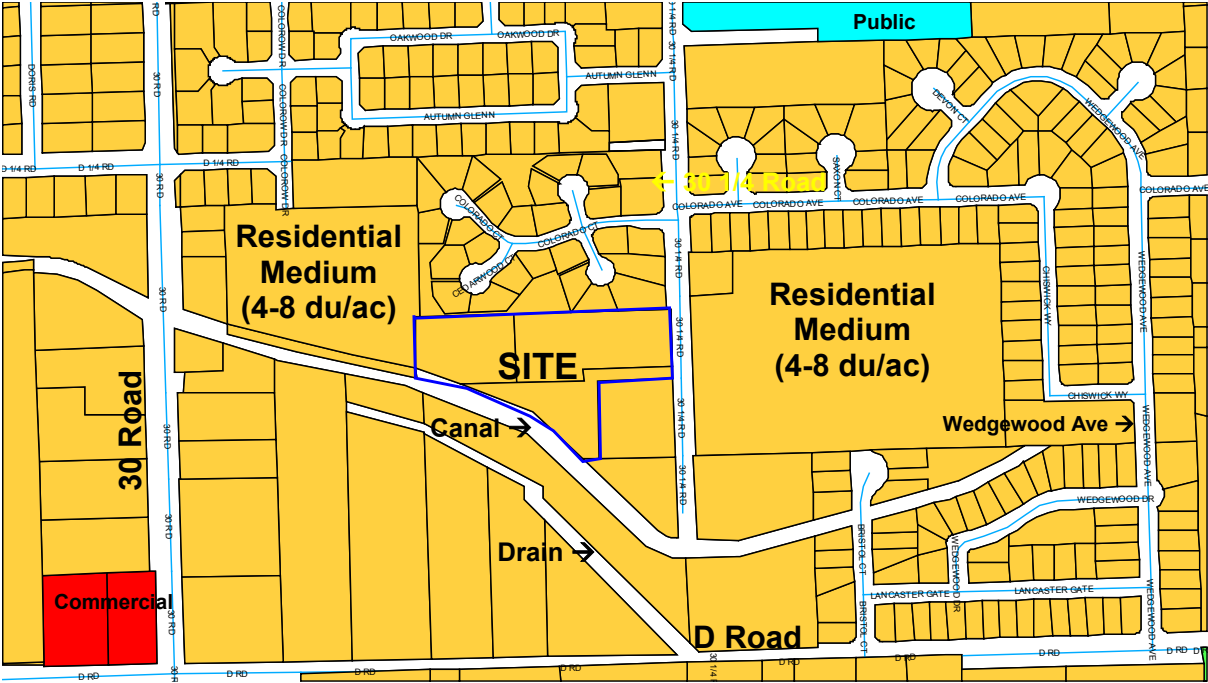
Aerial Photo Map

Figure 2



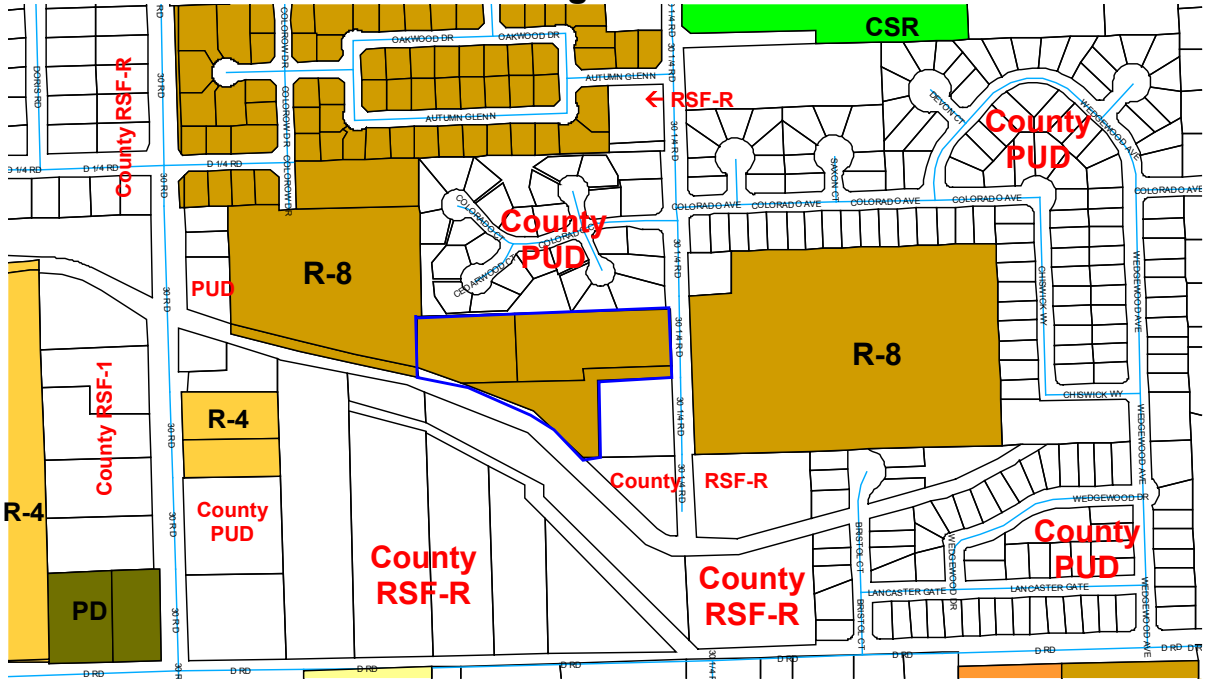
Future Land Use Map

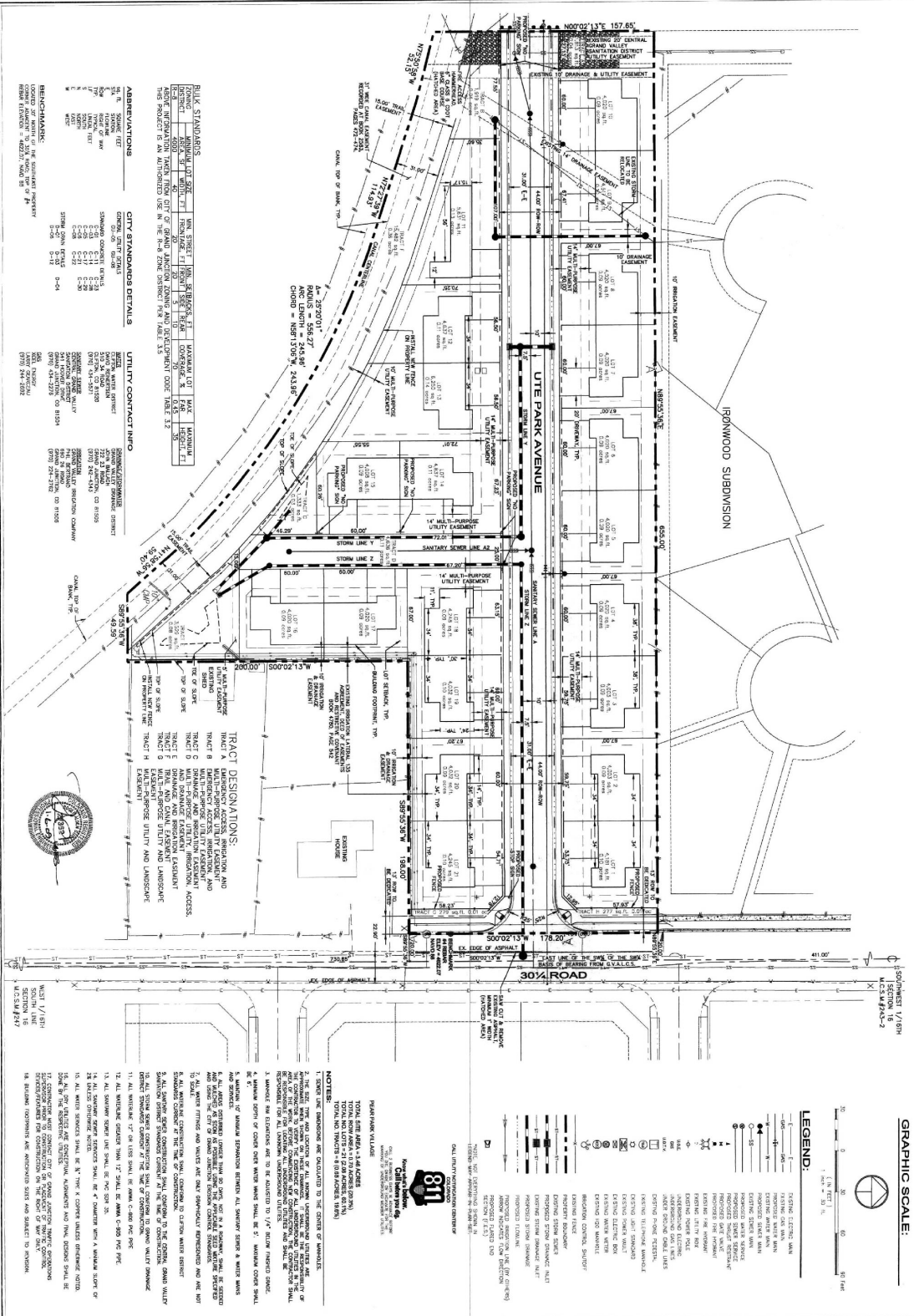
Figure 3



Existing City and County Zoning

Figure 4





CITY STANDARDS DETAILS		UTILITY CONTRACT INFO	
1" = 10'	MINIMUM	8" WATER MAIN	8" WATER MAIN
1" = 10'	MINIMUM	12" WASTE WATER	12" WASTE WATER
1" = 10'	MINIMUM	12" SANITARY SEWER	12" SANITARY SEWER
1" = 10'	MINIMUM	12" GAS	12" GAS
1" = 10'	MINIMUM	12" TELEPHONE	12" TELEPHONE
1" = 10'	MINIMUM	12" CABLE TV	12" CABLE TV
1" = 10'	MINIMUM	12" FIBER OPTIC	12" FIBER OPTIC
1" = 10'	MINIMUM	12" RAIN WATER HARVESTING	12" RAIN WATER HARVESTING
1" = 10'	MINIMUM	12" SWALE	12" SWALE
1" = 10'	MINIMUM	12" CURB	12" CURB
1" = 10'	MINIMUM	12" SIDEWALK	12" SIDEWALK
1" = 10'	MINIMUM	12" DRIVEWAY	12" DRIVEWAY
1" = 10'	MINIMUM	12" PAVEMENT	12" PAVEMENT
1" = 10'	MINIMUM	12" CONCRETE	12" CONCRETE
1" = 10'	MINIMUM	12" ASPHALT	12" ASPHALT
1" = 10'	MINIMUM	12" GRAVEL	12" GRAVEL
1" = 10'	MINIMUM	12" SAND	12" SAND
1" = 10'	MINIMUM	12" SOIL	12" SOIL
1" = 10'	MINIMUM	12" VEGETATION	12" VEGETATION
1" = 10'	MINIMUM	12" LIGHTING	12" LIGHTING
1" = 10'	MINIMUM	12" SIGNAGE	12" SIGNAGE
1" = 10'	MINIMUM	12" FENCING	12" FENCING
1" = 10'	MINIMUM	12" BARRIERS	12" BARRIERS
1" = 10'	MINIMUM	12" SAFETY	12" SAFETY
1" = 10'	MINIMUM	12" SECURITY	12" SECURITY
1" = 10'	MINIMUM	12" ACCESSIBILITY	12" ACCESSIBILITY
1" = 10'	MINIMUM	12" SUSTAINABILITY	12" SUSTAINABILITY
1" = 10'	MINIMUM	12" RESILIENCE	12" RESILIENCE
1" = 10'	MINIMUM	12" ADAPTABILITY	12" ADAPTABILITY
1" = 10'	MINIMUM	12" FLEXIBILITY	12" FLEXIBILITY
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1" = 10'	MINIMUM	12" TRANSPARENCY	12" TRANSPARENCY
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1" = 10'	MINIMUM	12" COMMITMENT	12" COMMITMENT
1" = 10'	MINIMUM	12" DEDICATION	12" DEDICATION
1" = 10'	MINIMUM	12" PASSION	12" PASSION
1" = 10'	MINIMUM	12" PERSEVERANCE	12" PERSEVERANCE
1" = 10'	MINIMUM	12" COURAGE	12" COURAGE
1" = 10'	MINIMUM	12" HONESTY	12" HONESTY
1" = 10'	MINIMUM	12" FAITHFULNESS	12" FAITHFULNESS
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1" = 10'	MINIMUM	12" CLEANLINESS	12" CLEANLINESS
1" = 10'	MINIMUM	12" ORDER	12" ORDER
1" = 10'	MINIMUM	12" NEATNESS	12" NEATNESS
1" = 10'	MINIMUM	12" PRECISION	12" PRECISION
1" = 10'	MINIMUM	12" ACCURACY	12" ACCURACY
1" = 10'	MINIMUM	12" CONSISTENCY	12" CONSISTENCY
1" = 10'	MINIMUM	12" RELIABILITY	12" RELIABILITY
1" = 10'	MINIMUM	12" STABILITY	12" STABILITY
1" = 10'	MINIMUM	12" ENDURANCE	12" ENDURANCE
1" = 10'	MINIMUM	12" LONGEVITY	12" LONGEVITY
1" = 10'	MINIMUM	12" PERMANENCE	12" PERMANENCE
1" = 10'	MINIMUM	12" TIMELESSNESS	12" TIMELESSNESS
1" = 10'	MINIMUM	12" CLASSIC	12" CLASSIC
1" = 10'	MINIMUM	12" ELEGANCE	12" ELEGANCE
1" = 10'	MINIMUM	12" REFINE	12" REFINE
1" = 10'	MINIMUM	12" SOPHISTICATED	12" SOPHISTICATED
1" = 10'	MINIMUM	12" POLISHED	12" POLISHED
1" = 10'	MINIMUM	12" GROOMED	12" GROOMED
1" = 10'	MINIMUM	12" WELL-KEPT	12" WELL-KEPT
1" = 10'	MINIMUM	12" MAINTAINED	12" MAINTAINED
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1" = 10'	MINIMUM	12" CHERISHED	12" CHERISHED
1" = 10'	MINIMUM	12" TREASURED	12" TREASURED
1" = 10'	MINIMUM	12" PRIZED	12" PRIZED
1" = 10'	MINIMUM	12" HONORED	12" HONORED
1" = 10'	MINIMUM	12" REVERED	12" REVERED
1" = 10'	MINIMUM	12" SACROSANCT	12" SACROSANCT
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1" = 10'	MINIMUM	12" UNBREAKEABLE	12" UNBREAKEABLE
1" = 10'	MINIMUM	12" IMPENETRABLE	12" IMPENETRABLE
1" = 10'	MINIMUM	12" INDESTRUCTIBLE	12" INDESTRUCTIBLE
1" = 10'	MINIMUM	12" IMMORTAL	12" IMMORTAL
1" = 10'	MINIMUM	12" EVERLASTING	12" EVERLASTING
1" = 10'	MINIMUM	12" PERPETUAL	12" PERPETUAL
1" = 10'	MINIMUM	12" ENDURING	12" ENDURING
1" = 10'	MINIMUM	12" LASTING	12" LASTING
1" = 10'	MINIMUM	12" ABIDING	12" ABIDING
1" = 10'	MINIMUM	12" ENDURING	12" ENDURING
1" = 10'	MINIMUM	12" LONGEVITY	12" LONGEVITY
1" = 10'	MINIMUM	12" PERMANENCE	12" PERMANENCE
1" = 10'	MINIMUM	12" TIMELESSNESS	12" TIMELESSNESS
1" = 10'	MINIMUM	12" CLASSIC	12" CLASSIC
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1" = 10'	MINIMUM	12" REFINE	12" REFINE
1" = 10'	MINIMUM	12" SOPHISTICATED	12" SOPHISTICATED
1" = 10'	MINIMUM	12" POLISHED	12" POLISHED
1" = 10'	MINIMUM	12" GROOMED	12" GROOMED
1" = 10'	MINIMUM	12" WELL-KEPT	12" WELL-KEPT
1" = 10'	MINIMUM	12" MAINTAINED	12" MAINTAINED
1" = 10'	MINIMUM	12" CARED-FOR	12" CARED-FOR
1" = 10'	MINIMUM	12" RESPECTED	12" RESPECTED
1" = 10'	MINIMUM	12" VALUED	12" VALUED
1" = 10'	MINIMUM	12" APPRECIATED	12" APPRECIATED
1" = 10'	MINIMUM	12" CHERISHED	12" CHERISHED
1" = 10'	MINIMUM	12" TREASURED	12" TREASURED
1" = 10'	MINIMUM	12" PRIZED	12" PRIZED
1" = 10'	MINIMUM	12" HONORED	12" HONORED
1" = 10'	MINIMUM	12" REVERED	12" REVERED
1" = 10'	MINIMUM	12" SACROSANCT	12" SACROSANCT
1" = 10'	MINIMUM	12" INViolABLE	12" INViolABLE
1" = 10'	MINIMUM	12" UNBREAKEABLE	12" UNBREAKEABLE
1" = 10'	MINIMUM	12" IMPENETRABLE	12" IMPENETRABLE
1" = 10'	MINIMUM	12" INDESTRUCTIBLE	12" INDESTRUCTIBLE
1" = 10'	MINIMUM	12" IMMORTAL	12" IMMORTAL
1" = 10'	MINIMUM	12" EVERLASTING	12" EVERLASTING
1" = 10'	MINIMUM	12" PERPETUAL	12" PERPETUAL
1" = 10'	MINIMUM	12" ENDURING	12" ENDURING
1" = 10'	MINIMUM	12" LASTING	12" LASTING
1" = 10'	MINIMUM	12" ABIDING	12" ABIDING

PEAR PARK VILLAGE
PRELIMINARY PLAN

BULLSEYE ENGINEERING, INC.
 201 WEST THIRD STREET, SUITE 201, RIFLE, COLORADO 81660
 PHONE (970) 625-8371 FAX (970) 626-1510

JOBHANDLER CONSTRUCTION
 415 9th ROAD
 GRAND JUNCTION, COLORADO 81504

NORTHERN ENGINEERING
 400 2nd Street, Suite 200, Rifle, CO 81650
 PHONE (970) 835-1234 FAX (970) 835-1235

PROJECT NUMBER: 300-002
DATE: JANUARY 31, 2008

SHEET: 1
OF: 1

SCALE: 1" = 40'

DATE: 1/31/08

SECTION: 1B

PROJECT: PEAR PARK VILLAGE

LOCATION: 30 1/4 ROAD, RIFLE, CO

CLIENT: JOBHANDLER CONSTRUCTION

DESIGNER: BULLSEYE ENGINEERING, INC.

DATE: 1/31/08

SCALE: 1" = 40'

SECTION: 1B

PROJECT: PEAR PARK VILLAGE

LOCATION: 30 1/4 ROAD, RIFLE, CO

CLIENT: JOBHANDLER CONSTRUCTION

DESIGNER: BULLSEYE ENGINEERING, INC.

DATE: 1/31/08

SCALE: 1" = 40'

SECTION: 1B

PROJECT: PEAR PARK VILLAGE

LOCATION: 30 1/4 ROAD, RIFLE, CO

CLIENT: JOBHANDLER CONSTRUCTION

DESIGNER: BULLSEYE ENGINEERING, INC.

DATE: 1/31/08

SCALE: 1" = 40'

SECTION: 1B

PROJECT: PEAR PARK VILLAGE

LOCATION: 30 1/4 ROAD, RIFLE, CO

CLIENT: JOBHANDLER CONSTRUCTION

DESIGNER: BULLSEYE ENGINEERING, INC.

DATE: 1/31/08

SCALE: 1" = 40'

SECTION: 1B

**Attach 5
Corner Square, Phase II Apartments**

CITY OF GRAND JUNCTION
PLANNING COMMISSION

MEETING DATE: March 10, 2009
STAFF PRESENTATION: Greg Moberg

AGENDA TOPIC: Corner Square Apartments - Phase II – PP-2008-172

ACTION REQUESTED: Approve a Planned Development Preliminary Development Plan & Recommendation to City Council to approve the opening and use of 25 ¾ Road for access to the development.

BACKGROUND INFORMATION					
Location:		2535 Knollwood Drive			
Applicants:		Owner: F & P Land, LLC Developer: Constructors West Representative: Ciavonne, Roberts & Associates			
Existing Land Use:		Vacant			
Proposed Land Use:		Multifamily Residential			
Surrounding Land Use:	North	Commercial			
	South	Single Family Residential/Agricultural			
	East	Vacant			
	West	Single Family Residential/Vacant			
Existing Zoning:		PD (Planned Development)			
Proposed Zoning:		PD (Planned Development)			
Surrounding Zoning:	North	PD (Planned Development)			
	South	R-5 (Residential 5 du/ac)			
	East	PD (Planned Development)			
	West	R-12 (Residential 12 du/ac)			
Growth Plan Designation:		Residential Medium High – RMH (8-12 du/ac) and Commercial			
Zoning within density range?		X	Yes		No

PROJECT DESCRIPTION: Request approval of the Preliminary Development Plan for the Corner Square Apartments - Phase II on 3.3 acres within an approved PD (Planned Development) zone district. Separate from the Preliminary Development Plan approval, Developer is requesting the Planning Commission to make a recommendation to the City Council to approve the opening and use of 25 ¾ Road for access by the public to the development.

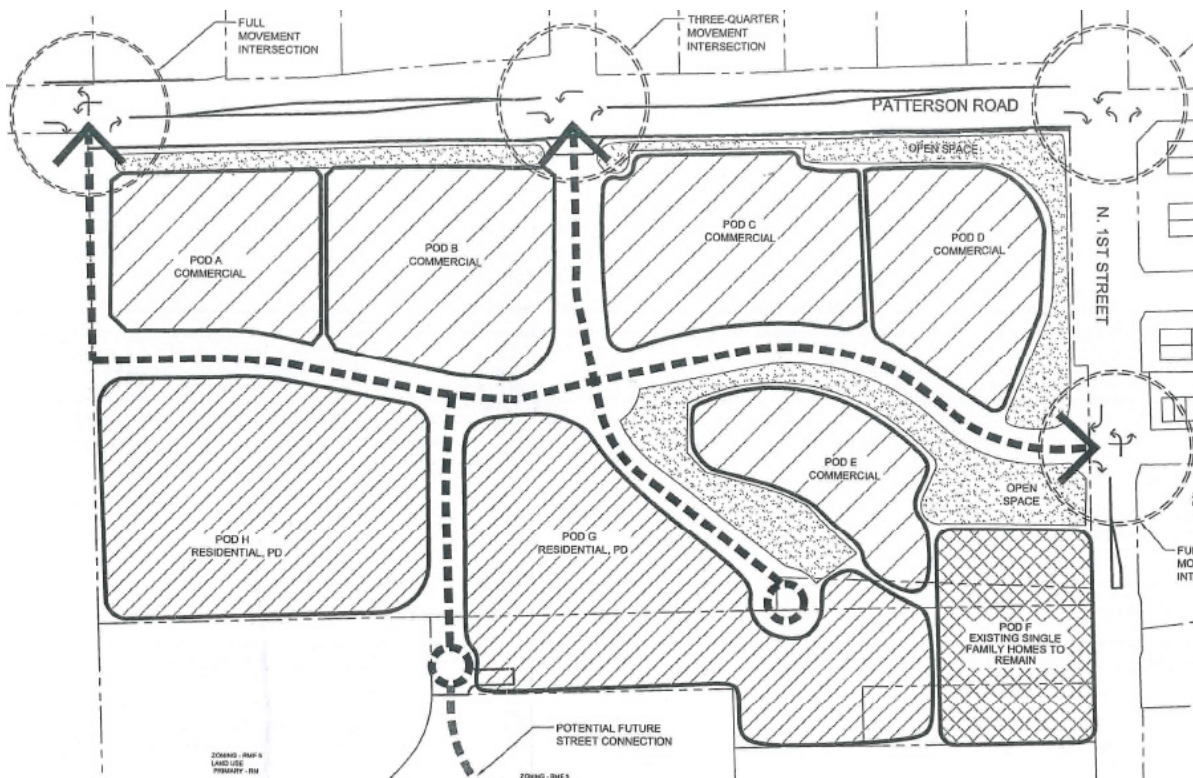
RECOMMENDATION: Staff recommends approval of the Preliminary Development Plan. Staff recommends denial of the Developer's request for a recommendation for the opening and use of 25 ¾ Road for access to the development.

ANALYSIS

1. Background

On November 1, 2006 the City Council approved Ordinance 3981 rezoning 20.7 acres, located at the southwest corner of 1st Street and Patterson Road, to PD (Planned Development) and approved the ODP (Outline Development Plan) for a mixed use development. The ODP was approved with the following default zones for each Pod:

- Pod A – B-1 (approved as part of Phase I)
- Pod B – B-1 (approved as part of Phase I)
- Pod C – B-1 (approved as part of Phase I)
- Pod D – B-1 (approved as part of Phase I)
- Pod E – B-1 (future phase)
- Pod F – R-4 (approved as part of Phase I)
- Pod G – R-12 (future phase)
- Pod H – R-12 (currently requesting approval as Phase II)



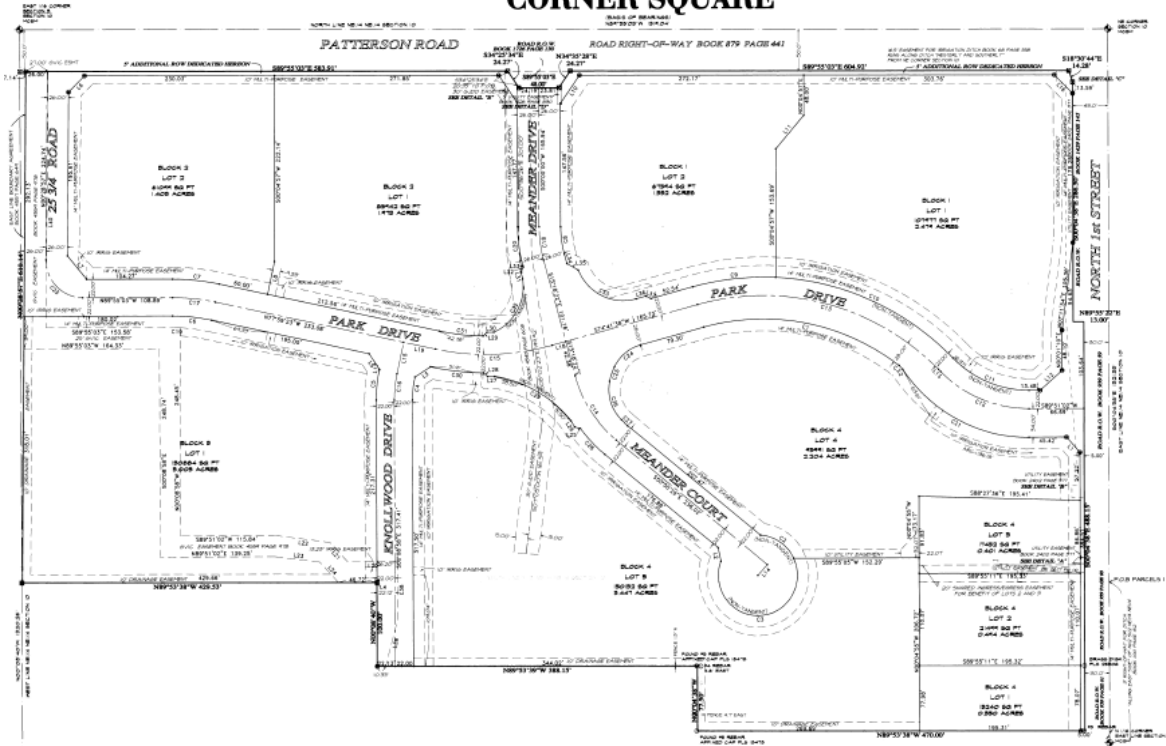
On June 26, 2007, the Planning Commission approved the PDP for Phase I which included the four Pods along Patterson Road. The approval did not include the multifamily Pods (Pods G and H) or the remaining commercial Pod (Pod E). Planning Commission must approve PDPs for each of the remaining Pods prior to staff approval of final development plans and issuance of planning clearances. Approval of a proposed PDP is to ensure consistency with the uses, density, bulk, performance and other standards of the approved ODP and Ordinance.

As part of the ODP approval, Pods F, G and H were approved with a density range between 70 and 111 dwelling units. Furthermore, the default zoning for Pod F is RMF-4 (R-4) and the default zoning for Pods G and H is RMF-12 (R-12) with deviations. Deviations to the bulk standards were approved and included deviations to the minimum lot area, width and street frontage, front and rear yard setbacks and maximum lot coverage and FAR.

On December 17, 2007 the Final Plat was recorded. The Final Plat included all of the lots, tracts and right-of-way for the entire development, including the right-of-way dedication for 25 ³/₄ Road. The Pods and default zoning depicted by the ODP relate to the following platted lots:

- Pod A – Lot 2, Block 2 – B-1
- Pod B – Lot 1, Block 2 – B-1
- Pod C – Lot 2, Block 1 – B-1
- Pod D – Lot 1, Block 1 – B-1
- Pod E – Lot 4, Block 4 – B-1
- Pod F – Lots 1, 2 and 3, Block 4 – R-4
- Pod G – Lot 5, Block 4 – R-12
- Pod H – Lot 1, Block 3 – R-12

CORNER SQUARE



The proposed Preliminary Park Development Plan for Corner Square – Phase II is only for Lot 1, Block 3 (Pod H). Lots 4 and 5, Block 4 (Pods E and G) will be reviewed by Planning Commission under future phases.

A component of this proposal separate from the approval of the preliminary development plan is for the construction, opening, and use of 25 3/4 Road by the public for access to the development. Staff has determined that it would not be safe to allow access from Patterson Road on to 25 3/4 Road due to the close proximity of a driveway on the property immediately west of the development. The adjacent driveway is approximately 20 feet from and runs parallel to 25 3/4 Road. The Transportation and Engineering Design Standards (TEDS) do not allow a road and a driveway to operate that close to each other due to safety reasons. The owner of that property has objected to the closing of the driveway and relocation of the driveway to the owner's property. The Developer is proposing to relocate the driveway access from Patterson Road to 25 3/4 Road.

Lot Layout

Four buildings are proposed containing 12 dwelling units each. Two buildings will be located on the east half of the lot and two buildings will be located on the west half of the lot. Parking will be located between the four buildings in the middle of the lot. The parking lot will be accessed from both West Park Drive and Knollwood Drive. The center parking isle will be covered and will contain small storage units for each dwelling unit. Landscaping is located throughout the site with a majority of the landscaping

located on the lot perimeter. A 1,988 square foot future Clubhouse will be located at the southwest corner of the lot. A modular block retaining wall will be constructed parallel to the west and a portion of the south property lines. This wall will be constructed due to the nine foot grade change that occurs along the west property line.

Density

The maximum residential density for the Corner Square development is 111 dwelling units. Currently there exist 3 dwelling units on Lots 1, 2, and 3, Block 4 (Pod F). A total of 48 dwelling units are being proposed as part of Phase II. If the PDP is approved, a maximum of 60 additional dwelling units would be allowed on Lot 5, Block 4 (Pod G).

Bulk Standards

The default zoning for this lot is R-12. The dimensional standards with approved deviations are as follows:

APPROVED DIMENSIONAL STANDARDS

Zoning District	Minimum Lot Size		Minimum Street Frontage (ft.)	Minimum Setbacks (Principal/Accessory Building)			Max. Lot Coverage (%)	Max. FAR	Max. Height (ft.)
	Area (sq. ft.)	Width (ft.)		Front (ft.)	Side (ft.)	Rear (ft.)			
R-12	1,500	20	N/A	15/20	5/3	5/3	N/A	N/A	40

The submitted site plan has been reviewed and meets or exceeds all of the minimum standards.

A concern has been raised by the adjoining property owner relating to the maximum height of the structure. This concern is due to the grade change that occurs along the west property line. The grade rises from the natural grade at Patterson Road to approximately nine (9) feet at the southwest corner of this Lot.

Chapter 9 defines height as: “The vertical distance from the grade to the highest point of any portion of a structure.” Grade is defined as: “The lowest point of elevation of the finished surface of the ground, paving or sidewalk within the area between the building and the property line or, when the property line is more than five feet (5') from the building, the point between the building and a line five feet (5') from the building.”

The maximum height allowed for structures on this Lot is 40 feet. The proposed structures are 31 feet in height, measured from the finished grade. It should be noted that the finished grade extends nine (9) feet from the proposed structures thereby meeting the definition. Therefore the proposed structures are below the maximum height allowed for this Lot.

Access

The proposed development has two ingress/egress points, one access point provided from West Park Drive and one access point provided from Knollwood Drive.

To improve access to the development, the Developer is proposing that the construction of 25 ¾ Road along with the opening and use occur with the development of this Phase II. Construction of 25 ¾ Road would provide another point of access to the entire Development from Patterson Road. Currently there is only one access for the development from Patterson Road, Meander Drive.

Initially the Developer submitted a TEDS Exception requesting that the adjacent driveway and 25 ¾ Road be allowed to coexist (the existing driveway and right-of-way are separated by approximately 20 feet). A 150' separation is required from a street intersection and a driveway. Because of the separation requirement, Staff was unable to recommend approval of the TEDS Exception which would have allowed the construction of 25 ¾ Road while the driveway remained. On October 28, 2008 the TEDS Exception was denied by the TEDS Exception Committee.

The Developer has now proposed the construction of 25 ¾ Road and the relocation of the driveway from Patterson Road to 25 ¾ Road. The Development Engineer has reviewed the proposal and has found that this proposal meets all of the TEDS standards. However, upon review of the Transportation Impact Study, the Development Engineer found that an additional access onto Patterson Road (the construction of 25 ¾ Road) is not required for the 48 proposed dwelling units. Because the Traffic Impact Study does not support the need for 25 ¾ Road for Phase II, it is recommended that the opening and use of 25 ¾ Road not occur at this time.

Parking

Eighty-eight parking spaces, including four handicap spaces and 24 bicycle spaces will be provided meeting the requirements of the Zoning and Development Code.

Open Space

Other than the "outdoor living area" provided on the site, no open space or parkland is proposed for this proposal.

Landscaping

The development will be landscaped in accordance with Section 6.5 of the Zoning and Development Code which has been reviewed and approved as part of the submitted site plan.

Exhibit 6.5.C of the Zoning and Development Code dictates whether a landscape buffer is required between a development and adjoining property. If a landscape buffer is

required the Exhibit defines the width of the buffer and whether a wall of fence is required. The requirement is based on the zoning of the proposed development and the zoning of the adjacent property. Because the Exhibit does not include PD zoning, the default zoning is used. The default zoning of this property is R-12 and the adjoining property to the west is R-12 and to the south is R-5. Based on the default zoning and adjoining zoning, an eight (8) foot wide landscaped buffer with trees and shrubs and a six (6) solid fence are required.

The Developer is proposing a landscaped buffer of between twelve (12) and fourteen (14) feet and a six (6) foot ornamental steel fence along the west and south property lines. The Developer is requesting that the ornamental fence be allowed rather than the solid fence based on two reasons. First, the fence will be placed on top of a retaining wall which, if the required fence is solid, would have the appearance of up to a fifteen (15) foot solid barrier. Secondly, the Developer feels that an ornamental steel fence would have a more aesthetically pleasing appearance to the adjoining property owners and apartment occupants.

Based on these two reasons Staff would recommend approval of placing an ornamental steel fence along the west and south property lines rather than a solid fence.

2. Section 2.12.C.2 of the Zoning and Development Code

Requests for a Planned Development Preliminary Development Plan must demonstrate conformance with all of the following:

- a) The Outline Development Plan review criteria in Section 2.12.B of the Zoning and Development Code.

The proposed Preliminary Development Plan has been reviewed and is in conformance with and meets the requirements of the approved Outline Development Plan.

- b) The applicable preliminary plat criteria in Section 2.8.B of the Zoning and Development Code.

- 1) The Growth Plan, major street plan, Urban Trails Plan, and other adopted plans

The Future Land Use Map of the Growth Plan indicates this parcel as Residential Medium (4 – 8 du/ac) and Residential Medium High (8-12 du/ac). Based on the total acreage identified on the future Land Use Map the residential density would range from 74 to 131 dwelling units (2.8 acres – Residential Medium and 9.1 acres – Residential Medium High). The ODP was approved allowing a density range of 70 to 111 dwelling units on Pods F, G and H. Therefore the proposal is consistent with the Future Land Use Map designation.

2) The Subdivision standards (Chapter 6).

All of the subdivision standards contained within Section 6.7 of Chapter 6 have been met.

3) The Zoning standards (Chapter 3).

The proposed development has been reviewed using the dimensional and site specific standards contained in Chapter 3 for the R-12 zone district and the proposal has been found to meet the required standards.

4) Other standards and requirements of the Zoning and Development Code and other City policies and regulations.

Standards of the Zoning and Development Code have been met as well as the requirements for the Transportation Engineering Design Standards (TEDS).

5) Adequate public facilities and services will be available concurrent with the subdivision.

Adequate public facilities and services have been made available through approval of the subdivision.

6) The project will have little or no adverse or negative impacts upon the natural or social environment.

The project will have little or no unusual adverse or negative impacts upon the natural or social environment.

7) Compatibility with existing and proposed development on adjacent properties.

The proposed multifamily development is part of a larger approved multi-use development that will contain commercial and residential structures. The commercial structures are located along Patterson Road on the north half of the development and the residential is located on the south half of the development. The proposed multifamily residences will provide a transition between the adjacent single family residences to the south and the commercial uses to the north.

8) Adjacent agricultural property and land uses will not be harmed.

The agriculturally used property to the south will not be harmed by the proposed development as the development will have to adhere to the requirements of the Stormwater Management Manual.

9) Is neither piecemeal development nor premature development of agricultural land or other unique areas.

The proposed development is a part of the overall Corner Square development and is therefore neither piecemeal development nor premature development of agricultural land or other unique areas.

10) There is adequate land to dedicate for provision of public services

All required dedication of land occurred as part of the Final Plat.

c) The applicable site plan review criteria in Section 2.2.D.4 of the Zoning and Development Code.

1) Adopted plans and policies such as the Growth Plan, applicable corridor or neighborhood plans, the major street plan, trails plan and the parks plan

The Future Land Use Map of the Growth Plan indicates this parcel as Residential Medium (4 – 8 du/ac) and Residential Medium High (8-12 du/ac). Based on the total acreage identified on the future Land Use Map the residential density would range from 74 to 131 dwelling units (2.8 acres – Residential Medium and 9.1 acres – Residential Medium High). The ODP was approved allowing a density range of 70 to 111 dwelling units on Pods F, G and H. Therefore the proposal is consistent with the Future Land Use Map designation.

2) Conditions of any prior approvals.

The proposed PDP has been designed in accordance with the approved ODP and meets the requirements and restrictions of the ODP.

3) Other Code requirements including rules of the zoning district, applicable use specific standards of Chapter Three of the Zoning and Development Code and the design and improvement standards of Chapter Six of the Code.

The proposed landscape and parking plans have been reviewed and have been found to meet the standards contained under Section 6.5 and 6.6. The proposed structures meet the default zone district requirements (R-12) and use specific standards as defined in the ODP and Chapter 3.4.B of the Zoning and Development Code.

d) The approved ODP, if applicable

The proposed PDP has been designed in accordance with the ODP that was approved through Ordinance 3981 in November 2006.

e) The approved PD rezoning ordinance, if adopted with an ODP

The overall development was approved as part of the ODP that was approved through Ordinance 3981 in November 2006.

- f) An appropriate, specific density for all areas included in the preliminary plan approval.

The approved ODP allows a total residential density of 111 dwelling units. Currently there exist 3 dwelling units within Pod F (all of the dwelling units were existing single family dwellings on existing lots). The Developer is proposing 48 dwelling units on Pod H (Phase II). If the PDP is approved a maximum of 60 additional dwelling units would remain for Pod G.

- g) The area of the plan is at least five (5) acres in size or as specified in an applicable approved ODP.

The proposed PDP is part of an overall development that contains 20.7 acres.

FINDINGS OF FACT/CONCLUSIONS/CONDITIONS:

After reviewing the Corner Square Phase II application, PP-2008-172 for approval of a Preliminary Development Plan, I make the following findings of fact, conclusions and conditions:

1. The requested Preliminary Development Plan is consistent with the Growth Plan.
2. The review criteria in Section 2.12.C.2 of the Zoning and Development Code have all been met.
3. The review criteria in Section 2.8.B of the Zoning and Development Code have all been met.
4. The review criteria in Section 2.2.D.4 of the Zoning and Development Code have all been met.
5. Allow a six (6) foot ornamental steel fence in place of a six (6) foot solid fence along the west and south property lines.
6. Any indication on any of the Preliminary Plan documents showing the construction and or use of 25 ³/₄ Road with the approval of this Phase II is not included as a part of the approval for the Preliminary Development Plan.

STAFF RECOMMENDATION:

I recommend that the Planning Commission approve the requested Corner Square Phase II, Preliminary Development Plan, PP-2008-172 with the findings, conclusions and conditions listed above.

FINDINGS OF FACT/CONCLUSIONS/CONDITIONS:

After reviewing the Corner Square Phase II application, PP-2008-172 for approval of a Preliminary Development Plan, I make the following findings of fact, conclusions and conditions regarding the recommendation for opening and use of 25 ¾ Road by the public:

1. The requested access is not necessary as a part of this Phase II development.
2. To allow the opening and use of 25 ¾ Road would require the closing and relocation of the driveway access to the neighboring property. The relocation of the driveway is not necessary at this time.

STAFF RECOMMENDATION:

I recommend that the Planning Commission deny the request to recommend to City Council that 25 ¾ Road be open for use by the public for access to the development based on the facts and conclusions listed above.

RECOMMENDED PLANNING COMMISSION MOTIONS:

Mr. Chairman, I move that we approve the Preliminary Development Plan for Corner Square Phase II, PP-2008-172, with the findings, conclusions and conditions listed in the staff report.

Mr. Chairman, I move that we recommend to City Council that 25 ¾ Road be open for use by the public as access to the development based on the testimony provided by the Developer.

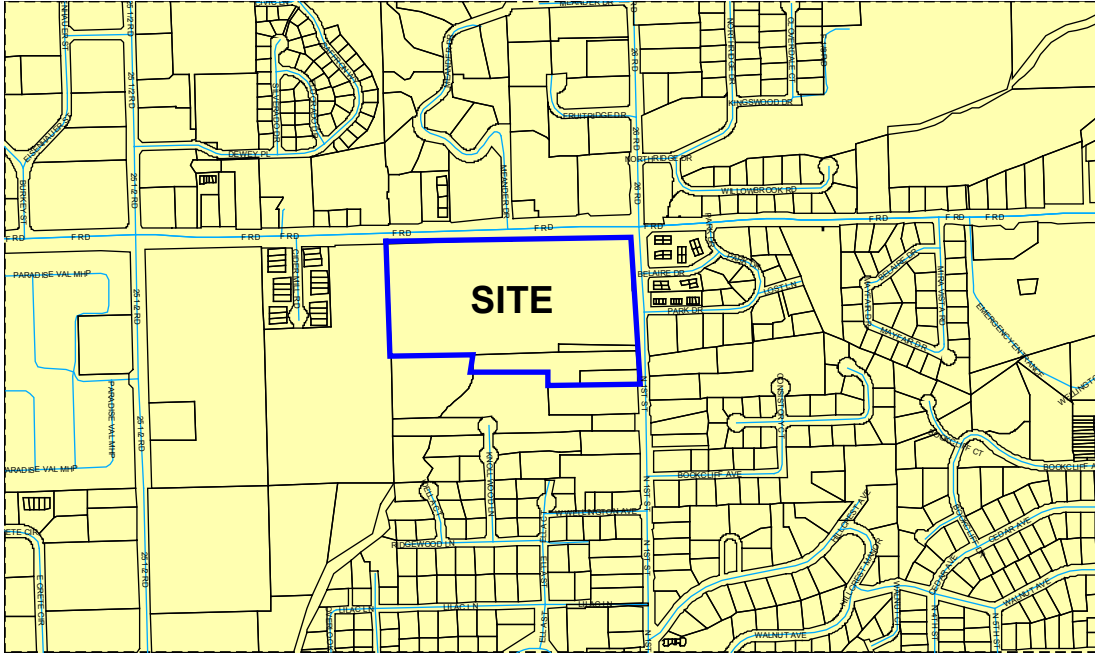
Attachments:

Site Location Map
Aerial Photo Map
Future Land Use Map
Existing City and County Zoning Map
Planned Development Rezone Ordinance
Outline Development Plan
Final Plat
Preliminary Development Plan/Landscape Plan

TEDS Exception
Letter and documents from Mr. Joseph Coleman

Site Location Map

Figure 1



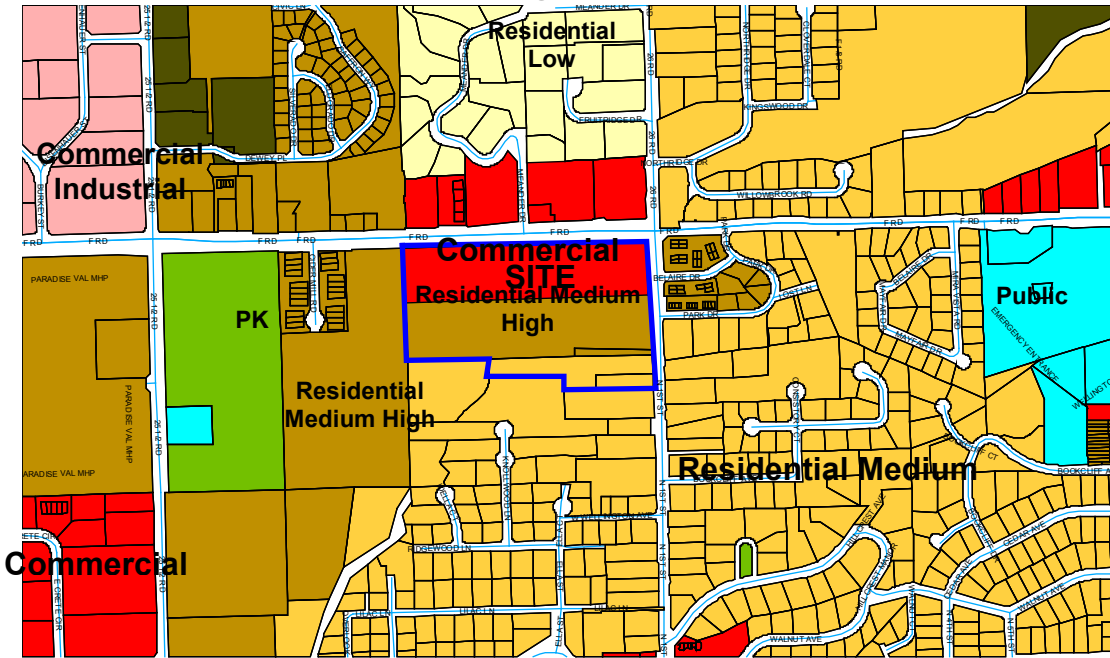
Aerial Photo Map

Figure 2



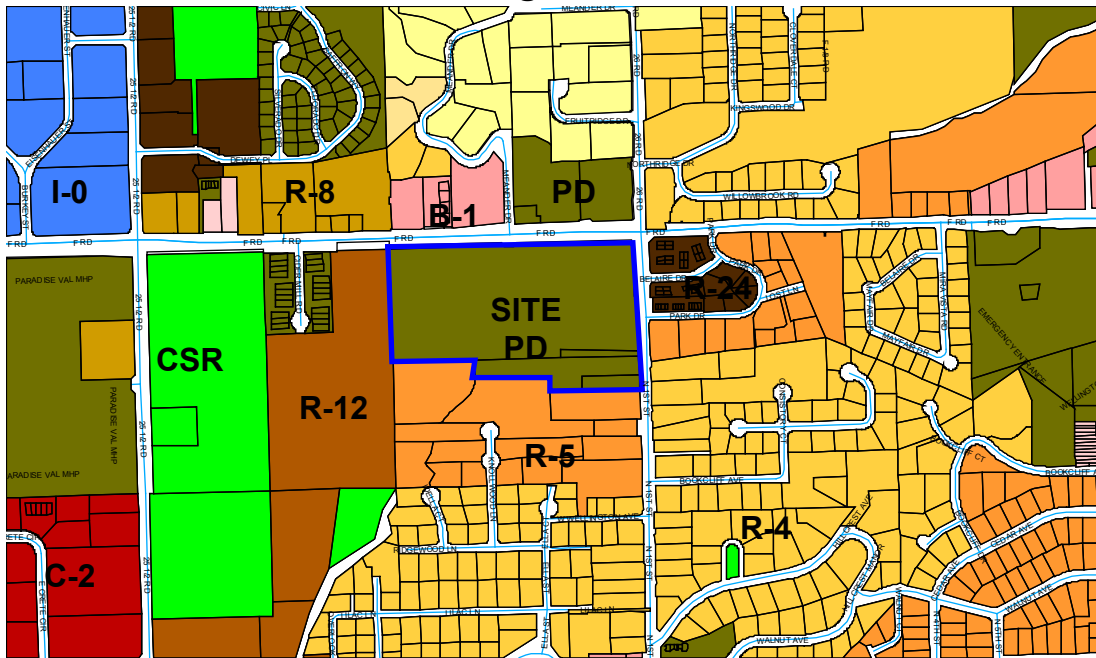
Future Land Use Map

Figure 3



Existing City and County Zoning

Figure 4



NOTE: Mesa County is currently in the process of updating their zoning map. Please contact Mesa County directly to determine parcels and the zoning thereof."

Exhibit A

CITY OF GRAND JUNCTION, COLORADO

ORDINANCE NO. 3981

AN ORDINANCE REZONING APPROXIMATELY 20.7 ACRES FROM RMF-12
TO PD (PLANNED DEVELOPMENT)

THE 1ST AND PATTERSON PLANNED DEVELOPMENT
LOCATED AT THE SOUTHWEST CORNER OF 1ST STREET AND
PATTERSON ROAD

Recitals:

A request for a Rezone and Outline Development Plan approval has been submitted in accordance with the Zoning and Development Code. The applicant has requested that approximately 20.7 acres, located at the southwest corner of 1st Street and Patterson Road, be rezoned from RMF-12 (Residential Multifamily, 12 units per acre) to PD (Planned Development).

This PD zoning ordinance will establish the default zoning, including uses and deviations from the bulk standards. Specific design standards for site design, building design and signage will be established with the Preliminary Plan.

In public hearings, the Planning Commission and City Council reviewed the request for the proposed Rezone and Outline Development Plan approval and determined that it satisfied the criteria as set forth and established in Section 2.12.B.2 of the Zoning and Development Code and the proposed Rezone and Outline Development Plan is consistent with the purpose and intent of the Growth Plan.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION THAT THE AREA DESCRIBED BELOW IS REZONED FROM RMF-12 TO PD WITH THE FOLLOWING DEFAULT ZONES AND DEVIATIONS FROM THE DEFAULT ZONING:.

Property to be Rezoned:

Commencing at a BLM aluminum cap for the NW corner of the NE1/4 NE1/4 of Section 10, Township One South, Range 1 West of the Ute Meridian, from whence a Mesa County brass cap for the NE corner of said Section 10 bears S 89°57'24"E 1319.98 feet; Thence S 00°11'19"E on the west line of said NE1/4 NE1/4 Section 10 50.00 feet to the south right-of-way line of Patterson Road and the Point of Beginning; Thence S 89°57'24" E 591.25 feet; Thence S 34°27'55" E 24.27 feet; Thence 89°27'24" E 46.50 feet; Thence S 00°02'36" W 20.00 feet; Thence S 89°57'24" E 5.00 feet; Thence N 00°02'36" E 25.09 feet; Thence N

34°33'07" E 19.09 feet; Thence S 89°57'24" E 604.65 feet; Thence S 18°31'47"E on the west right-of-way line of North First Street 14.23 feet; Thence S 00°05'42" E 286.50 feet; Thence S 89°54'28" E 13.00 feet; Thence S 00°05'42" E 487.65 feet; Thence leaving said west right-of-way line N 89°58'07" W 470.50 feet to a 5/8 inch rebar in concrete; Thence N 00°02'55" W 77.45 feet to a 5/8 inch rebar in concrete; Thence N 89°58'20" W 387.30 feet to the east line of the Baughman tract; Thence on the east line of said Baughman tract N 00°11'19" W 100.15 feet to the south line of the N1/2 NE1/4 NE1/4 of said Section 10; Thence N 89°57'47" W 430.00 feet to the west line of the NE1/4 NE1/4 of said Section 10; Thence N 00°11'19" W 610.30 feet to the beginning. Containing 20.74 acres, more or less.

PD Zoning Standards:

See Attached Exhibit A, Outline Development Plan

A. Default Zones by Pod

- Pod A—B-1
- Pod B—B-1
- Pod C—B-1
- Pod D—B-1
- Pod E—B-1
- Pod F—RSF-4
- Pod G—RMF-12
- Pod H—RMF-12

B. Deviation of Uses by Pod

Pods A, B, C, D and E are restricted to the uses allowed in the B-1 zone district with the following modifications:

The following uses are specifically not allowed:

- Drive up/through fast food uses
- Drive up/through liquor stores
- All other drive up/through uses
- Outdoor kennels and/or boarding
- Outdoor storage
- Community Correction Facilities
- Mental health uses
- Drug and alcohol rehabilitation uses
- Halfway houses
- Law Enforcement Rehabilitation Centers

The following uses are specifically allowed (in addition to the other B-1 uses and excluding those listed above):

- Drive up/through pharmacy
- Drive up/through dry cleaners
- Veterinary clinics with indoor kennels and/or indoor boarding
- Outdoor display with a temporary use permit

Pod F is restricted to the uses allowed in the RSF-4 zone, excluding duplex units.

Pods G and H are restricted to the uses allowed in the RMF-12 zone.

C. Deviations from Bulk Standards by Pods

Pods A, B, C, D, and E shall meet the bulk standards of the B-1 zone district with the following modifications:

- Non-residential uses require no minimum lot width.
- Non-residential uses require no minimum lot size.
- Maximum FAR shall be 0.7, excluding underground and/or under building parking garages.
- Maximum FAR shall be based on the individual Pod sizes.
- Minimum frontyard setbacks shall be 30' from the right-of-way for Patterson Road and 1st Street and 15' from all internal streets.
- Minimum rearyard setbacks shall be 0'.
- Maximum height shall be 35' for structures located in Pod E and 40' for Pods A, B, C and D, with the opportunity to request up to a 25% increase in height with Preliminary Plans. The height shall be measured from the finished grade of the adjoining parking lot.
- Maximum building size shall be 40,000 s.f. for office buildings, 20,000 s.f. for retail buildings and 45,000 s.f. for mixed use buildings.

Pods G and H shall meet the bulk standards of the RMF-12 zone district.

Pod F shall meet the bulk standards of the RSF-4 zone district with the following modifications:

- The lots cannot be further subdivided.

INTRODUCED on first reading on the 18th day of October, 2006 and ordered published.

ADOPTED on second reading this 1st day of November, 2006.

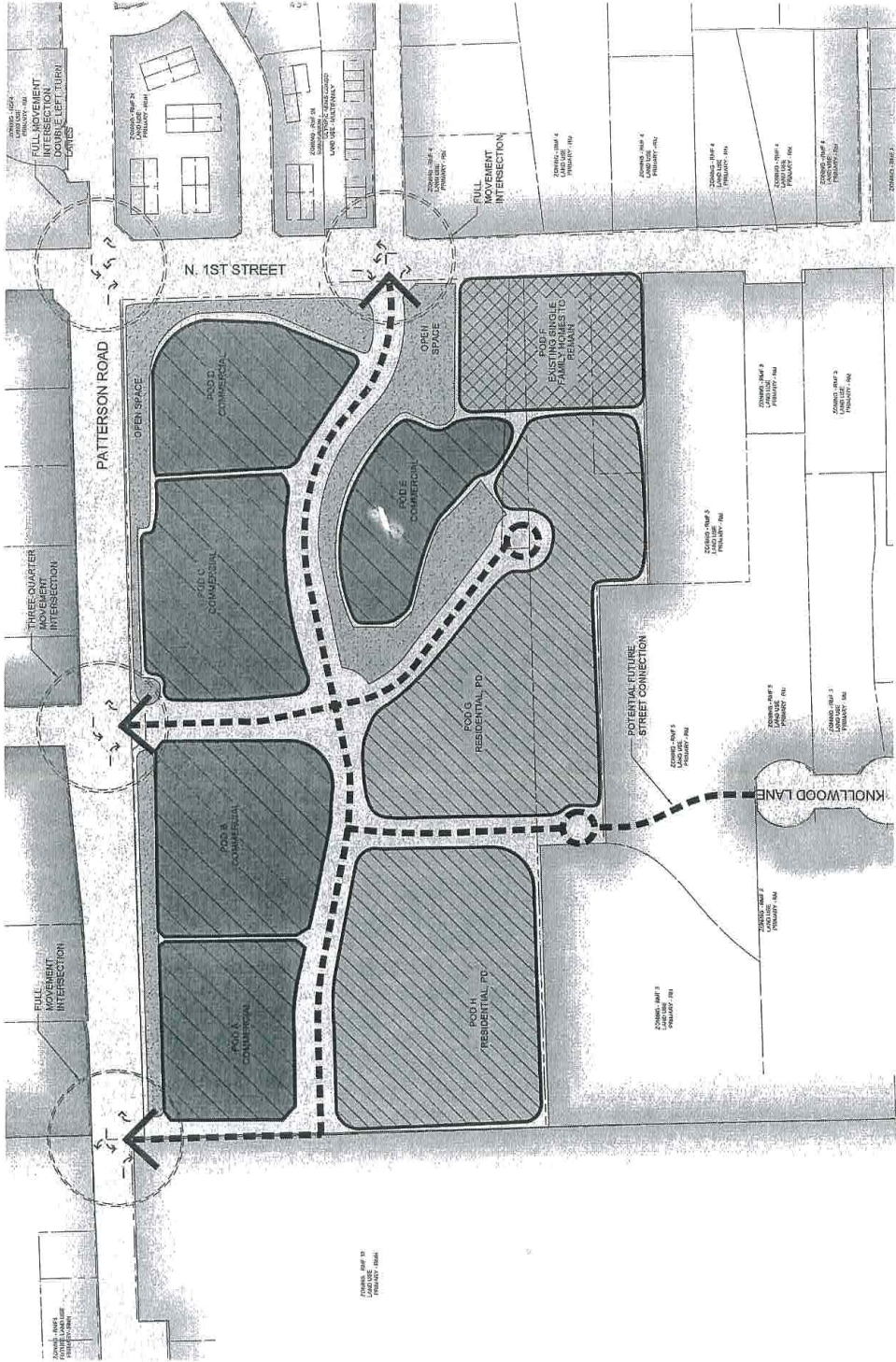
ATTEST:



President of Council



City Clerk



FIRST AND PATTERSON PLANNED DEVELOPMENT



OUTLINE DEVELOPMENT PLAN

CITY OF GRAND JUNCTION COMMUNITY DEVELOPMENT

APPROVED BY: _____ TITLE: _____ DATE: _____



SHEET NO.	STATUS
2 OF 2	CONSTRUCTION

DRAWN BY	DATE
TC	12/20/05
CS	05/05
DATE	12/20/05
REVISIONS	27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100
DATE	08/28/05
DRAWING NO.	0533-08-01-06-ODP-DWG

LAND USE	AREA	% OF SITE
RESIDENTIAL	117.7 ACRES	75%
COMMERCIAL	39.3 ACRES	25%

LAND USE	AREA	% OF SITE
RESIDENTIAL	117.7 ACRES	75%
COMMERCIAL	39.3 ACRES	25%

ODP LEGEND

- PROPOSED CIRCULATION
- PROPOSED COMMERCIAL
- PROPOSED MULTI-FAMILY
- PROPOSED SINGLE FAMILY
- PROPOSED OPEN SPACE
- PROJECT PROPERTY LINE

ROAD STANDARDS AND SECTIONS

(1) ALL ROAD SECTIONS ARE WITHIN A 6' WIDE RIGHT-OF-WAY.

(2) ALL ROAD SECTIONS ARE WITHIN A 6' WIDE RIGHT-OF-WAY.

(3) ALL ROAD SECTIONS ARE WITHIN A 6' WIDE RIGHT-OF-WAY.

POOL DENSITY/INTENSITY RANGES

(1) ALL DENSITY RANGES ARE WITHIN A 6' WIDE RIGHT-OF-WAY.

(2) ALL DENSITY RANGES ARE WITHIN A 6' WIDE RIGHT-OF-WAY.

(3) ALL DENSITY RANGES ARE WITHIN A 6' WIDE RIGHT-OF-WAY.

TABLE 3.1 SITE DESIGN STANDARDS

(1) THE DESIGN INTENTIVE COMMUNITY WILL IMPROVE ALL APPLICABLE...

(2) THE DESIGN INTENTIVE COMMUNITY WILL IMPROVE ALL APPLICABLE...

(3) THE DESIGN INTENTIVE COMMUNITY WILL IMPROVE ALL APPLICABLE...

TABLE 3.2 PROPOSED ZONE DIMENSIONAL STANDARDS (Tables 3.2.2 & 3.2.3)

POOL	MINIMUM LOT SIZE (SQ FT)	MINIMUM LOT AREA (SQ FT)	MINIMUM LOT FRONT SETBACK (FEET)	MINIMUM LOT SIDE SETBACK (FEET)	MINIMUM LOT REAR SETBACK (FEET)	MINIMUM LOT WIDTH (FEET)	MINIMUM LOT DEPTH (FEET)	MINIMUM LOT AREA COVERAGE (%)	MINIMUM LOT FRONT YIELD (SQ FT)	MINIMUM LOT SIDE YIELD (SQ FT)	MINIMUM LOT REAR YIELD (SQ FT)
POOL A	12,000	12,000	10	10	10	10	10	20	12,000	12,000	12,000
POOL B	15,000	15,000	10	10	10	10	10	20	15,000	15,000	15,000
POOL C	18,000	18,000	10	10	10	10	10	20	18,000	18,000	18,000
POOL D	21,000	21,000	10	10	10	10	10	20	21,000	21,000	21,000
POOL E	24,000	24,000	10	10	10	10	10	20	24,000	24,000	24,000
POOL F	27,000	27,000	10	10	10	10	10	20	27,000	27,000	27,000

TABLE 3.3 GENERAL NOTES

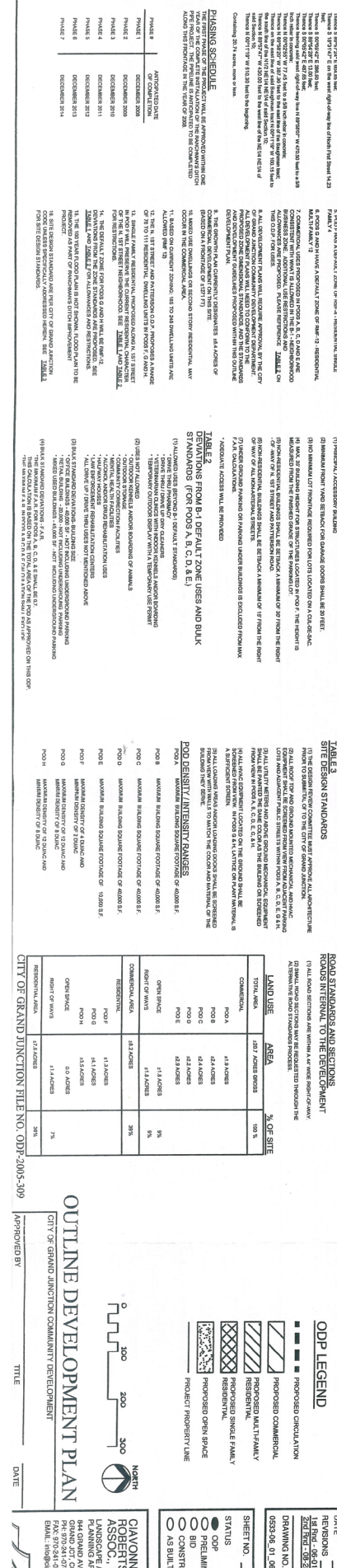
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2. THE APPLICANT IS RESPONSIBLE FOR THE DESIGN OF THE PROPERTY...
3. THE APPLICANT IS RESPONSIBLE FOR THE DESIGN OF THE PROPERTY...
4. THE APPLICANT IS RESPONSIBLE FOR THE DESIGN OF THE PROPERTY...
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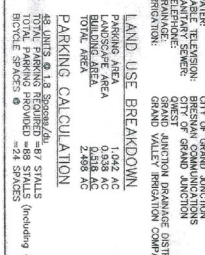
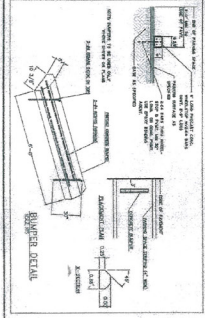
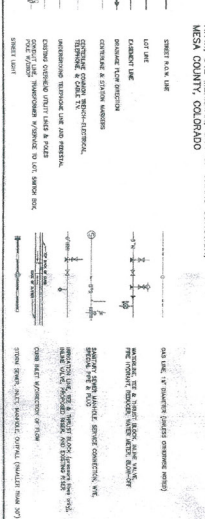
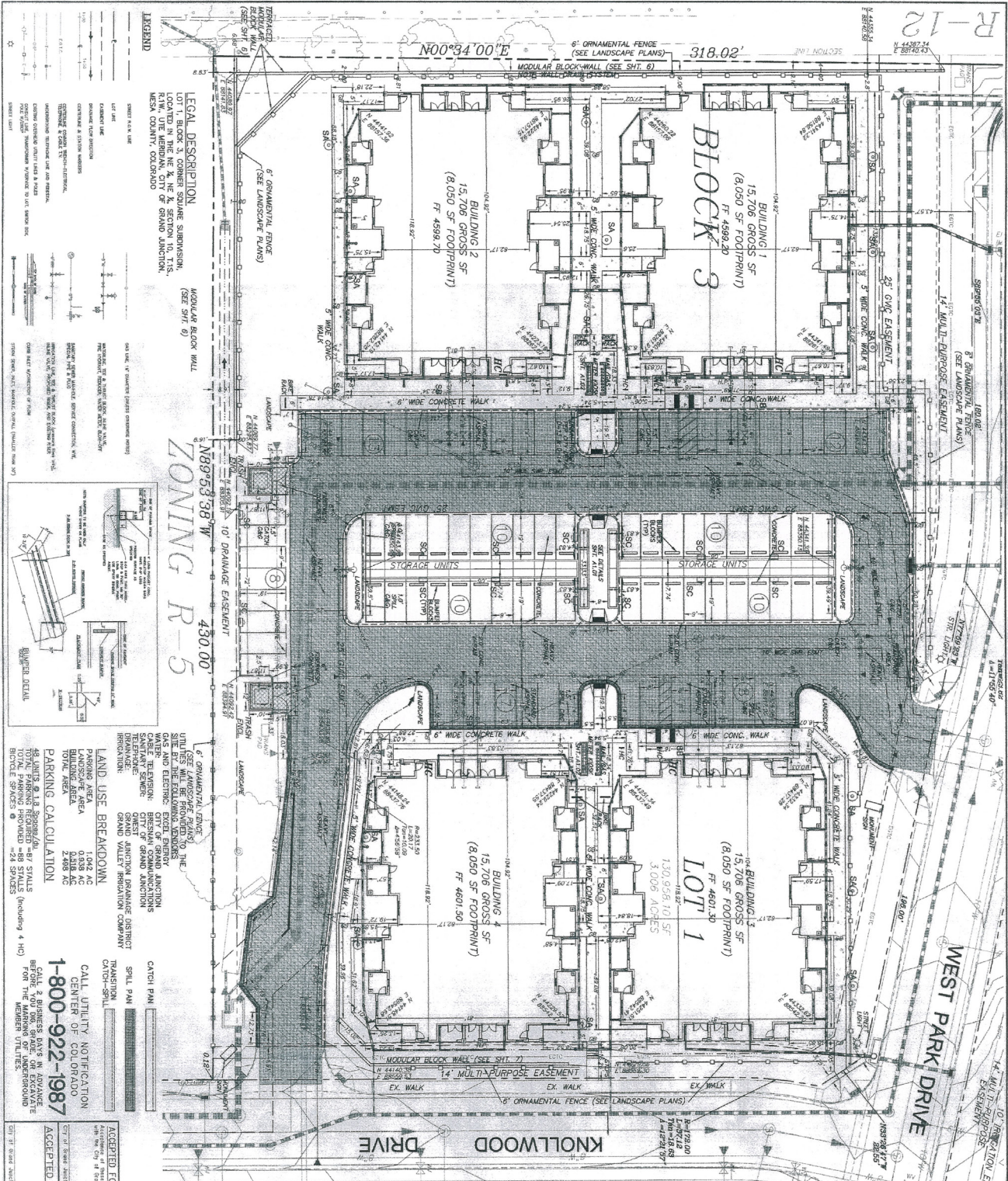
LEGAL DESCRIPTION

COMMENCING AT A POINT OF BEGINNING, TO W 1/4 SEC 36 OF T4S, R10E, N14E...

COMMENCING AT A POINT OF BEGINNING, TO W 1/4 SEC 36 OF T4S, R10E, N14E...

COMMENCING AT A POINT OF BEGINNING, TO W 1/4 SEC 36 OF T4S, R10E, N14E...





IMPORTANT CONSIDERATIONS

CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CITY OF GRAND JUNCTION ENGINEERING STANDARDS AND SPECIFICATIONS, LATEST EDITION, AND THE CITY OF GRAND JUNCTION UTILITY STANDARDS AND SPECIFICATIONS, LATEST EDITION.

CONTRACTOR'S WEST, INC.
 GRAND JUNCTION, CO.

LAND USE BREKADOWN

LANDSCAPE AREA: 1,042 AC
 PARKING AREA: 0,638 AC
 TOTAL AREA: 2,488 AC

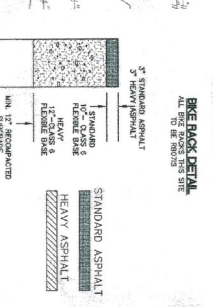
PARKING CALCULATION

TOTAL PARKING REQUIRED = 89 STALLS (including 4 HOV 3+ STALLS)
 BROUKE SPACES = 254 SPACES

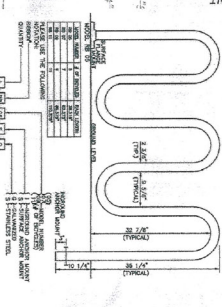
ACCEPTED FOR CONSTRUCTION FOR ONE YEAR FROM THIS DATE

ACCEPTED AS CONSTRUCTED

1-800-922-1987
 CALL 2 BUSINESS DAYS IN ADVANCE BEFORE YOU DO GRADING OR EXCAVATE FOR UTILITIES.

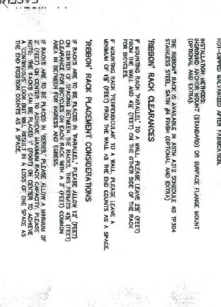


CONTRACTOR'S WEST, INC.
 GRAND JUNCTION, CO.

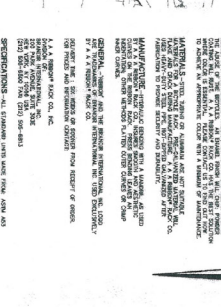


ACCEPTED FOR CONSTRUCTION FOR ONE YEAR FROM THIS DATE

ACCEPTED AS CONSTRUCTED

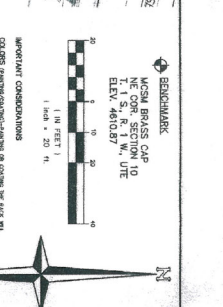


CONTRACTOR'S WEST, INC.
 GRAND JUNCTION, CO.

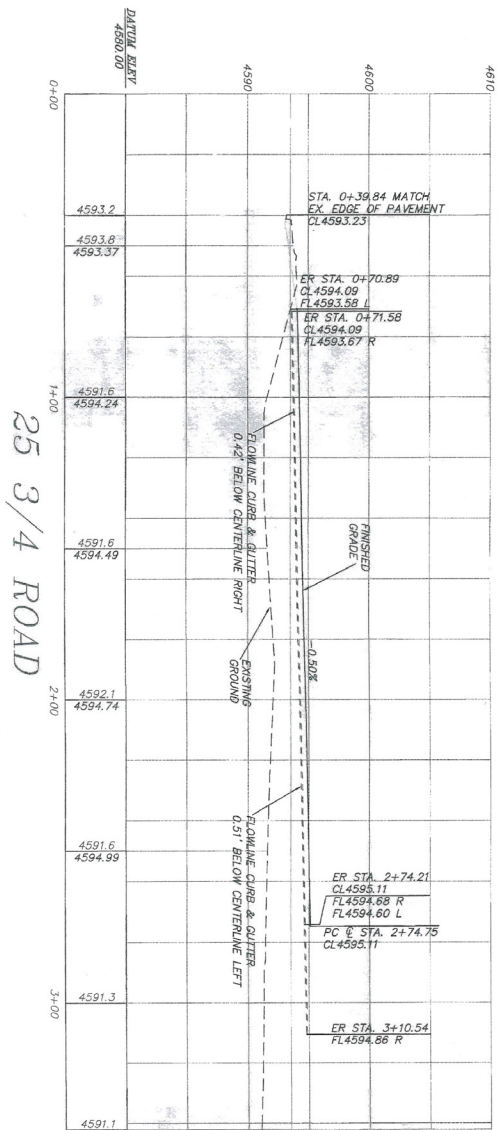
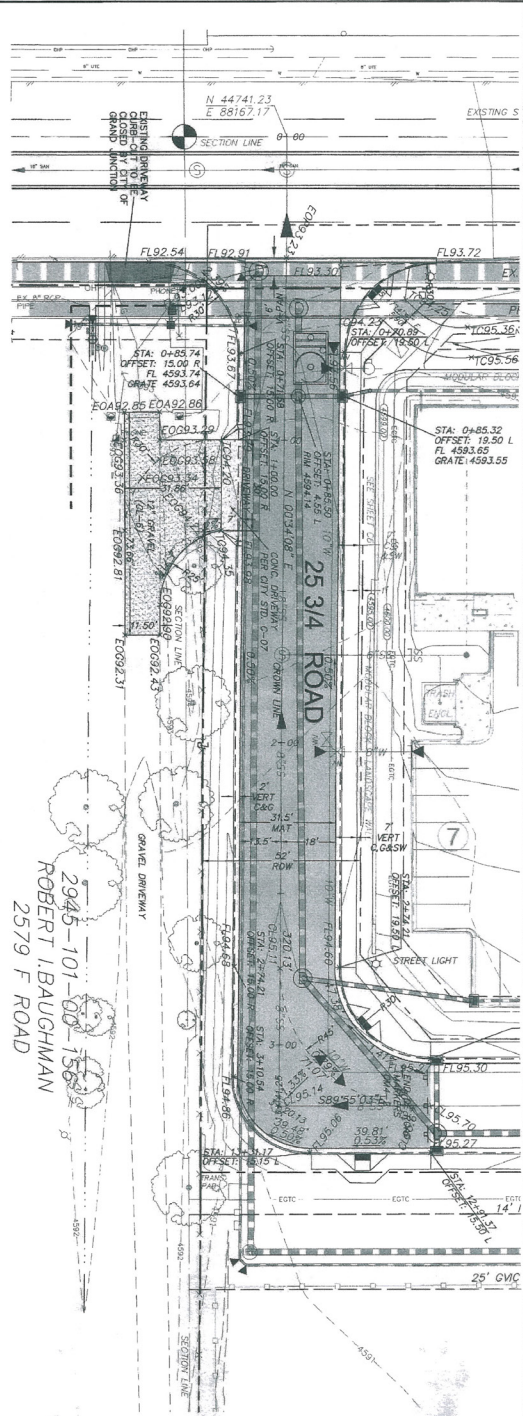


ACCEPTED FOR CONSTRUCTION FOR ONE YEAR FROM THIS DATE

ACCEPTED AS CONSTRUCTED



CONTRACTOR'S WEST, INC.
 GRAND JUNCTION, CO.



URBAN RESIDENTIAL COLLECTOR STREET
25 3/4 DRIVE

2945-101-00-150
ROBERT IBAUGHMAN
2579 F ROAD



BENCHMARK
MNSM BRASS CAP 10
T. I. S. R. I. W. VIE
ELEV. 4610.07
NOTE:
SEE SITE PLAN
FOR BENCHMARKS (BM)

CONTOUR INTERVAL:
EXISTING GROUND
FINISH GRADE



CALL UTILITY NOTIFICATION
CENTER OF COLORADO
1-800-922-1987
CALL 2 HOURS AHEAD
BEFORE YOU DIG. GRADE OR EXCAVATE
FOR THE MEMBER UTILITIES
IN THE AREA

ACCEPTED FOR CONSTRUCTION FOR ONE YEAR FROM THIS DATE.
ACCEPTED AS CONSTRUCTED

City of Grand Junction Engineering Services Representative
ACCEPTED AS CONSTRUCTED

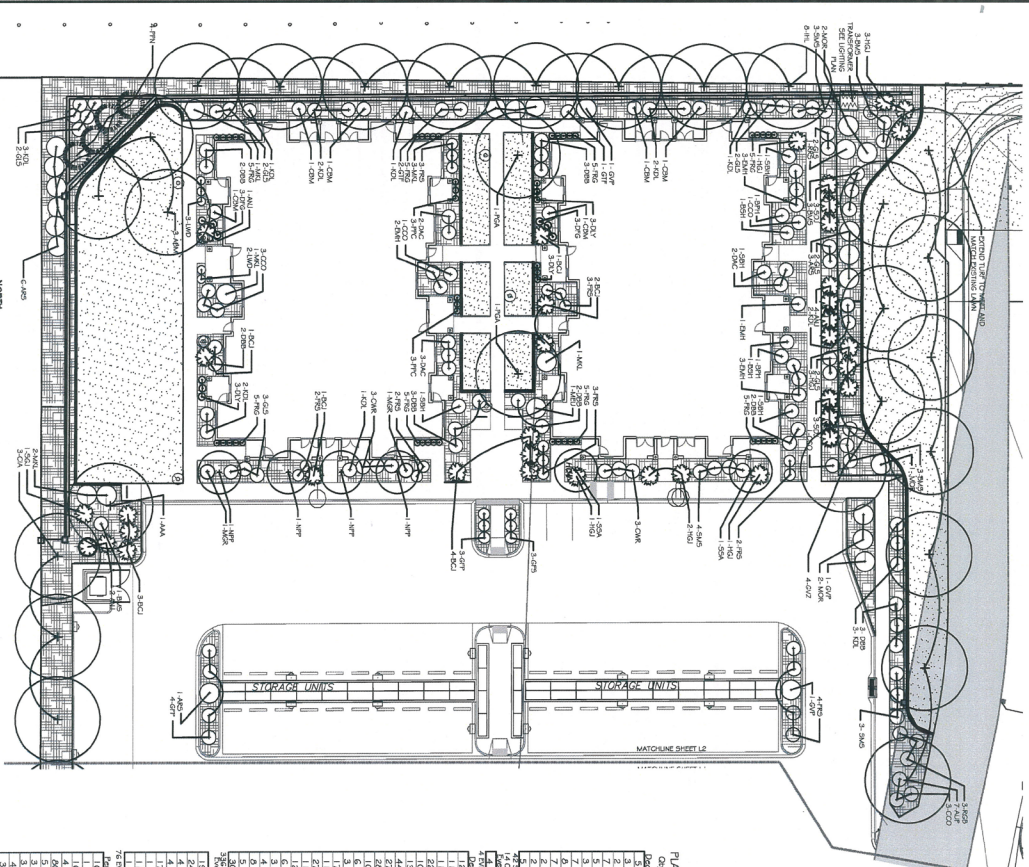
WESTERN CONSTRUCTORS, INC. GRAND JUNCTION, CO.

SOUDEY, MILLER & ASSOCIATES
529 25th Road, Ste. B810
Grand Junction, Colorado, 81505
Tel: 970-243-6067
Fax: 970-241-2845
www.soudeymiller.com

CORNER SQUARE
25 3/4 ROAD
PLAN AND PROFILE

REVISION	DATE	DESCRIPTION	BY	CHKD
1	08/07/08	REVISED PER CITY COMMENTS	LMS	JEL
2	12/09/08	ADDED TEMPORARY BENCHMARKS	LMS	JEL
3	01/12/09	ADDED CURB CUT	LMS	JEL

DRAWN BY: LMS
CHECKED BY: JEL
DATE: 5-22-08
SCALE: 1"=50'
SHEET: CB



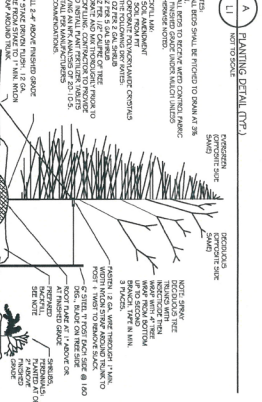
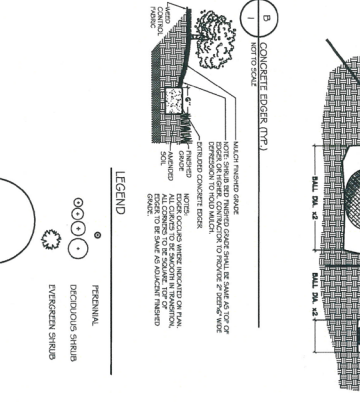
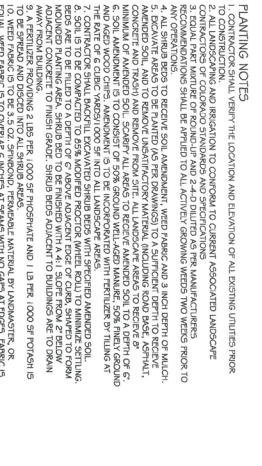
LANDSCAPE CALCULATIONS

LAWN SEED MAT:
 1.36 SQ YD OF IMPASSED AREA
 1.36 SQ YD OF UNIMPASSED AREA
 1.36 SQ YD OF TOTAL SEEDING AREA
 1.36 SQ YD OF TOTAL SEEDING AREA
 1.36 SQ YD OF TOTAL SEEDING AREA
 1.36 SQ YD OF TOTAL SEEDING AREA



PLANTING NOTES:
 1. CONTRACTOR SHALL VERIFY THE LOCATION AND ELEVATION OF ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION.
 2. CONTRACTOR SHALL VERIFY THE LOCATION AND ELEVATION OF ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION.
 3. CONTRACTOR SHALL VERIFY THE LOCATION AND ELEVATION OF ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION.
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 18. CONTRACTOR SHALL VERIFY THE LOCATION AND ELEVATION OF ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION.
 19. CONTRACTOR SHALL VERIFY THE LOCATION AND ELEVATION OF ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION.
 20. CONTRACTOR SHALL VERIFY THE LOCATION AND ELEVATION OF ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION.

Qty	Key	Common Name	Scientific Name	Size	Height
1	1	Acacia	Acacia saligna	5' SH	6'-12'
2	2	Adiantum	Adiantum species	2'	2'-5'
3	3	Agave	Agave americana	2'	2'-5'
4	4	Albizia	Albizia julibrissin	2'	2'-5'
5	5	Albizia	Albizia julibrissin	2'	2'-5'
6	6	Albizia	Albizia julibrissin	2'	2'-5'
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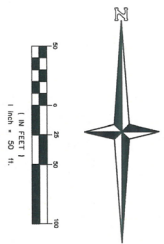
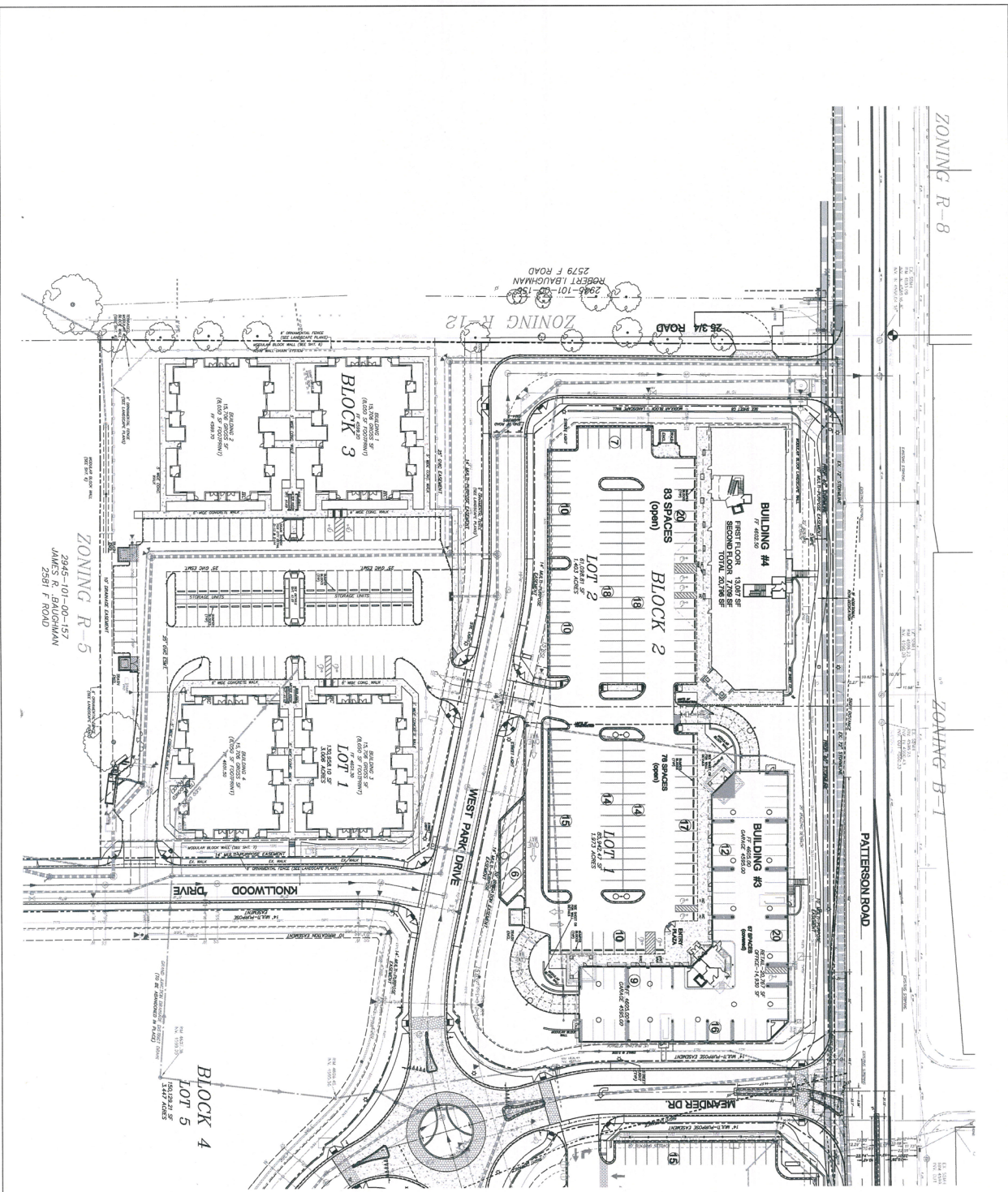
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DATE: 5-5-08
REVISIONS: 2.1-5.8
92.1R-BL COMMENTS:
DRAWING NO: 0816-03-18-08-L1
STATUS: FINAL
APPROVAL: AS BUILT

ROBERTSON ASSOCIATES, INC.
 844 GRAND AVENUE
 PLANNING ARCHITECTS
 FAYATKORSAKOWSKI
 844 GRAND AVENUE
 PLANNING ARCHITECTS
 FAYATKORSAKOWSKI

CORNER SQUARE GRAND JUNCTION, COLORADO

LANDSCAPE PLAN APARTMENTS - WEST

CITY OF GRAND JUNCTION COMMUNITY DEVELOPMENT
 APPROVED BY: _____ DATE: _____



REVISION	DATE	DESCRIPTION	BY	CHKD

THOMPSON-LANGFORD CORP. ENGINEERS AND LAND SURVEYORS 88 2 ^{1/2} RD., SUITE 2018 GRAND JUNCTION, COLORADO PH. (970) 243-8087 FAX (970) 241-2845 tlc@tlcwest.com	WESTERN CONSTRUCTORS, INC. GRAND JUNCTION, CO.	CORNER SQUARE SITE PLAN EXHIBIT
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DRAWN BY: LMS	CHECKED BY: JEL	DATE: 02/10/2009	SCALE: 1/8" = 1'-0"	SHEET NO. 1 OF 1
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November 10, 2008

Joe Carter
Ciavonne, Roberts & Associates, Inc.
222 N. 7th Street
Grand Junction CO 81501

Re: TED-2008-317 Corner Square

The TED's Exception Committee denied your request to TEDS Section 4.1.3 – Corner Clearance.

If you have any questions, please feel free to contact the Development Engineer in charge of your project or Tim Moore, Public Works and Planning Director at 970.244.1557.

Sincerely,

COPY

Sue Mueller
Sr. Administrative Assistant

Cc: Eric Hahn, Development Engineer
Greg Moberg, Planning Supervisor
File

APPLICATION

Transportation Engineering Design Standards (TEDS) Exception Request

Attached are six (6) copies of this application and associated drawings. Use the instruction provided to fill out this form. Additional sheets are recommended; it is required to provide complete information.

Project: Corner Square
Site Address: Southwest Corner of 1st Street and Patterson Road
City File Number:
Applicant: Constructors West
Representative: Ciavonne, Roberts & Associates, Inc. c/o Joe Carter
Date: September 19, 2009

1. Referenced section in TEDS and a brief description of the request(s)

Request – TEDS 4.1.3 Corner Clearance – To allow 25 ¾ Road paving and access connection to Patterson Road.

2. Site Description

The Corner Square development is located on the southwest corner of the intersection of North 1st Street and Patterson Road. The project consists of a mix of commercial, residential and office uses. The surrounding land uses include commercial, medical, multi-family residential and single-family residential development. There are two access points into the subject property. These accesses are a full movement intersection at North 1st Street and West Park Drive and a three-quarter intersection at Meander Drive and Patterson Road. Dedicated right-of-way exists as an unpaved full movement intersection at 25 ¾ Road and Patterson Road.

Within the bounds of the property Phase 1 consists of the commercial development pad sites along Patterson Road. The Phase 2 portion of the development consists of 48 multi-family units in the southwest corner of the site and is currently going through the City of Grand Junction Development Review process.

Over the last four years, the Planning Commission and the City Council approved and then reaffirmed that a commercial designation is suitable for this property. In 2003, both the Planning Commission and City Council unanimously approved amending the Growth Plan to change the land use designation of this parcel from a straight residential use to a mix of commercial and residential uses.

Last year the commercial and residential land use designation layouts were reviewed and approved by both the Planning Commission and City Council under a Growth Plan Consistency Review application. Both the Planning Commission and City Council agreed with the applicant and staff that the plan as configured, and more importantly that the commercial designation as shown on the ODP, was consistent with the Growth Plan.

The applicant has worked with city staff on creating the safest and most viable access points for this property and surrounding undeveloped properties. Beginning with a Pre-Application meeting in 2005, the Preliminary Plan was amended and revised multiple times to best meet the access demands and traffic issues related to Phase 1 and the Patterson Road corridor. These revisions resulted in the dedication of 25 ¾ Road right-of-way although the road would remain unpaved through Phase 1 (commercial) build out. The project is now entering Phase 2 (residential) development and requesting that the 25 ¾ Road connection to Patterson Road be paved.

Through the months leading up to the Phase 1 approval Constructors West approached the Baughman Family about sharing the right-of-way width of 25 ¾ Road whereby ½ of the right-of-way would be constructed on each property thus giving each property full movement access onto Patterson Road. Constructors West offered to pay for the construction of 25 ¾ Road. Other options presented to the Baughman family included purchasing the northern three-hundred feet of the Baughman's property, constructing 25 ¾ Road completely on the Corner Square property and constructing a gated alternative driveway access off of 25 ¾ Road.

Through a cooperative effort with city staff and the applicant's first traffic engineer (Kimley-Horn) and current traffic engineer (Skip Hudson), the applicant maintains that the proposed TEDS exception promotes the least amount of adverse impact to surrounding traffic, provides the best access points along this section of Patterson Road, and provides the most direct access point for the Corner Square property and the future development of the 17 acres associated with the Baughman parcels.

REQUEST # 1

The applicant is requesting that a TEDS exception be granted to allow the connection of 25 ¾ Road to Patterson Road. The applicant would like to pave and use the 25 ¾ access point as a full movement intersection onto Patterson Road. This request requires an exception to TEDS Section 4.1.3 Corner Clearance. 25 ¾ Road can be paved without a right-turn deceleration lane because the number of right-turns do not warrant the construction of a right-turn lane. *See the attached TIS update provided by Turnkey Consultants, Inc.*

TEDS Section 4.1.3 Corner Clearance:

Corner Clearances are defined as the distance between a driveway and the nearest intersecting street. The clearance is necessary so that accesses do not interfere with street intersection operations and should provide drivers with adequate perception-reaction time to avoid potential conflicts. On corner lots, the access location shall be on the street of lowest functional classification".

A. Description

Why should this request be granted?

The connection of 25 ¾ Road to Patterson Road is a benefit to the tenants, site users motorists along Patterson Road, and North 1st Street and the majority of the neighbors in the vicinity of the project (North 1st Street Neighborhood.) The TEDS Exception should be granted because 25 ¾ Road is the most suitable intersection location to service both the Corner Square property and the 17 acre Baughman parcels. Since the Baughman parcel has limited access, 25 ¾ Road will ultimately serve as the primary, if not sole, access point for their parcels. The original Corner Square Phase 1 approval included the dedication of the 25 ¾ Road right-of-way. Corner Square Phase 2 has been submitted Within the Phase 2 development application, the applicant requested that the City allow the connection of 25 ¾ Road to Patterson Road. Per the attached analysis, no right-turn lane is warranted for Phase 1 or Phase 2 development of Corner Square.

The TEDS exception should be granted because direct single-family driveway access off of an arterial street is not desirable. The TEDS manual states in Section 4.1.3 *"Single-family access to arterial streets is not acceptable practice and will be permitted only in extremely hardship cases."* Improving this street right-of-way does not require the elimination of the existing Baughman driveway. The applicant continues to maintain that the Baughman family can take direct driveway access off of 25 ¾ Road, which is a lower order street. Connecting the Baughman driveway to 25 ¾ Road provides benefit to the Baughman family by allowing direct access to North 1st Street and its signalized intersection with Patterson Road. By allowing the paving and the secondary connection to 25 ¾ Road, the access to either driveway now becomes a choice of which access is easier to use for the single family driveway user.

The TEDS exception should be granted because the proposed condition is functioning at other locations throughout the City. The Shell Station at Horizon Drive and the west bound on-ramp for Interstate 70 is one such condition. See the attached TIS Update from Turnkey Consultants Inc.

What does the 25 ¾ Road connection do for this project?

Allowing the 25 ¾ Road connection gives the project a full movement intersection onto Patterson Road. The site traffic will function better with this improvement and lessen Phase 1 and Phase 2 impact on North 1st Street. It is agreed by all parties that 25 ¾ Road will serve the entire 37 acres associated with the Baughman parcels and the Corner Square development. It has also been agreed that 25 ¾ Road is the most suitable access location for a major intersection between 25 ½ Road and 26 Road. 25 ¾ Road exists ¼ mile equidistant between these two existing signalized intersections.

Describe problems created by not granting the TEDS exception.

The TEDS Section 3.2.2 states that *"If a property has frontage on more than one street, access will be permitted only on those street frontages where design and safety standards can be met. This primary access shall be on the lower-order street."* By granting the right-of-way for 25 ¾ Road, the Baughman Parcel has more than one street frontage and by definition should take driveway access of the lower order street. By not granting the TEDS exception the City is perpetuating an undesirable condition as described by the TEDS Manual.

The City of Grand Junction is denying the Corner Square property and the Baughman property an opportunity for better controlled access to arterial streets, more and varied access to arterial streets and placing undo hardship on traffic movements along North 1st Street. Providing a full movement paved access at the intersection of 25 ¾ Road and Patterson Road betters the traffic movements along this corridor and adjoining streets. Not granting the TEDS exception is ignoring the solution and embracing lesser service through this corridor.

Why can't the TEDS requirement be met?

The TEDS requirement cannot be met due to the corner clearance spacing between the existing driveway and the proposed flowline of 25 ¾ Road. The required spacing requirement is 150 feet. The existing separation between the right-of-way and the existing driveway is less than 20 feet (18.54 feet).

Describe benefits created by granting the TEDS exception.

As stated above, allowing the 25 ¾ Road connection would create better access for the Corner Square development, lessens traffic impacts to North 1st Street, create better access for the Baughman property and create a direct connection from the Baughman property to the closest signalized intersection.

B. Exception Considerations

- 1) How will the exception affect safety?
 - i. The exception will provide access off of a lower order street for a single-family driveway which is deemed desirable by the TEDS manual. The connection will also provide more opportunities for vehicles to access Patterson Road from the Corner Square development.
- 2) Have other alternatives been considered that would meet the standard?
 - i. Numerous access alternatives have been considered and rejected or denied as stated below.

Alternatives Considered

Multiple alternatives addressing site access have been considered by the applicant. These alternatives have considered principals of traffic engineering, site design, and the development potential of the 37 undeveloped acres in this quadrant of North First Street and Patterson Road. The alternatives considered are as follows:

Alternative 1 – Initial Plan

Proposed

The applicant and his representatives met with staff prior to the Pre-Application meeting to determine the most suitable access for the project. The site access was scoped at a full movement unsignalized intersection at Meander Drive and Patterson Road and a full movement unsignalized intersection with Park Drive and North First Street. Access was neither proposed, nor recommended by staff, at 25 ¼ Road. Street stubs were proposed to the western and southern property lines.

Alternative Dismissed Because

This plan was dismissed because the LOS (level of service) for northbound to westbound left turns at Meander Drive proved to be unacceptable. Another alternative for access needed to be found.

Alternative 2

Proposed

The applicant and his representatives revised the plan to create a ¾ movement intersection at Meander Drive and Patterson Road and a full movement unsignalized intersection with Park Drive and North First Street. Street stubs were proposed to the western and southern property lines.

Alternative 2 Dismissed Because

This alternative was dismissed due to adverse impact on LOS created at the Park Drive and North First Street intersection and the impact to the westbound to southbound left turn bay at North First Street and Patterson Road.

Alternative 3

Proposed

The applicant and his representatives revised the plan to create a ¾ movement intersection at Meander Drive and Patterson Road, a full movement unsignalized intersection with Park Drive and North First Street, and a connection to the south to Knollwood. A street stub was proposed to the western property line.

Alternative 3 Dismissed Because

This alternative was dismissed due to adverse impact on LOS created at the Park Drive and North First Street intersection and the impact to the westbound to southbound left turn bay at North First Street and Patterson Road. Also the single most important issue to the surrounding neighborhood was the potential connection to Knollwood. Staff agreed that this connection was not necessary at this time.

Alternative 4

Proposed

The applicant and his representatives reviewed the alternative of a 3/4 movement intersection at Meander Drive and Patterson Road, a full movement signalized intersection with 25 ¼ Road and Patterson and a full movement unsignalized intersection at Park Drive and North First Street. A street stub was proposed to the southern property line.

Alternative 4 Dismissed Because

This alternative is acceptable to the applicant due to short and long term acceptable LOS created at all impacted intersections. Per the TIS by Kimley Horn, the signalization of the 25 ¼ Road intersection also is the only alternative that provides "*adequate storage necessary to accommodate the northbound to westbound left turn storage demand at the intersection of First Street and Patterson Road in the near term 2007 horizon.*" A TEDS Exception was submitted seeking a signalized intersection at 25 ¼ Road, but City staff denied the application request.

Alternative 5

Proposed

The applicant and his representatives reviewed the alternative of a 3/4 movement intersection at Meander Drive and Patterson Road, a round-a-bout at the intersection of 25 ¼ Road and Patterson and a full movement unsignalized intersection at Park Drive and North First Street. A street stub was proposed to the southern property line.

Alternative 5 Dismissed Because

This alternative is acceptable due to short and long term acceptable LOS created at all impacted intersections. This alternative was dismissed due to potential costs of construction and right-of-way acquisition.

Alternative 6

Proposed

The applicant and his representatives revised the plan to create a ¼ movement intersection at Meander Drive and Patterson Road, a full movement unsignalized intersection with 25 ¼ Road and Patterson and a full movement unsignalized intersection at Park Drive and North First Street. A street stub was proposed to the southern property line.

Alternative 6 is Acceptable

This alternative was acceptable because it allowed for two full movement intersections to serve the property and the LOS for these intersections is above a LOS of F in the near term.

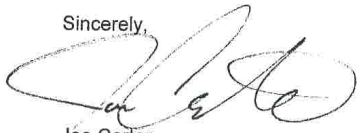
3. Has the proposed design been used in other areas?

- i. Directly north of the project site several existing driveways have been encroached upon by newly developed projects. None of these examples meets the minimum spacing requirements.

- ii. The car wash along Patterson Road east of the mall has two driveway cuts less than 90 feet apart.
- 4. Will the exception require CDOT or FHWA coordination?
 - i. No
- 5. Is this a one-time exception or a request to change the TEDS manual?
 - a. This is not a one-time extension request. This is a request to change the TEDS Manual. With the proposed changes to the comprehensive plan and the City of Grand Junction encouraging development within the Infill Boundary, these conflicts will become more common. As the City is placing an emphasis on protecting farm land and developing within the urban core, the City of Grand Junction development manuals (TEDS, Zoning and Development Code, etc) should be updated in anticipation of these problems.

Thank you for the opportunity to submit this TEDS exception request and we look forward to a positive recommendation from staff so we can move forward on the 25 ¼ Road connection.

Sincerely,



Joe Carter
Ciavonne, Roberts & Associates, Inc.

**TEDS EXCEPTION SUBMITTAL
DISTRIBUTION LIST**

Parent project
PP- 2008-172

Site location: Corner Square SW corner of 1st Street and
Patterson Rd.

DATE of submittal October 9, 2008

File #: TED - 2008-317

Public Works & Planning Development Engineer Eric Hahn

Public Works & Planning Director Tim Moore

Public Works & Planning Manager Lisa Cox

Fire Department Chuck Mathis

Transportation Engineer Jody Kliska

Other: (Planner) Greg Moberg

Date and Time of Development Review Meeting: _____

To be scheduled at least seven days after review packet distribution date.

Place: Conference Room 135, Planning Division, City Hall, 250 N. 5th Street

Committee Meeting: Oct 28th Development Review

**Attendance is expected of all agencies involved with the TEDS Exception
process**



Transportation Engineering Design Standards (TEDS) Exception Recommendation Form

Date: Oct. 28, 2008

To: TEDS Review Committee

From: Eric Hahn, Development Engineer

Project Number: TED- 2008-317

Project Location: SW corner - 1st Street & Patterson Rd.

Parent Project:

Name: Corner Square

File No.: PP-2008-172

Planner: Greg Moberg

TEDS Exception Request #1: TEDS Section 4.1.3 – Corner clearance

Comments:

The applicant proposes to construct a new public street intersection (25 $\frac{1}{4}$ Road) approximately 20' east (measured from nearest edge of access to nearest edge of street) of an existing private driveway on Patterson Road. TEDS Section 4.1.3 requires that private driveways on Major Arterials be located at least 150' away from an adjacent intersection.

The applicant argues that the construction of 25 $\frac{1}{4}$ Road will improve access patterns to the Corner Square site and benefit the overall circulation patterns for the surrounding area. The Traffic Impact Study prepared by the applicant's engineer implies that allowing this full-movement access on Patterson Road will provide a slight reduction of vehicle trips on 1st Street, while also providing opportunity for safer access to the Baughman property.

However, the construction of the 25 $\frac{1}{4}$ Road intersection within 20' of the existing Baughman driveway will create a situation where ingress and egress onto Patterson Road from the driveway and the new street will be in direct conflict. Such conflict will eventually cause blockage of the turning maneuvers, which will immediately reduce traffic capacity on Patterson Road and may cause traffic on Patterson Road to become completely blocked.

Although 25 $\frac{1}{4}$ Road may benefit the entire area, the construction of the intersection within 20' of the existing Baughman driveway will create an unsafe situation that cannot be allowed, and therefore staff recommends denial of this TEDS Exception Request.

Recommendation:

- Approve as requested.
- Approve with the following modification(s):
- Deny.
- Hold until the following additional information is submitted and reviewed:

As discussed above, staff cannot recommend approval of this TEDS Exception. However, it should be clearly understood that 25 $\frac{3}{4}$ Road will eventually be constructed, and at that time it will be necessary to remove the existing Baughman driveway cut on Patterson Road, and provide a new access for the Baughman driveway onto 25 $\frac{3}{4}$ Road. Such a configuration meets all TEDS requirements, and would provide an access to the Baughman property that is safer than the current access location. **Staff recommends that the Corner Square developer be allowed to build 25 $\frac{3}{4}$ Road, with the condition that, as part of such construction, the Baughman driveway cut on Patterson be removed and a new driveway access be provided on 25 $\frac{3}{4}$ Road.**



Transportation Engineering Design Standards (TEDS) Exception Approval / Denial Form

Project Number: TED- 2008-317
Site Location: SW corner - 1st Street & Patterson Rd.
Applicant: Constructors West
Representative: Ciavonne, Roberts & Associates, Inc.
Development Engr.: Eric Hahn, PE
Parent Project:
Name: Corner Square
File No.: PP-2008-172
Planner: Greg Moberg

TEDS Exception Request #1: TEDS Section 4.1.3 – Corner clearance

- Approved as requested.
- Approved with the following modification(s):
- Denied.
- The following additional information is required before a decision can be made:

TEDS Review Committee:

Public Works:	<u>Tom Mow</u>	Date: <u>10/28/08</u>
Planning Division:	<u>Risa E Cox</u>	Date: <u>10/28/08</u>
Fire Department:	<u>Charles Martin</u>	Date: <u>10/28/08</u>

**COLEMAN WILLIAMS & WILSON
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Whitman Robinson

January 23, 2009

Greg Moberg, Planner
City of Grand Junction
250 North Fifth Street
Grand Junction, CO 81501

Re: Corner Square Project

Dear Mr. Moberg:

This office represents the Baughman family, adjoining neighbors of the project now known as Corner Square. For many decades the Baughman family has maintained homes on the property adjacent to the project. Long before Patterson Road became a thoroughfare for urban Grand Junction, the Baughmans were accessing their homes via the tree-lined driveway from Patterson Road. This tree-lined driveway is the westerly boundary of the property now known as the Corner Square development.

I. BACKGROUND.

Past Corner Square development applications and traffic engineer's reports have attempted to infringe upon the Baughmans' historical private drive. Fortunately, these efforts failed because City Management, City Council and Planning & Engineering Department have rejected the developer's desire to effectively condemn the Baughman driveway to accommodate the private interest of Corner Square. In February 2008, the City actually committed that it would not allow condemnation of the Baughman property to aid further development of the Corner Square project.

The Baughmans have relied on the honesty of the commitment. However, recent activity within the City suggests that others might believe that maximizing Corner Square's private profits should prompt the City to create a dangerous access on Patterson, plus foreseeably destroy the Baughmans' access to Patterson Road from their private, tree-lined driveway. The developers of Corner Square seem intent to create a traffic situation on Patterson Road so as to mandate construction of 25 ¾ Road to remedy unsafe conditions created by Corner Square. If the City adheres to its own TEDS rules, if the City adheres to its representation that it will not condemn Baughman's historic access rights, if the City protects the safety of users of Patterson Road and the Baughman historic driveway over Corner Square's profit motive, the City will stop giving Corner Square special treatment.

Although the greatest concern lies with the access to Patterson Road at a yet-to-be 25 $\frac{3}{4}$ Road, this letter will also document the Baughman family concerns with respect to other Code requirements and City development standards. Consideration need be given to all requirements that the City uniformly applies to all developers. One purpose of this letter is to advise that my goal is to shed light on each step of the Corner Square development. This development, if it is to be an asset to the City, must comply with the Code and development standards. Moreover, if City staff is being encouraged to “look the other way” when it comes to respecting the City’s representation that it will not force closure of Baughman’s historic driveway, then it is my job to shed light on this conduct. If anyone proceeds with plans that create an adjacent and unsafe proximity of a 25 $\frac{3}{4}$ Road access to Corner Square and an existing, historic and legal private driveway, such conduct should be stopped in its tracks.

II. 25 $\frac{3}{4}$ ROAD

On July 17, 2004, with the adoption of the Grand Valley Circulation Plan (Appendix 1), Patterson Road received the official functional classification of ‘principal arterial’ road. This designation was established three years in advance of the Corner Square application for planned development zoning and the submittal of an outline development application. Corner Square’s application and development has increased value because of its Patterson Road location but Corner Square simultaneously must comply (for safety reasons) with the principal arterial designation.

Planning a development with the proposed density and intensity of Corner Square required foresight in planning internal site circulation and access to arterials such as Patterson Road and North First Street. This led to late 2006 developer discussions with the Baughmans concerning the neighboring driveway access. Corner Square recognized both community safety and Baughman’s established rights. Corner Square wrote:

“I would like to reinstate discussion of the options we started to identify before dialogue was discontinued, those being the following
....Purchasing property for the 25 $\frac{3}{4}$ right-of-way and a decel lane.”

Appendix 2: Letter from Bruce Milyard to the Baughman Family
RE: 25 $\frac{3}{4}$ Road Access Options
Date: November 21, 2006

Rather than successfully completing the discussions with Baughman or decreasing the proposed density for the site (to reduce traffic impact because of the absence of a decel lane or any other agreement with Baughmans), Corner Square forged ahead with a full density proposal involving creation of 25 $\frac{3}{4}$ Road. By early 2007, Corner Square was moving forward, although it still acknowledged the safety need for a decel lane so as to avoid interference with Patterson Road traffic movement.

“The traffic study states a decel lane is needed at 25 ¼ Rd and it is the developer’s responsibility to secure right-a-way for the decel lane.”

“...Kimley-Horn has been retained to re-evaluate the 25 ¼ Rd access point relative to the decel lane.” “...to determine what portion of the project, if any, could be developed without the installation of the decel lane. Based on this information the developer will determine if it is feasible to proceed...”

“If it is determined the project can proceed without the decel lane the developer would construct 25 ¼ Rd improvements in conjunction with the other infrastructure. It would be the City’s responsibility to inform the Baughmans the two driveways could not coexist and inform them they need to enter our road system at a designated point.”

Appendix 3: Letter Bruce Milyard to Mark Relph, City Public Works and Utilities Director, January 22, 2007

One wonders who in the City suggested to Corner Square that, as part of the profit driven private Corner Square development, “it was the City’s responsibility to inform the Baughmans that two driveways could not co-exist and inform them they need to enter our [Corner Square] road system at a designated point.” Such City conduct, if pursued, would constitute the use of City condemnation power (to take Baughman’s private drive) to benefit Corner Square. Why would anyone within the City planning or traffic departments even momentarily entertain the idea that the City would or should condemn Baughman’s rights simply to help Corner Square to maximize the intensity and density of the Corner Square development; using City condemnation (directly or even indirectly through inverse condemnation), just to increase Corner Square’s private profits, is a radical departure from City practices and breaches City representations that such conduct would not and should not ever occur.

The developer’s decision to maximize the development was apparently condoned by certain City agents, resulting in the dedication of 25 ¼ Road, allowing a curb cut for access to Patterson Road, and the creation of contradicting traffic studies and recommendations relative to 25 ¼ Road deceleration lane. Such conduct is an initial step toward breaching a promise from the City of Grand Junction that it will not allow the City condemnation (direct or inverse condemnation) of the Baughman property to aid the further development of Corner Square. These contradicting positions cannot be allowed to continue.

III. 25 ¾ ROAD DECELERATION LANE

The Corner Square traffic engineer has taken the following, alternating position:

“The Traffic Impact Study Addendum for the First and Patterson Planned Development stated that an eastbound to southbound right turn lane **would be warranted at this proposed project access driveway based on traffic volume projections.** **However,** based on further clarification of warrants with City staff as contained within the City of Grand Junction Transportation Engineering Design Standards (TEDS) Manual **it is believed that this right turn deceleration lane is not warranted.**”

Appendix 4: Letter from Elizabeth Goodremont, Kimley-Horn and Associates, Inc. (for Corner Square) to Jody Kliska, City of Grand Junction Transportation Engineer
RE: Traffic Impact Study, Right Turn Lane Threshold at 25 ¾ Road and Patterson Road
Date: January 25, 2007

Common sense and the right turn lanes required of less intense development on Patterson Road (west of Corner Square) confirm that proper application of TEDS does require the right turn lane, as Corner Square initially admitted (and only denied after deciding that Baughman’s treasured their historic property rights more than they felt compelled to increase profits for Corner Square).

The City traffic engineer’s response to Corner Square seemed to correctly disagree with the attempt to suddenly abandon a right turn lane:

“Based on your traffic study projected volumes for 2025, the eastbound volume of 1700 vehicles would yield more than 900 vehicles in the adjacent lane. The traffic study estimates 102 right turning vehicles in the p.m. peak hour. **This more than meets the criteria for a right turn lane.**”

Appendix 5: Letter from Jody Kliska, City of Grand Junction Transportation Engineer to Elizabeth Goodremont, Kimley-Horn and Associates, Inc.
RE: Right Turn Lane at 25 ¾ Road and Patterson Road
Date: January 29, 2007

Rather than the Corner Square permanently decreasing its development density or otherwise suggesting a long term solution to the right turn lane issue, Corner Square simply phased its development to avoid the problem for the time being. See February 14,

2007 General Project Report for Corner Square Planned Development, Preliminary Plan Submittal, page 8, Appendix 6:

“The applicant’s traffic engineer and the City of Grand Junction Traffic Engineer are in correspondence regarding the deceleration lane at 25 ¼ Road and Patterson Road. The need for the deceleration lane is based on the volume of traffic in the lane adjacent to the deceleration lane. Per the applicant’s traffic engineer, **the deceleration lane is not needed for the uses or intensity of development associated with the Phase I construction** in the near term design horizon. A deceleration lane has not been included in the design of the Phase I plans.”

The conclusion of the City of Grand Junction Planning Commission creates the expectation that 25 ¼ Road will be developed, and that it will require a deceleration lane due to the traffic generated. See agenda outline for June 26, 2007, page 3, Appendix 7:

“At complete build-out of this development a deceleration lane will be required to access 25 ¼ Road, due to the traffic generated. With the proposed Phase I development a deceleration lane is not required. As future Phases develop the deceleration lane will be warranted.”

The right turn lane issue was also the subject of a promise from the City Manager to Baughmans:

“I assure you that while I am City Manager neither I nor any City staff will pursue or present to City Council a proposal to condemn your property for the construction of a turn lane to aid further development of the Corner Square project.” “...I presented this letter to City Council for its review and approval.” (Ratified by City Council March 5, 2008.)

“If the Project (Ranchmen’s Ditch Flood Control Project) proceeds with your consent the City will not claim any right to the surface of the land that you own and supply to the Project for any purpose unrelated to the Project.”

Appendix 8: Letter to Frances Baughman From Laurie Kadrich, Grand Junction City Manager, Re: Ranchmen’s Ditch Flood Control Project, Phase II, February 22, 2008.

This letter was given by the City after ratification by City Council, to provide Baughmans with written assurance that the City would not cooperate in taking Baughman’s rights to afford favorable TEDS application to Corner Square. The City Manager, with Council ratification, went of record that public safety of Patterson Road users and Baughmans’ private property rights would not be ignored just for the private profit of Corner Square.

Shortly after the City letter, the June 3, 2008 General Project Report for Corner Square's Phase II Apartments, Appendix 9, page 4, concluded:

“Overall the traffic had minimal impact on the surrounding street network. The overall project proposes an access point at 25 ¾ Road and Patterson Road which establishes a shared access point for this project and future development to the west. Per the TIS (Traffic Impact Study), this access point is not required at this time; however, it is included in this construction application...”

“The intersection of 25 ¾ Road and Patterson Road can function acceptably as a full movement unsignalized intersection in the short and long term horizon even without a deceleration lane.”

What is going on? Everyone recognized the need for a deceleration lane and suddenly, without any downsizing of the project, the safety and traffic flow benefit of a deceleration lane is sacrificed to advance the developer's private profit.

The Developer's design for Corner Square, Preliminary Composite Site Plan – NW, June 26, 2007, Appendix 10, shows the Meander Drive access requires a 50 foot long right turn lane. Why then is a right turn lane at 25 ¾ Road not required?

The TEDS manual, 6.2.5.2 states that right turn lane warrants are based on the peak hourly through traffic in the lane nearest the turn lane and on the projected volume of traffic projected to make turns into the development. Baughmans seek City enforcement of all applicable TEDS standards (including but not limited to Chapter 3, Access management and Chapter 4, Access Design and Site Circulation) and City Codes for development (including street development standards, 5.4.F.7.)

Baughmans fear the contradictions in the developer's reports and the City's decisions will work to the detriment of public safety and will most assuredly create an unsafe condition for Baughman's adjacent driveway access.

In September 2008 the developer sought a modification to the City's design manual for traffic access, the Transportation Engineering & Design Manual (TEDS). The desired result was to allow access to Patterson Road via a creation of 25 ¾ Road immediately adjacent to the Baughman driveway. The modification was fortunately denied, but the City hedged its denial with a statement that provides little hope to the private property owner who stands in the way of the proposed road improvement.

IV. TEDS EXCEPTION FOR 25 ¾ ROAD

The Developer submitted a September 19, 2008 request for exception to the City's Transportation Engineering Design Standards (TEDS) that explained (Appendix 11):

“...the Preliminary Plan was amended and revised multiple times to best meet the access demands and traffic issues related to Phase 1 and the Patterson Road corridor. These revisions resulted in the dedication of 25 ¾ Road right-of-way although the road would remain unpaved through Phase I (commercial) build out. The project is now entering Phase 2 (residential) development and requesting that the 25 ¾ Road connection to Patterson Road be paved.” p.2.

“The applicant is requesting that a TEDS exception be granted to allow the connection of 25 ¾ Road to Patterson Road. The applicant would like to pave and use the 25 ¾ access point as a full movement intersection onto Patterson Road. This request requires an exception to TEDS Section 4.1.3. Corner Clearance. p.2.

“This is not a one-time exception request. This is a request to change the TEDS Manual.” “... With...the city of Grand Junction encouraging development within the Infill Boundary, these conflicts will become more common. ...the City of Grand Junction Development manuals (TEDS, Zoning and Development Code, etc.) should be updated in anticipation of these problems.” p.7.

“25 ¾ Road can be paved without a right-turn deceleration lane because the number of right-turns do not warrant the construction of a right-turn lane. See the attached TIS update provided by Turnkey Consultants, Inc.”

“Per the attached analysis, no right-turn lane is warranted for Phase 1 or Phase 2 development of Corner Square.”

The Transportation Engineering Design Standards (TEDS) Review Committee offered its opinion regarding Corner Square’s application for Exception on October 28, 2008:

“The construction of the 25 ¾ Road intersection within 20’ of the existing Baughman driveway will create a situation where ingress and egress onto Patterson Road from the driveway will be in direct conflict.” ...

“Although 25 ¾ Road may benefit the entire area, the construction of the intersection within 20’ of the existing Baughman driveway will create an unsafe situation that cannot be allowed, and therefore staff recommends denial of the TEDS Exception Request.” p.1.

“However, it should be clearly understood that 25 ¾ Road will eventually be constructed, and at that time it will be necessary to remove the existing

Baughman driveway cut on Patterson Road, and provide a new access for the Baughman driveway onto 25 ¾ Road.” p.2.

“Staff recommends that the Corner Square developer be allowed to build 25 ¾ Road, with the condition that, as part of such construction, the Baughman driveway cut on Patterson be removed and a new driveway access be provided on 25 ¾ Road.” p.2.

If the City adheres to staff recommendations that Baughmans’ 100 year access driveway “be removed” and Baughmans be forced by City decision to access their property from another, less desirable point, the City has embarked on the path of helping one developer maximize private profit at the known expense of an innocent neighbor. Furthermore, in the apparent “rush” of City staff to help Corner Square achieve the highest density and intensity of development of its property, the safety of Patterson Road travelers has been forgotten. A full service movement intersection at 25 ¾ Road with no deceleration lane ignores past City conclusions and effectively delegates critical safety issues to a private “consultant,” hired by Corner Square. Is anyone surprised that Corner Square’s paid consultants take positions favorable to the developer and ignore the long term impact on users of Patterson Road?

The Developer’s personal traffic engineer updated the traffic studies for the Corner Square development project to evaluate the impact of **not constructing 25 ¾ Road**. The conclusions of Turn Key Consulting, LLC’s December 1, 2008 Traffic Study, Appendix 12, follows:

“In summary, the 25 ¾ Road connection to Patterson Road should be included as part of Project Phase 3 construction. This would prevent unsafe traffic conditions from occurring at the Intersection of 1st Street/Park Avenue, and from occurring within the Project.” p.3.

If 25 ¾ Road is not built this study states by 2015, the intersection of Patterson and 1st Street will fail to operate well because the westbound left turn lane will have exceeded its capacity at peak hour traffic conditions.

The study further maintains that by 2009 (with traffic from 3 Project Phases) the intersection of 1st Street and Park Avenue “fails to operate well” because: 1) the lack of capacity in the eastbound left turn lane causes unsafe conditions within the Project and 2) because of inadequate gaps in the 1st Street stream of traffic to accommodate the number of vehicles turning out of the Project which leads to unsafe conditions on 1st Street.

Baughmans appeared at City Council hearing for Phase 1 and advised that absent revision of the Corner Square project, the Patterson and 1st Street intersection would fail.

However, Corner Square argued to the contrary. Now that Corner Square has created the problem, Corner Square wants to solve its self-inflicted problem by having the City commit to an unsafe 25 ¾ Road proposal. It is about time that Corner Square resolves the problem. Corner Square must cease pursuing future phases, until Corner Square can avoid “side by side” driveways at 25 ¾ Road and can provide the deceleration lane.

The facts can be summarized as follows: (1) The developer has not formulated access alternatives and has persisted in progressive development of the site, such that the developer’s proposed density will create a “failure” of the North First Street and Park Avenue intersection by 2009, and North First Street and Patterson Road intersection by 2015¹. (2) The City has committed that it will not require the Baughmans to relinquish their driveway. (3) The incompatible nature of 25 ¾ Road existing next to the Baughmans driveway establishes that TEDS and Code requirements cannot be met relative to future Phases of Corner Square. The City must require the developer to delay phases that will create the traffic impact or altogether deny the proposed density.

There is absolutely no policy or legal justification for the public and neighbors to suffer the future impact to the intersections at North First Street or to expect Baughmans to relinquish historic rights, so that the Corner Square development may intensify. If a property cannot currently handle the proposed density, limit the density until solutions are found. Do not intentionally create a safety hazard and then spend public funds condemning land to solve a private developer’s problems.

Corner Square developers have long been aware of access limitations associated with Patterson Road and the City Code’s spacing requirements. Corner Square should have designed the internal site circulation and density to accommodate the reality of Baughmans’ existing, historic access and reduced its site expectations and density to reflect the access it could legally create from its own site.

V. GRADING

No mention of an elevated grading plan was ever discussed in the Corner Square Phase 1 Planning Commission narrative or public hearing of June 26, 2007. However, considerable time (due to public concern) was devoted to building height and the request for an exception to exceed the 40’ building height limit established by the default zone of B-1. Subsequent to Phase 1 approval, the Corner Square developer used earth moving equipment to completely re-grade the entire site, thus increasing “surface” elevations and thus increasing the ultimate building height.

Finished grade within Corner Square is 8-9 feet greater than the existing grade along the west property line shared with the Baughman property. This elevation change reaches its maximum within 15 horizontal feet of the west property line. The increased elevation

¹ Traffic Analysis, Corner Square Mixed Use Development, December 1, 2008, TurnKey Consulting, LLC.

created by Corner Square did not meet the disclosure and design expectations set forth in the Grand Junction City SSID manual, nor does it meet the terms of Section 6.5.F.2.a. of the City of Grand Junction Zoning and Development Code.

Section 6.5.F.2.a. Landscape, Buffering and Screening Standards – Fences, Walls, and Berms. Minimum requirements for berms are as follows: “Maximum slope of three to one (3:1) shrub beds.”

City of Grand Junction Submittal Standards for Improvement and Development (SSID manual), Section V. Drawing and Graphic Standards, provides:

Drawing Standards Checklist – Grading Plan

- Item 2: “Existing contours extending offsite to indicate offsite grading patterns and elevations and grading conform.”
- Item 9: “Show existing contours on adjacent property as necessary to demonstrate how the site grade matches at the property line.”

Several very established trees have the misfortune of existing next to the grading area and have been severely impacted by the grading and elevation changes. The grading changes have not only altered the water supply to root systems that the established trees have relied upon for growth, but the impounding of storm drainage near the driveway boundary has an unsightly and damaging result. I have attached a photograph of the historic tree lined driveway which Baughmans have sought to protect as Appendix 13. Construction of 25 ¼ Road into Corner Square not only creates the unsafe condition discussed above, but the current fill and any ultimate road construction adjacent to the trees will kill the trees.

Baughmans request the City investigate the grading that exists at the west side of the Corner Square development and advise the City’s course of action for remedying the difference in slopes and contours created by the Developer, the fact that the grades do not “match” and the effect of the slopes and drainage changes upon the surrounding Baughman property. The City rightfully respects an owner’s right to develop its own property, provided the owner does not impose undue detriment onto the health, safety and finances of City residents and provided the owner’s use of its land does not damage the neighbors land. City adherence to this simple policy would allow reasonable growth without sacrificing the rights of the public or neighbors.

VI. FENCING/SCREENING

The City Code sets forth basic development standards for "Planned Development" such as Corner Square. Section 5.4.F requires that planned development provide "uniform perimeter fencing" in accordance with the Code, Chapter 6. Additionally, Section 6.5.F. and Table 6.5.C. and D requires the higher density (Corner Square) be responsible for constructing a buffer fence and landscape strip to protect the lower density (Baughman) zone.

As discussed in the 25 ¾ Road section above, 25 ¾ Road within Corner Square is currently dedicated street right-of-way to the City of Grand Junction. According to the development standards, landscaping should be established along street sections.

Fencing and buffering have not been created to protect the Baughman properties on the south and west sides of the Corner Square development. Baughmans understand that the Code requires compliance with the development standards during all phases of development. The construction of a fence and landscaping should not be delayed pending the outcome of the status of 25 ¾ Road. Moreover, the landscaping plan should give critical importance to saving the currently existing trees lining Baughmans' driveway. Maintaining old growth trees of a majestic size is preferable to expending money to install small trees which, in total, will entail far less vegetation than a single one of the current trees.

Baughmans request the City require immediate action on the part of the developer to provide fencing and buffering along the south and west sides of the development, in compliance with the City Codes, and that the City advise Baughman concerning the planned design, material to be used and proposed start dates.

VII TREES

The City Code, Chapter 6.5.B.8. encourages "preservation of Significant Landscape Features."

"Existing landscape features such as...large or old trees... shall be identified by the Director as part of the development review process."

"No person shall kill or damage a landscape feature required to be preserved by this Section." p.21

"The developer shall protect trees from compaction under the canopy drip line of the tree unless the City Forester says otherwise." p.21

"No vehicles or equipment shall be driven or parked nor shall any materials be piled within the canopy drip line of any tree to be preserved." p.22

The Code further requires that “all landscaped areas shall be protected from vehicles through the use of concrete curbing, large rocks, or other similar obstructions. (Section 6.5.B.9.) and Section 6.5.B.14:

“Tree canopies may overlap by up to twenty percent (20%) of the diameter of the tree at maturity.”

The Baughman property on the west side of the Corner Square development has a mix of established trees lining the driveway, including mature Cottonwood trees on the north end and 15 year old Maple trees on the south. The Developer and the City have a duty and obligation to protect these trees.

However, according to Curtis Swift, PhD, Area Extension Agent Horticulture (Appendix 14, November 9, 2007):

“The trees on the east side of the drive have been severely impacted by activities on the neighboring property. These include soil compaction, the addition of soil over the root systems and the severing of roots during the process of trenching. At least 50% of the root system of these trees is currently dead or will die due to these activities.”

And H.D. “Dutch” Afman, I.S.A., of Arboricultural Evaluation Services:

“Volumes of landfill and compaction has taken place commencing some 5 feet over the rootbase of your trees on the easterly portion of a row of Cottonwood/ Mulberry/ Catalpa and Maple trees. It is my opinion, that these trees cannot possibly survive this damage due to suffocation of oxygen and nutrient uptake. Sadly to say this could have been circumvented.”

It is too late to reverse the damage done to the trees by the addition of soil over the rootbase (extending horizontally from the trunk a distance at least equal to the trees height). Any effort to remove soil that has been built up over the root zone would be unproductive in restoring health to the trees or extend their longevity with the possible exception of the younger (Maple) trees.

Construction of retaining wall and required footing by the developer adjacent to Maple trees planted on Baughman property further eliminates any successful outcome for these trees. [As shown by Developer of Corner Square, Sheet 6, Wall M, Corner Square Apartments (Phase II Corner Square Development), Revised 9/13/2008.]

Appendix 15. Letter of July 31, 2008, and summary of telephone conversation dated December 12, 2008.

Baughmans have reviewed the Developer's planned landscape in the area of the Apartments (Phase II) and believes that the proposed planting of Imperial Honeylocust will interfere (>20%) with established plantings of Maple trees on the Baughman property. [Corner Square Landscape Plan-West, Corner Square Apartments (Phase II) 9/13/2008.] The City should require the developer to move the proposed landscape trees sufficiently away from the Baughman trees to give full effect to the provisions of the Code, and to allow the extended life of the existing, established trees.

Baughmans believe that the proposed 25 ¾ Road directly violates the Code, as a good portion of the proposed road will be constructed underneath the canopy drip line of the 100+ year old trees. Additionally, should the Baughman driveway be forced to access 25 ¾ Road at any point, further damage to some of the trees would occur due to additional soil being placed over the root zone along the property line for the driveway to match the grade of 25 ¾ Road.

Baughmans request that the City request the City Forester evaluate the established trees and provide a report regarding the anticipated impact of the compaction for the construction of 25 ¾ Road. Additionally, Baughmans request that the City require its staff and the developer of Corner Square to create a proposal that will give full effect to the Code provision encouraging the retention of established trees along the property line between Baughman and Corner Square. Once such a proposal is received, Baughmans can evaluate the full extent of the damages they will incur as a result of the lost trees. The damage and loss of the trees will be estimated by Mr. Afman, in a similar method to that used in his July 31, 2008 letter (Appendix 15) calculating the value of the Baughman driveway trees.

Thank you for your time and consideration of this letter. Please provide me with any response you deem necessary via email to joe@cwvlaw.com, and please copy Victoria Patsantaras, victoria@symbiosisllc.com.

COLEMAN, WILLIAMS & WILSON



Joseph Coleman

xc: Baughman family
Corner Square representative, Joe Carter, Ciavonne, Roberts & Assoc.
John Shaver, City Attorney

Appendix 1

Letter of January 21, 2008
Coleman to City Planner, Greg Moberg
Re: Corner Square & Baughman

Appendix 1

Letter of January 21, 2008
Coleman to City Planner, Greg Moberg
Re: Corner Square & Baughman

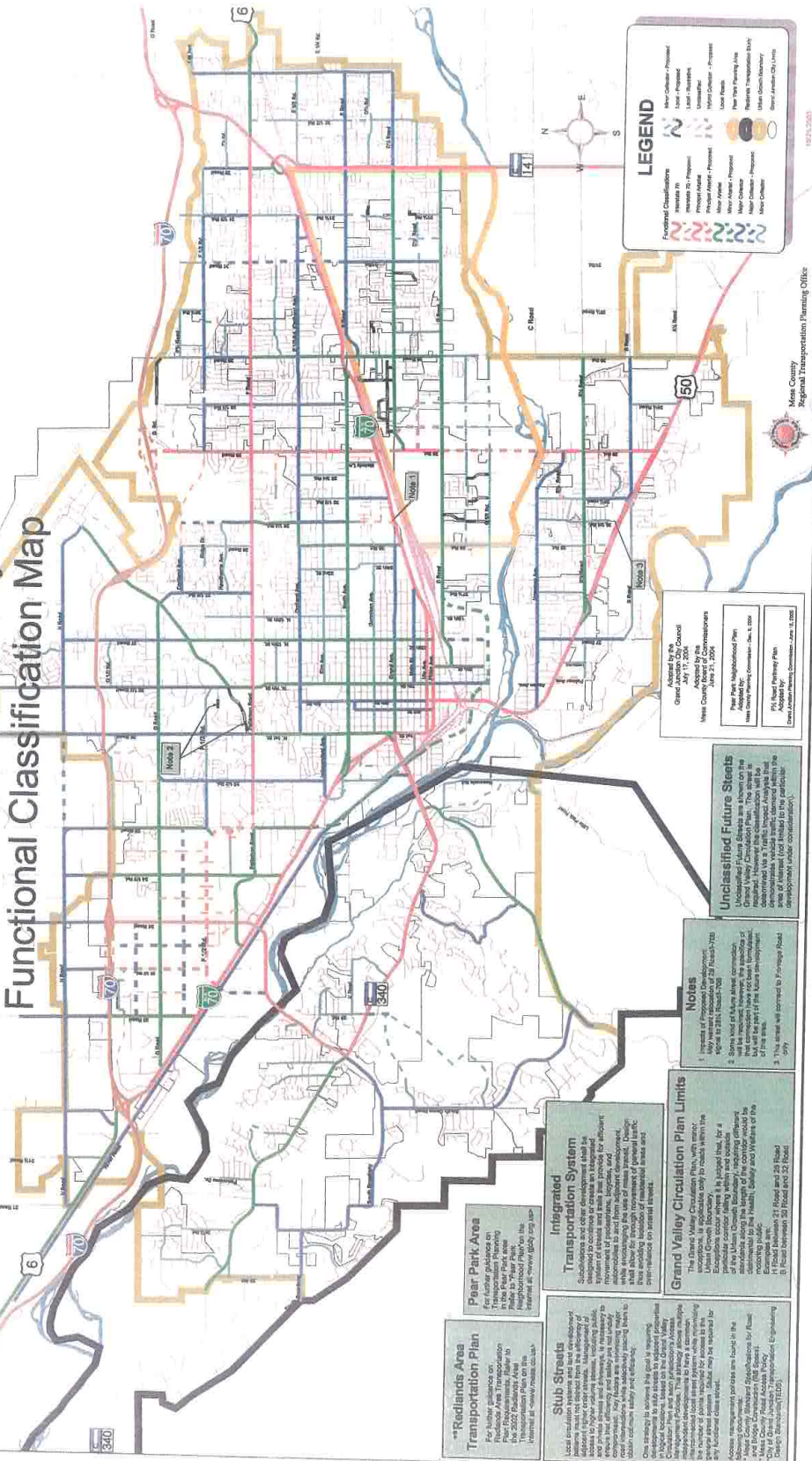
Grand Valley Circulation Plan Grand Junction / Mesa County Urban Area



Figure 4-3



Functional Classification Map



LEGEND

Functional Classifications

- Major Collector - Proposed
- Local - Proposed
- Local - Existing
- Major Collector - Existing
- Major Arterial - Proposed
- Major Arterial - Existing
- Transit Corridor - Proposed
- Transit Corridor - Existing
- Urban Collector - Proposed
- Urban Collector - Existing
- Major Collector - Existing

Other Symbols:

- Major Arterial - Proposed
- Major Arterial - Existing
- Major Collector - Proposed
- Major Collector - Existing
- Major Collector - Existing
- Major Collector - Existing

Redlands Area Transportation Plan
For further assistance on this plan, please contact the Planning Department, Mesa County, Grand Junction, CO. The Transportation Plan for the Redlands Area is available at www.mesa.co.us.

Sub Streets
Local circulation corridors are shown in the map. These corridors are designed to provide a high level of service to the surrounding area. The plan shows multiple options for these corridors, including local streets, transit corridors, and major collectors. The plan also shows the location of existing and proposed transit stations and bus stops. The plan is intended to provide a comprehensive overview of the circulation options available in the area.

Integrated Transportation System
The plan shows the location of existing and proposed transit stations and bus stops. The plan also shows the location of existing and proposed transit routes. The plan is intended to provide a comprehensive overview of the circulation options available in the area.

Grand Valley Circulation Plan Limits
The Grand Valley Circulation Plan, with minor exceptions, applies only to roads within the Grand Valley Circulation Plan Limits. The plan shows the location of existing and proposed transit stations and bus stops. The plan also shows the location of existing and proposed transit routes. The plan is intended to provide a comprehensive overview of the circulation options available in the area.

Notes
1. Areas of proposed development shown in the map are subject to future development. The plan shows the location of existing and proposed transit stations and bus stops. The plan also shows the location of existing and proposed transit routes. The plan is intended to provide a comprehensive overview of the circulation options available in the area.

Unclassified Future Streets
The plan shows the location of existing and proposed transit stations and bus stops. The plan also shows the location of existing and proposed transit routes. The plan is intended to provide a comprehensive overview of the circulation options available in the area.

Appendix 2

Letter of January 21, 2008
Coleman to City Planner, Greg Moberg
Re: Corner Square & Baughman

Appendix 2

Letter of January 21, 2008
Coleman to City Planner, Greg Moberg
Re: Corner Square & Baughman

CONSTRUCTORS WEST, INC

DEVELOPER/BUILDER

514 28¹/₄ ROAD, SUITE 5

GRAND JUNCTION, CO 81501

PHONE (970) 241-5457 • FAX (970) 241-5510

November 21, 2006

Baughman Family
2579 F RD
Grand Junction, CO 81505

Dear Kent,

Even though this letter is addressed to you it is intended for the entire Baughman family, especially your mother. After talking with you yesterday it became apparent it is unfair of me to expect you to convey my message to the entire family.

I want the Baughman family to understand that my intent, from the first two meetings that you and Jim had with me at Ted Ciavonne's office, has been to make the 25 ³/₄ Road access issue a win, win situation for both parties. I feel strongly that if all parties can get past the adversity to change, a new access, can not only enhance the value and be of great financial benefit to the Baughman property, but also make it a much safer access than there is presently.

I would like to reinstate discussion of the options we started to identify before dialogue was discontinued, those being the following:

1. Designing the 25 ³/₄ Road access totally on the Gormley side.
2. Designing the 25 ³/₄ Road access partially on the Baughman property with a center median which would preserve the majority of the trees.
3. Purchasing the front two acres if you desire to sell.
4. Purchasing property for the 25 ³/₄ right-of-way and a Decel Lane.

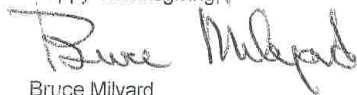
As I have previously proposed, all the cost for land and construction would be borne by me, including moving of driveway pillars and installing an electric gate to protect your privacy if you desire. To jointly plan this access point will assure both parties that our independent needs are being addressed.

Also, Jim has mentioned he has some other concerns regarding setbacks, landscaping, irrigation, and other issues related to this development and his adjacent property. Now that we have completed the concept stage of the project, more detailed issues can be addressed. I would like to meet with Jim to better understand his concerns.

In conclusion I sincerely hope the Baughman family accepts my desire to open constructive dialogue and identify all the options and find solutions for the 25 ³/₄ Road access.

I look forward to hearing from you soon.

Happy Thanksgiving,



Bruce Milyard

Appendix 3

Letter of January 21, 2008
Coleman to City Planner, Greg Moberg
Re: Corner Square & Baughman

Appendix 3

Letter of January 21, 2008
Coleman to City Planner, Greg Moberg
Re: Corner Square & Baughman

CONSTRUCTORS WEST, INC

DEVELOPER/BUILDER

514 28¹/₄ ROAD, SUITE 5

GRAND JUNCTION, CO 81501

PHONE (970) 241-5457 • FAX (970) 241-5510

January 22, 2007

Mr. Mark Relph
City of Grand Junction
Public Works and Utilities Director
250 N. 5th Street
Grand Junction, CO 81501

1/30/07

TO: T.M.M.

HANDING IT OFF TO YOU.

MARK

Dear Mr. Relph:

The purpose of this letter is to put in writing my understanding of the meeting held on January 9, 2007 with city staff, Pat & John Gormley, and myself regarding the 1st & Patterson project, and more specifically, the 25 ³/₄ Rd access. My understanding is as follows:

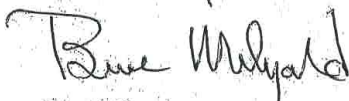
1. The 25 ³/₄ Rd access point is the preferred access point on the west side of the project.
2. The traffic study states a decel lane is needed at 25 ³/₄ Rd and it is the developer's responsibility to secure right-a-way for the decel lane.
3. We have contacted Kimley-Horn, the traffic consultant, and engaged their services to determine what portion of the project, if any, could be developed without the installation of the decel lane. Based on this information the developer will determine if it is feasible to proceed based on the findings of Kimley-Horn.
4. If it is determined the project can proceed without the decel lane the developer would construct 25 ³/₄ Rd improvements in conjunction with the other infrastructure. It would be the city's responsibility to inform the Baughman's the two driveways could not coexist and inform them they need to enter our road system at a designated point.

We are currently talking with the Baughman family in an attempt to make this a win/win situation for all parties. As mentioned previously, Kimley-Horn has been retained to re-evaluate the 25 ³/₄ Rd access point relative to the decel lane. We will be forwarding the information to you once we receive it.

If the above does not accurately represent the conversation of the meeting I respectfully request an immediate response with your interpretation.

Thank you for your assistance in helping me move this project forward.

Respectfully,



Bruce Milyard

CC: David Varley, Tim Moore, Sheryl Trent, Kathy Portner, and John Shaver

Appendix 4

Letter of January 21, 2008
Coleman to City Planner, Greg Moberg
Re: Corner Square & Baughman

Appendix 4

Letter of January 21, 2008
Coleman to City Planner, Greg Moberg
Re: Corner Square & Baughman



Kimley-Horn
and Associates, Inc.

January 25, 2007

Jody Kliska, P.E.
City of Grand Junction – Transportation Engineering Division
2553 River Road
Grand Junction, Colorado 81505

■
Suite 1050
950 Seventeenth Street
Denver, Colorado
80202

Re: 1st & Patterson Planned Development Traffic Impact Study
Right Turn Lane Threshold at 25 ¾ Road & Patterson Road

Dear Ms. Kliska:

This letter has been prepared to summarize the results of a turn lane warrant analysis for the eastbound to southbound right turn lane at the 25 ¾ Road & Patterson Road intersection. The Traffic Impact Study Addendum for the First and Patterson Planned Development stated that an eastbound to southbound right turn lane would be warranted at this proposed project access driveway based on traffic volume projections. However, based on further clarification of warrants with City staff as contained within the City of Grand Junction Transportation Engineering Design Standards (TEDS) Manual it is believed that this right turn lane is not warranted. The TEDS Manual provides warrants for right turn deceleration lanes based on two lane and four lane roadways, posted speed limit of roadway, volume of vehicles using the through lane adjacent to which the right turn lane is to be constructed, and the number of peak hour turning vehicles.

An initial recommendation was made for a right turn lane based on the total number of vehicles traveling eastbound along Patterson Road adjacent to the right turn lane (approximately 1,400 vehicles). However, it is estimated that these vehicles will be distributed equally between the two existing eastbound through lanes along Patterson Road resulting in approximately 700 vehicles in the through lane adjacent to which the right turn lane is to be constructed. Using interpolation of this table, the minimum peak hour turning volume corresponding to the 40 mile per hour posted speed limit and the approximate 700 eastbound through vehicles in 2007 is 115 vehicles per hour. Project traffic is anticipated to add approximately 80 turning vehicles to this movement. Therefore, a right turn deceleration lane is not believed to be warranted at the proposed 25 ¾ Road access based on traffic volume projections.

If you have any questions regarding this analysis, please feel free to contact me at (303) 228-2308.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.

Elizabeth Goodmont
Elizabeth Goodmont, P.E.
Project Manager



■
TEL 303 228 2300
FAX 303 446 8678

Appendix 5

Letter of January 21, 2008
Coleman to City Planner, Greg Moberg
Re: Corner Square & Baughman

Appendix 5

Letter of January 21, 2008
Coleman to City Planner, Greg Moberg
Re: Corner Square & Baughman



PUBLIC WORKS & UTILITIES
Transportation Engineering

January 29, 2007

Elizabeth Goodremont, P.E.
Kimley-Horn and Associates, Inc.
950 17th St., Suite 1050
Denver, CO 80202

RE: 1st & Patterson Planned Development Right Turn Lane 25 $\frac{3}{4}$ Road

Dear Ms. Goodremont:

In response to your letter dated January 25, 2007, City staff has the following comments:

The table for right turn lane warrants in section 6.2.5.2 of the TEDS Manual is based on the directional design hour volumes of vehicles in the lane adjacent to the proposed turn lane. Perhaps we need to better define the design hour in the manual, but our intent is to look at the design year volume. Our hourly counts in 2005 indicated that 55% of the traffic on Patterson Road uses the outside lane (approximately 750 of the 1380 counted).

Based on your traffic study projected volumes for 2025, the eastbound volume of 1700 vehicles would yield more than 900 vehicles in the adjacent lane. The traffic study estimates 102 right turning vehicles in the p.m. peak hour. This more than meets the criteria for a right turn lane.

Sincerely,

A handwritten signature in cursive script, appearing to read "Jody Kliska".

Jody Kliska, P.E.
Transportation Engineer

Appendix 6

Letter of January 21, 2008
Coleman to City Planner, Greg Moberg
Re: Corner Square & Baughman

Appendix 6

Letter of January 21, 2008
Coleman to City Planner, Greg Moberg
Re: Corner Square & Baughman

GENERAL PROJECT REPORT
For
CORNER SQUARE PLANNED DEVELOPMENT
Preliminary Plan Submittal
February 14, 2007

Project Overview

The applicant/developer, Constructors West, is proposing the development of 20.7 acres of land zoned Planned Development on the southwest corner of N. 1st Street and Patterson Road. The Phase 1 development scope includes the Preliminary Plans for the four commercial lots along the Patterson Road frontage and the total infrastructure for the site. Building No. 1, 3, and 4 are mixed use buildings where office and retail uses are combined. Typically, the separation of uses occurs vertically whereby the office space exists on the second floor and retail uses occur on the ground floor (surface parking lot level).

The development plans and subdivision plans conform to the recently approved First and Patterson Planned Development Outline Development Plan (ODP.) When referencing the ODP, the proposed development occurs within Pods A, B, C, and D. The development standards for this application are per City of Grand Junction Ordinance No. 3981 and the default zone standards. The *default zone* for Pod A, B, C and D is B-1, Neighborhood Business.

In Phase 1, the applicant/developer will construct all roads and utility infrastructure for the entire development, and the commercial buildings on Pods A, B, and D. The building on Pod C will be constructed by separate entity. Pods E, G, and H will be developed in later phases. Pod F will remain as single family detached dwellings with a *default zone* of RSF-4 (Residential Single Family 4 du/acre.)

This application incorporates Alternate Road Sections and a proposed TEDS Exception for access into the southern most entrance into Lot 2, Block 1. This application assumes these modifications are acceptable, but has not received confirmation from staff. A request for approval of the Alternative Road Sections and for the TEDS Exception was submitted to staff in December 2006.

Additional project related information addressing staff's Pre-Application Meeting comments can be found at the end of this General Project Report.

A. Project Description

Location and Site Features

- The project is located in the southwest corner of N. 1st Street and Patterson Road in Grand Junction.

- The property includes three single family homes that front on N. 1st Street. These three existing homes can generally be described as being on the top of a hill that extends through the southeast corner of the property, northwesterly towards the center of the property. This hill is a distinguishing characteristic of the property although it encompasses only a few acres; the remainder of the site generally slopes to the north and west.

Existing Zoning

- The property is zoned Planned Development per Ordinance No 3981. The subject property has three default zones:
 - B-1 (Neighborhood Business)
 - RMF-12 (Residential Multi-family 12 du/acre)
 - RSF-4 (Residential Single Family 4 du/acre)

Please refer to the approved ODP for the applicable default zoning per Pod

Proposed Use

- The proposed uses on Lot 1, Block 1 and Lots 1 and 2, Block 2 are a mix of uses composed of office, retail, service and possibly restaurant. All uses are allowed under Ordinance 3981. Lot 2, Block 1 will be a retail use with a pharmacy. There are two drive through windows located on the south side of the building which will serve the pharmacy.

B. Public Benefit

Corner Square Planned Development will create a mixed use project that meets standards established in the Outline Development Plan, the intent of the Growth Plan, the development requirements of the default zones, and the expectations of the neighbors. Public benefits include:

Infrastructure and Utilities

- Collaboration with the City of Grand Junction on the donation of right-of-way for a right turn lane from Patterson Road onto N 1st Street;
- A 35' wide utility easement (paralleling and abutting Patterson Road) for under-grounding of the Ranchman's Ditch and the existing overhead power;
- Participation in the under-grounding of the overhead utility lines that encumber this property.
- The construction of detached sidewalks and landscaping within the easements that parallel both Patterson Road and N. 1st Street.

Site Amenities and Landscaping

- Large landscaped open space areas along the N 1st Street frontage;
- Site amenity or community feature at the corner of N 1st Street and Patterson Road;
- Preservation of the topographic landscape hill feature through terracing and landscape design.

Development Character

- In order to retain the existing fabric of the N. 1st Street neighborhood, the project retains the existing single family residences which front along N 1st Street.
- The applicant commits to architectural standards that prohibit prefabricated or metal buildings, and requires pre-approved finishes consistent with a definitive development theme.

Site Development

- The creation of a Design Review Committee consisting of one landscape architect, one architect, and a representative from the applicant's office, that reviews submittals prior to the City.
- The creation of limited design guidelines for development in the commercial pods.
- The creation of limited design guidelines for development in the residential pods.
- Commercial area site planning where the majority of the parking does not front on N. 1st Street and Patterson Road. Buildings will assist in screening parking lots.
- The creation of Business Owners Association for the commercial pods.
- The creation of a Home Owners Association for the multi-family residential pods.
- Vehicular cross access will be required within all commercial development pods.
- Incorporation of underground parking to eliminate the some of the negative visual impacts of surface parking.

Buildings, Architecture, and other Structural Features

- The creation of design guidelines for commercial buildings.
- The creation of design guidelines for residential buildings.
- Limit the height of the uses in the commercial pods to two stories.
- The development will require equal attention to architectural detailing, building materials, plane projections, recesses, and roof forms on all sides of non-residential buildings. The applicant will not require that window, door, canopy and other overhang treatments be equal on all sides of non-residential buildings.
- The development will require trash enclosures and loading areas to be screened with walls made of materials identical to the building materials of the primary building in keeping with the architectural development theme.
- A height restriction of all buildings (residential and non-residential) on top of the 'hill' to be no higher than 35' above parking lot level.

Signage

- Freestanding Signage (Primary and Secondary)
 - The applicant limits the freestanding signage to one freestanding sign along the N. 1st Street frontage for the entire development.
 - The applicant limits the freestanding signage to one freestanding sign along the Patterson Road frontage for the entire development.
 - Secondary monumentation will be allowed along these frontages. Secondary monumentation will not used as individual business signage. Secondary monuments will be used for the overall development name and / or logo only.
 - Tertiary / minor directional signage will be allowed on the streets internal to the development.
- Wall Mounted Signage
 - Wall mounted signage will be more strictly regulated than City Code standards. Limitations will be set to limit wall signage size.

B. Neighborhood Meeting

Two neighborhood meetings have been held for this project during the Outline Development Plan process. Per the Grand Junction Zoning and Development Code a neighborhood meeting is not required for a Preliminary Plan in a Planned Development zone. The neighborhood meeting minutes of each meeting of the previous meetings are been included in this application. The neighborhood meetings were held on February 23, 2006 and September 11, 2006. Both meetings were held in the cafeteria at West Middle School.

C. Project Compliance, Compatibility, And Impact

1. Adopted Plans and/or Policies

The proposed development density will meet the requirements set forth in the approved ODP.

2. Surrounding Land Use

The surrounding land uses are as follows:

- North: B-1 uses including – Vet Clinic, Retail, service, office use
- East: High Density Multi-family and Single Family Detached residential
- South: Single Family Detached Residential
- West: Agriculture / undeveloped land

3. Site Access and Traffic

Three access points will serve the site upon completion of this Phase 1 construction. The access points are as follows:



- A full movement unsignalized intersection at approximately 25 ¾ Road and Patterson Road
- A three-quarter movement intersection at Meander Drive and Patterson Road
- A full movement unsignalized intersection at Park Drive and North 1st Street

On-site circulation generally occurs by the use of cross-connectivity in parking lots and accessing the internal street network. A pedestrian network of sidewalks have also been established which connect the residential areas to the commercial areas and the perimeter arterial streets.

4. Availability of Utilities

Sanitary Sewer:

Sanitary sewer is available in the adjacent arterial streets. Please see the Composite/Site Plan for more detail.

The subject property will use City of Grand Junction water.



5. Special or Unusual Demands

Storm Water:



Per the City of Grand Junction Public Works department, the storm water will be directly discharged into the proposed storm system associated with the Ranchman's Ditch project. No on-site detention is required or proposed.

6. Effects On Public Facilities

The addition of more commercial development along the Patterson Road corridor will have expected, but not unusual impacts, on the fire department and police department. A detailed and lengthy process occurred to review the impacts of project related traffic to the street network. Overall the traffic had minimal impact on the surrounding street network. The project proposes an access point at 25 3/4 Road and Patterson Road which establishes a shared access point for this project and future development to the west. This intersection will function as a full movement unsignalized intersection initially, but a signal can be added to this intersection without negatively impacting the progression of Patterson Road.



7. Site Soils

A Geotechnical Report has been included with this submittal for your review on site soils.

8. Site Geology and Geologic Hazards

No unusual or unexpected geologic hazards are present at the proposed site.

There are no jurisdictional wetlands on the property (*see attached letter from Rare Earth*)

9. Hours of Operation

All businesses within this development are subject to the hours of operation associated with the default zone of B-1, Neighborhood Business. These hours are 5am to 11pm.

10. Number of Employees

The number of employees per building and or per use is not known at this time. Parking per the Grand Junction Zoning and Development Code has been provided.

11. Signage Plans

Preliminary signage plans have been submitted with this submittal detailing Primary and Secondary signage. These are in conformance with the general standards established in the approved ODP. The Primary and Secondary signage locations, identified as star shaped icons, have been shown on the Preliminary Landscape Plan.

Additional signage will be displayed on the exterior of the buildings in the form of 'wall-mounted' signs per the Zoning and Development Code. The applicant will work with staff on the details of the wall mounted signage during the review of the Preliminary Plan.



D. Development Schedule and Phasing

Phase 1 of the development will be beginning as soon as Final Plan approval. Subsequent phases are required for submittal within one year of approved Final Plans for Phase 1.

F. Additional

Review Criteria (Development Code Section 2.8.B)

1. The proposed plan is in conformance with the Growth Plan (as recently amended), major street plan, Urban Trails Plan, and other adopted plans.
2. The proposed plan meets the subdivision standards in Ch. 6.
3. The proposed subdivision meets the zoning standards of the approved Outline Development Plan, the Planned Development standards in Chapter 5, and the zone district standards established in Chapter 3 of the Zoning and Development Code. The default zone for the Pods associated with Phase 1 is B-1 – Neighborhood Business.
 - a. At the time of ODP approval, the overall height of each building could be increase by 25% by the City Council. This allows the applicant to provide elevations of each building when requesting additional height.
 - b. An increase in height will be applied for at the time of Planning Commission and City Council hearing. The bulk/mass of the proposed commercial buildings is less than 40' in height. Architectural 'towers' are provided on each building to add character and interest to the buildings. These tower elements exceed the 40' height limit established by the default zone, but do qualify for an exception by the Planning Commission and City Council. These tower elements do not exceed a height that is 25% greater than the height established by the default zone.
4. The proposed subdivision meets the standards established by the approved ODP – Outline Development Plan.
5. Adequate public facilities and services will be available concurrent with the subdivision.
6. The project will have no unusual impacts associated with development.
7. The project is compatible with existing and proposed development on adjacent properties.
8. Adjacent agricultural land use will not be harmed by the proposed subdivision.
9. The proposed project is neither piecemeal development nor premature development of agricultural land or other unique areas.
10. There is adequate land to dedicate for provision of public services and will not cause an undue burden on the City of Grand Junction for maintenance or improvement of land an/or facilities.






Review Criteria (Development Code Section 5.4.F)

Development Standards


Planned development shall meet the development standards of the default zone or the following, whichever is more restrictive. Exceptions may be allowed only in accordance with this Section.

1. **Setback Standards.** Principal structure setbacks shall not be less than the minimum setbacks for the default zone unless the applicant can demonstrate that:

- 
- 
- 
- a. Buildings can be safely designed and that the design is compatible with lesser setbacks. Compatibility shall be evaluated under the Uniform Fire Code and any other applicable life, health or safety codes;
 - b. Reduced setbacks are offset by increased screening or primary recreation facilities in private or common open space;
 - c. Reduction of setbacks is required for protection of steep hillsides, wetlands or other environmentally sensitive natural features.
2. **Open Space.** All planned developments shall comply with the minimum open space standards established in Chapter Six or the open space requirements of the default zone, whichever is greater. The ODP requires a minimum of 1.8 acres of open space for the entire project. A substantial portion of this open space occurs within easements along the Patterson Road and N. 1st Street frontages.
 3. **Fencing/Screening.** No fencing or screening is proposed within this Phase 1 development.
 4. **Compatibility.** Nonresidential design and construction shall be compatible with adjacent residential development.
 5. **Landscaping.** Landscaping shall meet or exceed the requirements of Chapter Six of this Code.
 6. **Parking.** Off-street parking shall be provided in accordance with Chapter Six of this Code.
 7. **Street Development Standards.** Streets, alleys and easements shall be designed and constructed in accordance with TEDS and Chapter Six of this Code. The applicant has applied for *Alternate road standards and a TEDS Exception*.

Site Development Issues per the Pre-Application Meeting Notes from Staff:

Pedestrian Connectivity



At Staff's request a sidewalk will provide that connects the southern end of Meander Court to the walk along the south side of Park Drive at the N. 1st Street intersection. This is not shown on the plan because this Phase of development does not cover this Pod. The proposed walk will provide connectivity from the commercial portion of the site to Pod E, from the residential portion to Pod E, and a walk from the commercial portion of the development to the future residential portion. Currently no sidewalk is proposed along the west side of 25 ³/₄ Road.

Utilities

The applicant will continue to seek financial assistance from the City of Grand Junction on the burial of the overhead utility lines. The applicant maintains that the overhead utilities will need to be moved for the construction of the Ranchman's Ditch Project and the deceleration lane at Patterson Road and North 1st Street. It is assumed that there is a cost associated with the moving of these overhead utilities in the budgets of each project. These moneys along with the use of infill dollars should be applied to the burial of these overhead utilities along the Patterson Road frontage of the Corner Square project.

Traffic

There is a proposed median and a pair of deflection islands at the intersection of Meander Drive and Patterson Road. A copy of these drawings was submitted to the City of Grand Junction Development Engineer and the City of Grand Junction Traffic Engineer at the time of the Pre-Application meeting in December 2006.

The south-bound left turn lane from Meander Drive into Lot 2, Block 1 was mentioned as a comment by staff. To address staff's concern, the applicant's engineer moved the proposed roundabout further south to increase the distance between the flowline of the driveway entrance and the closest roundabout flowline. The distance was increased to a 50' separation.

The applicant's traffic engineer and the City of Grand Junction Traffic Engineer are in correspondence regarding the deceleration lane at 25 3/4 Road and Patterson Road. The need for the deceleration lane is based on the volume of traffic in the lane adjacent to the deceleration lane. Per the applicant's traffic engineer, the deceleration lane is not needed for the uses or intensity of development associated with the Phase 1 construction in the near term design horizon. A deceleration lane has not been included in the design of the Phase 1 plans. Correspondence between the applicant's Traffic Engineer and the City of Grand Junction Traffic Engineer are attached to this General Project Report

* *
2cel Lane

Preliminary Plan and the Planned Development Ordinance

For Phase 1, the applicant is proposing the construction of all road infrastructure improvements and the construction of the four mixed use buildings along Patterson Road. The area defined as Phase 1 has a default zone of B-1, Neighborhood Business. The site plans for these four buildings are included in the Preliminary Plan submittal dated February 14, 2007.

Ordinance No. 3981 allows the applicant to apply for a height increase up to 25% greater than the standard allowed in the default zone. The default zone of B-1 Neighborhood Business, allows for an overall maximum building height of 40'. Under the allowance of a 25% increase, the applicant can apply for a building height up to 50'. The applicant is proposing an increase in height. Please reference the architectural elevations included in the applications for building heights.

Response to City of Grand Junction Review Comments

Date: 4-05-2007

Comment Round No. 1

Page No.

Project Name: Corner Square

File No: PP-2007-064

Project Location:

Check appropriate if comments were mailed, emailed, and/or picked up

Property Owner(s): Patrick A. Gormley
 Mailing Address: 2433 N. 1st St., Grand Junction, CO 81501
 Email:
 Date Picked Up: _____ Telephone: _____
Signature: _____

RECEIVED
MAY 01 2007
COMMUNITY DEVELOPMENT
DEPT.

Representative(s): Ciavonne, Roberts & Associates
 Mailing Address: 844 Grand Avenue, Grand Junction, CO 81501
 Email: joe@ciavonne.com Telephone: 241-0745
 Date Picked Up: _____ Signature: _____

Developer(s): Constructors West
 Mailing Address: 514 28 1/4 Road, Grand Junction, CO 81501
 Email: Telephone: 241-5457
 Date Picked Up: _____ Signature: _____

CITY CONTACTS

Project Manager: Ken Kovalchik
Email: kenk@gjcity.org

Telephone: 256-4058

Back up Planner:
Email:

Telephone:

Development Engineer: Eric Hahn

Telephone: 244-1443

CORNER SQUARE RESPONSE TO COMMENTS

Responses to be sent to the following agencies:

Public Works and Planning
City Development Engineer
City Fire Department
City Surveyor
City Addressing
Resman Communications
Skel Energy
Grand Valley Irrigation Company

PUBLIC WORKS AND PLANNING

Comment:

The General Project report states a detached sidewalk will be constructed along Patterson Road and N. 1st Street. The Landscape Plans and Site Plans indicate a detached sidewalk along Patterson Road, but not along N. 1st Street. Please indicate a detached sidewalk along N. 1st Street on the plans.

Applicant's Response: *The General Project Report was incorrect. An attached sidewalk will be provided along the N. 1st Street frontage. The proposed portions of the attached walk will connect to an existing attached walk along this frontage.*

Comment:

The General Project Report states a site amenity or community feature will be placed at the SW corner of Patterson Road and N. 1st Street. The plans do not depict what is proposed in this area. As this amenity is proposed to meet a "Community Benefit" within the PD, staff requires that this amenity be indicated on the plans.

Applicant's Response: *The community generally refers to this property as "sheep hill." In keeping with this theme, the applicant proposes a sculptural element on site that carries this theme. The applicant proposes placing sculpture on the corner of 1st and Patterson as a community feature.*

Comment:

Terraced structural walls are proposed at the corner of Meander Court and Park Drive. Staff requires the walls to be decorative and that landscaping be placed in the terraced section for each wall section.

Applicant's Response: *The terraced structural walls will be covered with material similar to the building facades. Landscaping will also be used to soften these walls as noted in staff's comment above.*

Comment:

It appears a modular block wall is proposed at the entrance from N. 1st Street and that this wall will be terraced. Staff requires the wall to be decorative and that landscaping is placed in the terraced section of the wall.

Applicant's Response: *The wall located at the intersection of N. 1st Street and Park is terraced towards the interior of the site and is probably not overly visible from the street. The applicant would prefer to utilize modular block in this location. Please let us know if is possible.*

Comment:

The TEDS exception for the entrance to Block 1 was denied and 50' for vehicular queuing is required at this ingress/egress point. It appears the design, as submitted, creates a conflict point in this area. Vehicles exiting the Walgreen's drive-thru and vehicles exiting the one-way area south of the drive-thru will create a conflict in this 50' queuing area. Please revise the plans to show adequate queuing in this area.

Applicant's Response: *The entrance has been reconfigured using a single drive-thru and single/one-way lane beside the drive-thru. This has resulted in a distance from the flowline of Park Street to the flowline of the rough lane of over 30' whereas Eric Hahn indicated that a minimum of 25' was necessary.*

Comment:

The vehicular flow of traffic south of the proposed Walgreen's site appears it may cause conflicts. Are two drive-thrus necessary? Could one be eliminated to allow for two-way traffic? Along with the queuing issue in this area, it appears the building footprint may have to be altered to allow for adequate vehicular movement. Please consider alternatives with the layout to allow for a smoother flow of traffic.

Applicant's Response: *The drawing has been redone based on our discussions with staff at an April 17th meeting with the City, using a single drive-thru. In addition, the parking has been changed to angle to emphasize the fact that this is a one-way corridor. The queuing issues have been resolved. Please see the response to the comment above.*

Comment:

As submitted 413 parking spaces are proposed where 440 parking spaces are required.

10,000 square feet of office space – 185 parking spaces required

10,990 square feet of retail space – 228 parking spaces required

There is some flexibility in your site design as you can lose parking spaces if you should have to revise building layouts, such as the Walgreen's.

X

Applicant's Response: Although the plan exceeds the minimum number of parking spaces specified in the Zoning and Development Code, the applicant would like to retain as many spaces as possible. The applicant is also proposing a pocket of parallel parking spaces (13 spaces) along Park Drive to increase the parking count. While on-street parking was not initially anticipated, the applicant sees a need for additional parking in this quadrant of the site. On-street parking should also assist in reducing vehicle speeds along this stretch of road. Lastly, a sidewalk was added to the south side of the street (adjacent to the proposed parallel parking) to provide a safe zone for pedestrians.

Comment:

Two of the benefits listed as a "Community Benefit" in section 5.1.A is recreational amenities and public and/or private open space. Staff recommends including seating areas throughout the development and include design elements, such as benches and tables and public art, and possibly designing "courtyard areas" at the entrances of the "L" shaped retail/office buildings on Block 1 Lot 1 and Block 2 Lot 1. Staff also finds that seating areas could be included in the designs at the south side of each of these buildings.

Applicant's Response: The applicant recognizes the need for outdoor seating at the entrances of the buildings and the concept plan for these areas is provided on the Landscape Plan. Additional seating may be distributed throughout the site as the details of the pedestrian areas are further defined through our design process. The applicant is working with his architect and landscape architect on these details.

Comment: Alternate Street Section requests for Street A and Street C have not been approved (see engineering comments) and the site plans will have to address this.

Applicant's Response: Understood. Please see the response to comments for Street A and Street C below in the Development Engineer's comment response section.

Comment: In Block 2 Lot 1, the entrance to the parking area from Meander Drive does not meet TEDS requirements. The nine parking spaces located to the east of this entrance are not required, as the number of parking spaces proposed exceeds the minimum requirements. Staff recommends removing the nine parking spaces and redesigning this entrance area.

Applicant's Response: The nine parking spaces have been converted to six angle spaces to emphasize the fact that this is one-way corridor.

CITY DEVELOPMENT ENGINEER

GENERAL COMMENTS

Comment: The Summary of Findings letter from the environmental consultant indicates that the ESA "revealed no evidence of recognized environmental conditions in connection with this property." No further action is required.

Applicant's Response: Understood. Thank you.

ALTERNATE STREET STANDARDS COMMENTS

Comment: The proposed Alternate Street Standards were reviewed and discussed by the City Planner, the City Transportation Engineer, the City Development Engineer, and a representative from the Fire Dept. The discussion resulted in the following comments and/or requirements:

Street Section A - This street section does not provide adequate pedestrian facilities along the east side of Meander Court. Specifically, staff requires that, at a minimum, there be a pedestrian connection from the cul-de-sac of Meander Court to the east end of Park Drive. To accomplish this, staff highly recommends a detached concrete path running more-or-less parallel to the east side of Meander Court and the south side of Park Drive. This path could run along the base of the proposed retaining walls or along the top of the retaining walls adjacent to the future restaurant site. The street section is NOT APPROVED as currently proposed.

Applicant's Response: Per our meeting of April 17th, we looked at making an ADA compliant path from Meander Dr. thru the restaurant site and down to Park Drive. Due to the steep slopes on the Park Drive side of the restaurant parking lot, we ended the path at the restaurant site, but added sidewalk all the way around the roll on both Meander and Park.

b) Street Section B - This street section will be considered as a temporary "partial" street section, and will not be reviewed as an alternate street section. Any comments pertaining to this street will be included with the rest of the "streets" comments.

Applicant's Response: *Understood. Thank you.*

c) Street Section C - According to the TIS, this street section will convey approximately 7000vpd. The proposed narrow street section would have the capacity to convey this traffic volume, but it does not allow for the accommodation of the need for left-turn lanes at proposed internal accesses. Of particular concern is the proposed access to the future restaurant site. The access is currently shown to be only 100' feet from the adjacent flowline of 1st Street, causing potential for vehicles trying to turn left into the restaurant to block incoming traffic on Park Drive to stack up and overflow into 1st Street. Additional analysis may be necessary, but at a minimum, it appears that a three-lane width (36' of pavement) will be necessary from 1st Street to the restaurant access. The three lane width will allow the construction of back-to-back left-turn lanes in this length of street; a left-turn lane for westbound traffic into the restaurant site, and a left-turn lane to accommodate eastbound traffic to make left turns onto northbound 1st Street. Further, the left-turn lane design requirements in TEDS Section 6.2.5.3 indicate that the restaurant access must be moved west to allow two 50' left-turn storage lengths and the necessary 60' reverse curve striping between the two turn lanes. This should be closely coordinated with the City Development Engineer and City Transportation Engineer. The issue regarding pedestrian connection discussed in reference to Street Section A also applies to this street section. The street section is NOT APPROVED as currently proposed.

Applicant's Response: *This was coordinated with the City Development Engineer in the April 17th meeting at Community Development. A left turn lane for the restaurant area has been added as well as dedicated turn lanes both left and right onto 1st Street.*

STREETS & TRAFFIC COMMENTS

Comment: Comments are not yet available from the City Transportation Engineer. These comments will be forwarded to the applicant when they are available.

Applicant's Response: *Per a meeting with staff on April 18, 2007, the City Transportation Engineer confirmed that the 25 $\frac{3}{4}$ Road could be constructed for the Phase 1 improvements without a deceleration lane. A deceleration lane is still warranted at Meander Drive. The City Transportation Engineer and staff also confirmed that 25 $\frac{3}{4}$ Road could be constructed as proposed on the Preliminary Plan. This plan retains the existing private driveway access from Patterson Road to the Baughman parcel in its current location.*

Comment: The median in Patterson and the deflection island at the Meander intersection are being reviewed by the City Transportation Engineer, Jody Kliska. Earlier discussions with Jody indicate that the City may require that the Patterson median be extended from Meander to the left-turn lane at 1st Street. Also, the deflection island at Meander may need to be modified to improve the right-turn approach angle to Patterson, while maintaining sufficient median overlap to block left turns. This can be resolved in detail at Preliminary or Final Plan.

Applicant's Response: *The issues with the Patterson/Meander intersection were discussed with Jody Kliska earlier. Exhibits of the modifications to the deflection island and the radius of the turn lane were provided to Jody Kliska at that previous time. We believe that at the April 17th meeting Jody Kliska confirmed that our current plan was acceptable.*

Comment: The south-bound left-turn lane from Meander into the Walgreen's site must be clearly separated from the north approach to the roundabout. This may require additional striping or a splitter island at the approach to the roundabout.

Applicant's Response: *A splitter island has been added.*

Comment: The existing medians in 1st Street may require some modification to facilitate left turns out of the project site onto 1st Street.

Applicant's Response: *The islands have been modified on the attached plans.*

Comment: The roundabout design should be modified to eliminate the slight weaving motion that would be required to make a right-turn on any leg of the intersection.

Applicant's Response: *The weaving curb lines have been eliminated.*

Comment: Must show the required striping and median changes that must be made on the north and south legs of the 1st and Patterson intersection.

Applicant's Response: *We were told that for now, no changes to either leg would be required.*

Comment: Must show the striping for the 16' ingress lane, 12' egress left, and 12' egress right, at the 1st & Meander intersection. This comment is closely related to the review comment regarding Alt. Street Section C.

Applicant's Response: *We believe you meant 1st and Park. The striping has been shown.*

Comment: The TEDS Exception Request to allow the current configuration at the Walgreen's access off Park Drive was denied. This access must be redesigned to meet standards.

Applicant's Response: *The entrance off Park Drive has been redesigned per our discussions in our meeting of April 17th.*

Comment: The access from Park Drive into the parking lot for Lots 1 and 2, Block 2 does not meet TEDS standards for vehicle stacking length. Further, the one-way circulation aisle on the east side of this access causes more problems than it solves. It is highly recommended that the 9 parking spaces being served by the one-way aisle be eliminated.

Applicant's Response: *This was reviewed in our April 17th meeting. It was decided that if we angled the parking so that the corridor was clearly a one-way access, then it would not affect the stacking at the intersection and thus would be acceptable. Angle parking has been shown.*

Comment: Since it is unlikely that Knollwood Drive will ever be extended further south into the adjacent neighborhood, it is recommended that an offset cul-de-sac be constructed at the far south end of this street stub, rather than the cumbersome hammerhead currently shown.

Applicant's Response: *We brought up in our meeting of April 17th that the owner of the property to the south had sent Bruce Milyard a letter stating that he wanted street access and utilities to his north line. It is important to us as well to eventually have the waterline connected through his property to the 8-inch line in Knollwood. We feel that since the road must go through, the temporary hammerhead is adequate.*

GRADING & DRAINAGE COMMENTS

Comment: Direct discharge of un-detained stormwater runoff from this site into the Ranchman's Ditch pipe project will be allowed, provided the final drainage analysis of the site concurs with the results of the Williams report dated October, 2005. Verification of this analysis will be conducted by the Ranchman's Ditch project engineer, Dave Donohue (244-1558). Review comments from Dave Donohue regarding the Preliminary Drainage Report will be forwarded to the applicant when they are available.

Applicant's Response: *Understood. Thank you. When the Preliminary Plan is approved, we will have Gerald Williams perform the final drainage analysis.*

UTILITY COMMENTS

Comment: The Ranchman's Ditch pipe project will not include under-grounding of the overhead utilities. It is not clear whether the City will be able to assist the developer in placing these utilities underground. Regardless, the utilities must be placed underground as part of the subdivision project. The developer is encouraged to continue these discussions with the City Engineer and the Public Works Manager.

Applicant's Response: *The developer will continue the discussions with the City. The developer also met with Xcel Energy, Friday April 20th to pursue under-grounding of the line. These drawings have been furnished to Xcel Energy so that further design and cost estimating can be performed.*

Comment: At Final, any buried utility crossings must be made at an angle of 45-degrees or greater. Also, all water mains must maintain a 10' horizontal separation from all sewer and storm mains.

Applicant's Response: *We are assuming that this comment is driven by the utility companies. Following final approval and initiation of a contract with the utility providers, it is our policy to place the conduits wherever they request.*

CITY SURVEYOR

Comment: A revocable permit will be required for all irrigation lines crossing public right of way.

Applicant's Response: *Understood. Thank you.*

Comment: Additional comments will follow once the subdivision plat is submitted.

Applicant's Response: *Understood. Thank you.*

CITY FIRE DEPARTMENT

Comment: The Fire Flow Form you submitted shows an average fire flow of 1586 gpm. Since this is only marginally above the minimum fire flow of 1500 gpm for commercial buildings and you are proposing a dead-end fire line into your development, the Fire Department will require a water supply analysis from your engineer showing the estimated fire flows at the most demanding fire hydrants. Also, we will require you to complete a flow test of the nearest hydrant along 1st street as a baseline for this study. The Fire Department must be called to witness this flow test.

Applicant's Response: *Flow tests were conducted and witnessed by the GJFD 4/24/07. We are awaiting results before we can begin our analysis.*

Comment: Submit a site plan/utility composite showing the location and size of the underground fire line for the fire sprinkler system required for each building. Also show the location of the FDC for each building.

Applicant's Response: *Site specific site plans will be prepared for each building following approval of this Preliminary Plan.*

Comment: The proposed alternative street standards were reviewed and approved by this office on 12/6/06. See comments for PRE-2006-331. However, in reviewing sheets C7 and C8 of the current submittal, there appear to be two locations that do not meet the Fire Department minimum turn radius requirements: 1) The right turn lane from Meander Drive to Patterson Road; 2) The south entrance to Lot 1, Block 1 requires a sharp right turn and then a sharp left turn to reach the main entrance area of the building-it appears that a fire truck cannot negotiate those turns. Submit a revised drawing showing a fire truck turn radius overlay for these two areas.

Applicant's Response: *The standard City driveway sections have been changed to typical street intersection radii such that the turning radii of a typical fire or service vehicle can be more easily achieved. The interior islands have been modified for circulation through the parking areas.*

Comment: I am assuming that the roundabout design at the intersection of Meander Court and Park Drive incorporates a drive over curb area for fire trucks. Submit a design detail sheet confirming this. Call the Fire Department at 244-1414, should you have questions.

Applicant's Response: *The roundabout will incorporate a drive over curb. The design details will be provided at Final.*

CITY ADDRESSING

Suggestion: Subdivision name is fine as well as the street names. The only suggestion I have is if we can get a plat that clearly defines the new lots so when I address them I know where the lots are.

Applicant's Response: *The applicant's planner submitted a plan defining the lot layout to staff in mid April. If this plan is not sufficient, another plan can be forwarded to staff for addressing purposes. The plat will be provided at Final Plan.*

OUTSIDE REVIEW AGENCY COMMENTS

(Non-City Agencies)

Review Agency: Bresnan Communications

Contact Name: Scott Wright

Email / Telephone Number: 263-2313

Comment: We require the developers to provide, at no charge to Bresnan Communications, an open trench for cable and Internet service where underground service is needed and when a roadbore is required, the developer too must provide that. The trench may be the same one used by other utilities however; the roadbore must have a 4" conduit for the sole use of cable TV.

Applicant's Response: *Understood. Thank you.*

Comment: We require developers to provide, at no charge to Bresnan Communications, fill-in of the trench once the cables has been installed in the trench, as well as the areas around all pedestal locations.

Applicant's Response: *Understood. Thank you.*

Comment: We require developers to provide, at no charge to Bresnan Communications, a 4" PVC conduit at all utility road crossings where the cable lines will be installed. The cable TV crossings will be in the same locations as the power and telephone crossings. If the conduit is not installed, we will be unable to place our lines until one is installed. This 4" conduit will be for the sole use of cable TV.

Applicant's Response: *Understood. Thank you.*

Comment: Should your subdivision contain cul-de-sacs the driveways and property lines (pins) must be clearly marked prior to the installation of underground cable. Any need to relocate pedestals or lines will be billed directly back to your company.

Applicant's Response: *Understood. Thank you.*

Comment: Bresnan Communications will provide service to your subdivision so long as it is within the normal cable TV and Internet service area. Subdivisions that are out of the existing cable TV and Internet service area may require a construction assist charge; paid by the developer, to Bresnan Communications in order to extend the cable TV service to that subdivision.

Applicant's Response: *Understood. Thank you.*

Comment: Should Bresnan Communications be required to perform work on any of its existing aerial or underground cable facilities as part of the construction process to provide service to the subdivision, Bresnan Communications may require a construction assist charge, to be paid for by the developer.

Applicant's Response: *Understood. Thank you.*

Comment: Due to excessive damage in previous developments any damage incurred to cable facilities during backfill of trenches will be charged back to the developer. The cost for this will cover replacing entire cable span at \$8.70/foot

Applicant's Response: *Understood. Thank you.*

Review Agency: Xcel Energy

Contact Name: John Basford

Email / Telephone Number: 244-2630

Comment: No Objections; Undergrounding of the existing overhead feeder lines will require extensive engineering and construction lead times. Applicant will need to contact Xcel Energy's Engineering Department to request a formal design for the project. Additional utility easements may be required dependent on the final utility design layout. Engineering lead times for design estimates typically run approximately 4-6 weeks or more. Initiation through completion of this City/County approval process does not constitute an application with Xcel Energy. Relocation of existing facilities at owners expense.

Applicant's Response: *The applicant and his representative met with Xcel on Friday April 20th to discuss the design and costs. Xcel is working on both items and will provide these to the applicant when ready.*

Review Agency: Grand Valley Irrigation

Contact Name: Phil Bertrand

Email / Telephone Number:

Comment: See previous review sheets dated 1/25/06 and 12/11/06

Applicant's Response: *Understood. Thank you.*

Comment: Need formal written agreement before final approval can be granted for modification, altering or moving the GVIC canal delivery system. This includes any direct or indirect impact or burden on related laterals to the GVIC system.

Applicant's Response: *Written agreements will be processed as required by GVIC.*

Comment: Need more detailed specifications, elevations, etc., on all inlet to or from the new proposed 24" irrigation line.

Applicant's Response: *Details will be worked out in cooperation with GVIC during the final design process.*

Comment: Need specific details of the proposed 8" or 10" irrigation line that will feed water users on 25 Road and 24 1/2 Road.

Applicant's Response: *Dave Donohue with the City of Grand Junction is supposed to handle these designs.*

Comment: Need specific details of how the Baughman property is going to be served by irrigation water for this new proposed development.

Applicant's Response: *Dave Donohue with the City of Grand Junction will take care of this as well.*

Comment: How is and need specific details of how the development is going to be serviced with irrigation water.

Applicant's Response: *Details of the irrigation supply for the project will be coordinated with GVIC during final design.*

Comment: Need to sign Discharge Agreement.

Applicant's Response: *The developer will contact GVIC concerning the discharge agreement.*

ADDITIONAL NOTES REGARDING THIS APPLICATION

1. *Per a meeting with City staff on April 17, 2007, staff approved the location of 25 ¼ Road as depicted on the Preliminary Plan.*
2. *Per a meeting with City staff on April 17, 2007, staff approved the construction of 25 ¼ Road without a deceleration lane as depicted on the Preliminary Plan.*
3. *Per a meeting with City staff on April 17, 2007, City staff agreed that they would contact adjacent property owners regarding driveway access to Patterson Road.*
4. *The applicant has agreed to provide driveway access from the western most adjacent property to the flowline of 25 ¼ Road.*

The Petitioner is required to submit 8 Packets, labeled as "Response to Comments" for the following agencies:

Public Works and Planning
City Development Engineer
City Fire Department
City Surveyor
City Addressing
Bresnan Communications
Xcel Energy
Grand Valley Irrigation

Date due: July 5, 2007

Please provide a written response for each comment and, for any changes made to other plans or documents indicate specifically where the change was made.

I certify that all of the changes noted above have been made to the appropriate documents and plans and there are no other changes other than those noted in the response.



Applicant's Signature

5/01/07

Date

Appendix 7

Letter of January 21, 2008
Coleman to City Planner, Greg Moberg
Re: Corner Square & Baughman

Appendix 7

Letter of January 21, 2008
Coleman to City Planner, Greg Moberg
Re: Corner Square & Baughman

X

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CITY OF GRAND JUNCTION
PLANNING COMMISSION

MEETING DATE: June 12, 2007
STAFF PRESENTATION: Ken Kovalchik

AGENDA TOPIC: PP-2007-064 Corner Square Phase I Planned Development

ACTION REQUESTED: Approve a Planned Development Preliminary
Development Plan

BACKGROUND INFORMATION			
Location:		2503 North 1 st Street	
Applicants:		Owner: Patrick A. Gormley Developer: Constructors West Representative: Ciavonne, Roberts & Associates	
Existing Land Use:		Vacant	
Proposed Land Use:		Commercial/Residential	
Surrounding Land Use:	North	Commercial	
	South	Residential	
	East	Residential	
	West	Residential	
Existing Zoning:		PD	
Proposed Zoning:		PD	
Surrounding Zoning:	North	B-1 and PD	
	South	R-5	
	East	R-5 and R-24	
	West	R-12	
Growth Plan Designation:		Residential Medium High – RMH (8-12 du/ac) and Commercial	
Zoning within density range?		X	Yes
			No

NO

PROJECT DESCRIPTION: Request approval of the Preliminary Subdivision Plan for the Corner Square Planned Development Phase I on 20.7 acres in a PD (Planned Development) zone district.

RECOMMENDATION: Staff recommends approval of the Preliminary Subdivision Plan for the Corner Square Planned Development Phase I.

Jody K.
Eric H.
Jim M.

X

ANALYSIS

1. Background

On November 1, 2006 the City Council approved Ordinance 3981 rezoning 20.7 acres, located at the southwest corner of 1st Street and Patterson Road to PD (Planned Development) and approved the ODP (Outline Development Plan) for a mixed use development.

The ODP was approved with the following default zones by Pod:

- Pod A – B-1
- Pod B – B-1
- Pod C – B-1
- Pod D – B-1
- Pod E – B-1
- Pod F – R-4 (existing single-family)
- Pod G – R-12
- Pod H – R-12

As part of the ODP approval Pods A, B, C, D, and E shall meet the bulk standards of the B-1 zone district with the following modifications:

- Non-residential uses require no minimum lot width.
- Non-residential uses require no minimum lot size.
- Maximum FAR shall be 0.7, excluding underground and/or under building parking garages.
- Maximum FAR shall be based on the individual Pod sizes.
- Minimum front yard setbacks shall be 30' from the right-of-way for Patterson Road and 1st Street and 15' from all internal streets.
- Minimum rear yard setbacks shall be 0'.
- Maximum height shall be 35' for structures located in Pod E and 49' for Pods A, B, C, D and H. The height shall be measured from the finished grade of the adjoining parking lot.
- Maximum building size shall be 20,000 square feet for retail buildings and 40,000 square feet for all other buildings, excluding parking garage square footage.

NO, must apply for 25 variance

The Preliminary Plan for Corner Square Planned Development Phase I development scope includes the four lots along the Patterson Road frontage and the total infrastructure for the site. Building Number 1, 3, and 4 are mixed use buildings where office and retail uses are combined. In Phase I the developer will construct all roads and utility infrastructure for the entire development, and the commercial buildings on Pods A, B, and D. The building on Pod C will be constructed by separate entity. Pods E, G, and H will be developed in future phases. Pod F contains three single family dwellings located in the R-4 (4 du/ac) zone district. All three single family dwellings located in Pod F front 1st Street and will remain as part of the development.

— Roads & utility infrastructure for entire project

X

The proposed development has three (3) ingress/egress points, with two (2) access points provided from Patterson Road and one (1) access point provided from 1st Street. Streets internal to the development will be constructed according to the following classifications: Meander Drive and 25 ¾ Road – Urban Residential Collector; Knollwood Drive, Meander Court and Park Drive West – Urban Residential; Park Drive East – Hybrid Residential. At complete build-out of this development a deceleration lane will be required to access 25 ¾ Road, due to the traffic generated. With the proposed Phase I development a deceleration lane is not required. As future Phases develop the deceleration lane will be warranted. A pedestrian network of sidewalks has been designed as part of the development and will connect the residential areas to the commercial areas and the perimeter streets.

Baughm
Propose
needed
for
Decel
Lane

Vehicular movement internal to the development will be designed in a manner to decrease vehicle trips between Buildings 1 and 2 located in Block 1 and Buildings 3 and 4 located in Block 2. Cross access between the parking lots is allowed and the system of sidewalks, crosswalks, and aesthetics of the landscaping should encourage people to walk throughout this development and not drive. In addition, the entry plazas in front of Buildings 1 and 3 are designed in a manner containing elements of seating areas, landscape plantings and maintain the pedestrian circulation found throughout the development.

The square footage for each of the buildings to be constructed in Phase I is as follows: Building 1 – 30,000 square feet of office and 10,000 square feet of retail; Building 2 – 14,490 square feet of retail; Building 3 – 20,000 square feet of retail and 18,000 square feet of office; and Building 4 – 12,500 square feet of retail and 7,500 square feet of office. A below grade parking garage will be constructed beneath Buildings 1 and 3. The total number of parking spaces required for this phase of development is 413 parking spaces and the applicant is proposing to construct 441 parking spaces.

Section 5.1.A of the Zoning and Development Code states that Planned Development zoning should be used only when long-term community benefits, which may be achieved through high quality planned development, will be derived. Examples of specific benefits which can be applied are listed in this section of the Code. The applicant is proposing to incorporate the following community benefits in the Corner Square Planned Development:

Infrastructure and Utilities

- Collaboration with the City of grand Junction on the donation of right-of-way for a right turn lane from Patterson Road onto North 1st Street.
- A 35' wide utility easement (paralleling and abutting Patterson Road) for under-grounding of the Ranchman's Ditch and the existing overhead power.
- Participation in the under-grounding of the overhead utility lines that encumber this property.

- The construction of detached sidewalks and landscaping within the easements that parallel both Patterson Road and North 1st Street.

Site Amenities and Landscaping

- Large landscaped open space areas along the North 1st Street frontage.
- Site amenity or community feature at the corner of North 1st Street and Patterson Road.
- Preservation of the topographic landscape hill feature through terracing and landscape design.

Development Character

- In order to retain the existing fabric of the North 1st Street neighborhood, the project retains the existing single-family residences which front along North 1st Street.
- The applicant commits to architectural standards that prohibit prefabricated or metal buildings, and requires pre-approved finishes consistent with a definitive development theme.

Site Development

- The creation of a Design review Committee consisting of one landscape architect, one architect, and a representative from the applicant's office, that reviews submittals prior to the City.
- The creation of limited design guidelines for development in the commercial pods.
- The creation of limited design guidelines for development in the residential pods.
- Commercial area site planning where the majority of the parking does not front on North 1st Street and Patterson Road. Buildings will assist in screening parking lots.
- The creation of Business Owners Association for the commercial pods;
- The creation of a Home Owners Association for the multi-family residential pods.
- Vehicular cross access will be required within all commercial development pods.
- Incorporation of underground parking to eliminate some of the negative visual impacts of surface parking.

Buildings, Architecture, and other Structural Features

- The creation of design guidelines for commercial buildings.
- The creation of design guidelines for residential buildings.
- Limit the height of the uses in the commercial pods to two stories.
- The development will require equal attention to architectural detailing, building materials, plane projections, recesses, and roof forms on all sides of non-residential buildings. The applicant will not require that window, door, canopy and other overhang treatments be equal on all sides of non-residential buildings.

40 ft², 49

- The development will require trash enclosures and loading areas to be screened with walls made of materials identical to the building materials of the primary building in keeping with the architectural development theme.
- A height restriction of all buildings (residential and non-residential) on top of the 'hill' to be no higher than 35' above parking lot level.

Signage

- Freestanding Signage (Primary and Secondary)
 - The applicant limits the freestanding signage to one freestanding sign along the North 1st Street frontage for the entire development.
 - The applicant limits the freestanding signage to one freestanding sign along the Patterson Road frontage for the entire development.
 - Secondary monumentation will be allowed along these frontages. Secondary monumentation will not be used as individual business signage. Secondary monuments will be used for the overall development name and/or logo only.
 - Tertiary/minor directional signage will be allowed on the streets internal to the development.
- Wall Mounted Signage
 - Wall mounted signage will be more strictly regulated than City Code standards. Limitations will be set to limit wall signage size.

2. Consistency with the Growth Plan

The Future Land Use Map of the Growth Plan indicates this parcel as Residential Medium High (8-12 du/ac) and a secondary Future Land Use of Commercial. The 1st Phase of the proposed Corner Square Subdivision is the commercial element and is consistent with the Future Land Use Map designation.

3. Section 2.12.C.2 of the Zoning and Development Code

Requests for a Planned Development Preliminary Development Plan must demonstrate conformance with all of the following:

- a) The Outline Development Plan review criteria in Section 2.12.B of the Zoning and Development Code.

In November of 2006 the City Council approved the ODP for the proposed Corner Square Planned Development through Ordinance 3981.

- b) The applicable preliminary plat criteria in Section 2.8.B of the Zoning and Development Code.

1) *The Growth Plan, major street plan, Urban Trails Plan, and other adopted plans*

Applicant's Response: The proposed plan is in conformance with the Growth Plan (as recently amended), major street plan, Urban Trails Plan, and other adopted plans.

2) The Subdivision standards (Section 6.7).

Applicant's Response: The proposed plan meets the subdivision standards in Chapter 6.

3) The Zoning standards (Chapter 3).

Applicant's Response: The proposed subdivision meets the zoning standards of the approved Outline Development Plan, the Planned Development standards in Chapter 5, and the zone district standards established in Chapter 3 of the Zoning and Development Code. The default zone for the Pods associated with Phase I is B-1 – Neighborhood Business.

- a. At the time of ODP approval, the overall height of each building could be increased by 25% by the City Council. This allows the applicant to provide elevations of each building when requesting additional height.
- b. An increase in height will be applied for at the time of Planning Commission and City Council hearing. The bulk/mass of the proposed commercial buildings is less than 40 feet in height. Architectural 'towers' are provided on each building to add character and interest to the buildings. These tower elements exceed the 40 foot height limit established by the default zone, but do qualify for an exception by the Planning Commission and City Council. These tower elements do not exceed a height that is 25% greater than the height established by the default zone.

49 ft not yet approved

building height ———

4) Other standards and requirements of the Zoning and Development Code and other City policies and regulations.

Applicant's Response: The proposed subdivision meets the standards established by the approved ODP – Outline Development Plan.

5) Adequate public facilities and services will be available concurrent with the subdivision.

Applicant's Response: Adequate public facilities and services will be available concurrent with the subdivision.

6) The project will have little or no adverse or negative impacts upon the natural or social environment.

Applicant's Response: The project will have little or no unusual impacts associated with development.

7) Compatibility with existing and proposed development on adjacent properties.

Applicant's Response: The project is compatible with existing and proposed development on adjacent properties.

8) Adjacent agricultural property and land uses will not be harmed.

Applicant's Response: Adjacent agricultural land use will not be harmed by the proposed subdivision.

*Irrigation
water supp*

9) Is neither piecemeal development nor premature development of agricultural land or other unique areas.

Applicant's Response: The proposed project is neither piecemeal development nor premature development of agricultural land or other unique areas.

10) There is adequate land to dedicate for provision of public services

Applicant's Response: There is adequate land to dedicate for provision of public services and will not cause an undue burden on the City of Grand Junction for maintenance or improvement of land and/or facilities.

c) The applicable site plan review criteria in Section 2.2.D.4 of the Zoning and Development Code.

1) Adopted plans and policies such as the Growth Plan, applicable corridor or neighborhood plans, the major street plan, trails plan and the parks plan

Staff Response: The proposed plan is in conformance with the Growth Plan, Grand Valley Circulation Plan, Urban Trails Plan, and other adopted plans.

2) Conditions of any prior approvals.

Staff Response: The proposed Planned Development has been designed in accordance with the approved ODP.

3) Other Code requirements including rules of the zoning district, applicable use specific standards of Chapter Three of the Zoning and

Development Code and the design and improvement standards of Chapter Six of the Code.

Staff Response: Phase I of the Corner Square Planned Development meets the default zone district requirements (B-1) as defined in the Outline Development Plan (ODP) and Chapter 3.4.B of the Zoning and Development Code.

- d) The approved ODP, if applicable

Staff Response: The proposed Planned Development has been designed in accordance with the ODP that was approved through Ordinance 3981 in November 2006.

- e) The approved PD rezoning ordinance, if adopted with an ODP

Staff Response: The subject property was rezoned from RMF-12 (12 du/ac) to PD (Planned development) as part of the Outline Development Plan (ODP) that was approved through Ordinance 3981 in November 2006.

- f) An appropriate, specific density for all areas included in the preliminary plan approval.

Staff Response: Phase I of the Corner Square Planned Development meets the density requirements (B-1) as defined in the Outline Development Plan (ODP).

- g) The area of the plan is at least five (5) acres in size or as specified in an applicable approved ODP.

Staff Response: The subject property is 20.7 acres in size.

FINDINGS OF FACT/CONCLUSIONS

After reviewing the Corner Square Phase I Subdivision application, PP-2007-064 for a Planned Development, Preliminary Development Plan, staff makes the following findings of fact and conclusions:

1. The requested Planned Development, Preliminary Development Plan is consistent with the Growth Plan.
2. The review criteria in Section 2.12.C.2 of the Zoning and Development Code have all been met.
3. The review criteria in Section 2.8.B of the Zoning and Development Code have all been met.
4. The review criteria in Section 2.2.D.4 of the Zoning and Development Code have all been met.

STAFF RECOMMENDATION:

Staff recommends that the Planning Commission approve the requested Corner Square Planned Development, Preliminary Development Plan, PP-2007-064 with the findings and conclusions listed above.

RECOMMENDED PLANNING COMMISSION MOTION:

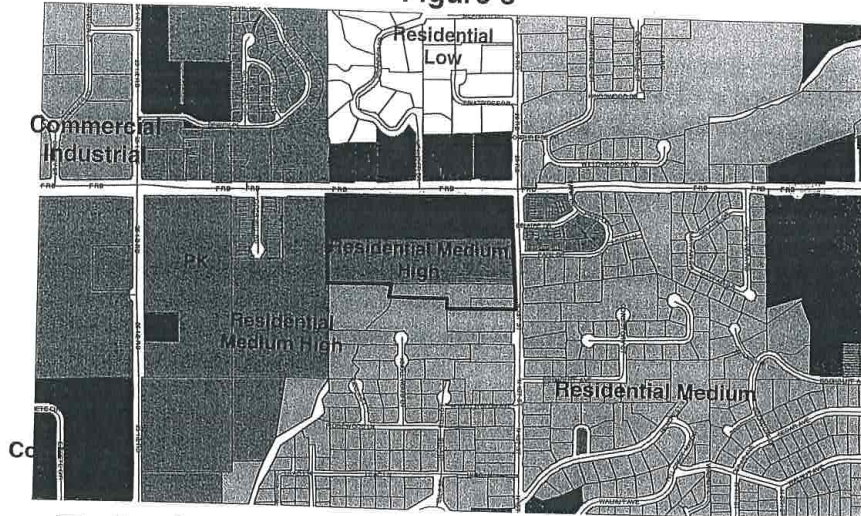
Mr. Chairman, I move that we approve the Preliminary Subdivision Plan for Corner Square Planned Development Phase I, PP-2007-064, with the findings and conclusions listed in the staff report.

Attachments:

Site Location Map
Aerial Photo Map
Future Land Use Map
Existing City and County Zoning Map
Exhibit A - Planned Development Rezone Ordinance
Exhibit B - Outline Development Plan
Exhibit C – Preliminary Plan/Landscape Plan
Exhibit D – Sign Detail

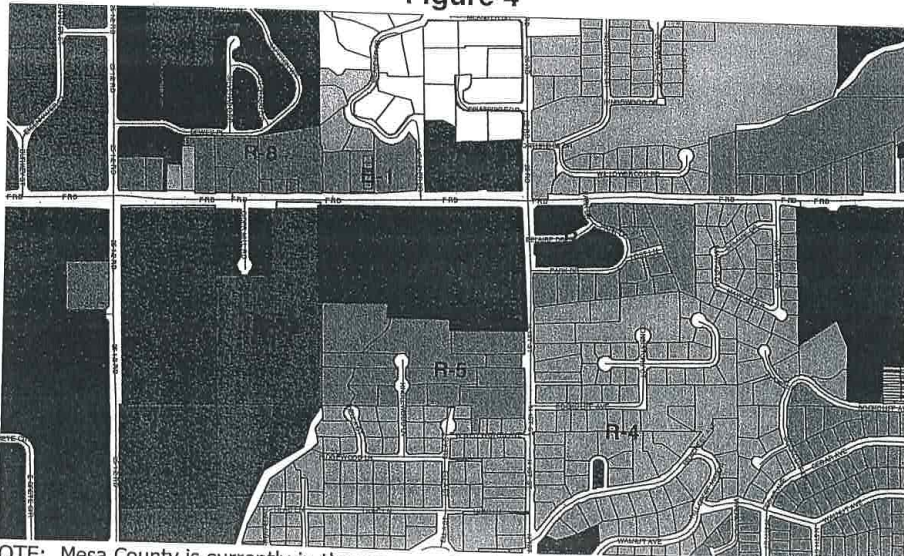
Future Land Use Map

Figure 3



Existing City and County Zoning

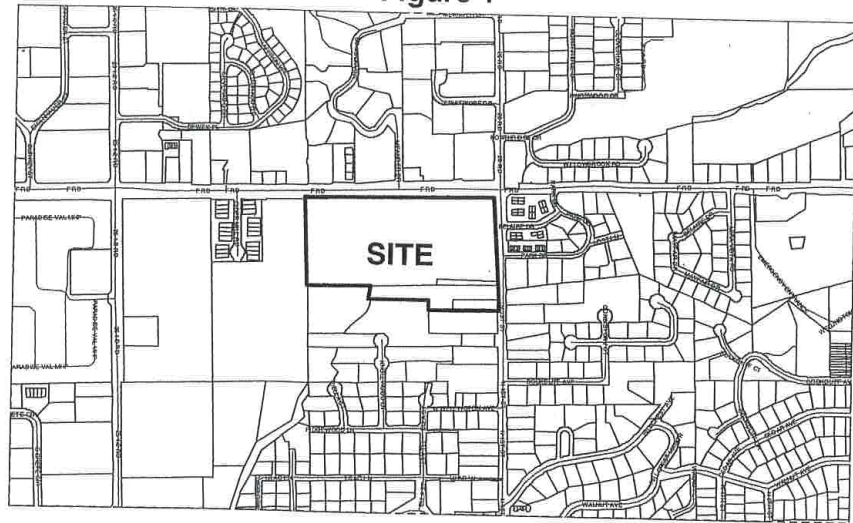
Figure 4



NOTE: Mesa County is currently in the process of updating their zoning map. Please contact Mesa County directly to determine parcels and the zoning thereof."

Site Location Map

Figure 1



Aerial Photo Map

Figure 2

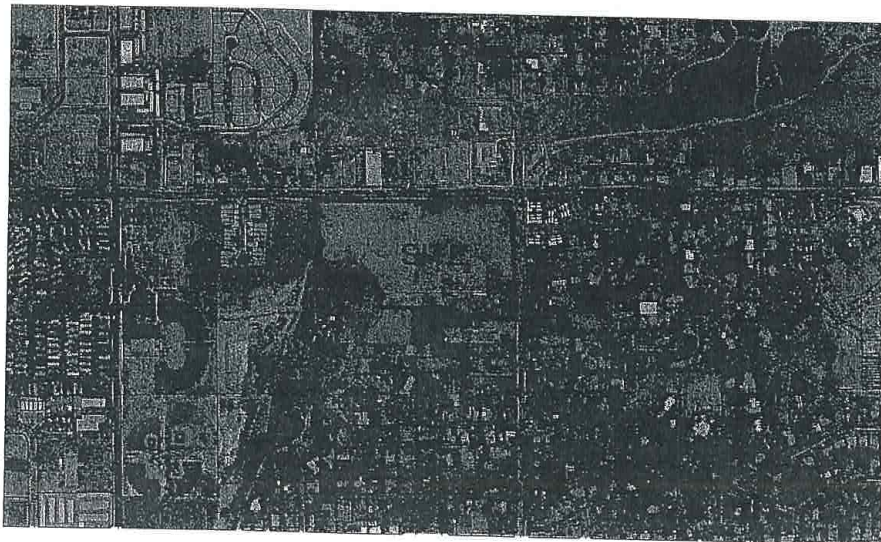


Exhibit A

CITY OF GRAND JUNCTION, COLORADO

ORDINANCE NO. 3981

AN ORDINANCE REZONING APPROXIMATELY 20.7 ACRES FROM RMF-12
TO PD (PLANNED DEVELOPMENT)

THE 1ST AND PATTERSON PLANNED DEVELOPMENT
LOCATED AT THE SOUTHWEST CORNER OF 1ST STREET AND
PATTERSON ROAD

Recitals:

A request for a Rezone and Outline Development Plan approval has been submitted in accordance with the Zoning and Development Code. The applicant has requested that approximately 20.7 acres, located at the southwest corner of 1st Street and Patterson Road, be rezoned from RMF-12 (Residential Multifamily, 12 units per acre) to PD (Planned Development).

This PD zoning ordinance will establish the default zoning, including uses and deviations from the bulk standards. Specific design standards for site design, building design and signage will be established with the Preliminary Plan.

In public hearings, the Planning Commission and City Council reviewed the request for the proposed Rezone and Outline Development Plan approval and determined that it satisfied the criteria as set forth and established in Section 2.12.B.2 of the Zoning and Development Code and the proposed Rezone and Outline Development Plan is consistent with the purpose and intent of the Growth Plan.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION THAT THE AREA DESCRIBED BELOW IS REZONED FROM RMF-12 TO PD WITH THE FOLLOWING DEFAULT ZONES AND DEVIATIONS FROM THE DEFAULT ZONING.:

Property to be Rezoned:

Commencing at a BLM aluminum cap for the NW corner of the NE1/4 NE1/4 of Section 10, Township One South, Range 1 West of the Ute Meridian, from whence a Mesa County brass cap for the NE corner of said Section 10 bears S 89°57'24"E 1319.98 feet; Thence S 00°11'19"E on the west line of said NE1/4 NE1/4 Section 10 50.00 feet to the south right-of-way line of Patterson Road and the Point of Beginning; Thence S 89°57'24" E 591.25 feet; Thence S 34°27'55" E 24.27 feet; Thence 89°27'24" E 46.50 feet; Thence S 00°02'36" W 20.00 feet; Thence S 89°57'24" E 5.00 feet; Thence N 00°02'36" E 25.09 feet; Thence N

34°33'07" E 19.09 feet; Thence S 89°57'24" E 604.65 feet; Thence S 18°31'47"E on the west right-of-way line of North First Street 14.23 feet; Thence S 00°05'42" E 286.50 feet; Thence S 89°54'28" E 13.00 feet; Thence S 00°05'42" E 487.65 feet; Thence leaving said west right-of-way line N 89°58'07" W 470.50 feet to a 5/8 inch rebar in concrete; Thence N 00°02'55" W 77.45 feet to a 5/8 inch rebar in concrete; Thence N 89°58'20" W 387.30 feet to the east line of the Baughman tract; Thence on the east line of said Baughman tract N 00°11'19" W 100.15 feet to the south line of the N1/2 NE1/4 NE1/4 of said Section 10; Thence N 89°57'47" W 430.00 feet to the west line of the NE1/4 NE1/4 of said Section 10; Thence N 00°11'19" W 610.30 feet to the beginning. Containing 20.74 acres, more or less.

PD Zoning Standards:

See Attached Exhibit A, Outline Development Plan

A. Default Zones by Pod

- Pod A—B-1
- Pod B—B-1
- Pod C—B-1
- Pod D—B-1
- Pod E—B-1
- Pod F—RSF-4
- Pod G—RMF-12
- Pod H—RMF-12

B. Deviation of Uses by Pod

Pods A, B, C, D and E are restricted to the uses allowed in the B-1 zone district with the following modifications:

The following uses are specifically not allowed:

- Drive up/through fast food uses
- Drive up/through liquor stores
- All other drive up/through uses
- Outdoor kennels and/or boarding
- Outdoor storage
- Community Correction Facilities
- Mental health uses
- Drug and alcohol rehabilitation uses
- Halfway houses
- Law Enforcement Rehabilitation Centers

The following uses are specifically allowed (in addition to the other B-1 uses and excluding those listed above):

- Drive up/through pharmacy
- Drive up/through dry cleaners
- Veterinary clinics with indoor kennels and/or indoor boarding
- Outdoor display with a temporary use permit

Pod F is restricted to the uses allowed in the RSF-4 zone, excluding duplex units.

Pods G and H are restricted to the uses allowed in the RMF-12 zone.

C. Deviations from Bulk Standards by Pods

Pods A, B, C, D, and E shall meet the bulk standards of the B-1 zone district with the following modifications:

- Non-residential uses require no minimum lot width.
- Non-residential uses require no minimum lot size.
- Maximum FAR shall be 0.7, excluding underground and/or under building parking garages.
- Maximum FAR shall be based on the individual Pod sizes.
- Minimum frontyard setbacks shall be 30' from the right-of-way for Patterson Road and 1st Street and 15' from all internal streets.
- Minimum rearyard setbacks shall be 0'.
- Maximum height shall be 35' for structures located in Pod E and 40' for Pods A, B, C and D, with the opportunity to request up to a 25% increase in height with Preliminary Plans. The height shall be measured from the finished grade of the adjoining parking lot.
- Maximum building size shall be 40,000 s.f. for office buildings, 20,000 s.f. for retail buildings and 45,000 s.f. for mixed use buildings.

Pods G and H shall meet the bulk standards of the RMF-12 zone district.

Pod F shall meet the bulk standards of the RSF-4 zone district with the following modifications:

- The lots cannot be further subdivided.


INTRODUCED on first reading on the 18th day of October, 2006 and ordered published.

ADOPTED on second reading this 1st day of November, 2006.

ATTEST:



President of Council



City Clerk

Appendix 8

Letter of January 21, 2008
Coleman to City Planner, Greg Moberg
Re: Corner Square & Baughman

Appendix 8

Letter of January 21, 2008
Coleman to City Planner, Greg Moberg
Re: Corner Square & Baughman



CITY MANAGER'S OFFICE

February 22, 2008

Mrs. Francis Baughman
2579 F Road
Grand Junction, CO 81501

Re: Ranchmen's Ditch Flood Control Project, Phase II

Dear Mrs. Baughman:

I want to thank you, Jim, Bruce and Kent for sharing your concerns about the Ranchman's Ditch Flood Control Project ("Project") as well as the Corner Square Project adjoining your property. You and your family have a beautiful property with a long and rich history. I appreciate the attachment that you have to the land, your memories and your way of life.

I am aware from conversations with Kent, Jim and my staff that your family is willing to facilitate the completion of the Project so long as you are assured that the City will not use a condemnation process to construct a turn lane into the adjoining development on property that you own. I assure you that while I am City Manager neither I nor any City staff will pursue or present to City Council a proposal to condemn your property for the construction of a turn lane to aid further development of the Corner Square project. Certainly any agreement that you may make with the developer, the City or any proposal that you may bring forward to develop your property will be separately considered.

As we discussed, I presented this letter to City Council for its review and approval. Based on authorization from a majority of Council I am sending this letter to you in hopes that you will agree in writing to allow the Project to proceed. If the Project proceeds with your consent the City will not claim any right to the surface of the land that you own and supply to the Project for any purpose unrelated to the Project. I can also assure you that the City will not use your consent to the Project against you.

Ratified by
Council
March 5
2008

It is my hope that with these assurances you may comfortably approve the access and easement documents necessary to proceed with the construction of the Ranchmen's Ditch Flood Control Project. As you know from our meeting, the construction needs to begin on your property on February 25th. Construction needs to be complete by the end of March to be able to deliver irrigation water to users such as yourself and others downstream.

Please let me know if you have any questions or if you would like to meet and discuss this or any other matter further. I would very much appreciate your calling me to arrange a mutually convenient time to meet for signature of the documents.



CITY MANAGER'S OFFICE

Sincerely,

A handwritten signature in black ink, appearing to read "Laurie Kadrach", is written over the printed name.

Laurie Kadrach
City Manager

pc: Jim Baughman
City Council
Joe Coleman

Appendix 9

Letter of January 21, 2008
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Appendix 9

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GENERAL PROJECT REPORT

CORNER SQUARE PHASE II APARTMENTS

June 3, 2008

Project Overview

The applicant/developer, Constructors West, is proposing the development of Corner Square Phase 2.

The 3.3 acre residential multi-family pad is in the southwest corner of the Corner Square development. The overall project consists of 20.7 acres of land zoned Planned Development on the southwest corner of N. 1st Street and Patterson Road. The Phase 1 development scope included the Preliminary Plans for the four commercial lots along the Patterson Road frontage and the total infrastructure for the site.

The development plans and subdivision plans conform to the approved First and Patterson Planned Development Outline Development Plan (ODP.) When referencing the ODP, the proposed Phase 1 development occurs within Pods A, B, C, and D. The Phase 2 development occurs on Pod H.

A. Project Description

Location and Site Features

- The project is located in the southwest corner of the Corner Square development. The proposal consist of 48 dwelling units on approximately 3.3 acres. The density of the development conforms to the approved lot count of the site established at the time of ODP. The minimum unit count of 71 and maximum unit count of 111 dwelling units is a requirement of the Corner Square development ODP.

Existing Zoning

- The property is zoned Planned Development per Ordinance No 3981. The subject property has a default zone of R-12 (Residential Multi-family 12 du/acre)

Proposed Use

- The proposed use of the property is multi-family. The properties will be rented as apartments in the near term and sold as condominiums in the future. The properties are to be constructed as condominiums.

B. Overall Public Benefit of the Corner Square Development

Corner Square Planned Development will created a mixed use project that meets the standards established in the Outline Development Plan, the intent of the Growth Plan, the development requirements of the default zones, and the expectations of the neighbors. Public benefits include:

Infrastructure and Utilities

- Collaboration with the City of Grand Junction on the donation of right-of-way for a right turn lane from Patterson Road onto N 1st Street;
- A 35' wide utility easement (paralleling and abutting Patterson Road) for under-grounding of the Ranchman's Ditch and the existing overhead

- power;
- o Participation in the under-grounding of the overhead utility lines that encumber this property.
- o The construction of detached sidewalks and landscaping within the easements that parallel both Patterson Road and N. 1st Street.

Site Amenities and Landscaping

- o Large landscaped open space areas along the N 1st Street frontage;
- o Site amenity or community feature at the corner of N 1st Street and Patterson Road;
- o Preservation of the topographic landscape hill feature through terracing and landscape design.

Development Character

- o In order to retain the existing development patterns of the N. 1st Street neighborhood, the project retains the existing single family residences which front along N 1st Street.
- o The applicant commits to architectural standards that prohibit prefabricated or metal buildings, and requires pre-approved finishes consistent with a definitive development theme.

Site Development

- o The creation of a Design Review Committee consisting of one landscape architect, one architect, and a representative from the applicant's office, that reviews submittals prior to the City.
- o The creation of limited design guidelines for development in the commercial pods.
- o The creation of limited design guidelines for development in the residential pods.
- o Commercial area site planning where the majority of the parking does not front on N. 1st Street and Patterson Road. Buildings will assist in screening parking lots.
- o The creation of a Business Owners Association for the commercial pods.
- o The creation of a Home Owners Association for the multi-family residential pods.
- o Vehicular cross access will be required within all commercial development pods.
- o Incorporation of underground parking to eliminate some of the negative visual impacts of surface parking.

Buildings, Architecture, and other Structural Features

- o The creation of design guidelines for commercial buildings.
- o The creation of design guidelines for residential buildings.
- o Limit the height of the uses in the commercial pods to two stories.
- o The development will require equal attention to architectural detailing, building materials, plane projections, recesses, and roof forms on all sides of non-residential buildings. The applicant will not require that window, door, canopy and other overhang treatments be equal on all sides of non-residential buildings.
- o The development will require trash enclosures and loading areas to be screened with walls made of materials identical to the building materials

- of the primary building in keeping with the architectural development theme.
- o A height restriction of all buildings (residential and non-residential) on top of the 'hill' to be no higher than 35' above parking lot level.

Signage

- o Freestanding Signage (Primary and Secondary)
 - The applicant limits the freestanding signage to one freestanding sign along the N. 1st Street frontage for the entire development.
 - The applicant limits the freestanding signage to one freestanding sign along the Patterson Road frontage for the entire development.
 - Secondary monumentation will be allowed along these frontages. Secondary monumentation will not be used as individual business signage. Secondary monuments will be used for the overall development name and / or logo only.
 - Tertiary / minor directional signage will be allowed on the streets internal to the development.
- o Wall Mounted Signage
 - Wall mounted signage will be more strictly regulated than City Code standards. Limitations will be set to limit wall signage size.

B. Neighborhood Meeting

A neighborhood meeting was held on Tuesday April 15. Per the Grand Junction Zoning and Development Code a neighborhood meeting is required for a development consisting of more than 35 residential dwelling units.

Two additional neighborhood meetings were held on the project. The first was held on February 23, 2006 and the second was on September 11, 2006. Both meetings were held in the cafeteria at West Middle School.

C. Project Compliance, Compatibility, And Impact

1. Adopted Plans and/or Policies

The proposed development density will meet the requirements set forth in the approved ODP.

2. Surrounding Land Use

The surrounding land uses are as follows:

- North: B-1 uses including – Vet Clinic, Retail, service, office use
- East: High Density Multi-family and Single Family Detached residential
- South: Single Family Detached Residential
- West: Agriculture / undeveloped land

3. Site Access and Traffic

There are two access points into the Phase II parcel. The primary access point is taken off of Park Drive. The secondary and probably lesser used access point is located in the southeast corner of the site off of Knollwood Lane.

4. Availability of Utilities

Sanitary Sewer:

Sanitary sewer is available in Park Drive.

The subject property will use City of Grand Junction water.

5. Special or Unusual Demands

Storm Water:

Per the City of Grand Junction Public Works department, the storm water will be directly discharged into the proposed storm system associated with the Ranchman's Ditch project. No on-site detention is required or proposed. Storm-ceptor water quality manholes were installed in the Corner Square development.

6. Effects On Public Facilities

The addition of more residential development along the Patterson Road corridor will have expected, but not unusual impacts, on the fire department and police department. A detailed and lengthy process occurred to review the impacts of project related traffic to the street network. Overall the traffic had minimal impact on the surrounding street network. The overall project proposes an access point at 25 ¾ Road and Patterson Road which establishes a shared access point for this project and future development to the west. Per the TIS, this access point is not required at this time; however, it is included in this construction application. The intersection of 25 ¾ Road and Patterson Road can function acceptably as a full movement unsignalized intersection in the short and long term horizon even without a deceleration lane.

7. Site Soils

A Geotechnical Report has been included with this submittal for your review on site soils.

8. Site Geology and Geologic Hazards

No unusual or unexpected geologic hazards are present at the proposed site.

There are no jurisdictional wetlands on the property.

9. Hours of Operation

Not Applicable to this application

10. Number of Employees

Not Applicable to this application

11. Signage Plans

A freestanding monument sign will be placed along Park Drive. Individual building numbers/letter and unit numbers will also be placed on the buildings.

D. Development Schedule and Phasing

Corner Square Planned Development
Phase II Preliminary / Final Plan Submittal

6/2/2008

page 4

Phase II will develop in a single phase.

F. Additional

Review Criteria (Development Code Section 2.8.B)

1. The proposed plan is in conformance with the Growth Plan (as recently amended), major street plan, Urban Trails Plan, and other adopted plans.
2. The proposed plan meets the subdivision standards in Ch. 6.
3. The proposed subdivision meets the zoning standards of the approved Outline Development Plan, the Planned Development standards in Chapter 5, and the zone district standards established in Chapter 3 of the Zoning and Development Code. The default zone for the Pod H is R-12.
 - a. The buildings are less than the maximum allowable height of 40 feet at 31' tall. Architectural Elevations have been provided.
4. The proposed subdivision meets the standards established by the approved ODP – Outline Development Plan.
5. Adequate public facilities and services will be available concurrent with the subdivision.
6. The project will have no unusual impacts associated with development.
7. The project is compatible with existing and proposed development on adjacent properties.
8. Adjacent agricultural land use will not be harmed by the proposed subdivision.
9. The proposed project is neither piecemeal development nor premature development of agricultural land or other unique areas.
10. There is adequate land to dedicate for provision of public services and will not cause an undue burden on the City of Grand Junction for maintenance or improvement of land an/or facilities.

Review Criteria (Development Code Section 5.4.F)

Development Standards

Planned development shall meet the development standards of the default zone or the following, whichever is more restrictive. Exceptions may be allowed only in accordance with this Section.

1. **Setback Standards.** Principal structure setbacks shall not be less than the minimum setbacks for the default zone unless the applicant can demonstrate that:
 - a. Buildings can be safely designed and that the design is compatible with lesser setbacks. Compatibility shall be evaluated under the Uniform Fire Code and any other applicable life, health or safety codes;
 - b. Reduced setbacks are offset by increased screening or primary recreation facilities in private or common open space;
 - c. Reduction of setbacks is required for protection of steep hillsides, wetlands or other environmentally sensitive natural features.
2. **Open Space.** All planned developments shall comply with the minimum open space standards established in Chapter Six or the open space requirements of the default zone, whichever is greater. The Zoning and Development Code requires 600 square feet of Outdoor Living Area per multi-family unit. At 48 units, the project is required to have 28,800 square feet of Outdoor Living Area. The total Outdoor Living Area provided on the project site is

38,998 square feet with an additional 1,988 square feet proposed within a possible Club House. This calculation does not include the balconies and patios associated with each of the 48 units.

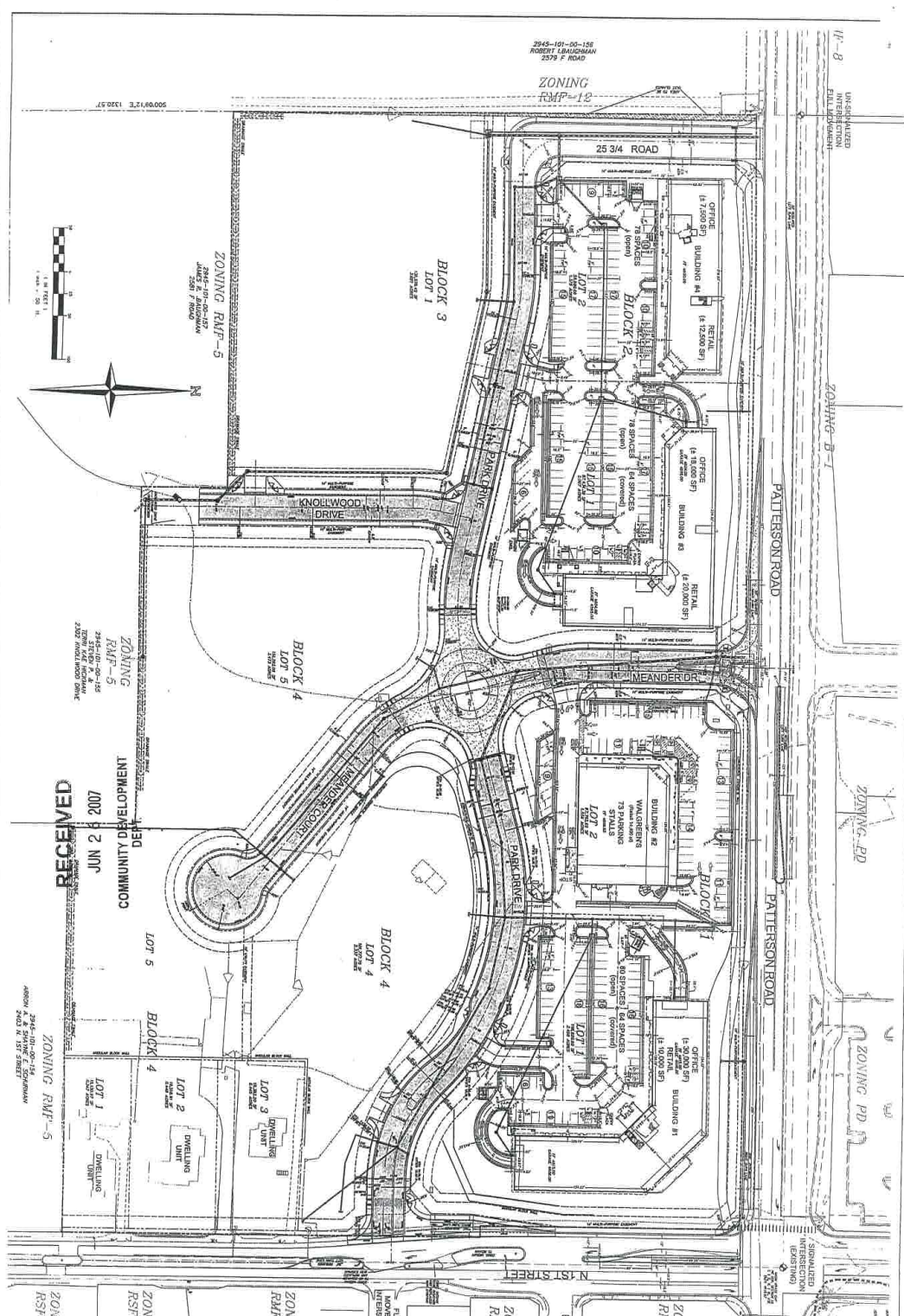
3. **Fencing/Screening.** A open wrought iron type fence is proposed along the western property boundary. A six-foot cedar fence and landscape buffer is proposed along the southern boundary of the property.
4. **Compatibility.** The project proposes this residential development adjacent to existing R-12 zone to the west. R-5 zoning exists to the south of the project and acts as a transition between the project and the Knollwood Lane single family detached housing.
5. **Landscaping.** Landscaping shall meet or exceed the requirements of Chapter Six of this Code.
6. **Parking.** Off-street parking shall be provided in accordance with Chapter Six of this Code.
7. **Street Development Standards.** Streets, alleys and easements shall be designed and constructed in accordance with TEDS and Chapter Six of this Code.

Appendix 10

Letter of January 21, 2008
Coleman to City Planner, Greg Moberg
Re: Corner Square & Baughman

Appendix 10

Letter of January 21, 2008
Coleman to City Planner, Greg Moberg
Re: Corner Square & Baughman



DATE	2/21/07	SCALE	AS SHOWN
DRAWN BY	LMS	CHECKED BY	JEL
THOMPSON-LANGFORD CORP. ENGINEERS AND LAND SURVEYORS 529 25 1/2 RD., SUITE 2010 GRAND JUNCTION, COLORADO P.O. BOX 10087 GRAND JUNCTION, CO. 81502 PHONE (970) 241-1007 FAX (970) 241-2845 tlc@tlcwest.com			
CONSTRUCTOR'S WEST, INC. GRAND JUNCTION, CO.		DESIGN DATE DESIGNER	REVISION BY DATE
CORNER SQUARE PRELIMINARY COMPOSITE SITE PLAN EXHIBIT			

Appendix 11

Letter of January 21, 2008
Coleman to City Planner, Greg Moberg
Re: Corner Square & Baughman

Appendix 11

Letter of January 21, 2008
Coleman to City Planner, Greg Moberg
Re: Corner Square & Baughman

November 10, 2008

Joe Carter
Ciavonne, Roberts & Associates, Inc.
222 N. 7th Street
Grand Junction CO 81501

Re: TED-2008-317 Corner Square

The TED's Exception Committee denied your request to TEDS Section 4.1.3 – Corner Clearance.

If you have any questions, please feel free to contact the Development Engineer in charge of your project or Tim Moore, Public Works and Planning Director at 970.244.1557.

Sincerely,

COPY

Sue Mueller
Sr. Administrative Assistant

Cc: Eric Hahn, Development Engineer
Greg Moberg, Planning Supervisor
File

APPLICATION

Transportation Engineering Design Standards (TEDS) Exception Request

Attached are six (6) copies of the application and associated drawings. Use the instructions provided to fill out this form. Additional sheets are recommended; it is important to provide complete information.

Project: Corner Square
Site Address: Southwest Corner of 1st Street and Patterson Road
City File Number:
Applicant: Constructors West
Representative: Ciavonne, Roberts & Associates, Inc. c/o Joe Carter
Date: September 19, 2009

1. Referenced section in TEDS and a brief description of the request(s)

Request – TEDS 4.1.3 Corner Clearance – To allow 25 ¾ Road paving and access connection to Patterson Road.

2. Site Description

The Corner Square development is located on the southwest corner of the intersection of North 1st Street and Patterson Road. The project consists of a mix of commercial, residential and office uses. The surrounding land uses include commercial, medical, multi-family residential and single-family residential development. There are two access points into the subject property. These accesses are a full movement intersection at North 1st Street and West Park Drive and a three-quarter intersection at Meander Drive and Patterson Road. Dedicated right-of-way exists as an unpaved full movement intersection at 25 ¾ Road and Patterson Road.

Within the bounds of the property Phase 1 consists of the commercial development pad sites along Patterson Road. The Phase 2 portion of the development consists of 48 multi-family units in the southwest corner of the site and is currently going through the City of Grand Junction Development Review process.

Over the last four years, the Planning Commission and the City Council approved and then reaffirmed that a commercial designation is suitable for this property. In 2003, both the Planning Commission and City Council unanimously approved amending the Growth Plan to change the land use designation of this parcel from a straight residential use to a mix of commercial and residential uses.

Last year the commercial and residential land use designation layouts were reviewed and approved by both the Planning Commission and City Council under a Growth Plan Consistency Review application. Both the Planning Commission and City Council agreed with the applicant and staff that the plan as configured, and more importantly that the commercial designation as shown on the ODP, was consistent with the Growth Plan.

The applicant has worked with city staff on creating the safest and most viable access points for this property and surrounding undeveloped properties. Beginning with a Pre-Application meeting in 2005, the Preliminary Plan was amended and revised multiple times to best meet the access demands and traffic issues related to Phase 1 and the Patterson Road corridor. These revisions resulted in the dedication of 25 ¼ Road right-of-way although the road would remain unpaved through Phase 1 (commercial) build out. The project is now entering Phase 2 (residential) development and requesting that the 25 ¼ Road connection to Patterson Road be paved.

Through the months leading up to the Phase 1 approval Constructors West approached the Baughman Family about sharing the right-of-way width of 25 ¼ Road whereby ½ of the right-of-way would be constructed on each property thus giving each property full movement access onto Patterson Road. Constructors West offered to pay for the construction of 25 ¼ Road. Other options presented to the Baughman family included purchasing the northern three-hundred feet of the Baughman's property, constructing 25 ¼ Road completely on the Corner Square property and constructing a gated alternative driveway access off of 25 ¼ Road.

Through a cooperative effort with city staff and the applicant's first traffic engineer (Kimley-Horn) and current traffic engineer (Skip Hudson), the applicant maintains that the proposed TEDS exception promotes the least amount of adverse impact to surrounding traffic, provides the best access points along this section of Patterson Road, and provides the most direct access point for the Corner Square property and the future development of the 17 acres associated with the Baughman parcels.

REQUEST # 1

The applicant is requesting that a TEDS exception be granted to allow the connection of 25 ¼ Road to Patterson Road. The applicant would like to pave and use the 25 ¼ access point as a full movement intersection onto Patterson Road. This request requires an exception to TEDS Section 4.1.3 Corner Clearance. 25 ¼ Road can be paved without a right-turn deceleration lane because the number of right-turns do not warrant the construction of a right-turn lane. See the attached TIS update provided by Turnkey Consultants, Inc.

TEDS Section 4.1.3 Corner Clearance:

Corner Clearances are defined as the distance between a driveway and the nearest intersecting street. The clearance is necessary so that accesses do not interfere with street intersection operations and should provide drivers with adequate perception-reaction time to avoid potential conflicts. On corner lots, the access location shall be on the street of lowest functional classification".

A. Description

Why should this request be granted?

The connection of 25 ¾ Road to Patterson Road is a benefit to the tenants, site users motorists along Patterson Road, and North 1st Street and the majority of the neighbors in the vicinity of the project (North 1st Street Neighborhood.) The TEDS Exception should be granted because 25 ¾ Road is the most suitable intersection location to service both the Corner Square property and the 17 acre Baughman parcels. Since the Baughman parcel has limited access, 25 ¾ Road will ultimately serve as the primary, if not sole, access point for their parcels. The original Corner Square Phase 1 approval included the dedication of the 25 ¾ Road right-of-way. Corner Square Phase 2 has been submitted Within the Phase 2 development application, the applicant requested that the City allow the connection of 25 ¾ Road to Patterson Road. Per the attached analysis, no right-turn lane is warranted for Phase 1 or Phase 2 development of Corner Square.

The TEDS exception should be granted because direct single-family driveway access off of an arterial street is not desirable. The TEDS manual states in Section 4.1.3 *"Single-family access to arterial streets is not acceptable practice and will be permitted only in extremely hardship cases."* Improving this street right-of-way does not require the elimination of the existing Baughman driveway. The applicant continues to maintain that the Baughman family can take direct driveway access off of 25 ¾ Road, which is a lower order street. Connecting the Baughman driveway to 25 ¾ Road provides benefit to the Baughman family by allowing direct access to North 1st Street and its signalized intersection with Patterson Road. By allowing the paving and the secondary connection to 25 ¾ Road, the access to either driveway now becomes a choice of which access is easier to use for the single family driveway user.

The TEDS exception should be granted because the proposed condition is functioning at other locations throughout the City. The Shell Station at Horizon Drive and the west bound on-ramp for Interstate 70 is one such condition. See the attached TIS Update from Turnkey Consultants Inc.

What does the 25 ¾ Road connection do for this project?

Allowing the 25 ¾ Road connection gives the project a full movement intersection onto Patterson Road. The site traffic will function better with this improvement and lessen Phase 1 and Phase 2 impact on North 1st Street. It is agreed by all parties that 25 ¾ Road will serve the entire 37 acres associated with the Baughman parcels and the Corner Square development. It has also been agreed that 25 ¾ Road is the most suitable access location for a major intersection between 25 ½ Road and 26 Road. 25 ¾ Road exists ¼ mile equidistant between these two existing signalized intersections.

Describe problems created by not granting the TEDS exception.

The TEDS Section 3.2.2 states that *"If a property has frontage on more than one street, access will be permitted only on those street frontages where design and safety standards can be met. This primary access shall be on the lower-order street."* By granting the right-of-way for 25 ¼ Road, the Baughman Parcel has more than one street frontage and by definition should take driveway access of the lower order street. By not granting the TEDS exception the City is perpetuating an undesirable condition as described by the TEDS Manual.

The City of Grand Junction is denying the Corner Square property and the Baughman property an opportunity for better controlled access to arterial streets, more and varied access to arterial streets and placing undo hardship on traffic movements along North 1st Street. Providing a full movement paved access at the intersection of 25 ¼ Road and Patterson Road betters the traffic movements along this corridor and adjoining streets. Not granting the TEDS exception is ignoring the solution and embracing lesser service through this corridor.

Why can't the TEDS requirement be met?

The TEDS requirement cannot be met due to the corner clearance spacing between the existing driveway and the proposed flowline of 25 ¼ Road. The required spacing requirement is 150 feet. The existing separation between the right-of-way and the existing driveway is less than 20 feet (18.54 feet).

Describe benefits created by granting the TEDS exception.

As stated above, allowing the 25 ¼ Road connection would create better access for the Corner Square development, lessens traffic impacts to North 1st Street, create better access for the Baughman property and create a direct connection from the Baughman property to the closest signalized intersection.

B. Exception Considerations

- 1) How will the exception affect safety?
 - i. The exception will provide access off of a lower order street for a single-family driveway which is deemed desirable by the TEDS manual. The connection will also provide more opportunities for vehicles to access Patterson Road from the Corner Square development.
- 2) Have other alternatives been considered that would meet the standard?
 - i. Numerous access alternatives have been considered and rejected or denied as stated below.

Alternatives Considered

Multiple alternatives addressing site access have been considered by the applicant. These alternatives have considered principals of traffic engineering, site design, and the development potential of the 37 undeveloped acres in this quadrant of North First Street and Patterson Road. The alternatives considered are as follows:

Alternative 1 – Initial Plan

Proposed

The applicant and his representatives met with staff prior to the Pre-Application meeting to determine the most suitable access for the project. The site access was scoped at a full movement unsignalized intersection at Meander Drive and Patterson Road and a full movement unsignalized intersection with Park Drive and North First Street. Access was neither proposed, nor recommended by staff, at 25 ¾ Road. Street stubs were proposed to the western and southern property lines.

Alternative Dismissed Because

This plan was dismissed because the LOS (level of service) for northbound to westbound left turns at Meander Drive proved to be unacceptable. Another alternative for access needed to be found.

Alternative 2

Proposed

The applicant and his representatives revised the plan to create a ¾ movement intersection at Meander Drive and Patterson Road and a full movement unsignalized intersection with Park Drive and North First Street. Street stubs were proposed to the western and southern property lines.

Alternative 2 Dismissed Because

This alternative was dismissed due to adverse impact on LOS created at the Park Drive and North First Street intersection and the impact to the westbound to southbound left turn bay at North First Street and Patterson Road.

Alternative 3

Proposed

The applicant and his representatives revised the plan to create a ¾ movement intersection at Meander Drive and Patterson Road, a full movement unsignalized intersection with Park Drive and North First Street, and a connection to the south to Knollwood. A street stub was proposed to the western property line.

Alternative 3 Dismissed Because

This alternative was dismissed due to adverse impact on LOS created at the Park Drive and North First Street intersection and the impact to the westbound to southbound left turn bay at North First Street and Patterson Road. Also the single most important issue to the surrounding neighborhood was the potential connection to Knollwood. Staff agreed that this connection was not necessary at this time.

Alternative 4

Proposed

The applicant and his representatives reviewed the alternative of a 3/4 movement intersection at Meander Drive and Patterson Road, a full movement signalized intersection with 25 ¾ Road and Patterson and a full movement unsignalized intersection at Park Drive and North First Street. A street stub was proposed to the southern property line.

Alternative 4 Dismissed Because

This alternative is acceptable to the applicant due to short and long term acceptable LOS created at all impacted intersections. Per the TIS by Kimley Horn, the signalization of the 25 ¾ Road intersection also is the only alternative that provides "adequate storage necessary to accommodate the northbound to westbound left turn storage demand at the intersection of First Street and Patterson Road in the near term 2007 horizon." A TEDS Exception was submitted seeking a signalized intersection at 25 ¾ Road, but City staff denied the application request.

Alternative 5

Proposed

The applicant and his representatives reviewed the alternative of a 3/4 movement intersection at Meander Drive and Patterson Road, a round-a-bout at the intersection of 25 ¾ Road and Patterson and a full movement unsignalized intersection at Park Drive and North First Street. A street stub was proposed to the southern property line.

Alternative 5 Dismissed Because

This alternative is acceptable due to short and long term acceptable LOS created at all impacted intersections. This alternative was dismissed due to potential costs of construction and right-of-way acquisition.

Alternative 6

Proposed

The applicant and his representatives revised the plan to create a ¾ movement intersection at Meander Drive and Patterson Road, a full movement unsignalized intersection with 25 ¾ Road and Patterson and a full movement unsignalized intersection at Park Drive and North First Street. A street stub was proposed to the southern property line.

Alternative 6 is Acceptable

This alternative was acceptable because it allowed for two full movement intersections to serve the property and the LOS for these intersections is above a LOS of F in the near term.

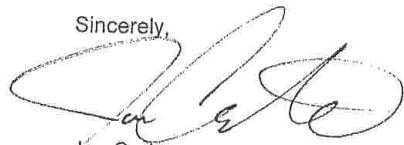
3. Has the proposed design been used in other areas?

- i. Directly north of the project site several existing driveways have been encroached upon by newly developed projects. None of these examples meets the minimum spacing requirements.

- ii. The car wash along Patterson Road east of the mall has two driveway cuts less than 90 feet apart.
- 4. Will the exception require CDOT or FHWA coordination?
 - i. No
- 5. Is this a one-time exception or a request to change the TEDS manual?
 - a. This is not a one-time extension request. This is a request to change the TEDS Manual. With the proposed changes to the comprehensive plan and the City of Grand Junction encouraging development within the Infill Boundary, these conflicts will become more common. As the City is placing an emphasis on protecting farm land and developing within the urban core, the City of Grand Junction development manuals (TEDS, Zoning and Development Code, etc) should be updated in anticipation of these problems.

Thank you for the opportunity to submit this TEDS exception request and we look forward to a positive recommendation from staff so we can move forward on the 25 ¼ Road connection.

Sincerely,



Joe Carter
Ciavonne, Roberts & Associates, Inc.

MAPS

Sheet C8

See File

**TEDS EXCEPTION SUBMITTAL
DISTRIBUTION LIST**

Parent project
PP- 2008-172

Site location: Corner Square SW Corner of 1st Street and
Patterson Rd.

DATE of submittal October 9, 2008

File #: TED - 2008-317

Public Works & Planning Development Engineer Eric Hahn

Public Works & Planning Director Tim Moore

Public Works & Planning Manager Lisa Cox

Fire Department Chuck Mathis

Transportation Engineer Jody Kliska

Other: (Planner) Greg Moberg

Date and Time of Development Review Meeting: _____

To be scheduled at least seven days after review packet distribution date.

Place: Conference Room 135, Planning Division, City Hall, 250 N. 5th Street

Committee Meeting: Oct 28th Development Review

**Attendance is expected of all agencies involved with the TEDS Exception
process**



Transportation Engineering Design Standards (TEDS) Exception Recommendation Form

Date: Oct. 28, 2008

To: TEDS Review Committee

From: Eric Hahn, Development Engineer

Project Number: TED- 2008-317

Project Location: SW corner - 1st Street & Patterson Rd.

Parent Project:

Name: Corner Square

File No.: PP-2008-172

Planner: Greg Moberg

TEDS Exception Request #1: TEDS Section 4.1.3 – Corner clearance

Comments:

The applicant proposes to construct a new public street intersection (25 $\frac{1}{4}$ Road) approximately 20' east (measured from nearest edge of access to nearest edge of street) of an existing private driveway on Patterson Road. TEDS Section 4.1.3 requires that private driveways on Major Arterials be located at least 150' away from an adjacent intersection.

The applicant argues that the construction of 25 $\frac{1}{4}$ Road will improve access patterns to the Corner Square site and benefit the overall circulation patterns for the surrounding area. The Traffic Impact Study prepared by the applicant's engineer implies that allowing this full-movement access on Patterson Road will provide a slight reduction of vehicle trips on 1st Street, while also providing opportunity for safer access to the Baughman property.

However, the construction of the 25 $\frac{1}{4}$ Road intersection within 20' of the existing Baughman driveway will create a situation where ingress and egress onto Patterson Road from the driveway and the new street will be in direct conflict. Such conflict will eventually cause blockage of the turning maneuvers, which will immediately reduce traffic capacity on Patterson Road and may cause traffic on Patterson Road to become completely blocked.

Although 25 $\frac{1}{4}$ Road may benefit the entire area, the construction of the intersection within 20' of the existing Baughman driveway will create an unsafe situation that cannot be allowed, and therefore staff recommends denial of this TEDS Exception Request.

Recommendation:

- Approve as requested.
- Approve with the following modification(s):
- Deny.
- Hold until the following additional information is submitted and reviewed:

As discussed above, staff cannot recommend approval of this TEDS Exception. However, it should be clearly understood that 25 $\frac{3}{4}$ Road will eventually be constructed, and at that time it will be necessary to remove the existing Baughman driveway cut on Patterson Road, and provide a new access for the Baughman driveway onto 25 $\frac{3}{4}$ Road. Such a configuration meets all TEDS requirements, and would provide an access to the Baughman property that is safer than the current access location. **Staff recommends that the Corner Square developer be allowed to build 25 $\frac{3}{4}$ Road, with the condition that, as part of such construction, the Baughman driveway cut on Patterson be removed and a new driveway access be provided on 25 $\frac{3}{4}$ Road.**



PUBLIC WORKS & PLANNING DEPARTMENT
PLANNING DIVISION

Transportation Engineering Design Standards (TEDS) Exception Approval / Denial Form

Project Number: TED- 2008-317

Site Location: SW corner - 1st Street & Patterson Rd.

Applicant: Constructors West

Representative: Ciavonne, Roberts & Associates, Inc.

Development Engr.: Eric Hahn, PE

Parent Project:

Name: Corner Square

File No.: PP-2008-172

Planner: Greg Moberg

TEDS Exception Request #1: TEDS Section 4.1.3 – Corner clearance

- Approved as requested.
- Approved with the following modification(s):
- Denied.
- The following additional information is required before a decision can be made:

TEDS Review Committee:

Public Works: Tom Moe

Date: 10/28/08

Planning Division: Risa Cox

Date: 10/28/08

Fire Department: Charles Martin

Date: 10/28/08

Appendix 12

Letter of January 21, 2008
Coleman to City Planner, Greg Moberg
Re: Corner Square & Baughman

Appendix 12

Letter of January 21, 2008
Coleman to City Planner, Greg Moberg
Re: Corner Square & Baughman

Traffic Analysis

Prepared For:

Corner Square Mixed Use Development

Study to Determine when the 25 $\frac{3}{4}$ Road
Connection to Patterson Road is Necessary

City of Grand Junction, Colorado



December 1, 2008

2478 Patterson Road, Suite 18
Grand Junction, CO 81505
970-985-4001

TurnKey
Consulting, LLC

TurnKey Consulting, LLC is an Equal Opportunity Employer

1 Introduction & Executive Summary

This report documents the supplemental traffic analysis for the proposed Corner Square Mixed Use Development (Project) in the City of Grand Junction. Figure 1 shows the Project Vicinity Map and Figure 2 shows the site plan concept. This traffic analysis (Study) was done in accordance with published guidelines provided by the City of Grand Junction. In addition, the Study was done in accordance with an approved Methodology dated 11/20/08 (see Appendix).

There have been numerous traffic studies for this Project, the latest being a report by TurnKey Consulting dated 8/8/08. The September report provided analysis of Project Phase 1 & 2, and it assumed that the Project access configuration would include a full movement connection to Patterson Road at the 25 ³/₄ Road alignment. However, the Phase 1 plan approval by the City included the following access configuration, which did not include a full-movement intersection anywhere on Patterson Road.

Access Configuration Approved for Project Phase 1

- 25³/₄ Road – no access to Patterson Road
- Meander Drive – ³/₄ movement unsignalized access to Patterson Road (outbound left turn prohibited from Project by raised concrete island in driveway)
- Park Drive – Full movement unsignalized access to 1st Street

This access configuration discrepancy prompted the City to issue the follow comment associated with the review of the TurnKey study dated 8/8/08.

“The Study assumes only one scenario; all intersections proposed are actually approved and constructed. It offers no analysis of the impacts to the existing intersections if 25³/₄ Road is not approved for construction. This comparative analysis is necessary to determine the relative necessity of the 25³/₄ Road intersection.”

This Study provides a respond to the City's comment and it focuses on the analysis of the impacts to two existing intersections. It answers the question, “what happens to the intersections of 1st Street/Patterson and 1st Street/Park Avenue if Project traffic cannot use 25³/₄ Road to access Patterson Road.”

This question was answered in terms of the AM and PM peak hour traffic conditions for various traffic scenarios. The first portion of the analysis focused on new project traffic by phase, in the years 2008 and 2009. Three distinct project traffic scenarios will be evaluated in these years without the 25³/₄ Road Access. The second portion of the analysis incrementally increased the time and background traffic volumes at each intersection to evaluate performance measures without the 25³/₄ Road Access. The following table summarizes the different analysis scenarios:

Corner Square Mixed Use Development – Timing of 25³/₄ Road Connection to Patterson Rd

Scenario Number	Year	Project Phases	Notes
1	2008	1 & 2	Current Condition
2	2009	1-3	If necessary
3	2009	All 4	If necessary
4	2012	All 4	If necessary
5	2015	All 4	If necessary
6	2018	All 4	If necessary
7	2021	All 4	If necessary

The approved Methodology included performance measures that were used to identify the definition of “failure.” This included two measures for the signalized intersection of 1st Street & Patterson Road, and two measures for the unsignalized intersection of 1st Street & Park Ave. This Study determined that the traffic operations at these two intersections would be unacceptable under the conditions described below.

1st Street & Patterson Road

This intersection fails to operate well by Scenario #5 (Year 2015 with traffic from all 4 Project Phases). The westbound left turn lane has 210-ft of vehicle storage and it would not have enough capacity to accommodate the amount of traffic making the left turn movement. By Scenario #5, the 90th percentile queue length for the westbound turn lane would exceed 210-ft. This would cause an unsafe condition for three reasons:

1. The westbound left turning traffic would spill back into the westbound through lane and block traffic. This segment of Patterson road is narrow and does not have a center turn lane.
2. Westbound traffic has limited sight distance due to a crest vertical curve on Patterson Road.
3. Both eastbound and westbound traffic have horizontal lane shifts in the narrow part of Patterson Road.

1st Street & Park Ave

This intersection fails to operate well by Scenario #2 (Year 2009 with traffic from 3 Project Phases). This conclusion is based on both of the performance measure that defined failure.

1. The eastbound left turn lane has 130-ft of vehicle storage before the first cross aisle, and it would not have enough capacity to accommodate the amount of traffic making the left turn movement. By Scenario #2, the 95th percentile queue length for the eastbound turn lane would exceed 130-ft. This would cause unsafe conditions within the Project, and would adversely affect internal traffic operations.

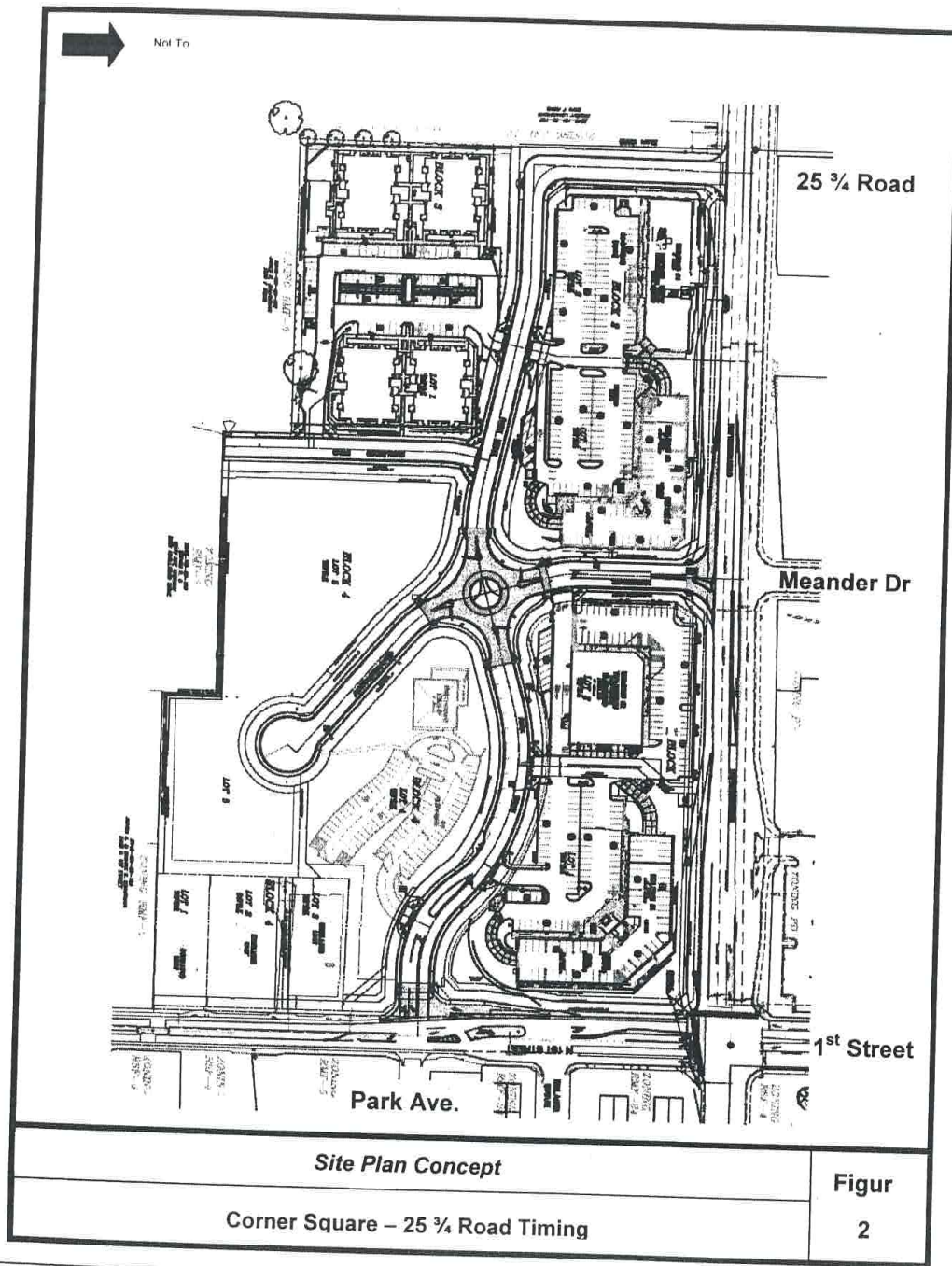
Corner Square Mixed Use Development – Timing of 25¼ Road Connection to Patterson Rd

2. By Scenario #2, there would not be enough adequate gaps in the 1st Street stream of traffic. This means that there would not be enough gaps to accommodate the number of vehicles that would turn out of the Project Site access at Park Ave. This would lead to unsafe conditions on 1st street. As drivers experience long delays, they begin to push there vehicles into smaller gaps. This eventually creates a situation where side road drivers with cut off vehicles traveling northbound and southbound on 1st Street.

As previously mentioned, TurnKey Consulting prepared a report in September that provided analysis of Project Phase 1 & 2. It assumed that the Project access configuration would include a full movement connection to Patterson Road at the 25¼ Road alignment. The September study shows that there would be an adequate number of acceptable gaps in 1st Street traffic if 25¼ Road was connected to Patterson Road. The September study also shows that the 2028 eastbound queues at the 1st Street/Park Avenue intersection would be less than 130-ft long. Therefore, the 25¼ Road connection to Patterson Road would solve both of the safety and operational issues.

In summary, the 25¼ Road connection to Patterson Road should be included as part of Project Phase 3 construction. This would prevent unsafe traffic conditions from occurring at the intersection of 1st Street/Park Ave, and from occurring within the Project.

Corner Square Mixed Use Development – Timing of 25³/₄ Road Connection to Patterson Rd



2 Project Trip Generation & Design Hour Volume

The following tables show Project trips for the various scenarios. This includes total trips at Project Access Points, which is based on consideration of internal site capture between uses. The tables also show new Project trips at external intersections, which are based on consideration of pass-by capture. The Appendix includes detailed trip generation calculations that describe the trip reduction assumptions for each use.

Scenario 1

Driveways		AM	PM
Enter (in)		135	141
Exit (out)		50	235
Off Site intersections (non-driveways)		AM	PM
Enter (in)		135	121
Exit (out)		50	211

Scenario 2

Driveways		AM	PM
Enter (in)		140	160
Exit (out)		72	244
Off Site intersections (non-driveways)		AM	PM
Enter (in)		140	140
Exit (out)		72	220

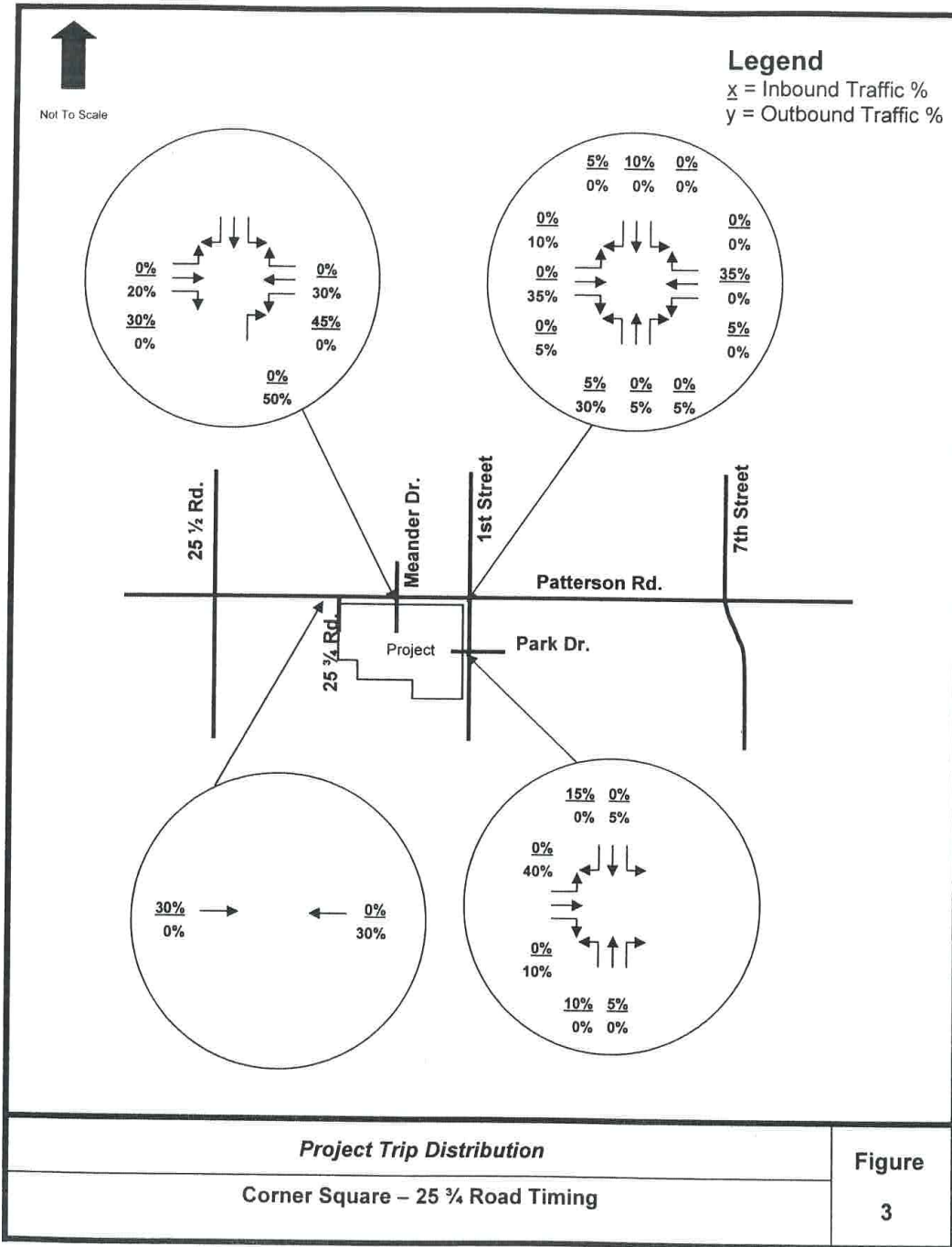
Scenario 3 and all other scenarios

Driveways		AM	PM
Enter (in)		140	195
Exit (out)		72	261
Off Site intersections (non-driveways)		AM	PM
Enter (in)		140	175
Exit (out)		72	237

3 Project Trip Distribution

Project trip distribution assumptions in this Study are based on the same assumptions in the original Kimley-Horne Traffic Study, with reassignment of traffic that was assumed to use 25¾ Road & Patterson Road. Figure 3 shows the revised Project Trip Distribution.

Corner Square Mixed Use Development – Timing of 25¼ Road Connection to Patterson Rd



4 Existing & Projected Traffic Volumes

Existing traffic volumes for the year 2008 were provided by the City of Grand Junction. Future background traffic volumes for each scenario were calculated based on an assumed annual average growth rate of 1.12%, per the original Kimley-Horne Study. Future total traffic is the sum of project trips and background traffic. The Appendix includes tables with trip calculations for each scenario.

5 Gap Analysis for 1st Street at Park Avenue

The purpose of the gap analysis was to determine if there are enough acceptable peak hour gaps in the traffic flow on 1st Street, when compared to the actual number of vehicles that would be turning out of the Project access at Park Avenue. It takes about 7 seconds to make an outbound left turn without affecting the mainline traffic stream. This is based on the Highway Capacity Manual (Table 17.5) and discussion with City staff. Therefore, an acceptable gap is defined as a gap of 8 seconds or more.

TurnKey Consulting conducted a field gap study in November 2008 to identify existing conditions (see Appendix for gap study data). For the future year scenarios, the number of future acceptable gaps was calculated by adjusting the number of acceptable 2008 gaps by a reduction factor. The reduction factor will be the inverse percentage of the increase in 2-way traffic volumes on the mainline. For example, a 10% increase in traffic volumes would create a gap reduction factor of 90% (future gaps = Number of acceptable 2008 gaps x 0.90).

There are enough acceptable gaps in the AM period, due to less traffic on 1st Street, and the inbound nature of most Project trips. For the PM period, there were 117 acceptable gaps in 2008 and there would be 118 vehicles trying to use the gaps in Scenario #1 (Project Phase 2 & 3). This means the gap capacity on 1st Street will be exceeded with the addition of traffic from Project Phase 3 (Scenario #2). The following table shows the results of the gap analysis for each of the various scenarios

Scenario Number	Outbound PM Volume at Park Ave. Access (vph)	First Street Traffic		Gaps		Volume to Gap Comparison
		Volume - NB & SB (vph)	% Increase in Traffic from Scenario #1	Gap Reduction Factor	Number of Acceptable Gaps	
1	118	1,119	n/a	n/a	117	-1
2	122	1,135	1%	99%	116	-6
3	130	1,142	2%	98%	115	-15
4	130	1,168	4%	96%	112	-18
5	130	1,209	8%	92%	108	-22
6	130	1,252	12%	88%	103	-27
7	130	1,307	17%	83%	97	-33

6 Peak Hour Traffic Operations Analysis

TurnKey Consulting used TEAPAC's Signal 2000 software to model traffic operations at Patterson Road and First Street. Signal 2000 utilizes the Highway Capacity Methodologies to analyze delay and capacity. The City of Grand Junction provided the Signal 2000 files for the AM and PM peak period at Patterson Road and First Street. The following table shows the results for each intersection for AM and PM peak conditions for all seven scenarios. The Highway Capacity Software (HCS) was used to model the unsignalized intersection of 1st Street & Park Drive. The configuration and width of median turn lanes on 1st Street does not allow a 2-stage left turn movement.

The project access at 25 ³/₄ would be necessary when the current access configuration causes a performance measure (to be defined) to not be met at two intersections within the study area, including:

- Patterson Road & First Street (signalized full movement)
- First Street & Park Drive/Site Access (unsignalized full movement)

Performance Measures at Signalized intersections:

Signal operations will remain the same as existing in order to maintain the coordinated progression of the Patterson Road (cycle length and phasing). Signal timing splits will be optimized. "Failure" to meet performance measures shall be defined when any of the following performance measures are not met:

- Critical movements shall have less than 56 seconds of delay;
- HCM 90th percentile worst lane queues (for northbound and southbound approaches) shall not obstruct upstream intersections or major driveways on Patterson Road or First Street.

Performance Measures at Unsignalized intersections:

"Failure" to meet performance measures shall be defined when any of the following performance measures are not met:

- 95th-percentile queue lengths shall be less than 130-ft
- The available number of acceptable gaps in the mainline traffic flow is less than the number of left turning vehicles.

Results at 1st Street & Patterson Road

As shown on the following table, this intersection fails to operate well by Scenario #5 (Year 2015 with traffic from all 4 Project Phases). The westbound left turn lane has 210-ft of vehicle storage and it would not have enough capacity to accommodate the amount of traffic making the left turn movement. By Scenario #5, the 90th percentile queue length for the westbound turn lane would exceed 210-ft. This would cause an unsafe condition for three reasons:

1. The westbound left turning traffic would spill back into the westbound through lane and block traffic. This segment of Patterson road is narrow and does not have a center turn lane.
2. Westbound traffic has limited sight distance due to a crest vertical curve on Patterson Road.
3. Both eastbound and westbound traffic have horizontal lane shifts in the narrow part of Patterson Road.

Results at 1st Street & Park Ave

As shown on the following table, this intersection fails to operate well by Scenario #2 (Year 2009 with traffic from 3 Project Phases). This conclusion is based on both of the performance measure that defined failure.

1. The eastbound left turn lane has 130-ft of vehicle storage before the first cross aisle, and it would not have enough capacity to accommodate the amount of traffic making the left turn movement. By Scenario #2, the 95th percentile queue length for the eastbound turn lane would exceed 130-ft. This would cause an unsafe conditions within the Project, and would adversely affect internal traffic operations.
2. By Scenario #2, there would not be enough adequate gaps in the 1st Street stream of traffic. This means that there would not be enough gaps to accommodate the number of vehicles that would turn out of the Project Site access at Park Ave. This would lead to unsafe conditions on 1st street. As drivers experience long delays, they begin to push there vehicles into smaller gaps. This eventually creates a situation where side road drivers with cut off vehicles traveling northbound and southbound on 1st Street.

In summary, the 25¼ Road connection to Patterson Road should be included as part of Project Phase 3 construction. This would prevent unsafe traffic conditions from occurring at the intersection of 1st Street/Park Ave, and from occurring on internal Project roads.

Corner Square Mixed Use Development – Timing of 25¼ Road Connection to Patterson Rd

Criteria	Scenario 1 Year 2008		Scenario 2 Year 2009		Scenario 3 Year 2009		Scenario 4 Year 2012		Scenario 5 Year 2015		Scenario 6 Year 2018		Scenario 7 Year 2021	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
SIGNALIZED 1st and Patterson														
Do critical movements have < 56 seconds of delay?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Is the HCM 90th percentile worst lane queues < the distance to the upstream intersections or major driveways on the north and south approaches? ¹	234	236	237	241	237	248	244	253	256	265	260	280	272	293
North Approach Queue < 280'	162	217	166	221	166	222	169	227	178	238	182	255	189	267
South Approach Queue ² < 400'														
Is the westbound left (WBL) turn HCM 90th percentile queues < the existing available left turn bay length? WBL Queues < 210'	189	195	194	200	194	202	202	207	212	218	220	224	232	235
UNSIGNALIZED 1st and Park														
Are the eastbound left turn HCM 95th percentile < 130'? (Assuming 25'/car, this equates to a queue length < 5.2 vehicles.)	0.2	5.0	0.4	6.00	0.4	7.50	0.4	8.6	0.4	10.9	0.4	13.1	0.4	15.9
Are the available number of acceptable gaps in the mainline traffic flow less than the number of left turning vehicles? Number shown = Outbound PM Volume at Park Access – Number of Acceptable Gaps		1		6		15		18		22		27		33
Appendix Information	1am	1pm	2am	2pm	3am	3pm	4am	4pm	5am	5pm	6am	6pm	7am	7pm

Notes:

Highlighted values do not meet criteria.

¹ Queues are given for the movement with the maximum queues (left, thru, or right).

² Protected-Permitted was assumed for all left-turns, except the south approach double left-turn, where the software program Signal 2000, is restricted to single-lane turn lane protected-permitted conditions. Therefore, queue lengths shown may be less for the south approach double left-turn due to this limitation.

7 Comparison to Conditions with 25³/₄ Road Connection to Patterson Road

As previously mentioned, TurnKey Consulting prepared a report in September that provided analysis of Project Phase 1 & 2. It assumed that the Project access configuration would include a full movement connection to Patterson Road at the 25³/₄ Road alignment. The results of the previous analysis can be used to determine if the 25³/₄ Road connection to Patterson Road would solve the operational and safety issues identified in this study.

The key location is the intersection of 1st Street/Park Avenue in the PM condition. From the September study, we know that the outbound PM traffic volume at this intersection would be 68 vph (for Project Phases 1 & 2). Assuming a 10% increase for additional traffic from Phases 3 & 4, the highest outbound volume would be 75 vph. The gap table on page 8 shows that there would be 97 acceptable gaps in the year 2021 (Scenario #7). This means that there would be an adequate number of acceptable gaps in 1st Street traffic if 25³/₄ Road was connected to Patterson Road.

The September study also shows that the 2028 eastbound queue at the 1st Street/Park Avenue intersection would be less than 130-ft long. Therefore, the 25³/₄ Road connection to Patterson Road would solve both of the safety and operational issues.

8 Summary & Conclusions

This report documents the supplemental traffic analysis for the proposed Corner Square Mixed Use Development (Project) in the City of Grand Junction. This Study provides a respond to the City's review comment on the TurnKey study dated 8/808, for Project Phases 1 & 2. The analysis is this Study focused on the analysis of the impacts to two existing intersections. It answers the question, "what happens to the intersections of 1st Street/Patterson and 1st Street/Park Avenue if Project traffic cannot use 25³/₄ Road to access Patterson Road."

This question was answered in terms of the AM and PM peak hour traffic conditions for various traffic scenarios. The approved Methodology included performance measures that were used to identify the definition of "failure." This included two measures for the signalized intersection of 1st Street & Patterson Road, and two measures for the unsignalized intersection of 1st Street & Park Ave. This Study determined that the traffic operations at these two intersections would be unacceptable under the conditions described below.

1st Street & Patterson Road

This intersection fails to operate well by Scenario #5 (Year 2015 with traffic from all 4 Project Phases). The westbound left turn lane has 210-ft of vehicle storage and it would not have enough capacity to accommodate the amount of traffic making the left turn movement. By Scenario #5, the 90th percentile queue length for the westbound turn lane

Corner Square Mixed Use Development – Timing of 25³/₄ Road Connection to Patterson Rd

would exceed 210-ft.

1st Street & Park Ave

This intersection fails to operate well by Scenario #2 (Year 2009 with traffic from 3 Project Phases). This conclusion is based on both of the performance measure that defined failure.

In addition, the September study shows that there would be an adequate number of acceptable gaps in 1st Street traffic if 25³/₄ Road was connected to Patterson Road. The September study also shows that the 2028 eastbound queues at the 1st Street/Park Avenue intersection would be less than 130-ft long. Therefore, the 25³/₄ Road connection to Patterson Road would solve both of the safety and operational issues.

In summary, the 25³/₄ Road connection to Patterson Road should be included as part of Project Phase 3 construction. This would prevent unsafe traffic conditions from occurring at the intersection of 1st Street/Park Ave, and from occurring within the Project.



2478 Patterson Road, Suite 18
Grand Junction, CO 81505
970-985-4001

MEMORANDUM

TO: Jody Kliska, City of Grand Junction Transportation Engineer
FROM: Skip Hudson
DATE: 11/20/08
RE: **Final Corner Square Traffic Study Methodology**
To determine the timing of the 25³/₄ Road connection to Patterson Road

The purpose of this round of analysis is to prepare a response to the City's review comment, "When will the 25³/₄ access to Patterson Road be necessary?" Believe it or not, none of the extensive traffic work to date has evaluated a site access scenario without 25³/₄ Road, beyond Project Phase 1 traffic. This study will include a few different land-use and background traffic scenarios to determine when 25³/₄ Road would be necessary.

Definition of Failure

The Project Access at 25³/₄ would be necessary when the current access configuration causes "failure" at two intersections in the study area, including:

- Patterson Road & First Street (signalized full movement)
- First Street & Park Drive/Site Access (unsignalized full movement)

The definition of failure will be based on the criteria in the City of Grand Junction's Traffic Engineering Design Standards (TEDS) Manual criteria. The criteria set forth in Chapter 2 will be used to assess intersection operational performance. Specifically, the concepts of Quality of Service (QOS) and delay were used as a basis for computing combinations of roadway operating conditions. By definition, six different QOS are used - A, B, C, D, E, and F – from the TEDS manual. QOS "A and B" represent a volume to capacity ration of 0.90 or less. In other words, 90% of the intersection's capacity is being utilized by vehicular traffic. QOS "F" represents the maximum capacity of an intersection or roadway, where delay and/or congestion are severe and occurs when the volume to capacity ratio is over 1.20. During this "F" condition, the intersection demand exceeds capacity by 20%. The TEDS manual states that intersections shall be evaluated by QOS and critical delay.

TEDS Excerpt

HCM delays and queues shall be calculated for signalized intersections using the latest version of the Highway Capacity Manual. The City of Grand Junction uses the TEAPAC signal analysis software and requires its usage and methodologies for design and analysis of signal timing. The HCM delay and queues shall be calculated for the identified peak hours for existing conditions, the projected traffic with build-out of the project, or at completion of phases of larger projects. An appropriate 15-minute peak hour factor shall be used. The performance evaluation of signalized intersections shall include the following:

Superior Project Leadership – Concept to Community

- Critical movements shall be identified and must meet or exceed the threshold requirement of 35 seconds of delay or less;
- No movements shall have an adverse effect on the coordinated progression of the street system as determined by an approved coordination model consistent with the methods of HCM;
- HCM 90th percentile worst lane queues shall be calculated and shall not obstruct upstream intersections or major driveways;
- The analysis of a signalized corridor must show a reasonable progression band, identified as a usable (unblocked) band for major traffic movements.

Unsignalized intersections shall be analyzed using the latest Highway Capacity Manual methods. In the performance evaluation of stop controlled intersections, measures of effectiveness to consider include the delay, volume/capacity ratios for individual movements, average queue lengths and 95th-percentile queue lengths to make appropriate traffic control recommendations. The Highway Capacity Manual recognizes that the delay equation used in the capacity analysis procedure will predict Quality of Service F for many urban intersections that allow minor-street left-turn movements, regardless of the volume of minor-street left-turning traffic. In recognition of this, the TIS should evaluate the results of the intersection capacity analysis in terms of all of the measures of effectiveness.

Failure at Signalized intersections

Signal operations will remain the same as existing in order to maintain the coordinated progression of the Patterson Road (cycle length and phasing). Signal timing splits will be optimized.

Failure shall be defined when any of the following performance measures are not met:

1. Critical movements shall have less than 56 seconds of delay;
2. HCM 90th percentile worst lane queues shall not obstruct upstream intersections or major driveways on Patterson Road or First Street

Failure at Unsignalized intersections

Failure shall be defined when any of the following performance measures are not met:

- 95th-percentile queue lengths shall be less than 130-ft
- The available number of acceptable gaps in the mainline traffic flow is less than the number of left turning vehicles.

It takes about 7 seconds to make an outbound left turn without affecting the mainline traffic stream. This is based on the Highway Capacity Manual (Table 17.5) and discussion with City staff. Therefore, an acceptable gap is defined as a gap of 8 seconds or more. For the 2009 analysis, the number of acceptable gaps will be the same as 2008 (based on field gap study). For the future year scenarios, the number of future acceptable gaps will be calculated by reducing the 2008 number of acceptable gaps by a reduction factor. The reduction factor will be the inverse percentage of the increase in 2-way traffic volumes on the mainline. For example, a 10% increase in traffic volumes would create a gap reduction factor of 90% (future gaps = Number of acceptable 2008 gaps x 0.90).

Assumptions for Operational Analysis

Please see the attached TIS base assumption form and attachments. In addition, there are several assumptions that will be used for the operational analysis.

- Speed limits remain the same as existing
- Truck Factor = 2%
- Peak Hour Factor = 0.90

Analysis Process

The first portion of the analysis process will focus on new project traffic by phase, in the year 2009. Three distinct project traffic scenarios will be evaluated in 2009 without the 25¼ Road Access. The second portion of the analysis (if necessary) will incrementally increase the time and background traffic volumes at each intersection to evaluate performance measures, without the 25¼ Access. The analysis will stop if a performance measure is not met. The following table summarizes the different analysis scenarios:

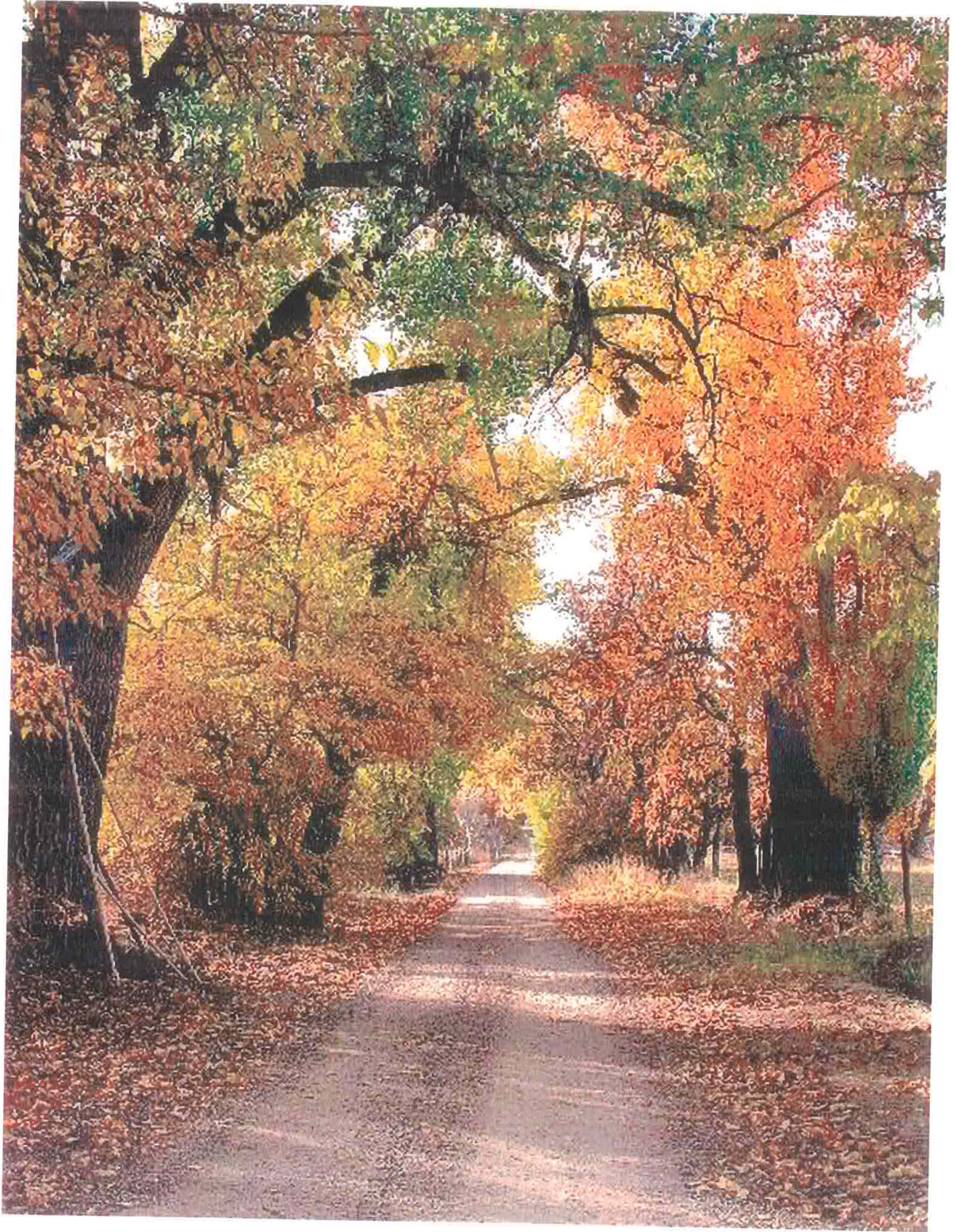
Scenario Number	Year	Project Phases	Notes
1	2008	1 & 2	Current Condition
2	2009	1-3	If necessary
3	2009	All 4	If necessary
4	2012	All 4	If necessary
5	2015	All 4	If necessary
6	2018	All 4	If necessary
7	2021	All 4	If necessary

Appendix 13

Letter of January 21, 2008
Coleman to City Planner, Greg Moberg
Re: Corner Square & Baughman

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Letter of January 21, 2008
Coleman to City Planner, Greg Moberg
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Appendix 14

Letter of January 21, 2008
Coleman to City Planner, Greg Moberg
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Appendix 14

Letter of January 21, 2008
Coleman to City Planner, Greg Moberg
Re: Corner Square & Baughman



09/11/2007

Mr. Bruce Baughman
2579 F Road
Grand Junction, CO 81505

Dear Mr. Baughman,

The following recommendations are based on the visit Susan Rose and I made to your home this afternoon. Our visit focused on the trees along the drive to your home and other trees that will be impacted by further construction.

The trees on the east side of the drive have been severely impacted by activities on the neighboring property. These include soil compaction, the addition of soil over the root systems and the severing of roots during the process of trenching. At least 50% of the root system of these trees is currently dead or will die due to these activities.

The trees along the drive should be evaluated as soon as possible to ascertain their value. A discussion with the contractor/owner should then proceed to determine how this situation should be handled. I would suggest you contact Dutch Afman at 243-9119 for this evaluation. If he is not available let me know and I'll provide another contact. Several trees needing immediate removal due to their internal rot were pointed out to you during our visit and should not be included in this evaluation.

The huge cottonwood partway down the drive while needing to be pruned to remove dead wood appears to be in fairly good condition. If you decide to leave this tree in place, it will need to be pruned every few years to remove any new deadwood that develops due to root damage. This tree has the capacity to live for many years using its stored water and food reserves. This tree, however, will most likely die within the next 10 to 15 years. If you do decide to save this tree, the soil should not be disturbed within a radius equal to one foot per inch of trunk diameter. See attached fact sheet number 7.420. This will severely reduce the area available for new plantings.

2775 Highway 50
P.O. Box 20,000-5028
Grand Junction, CO 81502-5028
(970) 244-1834

1001 North 2nd
Friendship Hall
Montrose, CO 81401
(970) 249-3935

525 Dodge Street
Delta, CO 81416
(970) 874-2195

Colorado State University, U.S. Department of Agriculture and Delta, Mesa, Montrose,
& Ouray Counties cooperating. Cooperative Extension programs are available to all without discrimination.

Baughman, page 2

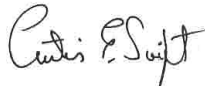
Once the trees along the drive are removed, the soil will need to be ripped, the root systems torn out, the soil amended with organic matter, new trees or shrubs planted and an irrigation system installed. These costs should be figured into the evaluation process.

The roots of the catalpa northwest end of the drive will be damaged when the proposed storm drain is installed. In addition, the drain system to be installed at the southwest corner of the neighboring property will damage additional trees. An evaluation of these trees should also be accomplished.

Due to the limited space available for root spread of replacements on the east side of the drive, I would suggest Siberian peashrub, lilac, upright junipers or small trees. See the enclosed fact sheets for further information.

Please let me know if you have further questions or needs.

Sincerely,



Curtis E. Swift, PhD
Area Extension Agent Horticulture
Voice: 970 244-1840; Cell Phone: 970 250-5586; Fax: 970 244-1700
Email address: Curtis.Swift@colostate.edu
Web Site: <http://WesternSlopeGardening.org>

cc: Dutch Afman

Encl:

Deciduous Shrubs 7.415

Small Deciduous Trees 7.418

Protecting Trees During Construction 7.420



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Appendix 15

Letter of January 21, 2008
Coleman to City Planner, Greg Moberg
Re: Corner Square & Baughman

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AFMAN CONSULTING

ARBORICULTURAL EVALUATION SERVICES

WWW.AFMANCONSULTING.COM

July 31, 2008

Mr. Bruce Baughman
2579 F Road
Grand Junction, CO. 81505

Dear Mr. Baughman

Pursuant to your request, I have inspected and evaluated the trees located on the East side of your entrance lane to your residences @ 2579 F Road, Grand Junction, Colorado on July 29, 2008, and the following information is submitted for your perusal:

Volumes of landfill and compaction has taken place commencing some 5 feet over the rootbase of your trees on the Easterly portion of a row of Cottonwood/Mulberry/Catalpa and Maple trees. It is my opinion, that these trees can not possibly survive this damage due to suffocation of oxygen and nutrient uptake. Sadly to say that this could have been circumvented.

These damaged plants will have residual value as "firewood", however I have not attached any value for that. Taken in consideration are the health, placement, location and aesthetic values.

After due study of this situation, and evaluation, it is my opinion that the total value of your trees prior to the damages and demise is:

******TWELVE THOUSAND AND FOUR HUNDRED DOLLARS (\$12,400.00)******

My opinion as to the value of these plants, are based on formulas established in conformity with the *Guide for Plant Appraisal* (9th edition, 2000) authored by the Council of Tree and Landscape Appraisers. Furthermore, I certify that I have no prospective interest in the plant's replacement and my compensation is not contingent upon the predetermined value that favors the cause of the client.

Respectfully submitted,

H.D. "Dutch" Afman, DMG
Consultant. I.S.A.

TREE INVENTORY EVALUATION

BAUGHMAN – 2579 F. ROAD – GRAND JUNCTION, CO July 29/08

Commencing from the F. Road entrance to Baughmans properties going South in measured increments from units:

UNIT "A"

+/- 50' - Cluster (8 multistem) MULBERRY (*Morus*) 12" in diameter...Fair Condition-

Estimated Value	\$1,400.00
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UNIT "B"

+ 38' - COTTONWOOD (*populus sargentii*), Good Condition - Good flare 72" in diameter.....

Estimated Value	\$4,400.00
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UNIT "C"

+ 33' - MULBERRY (*morus*), Poor Condition with suckers – large stem 24" in diameter....

Estimated value	\$800.00
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UNIT "D"

+ 47' - CATALPA (*catalpa speciosa*), Fair/- Condition - 17" diameter

Estimated Value	\$1,300.00
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UNIT "E"

+ 78' - COTTONWOOD (*populus sargentii*), Poor Condition – (35% DAMAGE) - 53" in diameter.....

Estimated Value	\$1,500.00
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UNIT "F"

+ 48' - 6- (six) MAPLES (*acer rubrum.spps*), Excellent Condition – Average 4 ½ -5" diameter....

Estimated Value	\$3,000.00
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