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File 1980-0054  
Date 8/6/01

Project Name: St. Matthews Parish – Conditional Use

P r e s e n t	S c a n n e d	<p>A few items are denoted with an asterisk (*), which means they are to be scanned for permanent record on the ISYS retrieval system. In some instances, not all entries designated to be scanned are present in the file. There are also documents specific to certain files, not found on the standard list. For this reason, a checklist has been included.</p> <p>Remaining items, (not selected for scanning), will be marked present on the checklist. This index can serve as a quick guide for the contents of each file.</p> <p>Files denoted with (**) are to be located using the ISYS Query System. Planning Clearance will need to be typed in full, as well as other entries such as Ordinances, Resolutions, Board of Appeals, and etc.</p>
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## DOCUMENTS SPECIFIC TO THIS DEVELOPMENT FILE:

X	X	Action Sheet			
X	X	Review Sheet Summary			
X	X	Conditional Use Request Report			
X	X	Planning Commission Minutes – ** - 9/30/80			
X		Letter from Alex Candelaria to Reverend Richard Foster re: petition approved – 10/2/80			
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REVIEW SHEET SUMMARY

FILE# 54-80

ITEM CONDITIONAL USE-CHURCH & OFFICES-  
FINAL

DATE SENT TO REVIEW DEPT. 8-06-80

DATE DUE 8-18-80

PETITIONER St. Matthews Parish

LOCATION 652 27½ Rd.

DATE REC.	AGENCY	COMMENTS
8-12-80	FLOODPLAIN	Not in flood area
8-12-80	MT. BELL	No requests- no objections
8-13-80	CITY UTL	I don't understand the comments about a 60 ft. right-of-way. City standards call for either 55 ft. or 66 ft. depending on road design. F½ Road should not be constructed in bits & pieces; it should be constructed totally now or in two phases (one for church and one for remainder) or a power of attorney for full cost improvements at a latter date obtained. If a sanitary sewer is needed in F½ Road for future developments, it should be constructed prior to street improvements.
8-14-80	G.J. DRAINAGE	Out of District
8-18-80	TRANS. ENG.	A 20' drive is narrow for 2-way traffic.
8-18-80	CITY FIRE	Required fire protection not shown. Please resubmit showing hydrant placement and line size. Not enough information to comput required fire flow. One or more fire hydrants will be required on a min. 8 inch line.

STAFF RECOMMENDATIONS

1. R-1-A height limit is 25'. Recommend that the height limit for this Conditional Use not exceed 25' by more than 25% (31') due to single family area adjacent to east.
  2. Recommend that the proposed road alignment be coordinated with the Onion Hill development. Petitioner should get a statement from Onion Hill approving alignment.
  3. Proposed sign should conform to sign code for residential area (25 sq. ft. per face).
- Recommend approval as per comments.

8-18-80 CITY ENG. I recommend initial construction of F½ Road from the east property line to just west of the most westerly driveway with full pavement width and curbs and gutters to facilitate street drainage and with sidewalk on the north side only. Sidewalk on the south side could be handled by power of attorney. No temporary cul-de-sac should be needed because of the proximity of the church driveway to facilitate turn-arounds. All of the street right-of-way should be dedicated and power of attorney for the remaining length of street (from the westerly driveway to their north property line) should be granted prior to issuance of the conditional-use permit. The petitioner should extend the public sewer from Spring Valley in F½ Road. Detailed engineering plan for the sewer extension and street should be submitted for my approval prior to construction. The City standards require 41 ft. mat on 66 ft. right-of-way for this collector street. Spring Valley to the east has 34 ft. mat on 60 ft.

CITY ENG.  
CON'T

right-of-way. This street will function as a collector street. The proposed alignment is geometrically satisfactory. I do not know how the property owners to the north feel about this.

8-19-80

G.V. WATER USER'S  
ASSOC.

The Grand Valley Water User's Assoc. claims an existing right-of-way along the east & south boundaries of this property for an irrigation lateral. Part of each lateral is presently in pipe for the first time as of this year, but right-of-way for operation & maintenance is still required. The exact location of the lateral is not shown on the engineer's drawing, but a suitable right-of-way of record is hereby requested.

Further, proposed plantings adjacent to the piped lateral along the east side of the property may be harmful to that pipeline & the Assoc. requests some assurance that this will not be the case. Also any crossings over that lateral such as F $\frac{1}{2}$  Road, will have to be properly designed & constructed to avoid damage to the pipeline or ditch.

8-19-80

PUBLIC SERVICE

PSCo. Electric: No objections  
PSCo. Gas: No objections

8-27-80

PARKS &amp; REC.

It seems strange to screen the building (which is no doubt an architectural masterpiece) and leave the entire parking lot exposed. They could use plantings to help keep the building cooler in the summer by placing shade trees on the south and west.

8-26-80/GJPC/SIMONETTI/FLAGER PASSED 6-0 A MOTION TO TABLE THIS CONDITIONAL USE REQUEST BY ST. MATTHEWS PARISH, PRIMARILY DUE TO THE ALIGNMENT OF THE ROADWAY, AND SO THAT THE DEVELOPERS CAN GET TOGETHER AND ATTEMPT TO RESOLVE THE ROAD PROBLEM.

9/30/80 GJPC FLAGER/SIMONETTI PASSED 5-0 A MOTION TO RECOMMEND APPROVAL TO THE CITY COUNCIL OF #54-80 CONDITIONAL USE, BECAUSE THE COMPROMISE HAS BEEN REWORKED AND THE COMMISSION RECOMMENDS THE CONTINUATION OF THE SIXTY FOOT RIGHT OF WAY WIDTH FOR THE STREET TO MAKE IT CONSISTENT THROUGHOUT THE AREA.

10-14-80

CITY ENG

Revised street alignment appears to fit the layout presented by Armstrong and Paragon in our offices recently. This sketch does not show any detailed geometry. A detailed description of the street right-of-way and appropriate dedication instrument should be submitted. The 60 ft. wide street right-of-way must be approved by City Council along with the street detailed dimensions (mat width and sidewalk locations) since City Standards call for 66 ft. right-of-way for collector street. The street should be designed and constructed from the east to the most northerly driveway at least and a power of attorney granted for whatever street length on the property frontage which is not constructed. Detailed plans must be submitted to the City Engineer for review prior to construction including hydraulic sizing of the culvert required for the drain ditch. How will this building be served with sewer and water? Utilities must be installed prior to street construction. Sewer plans must be submitted to City Engineer for review prior to construction. I see no reason for that small island shown at the drive entrance and it is not approved by this office. Driveways shall

conform to City Standards. A 15' wide easement should be granted along the entire length of the north property line for the drain ditch. It is my understanding, this latest street alignment will require some replatting and reconstruction of a portion of street in Spring Valley Filing 6. The petitioner should be responsible for securing and dedicating to public street any required land in Spring Valley Filing 6 and for designing and constructing the street in its revised location. This sketch is not as clear as it could be so as to address most of the above comments directly.

10-30-80 CITY FIRE

Called John Ballagh-I was told he had settled this with Chief Mantlo.  
Chief Mantlo agreed to wait till final plans of building and the planned fire hydrants where needed.

Acres 9.78  
Units \_\_\_\_\_  
Density \_\_\_\_\_

CITY ACTION SHEET

File # 54-80

Zone R-1-A

Activity CONDITIONAL USE (CHURCH) Date Neighbors Notified--  
Phase FINAL City Council \_\_\_\_\_  
Date Submitted 8/1/80 Date CIC Legal Ad \_\_\_\_\_  
Date Mailed Out 8/6/80 Hearing Date--  
Date Posted 8/15/80 Planning Commission 8/26/80  
Legal Ad Date \_\_\_\_\_ Hearing Date--  
Date Neighbors Notified-- City Council \_\_\_\_\_  
Planning Commission 8-19-80  
9-19-80 10 Review Period-Return By 8/18/80

Review Agencies

Send

- COUNTY ROAD DEPARTMENT
- MOUNTAIN BELL
- PUBLIC SERVICE COMPANY
- FIRE
- IRRIGATION G.V.
- DRAINAGE G.J.
- SEWER \_\_\_\_\_
- WATER (UTE, CLIFTON)
- FLOODPLAIN
- CITY ENGINEER
- CITY UTILITIES
- CITY POLICE
- TRANSPORTATION ENGINEER
- PARKS AND RECREATION
- ENERGY OFFICE
- TECH REVIEW
- WATER AND POWER RESOURCES

Common Location 652 27 1/2 RD.

Board	Date	Comments
GTPC	8/26/80	Tabled - Rehearing by GTPC on 9/30/80
GTPC	9/30/80	Approved - Subject to staff & review comments
CIC	10/15/80	Approved with understanding that when applicant had a final design it would go through GTPC and CIC again.

Staff Comments

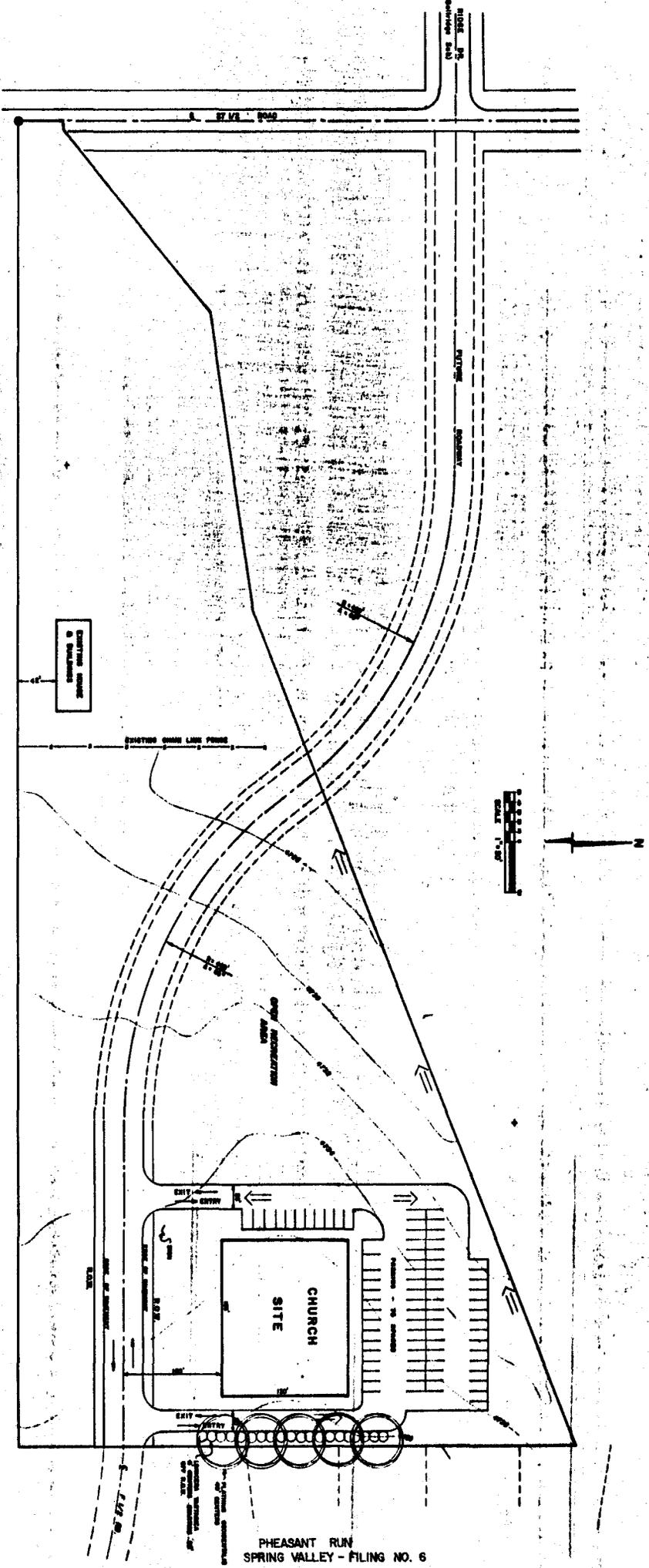
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Original Documents

- Improvement Agreement
- Improvement Guarantee
- Covenants
- Development Schedule

# ST. MATTHEWS EPISCOPAL CHURCH

CONDITIONAL USE



PHEASANT RUN  
SPRING VALLEY - FILING NO. 6

ARMSTRONG ENGINEERS AND ASSOCIATES, INC.  
ENGINEERING • SURVEYING • SOIL AND CONCRETE TESTING  
4100 AVENUE - GRAND JUNCTION, COLORADO 81501 - 393-3344

DATE: 11.30  
PROJECT: ST. MATTHEWS EPISCOPAL CHURCH  
SHEET 1 of 1 (CONDITIONAL USE)

DATE: 02/28/88

## CONDITIONAL USE REQUEST REPORT

PROJECT ST. MATTHEWS EPISCOPAL CHURCH  
LOCATION SW $\frac{1}{4}$  NE $\frac{1}{4}$  SECTION 1 T.1S. R. 1W UTE P.M.

### BACKGROUND

Members of St. Matthews Episcopal Church are requesting approval for a conditional use in the R-1-A zoning district in Grand Junction, Colorado. Churches are classified as a Community facility, non-commercial. As a 2.4 use according to the adopted City of Grand Junction Zoning Ordinance and Development Regulations a church is subject to conditional use review when one is to be sited in an R-1-A zoning district.

### REQUEST

This petition has been completed with the intent of attaining City Council approval to place a church structure, offices, meeting rooms and support facilities on a portion of the tract described in the attached legal description. Approval of the land use in a general sense is being sought prior to architectural design. Requirements of the conditional use approval by City Council can influence the size and architectural elements of the final design.

There are several points addressed as a part of this request. The tract physically lies between two ends of the same street (F $\frac{1}{2}$  Road in Spring Valley Filing #6 and Ridge Drive in Bell Ridge). An alignment for that road is part of this request. Further, designation of that road is a part of this request. The proposed right-of-way is according to comments by city staff members. Amendment to the Master Street Plan to include this F $\frac{1}{2}$  Road from 28 Road west to 27 $\frac{1}{4}$  or 27 Road would allow future, adjacent property owners to know what setbacks would have to be met, as well as, what road section would have to be constructed, and establish the required right-of-way. Coincidental, the existing termini are platted with 60 feet ROW; dedication of a different ROW, 66 feet, may not be warranted. The improvements necessary for the requested use can fit within a 60 foot ROW.

The proposed alignment of the connecting link would divide the property into tracts of 4.1 acres and 4.54 acres. This request is to site the church on the smaller tract of higher elevation, north and east of the proposed road. The existing house would remain on the larger, 4.54 acre tract. Hence, approval of the proposed alignment is requested. Based upon the conditions of approval, dedication of the

right-of-way could follow by separate legal document such as a quit claim deed for road right-of-way.

The style and timing of road improvement as well as the method of financing or payment may reasonably be conditions of approval. St. Matthews Church proposes phased improvement of F $\frac{1}{2}$  Road as adjoining land uses are determined. It seems wasteful to construct full improvements at this time then tear out portions at a later date, dependent upon subsequent development approvals. In conjunction with construction of the church F $\frac{1}{2}$  would be extended to just west of the second church access. As all parking spaces are going to be developed as off street spaces, partial road improvement of this first segment is offered. Two travel lanes will serve the church's needs. Construction of 22 feet of asphalt on the north half of the ROW with curb, gutter and sidewalk is proposed. }

Parking requirements for churches are listed as negotiable in the adopted City Development Regulations. The ratio used in this request is between the requirement for theaters (1:4) and restaurants (1:3). For a seating capacity of approximately 250 the 75 parking spaces would constitute a ratio of one parking space per 3.3 seats. Approval of the ratio is requested. Then if the final architect's design has a different seating capacity the number of parking spaces would be adjusted according to the ratio identified. Professional staff could check that item on the site plan review at time of a building permit request, a requirement.

Boundary screening along the east line is proposed at this time. Landscaping of the remainder of the church site other than turf grasses is requested to be subject to site plan review by professional staff after the architectural design is completed. Site flexibility could be restricted by premature preparation of a landscape plan. At this time use of solar energy in the new church is being contemplated, hence, the 100 foot setback from the centerline of the proposed F $\frac{1}{2}$  Road. Landscaping can enhance a solar energy envelope, so this request is to allow professional staff to review and approve the landscape plan at a later date.

Bells, chimes, or as in this case, carillons are an integral part of church activities and should be recognized as such. Church architecture has used steeples in the past, this church structure may have a steeple. The safety of church members who drive can be aided by night lighting of the parking area. Even shaded-directional lights have some effect on the existing and future neighborhood.

It is felt that the slight adverse impact on the neighbors would be outweighed by the improved safety for those using the parking area with the lights.

#### THE SITE TODAY

This tract is presently an irrigated pasture. A single family house exists on the westerly portion of the tract. A small drainage provides the northerly boundary of the tract. That drainage basin contains approximately 55 acres. (A drainage report is part of this submittal.)

The land to the east is platted as Pheasant Run, Spring Valley - Filing No. 6. Single family detached dwellings will be constructed on 9,000 sq. ft. lots. Underground improvements and some road, curb, gutter, and sidewalk are in place. There are occupied houses, units under construction and vacant lots in Filing six.

The land to the south (a single tract separates this tract and Spring Valley Filing Four) is presently vacant. The zoning district is R-1-A. Water and sewer are available to the tract, residential type uses are foreseen.

The tract to the west is platted as Bell Ridge Subdivision. Detached single family dwellings are occupied or being constructed. Public services and utilities are in place.

The tract to the north has been rezoned to a Planned Residential district at up to 8 units/acre. An outline development plan has not been approved. The owner has been contacted about plans to build a church.

Use of this site by a church could provide an open space buffer between proposed high density residential to the north and the developing Spring Valley Subdivision. The church structure is expected to cover approximately 10% of the site, leaving over 90% open.

#### THE SITE PLAN

Access is to be from two driveway cuts on the north side of the proposed F $\frac{1}{2}$  Road. One driveway will be approximately 26 feet in width. The other, secondary driveway will be only 20 feet in width.

Parking at a ratio of 1 space for 3.3 seats in the church sanctuary will be in the "rear" of the church. The structure itself will provide screening from the street.

Surface drainage from the parking lot will go directly into the drainage channel, the northerly property line. Siting the parking at the rear of the church with access on both the east and west will allow vehicular access to all sides of the church structure.

The "front yard" will be deep (approx. 100' from the centerline of F $\frac{1}{2}$  Road) to insure future solar access. The entire front area will be landscaped and maintained with irrigation water, presently attached to the land.

The existing house will be retained in place for the near future. Use of the structure as a single family dwelling will continue in order to prevent accelerated decay. In fact, the use of the entire tract will continue as principally irrigated pasture for the near future. Plans for the 4.5 plus acre tract south and west of the proposed alignment of F $\frac{1}{2}$  Road are not determined at this time.

The area west of the church site will be developed into an open recreation area following construction of the church. Specific site plans will be completed after the design of the church has been agreed upon.

#### SERVICES

Ute Water will be used for domestic purposes. A 6" water line is stubbed in F $\frac{1}{2}$  Road at the east property line. Ute will be contacted concerning extension and a water tap.

A fire hydrant is existing at the common lot corner of lots 37 and 38 Block 7, Spring Valley Filing No. 6; that is within 500 feet of the church site.

City sewer exists in the intersection of F $\frac{1}{2}$  and Ponderosa Court. The invert elevation will allow the church to use that 8" sewer. The City Engineering office has been contacted concerning the extension requirements. An extension from the manhole to the project property will probably be required. Actual location must wait for architectural design completion.

Irrigation water is from the Government Highline Canal and is delivered to the tract near the northeast corner. An irrigation system will be developed following the landscape plan mentioned earlier. The Grand Junction Parks and Recreation Dept. plant list will be used.

Public Service Company has 3 phase power available in both 27 $\frac{1}{2}$  Road and 28 Road if it is necessary to have 3 phase

power. Single phase power and natural gas are present or will soon be present in Spring Valley Subdivision Filing No. 6, adjacent to the east.

#### ADDITIONAL INFORMATION

Signing will be in accordance with the adopted city sign code.

If the height limitation of 25' is felt to be too restrictive by the architect then a variance may be sought through the City of Grand Junction Board of Adjustment.

The church site is in the Walker Field Airport Area of influence as identified by the Master Plan for Walker Field. The site is not in either the existing or future critical zone or clear area for runway 4-22. The site is well out of the CNR zones 1 and 2 for runway 11-29.

The church site is not in any portion of an identified 100 year flood plain. The drainage report addresses the effect of 2 year, 10 year, and 100 year storms on the site.

The church site is not in an area of identified geologic hazard.

In summary, the 4.1 acre site is large enough to comfortably site a new church structure with associated parking. Two access from the roadway into the parking area will reduce internal traffic problems, as well as provide round the structure access for service and emergency vehicles. Adequate services are relatively close to the site. The use is not inconsistent with the surrounding area. Any adverse impacts can be mitigated on site. The positive contributions outweigh the few negative aspects.

2945-012-16-013  
Ed Spomer Construction Co.  
2623 G Road  
Grand Junction, CO 81501  
54-80

2945-014-00-038  
Murdin E. Erickson  
640 27½ Road  
Grand Junction, CO 81501  
54-80

2945-011-00-035  
Kenneth M. Matchett  
2844 F Road  
Grand Junction, CO 81501  
54-80

2945-011-34-001---005  
Discovery 76  
P.O. Box 446  
Grand Junction, CO 81502  
54-80

2945-011-07-042  
Discovery 76  
P.O. Box 446  
Grand Junction, CO 81502

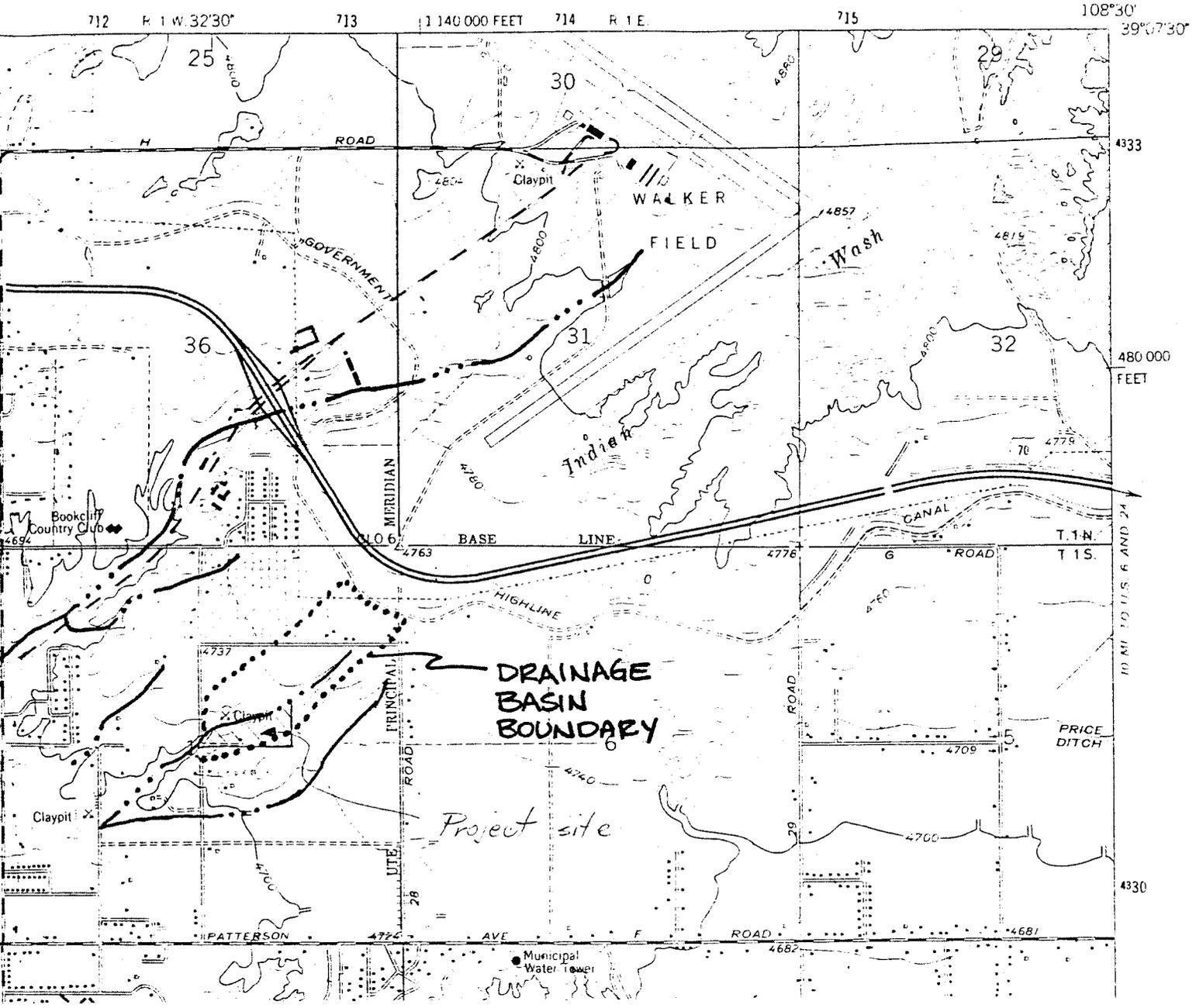
Rev. R. Foster 54-80  
St. Matthews Parish  
North Ave & College Pl.  
City - 81501 ~~85-80~~

Armstrong Eng.  
861 Road  
City - 81501  
54-80

DRAINAGE REPORT  
ST. MATTHEWS CHURCH  
652 27½ ROAD

GRAND JUNCTION QUADRANGLE  
 COLORADO-MESA CO.  
 7.5 MINUTE SERIES (TOPOGRAPHIC)

IRONING MOUNTAIN



Location SW $\frac{1}{2}$  NE $\frac{1}{2}$  Section 1 T1S R1W Ute PM  
 Surface runoff evaluation  
 Rational Method  $Q=cIA$   
 Natural basin area: 55 acres  
 $T_c=L/2 = 3300/2 = 28$  minutes  
 $C=0.60$   
 $I_2=0.95''$   $I_{100} = 2.3''$   
 $Q_2=31.4$  cfs  $Q_{100} = 76.03$  cfs  
 at 27 $\frac{1}{2}$  Road crossing

Project: St. Matthews Episcopal Church

Location: SW $\frac{1}{4}$  NE $\frac{1}{4}$  Section 1 T1S R1W Ute PM

Evaluation of effective drainage area and storm water runoff of a proposed project given proposed improvements and a fully developed drainage basin.

1. Spring Valley Subdivision has an internal storm sewer collection system. Only the westerly half of the lots along the westerly line of Spring Valley Subdivision will be designed to drain to the west.
2. Runoff from Applecrest Subdivision (existing) and some portion of Crown Heights Subdivision (proposed) will be intercepted in Cortland Avenue and transported to 27 $\frac{1}{2}$  Road. Routing along 27 $\frac{1}{2}$  Road or into the drainage will be downstream from the proposed F $\frac{1}{2}$  Road/Ridge Drive.
3. The calculations which follow are based upon full development of the drainage area. Rational method was used,  $Q = CIA$ .

For the new F $\frac{1}{2}$ /Ridge Drive crossing

$$\begin{aligned} A &= 30 \text{ acres} & c &= 0.60 \\ T_c &= L/1 = 1200'/1 = 20 \text{ minutes} \\ I_2 &= 1.15'' & I_{10} &= 1.85'' & I_{100} &= 2.8'' \\ Q_2 &= 20.7 \text{ cfs} & Q_{10} &= 33.3 \text{ cfs} & Q_{100} &= 50.4 \text{ cfs} \end{aligned}$$

For the 27 $\frac{1}{2}$  Road crossing

$$\begin{aligned} A &= 41.5 \text{ acres} & c &= 0.60 \\ T_c &= L/1 = 1800'/1 = 30 \text{ minutes} \\ I_2 &= 0.90'' & I_{10} &= 1.5'' & I_{100} &= 2.25'' \\ Q_2 &= 22.1 \text{ cfs} & Q_{10} &= 36.9 \text{ cfs} & Q_{100} &= 55.4 \text{ cfs} \end{aligned}$$

Inlet control at 27 $\frac{1}{2}$  Road for effective (reduced) basin

for 22.1 cfs	43" x 27"
for 36.9 cfs	50" x 31"
for 55.4 cfs	58" x 36"

NOTE: Attached map is a photo copy of sheet #354 U.S. Power & Resources Service (formerly Bureau of Reclamation) Salinity Control Program Ortho photography, dated November, 1976.

BELL RIDGE

Road Drive

2172 Road

CROWN HEIGHTS

ONION HILL

PROPOSED  
ST. MARTIN'S  
CHURCH  
SITE

APPLE CREST  
SUBDIVISION

SPRING VALLEY  
SUBDIVISION  
FIL. NO. 6  
DRAINAGE  
COLLECTED IN  
STORM SEWERS

1/2 Road

28 Road