



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

TUESDAY, January 24, 2017 @ 6:00 PM

Call to Order – 6:00 P.M.

*****CONSENT CALENDAR*****

1. Minutes of Previous Meetings

[ATTACH 1](#)

Action: Approve the minutes from the December 13, 2016 Meeting.

[ATTACH 2](#)

[File#VAC-2016-582]

2. Vacation of Alley Public Rights-of-Way –R-5 High School Block

Request to vacate alley public rights-of-way in Block 84, Original City Plat, also known as the R-5 High School Block to clear encumbrances for potential redevelopment of the block.

Action: Recommendation to City Council

Applicant: DDA – Brandon Stam, Executive Director
Location: 310 North 7th Street. Block 84 Original City Plat – Southeast corner of 7th Street and Grand Avenue
Staff Presentation: Kristin Ashbeck, Sr. Planner

[ATTACH 3](#)

3. 23 ½ Road Circulation Plan Amendment

[File#CPA-2016-29]

Request an amendment to the Grand Valley Circulation Plan, an element of the Comprehensive Plan, to change the classification of 23 ½ Road between F ½ Road and Interstate 70 from a Principal Arterial to a Minor Arterial with a modified street section.

Action: Recommendation to City Council

Applicant: CFP Estate, Ltd – Owner
Gus R. and Chris R. Halandras – Owner
Andy Peroulis - Owner
Location: 23 ½ Road from F ½ Road to I-70
Staff Presentation: David Thornton, Principal Planner

4. **Other Business**

5. **Adjournment**

ATTACH 1

GRAND JUNCTION PLANNING COMMISSION December 13, 2016 MINUTES 6:00 p.m. to 8:12 p.m.

The meeting of the Planning Commission was called to order at 6:00 p.m. by Chairman Christian Reece. The hearing was held in the City Hall Auditorium located at 250 N. 5th Street, Grand Junction, Colorado.

Also in attendance representing the City Planning Commission were Jon Buschhorn, Kathy Deppe, Ebe Eslami and Bill Wade.

In attendance, representing the City's Administration Department - Community Development, was Kathy Portner, Community Services Manager, Greg Moberg, Development Services Manager, Lori Bowers (Senior Planner), Scott Peterson (Senior Planner) Brian Rusche (Senior Planner), and Rick Dorris (Development Engineer).

Also present was Jamie Beard (Assistant City Attorney).

Lydia Reynolds was present to record the minutes.

There were 21 citizens in attendance during the hearing.

Consent Agenda

6. Minutes of Previous Meetings

Action: Approve the minutes from the November 8th, 2016 Meeting.

7. Balanced Rock Way Vacation of Public Right-of-Way [File# VAC-2016-407]

Request to vacate public Right-of-Way, known as Balanced Rock Way, located within Sundance Village Subdivision.

Action: Recommendation to City Council

Applicant: Rimrock Landing Apartment Investors LLC, c/o Lynn Rindlisbacher

Hidden Cove LLC, c/o Nathan Coulter
24.5 Road LLC, c/o LeAnn B. Maisel

Location: Between Flat Top Lane and F $\frac{1}{4}$ Road

Staff Presentation: Lori Bowers, Sr. Planner

8. McHugh Zone of Annexation
490]

[File#ANX-2016-

Request a zone of Annexation from County RSF-4 (Residential Single Family – 4 ac/du) to a City R-4 (Residential – 4 du/ac) on 1.20 +/- acres.

Action: Recommendation to City Council

Applicant: Richard and Virginia McHugh, Owners
Location: 115 Vista Grande Road
Staff Presentation: Scott Peterson, Sr. Planner

Chairman Reece briefly explained the Consent Agenda and invited the public, Planning Commissioners and staff to speak if they wanted the item pulled for a full hearing. With no requests to pull an item for full hearing, Chairman Reece asked for a motion.

MOTION: (Commissioner Wade) “Madam Chairman, I move that the Consent Agenda be approved as presented.”

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

*****INDIVIDUAL CONSIDERATION*****

9. Grand Junction Lodge Outline Development Plan
501]

[File#PLD-2016-

Request to rezone from R-4 (Residential 4 du/ac) to PD (Planned Development) and approval of an Outline Development Plan to develop a 45,000 square foot Senior Living Facility on 2.069 acres in a PD (Planned Development) zone district.

Action: Recommendation to City Council

Applicant: Joe W. and Carol J. Ott, Trustees, Owners
Sopris Lodge, LLC, Applicant
Location: 2656 Patterson Road
Staff Presentation: Kathy Portner, Community Services Manager

STAFF PRESENTATION

Kathy Portner, Community Services Manager, stated that this request is to rezone the property at 2656 Patterson Road from R-4 to PD and includes a plan for an assisted living facility, not to exceed 45,000 square feet. The 2.069-acre site is located at the northeast corner of Patterson Road and North 8th Court.

Ms. Portner displayed a slide of the area, pointing out that the surrounding land uses include single-family residential to the west and north, as well as across the canal to the east. On the opposite side of Patterson Road are medical complexes associated with St. Mary's Regional Medical Center. The applicants are proposing an assisted living facility, not to exceed 45,000 square feet, covering two (2) stories with no direct access to Patterson Road.

Ms. Portner explained that the Comprehensive Plan adopted in 2010 designated both sides of Patterson Road as a Mixed Use Opportunity Corridor. A "form based" zone of the same name (MXOC) was established in 2014. The proposed ODP will utilize the MXOC zone as the "default zone" and proposes no deviations from its standards.

The impetus for the Planned Development is the fact that the form based zone allows a variety of commercial uses, in addition to group living facilities which is actually what is proposed for the property. By establishing the use of the PD as only an assisted living facility, the future use of the property is known as opposed to a "speculative" rezone. The next slide Ms. Portner displayed was of the Existing Zoning Map and pointed out that the current zoning of R-4 would permit additional dwelling units, up to 4 per acre, without a rezone. The hospital area is zoned as a Planned Development, reflecting its unique size and function. Two properties within this portion of Patterson Road have been rezoned to Residential Office, which has no maximum residential density. The most prevalent zone is B-1 (Neighborhood Business), which includes offices both east and west of the hospital.

Ms. Portner pointed out that areas within a Mixed Use Opportunity corridor currently zoned for residential purposes may be rezoned for more intense use provided that form districts are utilized and the depth of the lot is at least 150 feet. The subject property meets this standard.

The next slide displayed was a schematic of the Outline Development Plan (ODP) which is to be adopted concurrently with the PD zone and will be recorded. This ODP outlines the access locations and building parameters for the future project.

Ms. Portner noted that the long-term community benefits of the proposed project include more effective use of infrastructure, reduced traffic demands when compared with other commercial uses, provision of a needed housing type particularly the memory-care portion, and innovative design through the use of sustainable materials.

A proposed site plan was displayed and it was explained that this constitutes the next step in the process which is a Final Development Plan that is done at a staff level review. Ms. Portner explained that this was included for illustrative purposes.

Similarly, a landscaping plan was displayed and included for illustrative purposes and will be incorporated into the next step in the process, which is the Final Development Plan. Ms. Portner noted that there are six (6) existing trees along the north property line that are to be preserved as part of this plan, along with three (3) on the eastern side of

the property. The incorporating of existing landscaping is one of the sustainability and buffering elements proposed as part of this project.

FINDINGS OF FACT/CONCLUSIONS

Ms. Portner stated that as outlined in the staff report, the request meets the standards for approval of the Planned Development and Outline Development Plan.

APPLICANT PRESENTATION

Terry Claassen, Manager of GJSL LCC, explained he represents the group that has the property under contract. Mr. Claassen thanked the City Staff and his colleagues in the audience that worked on the project for the past year. Mr. Claassen explained that they are proposing the Grand Junction Lodge Senior Living Community which is a 48 unit assisted living and memory care facility.

Mr. Claassen showed slides listing current similar projects his company is developing in the region. Mr. Claassen noted that a demand/feasibility study was done by The Highland Group before initiating the proposal. Mr. Claassen explained that their plan for this project included the following points:

- High-quality environmentally friendly community.
- Directly across the street from St. Mary's Regional Hospital.
- One main residential "lodge" building.
- Offering only assisted living and memory care-minimum neighborhood impact.
- Designed to blend into the residential neighborhood to the north.
- Community concept to provide a myriad of services.
- Assisted living continuum of care which will cater to older, higher acuity adults who prefer to be in close proximity to a top notch Regional Hospital. No variances are being requested.
- Anticipate synergies of care with St. Mary's, Colorado mesa University Nursing Programs and with the neighborhood.

Mr. Claassen stated that as a result of the City Council meeting, three areas of concern were identified; the size of the facility, parking and traffic. As a result, they have reduced the size of the building 20% to 40,000 square feet. The number of parking spaces remain the same, however because the units have been reduced by 20%, there is a higher ratio of parking spaces per unit. Additionally, the proposed greenhouse has been moved closer to the building to provide a better buffer to the neighborhood to the north. Mr. Claassen emphasized that the location and its proximity to St. Mary's and the resources they provide makes this particular location desirable.

The next slide listed the businesses involved with the project which are primarily Colorado and Western Slope based.

Mr. Claassen explained that the Memory Care component of the project involves 10,000 square feet comprising 12 studio units. There are common areas for dining, living, as well as activity spaces. Also included in this section are indoor/outdoor wandering gardens and multi-functional and administrative space. Mr. Claassen went on to explain the family style or “greenhouse” living. Not to be confused with the actual greenhouse on the grounds, greenhouse living is where the residents live, eat and recreate together which has proven to be an effective model.

Mr. Claassen talked about the assisted living portion of the building which is 15,000 square feet. They have reduced the number of units from 48 to 36. There are 26 studio and 10 one bedroom units proposed. This section will have dining, living, fitness and swimming pool, theatre, large central fireplace, spa and other activity spaces. There is a chef on staff and they will provide multiple dining packages and seating options. The residents will also have access to a 800 square foot greenhouse with personal raised beds.

Mr. Claassen indicated they held a neighborhood meeting on August 1st on site to make it as convenient as possible to the neighborhood, however no citizens attended. Two of the concerns the neighbors had expressed at the City Council meeting was the parking ratio and overflow parking onto their streets. Mr. Claassen noted that they had addressed the parking ratio by adjusting down the number of units and they are committing to having a shuttle service for special events to an off-site location to prevent overflow on to the neighborhood to the north.

In addition, Mr. Claassen stated that although there are only 8-12 employees max per shift, the facility operator (Vivage) has agreed to stagger their employee shifts to off-peak hours. Although the residents don’t drive, by lowering the amount of units/residents, the trips generated by staff and guests will be decreased.

A slide illustrating various other assisted living facilities in the area was displayed with the number of rooms, parking spaces and ratio of rooms per parking space which was part of the parking study. In this survey, the average parking spaces/unit was .62 and they are proposing .77 which is a higher ratio.

Skip Hudson, President of Turnkey Consulting, 587 Cascade Way, indicated that he will be discussing the Traffic Impact Study that his firm conducted for the proposed project. Mr. Hudson explained that the focus of the traffic study included confirming the existing traffic conditions in the study area especially the two intersections of 7th and Patterson and 8th and Patterson. The study included traffic counts and video documentation taken on a Thursday and Friday during peak hours in the morning and after school hours thru 6 pm.

Another component of the study was to calculate future traffic conditions with the project traffic included. The study also sought to determine traffic operation for each intersection as a stand-alone and evaluated the need for a westbound right turn lane on Patterson Rd. at 8th Court. The last element of the analysis was to evaluate safety

consideration of closely spaced intersections. Mr. Hudson noted that there is approximately 300 feet between the intersections.

Mr. Hudson pointed out that this study used conservative assumptions whenever possible. That being said, the applicant has proposed to stagger staff hours to not impact the intersections during peak hours.

Mr. Hudson displayed a slide with an aerial photo of the intersections with the number of turns in each direction to illustrate the existing conditions of traffic volumes. The next slide was an aerial photo of the intersections with the existing conditions of traffic operations and Mr. Hudson explained what the level-of-service (LOS) times illustrated.

The next slide presented illustrated the existing conditions of the westbound queue. It was noted that the peak hour video documentation was two days, three camera angles and covered two peak periods of traffic on Oct. 16 and 17th, 2016. The findings included that 8th Ct. is blocked an average of 13 times per hour with an average of 144 seconds. The intersection is blocked by westbound traffic an average of 4% of the time with a maximum of 8% of the time. Mr. Hudson noted that this indicated that there are plenty of gaps for people to turn in and out of 8th Court in the current conditions even with traffic backing up from the 7th Street intersection. Mr. Hudson displayed a slide of the eastbound traffic wanting to turn onto 8th Court and noted that the backups occurred only 1 percent of the time and is not considered a concern.

Mr. Hudson displayed a chart of the anticipated traffic generated by the project and noted that the conclusion of this analysis is that the proposed project would generate less traffic than almost any other land use on this property including commercial or institutional land uses.

The future anticipated traffic volumes in the year 2037 indicated that only two seconds would be added to the level-of-service with regards to turning onto 8th Court.

Mr. Hudson explained the need for a future westbound right turn lane was based on criteria in the Grand Junction TEDS manual. This criteria indicates that it would be warranted if more than 22 vph would be making the right turn. The anticipated traffic volume for 2037 predicts only 4 vph, therefore he concludes that a right turn lane at 8th Court is not warranted now or in the future.

Mr. Hudson presented a slide with the following traffic evaluation conclusions:

- 1) the two intersections in the study area currently operate in a safe and effective manner,
- 2) the additional small amount of project traffic would not create any traffic operations problems at the two intersections,

- 3) and the intersection of Patterson Rd. and 8th Ct. would continue to operate well during the next 20 years.

Mr. Claassen then showed a site plan of the project and pointed out that they have scaled back the east portion of the building and brought the greenhouse south to provide a bigger buffer between the facility and the neighborhood of 8th Court to the north. The next slide Mr. Claassen showed was the floor plans and pointed out the paths, rooms and common areas. The following slide shown was the landscaping plan.

To conclude the presentation, Mr. Claassen noted that Vivage is a “market leader” and will be a great neighbor, as they plan to be long term owners who care about the area. Also noted was that the project is not skilled nursing and this use will have the lowest possible impact on the neighborhood and traffic. In addition, the project will have a mutually beneficial relationship with Colorado Mesa University and St. Mary’s. It was also noted that the size was reduced significantly from what was unanimously approve by Planning Commission in July 2016, and the three areas of concern voiced by City Council; size, parking and traffic have all been addressed.

QUESTIONS FOR APPLICANT

Commissioner Wade asked Mr. Hudson for his opinion of the left turn lane on Patterson and 7th St. that shares the same space as the left turn lane off Patterson onto 8th Ct. Mr. Hudson noted that there are unique situations all up and down Patterson and if he was designing from scratch, one of the alternative might be an access managed roadway with medians and driveways being right in, right out. Mr. Hudson pointed out that there would need to be a system wide improvement to take the next step in addressing the issues along Patterson that would be costly.

Commissioner Wade then asked if they had looked at any accident statistics in the study area. Mr. Hudson stated that they did not look at accident statistics, and noted that after watching five hours of videos, they were surprised to see people doing maneuvers such as U-turns around Patterson and 8th Ct., therefore, they must have felt comfortable with the traffic levels to do the U-turns.

QUESTIONS FOR STAFF

Commissioner Wade asked Mr. Dorris if there was crash data available for those two intersections. Mr. Dorris stated that he did look at crash data and there were a few crashes, however, none were attributed to 8th Court. Mr. Dorris explained that most of the crashes were rear-end crashes at 7th street.

With no further questions for staff, Chairman Reese opened the meeting up to public comment.

PUBLIC COMMENTS

Troy Gorman, 2712 North 8th Ct., noted that he has seen three different quotes on the size of the facility including 45,000, 48,000 and approximately 40,000 square feet. Mr. Gorman stated that the card that was sent to the neighbors stated 45,000 square feet but the original plan was 50,000 square feet. Originally he was told there would be 60 units, and now there are 36 proposed. Mr. Gorman questioned how they go from 60 to 36 units and only take out 5,000 square feet.

Mr. Gorman also asked why a second traffic study was conducted if the first study passed. It was Mr. Gorman's understanding the traffic numbers were larger in the second study and questioned how the numbers could have increased with the smaller facility.

Regarding the neighborhood meeting conducted on August 1, 2016, Mr. Gorman stated that there was no one in attendance because not of the neighbors received notification.

Mr. Gorman indicated that there is not a lot of traffic presently to 8th Ct., however he anticipates that there will be a lot of traffic generated by the facility. Mr. Gorman noted that the only indication he observed that the traffic study was conducted was a hose running across the street.

Mr. Gorman stated that the applicants had exceeded the amount of parking as compared to other facilities in the area, but asked if they actually asked the people running the facilities if their parking was adequate for their needs. Mr. Gorman questioned the assumption that the residents will not have their own cars.

Concerning the trees noted in the landscaping plan along the north border, Mr. Gorman stated that half of the trees are dead

Mr. Gorman questioned how the corridor can be called mixed use when it is all commercial from 12th to 7th along Patterson with the exception of three houses.

Chairman Reece stated that the need for the second traffic study came from comments from the City Council in their review of the proposal. Chairman Reece asked the applicant to speak to the other questions Mr. Gorman brought up.

Regarding the size of the facility, Mr. Claassen clarified that the facility went from 60 units to 48 total units. They reduced the number of assisted living units from 48 to 36, but the number of memory care units has stayed consistently twelve.

Mr. Claassen stated that they are looking at a 40,000 square foot facility, but when they filled out the application, they put down 45,000 to error on the high side if necessary. He noted that the actual construction drawings have not been done and when they go for permitting they anticipate the facility to be around 40,000 square feet. Mr. Claassen explained that they have reduced the number of units by 12 and each unit is about 350 to 400 square feet, therefore the reduction is roughly 5,000 square feet.

Chairman Reece asked the applicant if they had consulted with other facilities regarding their parking needs. Mr. Claassen replied that they had looked at all of the facilities on their list and noted that all but a half of dozen days per year their parking lots are empty other than employee parking. Mr. Claassen went on to explain that the nature of assisted living is that the residents need assistance with daily tasks such as bathing, eating, etc. and are not going to be driving.

Commissioner Wade asked if a resident could have a car if they wanted to. Mr. Claassen stated that the majority of the residents do not even have a driver's license. Commissioner Wade asked if they actually spoke with the other facilities operators. Mr. Claassen stated that Vivage called each facility and asked about the parking, but he is not sure if they specifically asked if they felt like it was enough parking.

Chairman Reece noted that there was some concern about the trees that were shown on the landscaping plan were dead. Mr. Claassen stated that they would certainly check the condition of the trees and make sure they were viable or replaced. Commissioner Eslami noted that the City would not allow for them to have the dead trees on the property anyway, so the point was moot.

Addressing Mr. Gorman's observation that the traffic numbers were higher in the second study (with a smaller facility), Mr. Hudson explained that the first study factored in a vacancy rate for trip generation purposes. Mr. Hudson stated that for the second study, he assumed 100 percent bed occupancy so that the most conservative factor is used and reflects maximum trip generation. Mr. Hudson also noted that the national average for a single family home is ten trips generated per day.

Mr. Hudson pointed out that they did not use tubes for data collection of the intersections. Cameras were mounted on poles and signs at the intersection and video detection is the state-of-the-art way data collection is done today.

Commissioner Deppe asked the applicant how the neighbors were notified of the neighborhood meeting. Mr. Claassen stated that they had sent out meeting notifications ten business days ahead of the meeting and only one card was returned undeliverable out of over 50 cards sent.

Wade Johnson, 2881 B ½ Rd., stated that he has traveled from his home to Horizon Dr. and back for the past 30 years. Mr. Johnson stated that he uses 7th and 12th Street and making a left turn onto 7th off of Patterson is difficult and backed up at the noon hour and after 4 pm. Mr. Johnson has a concern about the safety and the costs that may be involved to improve the situation.

Pauline Gorman, 2712 North 8th Ct., stated that she and her neighbors have met multiple times over the year regarding the property. Ms. Gorman stated that none of them have an issue with the building itself, but object to it being shoe-horned onto this property. Ms. Gorman noted that she and her husband are aware of someone

expressing interest in purchasing the property to build two to four homes on the property.

One of the concerns she has is that there are four residential senior living facilities being built within a one-mile radius of this property. Ms. Gorman understands the desirability for them to be located in close proximity of St. Mary's hospital, however she does not understand why the Planning Commissioners are not doing more to have these facilities located around Community Hospital where there are more spacious properties available with the same nearby amenities.

Ms. Gorman stated that when "The House" was located on their street, they were told it was for unfortunate teenagers from the area who are by themselves and homeless. Ms. Gorman stated that this was not true and the residents are actually for the most part, 19-21 year olds from out-of-state. She noted that the residents are doing lewd things on the street and parking in front of their homes and scaring their children and their grandparents in their cars. Ms. Gorman stated that she is not bringing it up for the Commission to do anything about that situation, but to realize it was presented as a good thing for the community, but has brought a "derelict personality" to their street. Ms. Gorman predicted that whatever is done with the proposed property, they will have delinquents running through the property. Ms. Gorman added that "The House" has room to park 4 cars in the driveway, but speculated that the residents are told not to park in the driveway so they park on the street.

Ms. Gorman stated that she and her neighbors feel that as a result of the proposed facility, they will need to ask people to move their parked cars, they will have to listen to food delivery trucks, trash trucks every other day or however often as well as ambulances.

Ms. Gorman stated that there is a lot of traffic and many accidents along Patterson Rd. between 7th and 12th. Another concern Ms. Gorman expressed is the environmental impact of the development, and noted that they have Peregrine falcons that nest, deer and quail that are present in the neighborhood.

Richard Troester, 2714 N 8th Court stated that he observed at the previous Planning Commission hearing the Commissioners questioned validity of the number of parking spaces and the number of rooms and he feels the Commissioners were given "bogus" numbers. He stated that his opinion was that none of the Commissioners believed the project which is why they questioned it. Mr. Troester stated that he was in mortgage business for over 25 years. Mr. Troester implied that developers manipulate the numbers to make the project look good and the Commissioners are to "read through" that and make sense of it. Mr. Troester questioned why the Commissioners are there reviewing the project if the numbers meet the code. He felt that their (Commissioners) job was to read through the number which could be fraudulent but they chose to pass it onto City Council.

Mr. Troester stated that there is a big traffic problem along Patterson between 7th and 12th and doesn't understand why the Planning Commission would approve a project that would add to the problem. Mr. Troester said it was a nice project, but it is being shoe-horned into a property and asked the Planning Commission to put it somewhere else. Mr. Troester felt the traffic study misrepresents the scenario because of the nature of overflow parking in this area will heavily impact their cul-de-sac compared to other facilities that it was compared to.

Mr. Troester asked if any of the Planning Commissioner read the City Councils response. He does not feel the proposed facility is a good fit for the property. Mr. Troester said the City Council does not want to change the zoning and asked that the Planning Commissioners to not make changes that will impact Patterson between 7th and 12th St. Mr. Troester then spoke to the improbability that a shuttle during holidays would be a feasible solution to potential traffic overflow.

Commissioner Deppe asked Mr. Troester what he would propose to be put on that corner. Mr. Troester stated that at one time the residents had talked about buying the property and putting two or three homes on it. Now, he thinks a house for St. Mary's like the McDonalds House model. Commissioner Deppe stated that there would still be parking and traffic issues associated with that. Commissioner Deppe also added that the average trips per day for a single family home is ten, therefore four homes would generate 40 trips a day.

Commissioner Wade indicated that he would like to address a statement that Mr. Troester had made. Noting that Mr. Troester said that he had wished the Planning Commissioners studied the proposal before the last meeting, as well as read the City Council minutes, Commissioner Wade stated that that statement was completely erroneous. Commissioner Wade stated that each one of them had studied the project in detail. He went on to explain that the Planning Commission, as an advisory board, has to review for code issues. Commissioner Wade stated that they can't look at a project and say they don't like it, their job is to see if it complies with the code.

Mr. Troester responded by saying that the Planning Commissioners passed it the first time based on the developer's opinions and that it complied with the code, however that doesn't make it a good fit for the area.

Commissioner Eslami stated that the City Council is bound by their constituents, however the Planning Commission's job is to review the project for compliance with the code. Mr. Troester stated that he agrees with that but the Commissioner 'should not believe the numbers they are being told and they should ask for details and follow-up. Commissioner Eslami stated he is confident of the numbers they were given because he has been in the business for 50 years. Commissioner Eslami added that theoretically, as a developer he could put up to 8 houses on that property. He added that eight houses would create far more traffic, noise and problems for the neighborhood than the proposed project would.

George Jachim, 2715 N 8th Ct. noted that he did see Mr. Claassen in the neighborhood in August, but he didn't realize there was a meeting. Mr. Jachim stated that he would like to go on record that he is against the project. Mr. Jachim agreed with the study that there is a small amount of traffic going into and out of N 8th Ct. Mr. Jachim stated that he may need more clarification on the study, as it looks like the project could triple or quadruple the amount of traffic going into and out of N 8th Ct. Mr. Jachim stated that he would like to see one or two single family residences on the property.

Vicki Bledsoe, 2719 N 8th Ct. stated that she has lived in her home for 18 years. Ms. Bledsoe stated that her husband needs to go to the Doctors often. Last week they left their house 35 minutes before the appointment. When they got to the intersection of N. 8th Ct. and Patterson, they sat there thru three red lights and subsequently got to their appointment (further down Patterson) ten minutes ahead of the appointment. She stated that the traffic has slowly become unbelievable.

Ms. Bledsoe stated that their neighborhood is unique in that they have deer, raccoon, skunks, squirrels and quail. She expressed concern that if this project is allowed, there will be more commercial development. Ms. Bledsoe said many people don't even know the cul-de-sac is there and she has had people visit who have lived here 30 years and didn't know it existed. She noted that she appreciates its uniqueness and would like it to stay that way.

With no further comments, Chairman Reece closed the public hearing portion of the meeting.

QUESTIONS FOR STAFF

Commissioner Wade asked Mr. Dorris if during the course of discussions with the applicant and his studies of the traffic, was the limited amount of parking along N 8th Ct. ever taken into account. Mr. Dorris noted that Mr. Rusche (Senior Planner) probably dealt with that issue more, however he pointed out that it is legal to park on that street as it is public right-of-way. Mr. Dorris stated that they did a parking analysis of other facilities and there is more parking proposed than there is available at other assisted living facilities.

Ms. Portner stated that as they review any project, there are minimum parking requirements that must be met on site. Whether there is available parking on street or not, the code's requirement is that the required parking must be available on site of the development with no assumption that additional parking is needed. Ms. Portner noted that the proposed project's parking exceeds the requirement.

APPLICANT REBUTTAL

Mr. Claassen, Grand Junction Senior Living LLC, was asked to address a citizens concern that the traffic on N 8th Ct. will be tripled or quadrupled. Mr. Claassen referred the question to Mr. Hudson who stated that traffic gap waits will go from two or three

seconds to no more than ten seconds for each movement. The base numbers are so low, that a percentage number may seem high, but they are still looking at less than ten trips in the peak hour for any of these movements.

Chairman Reece inquired about the citizens concern about food and trash trucks visiting the facility. Mr. Claassen stated that trash trucks would not be coming more frequently than they do for the neighborhood, probably once every week on average but possible more frequent during peak times such as holidays. Regarding delivery trucks, Mr. Claassen stated that they could work with the neighbors to have the delivery trucks come at hours when it is least disruptive the neighborhood.

Commissioner Wade noted that linen service can have a big impact and asked if they will be doing laundry on-site. Mr. Claassen stated that they will have commercial laundry services on-site.

Commissioner Wade asked Mr. Claassen if any of the other facilities they have worked on have this same situation where there is a major corridor on one side and a small residential neighborhood on the other side. Mr. Claassen stated that he does not know of any facility they have where there is on-street parking utilized when they have provided a parking facility on site.

COMMISSIONER DISCUSSION

Noting that the City Council's concerns regarding the project were size, parking and traffic, Commissioner Deppe stated that after attending the workshop and hearing the applicant tonight, she feels they have addressed the issues adequately. She understands the neighbor's concerns and feels there is a level of distrust due to the building size changes and several of the neighbors stated they had not been notified of the neighborhood meeting.

Commissioner Eslami stated that he has visited several of these types of facilities and has not found parking to ever be a problem even on holidays. Acknowledging that there is a traffic problem along the Patterson corridor, Commissioner Eslami noted that this facility potentially will have minimal impact compared to having four or five houses on the property. He also feels the applicant has made concessions to appease the neighborhood and the facility looks nice in the area.

Commissioner Buschhorn agreed with Commissioner Eslami that the traffic along the Patterson corridor is an issue, but that whether this facility goes in or not, Patterson will still grow at the same rate. Commission Buschhorn stated that the applicant has done an admirable job in changing the size of the building and retaining the same amount of parking as well as changing the scheduling of shift changes to off peak times. Recognizing the neighbors desire to have the property become single family home(s), Commission Buschhorn does not feel one large home is marketable at that location and several single family homes, even if marketable for the cost of the land, would not lower traffic impact.

Commissioner Wade asked Mr. Dorris if the City could prohibit left turns on Patterson at the location whether there is a median built or not. Mr. Dorris stated that even if they sign it, people will do it anyway. The City has the right to place medians along Patterson and prohibit left in, left out turns, however that will be very costly and if implemented, it would most likely been done after a public process and in sections at a time.

Commissioner Wade talked about the Commissioner's role in the process and reiterated that when a project comes before them and it is in compliance with the Comprehensive Plan and meets current code, it is very difficult not to pass it on the City Council. City Council has more leeway and is able to base approval on whether they think it is a good project for the site. Commissioner Wade stated that he has reservations about the project and understands the neighbor's concerns, but acknowledges that it does meet the code.

Chairman Reece agreed with all of the comments that the other Commissioners had just made. Regarding a comment from the public that the Planning Commission should force development around Community Hospital, Chairman Reece clarified that development is a private market driven process. The Planning Commission's role is to approve or disapprove projects based on whether they comply with the code. Chairman Reece stated that the Commission does not have the power to tell a developer where to develop, nor should they.

Referring to a comment from the public questioning whether the Commissioners even read the project information, Chairman Reece explained that the Commissioners are volunteers, appointed by City Council, and they spend a great deal of time reading hundreds of pages of reports as well as attend pre-hearing workshops and the Planning Commission meetings.

Chairman Reece stated that this project as well as all the projects that come before the Commission are very well vetted and the Commission works hard to act on behalf of the citizens of the City of Grand Junction.

Chairman Reece commented that in her opinion, this project and its developers have bent over backwards to accommodate the neighbors on N 8th Ct. Chairman Reece said she applauds the developer for taking into consideration the neighbors' concerns and modifying the project to address the issues.

MOTION: (Commissioner Eslami) "Madam Chairman, on item PLD-2016-501, I move that the Planning Commission forward a recommendation of approval to the City Council on the requested Outline Development Plan as a Planned Development Ordinance for Grand Junction Lodge, with the findings of fact, conclusions, and conditions identified within the staff report."

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

The Planning Commission took a five-minute break at this time.

10. 2017 Master Plan for St. Mary's Hospital
486]

[File#FMP-2016-

Request approval of an Institutional and Civic Master Plan for St. Mary's Hospital for properties on a total of 51 +/- acres.

Action: Recommendation to City Council

Applicant: Dan Prinster, St. Mary's Vice-President of Business
Development
Location: 2635 N. 7th Street
Staff Presentation: Scott Peterson, Sr. Planner

STAFF PRESENTATION

Scott Peterson, Senior Planner, gave an overview of the project starting with a slide of the map that highlights all properties that St. Mary's owns which total over 51 acres. Mr. Peterson noted that the St. Mary's campus is zoned Planned Development.

Mr. Peterson explained that St. Mary's Hospital prepared its first Master Plan in 1995 in an effort to avoid approving hospital expansions in a piecemeal fashion and at the direction of the Grand Junction Planning Commission. The purpose of the Plan is to set forth the vision for upgrades, improvements and expansions to St. Mary's facilities and campus area over a 5-year period and to allow the City an opportunity to consider the proposed improvements in a comprehensive manner. Since 1995, St. Mary's has updated and received approval by the City of their Master Plan every five years.

Mr. Peterson then showed a slide that illustrated the Master Plan 2017 that proposes the following construction projects over the upcoming 5-years:

1. Continue with the interior remodeling of several departments in the older areas of the hospital, including electrical infrastructure.
2. Demolish the Farrell Building (2320 N. 7th Street) and also the building at 2323 N. 7th Street and replace with landscaping improvements.
3. Renovation and new construction of an additional 40,000 sq. ft. (2-floors) for the Cardiac Center of Excellence.
4. New construction of an additional 14,000 sq. ft. for the Hybrid Operating Room.
5. Study the idea of constructing an additional 51,000 sq. ft. (2-floors) for the Laboratory and Pharmacy expansions. The construction is anticipated within 5-

years, but an actual date is not yet determined, so this expansion might be delayed until Master Plan 2022.

In looking at the review criteria for a Master Plan, City Staff feels that the Plan complies with the Grand Valley Circulation Plan and Transportation Engineering Design Standards (TEDS).

Mr. Peterson indicated that proper access was previously established by St. Mary's with the design and approval of the patient tower project in 2006 and there are no additional plans to provide for a new traffic study or change current access points to the hospital.

Mr. Peterson stated that St. Mary's has an excess of required parking spaces for all their properties by over 500 spaces.

Also, existing detention facilities can handle the new increase in proposed building expansions, therefore, adequate off-street parking and stormwater/drainage improvements have been addressed.

Mr. Peterson explained that St. Mary's officials have also met with the residential neighborhood to the west to help address their concerns regarding existing and proposed developments for the hospital campus. Master Plan 2017 will also provide numerous community benefits in the continued advancement of health care for the region as St. Mary's continues to add, remodel and update their existing facilities in the coming 5 years.

In conclusion, Mr. Peterson stated that the review criteria of the Zoning and Development Code have all been met or addressed.

APPLICANTS PRESENTATION

Dan Prinster, Vice-President of Planning and Business Development, St. Mary's Hospital, stated that he has been with St. Mary's for 20 years. Mr. Prinster explained that when he first started, one of the project he worked on was the 1999 Master Site Plan that was to be adopted in 2000. Mr. Prinster explained that they wanted to develop their campus and meet their future needs by working collaboratively with the City to create the best outcome for both. Mr. Prinster stated that he feels they have done that and expressed appreciation for the City staff in that area.

Mr. Prinster talked about the market forces in play that changes the nature of healthcare. The Master Plan reflects the changes that they need to make to accommodate modern technology and costs savings where possible. Mr. Prinster noted that the Master Plan is more scaled down than previous plans and prepares the campus for more outpatient services.

Eric Tscherter, Chamberlain Architecture, talked about some of the items proposed in the Master Plan and noted that there are no proposed changes to parking or access.

Chairman Reece opened the public hearing portion of the meeting and asked anyone in favor or opposed to the project to please come forward. Hearing none, Chairman Reece closed the public comment portion of the meeting.

Commissioner Wade thanked the applicant for providing the Planning Commission with the opportunity to review their Master Plan.

MOTION: (Commissioner Wade) “Madam Chairman, on the Institutional and Civic Facility Master Plan 2017 for St. Mary’s Hospital, FMP-2016-486, I move that the Planning Commission forward to the City Council a recommendation of approval with the findings of facts and conclusions listed in the staff report.”

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

6. Other Business

Greg Moberg, Development Services Manager reminded the Commissioners that there will not be a second workshop or meeting in December.

Chairman Reece thanked Mr. Moberg and Brian Rusche (who was not present at the time) for their service to the City of Grand Junction. Mr. Moberg stated that it was a pleasure to have worked with the Planning Commissioners of the City of Grand Junction.

7. Adjournment

The meeting was adjourned at 8:12 pm

Date: January 4, 2017
Author: Kristen Ashbeck
Title/ Phone Ext: Senior Planner /1491
Proposed Schedule: Planning
Commission January 24, 2017; City
Council 1st Reading – February 1, 2017
2nd Reading: February 15, 2017
File: VAC-2016-582

ATTACH 2

PLANNING COMMISSION AGENDA ITEM

Subject: Vacation of Alley Public Rights-of-Way – R-5 High School Block

Action Requested/Recommendation: Forward a recommendation to City Council to vacate alley public rights-of-way in Block 84, Original City Plat, also known as the R-5 High School Block to clear encumbrances for potential redevelopment of the block.

Presenter(s) Name & Title: Kristen Ashbeck – Senior Planner

Executive Summary:

Forward a recommendation to City Council to vacate alley public rights-of-way in Block 84, Original City Plat, also known as the R-5 High School Block to clear encumbrances for potential redevelopment of the block.

Background, Analysis and Options:

The Grand Junction Downtown Development Authority (DDA), as the owner of the property known as the R-5 High School block on the southeast corner of 7th Street and Grand Avenue (Block 84, Original Plat, City of Grand Junction) is in the process of redeveloping the site. Currently, the east-west and north-south alley rights-of-way bisect the block and are an encumbrance to potential development of the property. Therefore, the DDA requests approval from the City to vacate both the east-west and north-south alley rights-of-way in Block 84, Original City Plat (approximately 11,777 square feet or 0.27 acres – see attached vacation exhibit). Only portions of the rights-of-way have been improved and the R-5 High School building was constructed on the east-west alley. There are private electrical facilities located on the east end of the east-west alley for which Xcel Energy has stated that retention of an easement is not required. There is also a public sewer line that runs north-south through the property west of the north-south alley. An easement for this line has already been granted by the property owner, the DDA to the City for the benefit of the Persigo 201 Sanitary Sewer System.

Neighborhood Meeting:

Because the rights-of-way have not been improved, a portion of the east-west alley has already been constructed upon (R-5 High School building), and the adjacent property (all owned by the DDA) is the only beneficiary, no neighborhood meeting was held.

How this item relates to the Comprehensive Plan Goals and Policies:

Goal 4: Support the continued development of the downtown area of the City center into a vibrant and growing area with jobs, housing and tourist attractions.

The requested alley vacations will render the entire block unencumbered by the rights-of-way, thereby it will be more conducive to future redevelopment which supports this goal.

How this item relates to the Economic Development Plan:

The purpose of the adopted Economic Development Plan by City Council is to present a clear plan of action for improving business conditions and attracting and retaining employees. Though the proposed vacation of rights-of-way request does not specifically further the goals of the Economic Development Plan, it does make the parcel more attractive for redevelopment for both renovation of the historic school and new development. The vacation also eliminates the responsibility of the City of Grand Junction for construction and maintenance of the alleys.

Board or Committee Recommendation:

There is no other committee or board recommendation.

Other issues:

No other issues have been identified.

Previously presented or discussed:

This request has not previously been presented or discussed.

Attachments:

1. Background information
2. Staff report
3. Site Location Map
4. Alley Location Map
5. Survey Exhibit
6. Ordinance

BACKGROUND INFORMATION					
Location:		310 North 7 th Street. Block 84 Original City Plat – Southeast corner of 7 th Street and Grand Avenue			
Applicant:		DDA – Brandon Stam, Executive Director			
Existing Land Use:		Partially improved rights-of-way for alleys			
Proposed Land Use:		Incorporate into future redevelopment of the block			
Surrounding Land Use:	North	Church, Office and Multifamily Residential			
	South	Office, Duplex and Vacant			
	East	Commercial Services and Office			
	West	Office and Multifamily Residential			
Existing Zoning:		N/A – rights-of-way; Block is B-2 (Downtown Business)			
Proposed Zoning:		B-2 (Downtown Business)			
Surrounding Zoning:	North	PD (Planned Development) and R-O (Residential Office)			
	South	B-2 (Downtown Business)			
	East	R-O (Residential Office)			
	West	B-2 (Downtown Business)			
Future Land Use Designation:		Downtown Mixed Use			
Zoning within density range?		X	Yes		No

Section 21.02.100 of the Grand Junction Municipal Code

The vacation of the right-of-way shall conform to the following:

- a. *The Comprehensive Plan, Grand Valley Circulation Plan, and other adopted plans and policies of the City.*

The vacation of the alley rights-of-way will remove encumbrances from the entire block except for a remaining sanitary sewer easement, thereby making the property more attractive for redevelopment. It will also eliminate the City’s responsibility for construction and maintenance of the alleys. This does not impact the Grand Valley Circulation Plan and is consistent with the Comprehensive Plan and Greater Downtown Plan. Therefore, this criterion has been met.

- b. *No parcel shall be landlocked as a result of the vacation.*

No parcels are landlocked if the alleys are vacated. Therefore, this criterion has been met.

- c. *Access to any parcel shall not be restricted to the point where access is unreasonable, economically prohibitive or reduces or devalues any property affected by the proposed vacation.*

Vacation of the alleys will not change the access or restrict access to any properties, particularly since the entire block is under one ownership. The vacation will increase total developable square footage of the block, maximizing future (re)development potential. Therefore, this criterion has been met.

- d. *There shall be no adverse impacts on the health, safety, and/or welfare of the general community and the quality of public facilities and services provided to any parcel of land shall not be reduced (e.g. police/fire protection and utility services).*

The review of the proposed vacation elicited the following comments:

Development Engineer: No comments.

City Planner: Easement for sanitary sewer line has been recorded. A sanitary sewer easement is being retained in that area of the right-of-way being vacated that is included in the description of the sanitary sewer easement granted by the DDA in the document recorded in the Mesa County Clerk and Recorder's Office with Reception #2784040. Xcel Energy has stated that the private electric facilities in the east-west alley do not require an easement be retained.

City Surveyor: No comments.

As no other adverse impacts on the health, safety, and/or welfare of the general community have been raised and the quality of public facilities and services provided to any parcel of land will not be reduced as a result of this vacation request, this criterion has been met.

- e. *The provision of adequate public facilities and services shall not be inhibited to any property as required in Chapter 21.06 of the Grand Junction Municipal Code.*

Except for a sanitary sewer line for which an easement has been dedicated, all existing public facilities or services are located outside of the alleys being considered for vacation. A sanitary sewer easement is being retained in that area of the right-of-way being vacated that is included in the description of the sanitary sewer easement granted by the DDA in the document recorded in the Mesa County Clerk and Recorder's Office with Reception #2784040. Therefore, this criterion has been met.

- f. *The proposal shall provide benefits to the City such as reduced maintenance requirements, improved traffic circulation, etc.*

The proposed vacation provides a public benefit by eliminating future construction and maintenance costs for the alleys and creates a full block of real estate that is more attractive to a developer. Therefore, this criterion has been met.

FINDINGS OF FACT/CONCLUSIONS

After reviewing the Vacation of Public Alley Rights-of-Way – R-5 High School Block, VAC--2016-582 for the vacation of public alley rights-of-way, I make the following findings of fact and conclusions:

1. The requested vacation of alley rights-of-way does not impact the Grand Valley Circulation Plan and is consistent with the Comprehensive Plan and Greater Downtown Plan.
2. The review criteria in Section 21.02.100 of the Grand Junction Municipal Code have all been met.
3. Retain a sanitary sewer easement for the benefit of the Persigo 201 System in in that area of the right-of-way being vacated included in the area granted as a sanitary sewer easement by the Grand Junction, Colorado, Downtown Development Authority in the document recorded in the Mesa County Clerk and Recorder's Office with Reception Number 2784040 with the retained and reserved easement having the same covenants, uses and purposes as set forth therein.

STAFF RECOMMENDATION:

I recommend that the Planning Commission forward a recommendation of approval of the requested alley rights-of-way vacation, VAC-2016-582 to the City Council with the findings and conclusions listed above.

RECOMMENDED PLANNING COMMISSION MOTION:

Madam Chairman, on item VAC-2016-582, I move we forward a recommendation of approval to the City Council on the request to vacate the alleys in Block 84, City of Grand Junction located at 310 North 7th Street with the findings of fact and conclusions in the staff report.

Block 84 (R-5) Alley Vacation Location Map



Printed: 12/20/2016

1 inch = 358 feet



R-5 Alley Vacation

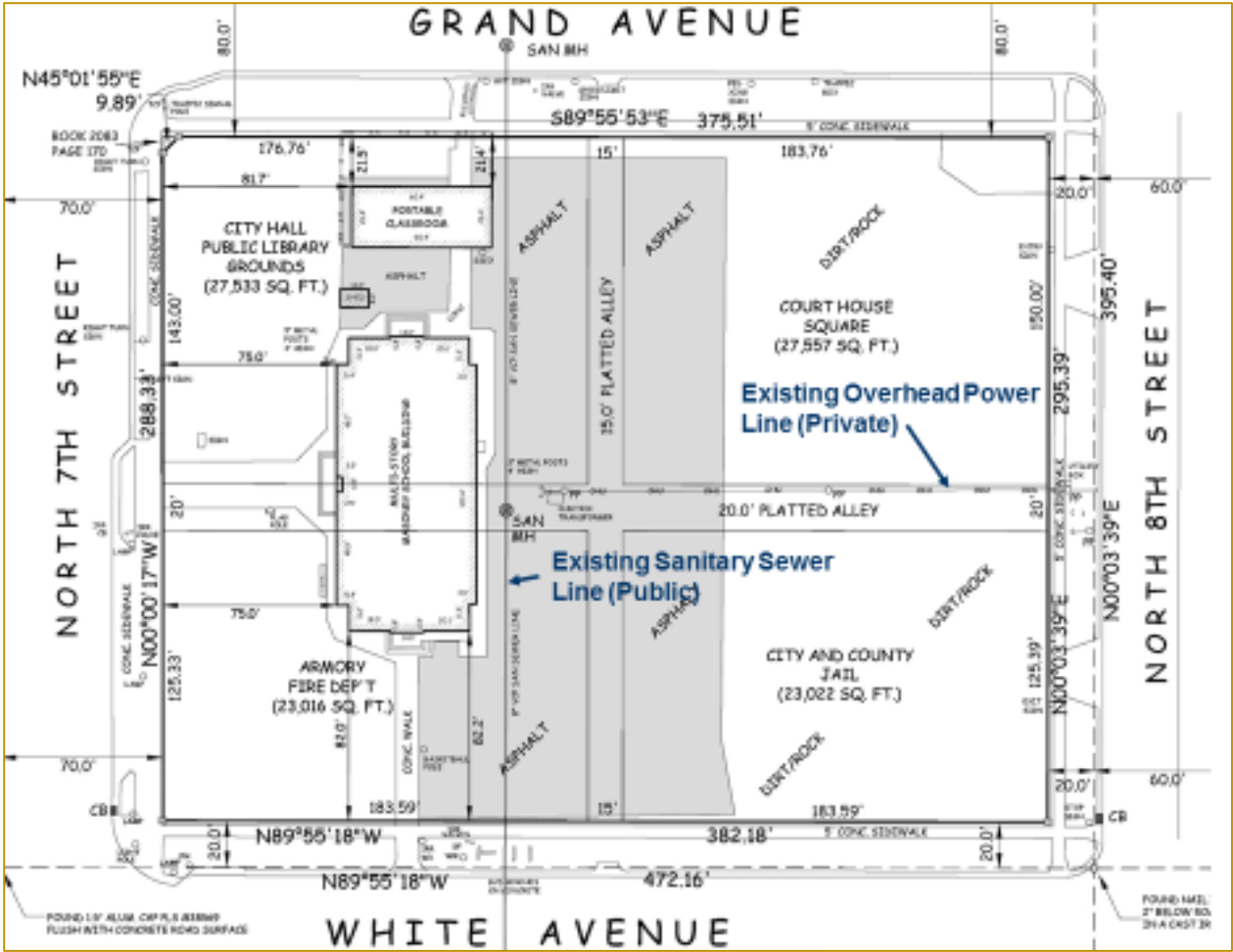


0 0.025 0.05 Miles

Printed: 12/20/2016

1 inch = 90 feet





CITY OF GRAND JUNCTION

ORDINANCE NO.

AN ORDINANCE VACATING ALLEY PUBLIC RIGHTS-OF-WAY IN BLOCK 84 CITY OF GRAND JUNCTION LOCATED AT 310 NORTH 7th STREET

RECITALS:

Vacation of the alleys has been requested by the adjoining property owner.

The Planning Commission, having heard and considered the request, found the criteria of the Code to have been met, and recommends that the vacations be approved.

The City Council finds that the request is consistent with the Comprehensive Plan, the Grand Valley Circulation Plan and Section 21.02.100 of the Grand Junction Municipal Code.

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

The following described dedicated rights-of-way are hereby vacated subject to the listed conditions:

1. Applicants shall pay all recording/documentary fees for the Vacation Ordinance, any easement documents and dedication documents.

The following rights-of-way are shown on "Exhibit A" as part of this vacation of description.

Dedicated rights-of-way to be vacated:

ALLEY RIGHTS-OF-WAY VACATION DESCRIPTION

Certain parcels of land lying in the Southeast Quarter (SE 1/4) of Section 14, Township 1 South, Range 1 West of the Ute Principal Meridian, County of Mesa, State of Colorado and being more particularly described as follows:

The East-West 20.0 foot wide alley and the North-South 15.0 foot wide alley lying within Block 4, Plat of Resurvey of Second Division of City of Grand Junction, as same is recorded in Plat Book 2, Page 37, Public Records of Mesa County, Colorado.

CONTAINING 11,777 Square Feet or 0.270 Acres, more or less, as described.

A sanitary sewer easement for the benefit of the Persigo 201 System is hereby retained and reserved by the City of Grand Junction in that area of the right-of-way being vacated included in the area granted as a sanitary sewer easement by the Grand

Junction, Colorado, Downtown Development Authority in the document recorded in the Mesa County Clerk and Recorder's Office with Reception Number 2784040 with the retained and reserved easement having the same covenants, uses and purposes as set forth therein. A copy of the document is attached as Exhibit "B."

Introduced for first reading on this _____ day of _____, 2017 and ordered published in pamphlet form.

PASSED and ADOPTED this _____ day of _____, 2017 and ordered published in pamphlet form.

ATTEST:

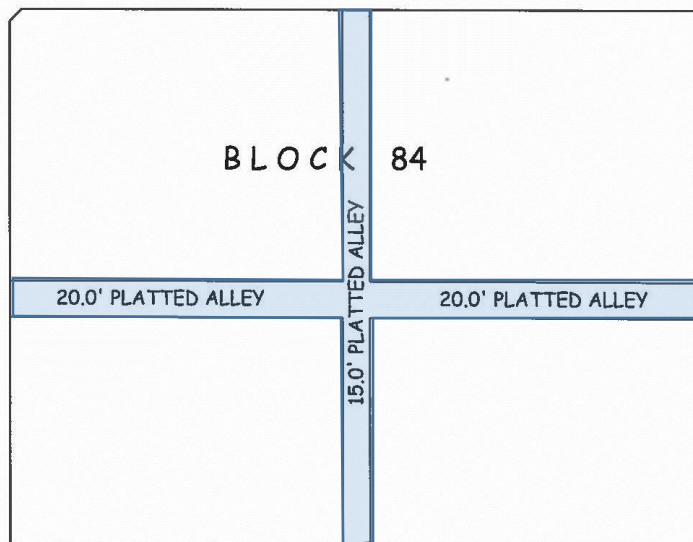
President of City Council

City Clerk

EXHIBIT "A"

GRAND AVENUE

NORTH 7TH STREET



NORTH 8TH STREET

WHITE AVENUE

ABBREVIATIONS

P.O.C.	POINT OF COMMENCEMENT
P.O.B.	POINT OF BEGINNING
R.O.W.	RIGHT OF WAY
SEC.	SECTION
TWP.	TOWNSHIP
RGE.	RANGE
U.M.	UTE MERIDIAN

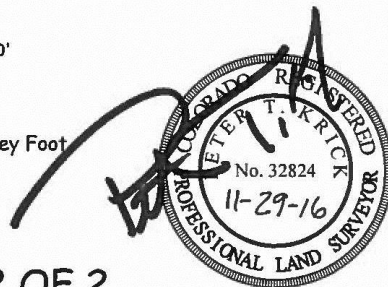


1 inch = 80 ft.

Lineal Units = U.S. Survey Foot

N:\CADD\PIETERK\SURVEYS BY PTZ\BLOCK 84

The sketch and description shown hereon has been derived from subdivision plats and deed descriptions as they appear in the office of the Mesa County Clerk and Recorder. This sketch does not constitute a legal survey, and is not intended to be used as a means for establishing or verifying property boundary lines.



SHEET 2 OF 2

DRAWN BY: P.T.K.
DATE: 11-28-2016
SCALE: 1" = 80'
APPR. BY: M.S.

ALLEY VACATION WITHIN BLOCK 84
PLAT OF RESURVEY OF
SECOND DIVISION OF
CITY OF GRAND JUNCTION

CITY OF
Grand Junction
COLORADO

EXHIBIT B

3 PAGE DOCUMENT

RECEPTION#: 2784040
12/14/2016 8:31:27 AM. 1 of 3
Recording: \$21.00, Doc Fee Exempt
Sheila Reiner, Mesa County, CO.
CLERK AND RECORDER

GRANT OF SANITARY SEWER EASEMENT

Grand Junction, Colorado, Downtown Development Authority, Grantor, whose address is 437 Colorado Avenue, Grand Junction, CO 81501, for and in consideration of the sum of Ten and 00/100 Dollars (\$10.00), and other good and valuable consideration; the receipt and sufficiency of which is hereby acknowledged, has granted and conveyed, and by these presents does hereby grant and convey to the **City of Grand Junction, a Colorado home rule municipality, Grantee**, whose address is 250 N. 5th Street, Grand Junction, CO 81501, for the benefit of the Persigo 201 System a perpetual Sanitary Sewer Easement ("Easement") for the installation, operation, maintenance, repair and replacement of sanitary sewer facilities and appurtenances related thereto, on, along, over, under, through and across the following described parcel of land, to wit:

Easement as described herein and depicted on **Exhibit "A"** attached hereto and incorporated herein by reference.

TO HAVE AND TO HOLD unto the said Grantee, its successors and assigns forever, together with the right of ingress and egress for workers and equipment to survey, maintain, operate, repair, replace, control and use said Easement, and to remove objects interfering therewith, including the trimming of trees and bushes as may be required to permit the operation of standard utility construction and repair machinery, subject to the terms and conditions contained herein.

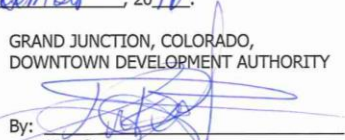
1. Grantor shall have the right to use and occupy the real property burdened by this Easement for any lawful purpose which is not inconsistent with and which will not interfere with the full use and quiet enjoyment of the rights herein granted; provided, however, that Grantor hereby covenants with Grantee that the Easement area shall not be burdened or overburdened by the installation, construction or placement of any structures or any other item or fixture which might be detrimental to the facilities of Grantee or which might act to prevent or impede reasonable ingress and egress for workers and equipment on, along, over, under, through and across the Easement area.

2. Grantee shall not be responsible for any damage caused by the removal of any burden within the Easement area which interferes with Grantee's reasonable ingress or egress on, along, over, under, through and across the Easement area and/or Grantee's use of the Easement area.

3. Grantor hereby further covenants with Grantee that Grantor has good title to the aforescribed premises; that it has good and lawful right to grant this Easement; that it will warrant and forever defend the title and quiet possession thereof against the lawful claims and demands of all persons claiming an interest by, through, or under the Grantor.

Executed and delivered this 13 day of December, 2016.

GRAND JUNCTION, COLORADO,
DOWNTOWN DEVELOPMENT AUTHORITY

By: 
Kirk Granum
Chairman of the Board

State of Colorado)
)ss.
County of Mesa)

The foregoing instrument was acknowledged before me this 13th day of December, 2016 by Kirk Granum as Chairman of the Board of the Grand Junction, Downtown Development Authority.

My commission expires: 7-11-2018
Witness my hand and official seal.


Notary Public

JANET HARRELL
NOTARY PUBLIC
STATE OF COLORADO
NOTARY ID #20144027406
My Commission Expires July 11, 2018

EXHIBIT "A"

20' SANITARY SEWER EASEMENT

A certain parcel of land lying in the Southeast Quarter (SE 1/4) of Section 14, Township 1 South, Range 1 West of the Ute Principal Meridian, County of Mesa, State of Colorado and being more particularly described as follows:

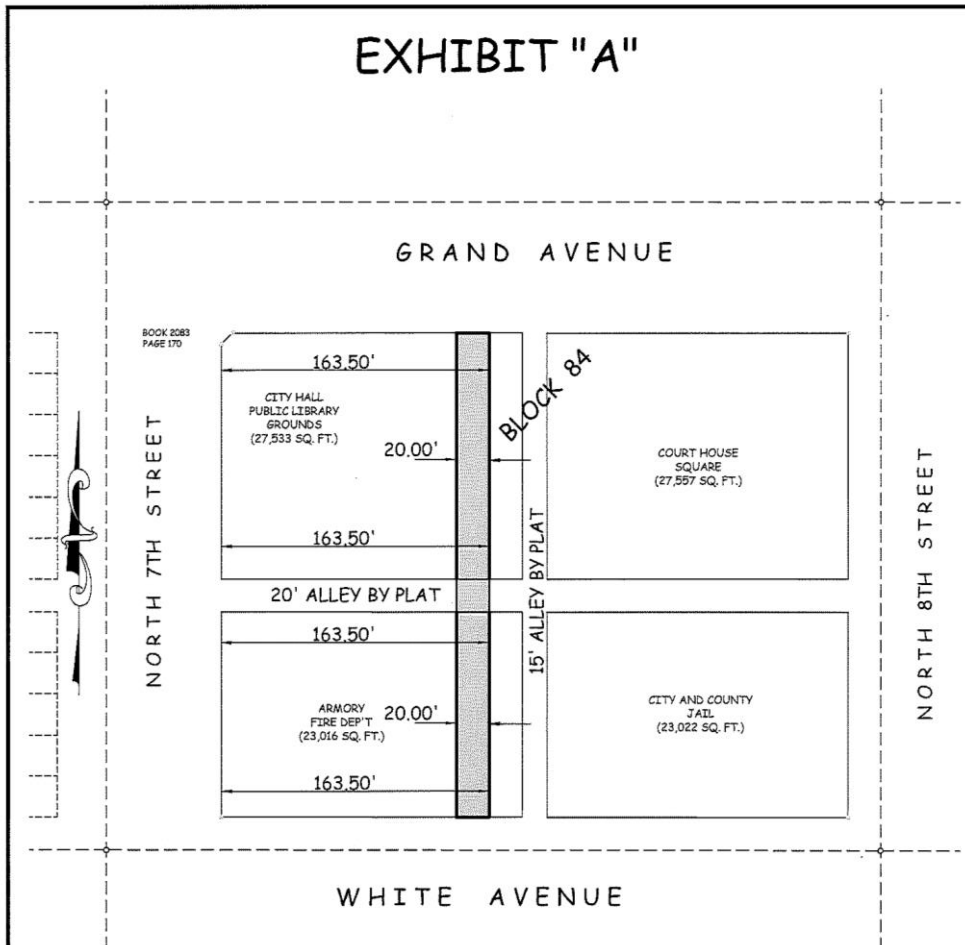
The East 20.00 feet of the West 163.50 feet of Block 84, Plat of Resurvey of Second Division of City of Grand Junction, as same is recorded in Plat Book 2, Page 37, Public Records of Mesa County, Colorado.

CONTAINING 5,907 Square Feet or 0.136 Acres, more or less, as described.

Description created by:

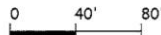
Peter T. Krick, PLS
250 N. 5th Street
Grand Junction, CO 81501

EXHIBIT "A"



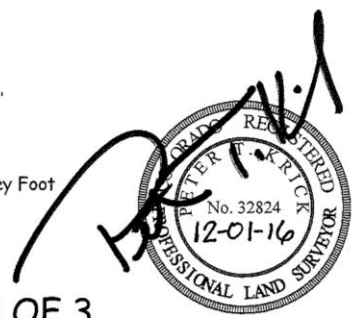
ABBREVIATIONS

P.O.C. POINT OF COMMENCEMENT
 P.O.B. POINT OF BEGINNING
 R.O.W. RIGHT OF WAY
 SEC. SECTION
 TWP. TOWNSHIP
 RGE. RANGE
 U.M. UTE MERIDIAN



1 inch = 80 ft.
 Lineal Units = U.S. Survey Foot

The sketch and description shown hereon has been derived from subdivision plats and deed descriptions as they appear in the office of the Mesa County Clerk and Recorder. This sketch does not constitute a legal survey, and is not intended to be used as a means for establishing or verifying property boundary lines.



SHEET 3 OF 3

DRAWN BY: P.T.K.
 DATE: 07-28-2015
 SCALE: 1" = 80'
 APPR BY: M.G.

20' UTILITY EASEMENT WITHIN
 BLOCK 84
 PLAT OF RESURVEY OF
 SECOND DIVISION OF
 CITY OF GRAND JUNCTION

CITY OF
Grand Junction
 COLORADO

N/CADD/PETER/SURVEYS BY PTK/BLOCK 84



Date: January 10, 2016
 Author: Dave Thornton, AICP
 Title/Phone Ext: Principal
Planner/1450
 Proposed Schedule:
January 24, 2016
 File #: CPA-2016-29

ATTACH 3

PLANNING COMMISSION AGENDA ITEM

Subject: 23 ½ Road Circulation Plan Amendment
Action Requested/Recommendation: Forward a recommendation to City Council of an amendment to the Grand Valley Circulation Plan, an element of the Comprehensive Plan, to change the classification of 23 ½ Road between F ½ Road and Interstate 70 from a Principal Arterial to a Minor Arterial with a modified street section.
Presenters Name & Title: Dave Thornton, Principal Planner

Executive Summary:

This is a request for an amendment to the Grand Valley Circulation Plan for 23 ½ Road between F ½ Road and I-70.

Background, Analysis and Options:

The property known as OneWest, located between 23 ¼ Road and 23 ¾ Road from G Road to Highway 6 & 50 was approved for a Planned Development in 2015 (PLD-2014-385). A condition of this plan is the requirement to sign a Development Agreement with the City, stipulating the timing of improvements, including roadways, within the property.

The Grand Valley Circulation Plan bisects the property with proposed major roadways, including the F ½ Road Parkway (parallel to the Xcel high-voltage lines), 23 ½ Road as a principal arterial (extending north to I-70), and major collectors at ¼ mile intervals.

During the course of developing the agreement, the OneWest partnership approached the City about the desired future of 23 ½ Road. As a Principal Arterial, a significant amount of right-of-way Regional Transportation Planning Office (ROW) would be required in order to develop this roadway. This ROW would need to be set aside now, in order to avoid impacting future development within OneWest. The partnership applied to the City for a change to the classification of 23 ½ Road to a Minor Arterial, specifically to what is known as the “D Road section”, a modified design with the same amount of ROW as a Minor Arterial.

The Grand Valley Circulation Plan was last amended in 2010. The City, in conjunction with its regional partners via the RTPO, has been working toward a broad amendment to the Grand Valley Circulation Plan; however, that effort is not yet completed. This proposal is moving forward without the rest of potential amendments to the Grand Valley Circulation Plan that staff hopes to bring forward at a later date.

If approved, the requested change would apply to the entire stretch of 23 ½ Road, beginning at F ½ Road and continuing north to Interstate 70.

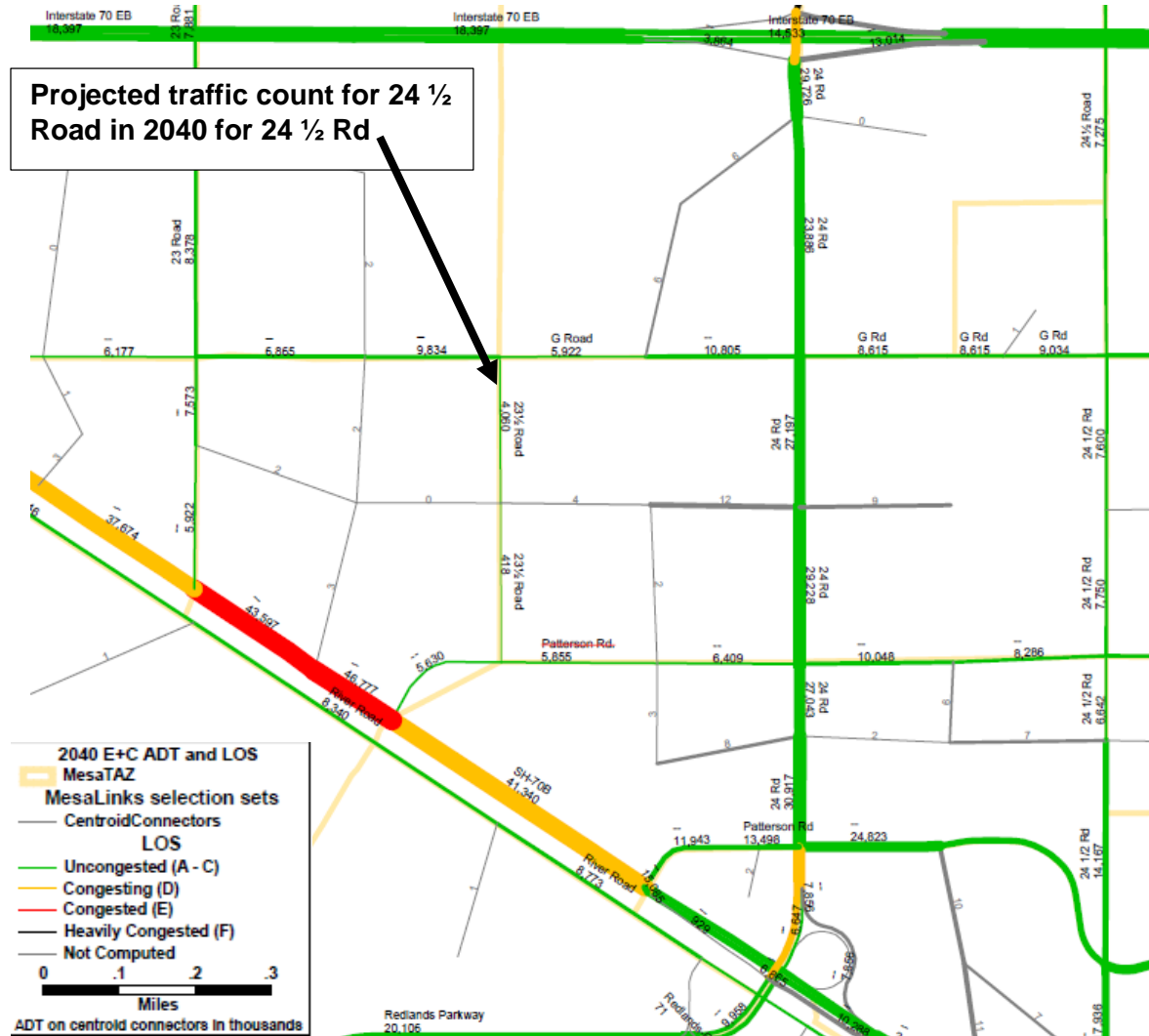
Neighborhood Meeting:

N/A

How this item relates to the Comprehensive Plan Goals and Policies:

Goal 9: Develop a well-balanced transportation system that supports automobile, local transit, pedestrian, bicycles, air and freight movement while protecting air, water and natural resources.

Approval of this amendment will provide future road sections that will accommodate projected traffic for the OneWest Planned Development and Community Hospital area as well as for the Grand Junction community at large passing through. Projected traffic counts by the Regional Transportation Planning Office (RTPO) for the year 2040 include less than 1,000 vehicles along this one-mile stretch in Average Daily Traffic (ADT) count, well within the capacity of a 3-lane minor arterial "D Road Section".



How this item relates to the Economic Development Plan:

The purpose of the adopted Economic Development Plan by City Council is to present a clear plan of action for improving business conditions and attracting and retaining employees. The adopted Outline Development Plan is the first step toward development of this property, which is larger than the Mesa Mall property and has over one-half mile of frontage on US Highway 6 & 50. Reclassifying the 23 ½ Road street classification running north and south through the OneWest Outline Development Plan will establish the appropriate 23 ½ Road corridor size needed and with this amendment will reduce the amount of right-of-way currently required with the existing Principal Arterial street classification.

Financial Impact/Budget:

All costs associated with constructing these streets will occur with future development of the approximately 177 acres associated with the OneWest Outline Development Plan. The City is negotiating a Development Agreement that addresses the responsibilities of each party relative to future infrastructure development, including phasing of said infrastructure. It is anticipated that full buildout of the 177-acre Planned Development parcel will be more than 20 years.

Attachments:

1. Background information
2. Staff report
3. Grand Valley Circulation Plan – Map
4. General Project Report from Applicant
5. Ordinance

BACKGROUND INFORMATION		
Location:	23 ½ Road from F ½ Road to I-70	
Applicant:	CFP Estate, Ltd – Owner Gus R and Chris R. Halandras – Owner Andy Peroulis – Owner Tom Pogue – Representative Joe Coleman - Counsel	
Existing Land Use:	Vacant	
Proposed Land Use:	Mixed Use Planned Development along 23 ½ Road corridor	
Surrounding Land Use:	North	Industrial Community Hospital Medical Office
	South	Commercial
	East	Vacant Mixed Commercial/Industrial
	West	Gravel Extraction RV and Mobile Home Park
Existing Surrounding Zoning:	Planned Development (PD) Business Park (BP) Mixed Use (MU) Industrial I-1 and I-2 24 Road Overlay	
Future Land Use Designation:	Commercial Commercial/Industrial industrial	

STAFF REPORT

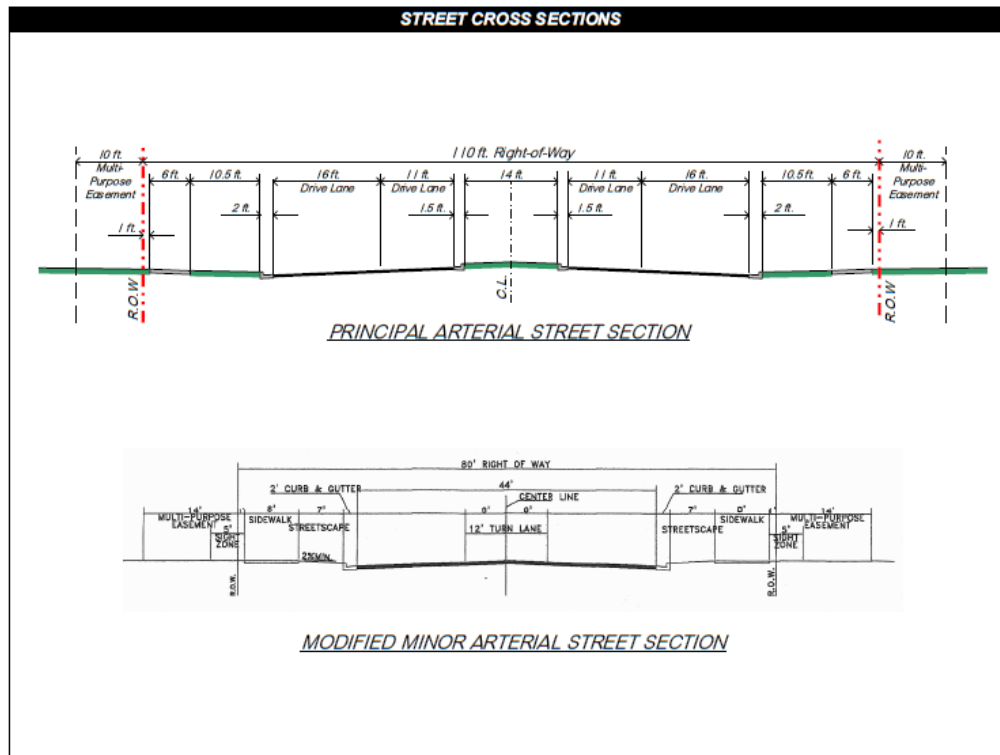
CITY JURISDICTION: The City’s home rule powers and Section 212 of Article 23 of Title 31 of the Colorado Revised Statutes grants authority to the City to make and adopt a plan for the physical development of streets and roads located within the legal boundaries of the municipality and all lands lying within three (3) miles of the municipal boundary. The location of the proposed amendment is entirely within the City Limits.

STAFF ANALYSIS: The applicant is requesting this change to the Grand Valley Circulation Plan (GVCP) and states in their analysis that besides a cost benefit savings to the city for the construction and ongoing maintenance of a Minor Arterial street versus a Principal Arterial street, there are several reasons that a Principal Arterial street is not needed for 23 ½ Road between F ½ Road and I-70. Staff concurs generally with their analysis and offers the following reasons to support the amendment. These include:

1. The Mesa County/Grand Junction Regional Transportation Plan defines minor arterials as streets that collect and distribute traffic from principal arterials and expressways to streets of lower classification such as collector roads and other minor arterial streets and allow for direct access to properties fronting them. Principal arterial streets limit such direct access. The 23 ½ Road corridor as proposed will function in a way that matches the Minor Arterial street definition, because it will provide a connection from the future F ½ Road Parkway (Principal Arterial) to the lower classification streets in that area. It will cross and provide full access to G Road (Minor Arterial), the future F ¾ Road (Collector), and the future G ¼ Road (Collector) as established in the Grand Valley Circulation Plan.
2. The GVCP depicts 23 Road as a minor arterial and 24 Road as a major arterial. The 24 Road corridor fits the definition of a Principal Arterial street because of its connection to I-70, limited

access along its frontage, and projected traffic volumes that warrant expansion to a 5-lane street (4 travel lanes plus median and left turn lanes). The 23 Road corridor begins from US 6 and 50 (Expressway) and heads north across the Interstate with no access to I-70; which matches the definition of a Minor Arterial street. It continues north of I-70 as a “farm to market” road serving area farms and large lot subdivisions, limiting its need to be reclassified as a principal arterial at this time. However, it does meet the transportation planning standard of one-mile spacing for Principal Arterials in urban settings, whereas the 23 ½ Road corridor does not meet this one-mile spacing standard and terminates at I-70.

3. The current Grand Valley Circulation Plan shows a “split diamond” interchange at I-70 and 24 Road, with 23 ½ Road being a part of that interchange connection. The concept was proposed as a way to accommodate future demand by sharing the traffic volume on both 23 ½ Road and 24 Road. It is for this reason that 23 ½ Road was initially classified as a Principal Arterial. In the split diamond interchange concept, eastbound I-70 traffic would exit at 23 ½ Road and either head south on 23 ½ Road or head east along a new frontage road going to 24 Road. Subsequent to the split diamond concept being added to the GVCP, conditions changed with the construction of the roundabouts at the 24 Road and I-70 Interchange, which increased the capacity of the interchange and its ability to accommodate future traffic. The current Regional Transportation Plan and Travel Demand Model indicate that a 5-lane 24 Road corridor and the existing 24 Road Interchange will accommodate projected traffic volumes at an acceptable level of service through 2040. For this reason, the split diamond interchange concept is very unlikely to be constructed because traffic projections through 2040 do not warrant it, and it would not be cost effective given the new infrastructure and access to I-70 that would be required. The 24 Road corridor as a major entry to Grand Junction with its access to Mesa Mall and Patterson Road as well as the future F ½ Road Parkway will be the preferred choice for motorists coming from I-70 and neighborhoods to the north.



Sections 21.02.130 - Grand Junction Zoning and Development Code:

Since the Grand Valley Circulation Plan (GVCP) is considered a part of the Comprehensive Plan, an amendment to the (GVCP) must meet one or more of the following criteria set forth in Section 21.02.130 (c)(2) of the Code:

(i) There was an error such that then-existing facts, projects, or trends that were reasonably foreseeable were not accounted for; or

The applicant in their General Project Reports states that this criterion is being met because 23 ½ Road as a Principal Arterial does not meet the definition found in the Regional Transportation Plan, it is one half mile from another Principal Arterial Street (24 Road) and the north end terminates at I-70. Although these seem to be reasonable support for an error, staff believes that since there is a future split diamond interchange at 23 ½ Road/24 Road identified, the original premise that two principal arterials were needed for future traffic coming off the interstate and local traffic coming over the interstate at 24 Road, was justified. Therefore, there was no error in the Grand Valley Circulation Plan at the time of its adoption.

This criterion has not been met.

(ii) Subsequent events have invalidated the original premise and findings;

Every five years the City and County update the Regional Transportation Plan and determine future traffic projections for all major roads within the Community. Since the adoption of the current Grand Valley Circulation Plan, future traffic projections now show a reduced demand for a principal arterial street running parallel and within one-half mile of 24 Road, a principal arterial.

This criterion has been met.

(iii) The character and/or condition of the area have changed enough that the amendment is acceptable;

Since the GVCP established 23 ½ Road as a principal arterial, 24 Road has seen improvements constructed at the I-70 interchange that enhance and improve traffic circulation and flow as well as increase its ability to accommodate future projected traffic. It is anticipated that even if the split diamond interchange is constructed, the 23 ½ Road corridor as a minor arterial will accommodate traffic demand and does not need to be built as a five lane principal arterial.

This criterion has been met.

(iv) The community or area, as defined by the presiding body, will derive benefits from the proposed amendment.

The width of right-of-way required for 23 ½ Road as a minor arterial is 30 feet less than that required for a principal arterial. This reduces the amount of right-of-way required from the property owners abutting 23 ½ Road. The actual constructed width of a 3-lane road section will further reduce the street as a barrier. As already noted, future traffic projections for this corridor do not warrant a principal arterial street and moving forward to build one will increase the distance of crossing the street east to west creating a larger barrier for pedestrians and those in wheel chairs and on bikes. The required 80 ft. right-of-way for a minor arterial road section reserves the ability to expand 23 ½ Road to 5-lanes if necessary in the future.

This criterion has been met.

(v) The change will facilitate safe and efficient access for all modes of transportation; and

The proposed modified minor arterial street section includes detached sidewalk, bike lanes, and a center turn lane like a principal arterial, however with the reduce width of only 3-lanes instead of 5-lanes of traffic, the street is narrower and easier for other modes of transportation such as pedestrians and bicycles to cross. Traffic typically moves at a slower pace on a 3-lane street than a 5-lane street making it more safe as well. The change to a minor arterial 3-lane section also provides for efficient access to properties with frontage on the corridor. Minor arterials generally allow for more access points to adjacent properties than do principal arterials.

This criterion has been met.

(vi) The change furthers the goals for circulation and interconnectivity;

See responses to Criterion iii, iv, and v above.

This criterion has been met.

FINDINGS OF FACT AND CONCLUSIONS

After reviewing a Comprehensive Plan Amendment, CPA-2016-29, to amend the Grand Valley Circulation Plan, an element of the Comprehensive Plan, to reclassify 23 ½ Road from F ½ Road to I-70 from a Principal Arterial to a Minor Arterial, and specifically to what is known as the “D Road Section”, a modified design with the same amount of ROW as a Minor Arterial, the following findings of fact and conclusions have been determined:

1. The requested amendment is consistent with the goals and policies of the Comprehensive Plan;
2. The review criteria (ii) through (vi) in Section 21.02.130(c)(2) of the Grand Junction Municipal Code have been met.

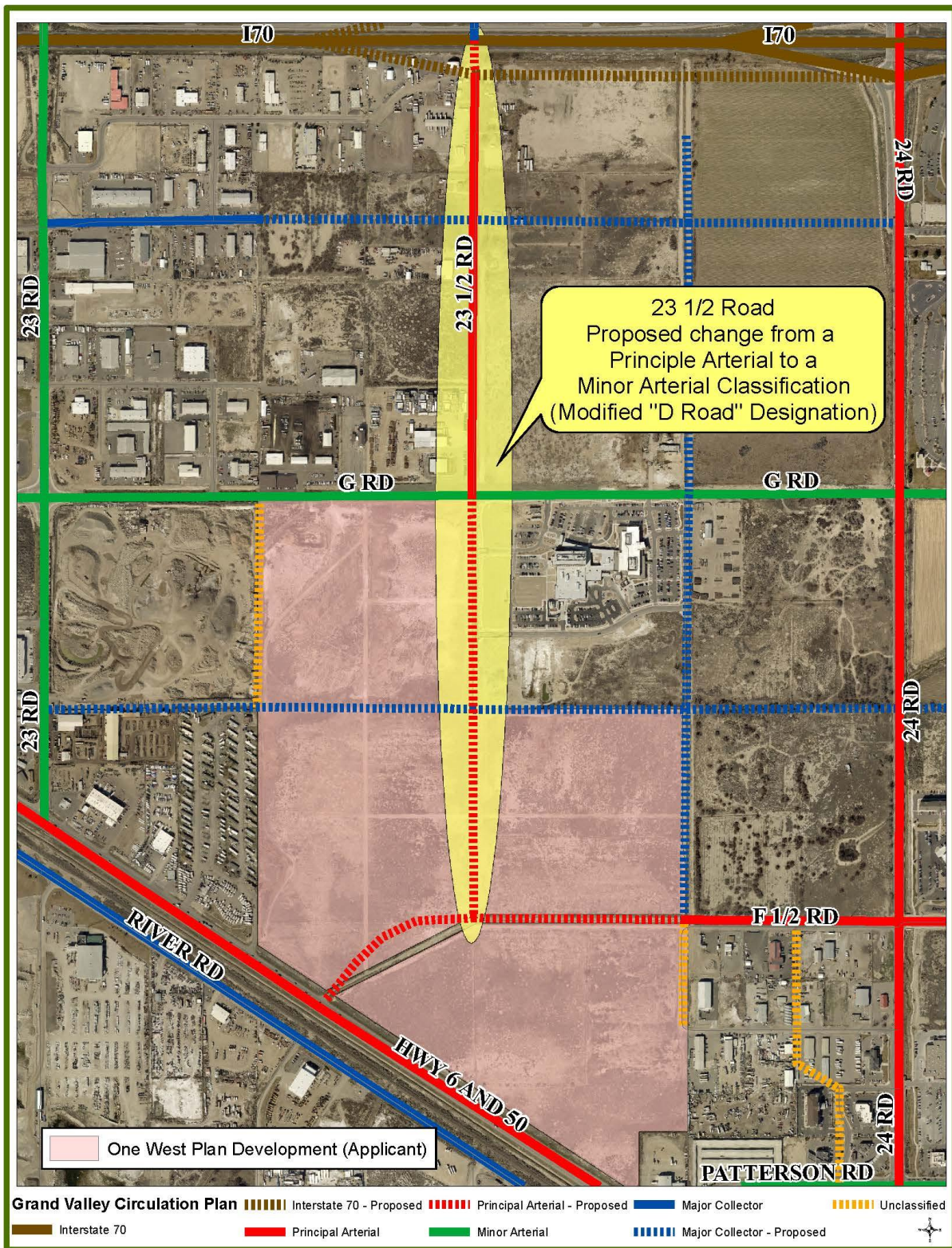
STAFF RECOMMENDATION:

I recommend that the Planning Commission forward a recommendation to the City Council of a Comprehensive Plan Amendment, CPA-2016-29, to amend the Grand Valley Circulation Plan, an element of the Comprehensive Plan, to reclassify 23 ½ Road from F ½ Road to I-70 from a Principal Arterial to a Minor Arterial, and specifically to what is known as the “D Road Section”, a modified design with the same amount of Right-of-Way as a Minor Arterial, with the findings and conclusions listed above.

RECOMMENDED PLANNING COMMISSION MOTION:

Madam Chairman, on the Grand Valley Circulation Plan Amendment, CPA-2016-29, I move that the Planning Commission forward to City Council a recommendation of approval to amend the Grand Valley Circulation Plan, an element of the Comprehensive Plan, to reclassify 23 ½ Road from F ½ Road to I-70 from a Principal Arterial to a Minor Arterial, and specifically to what is known as the “D Road Section”, a modified design with the same amount of Right-of-Way as a Minor Arterial, with the findings and conclusions listed in the staff report.

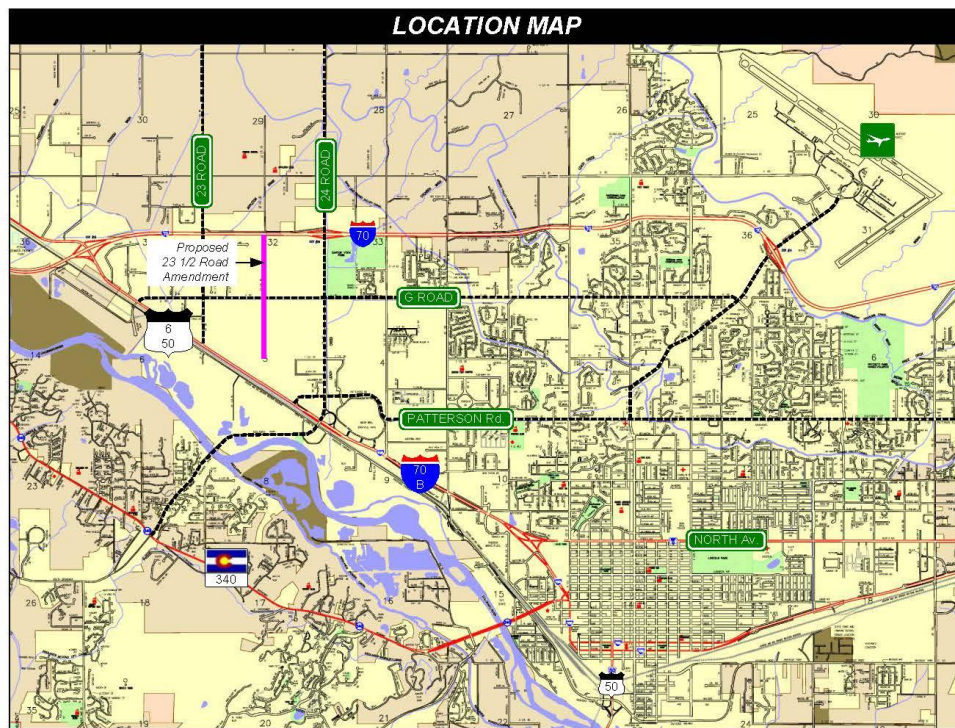
GRAND VALLEY CIRCULATION PLAN - Map



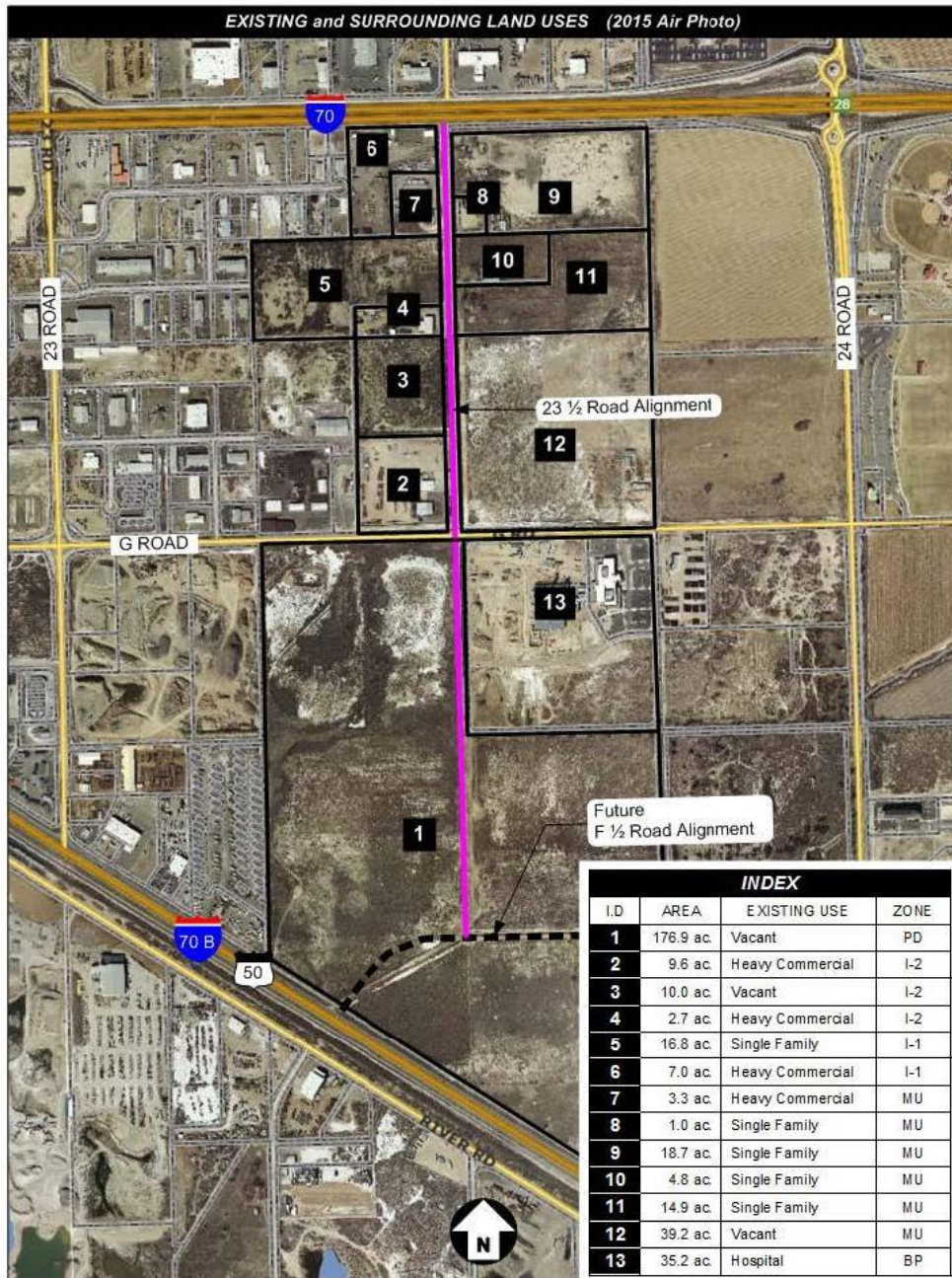
General Project Report
23 ½ ROAD CIRCULATION PLAN AMENDMENT
October, 2016
(Updated January, 2017)

REQUEST – This application is a request to amend the Grand Valley Circulation Plan to change the classification of approximately one mile of 23 ½ Road between F ½ Road (future alignment) and Interstate 70 from a Principal Arterial to a Modified Minor Arterial (aka D Road) designation.

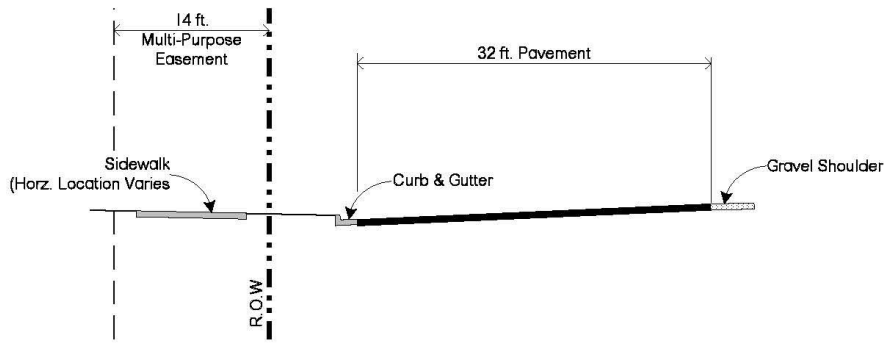
LOCATION – 23 ½ Road is located in part of the north half of Section 5 and part of the south half of Section 32, Township One South, Range One West of the Ute Meridian.



EXISTING and SURROUNDING LAND USES – The dominate land uses in the vicinity of 23 ½ Road are non-residential and vacant. Approximately 339.10 acres of land adjoin 23 ½ Road on 13 separate parcels ranging in size from one acre to 176.90 acres. Approximately 67 percent of the land located adjacent to the isolated one mile length of 23 ½ Road between Interstate 70 and the future F ½ Road alignment is vacant. All of the surrounding land is currently zoned for non-residential uses. An Existing and Surrounding Land Use Map can be found on the following page. The map depicts the location of the land uses in relationship to 23 ½ Road.



23 ½ Road north of G Road has a 22 foot wide asphalt surface and gravel shoulders along each side and terminates at the Interstate 70 right-of-way and does not overpass Interstate 70. South of G Road, approximately 930 lineal feet of 23 ½ Road has been recently constructed as depicted on the following illustration:



EXISTING SOUTH BOUND 23 ½ ROAD IMPROVEMENTS

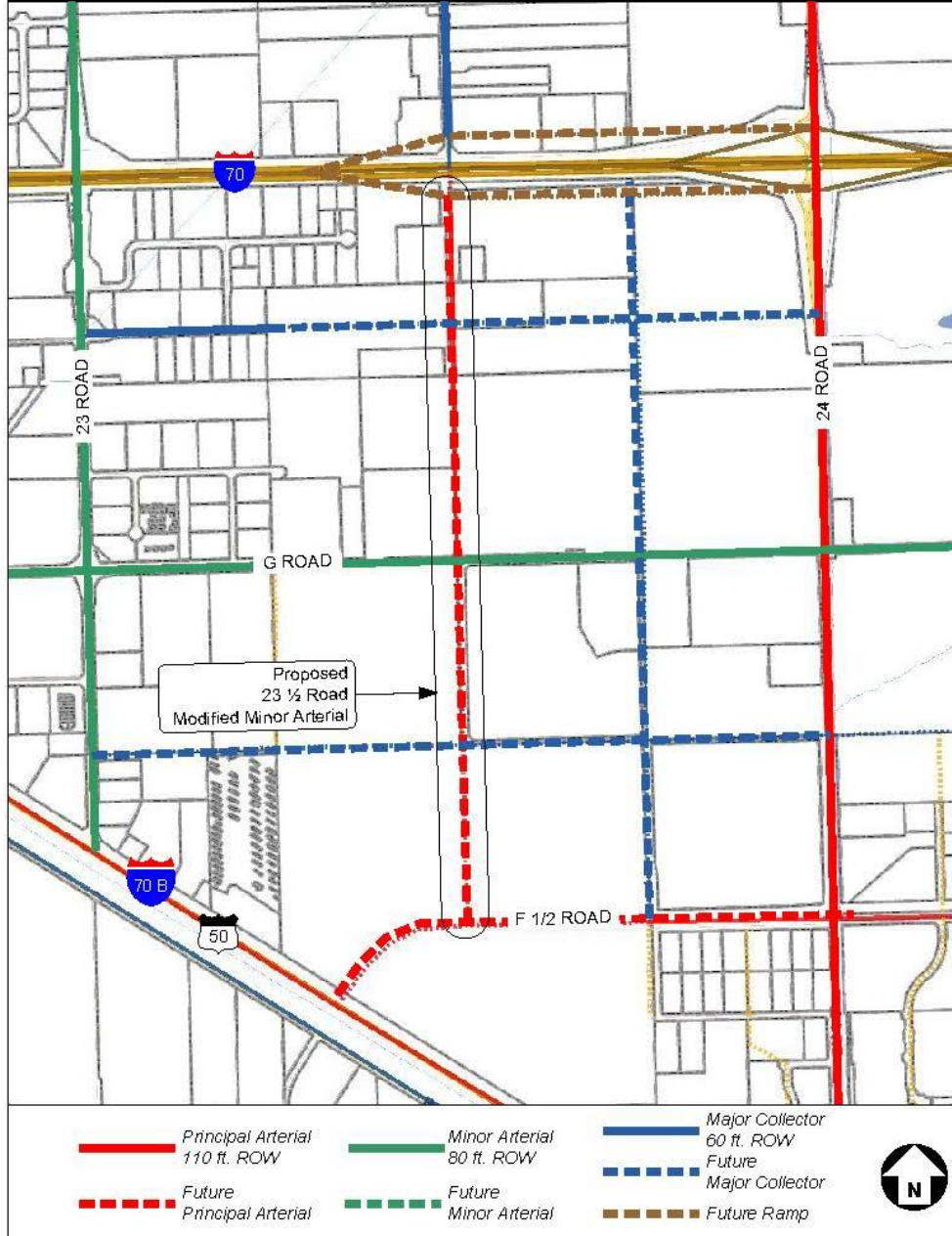
CIRCULATION PLAN – The City has adopted the *Grand Valley Circulation Plan* (GVCP). The primary purpose of the GVCP serves to identify both major and minor routes for circulation and connectivity in the Grand Junction vicinity. The plan designates 23 ½ Road as a Principal Arterial.

The *Mesa County 2035 Regional Transportation Plan* defines a Principal Arterial as, “Principal arterials permit traffic flow through the urban area and between major destinations. They are of great importance in the transportation system since they connect major traffic generator and other major activity centers such as the central business district, university, airport and mall. Principal arterials carry a high proportion of the total urban travel on a minimum of roadway mileage. In urban area, a gridded pattern of arterials is typically recommended with one-mile spacing for principal arterials.”

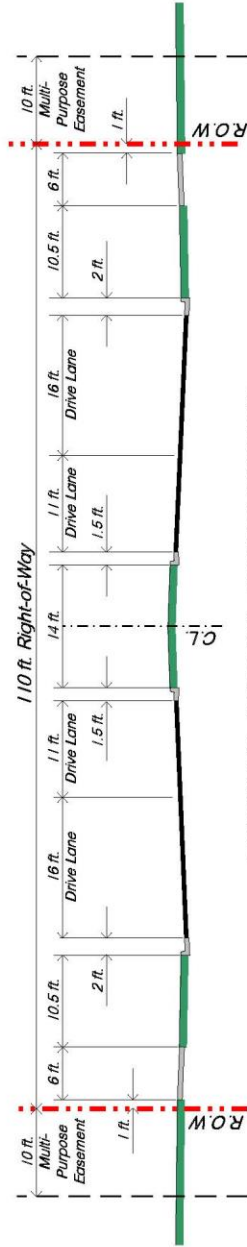
The plan defines a Minor Arterial street as, “minor arterials collect and distribute traffic from principal arterials and expressways to streets of lower classification and, in many cases, allow traffic to directly access destinations. They typically serve secondary traffic generators such as community business center, neighborhood shopping centers, multi-family residential areas, parks, and traffic between neighborhoods. Access to land use activities is generally permitted but should be consolidated, shared, or limited to larger-scale uses. Minor arterial street spacings are typically recommended at ½ mile intervals between principal arterials.”

The GVCP also identifies several other roadway alignments in the vicinity of 23 ½ Road and are depicted on the City’s *Functional Classifications for Roadways*, shown on the next page. Other nearby roadway alignments include: 24 Road, located one half mile east of 23 ½ Road, is classified as a “Principal Arterial” and 23 Road, located on half mile west of 23 ½ Road that is classified as a “Minor Arterial”. The page following the street classification map is a drawing that depicts the standard Street Cross Sections for a Principal Arterials and a Modified Minor Arterial.

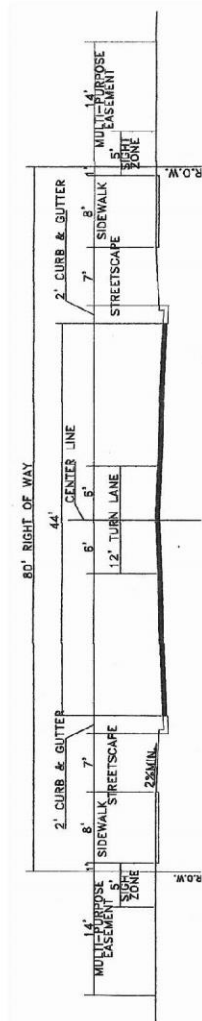
STREET CLASSIFICATION MAP



STREET CROSS SECTIONS



PRINCIPAL ARTERIAL STREET SECTION



MODIFIED MINOR ARTERIAL STREET SECTION

PUBLIC BENEFITS – A cost analysis was conducted for each of the two street sections. The accompanying cost estimate is based on today’s costs and is subject to future economic fluctuations and inflation. This estimate is an opinion without the benefit of final construction documents and is based on previous projects which are similar in nature prior to the estimate date. The purpose of the estimate is to provide an “order of magnitude” of the costs the City may incur and do not include any private participation. The Principal Arterial Street section will be in the range of \$1,046.00 per centerline foot and the Major Collector Street section will be in the range of \$704.00 per centerline foot. The total estimated cost to construct a Major Arterial Street section for 23 ½ Road is approximately 1.88 million dollars less than the costs for a Principal Arterial section.

23 1/2 ROAD PRINCIPAL ARTERIAL SECTION

ITEM	DESCRIPTION	UNIT	QUAN.	UNIT PRICE	TOTAL
1	Clear and Grub Right-of-Way	LF	1	\$3.00	\$3.00
2	Excavation	CY	10	\$12.00	\$120.00
3	Sub-Grade Preparation	SY	12	\$9.00	\$108.00
4	Class 6 ABC	TON	12	\$22.00	\$240.00
5	2'-0" Curb and Gutter	LF	4	\$22.00	\$88.00
6	7'-0" Sidewalk	LF	2	\$28.00	\$56.00
7	Grading SX HBP	TON	2	\$98.00	\$196.00
8	Landscaping	SF	35	\$3.00	\$105.00
9	Compliance Testing	LS			\$2.00
10	Engineering Design	LS			\$88.00
11	Construction Management	LS			\$30.00
				Sub-Total	\$1,036.00
12	Contingency	LS			\$10.00
				TOTAL PER FOOT	\$1,046.00

23 1/2 ROAD MODIFIED MINOR ARTERIAL SECTION

ITEM	DESCRIPTION	UNIT	QUAN.	UNIT PRICE	TOTAL
1	Clear and Grub Right-of-Way	LF	1	\$2.00	\$2.00
2	Excavation	CY	7	\$11.00	\$55.00
3	Sub-Grade Preparation	SY	9	\$9.00	\$63.00
4	Class 6 ABC	TON	9	\$22.00	\$176.00
	2'-0" Curb and Gutter	LF	2	\$22.00	\$88.00
5	8'-0" Sidewalk	LF	2	\$32.00	\$60.00
6	Grading SX HBP	TON	1	\$98.00	\$98.00
7	Compliance Testing	LS			\$2.00
8	Engineering Design	LS			\$65.00
9	Construction Management	LS			\$30.00
				Sub-Total	\$639.00
10	Contingency	LS			\$65.00
				TOTAL PER FOOT	\$704.00

By using the cost estimate as a base line, a comparison for ongoing street maintenance cost to the City can be calculated. It is estimated that the cost for the City to maintain the Major Collector

Section would be approximately 32 percent less than those costs to maintain the Principal Arterial Section.

The Major Collector Section would consume approximately six acres less land than that of a Principal Arterial. Thus, increasing the property tax base since the land not dedicated for a Principal Arterial will be privately owned.

COMPARISON SUMMARY TABLE						
CATEGORY	MODIFIED MINOR ARTERIAL			PRINCIPAL ARTERIAL		
	Positive	Negative	Neutral	Positive	Negative	Neutral
Driveway Accessibility	✓				✓	
Public Acceptance			✓			✓
Construction and Maintenance Cost	✓				✓	
Affect to Future Street Circulation			✓			✓
Affect to Utility Extensions			✓			✓
Loss of Private Land	✓				✓	
Emergency Service Accessibility			✓			✓
Drainage Improvements			✓			✓

EVALUATION OF REQUEST

Evaluation of the request is accomplished by using criteria contained within the Grand Junction Municipal Code (GJMC) for approval of: Comprehensive Plan Amendments. The following response to each of the applicable criteria illustrates compliance:

21.08.13(c) Criteria for Plan Amendments.

(2) The City and County shall amend the Grand Valley Circulation Plan and Urban Trails Master Plan if:

(i) There was an error such that then-existing facts, projects, or trends that were reasonably foreseeable were not accounted for;

RESPONSE: The following was not accounted for during the adoption of the GVCP:

- The current Principal Arterial designation for 23 ½ Road does not meet the definition contained within the *Mesa County 2035 Regional Transportation Plan*.
- 23 ½ Road is located one half mile from an existing Principal Arterial and an existing interchange with Interstate 70.
- The north end of the corridor terminates at Interstate 70.

(ii) Subsequent events have invalidated the original premises and findings;

RESPONSE: The GVCP identifies a future “diverging triangle” that would allow access to the existing 24 Road interchange with Interstate 70. The *Mesa County 2040 Regional Transportation Plan* does not include plans to construct an interchange, or overpass at 23 ½ Road and Interstate 70 in the foreseeable future. Other changes surrounding the 23 ½ Road corridor includes:

- Establishment of the nearby 24 Road Corridor Neighborhood Plan
- Construction of modern improvements to 24 Road and its interchange with Interstate 70.
- The ongoing development of non-residential uses in the area.
- Acceptance of the Official Development Plan and rezone for the 176.9 acre OneWest development proposal that is split by the 23 ½ Road alignment.

(iii) *The character and/or condition of the area have changed enough that the amendment is acceptable;*

RESPONSE: The significant change in the area is the establishment of an Official Development Plan (ODP) that defines future growth patterns on the largest undeveloped parcels in the vicinity of 23 ½ Road. The ODP for the 176.9 acre property shows the anticipated (and only logical) intersection between the proposed F ½ Road and 23 ½ Road at a location in close proximity to the intersection of the Proposed F ½ Road and the Interstate 70 Business Loop, two Principal Arterials. Designating 23 ½ Road a third Principal Arterial in the immediate area will increase the stacking of cars between the Business Loop and 23 ½ Road by “encouraging” increased traffic that should and could better use 23 Road or 24 Road to access the new Community Hospital on G Road.

(iv) *The community or area, as defined by the presiding body, will derive benefits from the proposed amendment;*

RESPONSE: See Public Benefit statement on page 3.

(v) *The change will facilitate safe and efficient access for all modes of transportation; and*

RESPONSE: The requested change will not preclude the safe and efficient access for all modes of transportation.

(vi) *The change furthers the goals for circulation and interconnectivity.*

RESPONSE: The requested change will not hinder the goals for circulation and interconnectivity and will facilitate efficient access to the area and avoid potential traffic disruptions at the intersection of the two Principal Arterials at F ½ Road and the Interstate 70 Business Loop.

The following are **justifications** for acceptance of the requested change in classification of 23 ½ Road between F ½ Road and Interstate 70 from a Principal Arterial to a Modified Minor Arterial include:

- The proposal meets or exceeds the Approval Criteria contained within Sections 21.02.130(c)(2) of the GJMC.
- The request change meets the definition of a Major Collector within the *Mesa County 2035 Regional Transportation Plan*.
- The one mile isolated section of 23 ½ Road is not of great importance to the transportation system because it does not connect to major activity centers such as, a central business district, University, airport or mall.
- Given the surrounding and future land uses adjacent to the short segment of 23 ½ Road it will not carry a high proportion of the total urban traffic.
- 23 ½ Road is located within one half mile of a Principal Arterial, thus closer than the anticipated one mile spacing for Principal Arterials.
- The *Mesa County 2040 Regional Transportation Plan* does not identify improvements to 23 ½ Road at its termination point at Interstate 70.
- Future development land uses have been established on the largest tract of land along the 23 ½ Road corridor.
- Benefit to the community is positive.

CITY OF GRAND JUNCTION, COLORADO

ORDINANCE NO.

**AN ORDINANCE AMENDING GRAND VALLEY CIRCULATION PLAN,
AN ELEMENT OF THE COMPREHENSIVE PLAN,
SPECIFICALLY, TO REVISE THE STREET CLASSIFICATION OF 23 ½ ROAD
FROM A PRINCIPAL ARTERIAL TO A MINOR ARTERIAL
WITH A MODIFIED ARTERIAL (aka D ROAD SECTION DESIGN) DESIGNATION**

LOCATED on 23 ½ Road between F ½ Road and Interstate-70

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 a request to amend the Grand Valley Circulation Plan, an element of the Comprehensive Plan, to revise the street classification of 23 ½ Road between F ½ Road and I-70, finding that it conforms with the goals and policies of the Comprehensive Plan and that the review criteria (ii) through (vi) in Section 21.02.130(c)(2) of the Grand Junction Municipal Code have been met.

After public notice and public hearing, the Grand Junction City Council finds that the requested amendment conforms with the goals and policies of the Comprehensive Plan and that the review criteria (ii) through (vi) in Section 21.02.130(c)(2) of the Grand Junction Municipal Code have been met.

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

The Grand Valley Circulation Plan (GVCP) be revised to reclassify 23 ½ Road from F ½ Road to I-70 from a Principal Arterial to a Minor Arterial, and specifically to what is known as the "D Road Section" found in the Municipal Code Title 37, Chapter 37.12, a modified design with the same amount of Right-of-Way as a Minor Arterial, as shown on attached Exhibit A.

Introduced on first reading this _____ day of _____, 2017 and ordered published in pamphlet form.

Adopted on second reading this _____ day of _____, 2017 and ordered published in pamphlet form.

ATTEST:

City Clerk

Mayor

Exhibit A

