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File 1984-0026

Project Name Patterson Road Corridor Policy

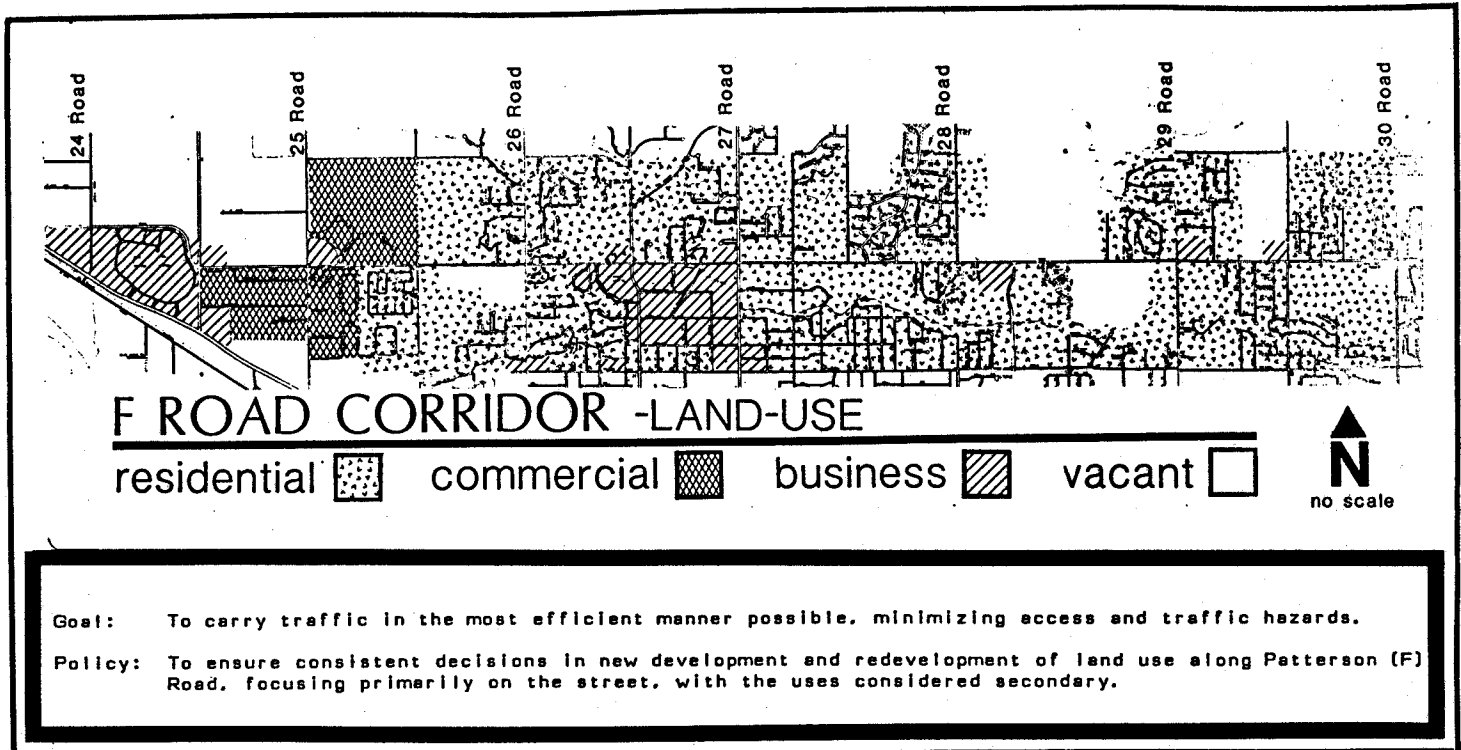
P **S** A few items are denoted with an asterisk (*), which means they are to be scanned for permanent record on the in some
r **c** instances, not all entries designated to be scanned by the department are present in the file. There are also documents
e **a** specific to certain files, not found on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

X	X	Table of Contents
X	X	Review Sheet Summary
		Application form
		Review Sheets
		Receipts for fees paid for anything
		*Submittal checklist
		*General project report
		Reduced copy of final plans or drawings
		Reduction of assessor's map
		Evidence of title, deeds, easements
		*Mailing list to adjacent property owners
		Public notice cards
		Record of certified mail
		Legal description
		Appraisal of raw land
		Reduction of any maps - final copy
		*Final reports for drainage and soils (geotechnical reports)
		Other bound or nonbound reports
		Traffic studies
		Individual review comments from agencies
		*Petitioner's response to comments
		*Staff Reports
		*Planning Commission staff report and exhibits
		*City Council staff report and exhibits
		*Summary sheet of final conditions
		*Letters and correspondence dated after the date of final approval (pertaining to change in conditions or expiration date)

DOCUMENTS SPECIFIC TO THIS DEVELOPMENT FILE:

		Action Sheet
X	X	Development Summary
X	X	F Road Corridor Policy Drafts and Final
X	X	Policy Meeting Flier - 9/13/84
X		Corridor Outline
X	X	Sign-in Sheet for meeting
X		Letter from Bruce J. Nosky, DVM to Bob Golden re: favorable to corridor policy-9/18/84
X	X	Resolution # 18 - 86 - **
X	X	Grand Junction Area Transportation Study Level of Service for the Street Network
X	X	Memo from Ken Reedy to Mike Grizenko public concerns to be voiced at meeting-11/29/84
X	X	Planning Commission Minutes - ** -9/25/84
X	X	Memo from Bob Goldin to City Council re: the policy with time frame-10/5/86
X		Meeting Overview of Comments - 9/13/84
X	X	Photos

PATTERSON (F) ROAD CORRIDOR POLICY



Patterson (F) Road is classified, according to the Functional Urban Classification System, as a major arterial from Highway 6 & 50 to I-70 Business Loop.

This means:

- It requires a 100' right-of-way.
- It will have continuity of several miles.
- It will be posted with speed limits greater than or equal to 35 mph.
- It will have limited access.
- It serves as a major east/west traffic carrier.
- It will not have on-street parking.

For this corridor policy, Patterson (F) Road is split into three sections:

- 1) Highway 6 & 50 east to 1st Street.
- 2) 1st Street east to 15th Street.
- 3) 15th Street east to 30 Road.

Anywhere along Patterson (F) Road, regardless of the type or scale of development, the developer must accommodate the following:

- 1) Every proposal should be done in a planned development context (except in the existing C-2 zone between 24 1/2 and 25 1/4 Roads).
- 2) Provide the necessary right-of-way and improvement guarantees.
- 3) Existing single family housing and neighborhoods should be respected and protected whenever possible.
- 4) All commercial and business development and redevelopment should not adversely affect the existing neighborhoods with traffic, parking, lighting or noise.
- 5) Uses deemed a traffic hazard will be discouraged.
- 6) In cases where parcels have frontages on roads other than Patterson (F) Road, those frontages will be considered preferred access points, unless it is shown that such access points would have an undesirable impact on the neighborhood or area.
- 7) Curb cuts and access points on Patterson (F) Road should be limited and consolidated. Wherever possible, accesses should align with any existing accesses on the opposite side of the roadway.
- 8) Encourage the concept of shared access points for proposed and future development.
- 9) When development is proposed near a roadway intersection which may create a traffic hazard, turning movements may be controlled.
- 10) Maintain a clear site distance for vehicular, bike and pedestrian traffic safety.
- 11) Pedestrian circulation should be accommodated and protected.
- 12) Provide adequate setbacks for structures from the right-of-way line, to be used in part for landscaping. The intent is to provide attractive development for the tenants, residents, motorists and pedestrians along the corridor. The setbacks should include landscaping and amenities (berming, buffering, and streetscapes).
- 13) Not conflict with any other adopted corridor policies, either City or County.
- 14) Considerations for on-site retention and detention of storm water runoff should be addressed with all new developments or redevelopments. Drainage runoff rates should be controlled, not to exceed the historic two year runoff rate up to the ten year developed runoff rate.
- 15) Encourage the formation of an association along Patterson (F) Road to provide a strategy for consistency, accountability and implementation of development along the corridor.

Highway 6/50 to First Street

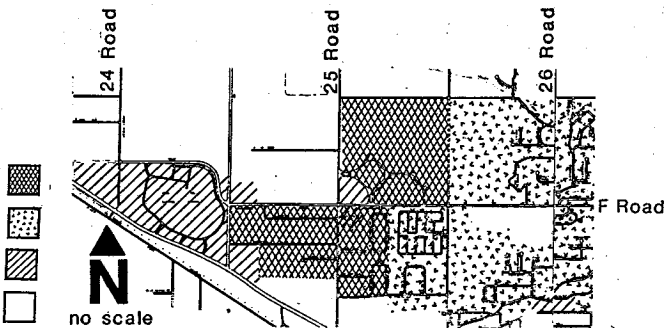
The intent of this section of the corridor is to provide a parkway atmosphere with structures set back from the right-of-way, allowing pedestrian access. Because of the existing mixed uses, greenbelts (intense landscaping, berming, and buffering) are encouraged to help minimize the adverse effects of the corridor on the tenants and residents located along Patterson (F) Road.

- Commercial development is appropriate on the south side of Patterson (F) Road from Highway 6 & 50 to 25 1/4 Road.
- Business and residential development is appropriate on the north side of Patterson (F) Road from 24 1/2 to 25 3/4 Road.
- Residential development is encouraged on the north and south sides of Patterson (F) Road from 25 1/4 Road to 1st Street.

- 3) Provide setbacks of structures back from the Patterson (F) Road right-of-way line. Because of the deep lot configurations, a minimum of a 25' setback is encouraged for a single story structure and a 50' minimum setback for multi-level structures. A minimum of 20% of the front setback should be landscaped.
- 4) Consider the alternative of meandering or detached pedestrian walks in-lieu of standard City sidewalk requirements. This can be designed in conjunction with the landscaping, provided the necessary easements are dedicated.
- 5) Utilize roads other than Patterson (F) Road for major access where possible.

- 1) Minimize and limit the number of curb cuts and accesses directly onto Patterson Road. Because of the large lot configurations and physical constraints of the Ranchmen's Ditch, one access per 300' frontage on Patterson (F) Road is encouraged. Driveway design may be varied depending on the intensity of the use.
- 2) Consider the access points in serving more than one lot if possible. By accessing at the ends of the parcels and sharing access, joint ingress/egress can be accommodated for adjacent parcels as well.

LAND-USE
commercial
residential
business
vacant



First Street to Fifteenth Street

The intent of this section of the corridor is to protect existing residential development, but also consider low-volume business and medical oriented development. Aggregating parcels for larger scale development is encouraged.

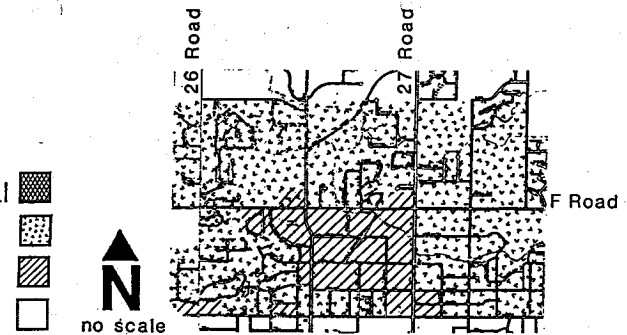
Low-volume business and medical office is appropriate on the north side of Patterson (F) Road, west of 7th Street, and also on the south side of Patterson (F) Road from 7th to 12th Streets, including the southeast corner of 12th and Patterson.

(F) Road right-of-way line. Because of the shallower lot configurations, a minimum setback of 25' is encouraged for both single and multi-level structures, with 20% of the setback to be landscaped.

- 1) Minimize the number of curb cuts and access points directly onto Patterson (F) Road. Because of the smaller lot configurations, aggregating parcels is encouraged.
- 2) Shared accesses are encouraged to minimize traffic hazards, with one access per 300' being recommended.
- 3) Provide setbacks of structures back from the Patterson

- 4) Encroachment into the established residential areas is discouraged. (When a request to change the use or zone may impact the adjacent properties, a neighborhood meeting is recommended to help address those individual concerns.)

LAND-USE
commercial
residential
business
vacant



Fifteenth Street to 30 Road

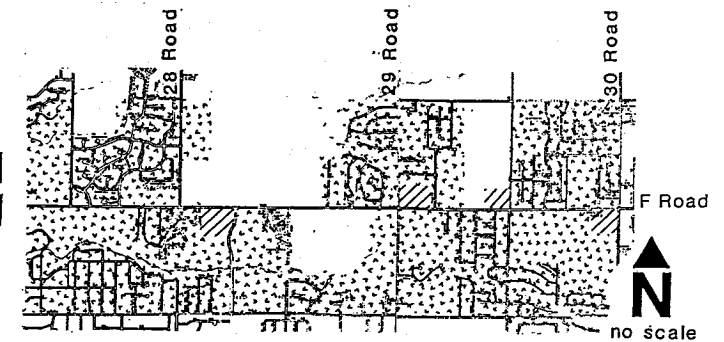
The intent of this section of the corridor is to encourage residential development only. Encroachment of business is discouraged. Adjacent uses should be considered in any new residential development, working with design densities in the Planned Developments to help mitigate the impacts.

- Residential development only is encouraged in all areas of this section, with 10 units per acre as the most compatible and appropriate density.

- 1) Encouraging a compatible density with what is currently existing will help minimize the need for further commercial development in this section of the corridor. The intent is to plan with regard to existing commercial, which is adequate to serve 10 units/acre without the need for additional commercial development in the area.
- 2) Minimize the number of curb cuts and access points directly onto Patterson (F) Road. Because of the larger lot configurations, one access per 300' frontage on Patterson (F) Road is encouraged.
- 3) Shared accesses are encouraged to minimize traffic hazards.

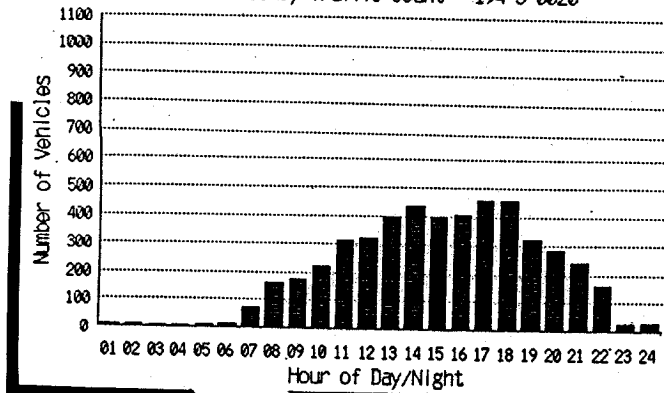
- 4) Provide setbacks of structures back from the Patterson (F) Road right-of-way line. Because of the deep lot configurations, a minimum of a 25' setback is encouraged for a single story structure and a 50' minimum setback for multi-level structures. A minimum of 20% of the front setback should be landscaped. (Single family detached structures are excluded.)
- 5) Existing developments should be protected. New development is encouraged to stage their design density to be compatible with adjacent development.
- 6) Support the County Patterson (F) Road Corridor Policy.

LAND-USE
commercial
residential
business
vacant



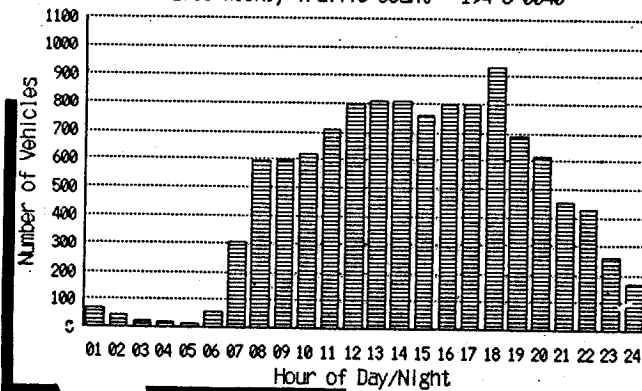
West of 25 Road

1983 Weekly Traffic Count - 194-3-0020



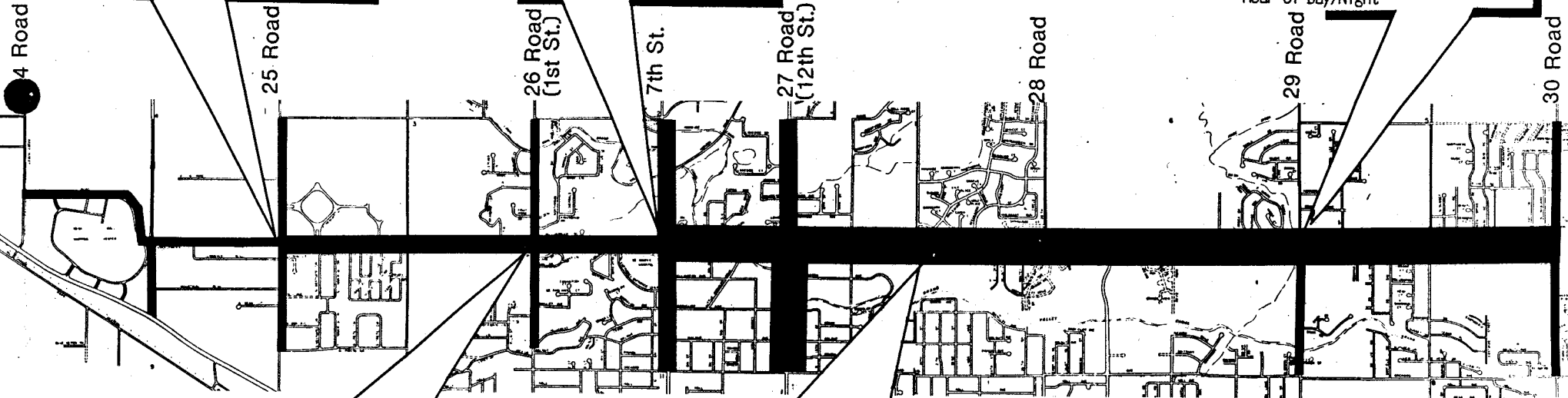
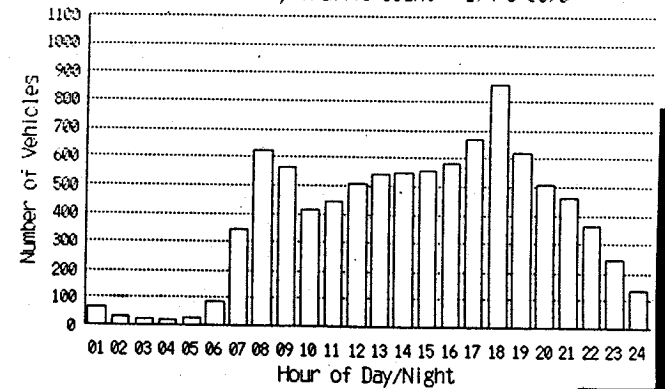
West of 7th St.

1983 Weekly Traffic Count - 194-3-0040



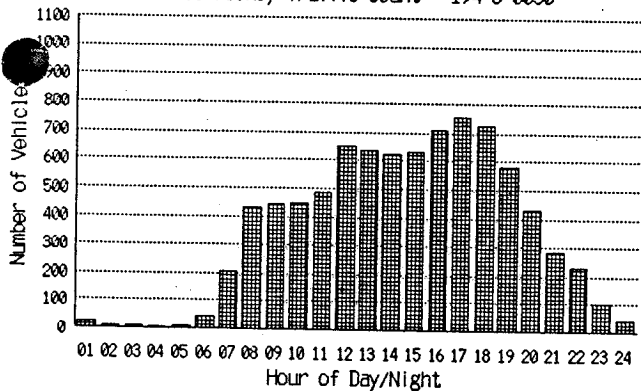
East of 29 Road

1983 Weekly Traffic Count - 194-3-0070



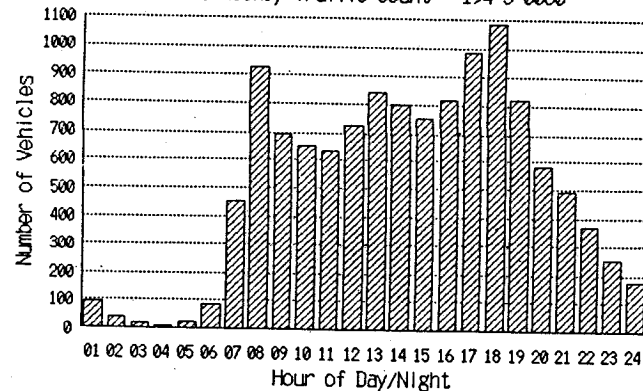
West of 1st St.

1983 Weekly Traffic Count - 194-3-0030



East of 27.5 Road

1983 Weekly Traffic Count - 194-3-0060



NUMBER OF VEHICLES PER WEEK DAY (JULY 1983)

- LESS THAN 2500
- 2500-7000
- 7001-12,000
- 12,001-17,000

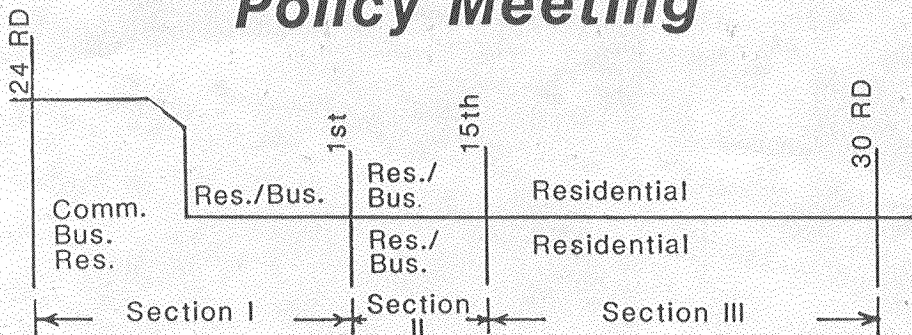
F ROAD TRAFFIC VOLUMES Average Week Day Traveled







Patterson (F) Road Corridor Policy Meeting



Purpose of the Policy: To ensure consistent decisions in new developments and redevelopments of land use along Patterson (F) Road.

Your input into the formulation of this policy is invited. An area meeting will be held:

**Thurs. Sept. 13, 1984
7:00 pm**

**Pomona Elementary School
25 1/2 Road & Patterson (F) Road**

A presentation and discussion of the proposed Patterson (F) Road Policy by the Grand Junction Planning Commission and City Planning Department will be given to all interested individuals. We hope to see you and your neighbors there.

For further information and copies of the proposed policy, please contact the Grand Junction Planning Department, 559 White Avenue, Room 60, or call 244-1628.





City of Grand Junction, Colorado 81501
250 North Fifth St.,

MEMORANDUM

TO: Grand Junction City Council
FROM: Bob Goldin, Senior City Planner
DATE: October 5, 1984
RE: Proposed Patterson (F) Road Corridor Policy

Enclosed for your review is the proposed Patterson (F) Road Corridor Policy.

The policy considers Patterson Road from Highway 6 & 50 east to 30 Road. It is split into three sections: 1) 6 & 50 east to 1st Street, 2) 1st Street east to 15th Street, and 3) 15th Street east to 30 Road. Although portions of the policy are outside the corporate limits, through the adopted intergovernmental agreement and potential for annexation, we are including areas beyond our legal jurisdiction for review.

This is only a policy being proposed, not a regulation. The policy will provide guidance for new development and redevelopment and if adopted, will be made part of our other corridor policies for the City of Grand Junction.

The development of the policy resulted, in part, from area meetings held in late 1983 for the Comprehensive Plan. Citizen input indicated a desire to establish development patterns along the major traffic routes in the area. The Grand Junction Planning Commission then prioritized Patterson (F) Road, a primary east/west traffic carrier, as one corridor in need of goals and guidelines for development. Other corridor policies will also be forthcoming in the near future.

The intent behind this policy is not to establish engineering standards or specific layouts for the Patterson Road right of way itself, but to give direction for new land use and development along Patterson as it occurs over time.

This will help ensure consistent decisions for both the City and the developers. The policy will recommend and encourage how a particular project and location should accommodate the site considerations in regards to Patterson (F) Road. It will also help complement existing adopted corridor policies: 1st Street, 7th Street, 12th Street and the County's F Road policies.

We have attempted to invite citizen input and participation throughout the process as well as having technical review by all affected agencies and departments. Although the majority of citizen comments were regarding specific right of way standards, design and assessment, there were comments about potential rezones to business uses. The residents in the area from 29 Road east (outside the City's legal jurisdiction) did request the possibility of rezoning their properties to non-residential uses. Mesa County Commissioners, Mesa County Planning Commission, and the County Planning Department have upheld their own adopted F Road Policy of

no new additional commercial developments, thus recognizing and supporting the concept we are proposing for that area from 15th Street to 30 Road.

Very few negative comments directed towards the intent of the policy have been received. Comments regarding safety, sidewalks, right of way requirements and development schedules were also received. As a result of the area meeting and public hearing, the Grand Junction Planning Commission has recommended to the City Council the adoption of a timeframe development schedule for the entire length of Patterson (F) Road. This would give the individual residents and property owners affected by potential improvements along Patterson an idea when to expect and anticipate the design, development and construction of actual improvements.

The Grand Junction Planning Commission and Planning Department are requesting the City Council to consider and adopt the proposed Patterson (F) Road Corridor Policy at the October 17th City Council public hearing. A joint workshop with the City Council and Grand Junction Planning Commission is tentatively scheduled for October 16th to go over any concerns, questions, or for further clarification you may need on the proposed policy. Enclosed is additional information on the policy itself.

Thank you for your consideration on this proposed policy.

BG/tt

Enclosure

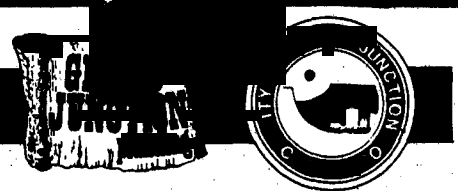
TIMEFRAME OF DEVELOPMENT FOR PATTERSON (F) ROAD CORRIDOR POLICY

Late 1983	Comprehensive Plan area meetings identify need for more corridor policies.
Early 1984	Grand Junction Planning Commission/staff begin researching and discussing concerns of Patterson Road.
June 1984	Intent and framework of Patterson (F) Road Policy identified. Specifics then added.
July 1984	Preliminary draft of goals and policy guidelines sent out for review in-house.
August 1984	Began soliciting comments from outside affected agencies, individual groups.
Sept. 13, 1984	Area meeting held to invite public comment at large. (850 flyers hand delivered, TV, radio, newspaper, mailings used to invite participation. See enclosed overview and comments of area meeting for details.) Approximately 75 interested individuals attended the meeting.
Sept. 28, 1984	Grand Junction Planning Commission public hearing on Patterson (F) Road. Recommended approval to City Council. (see minutes enclosed for details.)
Oct. 16, 1984	City Council/Grand Junction Planning Commission workshop and agenda review to go over F Road Policy.
Oct. 17, 1984	City Council public hearing.

Enclosed for City Council Consideration:

- Patterson (F) Road Corridor Policy (including map.)
- Grand Junction Planning Commission public hearing minutes of September 25, 1984.
- Overview of public comments of September 13, 1984.
- Verbatim comments of public of September 13, 1984.
- Letters received regarding policy.

development summary



File # 26-84 Name Patterson Road Corridor Policy Date 10/10/84

PROJECT LOCATION: Patterson Road from Highway 6 & 50 east to 30 Road.

PROJECT DESCRIPTION: This is a request to consider the proposed Patterson (F) Road Corridor Policy. The intent behind the policy is to provide and ensure consistent decisions in new development and redevelopment of land use along Patterson from Highway 6 & 50 east to 30 Road.

REVIEW SUMMARY (Major Concerns)

POLICIES COMPLIANCE	YES	NO*	TECHNICAL REQUIREMENTS	SATISFIED		NOT SATISFIED*	
Complies with adopted policies	X		Streets/Rights Of Way				
Complies with adopted criteria	X		Water/Sewer				
Meets guidelines of Comprehensive Plan	X		Irrigation/Drainage				
			Landscaping/Screening				
			Other: _____				

* See explanation below

Technical review and area meetings have been held to discuss the proposed policy. Under a separate cover memo, specific information regarding the process and discussion of the policy is provided. The majority of comments received have not been adverse to the intent of policy, but to specific assessment and design requirements associated with actual improvements.

STATUS & RECOMMENDATIONS:

We are recommending adoption of this policy to complement existing corridor policies to act as guidelines for development along the major east/west traffic corridor (Patterson Road). This is not a regulation but design considerations of what is appropriate and how it should develop.

As a result of the area meetings, the major issues were the design, right-of-way, assessment and actual construction of Patterson Road itself and not the policy.

* Planning Commission Action

The Grand Junction Planning Commission held a public hearing on September 25, 1984. No adverse comments were received. They recommended approval and also recommended the City Council consider a firm development schedule for design, right-of-way acquisition, and actual construction for all of Patterson Road.

KM ✓
Bg ✓

F Rd file

CITY OF GRAND JUNCTION, COLORADO

MEMORANDUM

Reply Requested
Yes No

Date
November 29, 1984

To: (From:) Ken Reedy From: (To:) Mike Grizenko

Below is a list of public concerns regarding the proposed designs for the construction of Patterson Road from 7th to 12th Street and 12th Street from Bonita Avenue to Horizon Drive, as they were voiced during the Public Meeting on November 27, 1984, at the Bookcliff Baptist Church. The concerns have been grouped according to project, with some separate, general concerns listed at the end.

A. PATTERSON ROAD 7TH STREET TO 12TH STREET

- (1) Questions were raised as to how long Patterson Road would be closed to build the bridge at 26.6 Road and Patterson Road, and also regarding our proposed timetable for the construction of the Patterson Road Improvements.
- (2) In regard to assessments, questions were raised about whether the cost of replacing the bridge would be assessable, and whether the owners would be assessed for utility relocations that are required, and also whether the retaining wall on the south side of Patterson Road at the bridge would be assessable.
- (3) A question was raised as to whether the City had considered installing a signalized crossing for pedestrian use on Patterson Road, or some other means to accommodate children going to school.
- (4) There was a question as to whether sidewalk is justified on the south side of Patterson Road where it is in close proximity with the Grand Valley Canal, since it would be a temptation for children. Along the same line, the question was raised regarding the possibility of placing a chained link fence along the south side of Patterson Road.
- (5) A question was raised as to whether sidewalk would be provided at the bridge location.
- (6) A person asked whether there would be a left turn lane provided on Patterson Road for Viewpoint Drive.
- (7) A question was directed as to whether we would improve the sight distance problem at Viewpoint Drive.
- (8) A question was raised as to whether a storm sewer project is proposed.
- (9) A concern was raised as to the fates of driveways along Patterson Road in the vicinity of Viewpoint Drive.

Memo to: Ken Reedy From: Mike Grizenko
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B. 12TH STREET BONITA TO HORIZON DRIVE

- (1) A number of questions were raised in regard to the sidewalk on 12th. More than one person questioned whether a sidewalk on the east side of 12th Street is justified, given the existing use of the land. Another asked why we proposed using the detached sidewalk in front of Northwood Condominiums. Another person asked what the proposed sidewalk width would be.
- (2) Questions were raised as to whether the City is proposing storm sewer or sanitary sewer projects on 12th Street.
- (3) A question was asked as to whether the City would provide noise barriers along 12th Street. Along the same line, people asked whether a hedge located along 12th Street and fronting 3001 Condominiums' property would be disturbed. Lakeside Drive owners were also concerned about a hedge running along 12th Street and fronting Lakeside property south of Lakeside Drive.
- (4) A question was posed as to what kinds of grade changes were proposed on 12th Street, and a concern voiced about a sight-distance problem at the intersection of F $\frac{1}{2}$ Road and 12th Street.
- (5) A question was raised as to why the City Proposes a wider pavement section for construction than exists south of Bonita Avenue on 12th Street. A concern was also raised as to what kind of protection would be offered to a car making a left turn onto Lakeside Drive from 12th Street.
- (6) Lakeside owners voiced a concern as to what the City proposed to replace a concrete lined irrigation ditch that would be removed with the proposed improvements and if we were aware that it irrigates the hedge at 3001 Condominiums.
- (7) Other questions regarded where the 12th Street project's funding came from and whether the City felt the 12th Street project was justified at this time.
- (8) A question was also posed as to the City's policy on providing drive-ways to open land.

Memo to: Ken Reedy From: Mike Grizenko
November 29, 1984
Page 3

C. GENERAL CONCERNS

- (1) Several questions arose regarding assessment procedures. One person wondered whether the City would ever devise a permanent assessment policy. Other questions were aimed at how the City plans to assess properties adjacent to the improvements, including condominium complexes and churches. Another concern was whether we could estimate an approximate cost per front foot at this time. A person also asked how the City could propose assessments when, in their opinion, a majority of adjacent landowners felt the improvements were a detriment.
- (2) A person brought up a question of how the City prioritizes its street improvements in terms of need, citing a problem on 1st Street regarding the fact that children walking to school at West Junior High are not protected from traffic on that part of 1st Street between Walnut Avenue and Patterson Road. It was this person's opinion that 1st Street in this area should have priority over 12th Street.
- (3) A suggestion was raised to look into taking pressure off of Patterson Road in terms of traffic by alternate possibilities for arterial east-west streets.
- (4) A concern was voiced as to whether Patterson Road between 1st Street and 7th Street would be widened.
- (5) A question was raised as to whether Patterson Road and 12th Street were designated truck routes, and, if so, whether the designation would remain after construction, and also if confusion over speed limiting signs on 12th Street would be resolved after construction.

cc - Mark Achen
Jim Patterson
Don Newton
Darrel Lowder
Bob Goldin
(2) File

PATTERSON (F) ROAD CORRIDOR POLICY

COMMENTS

Hwy 6 & 50 to First Street

1. Pipe the canal from 25 Road to 26 Road like you did at 1st Street and 26 Road and 25 ½ Road.
2. Suggest putting Ranchmans Ditch in culvert. Give consideration to setback walkway and pedestrian crossings to accommodate children going to and from Pamona School.
3. I and my brother and sister own property from 2570 F Road thru 2580 F Road. We would like to see the drain ditch on the north side of the road be piped and the road way moved north rather than cut off the front of our property for right-of-way.
4. I feel that they should put in pipe over the ditch/canal, it would be nicer.
5. It does not bother me to make F Road a 4 lane as long as there is light at 25 ½ Road because of the grade school and baseball park.
6. I would like to see the irrigation ditch on the south side of F Road between 25 ½ and 1st Street culverted in and have the road widened on the south side. Access curb for multiple use may work for new structures but not existing structures. As close as my house is to F Road already, you'd either have to take it by eminent domain or expand the road to the south. I would be very interested in knowing which side of the road F Road will be widened. Because of the school children walking along the road, heavy traffic should be discouraged.
7. The residential homes north of F Road from 25 ½ to 1st Street should not be encroached upon. The canal on the south side should be covered or at least rocked in. The number of residential homes on the north side should have priority over pasture land and vacant land on the south side. These homes which have been established for many many years are set very close to F Road as it is now. If more footage was taken onto our properties most of these homes would have to be bought by the City which would be a great expense. Probably a lot more than the cost of covering the canal. If a smaller footage was taken, say 15', onto our properties, compensation should be given for all trees, fences, hedges. Good sidewalks should be planned for pedestrian traffic, especially for the many children who walk to Pamona school.
8. It seems only appropriate to cover Ranchmans Ditch (before rebuilding the bridges) or in lieu of bridges. The cost would probably be comparable. There is not room between 26 Road - 25 ½ Road to widen to the North: it must be 4-laned to the South over the ditch or the city will have to buy the houses on the North. It would be nice to have separate walkways (detached from roadway). The path to the school is nice but difficult to get to and not maintained properly. The weeds have overgrown and give a person flat tires on bicycles. The children won't take the path because they don't like to get flat tires all the time. There should be a bike path to the side of the road even as part of the road as it was done east on Patterson to 30 Road. But it must be maintained so it is free of rocks and trash to allow a bike to travel safely. Please remember first and foremost, there is a school at 25 ½ Road and children's lives are valuable. The school district refuses to bus our children because we are within a mile from the school but it is not safe now for them to walk. The speed must be controlled not just during school hours.
9. F Road construction certainly needs as few as possible points of access. Provision for left turns should be restricted to a very few. Appears that the logical solution for right-of-way acquisition along Independent Ranchmans Ditch is to cover the ditch. I feel that in the newly constructed area of F Road (28 ½ East) the lanes are wider than desirable. Two cars can be abreast in one lane. That is not good.
10. Pipe the canal from 25 Road to 26 Road, or keep sidewalk in line, the way it's going from the Millers residence on out to 26 Road.

1st Street to 15th Street

1. I would hope that a speed limit of no more than 35 mph be planned (between 28 ½ Road and 1st Street). 28 ½ Road intersection needs a light to allow more access onto Patterson between 28 ½ and 12th Street.
2. Must have adequate crossing facilities for school children who must cross from the north side of Patterson to Tope or Holy Family schools between 7th and 12th Streets particularly. Would like traffic light in area of walking bridge across canal. Speed limit should decrease on F Road from 12th Street through 1st Street. I feel that it should not be higher than 35 mph, in the future.
3. I feel our large problem is we can't depend on a decision - ie. Horizon Drive extension. Please keep our residential areas as a priority. No more assessment please, this seems very unfair to be assessed presently and seeing future plans to tear it up.
4. I want my own private curb cut to eliminate usage by the general public. I want to be notified of every meeting regarding this corridor. Lets send some of the traffic downtown instead of all to the Mall. No islands of dirt between walks and curbs. Notify me by mail - I'm a bit bitter about my "new" road. No more assessment.
5. Please leave 1st to 7th on Patterson as is, we like it that way. Four years back the property owners of Willowbrook and along Patterson from 1st to 7th Streets, petitioned against the four laning on account of St. Marys Hospital, medical offices, schools and shopping center. We ended up with the existing improvement on Patterson, resulting in a large assessment to all the property owners. If this is due to change in the future, I am interested in knowing how much is to be taken out of my premises for right-of-way, damaging my property value in which case I demand return of my special assessment which I have already paid in full, and I would refuse another assessment.

6. Extending Horizon Drive from 1st to 7th Street is NOT the answer. Improve 7th and 12th so some of the traffic will go downtown and help businesses there. It would help North Avenue. Don't shoot all the traffic toward the Mall. Don't tell me that you can't control traffic patterns. People go where roads are good. They go from one point to another but good traffic engineering can take the pressure off existing residential development.
7. The 6th graders at Pamona elementary want bicycle paths along all new developments on Patterson.
8. In general I more or less approve of the plan as presented. I do believe that 1990 is too late to do the section from 1st Street to 7th Street.
9. Taking away so much of our front yard has lowered the value of our property as residential drastically. We would be unable to sell it as a home, so would have to have it rezoned to Business. We will not be able to back out of our driveway unless some way is provided. Who pays for retaining wall, sidewalk, lost front property.
10. Run Horizon Drive thru to 1st Street alleviating much of the burden on F Road.
11. There should have been more input from this area on the Horizon Drive decision. We are now paying assessments on the last improvement from 1st to 7th Streets. Do we have to pay twice? There will not be enough frontage on our property to allow for the 25' allowance. The decisions made by the Planning Commission can not carry much credence when they can be over ruled by a very short sighted City Council. We would like to have the decision made on 1st-7th Streets as soon as possible.
12. Who is going to pay for four laning 1st to 7th. I have paid for it once (improvements and sidewalks). How much will you take off each side of road. Don't put sidewalks on both sides and you will not have to take as much off each side. If you four lane 1st to 7th the property owners should not have to pay for it since Horizon Drive is not going through, use the money from that. I am not for 4 laning 1st to 7th Streets.
13. Leave south side of Patterson residential 1st to 7th Street. Any portion that requires curb cuts, make the cuts wide enough to accommodate vehicles at a reasonable speed. Any new business along Patterson should be required to provide angle parking for their customers. Where possible provide deceleration lane for busy entrances. Lets do a better job of engineering the street improvements so we are not doing the same projects over. Try to arrange traffic lanes so we have at least one lane that keeps traffic moving and not slowed for traffic exiting the street.
14. We were assessed for Patterson improvements four years ago. If these improvements are going to be torn down, our assessment should be refunded. I believe the engineering between 1st and 7th Streets should be accomplished so that property owners who desire to sell their property know exactly what the four laning will look like and can pass this information on to someone who might desire to make a purchase.

15th Street to 30 Road

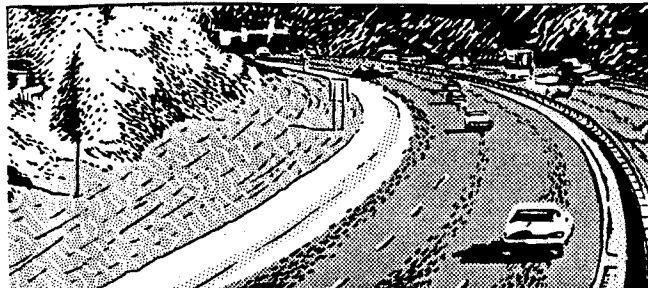
1. Look at individual cases for potential business. Nobody wants to live on busy streets but business will pay top dollar, allow for development. Don't blanket zone. This was County policy for F Road at the time of development.
2. Because of speed, traffic, noise and future congestion the houses along F Road are not desirable, suggest utilizing berms where possible to reduce noise. Otherwise use present housing for attractive professional buildings to serve as a buffer, so people behind are protected. (Signed by 9 people)
3. You must provide for traffic safety for those who live along the corridor. The speed of East-West traffic has to be controlled with more traffic signals and signs. Provisions must be made for pedestrians and cyclists. To maintain the residential character the density has to be held low.
4. County and City should have the same policy on F Road. Also no more business or commercial development on F Road. Also some control as to excessive noise from motorcycles and vehicles without proper mufflers. This is not to bad a policy if you stick with it.
5. There should be some specific coordination between County and City Corridor policy: Sec. 22 Corridor policy for arterial roads in Mesa County starts out their policy "Mesa County encourages industrial and commercial activities". The proposed City policy for 15th to 30 Road (part of which is county says as its purpose "The intent of this section of the corridor is to encourage residential development only.") There should have been County Planning Commission representatives at this meeting.
6. What about controlling the excessive speed of traffic that is present on F Road.
7. We are experiencing high speed and drag strip driving at the present time. I've asked for some traffic patrol, but nothing has been done. Crossing the street on foot is dangerous. There are no marked foot crossings. What will happen later?
8. I will sell my property to business or otherwise just as soon as possible.
9. I would like to sell my property to anyone that would buy.
10. I want to see it zoned business as my house will be a little more than 20' from this 5 lane highway. With 13,000 cars a day going by it renders the home unliveable. A professional office in the home would be bearable and still a barrier for the homes behind it. Barring that; I would prefer the area be commercial.
11. I don't think any part of F Road can be considered only residential. It should be zoned for business at least, if not commercial. People with small children do not want to live on F Road.
12. The people in the north and east of 29 and along F are very dissatisfied with Arnie's restaurant (excessive cooking smoke) and trash in our yards - too much traffic & noise - children riding bikes on the sidewalk. If you want the F Road residential why 4 lane it. Please consider commercial north of F Road from 29 to 29 1/2 Roads at least.
13. We wanted to retire here in a lovely home we purchased several years ago. It looks like the Patterson Road development may devalue our home and increase the noise and traffic, making it no longer attractive. If we cannot live there we would like to option to rezone our property to business (eg. professional building) which would fit in the area and act as a buffer.

GRAND JUNCTION AREA TRANSPORTATION STUDY
LEVEL OF SERVICE FOR THE STREET NETWORK

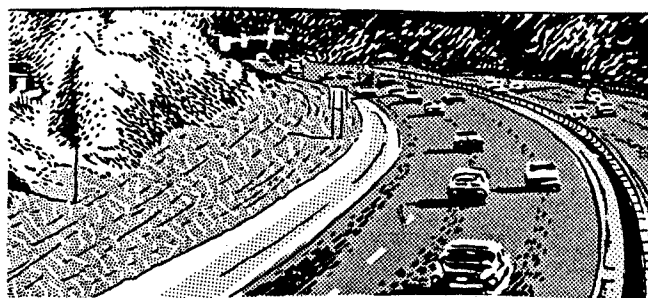
WHAT IS "LEVEL OF SERVICE"?

Level of service (LOS) is a measure of the operating condition of a street. LOS is stratified into six classes defined as:

A Free flow, low volume, high-operating speed, high maneuverability.



B Stable flow, moderate volume: speed somewhat restricted by traffic conditions, high maneuverability.



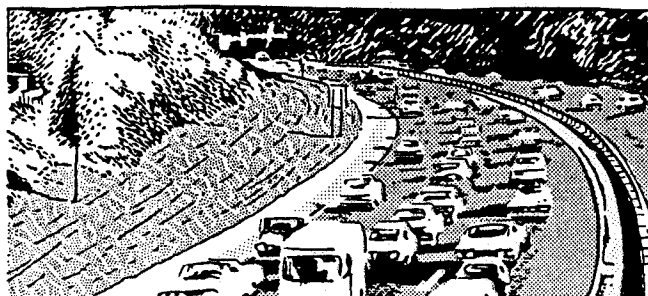
C Stable flow, high volume; speed and maneuverability determined by traffic conditions.



D Unstable flow, high volumes, tolerable but fluctuating operating speed and maneuverability. This level has been set as the target in the Denver area.



E Unstable flow, high volumes approaching roadway capacity, limited speed (approximately 30 mph), intermittent vehicle queuing.



F Forced flow, volumes lower than capacity due to very low speeds. Heavy queuing of vehicles, frequent stoppages.



Measuring the "ultimate" capacity requires some information on the physical characteristics of the street and the land use and topography. Increasing the number of lanes or the lane widths can increase capacity. Putting parking on-street decreases capacity. Furthermore, street capacity is controlled by intersection capacity. Intersections which are too close together or not channelized with turn lanes decrease the overall capacity of the street.

Finally, and of great importance, LOS is a desired standard at which the transportation network should operate--not the absolute maximum amount of traffic which the street(s) can bear. For a given level of traffic volume, the LOS chosen will determine how much street should be constructed. At 20,000 vehicles per day, a "C" LOS would require a four lane facility, and a LOS "A" would require a six lane facility. The trade-off is between convenience and speed of the traveler on one hand and capital and maintenance costs on the other. A very high LOS, such as "A" will mean overconstruction. A low LOS, such as "D" will mean much slower travel. Therefore, LOS is partly a political decision as well as a technical one.

WHAT ARE THE PROS FOR DEFINING A LOS?

A measurable standard for street improvement programming.

If we have good information on what the existing street capacities are and a policy on what the desired operating standard for the street system is, we can program funds for streets which exceed the standards. A monitoring system of traffic counts, physical characteristics of the streets, and land use information such as zoning/subdivision data and building permit data can indicate which streets are now or will exceed the standard within five years.

A practical land use management tool.

When a development is proposed, we will have quantitative information on how well the surrounding street network is performing and how it will be affected by the proposed development. A policy regarding acceptable LOS will enable the City and the County to better regulate growth and exact meaningful improvements out of the developments.

A better financing tool.

Many federal grants require information on project need expressed as existing or projected traffic volumes exceeding the designated standards. As noted above, the LOS can also be used to obtain more development-financed improvements.

A better means of managing air pollution from automobiles.

Air pollutants emitted from vehicles are base on engine running times: the less time it takes a person to get to his destination, the less pollutants emitted. Setting a LOS can help assess air quality impacts in the Valley.

WHAT ARE THE CONS IN DEFINING A LOS?

Impacts the cost of development and governmental budget.

Because a given level of traffic needs more improvements to achieve a high LOS, the cost of improvements rise as well. If the costs are borne by the public, more taxes must go into road construction. If the developments pay, costs of housing rise and economic development may be hindered. In addition, if LOS is a determining factor in whether or not development is allowed, there will be increased pressure on the governmental budget to program improvements and remove the restrictions placed on new development by limited capacity.

Restricts growth in area.

If no money is available for the improvements, and no development fees are collected to pay for the improvements, the LOS may hinder development in the area. This assumes that there are teeth in the policy, and that land use and programming decisions will be made on the basis of the policy.

Raises expectations of service.

If the City and County make it a policy that streets should operate at an unrealistically high (A or B) LOS, citizens who become upset at minor congestion problems may file suit against the jurisdiction as a result.

WHO NEEDS TO MAKE THE DECISIONS?

As this is a critical decision, the City Council and County Commissioners must determine the level. Both the City and County Planning Commissions need to be involved because of the land use implications.

WHAT DECISIONS MUST BE MADE?

Choose the level of service which will best serve the needs the public, the budget and the need for new development.

A___ B___ C___ D___ E___

Name_____

Date_____

Comments_____

