

Design Narrative:

GRAND JUNCTION DOWNTOWN EDLERLY HOUSING

Located adjacent to the Downtown Business Shopping Mall, the overall goal of this project is to provide quality housing for the elderly in which the elderly residents can take pride and in which the entire community can take pride. This strategic location will be equally beneficial for the downtown area and the elderly residents. The downtown area will benefit from the increased activity the residents will generate and the residents will benefit from the convenient access they will have to shopping and services.

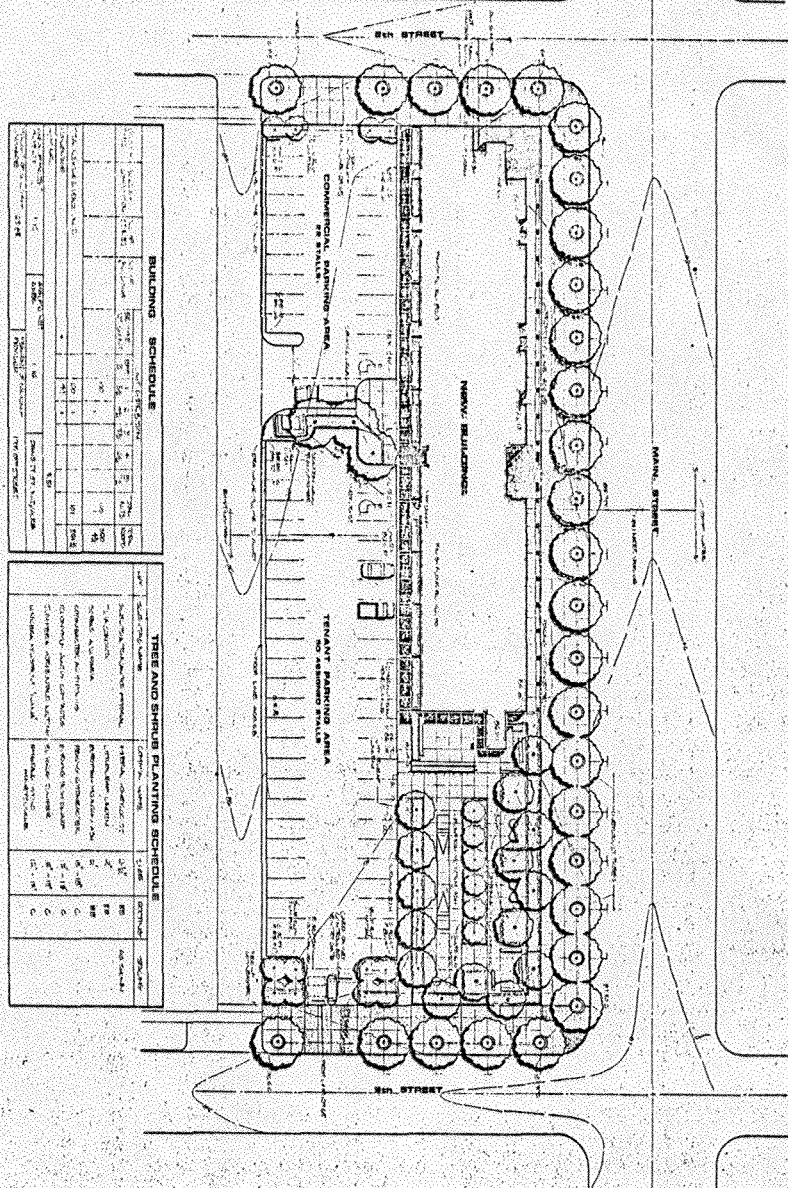
In addition to the impact the elderly residents will have, the building will have a visual impact within the community. Keeping within the zoning height restriction of sixty-five feet, the building will be approximately three hundred feet long. The ground level of the building will contain community and service spaces for the residents and about 6,000 sq. ft. of business, commercial and office space for lease. The intent is to relate the first floor of this building to similar activity elsewhere along Main Street and to locate the living units on the second through sixth floors. Although smaller, the existing Margery Building on the south side of Main between Fifth and Sixth is similar in design.

Energy sensitive design will also affect the visual appearance of the building. Linear in plan, the building will have major exposures to the south and north. Respecting these different exposures, the building facade will vary. Balconies on the south facade will shade the building in the summer, allow the lower winter sun to penetrate and will provide a pleasant sitting area for the residents. The north facade, not affected by direct sun, will have no balconies for shading but will have bay windows. These bay windows will increase the field of vision for the residents and allow them to visually participate in the activity on Main Street.

Relating to Main Street is also of prime importance in the site design. Although an exact duplication of the existing mall on Main between Seventh and Fourth is not being proposed, many of the landscape materials proposed are the same. Automobile parking and service is located on the southern portion of the site away from Main Street. A linear parking scheme allows for maximum parking divided into secured resident parking and short term parking. The number of parking spaces required by this type of facility is not addressed by the Zoning Ordinances and Development Regulations. Based on a parking survey taken at the Elderly Housing at 2236 N. 17th Street (see attached letter) and since these units are just one bedroom, one parking stall per two units has been provided. This parking is shielded from Main Street by not only the building but also a landscaped garden-like outdoor area near the corner of Main and Ninth. In addition to providing open space for recreation for the residents, this garden-like area is a transition area from the small scale structures east of the building to the large scale structures west of the building. The eastern exposure will also allow the pleasant morning sun to gently warm the area at the start of the day.

Based on the strategic location, the favorable effect the residents and downtown area will have on each other, the visual effect of the energy sensitive building design, and relating the site design, including parking and landscaping, to Main Street - based on these items - the Grand Junction Downtown Elderly Housing will have a positive impact on the community. Because of this positive impact the overall goal, to provide quality housing for the elderly in which the elderly residents and the entire community can take pride, will be accomplished.

08-96



BUILDING SCHEDULE

| NO. | DESCRIPTION | QTY | UNIT | EST. COST |
|-----|-------------|-----|---------|-----------|
| 1 | FOUNDATION | 1 | SQ. FT. | 1000 |
| 2 | FLOORING | 1 | SQ. FT. | 2000 |
| 3 | CEILING | 1 | SQ. FT. | 1500 |
| 4 | WALLS | 1 | SQ. FT. | 3000 |
| 5 | ROOFING | 1 | SQ. FT. | 1200 |
| 6 | MECHANICAL | 1 | SQ. FT. | 1800 |
| 7 | ELECTRICAL | 1 | SQ. FT. | 1000 |
| 8 | PLUMBING | 1 | SQ. FT. | 1200 |
| 9 | PAINTING | 1 | SQ. FT. | 800 |
| 10 | LANDSCAPING | 1 | SQ. FT. | 1500 |
| 11 | UTILITIES | 1 | SQ. FT. | 1000 |
| 12 | FINISHES | 1 | SQ. FT. | 1200 |
| 13 | MECHANICAL | 1 | SQ. FT. | 1800 |
| 14 | ELECTRICAL | 1 | SQ. FT. | 1000 |
| 15 | PLUMBING | 1 | SQ. FT. | 1200 |
| 16 | PAINTING | 1 | SQ. FT. | 800 |
| 17 | LANDSCAPING | 1 | SQ. FT. | 1500 |
| 18 | UTILITIES | 1 | SQ. FT. | 1000 |
| 19 | FINISHES | 1 | SQ. FT. | 1200 |
| 20 | MECHANICAL | 1 | SQ. FT. | 1800 |
| 21 | ELECTRICAL | 1 | SQ. FT. | 1000 |
| 22 | PLUMBING | 1 | SQ. FT. | 1200 |
| 23 | PAINTING | 1 | SQ. FT. | 800 |
| 24 | LANDSCAPING | 1 | SQ. FT. | 1500 |
| 25 | UTILITIES | 1 | SQ. FT. | 1000 |
| 26 | FINISHES | 1 | SQ. FT. | 1200 |
| 27 | MECHANICAL | 1 | SQ. FT. | 1800 |
| 28 | ELECTRICAL | 1 | SQ. FT. | 1000 |
| 29 | PLUMBING | 1 | SQ. FT. | 1200 |
| 30 | PAINTING | 1 | SQ. FT. | 800 |
| 31 | LANDSCAPING | 1 | SQ. FT. | 1500 |
| 32 | UTILITIES | 1 | SQ. FT. | 1000 |
| 33 | FINISHES | 1 | SQ. FT. | 1200 |
| 34 | MECHANICAL | 1 | SQ. FT. | 1800 |
| 35 | ELECTRICAL | 1 | SQ. FT. | 1000 |
| 36 | PLUMBING | 1 | SQ. FT. | 1200 |
| 37 | PAINTING | 1 | SQ. FT. | 800 |
| 38 | LANDSCAPING | 1 | SQ. FT. | 1500 |
| 39 | UTILITIES | 1 | SQ. FT. | 1000 |
| 40 | FINISHES | 1 | SQ. FT. | 1200 |
| 41 | MECHANICAL | 1 | SQ. FT. | 1800 |
| 42 | ELECTRICAL | 1 | SQ. FT. | 1000 |
| 43 | PLUMBING | 1 | SQ. FT. | 1200 |
| 44 | PAINTING | 1 | SQ. FT. | 800 |
| 45 | LANDSCAPING | 1 | SQ. FT. | 1500 |
| 46 | UTILITIES | 1 | SQ. FT. | 1000 |
| 47 | FINISHES | 1 | SQ. FT. | 1200 |
| 48 | MECHANICAL | 1 | SQ. FT. | 1800 |
| 49 | ELECTRICAL | 1 | SQ. FT. | 1000 |
| 50 | PLUMBING | 1 | SQ. FT. | 1200 |
| 51 | PAINTING | 1 | SQ. FT. | 800 |
| 52 | LANDSCAPING | 1 | SQ. FT. | 1500 |
| 53 | UTILITIES | 1 | SQ. FT. | 1000 |
| 54 | FINISHES | 1 | SQ. FT. | 1200 |
| 55 | MECHANICAL | 1 | SQ. FT. | 1800 |
| 56 | ELECTRICAL | 1 | SQ. FT. | 1000 |
| 57 | PLUMBING | 1 | SQ. FT. | 1200 |
| 58 | PAINTING | 1 | SQ. FT. | 800 |
| 59 | LANDSCAPING | 1 | SQ. FT. | 1500 |
| 60 | UTILITIES | 1 | SQ. FT. | 1000 |
| 61 | FINISHES | 1 | SQ. FT. | 1200 |
| 62 | MECHANICAL | 1 | SQ. FT. | 1800 |
| 63 | ELECTRICAL | 1 | SQ. FT. | 1000 |
| 64 | PLUMBING | 1 | SQ. FT. | 1200 |
| 65 | PAINTING | 1 | SQ. FT. | 800 |
| 66 | LANDSCAPING | 1 | SQ. FT. | 1500 |
| 67 | UTILITIES | 1 | SQ. FT. | 1000 |
| 68 | FINISHES | 1 | SQ. FT. | 1200 |
| 69 | MECHANICAL | 1 | SQ. FT. | 1800 |
| 70 | ELECTRICAL | 1 | SQ. FT. | 1000 |
| 71 | PLUMBING | 1 | SQ. FT. | 1200 |
| 72 | PAINTING | 1 | SQ. FT. | 800 |
| 73 | LANDSCAPING | 1 | SQ. FT. | 1500 |
| 74 | UTILITIES | 1 | SQ. FT. | 1000 |
| 75 | FINISHES | 1 | SQ. FT. | 1200 |
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| 89 | FINISHES | 1 | SQ. FT. | 1200 |
| 90 | MECHANICAL | 1 | SQ. FT. | 1800 |
| 91 | ELECTRICAL | 1 | SQ. FT. | 1000 |
| 92 | PLUMBING | 1 | SQ. FT. | 1200 |
| 93 | PAINTING | 1 | SQ. FT. | 800 |
| 94 | LANDSCAPING | 1 | SQ. FT. | 1500 |
| 95 | UTILITIES | 1 | SQ. FT. | 1000 |
| 96 | FINISHES | 1 | SQ. FT. | 1200 |
| 97 | MECHANICAL | 1 | SQ. FT. | 1800 |
| 98 | ELECTRICAL | 1 | SQ. FT. | 1000 |
| 99 | PLUMBING | 1 | SQ. FT. | 1200 |
| 100 | PAINTING | 1 | SQ. FT. | 800 |

TREES AND SHRUB PLANTING SCHEDULE

| NO. | DESCRIPTION | QTY | UNIT | EST. COST |
|-----|-------------|-----|------|-----------|
| 1 | REDWOOD | 10 | EA. | 1000 |
| 2 | DOGWOOD | 10 | EA. | 1000 |
| 3 | DOGWOOD | 10 | EA. | 1000 |
| 4 | DOGWOOD | 10 | EA. | 1000 |
| 5 | DOGWOOD | 10 | EA. | 1000 |
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| 94 | DOGWOOD | 10 | EA. | 1000 |
| 95 | DOGWOOD | 10 | EA. | 1000 |
| 96 | DOGWOOD | 10 | EA. | 1000 |
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| 100 | DOGWOOD | 10 | EA. | 1000 |

GRAND JUNCTION DOWNTOWN ELDERLY HOUSING



2945-144-15-010
LINCOMM, INC.
Box 1120
Grand Junction, CO 81402

2945-144-21-016
Conner, Emma X. Et. Al.
856 Colorado Avenue
Grand Junction, CO 81501

2945-144-22-001
Branson, Irvin W. & J. A.
903 Main Street
Grand Junction, CO 81501

2945-144-21-017
Spomer, Henry & Lillian
Simmons
864 Colorado Avenue
Grand Junction, CO 81501

2945-144-22-009
Anderson, Geo. A. & Ellen
902 Colorado Ave.
Grand Junction, CO 81501

2945-144-20-007
Dorris, Joseph
127 S. 8th Street
Grand Junction, CO 81501

2945-144-21-009
J & H Unlimited
c/o Jerry Gould
P. O. Box 143
Kula, MT 59920

2945-144-20-006
Warren, Pearl E. Trustee
Richard W. Warren Est.
700 O Avenue
Laguna Hills, Calif. 92653

2945-144-21-998
Bible Presbyterian Church
8th and Colorado
Grand Junction, CO 81501

2945-144-17-010
Public Service Company
of Colorado
750 Main Street
Grand Junction, CO 81501

2945-144-21-011
Harrington, Clyde
812 Colorado Ave.
Grand Junction, CO 81501

2945-144-16-019
Mt. States Tel. & Tel.
Mountain Bell
800 Main Street
Grand Junction, CO 81501

2945-144-21-012
Blevens, Edna M.
824 Colorado Avenue
Grand Junction, CO 81501

Grand Jct. Housing Auth.
2236 N. 17th
City - 81501
76-80

2945-144-21-014
Cary, Benjamin O. Trustee
Benjamin O. Carey Trust
840 Colorado Avenue
Grand Junction, CO 81501

Dana, Larson, Keubal & Assoc.
115 Valley Fed. Plaza
City - 81501
76-80

2945-144-21-015
McMillin, Joseph F. &
Doris Cleo
2663 G Road
Grand Junction, CO 81501

REVIEW SHEET SUMMARY

FILE# 76-80

ITEM CONDITIONAL USE-ELDERLY HOUSING

DATE SENT TO REVIEW DEPT. 11-05-80

DATE DUE 11-14-80

PETITIONER Grand Jct. Housing Authority

LOCATION South of Main between 8th & 9th

| <u>DATE REC.</u> | <u>AGENCY</u> | <u>COMMENTS</u> |
|------------------|---------------|--|
| 11-10-80 | CITY UTIL. | Trash container locations are not shown. |
| 11-12-80 | PARKS & REC. | Usually Mnt. Ash requires or, at least, does better in a well drained loamy soil, not a heavy clay. If the existing soil is a heavy clay, either amend with perlite, vermiculite or coarse sand; or use another tree species such as Amur Maple, LaValle Hawthorn, or Purple leaf Plum varieties. |
| 11-13-80 | CITY FIRE | Additional hydrants will be required. Possible locations: 1. S.E. corner 8th & Main off of ten inch in Main St. 2. N.W. corner 9th & Colorado off 12" in 9th St. 3. existing hydrant at 9th & Main should be connected into 12" line in 9th St. Onsite hydrants may be required as determined by fire flow survey. Building will have to be sprinkled and meet all requirements of Uniform Fire Code, 1979 edition. Existing hydrant at 9th and Main and 8th & Colorado hydrant both need up-graded so a steamer connection is available. |
| 11-17-80 | DDA | The Downtown Development Authority supports and endorses this project as proposed. The DDA and Housing Authority have worked together on the acquisition of the land over the last year. The Housing Authority and its architect have been sensitive and responsive to the design and parking concerns of the DDA. The project will assist in the revitalization of downtown. |
| 11-14-80 | CITY ENG. | All curb, gutter and sidewalk modifications shall be by the building developer. Curb-ramps should be provided at the street intersections and at the main entrance to the building. The alley should be widened to 25 feet and the entire alley right-of-way paved adjacent to the commercial parking area. The alley entrances should be repaired or enlarged as appropriate to accommodate increased traffic load on the alley. Building roof drains should be carried under the sidewalks to the street gutter and should not be piped directly to any sewers. Sanitary sewer connection to the 21 inch in 8th Street is advisable considering the size of this building. |
| 11/17/80 | Mt. Bell | We have reviewed this request for conditional use and found we have no objections to this. |
| 11/14/80 | Transp./Eng. | If the tenant parking area is to be restricted, a physical barrier should be installed along the alley. Care should be taken so that the trees do not obstruct the sight distance at corners on main street or entrances to the parking areas. |

- a solid fence be provided along the alley.
3. Bike racks should be provided.
 4. Grass should be incorporated into the proposed park area rather than all concrete.
 5. Signing needs to be presented for review.
 6. Recommend that the City consider meter parking (about 1 hour) on the south side of Main between 8th and 9th and on 8th and 9th next to the proposed project. This would provide visitor and commercial parking here rather than employee parking as it does now.
 7. The commercial parking area should be signed for customers only and enforced.
 8. The materials and colors should be specified.
 9. General comment-the orientation, provision of amenities, park design, and general design are good. The project should function well within the context of the downtown area.

SUMMARY of COMMENTS

1. Trash container locations need to be approved by City Utilities.
2. Coordinate landscape plantings with the Parks & Rec. Dept.
3. Hydrants must be located to City Fire Dept. requirements.
4. D.D.A. endorses this project as proposed.
5. Curb, gutter, & sidewalk to be installed by applicant with curb ramps provided.
6. The entire alley should be widened to 25' & paved next to the Commercial parking area.
7. High density residential is well suited to area as services are easily accessible.
8. High transit ridership potential likely at project.
9. If a transit system becomes a reality, an appropriate facility be incorporated into the project.
10. Signage & security measures be identified on site plan.
11. Bike racks & grass incorporated.
12. Recommend meter parking adjacent to project.

11/26/80 PUB. SERV.

Electric: Transformer for service shall be adjacent to bldg.
Gas: No objections

11/25/80 RIDER/SCHOENBECK PASSED 6-0 A MOTION TO RECOMMEND APPROVAL TO THE CITY COUNCIL OF #76-80 CONDITIONAL USE FOR ELDERLY HOUSING BY THE GRAND JUNCTION HOUSING AUTHORITY, SUBJECT TO STAFF COMMENTS.

11/18/80

Comprehensive

In the development of the Downtown Strategy Plan, multi-family development in the downtown study area (Ouray to South 1st to 10th) has been indicated as highly desirable. High-density residential living, especially for the elderly, seems well-suited to the area with services all concentrated within the existing downtown core (churches, grocery stores, retail shops, movie theatre etc.)

With the opening of Mesa Mall, the downtown is fighting to stay alive as a retail center. Proposed commercial space on the first level could be service-oriented barber shop, beauty salon, a restaurant (which would certainly benefit from its key location across from Mtn. Bell and PSC). However employee parking in this area is already a problem. It should be noted that addition of the development would compound the employee parking problem for purely visitor parking. alone may displace the existing on-street parking. However the parking problems of the entire downtown are being investigated in the Strategy Plan analysis, and alternatives will be developed to attempt to alleviate this problem. The city has to actively pursue and encourage developments of this type in the downtown area if it is to remain viable. At present City Market at 5th and Grand is considering not re-newing its lease in 1982. Higher density residential developments in the core area could justify keeping it open.

11/18/80

Transportation

Elderly persons have historically been identified as "transit dependent" segment of society. That is, they along with young, handicapped and low-income citizens are a significant target group for potential transit useage.

Viewed in this light, residents of this project can be foreseen as major transit users in the near future (assuming a transit system is initiated in the Grand Jct. area).

A segment market analysis performed by D.A.V.E. consulting inc. (city, county transit development plan consultants) has estimated that 2% of the daily trips by the elderly as a whole could realistically be expected to use available transit. For this development transit ridership could be anticipated to be at least 60 trips/week. Ridership will be considerably higher, however, as the project concentrates the elderly as a transit dependent group. Potential ridership is further enhanced by the fact that this project is adjacent to one of several possible transit routes, making the system highly accessible. Beyond the demand these residents will have for transit service, it is consistent with air quality, conservation, transportation and land use objectives to encourage all people to consider alternatives to the one car one person ethic of the past, and conditions associated with that ethic.

Therefore, it would appear prudent that the design of this development address the possibility of available transit service and provide appropriate amenities if and when transit service is initiated.

11-18-80

STAFF COMMENTS

1. Although the parking will likely be tight, if residents can be encouraged to use mass transit when it becomes available, it would ultimately benefit the community. For this reason, it is recommended that the applicant should provide, when a transit system becomes a reality, a transit stop (i.e. bus stop).
2. Security-in the resident parking lot, it is recommended that security conscious lighting be provided and that

November 24, 1980

RE: Response to City Comments for Planning Commission
Grand Junction Downtown Elderly Housing
DLRA Project No. 4400580

City Util.: A trash compactor is proposed for the building and trash pickup will be at the location noted as service area.

Parks and Rec.: Plant material shown on drawings is included in list provided by Mr. Ken Idleman August 21, 1980. Appropriate soil mixture will be provided in construction specifications.

City Fire: Hydrant locations will be coordinated with City Fire Department. Building will meet Uniform Fire Code, 1979 requirements and be sprinkled as required.

DDA: No additional comment.

City Engr: Curb, gutter and sidewalk modifications, including curb ramps will be included in the project. Although a wider alley may be desirable, subtracting five feet from the distance between the building and the alley would certainly have a negative affect on the functioning of the parking area and the pedestrian circulation. Alley maintenance and improvements should occur south of this project the same as it occurs throughout the city.

Building roof drains, as shown on the site plan, are carried under the sidewalks and day lighted. Sanitary sewer connection to the twenty-one inch line in 8th street is shown on the submitted site plan.

Mt. Bell: No additional comment.

Transp./Eng.: The physical barrier of a curb and parking island is proposed along the alley to restrict access to the tenant parking. Care will be taken to insure that plant material does not visually impair vision of motorists.

Comprehensive: No additional comment.

Transportation: If information is available regarding specifics of the mass transit system, it would certainly be the intent of the G. Jct. Housing Authority to encourage elderly residents to take advantage of this service.

Staff Comments:

1. A transit system and a convenient transit stop would be beneficial to the residents of this proposed housing. If the information is available within the timetable of the project, the Grand Junction Housing Authority would allocate an area for a transit stop. If the proposed transit stop is to be covered and/or with walls, the Housing Authority would anticipate the transit stops throughout the City would be coordinated with respect to design, size, etc. It would also be anticipated that if a transit stop does occur on the South Side of Main Street between Eighth and Ninth Street, the construction of the bus stop would be funded in the same manner as all of the other bus stops within the City.

2. Security conscious lighting will be provided in the parking areas as well as the other areas of the project. As indicated on the site plan, a curb is proposed between the alley and the resident parking. A solid fence just along the alley side of the parking would not add to the security of the area because the other three sides would still be accessible.

3 & 4. Bike racks and grass will be incorporated into the proposed park area.

5. Signage will be in keeping with Section Four, Sign Code, of the City of Grand Junction Zoning Ordinance and Development Regulations.

6. No additional comment.

7. No additional comment.

8. A masonry structure is anticipated. Material and color selections will gladly be shared with those interested when those studies have been completed and the decisions are made.

9. No additional comment.

Acres 1.14
Units _____
Density _____

CITY ACTION SHEET

File # 762
~~614~~
Zone B-3

Activity Conditional Use - Elderly Housing
Phase Final
Date Submitted 11/3/80
Date Mailed Out 11/5/80
Date Posted 11/14/80
Legal Ad Date _____
Date Neighbors Notified--
Planning Commission _____
Date Neighbors Notified--
City Council 12-8-80
Date CIC Legal Ad _____
Hearing Date--
Planning Commission 11/25/80
Hearing Date--
City Council 12/17/80
10 Review Period-Return By 11/14/80

Review Agencies

Send

____ COUNTY ROAD DEPARTMENT
 MOUNTAIN BELL
2 C PUBLIC SERVICE COMPANY
 FIRE
____ IRRIGATION _____
____ DRAINAGE _____
____ SEWER _____
____ WATER (UTE, CLIFTON)
____ FLOODPLAIN
 CITY ENGINEER

CITY UTILITIES
 CITY POLICE
 TRANSPORTATION ENGINEER
 PARKS AND RECREATION
 ENERGY OFFICE
 TECH REVIEW
____ WATER AND POWER RESOURCES
 Comp
 DJ A (Skip G.)
 Parking Auth.
(Stan Anderson)

Common Location So. of Main between
Eight St & Ninth St.

| Board | Date | Comments |
|-------|----------|---|
| GPRC | 11/25/80 | App - Subject to staff's review comments |
| CIC | 12/17/80 | App - Subject to Staff's planning comment & subj. to CIC motion - see CIC min. 12/17/80 |
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Staff Comments
adj. OK

Original Documents

____ Improvement Agreement
____ Improvement Guarantee
____ Covenants
____ Development Schedule



GRAND JUNCTION HOUSING AUTHORITY
 2236 North 17th St. (303) 245-0388
 Grand Junction, Colo. 81501

October 27, 1980

Mr. Jim Pearce
 Dana Larson Roubal & Assoc.
 Valley Federal Plaza
 Grand Junction, Colorado 81501

Dear Jim:

Last week we conducted a brief parking survey of the Walnut Park Apartments to determine the number of vehicles parked in the project at any given time. As you know, Walnut Park is a 78-unit apartment project for low-income elderly which tenants would constitute a similar market for our proposed downtown elderly housing project.

You will note that we took counts on one weekday and one weekend day to ensure a representative count as well as at four different times. The weather was not a factor either day. The results are as follows.

| <u>Time</u> | <u>Thursday (10/23/80)</u> | <u>Sunday (10/26/80)</u> |
|-------------|----------------------------|--------------------------|
| 8:00 a.m. | 35 | 33 |
| 12:00 noon | 37 | 37 |
| 5:00 p.m. | 41 | 37 |
| 9:00 p.m. | 35 | 33 |

On Thursday, an additional four cars were due to employee vehicles at the office (except the 9:00 p.m. count). Even using the highest figure of 41, it appears that a ratio of one car per two units is a more likely ratio for an elderly housing development. We estimate (from our familiarity with the vehicles) that about 80% of the cars on the site at any time are tenant-owned.

I hope this helps you in your design for our Main Street project.

Sincerely,

Paul Malinowski
 Executive Director

PM/tgh



GRAND JUNCTION HOUSING AUTHORITY
2236 North 17th St. (303) 245-0388
Grand Junction, Colo. 81501

March 14, 1983

Mr. Bob Goldin
Planning Department
Courthouse Annex
Grand Junction, CO 81501

Dear Bob,

About a month ago you and Ron Rish visited the Ratekin Tower site and found that the 2" asphalt overlay in part of the alley was no longer a requirement since we were prohibited from putting in any commercial use as shown in the original drawings. As an alternative to the overlay, I discussed the possibility of an alley improvement district with Ron, who had taken the time to work some figures up for me.

My Board discussed this at its last meeting and decided to take the overlay credit from the contractor and put the money into patching the base of the entire alley as much as possible. We were leery of committing ourselves to the expense of an alley improvement district with some other potential change orders coming up. I hope our patching will meet the requirement of returning the alley to the condition it was in before construction.

If I do not hear from you or Ron within ten days, I will assume this arrangement is acceptable to both of you. Please let me know if you need more information.

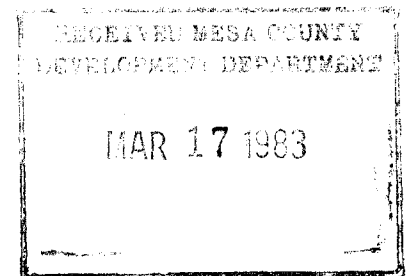
Sincerely,



Paul Malinowski
Executive Director

PM/dw

cc: Ron Rish
Jim Patterson
Darryl Lowder



Per phone conversation on 4/12/83 w/ Paul M. he is aware of the potential for an alley id. at a later date & will participate at that time. He will take the existing money now for patch & repair as per above letter.

CITY OF GRAND JUNCTION, COLORADO

MEMORANDUM

CU
Ratakin Towers
file

Reply Requested
Yes No

Date
3-22-83

To: (From:) Jim Patterson From: (To:) John Kenney

Subject: Repair of Alley South of Ratakin Tower Site

In his letter of March 14, 1983, Paul Malinowski has proposed that the alley south of Ratakin Towers receive only patching of the base with no improvement district being formed. I feel it will be an error not to resurface this alley.

As I understand it, this alley will be the only entrance to the Ratakin Towers Parking area and there will be considerable traffic on it. A gravel alley under this much traffic is going to generate dust to a degree which is likely to be unacceptable to the residents of Ratakin Towers and the other residents of the area.

Although the asphalt in the alley was in poor shape prior to the beginning of Ratakin Tower construction, it was better than it is going to be with "base patching" of the damage done during construction. We are going to have a patchwork of asphalt and gravel which will be difficult to maintain and unsatisfactory to the people using it and the people living or working in the area.

I hope some more satisfactory method of rehabilitating the alley can be found.

c.c. Bob Goldin ✓
Paul Malinowski
Ron Rish
File