



**PLANNING COMMISSION AGENDA
CITY HALL AUDITORIUM, 250 NORTH 5TH STREET
TUESDAY, OCTOBER 25, 2011, 6:00 PM**

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 July 26, 2011 and September 13, 2011 Regular Meetings.

2. Carville's Auto Mart North Ave Expansion – Conditional Use Permit [Attach 2](#)

Request approval of a Conditional Use Permit to allow outdoor storage and display in the front half of a lot for use as an automotive sales lot on 0.441 acres in a C-1 zone district.

FILE #: CUP-2011-982
PETITIONER: Royce Carville – Carville's Auto Mart Inc
LOCATION: 2050 North Avenue
STAFF: Senta Costello

***** 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.

General Discussion/Other Business

Nonscheduled Citizens and/or Visitors

Adjournment

Attach 1

Minutes of Previous Meetings

GRAND JUNCTION PLANNING COMMISSION SEPTEMBER 13, 2011 MINUTES 6:00 p.m. to 7:49 p.m.

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

In attendance, representing the City Planning Commission, were Reggie Wall (Chair), Pat Carlow, Rob Burnett, Greg Williams (Alternate) and Keith Leonard (Alternate). Commissioners Lynn Pavelka (Vice Chair), Ebe Eslami, Lyn Benoit and Mark Abbott were absent.

In attendance, representing the City's Public Works and Planning Department – Planning Division, were Lisa Cox (Planning Manager) and Scott Peterson (Senior Planner).

Also present was Jamie Beard (Assistant City Attorney).

Lynn Singer was present to record the minutes.

There were 15 interested citizens present during the course of the hearing.

Announcements, Presentations, and/or Prescheduled Visitors

None.

Consent Agenda

1. **Minutes of Previous Meetings**
Approve the minutes of the June 28 and July 12, 2011 Regular Meetings.
2. **Vistas at Tiara Rado Utility Easement Vacation – Vacation**
Request a recommendation of approval to City Council to vacate a public Utility Easement, which is no longer needed.

FILE #: VAC-2011-1079
PETITIONER: Robert Hatch
LOCATION: 2063 South Broadway
STAFF: Scott Peterson

An unidentified male speaker said that it was hard to approve something when he wasn't informed of the meeting. Chairman Wall inquired which item he was interested

in. The gentleman said it was the third item – the Grand Junction Metal Movers. He went on to say that he wasn't informed that this was the second meeting on this particular item. Chairman Wall explained that it was continued from the first meeting because there wasn't a decision made at the first meeting. Chairman Wall said that he would have an opportunity to discuss that item when it was called for a full hearing.

Chairman Wall 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. The Chairman called for a motion to approve the Consent Agenda.

MOTION:(Commissioner Carlow) “So moved.”

Commissioner Burnett seconded the motion. A vote was called and the motion passed unanimously by a vote of 5 - 0.

Public Hearing Items

3. St. Mary's 2011 Master Plan – Institutional & Civic Facilities Master Plan

Request recommendation of approval to City Council to approve an updated 2011 Institutional & Civic Facilities Master Plan for St. Mary's Hospital in an existing PD (Planned Development) zone district.

FILE #: FMP-2011-977
PETITIONER: Dan Prinster – St. Mary's Hospital
LOCATION: 2635 North 7th Street
STAFF: Scott Peterson

Due to some unforeseen technical difficulties, the projection screens were not available for this portion of the hearing.

Scott Peterson, Senior Planner, Public Works and Planning Department, made a PowerPoint presentation regarding the request for approval for Master Plan 2011 for St. Mary's Hospital with no major changes proposed for the hospital campus in the next few years. As funding becomes available, St. Mary's will complete the four (4) unfinished floors in the patient tower, remodel several departments in the older areas of the hospital, and make some landscaping changes. In addition, St. Mary's recently demolished a small building on Center Avenue between 6th and 7th Streets, which change is reflected in Master Plan 2011.

Master Plan 2011, if approved, will be valid for a period of five (5) years until the year 2016. St. Mary's campus is zoned Planned Development. Over the years the PD ordinance has been amended with new Master Plans. In this case, however, because no major changes are proposed during the five (5) year term of the Plan, there is no

need to modify the PD Ordinance. Therefore, Ordinance 3992, approved in 2006 with a default zoning district of B-1 (Neighborhood Business), is still valid.

Mr. Peterson concluded that the requested application was consistent with the Comprehensive Plan and applicable review criteria for an Institutional and Civic Facility Master Plan had also been met. He recommended that the Planning Commission forward a recommendation of approval to the City Council of this Master Plan with the findings and conclusions as defined in the staff report.

APPLICANT'S PRESENTATION

Dan Prinster, Vice President of Business and Development for St. Mary's Hospital gave a detailed PowerPoint presentation on the history of St. Mary's Hospital in the community. St. Mary's Hospital is celebrating its 115 year in the Grand Valley. His presentation also included slides regarding past Master Plans and their building construction phases over the years. This included the recently completed tower project or "Century Project", parking analysis, stormwater detention and ingress and egress improvements. He completed his presentation by requesting the Planning Commission's support of Master Plan 2011.

There was no questions from the Commissioners to either Staff or the applicant regarding this proposal.

No one from the public spoke regarding this application.

MOTION:(Commissioner Williams) "Mr. Chairman, on Item FMP-2011-977, request for approval of Master Plan 2011 for St. Mary's Hospital I move that we recommend approval to City Council with the findings and conclusions as outlined in the staff report."

Commissioner Burnett seconded the motion. A vote was called and the motion passed unanimously by a vote of 5 - 0.

Lisa Cox, Planning Manager, asked for a recess in order to try to resolve the technical difficulties with the projection.

A recess was taken from 6:34 p.m. to 6:45 p.m.

4. Grand Junction Metal Movers – Special Permit

Request recommendation of approval to City Council for a Special Permit for a Salvage Yard on 5.09 acres in an I-1 (Light Industrial) zone district.

FILE #:	SPT-2011-1085
PETITIONER:	Chuck Myers – GJ Metal Movers
LOCATION:	711 South 6 th Street
STAFF:	Scott Peterson

Scott Peterson, Senior Planner, Public Works and Planning Department, made a PowerPoint presentation regarding the request for a Special Permit for Grand Junction Metal Movers for the establishment of a salvage yard in a Light Industrial zone district with a Downtown Mixed Use designation pursuant to the Comprehensive Plan Future Land Use. The proposed site, located adjacent to the 5th Street Bridge and the South 6th Street cul-de-sac, contained an existing 20,500 square foot building as well as other various accessory structures.

On March 22nd, 2011, the applicant had requested a Conditional Use Permit to develop a salvage yard. At that time, the Planning Commission decided to remand the application back to staff to work with the applicant regarding the open issues of multiple site plans with conflicting and incomplete information, legal access to the site, screening of the site from the 5th Street Bridge and the broader issue of the existing zoning district of I-1 not being in compliance with the Comprehensive Plan and the Future Land Use Map designation of Downtown Mixed-Use. Staff had presented that the Comprehensive Plan designation of Downtown Mixed-Use conflicted with the proposed use and recommended denial of the Conditional Use Permit at that time.

Mr. Peterson advised that since March 22nd, the applicant and staff had worked together to address the Planning Commission's concerns regarding access, screening and the discrepancy between the Comprehensive Plan and the zoning district applied to the property. In addition, City Council had provided some direction to staff as to how it would like to resolve the issue pertaining to the City-wide discrepancy between the Future Land Use Map and the current zoning of properties. He described possible scenarios for resolution which included an overlay district, rezone or a Future Land Use Map change.

The Zoning and Development Code allows a Special Permit for interim uses which was determined could be appropriate for this project with certain conditions. According to Mr. Peterson, the Special Permit was a City Council discretionary review process that was added to the 2010 Zoning and Development Code to add flexibility when considering a land use that may be less than permanent or temporary in nature. The Special Permit may be permitted under certain circumstances, particular to the proposed location and subject to conditions that provide protection to adjacent land uses. A Special Permit was required only when more flexibility was required beyond that afforded to the Director of Public Works and Planning through an administrative adjustment process.

This Special Permit was tailored to Grand Junction Metal Movers at this location and was valid for an interim term of ten years with review by the Planning Commission and City Council within the last six months of the initial ten-year term. At that time, the Special Use Permit may be extended for a second ten-year term based on the Code and the Land Use plans in effect at that time. However, if at any time during the initial ten-year term, the City adopted an overlay zone and/or area plan which acknowledged that use, the Special Permit would convert to a permanent Conditional Use Permit

subject to compliance with other terms identified within the Special Permit. He went on to say that if it was not converted to a permanent Conditional Use Permit, the initial ten-year term and the public review after the first term would give the community an opportunity to review the applicant's land uses. The Special Permit would terminate if the salvage operation was abandoned by non-use for six months or longer.

Mr. Peterson showed that access to the site would be from the South 6th Street cul-de-sac and the applicant would asphalt or concrete the first 75 feet into the property from South 6th Street for ingress and egress and also asphalt or concrete 22 parking spaces to be located on the south side of the building.

Mr. Peterson next discussed screening of the site from the 5th Street Bridge and stated that the City had been working with the Colorado Department of Transportation in order to come up with an option of attaching a screen to the bridge to serve the purpose of screening the site in accordance with the Zoning Code for outside storage. CDOT had suggested that the attachment of a 3/8" coated-mesh chain link fence to the existing bridge structure would offer a permanent screening solution. Portions of the site would be visible when looking straight through the fence but it would not be visible when looking at the site from an angle. He advised, however, that the final screening method would not be decided on until a later date. The applicant and the City had agreed that the applicant would pay the City \$20,000 in order to cover the cost of the installation of the fence on the bridge. They left the option open that an alternate method of screening could be used if some other type of acceptable material became available.

Mr. Peterson next discussed the landscaping plan as required by the Zoning Code. As the landscaping would not be seen from the roadway, the applicant proposed landscaping to be adjacent to the north property line. In addition, an oversized landscaping island was proposed at the northwest corner of the site to help screen the site from 5th Street. Mr. Peterson advised that a landscaping strip and solid fence adjacent to the South 6th Street cul-de-sac were also proposed.

Mr. Peterson advised that the property was adjacent to a railroad spur and noted that was one of applicant's main reasons he wanted to locate at the site which would allow for connectivity to the railroad spur for the shipment of materials off site. The property was also adjacent to other Industrial uses in the area as well as the Xcel substation to the north.

Mr. Peterson concluded that the requested application was consistent with the Comprehensive Plan with the approval of the Special Permit, and applicable review criteria for a Special Permit and a Conditional Use Permit had been met. He explained that the review criteria for the Conditional Use Permit was necessary because a salvage yard was required to have a Conditional Use Permit in the existing Light Industrial zone district. He recommended that the Planning Commission forward a recommendation of approval to the City Council of this Special Permit with the findings, conclusions and conditions as defined in the staff report and the Special Permit.

Mr. Peterson next addressed a concern raised by Mr. VanGundy regarding notification and stated that the City notified adjacent property owners within 500 feet of the property. In addition, the property was posted with a Public Hearing sign and a Public Hearing notice was posted in the newspaper.

QUESTIONS

Commissioner Williams asked if the Special Permit had a maximum height for stacking. Mr. Peterson said it basically followed the current Zoning Code regarding stacking heights which provided for a 20-foot stacking height; however, applicant had requested at no more than 90 days per calendar year to go up to a 30-foot height. At that time, applicant would have to notify the City the day before they wanted to stack above 20 feet.

Commissioner Williams next asked about stacking height pertaining to tires. Mr. Peterson confirmed that the top of any tire on a rack would not be over 10 feet in height.

Commissioner Burnett asked if applicant had planned on screening only the area that would border the 5th Street Bridge. Mr. Peterson said the requirement included the area adjacent to the rights-of-way. The applicant would screen the top of the bridge with the wire mesh material and on the north property line the applicant would construct an 8-foot tall cedar fence next to the cul-de-sac. He added that the south property line adjacent to the railroad tracks would not be screened.

Chairman Wall asked how high the proposed fence would be. Mr. Peterson said it might be between four and six feet in height. Lisa Cox, Planning Manager, advised that the final design of the screening fence had not yet been determined. She confirmed that it would be designed to obscure a pedestrian or a vehicle driver's view of the site along the 5th Street Bridge.

Chairman Wall asked for clarification regarding staff's agreement with the proposed screening method. Mr. Peterson said that the City would be required to install the fence with the assistance of CDOT and accordingly had requested a five-year window in order to put that fence in. If at some point within the next five years a better material would become available, they didn't want to be locked into using the wire mesh. He confirmed that an agreement had been reached whereby the applicant would pay the City to install the fence; however, the exact material to be used and the exact timeframe were not designated at this time.

Commissioner Williams asked if the cost to install the fence exceeded \$20,000 would the applicant be responsible for that cost as well. Mr. Peterson said the way the Special Permit was written, the applicant would be charged \$20,000 and if the cost went above that, the City would look at doing something with the capital improvements project to cover that cost.

APPLICANT'S PRESENTATION

Aaron Thompson, Imperial Property Consultants, 18006 East Grand Avenue, Aurora, stated that they were in agreement with everything Scott Peterson had to say. They felt they had made some major headway and took the steps necessary to resolve the outstanding issues that were open by the Commission.

QUESTIONS

Commissioner Leonard asked a question pertaining to the hazardous materials in the vehicles and when the removal was being done, was it done on an impervious surface. Mr. Thompson confirmed that it was and said, in addition, they had an approved Colorado Environmental Best Management Plan and Permit in conjunction with this specific project that detailed the procedures by which applicant must perform those operations. He identified the concrete pad where the car prep and fluid draining would be done.

Commissioner Leonard raised a question regarding decibel levels and, more specifically, along the northern-easterly property lines. He asked if a sound study had been done and if so, had it been submitted for the planner to review. Mr. Thompson said they were City-imposed limits and they had accepted those levels.

Commissioner Carlow brought up the issue regarding the previously raised conflict on access. Mr. Thompson stated they had provided full movement legal access off of the subject property from the 6th Street cul-de-sac. The Site Plan was reconfigured to allow for that access and not have traffic going through the south gate through the neighboring property.

Chairman Wall asked for clarification regarding parking and the area where the truck would enter for the sand business. Chairman Wall asked if precautions would be in place to ensure the safety of the employees as well as customers. Mr. Thompson said essentially FSDI was only there on limited times when loads were brought in. During those times, the applicant would block those parking spaces off or have someone directing people not to park on the southern side of the lot so only the parking spaces on the north side of the building would be available during those operational hours for the sand company.

Chairman Wall raised a concern with the length of the Special Permit and asked why ten years was requested. Mr. Thompson said that was staff's finding and the applicant would in fact prefer twenty years as it was difficult to find financing on a business with that type of limitation. He stated that it would limit the financing opportunities; however, he said staff was most comfortable with finding that to be the most amenable timeframe for review in conjunction with what was happening in progressing towards an overlay zone or rezone. He indicated that the applicant was hopeful that would occur fast enough for them to become a fully operable CUP and allow them to progress with some better financing opportunities.

Chairman Wall next asked if the Special Permit was used to cover the time that it may take until a decision was made as to what the area would be zoned. Mr. Thompson

said it was his understanding that the ten-year period would be an evaluatory period for the subject property as well as the entire area to see what sort of shape it took. It would be determined to be either progressive, stagnant or regressive movement in the area and that would be the base period to see what happened with the area as a whole.

Chairman Wall said his concern was if this was being done for financing or the financing was difficult to procure, if there was a decision made on the area for an overlay district or something that did not meet with applicant's business, what would happen to the business. Mr. Thompson confirmed that was a valid question and said in reality if they were tied down to a point where they could no longer operate, they would have to shut down. He reiterated a point made earlier by Mr. Peterson whereby if the site was abandoned by the use for a longer period of six months or more, then it was revoked.

PUBLIC COMMENT

John Spendrup stated that he purchased the property in January 2000. He cleaned it up to standards. He said that he received a questionnaire from the City asking what he intended to do with the property. He replied that he intended to continue what **Wenman** had done for many years before. Mr. Spendrup said the property was zoned I-2 and it was changed to an I-1 without his approval or consultation. He believed by doing that he lost 25 to 50 percent of his potential income. He asked the Commission to really look at this project and look favorable to the application. Mr. Spendrup summarized that competition was good for everyone.

Janet Dole addressed the Commission and stated she was a resident, a registered voter and a taxpayer in Grand Junction. She asked if value was to be given to the Development Code, the Conditional Use Permit and stated a Conditional Use Permit by definition was a contradiction of the Comprehensive Plan. The proposed site, according to Ms. Dole, was adjacent to the 5th Street Bridge and it would be the third junk yard to grace the south portal to the City. She added that the Special Permit under consideration was not in compliance with the Comprehensive Plan and Future Land Use Map. She asked how allowing a third junk yard at the south portal would be beneficial to voters and taxpayers rather than if it were located in a more benign area. Ms. Dole went on to ask if the City recently expended large funds from the public treasury in a concerted effort to clean up the 5th Street Corridor. She further stated that she doubted the subterfuge of Special Permit, interim use as a means to circumvent a well-reasoned clean-up plan made any sense. She added that to accept CDOT's recommendation to screen the bridge at additional expense to voters and taxpayers was irresponsible.

Kim Rockman said she had very much the same concern in that the taxpayers and Van Gundy's spent millions of dollars to clean up the area and now the same thing was being proposed that was just cleaned up. She believed there were other portions of the valley where this could be placed where it would not be in the main area of the City.

Steve Erickson next addressed the Commission and said that he had consulted for Chuck Myers and he had seen the locations in the area and combed the entire Valley

for a location for this business. He emphasized that there were very few places this can be done with a railroad spur. He believed there were ways to beautify the City and create needed jobs. He added that this particular railroad spur had been there for some time and it was a great location. Mr. Erickson said that even without this operation, the area would still look Industrial and to put it in a whole different area it would simply spread the Industrial area out. He emphasized that the job situation was desperate in the Valley and asked the Commission to keep that in mind.

Janet Dole added that she was under the impression that Xcel Energy would be dismantling their Cameo plant and as such a railroad spur may be available there. Also, there were railroad spurs in Fruita.

STAFF'S REBUTTAL

In response to Mr. Spendrup's comment about the change of zoning, Scott Peterson clarified that he found no record that the property had been zoned I-2.

QUESTIONS

Commissioner Williams asked Mr. Peterson if he could show the area that was intended to be screened. Mr. Peterson said that it was 700 feet adjacent to the 5th Street Bridge with portions above the railroad tracks that would not be screened.

Commissioner Leonard asked if the fire department would be informed where any hazardous materials would be stored. Mr. Peterson confirmed that not only the City fire department but there were also state agencies that monitored salvage yards.

Commissioner Leonard asked another question about the decibel levels and, more particularly, how would they be guaranteed that there would be none higher than 85 decibels. Mr. Peterson said that applicant had indicated they would be purchasing a new crushing machine and, therefore, staff had researched decibel levels that would be generated by them. He said the maximum of 100 decibels next to the west property line – the 5th Street Bridge – where the crushing machine would be located and confirmed that most of the crushing machines would be lower than that. Commissioner Leonard said that he would be more comfortable if the levels would have been provided as opposed to the City making the guarantee.

Commissioner Williams asked if amendments could be made to the Special Permit. Jamie Beard, Assistant City Attorney, said that in regards to the Special Permit, the Planning Commission would make a recommendation to City Council so the Commission could make a recommendation that differed from the specific items included within the Special Permit. However, those items should be very specific as to what those items were and what changes would be recommended to be made in regards to it.

APPLICANT'S REBUTTAL

Aaron Thompson said he thought Scott Peterson had addressed everything accurately.

PUBLIC COMMENT

Steve Erickson said that he had done a lot of research on the decibel levels and contacted several companies. In looking at their case studies, they didn't peak over 90 on approximately 98 percent of the equipment that could be purchased. He had a meter at the plant at the southwest corner and when the train went by, it was about 110 decibels when empty. When the train was loaded it was a little quieter and when the whistle was blown, it was about 128 decibels. He believed there would be far less noise than anticipated.

DISCUSSION

Commissioner Leonard noted a couple of clarifications to be made. In the first paragraph of the Findings, it should state "an opportunity" and Number 26, Conditions, should state "at their expense". He went on to say that he was uncomfortable with the ten-year period. He said that if the screening fences were required to be put in by 2016, he would be much more comfortable with a five-year timeframe.

Commissioner Williams commended the applicant on reviewing the areas of concern from the prior meeting. He said that he liked the idea of the interim use that the Special Permit provided and given the current economy thought it was the most proper use right now. He said that he was unsure whether or not he could vote for a recommendation of approval without the assurance that the screening cost did not come back to the City. Commissioner Williams wanted an amendment made to the Special Permit which provided that the applicant would take responsibility of the full cost of the screening.

Chairman Wall said this was a frustrating project because there was a need for it but at the same time it was questionable as far as if it matched the criteria or not. He noted his frustration that there were no definitions for terms such as "interim time period" and "temporary". He was also unclear on the agreement reached as it had no definitive terms for the screening issue. Chairman Wall also had concerns with a ten-year period. He did not want a business there for ten years that didn't match and believed it defeated the purpose of the Comprehensive Plan. He did not think this met the requirements of a Special Permit based on the most important element for this project to be successful – the screening. He also thought ten years was more permanent than temporary. He concluded that he would not approve the Special Permit based off the section of the Code pertaining to Screening of the Site.

MOTION:(Commissioner Williams) "Mr. Chairman, on the request for a Special Permit for Grand Junction Metal Movers, Application No. SPT-2011-1085, to be located at 711 South 6th Street, I move that the Planning Commission approve the Special Permit with the facts, conclusions and conditions of approval as identified in the staff report and Special Permit."

Commissioner Carlow seconded the motion. A vote was called and the motion failed by a vote of 1 – 4 with only Commissioner Carlow in favor.

MOTION:(Commissioner Williams) “Mr. Chairman, on the request for a Special Permit for Grand Junction Metal Movers, Application No. SPT-2011-1085, to be located at 711 South 6th Street, I move that the Planning Commission approve the Special Permit with the facts, conclusions and conditions of approval as identified in the staff report and Special Permit with variances in the Special Permit of a five year term with the same review process at the conclusion of the five years. And, in addition, with the stipulation that any fencing with the determination of an agreement between City staff and the applicant, as to the type of material be completely and cost-wise covered by the applicant.”

Chairman Wall clarified that the motion was to change the term from ten years to five years with the same review process of the last six months and that the applicant would be responsible for the full cost of the screening. Commissioner Williams wanted to be clear that if a better material were to become available, it could be used for the screening. Chairman Wall confirmed the applicant could apply for an extension for an additional five years.

There was no second made to the motion. The motion failed for a lack of a second.

After discussion to clarify that the previous motion was for a term of 5 years, Commissioner Williams brought his previous motion back before the Commission.

Commissioner Leonard seconded the motion. A vote was called and the motion failed by a vote of 2 – 3 with Chairman Wall and Commissioners Carlow and Burnett opposed.

General Discussion/Other Business

Lisa Cox apologized for the technical difficulties experienced earlier and assured that the problems would be resolved prior to the next meeting.

Nonscheduled Citizens and/or Visitors

None.

Adjournment

With no objection and no further business, the Planning Commission meeting was adjourned at 7:49 p.m.

**GRAND JUNCTION PLANNING COMMISSION
JULY 26, 2011 MINUTES
6:00 p.m. to 8:09 p.m.**

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

In attendance, representing the City Planning Commission, were Reggie Wall (Chair), Lynn Pavelka (Vice Chair), Pat Carlow, Ebe Eslami, Rob Burnett, Lyn Benoit, and Keith Leonard (Alternate). Commissioner Mark Abbott was absent.

In attendance, representing the City's Public Works and Planning Department – Planning Division, were Lisa Cox (Planning Manager) and Dave Thornton (Principal Planner).

Also present was Jamie Beard (Assistant City Attorney).

Lynn Singer was present to record the minutes.

There were 9 interested citizens present during the course of the hearing.

Announcements, Presentations, and/or Prescheduled Visitors

None.

Consent Agenda

1. Minutes of Previous Meetings

None available at this time.

Public Hearing Items

2. North Avenue West Corridor Plan – Comprehensive Plan Amendment

Request a recommendation of approval to City Council of a Comprehensive Plan Amendment to adopt the North Avenue West Corridor Plan as an element of the Comprehensive Plan.

FILE #:	CPA-2011-966
PETITIONER:	City of Grand Junction
LOCATION:	North Avenue from 12th Street west to I-70 Business Loop
STAFF:	Dave Thornton

Dave Thornton, Principal Planner, Public Works and Planning Department, made a PowerPoint presentation in support of the Comprehensive Plan Amendment for the North Avenue West Corridor Plan. He identified the planning project that staff had been

working on for a little over one year and was now before the Commission for a recommendation to City Council for adoption as an element to the Comprehensive Plan.

He provided some background and stated that this could be considered the second step of a three step process for the planning of North Avenue. In 2007 the North Avenue Corridor Plan, which started at 12th Street and headed east to the I-70 Business Loop, was a plan that was conducted and adopted. Mr. Thornton said that the area of North Avenue west of 12th Street was not included in that plan.

He pointed out that the third step was for an overlay zoning district that would implement the entire four-mile corridor. In order to implement the ideas, concepts and elements found in both the North Avenue Corridor Plan and the North Avenue West Corridor Plan, they needed to be followed up with an overlay zone to implement those plans and to help the community see what they could expect along the corridor.

Mr. Thornton stated that Mesa State played a big role in the corridor between Cannell Street and 12th Street. He went on to say that much of the subject area had been identified in the Comprehensive Plan as a Mixed Use Neighborhood Center. The Comprehensive Plan placed a lot of emphasis on creating more growth in the City Center area. That 10-square mile area went from 25 Road on the west to 29 Road on the east and from the Colorado River up to Patterson Road. He stated that it was an area identified for more growth, more intensity, more density and creating building heights downtown that would allow for more intensity and Mixed Use along North Avenue. It also emphasized the employment side of our community with St. Mary's Hospital, the Veteran's Hospital and the continued growth of the college.

Mr. Thornton advised that the planning process was extensive and included things such as focus group meetings with residents and business owners, Mesa State College representatives, some public open houses, a questionnaire which was available on the City's website as well as at the focus groups, other meetings and also at City Hall. At the end of the planning process, an online survey was conducted for approximately 30 days. Throughout the process, there was a Technical Advisory Committee made up of professional engineers, planners, representatives from CDOT, and Grand Valley Transit. In addition four Planning Commission workshops were held in addition to the public meeting this evening. A public hearing before City Council would follow the Planning Commission meeting.

Mr. Thornton identified the vision of the Comprehensive Plan was to "Become the most livable community west of the Rockies." The vision of the corridor was an important part of the planning process. That vision would help the City become more livable by creating a place, or a corridor, which would provide access to important areas of the community – such as the City Center. The college facilities, medical facilities, the linkage to downtown, sports facilities, historic neighborhoods as well as the existing and future residential neighborhoods and regional retail employment opportunities that are and will be located in the City Center and on North Avenue.

At the beginning the planning process, there were four guiding principles identified that were important to the community. He said the principles framed what the plan talked about – safety was a huge consideration; aesthetics; place making; and neighborhood impacts. He added that the area between 1st Street and 12th Street had been identified as a Neighborhood Center. The need for revitalization of North Avenue was apparent with the number of businesses that had either moved to other parts of the town or had closed. A community survey was conducted that looked at vacancy rates for existing commercial buildings. That survey showed an overall community vacancy rate for Commercial properties of 6.4% and at the same time the North Avenue Corridor (4 miles) showed an 11.4% vacancy rate. Mr. Thornton noted that there was a wide range of sidewalk widths and noted that the pedestrian experience at certain times of the day overwhelms the existing facilities due to the student population from the college and high school.

Mr. Thornton identified the elements of the plan such as creating a more unified street edge, streetscape, the need to build adjacent to the street, to consolidate curb cuts to help traffic flow, establish commercial/retail land uses, transit and signage. He emphasized that the goal was to try to improve the character of the corridor by consolidating existing curb cuts and trying to encourage shared parking areas between businesses, adding sidewalks and landscaping, adding pedestrian amenities such as benches and street lighting and bike racks to help define that as a public space.

When looking at designing street intersections, Mr. Thornton stated that a number of things go into it such as making sure that there was clarity and predictability for drivers, visibility, adequate crossing time for pedestrians, and reduction of conflict points and elimination of barriers to assure accessibility for all users. Tools that can be utilized may include things such as street furniture, art sculptures, planters, bus shelters and defined crosswalks. He cited the concept of building adjacent to the street, noting that many buildings were already built up to, or near, the street which added a different feel. The overall character of the corridor could be improved by defining street entrances, relocating parking between or behind buildings and constructing generous sidewalks with spaces for outdoor seating and active open spaces.

Mr. Thornton stated that there were 5 existing signalized and striped pedestrian crossings that had been identified located at 1st Street, 5th Street, 7th Street, 10th Street and 12th Street which all had existing crosswalks that were identified as pedestrian crossings. There was one additional crossing that was both unsignalized and unstriped at the 3rd Street intersection. Although there was no signal or striping, staff believes there is enough of a break in traffic that allows the intersection to work at the present.

In looking at the data from the Grand Valley Transit, North Avenue was the highest transit use area on their system. At present there is only one bus pullout in the GVT study area with the remainder being of bus stops having only a shelter. The North Avenue West Corridor Plan recommends off-street pullouts at appropriate locations.

With regard to signage, Mr. Thornton stated that the Plan would call for minimizing pole signs by encouraging monument signs which would help to create a walking environment. In some instances, by placing the building closer to the street, the building would serve as business signage without the need for a free-standing sign.

Mr. Thornton stated that plazas in multi-family development was encouraged and believed it was important to provide transition between nonresidential and residential uses through berming.

The Plan area is been divided into three separate sections called Districts. The three Districts include Automotive Sales and Services District; the Sherwood Park Mixed Use District; and an Educational Student Commercial and Entertainment District.

An online survey conducted between mid-May and mid-June focused on seeking input from the public regarding dedicated bike lanes, on-street parking, how wide travel lanes needed to be on North Avenue, and pedestrian areas along the corridor. The results of the surveys showed that 74% of those 351 completed surveys said that bike lanes should be incorporated into the future design of North Avenue; 92% didn't like the idea of adding parallel parking. In questions that looked at various concepts, safety, traffic flow and convenience were very important; aesthetics and creating a pleasant place to work was selected as either "Very Important" or "Somewhat Important" by 75% of respondents and street cross section Options #3 and #4 saw the most support – both of which introduced bike lanes on North Avenue. Of the various options, Option #3 would cost less to implement. After review of all comments and input, the preferred option for the street cross section was determined to be Option #3. This option would require restriping of existing pavement on North Avenue. He added that Option #3 provided for a 5-foot striped bike lane while Option #4 provided for a 6-foot striped bike lane. Option #3 reduced the width of existing travel into the traffic lanes for cars and trucks from the existing 13-1/2' wide lane to 11' while Option #4 reduced it from 13-1/2' to 12'. Mr. Thornton reiterated that Option #3 was less expensive because existing infrastructure (curb and gutter) would not have to be removed or replaced. In Option #3 there would be 11' travel lanes and a 5' bike lane, with a detached sidewalk within an 8' area to allow bus pullouts without compromising the sidewalks. He next discussed whether the 11' travel lanes would be sufficient and compared the proposed width to other streets in the City with and without bike lanes and concluded that it would be sufficient.

Mr. Thornton stated the importance of an overlay district which would encompass both phases of the North Avenue plans. Mr. Thornton concluded by stating that this Plan was an element of the Comprehensive Plan and in accordance with the Zoning and Development Code staff was required to make sure that the North Avenue West Corridor Plan was consistent with the Comprehensive Plan. He felt that the proposed Plan met the goals and policies of the Comprehensive Plan. He stated that the Plan was found to be consistent with the Comprehensive Plan and met all applicable review criteria of the Grand Junction Municipal Code.

QUESTIONS

Commissioner Leonard asked if the Plan would take into account the building orientation and also wanted some clarification pertaining to the landscaping. Mr. Thornton stated that they were concerns that would be addressed as part of the upcoming overlay zone district.

Commissioner Eslami sought clarification regarding Options #3 and #4 and whether or not they each needed additional right-of-way. Mr. Thornton said they would both require an additional 10' right-of-way for pedestrian amenities. He stated that Option #3 did not require any of the 10' right-of-way for restriping to create a bike lane. On the other hand, Option #4 would require a portion of the 10' right-of-way on each side of the street to expand the curb 3 feet to make the travel and bike lanes wider.

Commissioner Eslami said that one of the general public comments was that there could not be a bike lane nor parking along North Avenue. Mr. Thornton said the City would have to obtain permission from CDOT for a bike lane for all options except Option #2. However, neither Options #3 nor #4 supported parking lanes. Studies have shown that narrow lanes help calm traffic and that bike lanes provide safety for bicyclists. Mr. Thornton felt confident that CDOT would support the Plan and allow the proposed changes. He also stated that according to CDOT's Six-Year Plan, there weren't any chip seal improvements scheduled for North Avenue in the next six years.

Commissioner Benoit asked Mr. Thornton to confirm whether or not CDOT was familiar with the proposed options. Mr. Thornton said that a CDOT representative was a member of the Technical Advisory Committee that proposed the recommendations.

Commissioner Benoit asked if there would there be any statutory requirement for CDOT to help with the funding since North Avenue was a State Highway. Mr. Thornton said CDOT would only be responsible for improvements between the curbs and that anything beyond the curbs was the responsibility of the local jurisdiction.

Commissioner Benoit asked if that would stay the same even if the curb locations were changed by way of easements. Mr. Thornton confirmed that the only permission they needed from CDOT pertained to the restriping of the corridor if Option #3 were chosen.

Commissioner Benoit said that he believed there would be significant changes to the medians and he wanted to know what CDOT's position was on that point. Mr. Thornton said that if landscaping was added to the medians, the City would work with CDOT on each of those blocks.

Commissioner Benoit next asked for clarification of the 3 districts wanting to know if they would be their own entities or was it one district with three different names. He stated that he did not understand the concept. Mr. Thornton said that the districts were sub-areas. He said they would each have their own identity and went into a little more detail describing each of the three.

Commissioner Benoit asked if a taxing district was created would the three sub-areas be included within the taxing district. Mr. Thornton said that it could but it didn't have to be. He gave the example that if a district of property owners wanted to form a taxing district, they could and it would not have to include every property.

Commissioner Carlow asked how the Plan would accommodate a property that physically could not provide either the side building parking or behind the building parking as was encouraged by the Plan. Mr. Thornton said that there were a lot of existing businesses that did not have an abundance of on-site parking. How and when the parking needs were changed in the future would likely be more up to the individual businesses and how they worked with surrounding businesses. There could potentially be some shared parking arrangements. When looking at new development or redevelopment, the goal of the Plan would be to try to keep the same image that had already been established with buildings being closer to the street. Lisa Cox, Planning Manager, mentioned that type of issue was something that would be addressed in the overlay zone district and she clarified that the Plan was a vision for the corridor and a guide of how to develop. The specifics of how to accommodate those kind of issues would be more appropriately discussed in the overlay. She said that flexible tools would be provided in the overlay district to provide options that would work for everyone. Mr. Thornton added that the Comprehensive Plan was a 25-year plan and this Plan was an element of the Comprehensive Plan. The vision that they were trying to create for the corridor was not something that would happen immediately, but rather something that would transpire over the next 25 years.

Commissioner Leonard asked if the DDA had been approached. Lisa Cox, Planning Manager, stated that the Downtown Development Authority boundary did not extend that far north so this was not an area that they would be involved in.

A brief recess was taken from 7:16 p.m. to 7:23 p.m.

PUBLIC COMMENT

Brian Bauer, 2813 Bookcliff Avenue, said that he ran a business along North Avenue. He believed his business was one that may be impacted by the developments. He said the online survey seemed difficult to express what he wanted to express. If the survey was not completed in its entirety and at least one of the selections was not selected, it wouldn't accept the survey. He said that it seemed to him to be annoying that you could only select one of the options on the survey. He gave an example that while the website said one of the options would be to "do nothing", that was not an available option on the survey. Mr. Bauer went on to say that he felt that if the City simply maintained the islands and cleaned up some of the areas, it would look better and he did not believe that the improvements were necessary.

Jason Farrington, 1110 Main Street, said that he was representing three or four property owners along North Avenue. He did not think the majority of North Avenue was conducive to pedestrian and/or bike traffic. He said the vast majority of those traveling along North Avenue were in automobiles and there was not that much pedestrian traffic

in the area. He was concerned with curb cuts and easements affecting existing businesses as well as future uses. He believed that any kind of development would take away the curb cuts and require landscaping and other obstacles to the business. Mr. Farmington said that North Avenue was a transportation corridor much like Patterson and taking away curb cuts and business access would impact the future.

Nancy Bauer, 2288 East Piazza Place, Grand Junction, said that she owned a commercial building on North Avenue and the whole store front of that building was only approximately six feet back from the curb. She wondered if landscaping was supposed to be from the curb to 10' back, what would happen with her building.

STAFF'S REBUTTAL

Mr. Thornton addressed some of the concerns raised. With regard to the last issue regarding the building's close proximity to the curb he stated that the 10' was the ideal and if an existing building sat within that 10', the building would remain as it was. As the Plan is implemented over time, improvements would transition with new development and redevelopment. He was aware that there were concerns regarding access points and reduction in curb cuts. Those changes would be considered with new development as it occurred over time. It was hoped that the business community along the corridor would form groups of businesses that would like to join together to implement this Plan and create something that would improve their business opportunities or properties. With regards to the survey, Mr. Thornton said there had been a very good response that provided comments and feedback. Overall, the majority of those who took the survey were supportive of a bike lane on North Avenue, and doing something different than the status quo. He stated that each person who took the survey could add their individual comments in a special field at the end of the survey. There were 356 people who started the survey and 351 who completed it. Many people took the time to provide written comments at the end of the survey.

QUESTIONS

Chairman Wall questioned if the Plan was to be implemented and one of the owners wanted to remodel his building, was there a percentage that would have to be remodeled before this was to kick in. Mr. Thornton said that generally speaking there currently was a 65% rule whereas if the cost of the remodel was more than 65% of the value of the building then 100% of upgrade would be required; if less than 65%, then a corresponding percentage of improvements would be required. They hoped that through the overlay there could be a menu of choices. The hope for North Avenue would be to move away from the traditional C-1 type of landscaping requirements by providing more options with the overlay zone.

Commissioner Benoit asked what the criteria for setting the boundaries for the 3 Districts were. Mr. Thornton identified the boundaries and how they arrived at them stating that each District had a unique character to it.

Commissioner Benoit asked if the criteria for the North Avenue East Plan was similar to this plan. Mr. Thornton said that they were and that many of the graphics from the

original Plan were also similar. Graphics were used in both plans to show various plan elements such as consolidating curb cuts where it made sense and creating new development close to the street. He added that the East Corridor study suggested Mixed Use which would provide more density and intensity.

Chairman Wall stated that he did not understand the point of the Plan and was confused with the number of options contained therein. Mr. Thornton confirmed that Option #3 was the recommended street section and that all of the options were included as part of the history of the planning process for this Plan. The various elements of the Plan were setting the stage for the overlay zone that staff hoped to bring forward as an implementation tool. There would be a lot more emphasis on design standards with the overlay which would be done for the entire four-mile corridor. Ms. Cox interjected that they wanted to be sure that they provided as much information as possible about how the Plan was created and what the public process and involvement was. Chairman Wall stated that he felt that there was too much information included in the Plan. He felt that there was too much emphasis on the three subsections versus just a vision of what the corridor should look like.

Chairman Wall asked if he was a new business and knocked down a building today, what changes would be required of him today versus the requirement under this Plan. Mr. Thornton said that if part of a block was redeveloped, the building would be constructed as close to the street as possible without encroachment into the 10' pedestrian area. Driveways might be combined based on circulation and safety for the corridor. Other changes might include landscaping, benches, or a bus pullout. Mr. Thornton envisioned using a points system with the overlay zone that would have a menu of options that could be used to achieve the vision for the corridor.

Ms. Cox directed the Commissioners to a photograph in the Plan document of an area in front of Mesa State's property at North Avenue and 10th Street that showed a detached sidewalk. Other properties in this area had existing buildings that were built very close to the street with an attached sidewalk. The development on the Mesa State property showed how new development would blend with existing development to achieve the overall vision of the Plan for the North Avenue corridor. The newer development would have detached sidewalks with a wider pedestrian area and older development would remain as it is until it was ready for redevelopment.

Ms. Cox was concerned that the Plan was not as clear to the Commission as staff would have wanted. Staff tried to make a clear statement of the vision for development and redevelopment of the corridor to be followed up by an overlay zone district that would actually implement the Plan. She explained that implementation tools would be found in such the Zoning regulations and overlay zone district development standards. The Plan hoped to convey the vision for the redevelopment and revitalization of the corridor, recognizing that there are different characteristics or personalities of areas along the corridor. The Plan tried to be responsive to those differences knowing that what would work in one area or District would not necessarily work in an adjacent area.

The Plan tried to present a flexible vision and respect those differences in the character of the corridor.

Chairman Wall stated that to him the Plan contained a lot of ideas. Ms. Cox said that there were a lot of ideas and input from business and property owners expressed in the Plan. The Plan contained the vision for the corridor, but the actual tools for implementation and the standards would be found in the overlay district. The Plan contained a lot of background or information about the public process and how those ideas came to be through the survey and the feedback from the Open House and public comments.

DISCUSSION

Commissioner Carlow stated that as a planning tool he was in favor of this Plan; however, he believed there were specifics in the Plan that may cause some problems such as giving up right-of-ways and parking. He thought there were a lot of voluntary things that may or may not get done such as the formation of an association and he was a little concerned about the specificity of the whole document. He made reference to the 24 Road Plan. Commissioner Carlow said that generally as part of the Comprehensive Plan he was in favor of having something out there.

Commissioner Eslami said that he believed that in order to do something there had to be plans and this Plan, albeit not perfect, was a starting point and was in favor of making a recommendation to City Council.

Commissioner Pavelka stated that she believed the Plan summarized the process and provided guiding elements for redevelopment, enhancement, or revitalization of the west end of North Avenue. She thought it would provide a skeleton for the overlay which would get into the details needed for actual implementation and concluded that she would be in favor of the plan.

Commissioner Leonard also thought the Plan was good. He viewed this as a guide and the overlay district would be where the details would be worked out. He thought enough flexibility was built into the Plan and this in his mind was setting the stage.

Commissioner Burnett said that he too was in favor of the Plan.

Commissioner Benoit said that there was a clear need for revitalization of the entire length of North Avenue. He believed that improvements through Option #3 were badly needed. The Plan as submitted contained a lot of detail but he was concerned about the District boundaries and methodology that went into deciding the boundaries. Without a taxing district, there would be no mechanism to make this happen, which would result in a patchwork. The project was a big project which would require a lot of commitment by a lot of business owners. He stated that he was unsure of what he was voting on. Commissioner Benoit said that if an overlay district was the starting point, then he would ask the staff for a proposed overlay with the specifics that could be looked at. He liked the Plan, but was not prepared at this time to vote.

Chairman Wall said that he had a hard time voting on something he could not see. For this particular project, since he could not relate this to anything specific, while understanding it to be groundwork, he could not vote for this Plan.

MOTION:(Commissioner Eslami) “Mr. Chairman, I make a motion that we recommend CPA-2011-966 to City Council for recommendation of approval.”

Commissioner Pavelka seconded the motion. A vote was called and the motion passed by a vote of 5 – 2 with Chairman Wall and Commissioner Benoit opposed.

General Discussion/Other Business

None.

Nonscheduled Citizens and/or Visitors

None.

Adjournment

With no objection and no further business, the Planning Commission meeting was adjourned at 8:09 p.m.

Attach 2

Carville's Auto Mart Expansion

**CITY OF GRAND JUNCTION
PLANNING COMMISSION**

MEETING DATE: October 25, 2011
PRESENTER: Senta Costello

AGENDA TOPIC: Carville's Auto Sales – CUP-2011-982

ACTION REQUESTED: Approval of a Conditional Use Permit (CUP)

BACKGROUND INFORMATION					
Location:		2050 North Avenue			
Applicants:		Owner: Feather Petroleum Co; Applicant: Royce Carville			
Existing Land Use:		Gas Station/Car Wash			
Proposed Land Use:		Vehicle Sales / Car Wash			
Surrounding Land Use:	North	Offices			
	South	Hospital			
	East	Car sales lot			
	West	Wendy's			
Existing Zoning:		C-1 (Light Commercial)			
Proposed Zoning:		N/A			
Surrounding Zoning:	North	C-1 (Light Commercial)			
	South	C-1 (Light Commercial)			
	East	C-1 (Light Commercial)			
	West	C-1 (Light Commercial)			
Future Land Use Designation:		Village Center			
Zoning within intensity range?		X	Yes		No

PROJECT DESCRIPTION: A request for approval of a Conditional Use Permit to allow outdoor storage on the front half of the property in a C-1 (Light Commercial) zone district in accordance with Section 21.03.070(d)(3)(ii) of the Grand Junction Municipal Code.

RECOMMENDATION: Approval of the Conditional Use Permit

ANALYSIS:

1. Background

The property is located at the northwest corner of North Avenue and N 21st Street. In 1995, an application to demolish the existing structures on the property and construct a new convenience store, gas station and car wash was applied for and approved. In approximately 2008, the convenience store/gas station closed and the property has remained vacant.

The current applicant would like to operate the site as a car sales lot. The applicant also operates the sales lot across N 21st Street and wishes to utilize the car wash facilities on the 2050 N 21st Street lot for the purposes of maintenance of the vehicles being offered for sale at both locations. The property at 2050 N 21st Street can function as a standalone property if the applicant chooses to no longer use the property

2. Consistency with the Comprehensive Plan

The site is currently zoned C-1 (Light Commercial) with the Comprehensive Plan Future Land Use Map identifying this area as Village Center. The Village Center designation is defined in the Comprehensive Plan as “Employment, residential, service, park and retail are allowed. The Village Center is intended to be at a smaller scale (1-5 stories and smaller land area) than Downtown Mixed Use. A mix of uses, either horizontal or vertical is expected unless otherwise designated in an adopted Area or Neighborhood Plan.” The retail sale of vehicles fits within the Village Center definition and the storage and display of vehicles in the front yard is essential to this type of use.

The site is within the boundaries of the North Ave Corridor Plan. The Plan does not have any specific regulatory provisions but does provide recommendation for site development. One recommendation is consolidation of curb cuts. The applicant proposes closing the eastern entrance off of North Avenue by installation of parking blocks and planters in conjunction with the display of vehicles across the historic entrance.

3. Section 21.02.110 the Grand Junction Municipal Code

A Conditional Use Permit shall be required prior to the establishment of any conditional use identified in the Grand Junction Municipal Code (GJMC). Requests for a Conditional Use Permit must demonstrate that the proposed development will comply with all of the following:

- (1) Site Plan Review Standards. All applicable site plan review criteria in GJMC 21.02.070(g) and conformance with Submittal Standards for Improvements and Development (GJMC Title 22), Transportation Engineering Design Standards (GJMC Title 24), and Stormwater Management Manual (GJMC Title 26) manuals;

Outdoor storage and display in the front half of the property in a C-1 zone district requires a Conditional Use Permit (CUP). A CUP requires 100% upgrades to a site in order to achieve compliance with all applicable Site Plan Review Standards; however, the Planning Commission may allow for certain variations to this requirement.

Full site improvements require a total of 8 trees or the equivalent of 16 caliper inches in tree size and 65 shrubs. Although the site only has 3 mature trees and is under the required 8 trees, the existing trees on the property exceed the 16" requirement and the shrub count exceeds the 65 shrub requirement. Based on this information, the site meets the intent of the current landscaping standards.

The site requires 3 parking spaces and proposes to utilize available on-street parking as allowed by Section 21.06.060(e). The applicant proposes to use the entire property for display of vehicles; however, the specific layout may change dependent upon the vehicle inventory and circulation needs.

The applicant is not proposing any additional construction to the site and there are not any changes expected from the additional use that would trigger special SSID, TEDS or SWMM requirements. The City Development Engineer has reviewed the project and found the site to be compliant with the standards.

(2) District Standards. The underlying zoning districts standards established in Chapter 21.03 GJMC, except density when the application is pursuant to GJMC 21.08.020(c);

The C-1 dimensional standards (i.e. setbacks and height) are being met by the existing site and building.

(3) Specific Standards. The use-specific standards established in Chapter 21.04 GJMC;

Outdoor storage and display in the front half of the property in a C-1 zone district requires a Conditional Use Permit (CUP). A CUP requires 100% upgrades to a site in order to achieve compliance with all applicable Site Plan Review Standards; however, the Planning Commission may allow for certain variations to this requirement.

(See 2nd paragraph under (1) above)

(4) Availability of Complementary Uses. Other uses complementary to, and supportive of, the proposed project shall be available including, but not limited to:

schools, parks, hospitals, business and commercial facilities, and transportation facilities.

The property is located on the northwest corner of N 21st Street and North Avenue. The area is surrounded by other sales related business, car sales lots, offices, restaurants and transportation.

(5) Compatibility with Adjoining Properties. Compatibility with and protection of neighboring properties through measures such as;

(a) Protection of Privacy. The proposed plan shall provide reasonable visual and auditory privacy for all dwelling units located within and adjacent to the site. Fences, walls, barriers and/or vegetation shall be arranged to protect and enhance the property and to enhance the privacy of on-site and neighboring occupants;

(b) Protection of Use and Enjoyment. All elements of the proposed plan shall be designed and arranged to have a minimal negative impact on the use and enjoyment of adjoining property;

(c) Compatible Design and Integration. All elements of a plan shall coexist in a harmonious manner with nearby existing and anticipated Development. Elements to consider include; Buildings, outdoor storage areas and equipment, utility structures, Buildings and paving coverage, Landscaping, lighting, glare, dust, signage, views, noise, and odors. The plan must ensure that noxious emissions and conditions not typical of land Uses in the same Zoning district will be effectively confined so as not to be injurious or detrimental to nearby properties.

The proposed display area is to the southern and eastern sides of the property, toward the businesses in the area and away from the residential areas further north on N 21st Street. There are also other intervening businesses between the subject property and the residential neighborhood. Therefore the design of the site adequately protects privacy and use and enjoyment of residences in the area.

FINDINGS OF FACT/CONCLUSIONS AND CONDITIONS:

After reviewing the Carville's Auto Sales application, CUP-2011-982 for a Conditional Use Permit, I make the following findings of fact, conclusions and conditions:

1. The requested Conditional Use Permit is consistent with the Comprehensive Plan.

2. The review criteria in Section 21.02.110 of the Grand Junction Municipal Code have all been met.
3. As part of the Conditional Use Permit application, no special sign package was submitted since the business is a single use. All signage will meet the standards of Section 21.02.110(d) of the Grand Junction Municipal Code.
4. Conditions of approval:
 - a. No uses other than the car wash (car lot use only) and display of vehicles for sale are allowed on the property.
 - b. The unloading of new vehicles shall be on-site and not within the public right-of-way.

STAFF RECOMMENDATION:

I recommend that the Planning Commission approve the requested Conditional Use Permit, CUP-2011-982 with the findings, conclusions and conditions listed above.

RECOMMENDED PLANNING COMMISSION MOTION:

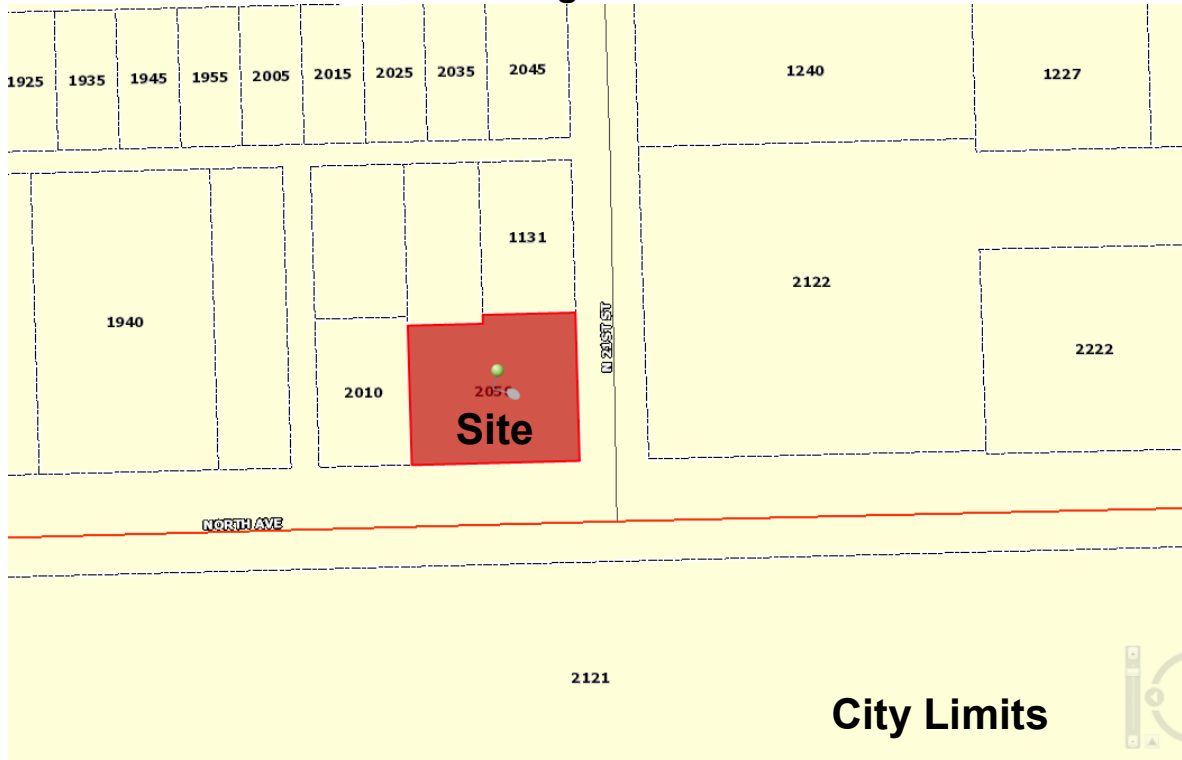
Mr. Chairman, on the request for a Conditional Use Permit for Carville's Auto Sales application, number CUP-2011-982 to be located at 2050 North Avenue, I move that the Planning Commission approve the Conditional Use Permit with the facts, conclusions and conditions listed in the staff report.

Attachments:

Site Location Map / Aerial Photo Map
Future Land Use Map / Existing City Zoning Map
Site Plan

Site Location Map

Figure 1



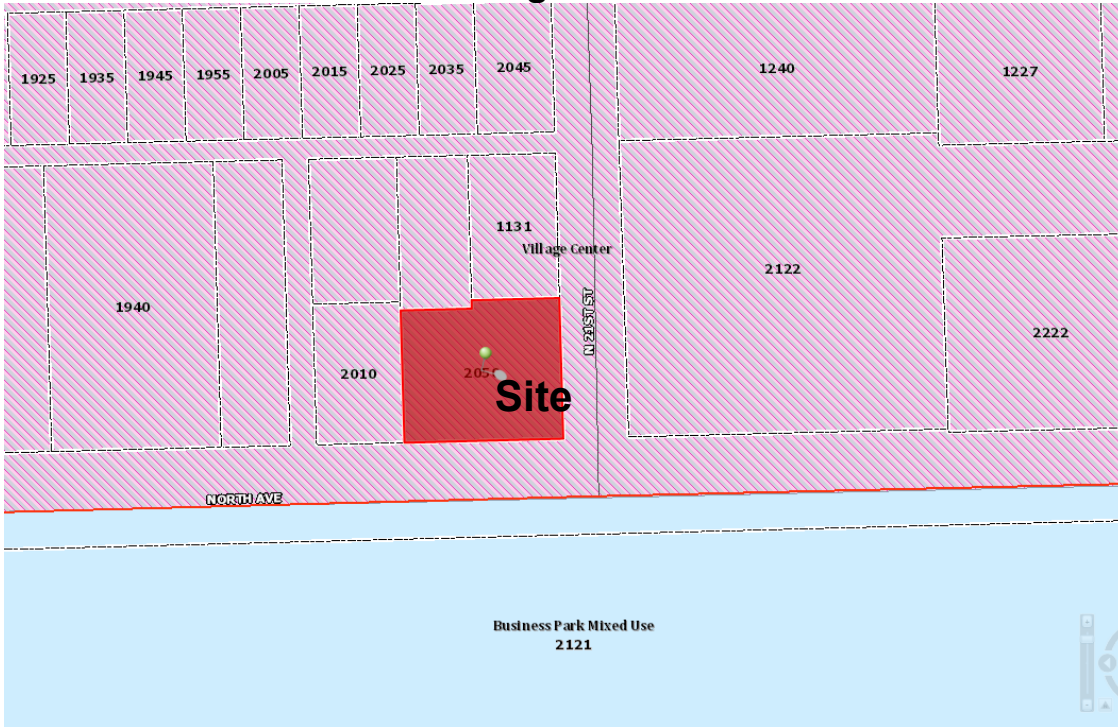
Aerial Photo Map

Figure 2



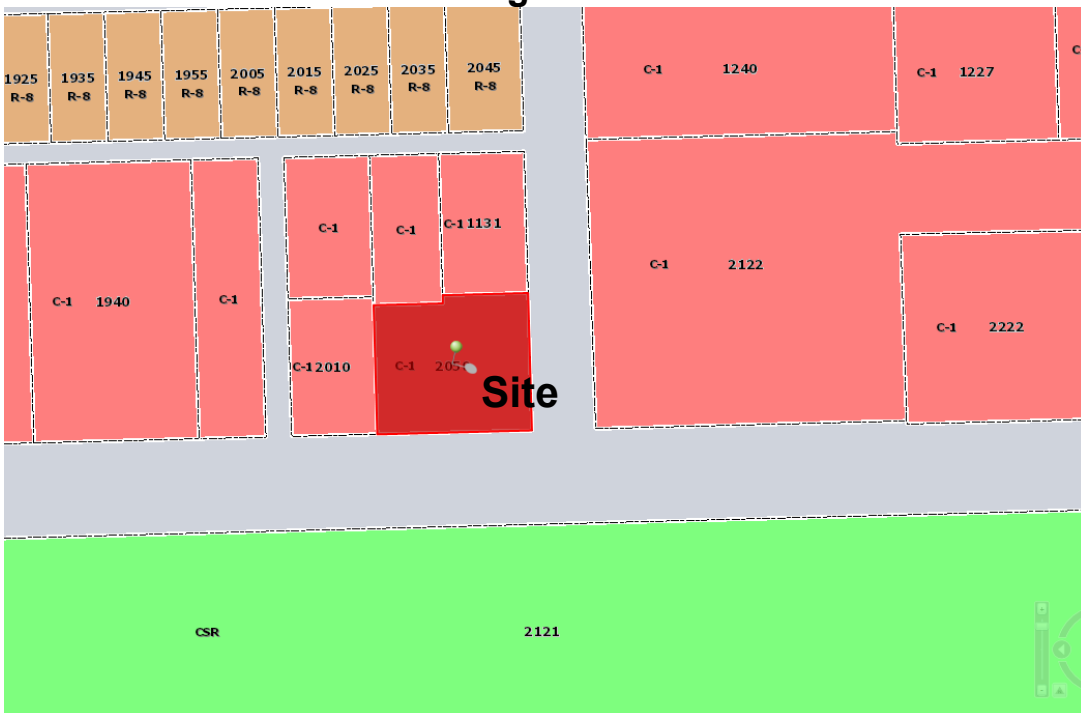
Comprehensive Plan Map

Figure 3



Existing City Zoning Map

Figure 4



SITE PLAN

