

Subdivision Dev. in H.O. Retail Liquor store
 Date 6/9/77 Item # 43-77
 Petitioner Rex R. Schoonover

Preliminary Review Agencies Comments

Final Review Agencies Comments

Fire Dept. - 1 hydrant req'd at entrance.

City Eng. - 2nd Drive unnecessary, parallel parking vulnerable to collisions from 90° spaces.

Action Taken

P.C. approved 29 Jun 77

C.C. approved 20 July 77

Comments

NO' needed

1) Closing of EAST DRIVE.

2) moving parking (2 P SPACES)

3) Fence E, W, & N PROPERTY LINES

4) STRUCTURAL LANDSCAPING ALONG FRONT & around entrance.

5) STAFF TO WORK WITH DEV. TO

ASSESS NEED FOR ACCESS TO SPERMINO DR.

Action Taken

P.C. _____

C.C. _____

Comments

ITEMS REQUIRED FROM DEVELOPER

- Check
- Drainage
- Improvements Guarantee
- Utility Agreement
- Landscaping
- Annexation
- Title Investigation
- Covenants
- Other (Specify)

Legal Description of Development:

Beginning at the Northwest corner of Lot 5 in Block 2 of the Artesia Heights Subdivision, Mesa County, Colorado; thence S. 89° 53' E. 136.0 feet; thence S. 17° 27' W. 270.81 feet to the northerly R.O.W. of U.S. Highway 50; thence along said R.O.W. N. 64° 53' W. 110.0 feet; thence N. 30° 10' E. 88.65 feet; thence N. 00° 07' E. 135.3 feet to the point of beginning.

This application completed by

Rex Schouover

NAME

278 Gary Drive G.S. Colo

ADDRESS

5/18/77

DATE

Elizabeth Schouover

NAME

278 Gary Dr. G.S. Colo

ADDRESS

5/18/77

DATE

ARTESIA HEIGHTS SUBDIVISION
BLOCK 2 PARCEL B
OWNERS: MR & MRS REX SCHONNBERG

N 00° 07' E 135.3'

N 60° 51' E 140.81'

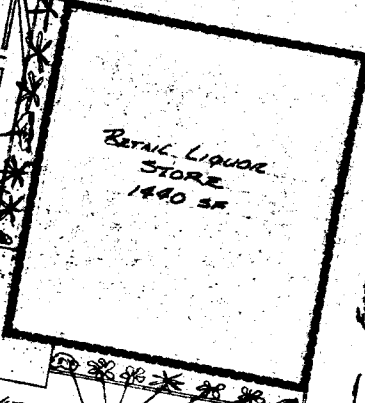
N 89° 53' E 89.0'

N 30° 10' E 88.63'

SEWER

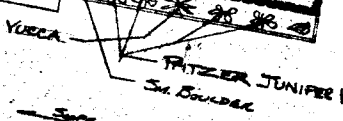
CUSTOMER PARKING

SA BOLDER GRAVE



EMPLOYEE PARKING

N 177° 29' E 150.0'



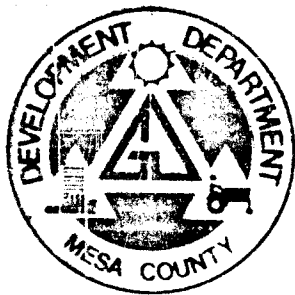
35' DRIVEWAY

close driveway
35' DRIVEWAY

N 61° 55' W

50.0'

U.S. HIGHWAY 50



CITY - COUNTY
DEVELOPMENT DEPT.

P.O. BOX 897 - GRAND JUNCTION COLORADO - 81501
DIAL 303 243-9200 ext. 343

Grand Junction Planning - Mesa County Planning - Building Department

August 16, 1977

TO: City Planning Commission
FROM: City Planning Staff
SUBJECT: REQUESTED STAFF STUDY OF ACCESS TO SHERMAN DRIVE
FROM RETAIL LIQUOR STORE AT 2706, U.S. 50.

The traffic situation in the area of 27 road, U.S. 50, Sherman Drive and Dorothy Street was analyzed with respect to impacts which may occur from access to the subject property. The following conditions and criteria were used as base information for this analysis.

- 1) Statement by applicant that approximately 40% of his customers presently use his existing rear access.
- 2) No median cut is available on U.S. 50 between 27 Road and Dorothy Street.
- 3) Four existing parcels fronting on the South side of Sherman Drive are vacant and available for development under the H.O. zone. These parcels are all in common ownership with parcels fronting on U.S. 50 (See map 1).
- 4) Access to Sherman Drive is presently used by Texoma Restaurant and Phillips Bulk Plant.
- 5) Seven single family residences exist on the North side of Sherman Drive.
- 6) Intersection of 27 Road and U.S. 50 is presently signalized.
- 7) Present average daily trips (ADT) on Sherman Drive is 145.

Map one shows the anticipated traffic flow if no rear access is provided. Two problems become immediately evident with this type of circulation. The first is the probability of U-turns in U.S. 50 at each end of the median strip creating an extremely hazardous situation. The second problem would be a high incidence of clockwise

MEMORANDUM

Reply Requested

Yes No

Date

July 18, 1977

To: (From:) Karl Metzner
Assistant City Planner From: (To:) Steve McKee *S.M.*

Retail liquor store at 2706 Highway 50

Subject: Access to Sherman Drive

Sherman Drive is a quiet residential street with an estimated traffic volume of 145 vehicles per day between 27 Road and Dorothy Avenue. Sherman Drive is an asphalt mat with no curb, gutter or sidewalk.

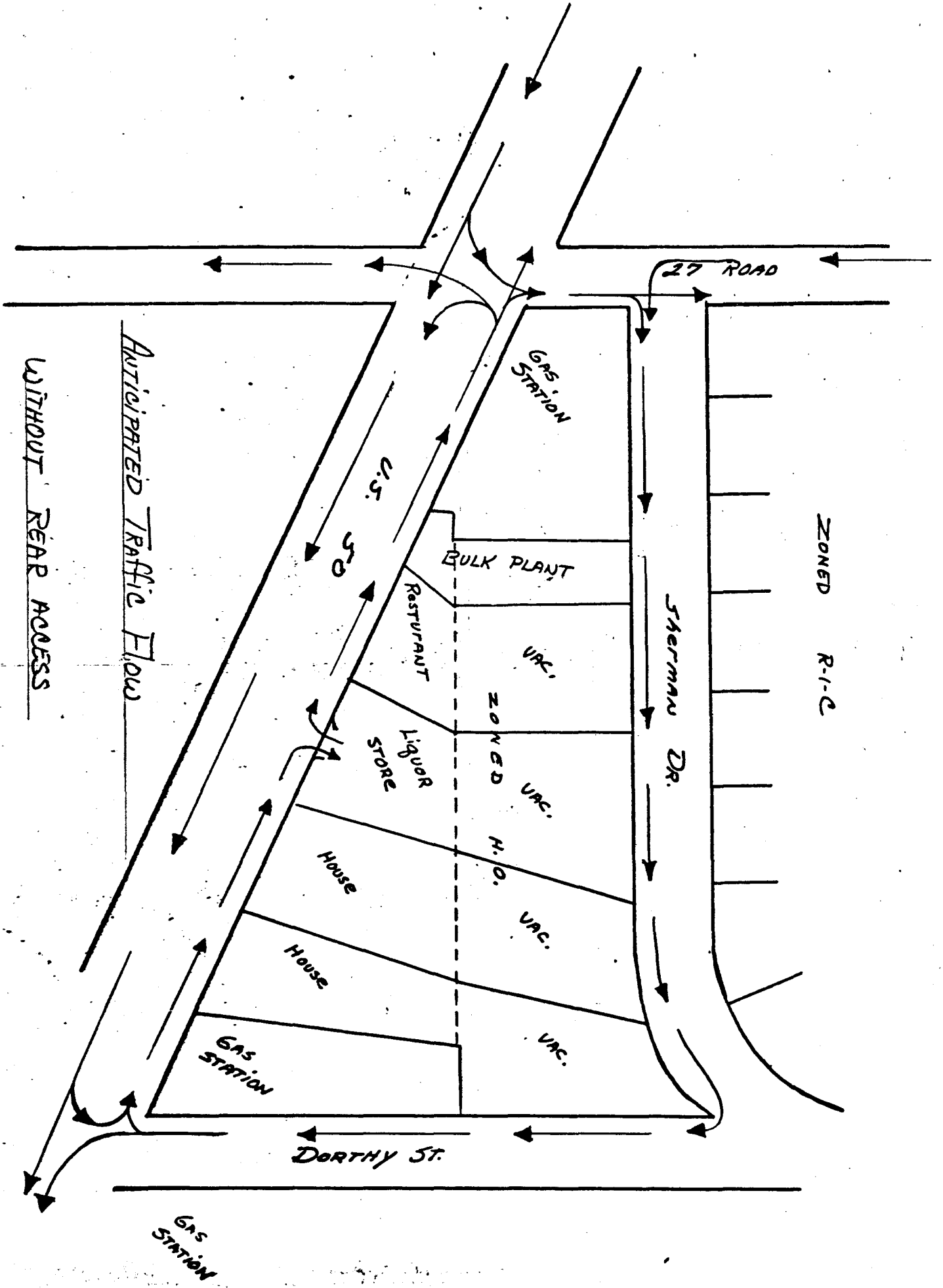
Access to Sherman Drive will undoubtedly provide better traffic flow to the liquor store providing access to 27 Road and Highway 50; however, based upon Mr. Schoonover's estimate of 200 vehicles per day into the store and 40% using the rear access, this could double the traffic demand on Sherman Drive.

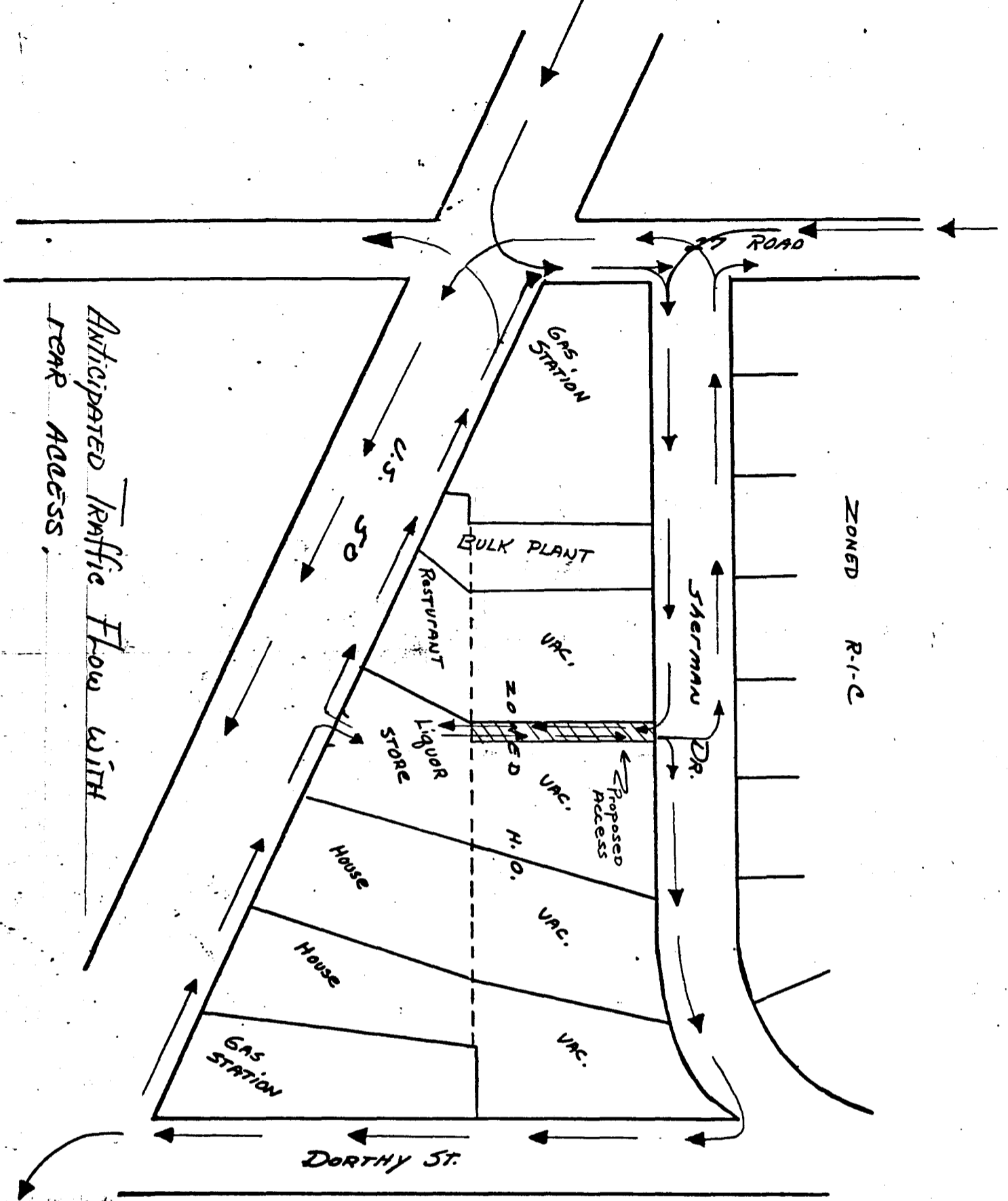
"around the block movement" in order to avoid a U-turn situation. This can be expected to increase the traffic on Sherman and Dorthy. An additional factor will emerge when the parcels South of Sherman are developed creating additional traffic which has no alternative but to use Sherman and Dorthy.

Map two shows the anticipated traffic flow if a rear access is provided. With this system traffic on Sherman will approximately double (est. 290 ADT calculated by city traffic engineer) but 2/3 to 3/4 of this increase can be expected to travel to 27 Road. Traffic on the east 1/2 of Sherman and on Dorthy Street would increase only slightly. Using this system the probability of U-turns on U.S. 50 would be reduced significantly.

Recommendations:

- 1) Access to the Sherman Drive should be allowed. The access should be in the form of a minimum 20' access easement from Sherman to the proposed drive on U.S. 50. This would allow a future development on the rear property to have access on U.S. 50, eliminating needless traffic on Sherman Drive. This easement would be the only access for the vacant property. No additional curb cuts should be allowed. (Map 3)
- 2) A barrier (I.E. fencing) should be provided along the property line on Sherman Drive to prevent access at any point except the easement.
- 3) Future development on the property to the East should contain the same provisions of joint access. (Map 3)
- 4) Access easements should be asphalt and signed to clearly indicate access points and directions of travel.
- 5) A fence or suitable traffic barrier to be provided between subject property and Texoma Restaurant property (entire length).





GAS STATION

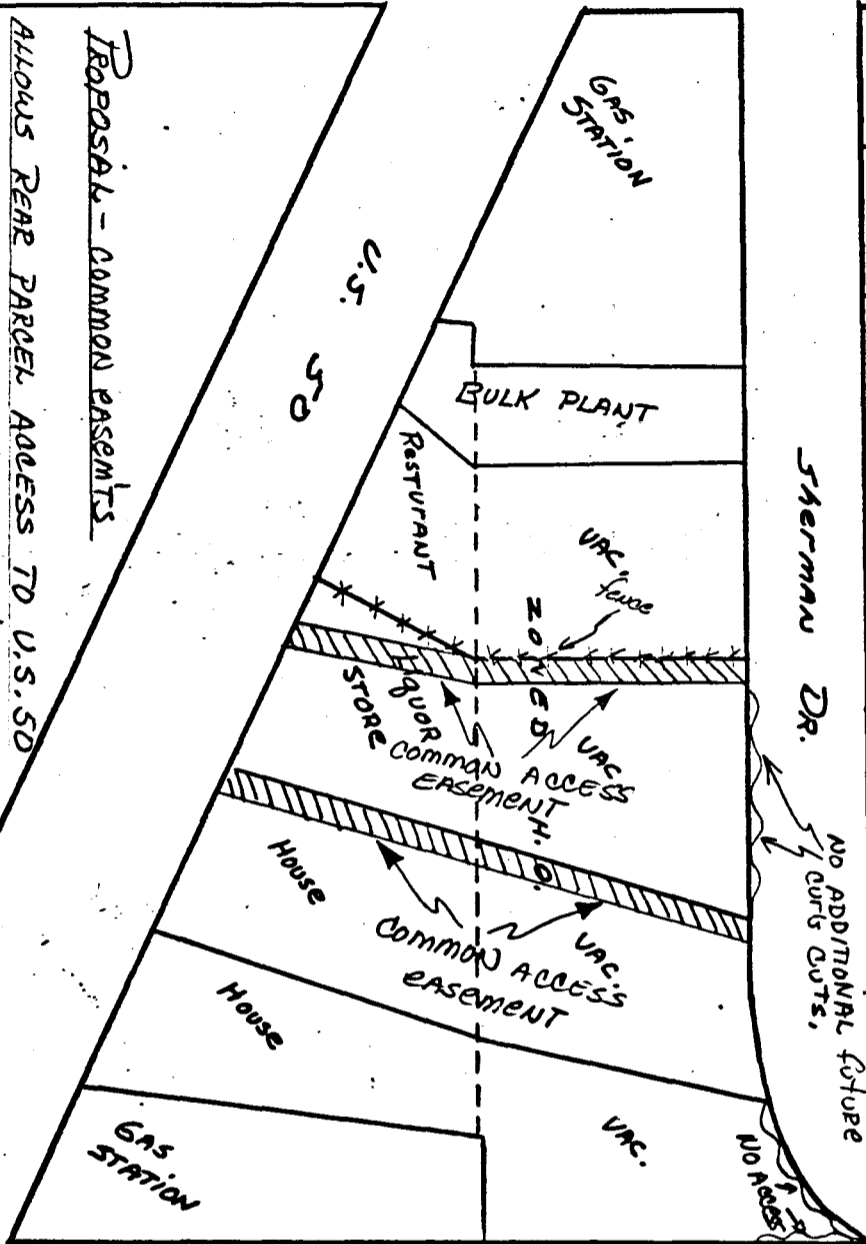
27 ROAD

ZONED R-1-C

Sherman Dr.

NO ADDITIONAL FUTURE CURB CUTS,

TRIPASAK - COMMON EASEMENTS
ALLOWS REAR PARCEL ACCESS TO U.S. 50
REDUCING TOTAL TRAFFIC ON SHERMAN
WHEN H.O. ZONED AREA IS TOTALLY BUILT OUT.



DORTHY ST.

GAS STATION

3