

2945-164-08-022
Russell D. & Agnes F. Wiseman
403 Mayfield Drive
Grand Junction, CO 81503-1521

2945-164-08-026
Ann P. Jacobs
405 W. Mayfield Drive
Grand Junction, CO 81503-1521

2945-164-05-008
Robert L. & Karen K. Haggerty
413 E. Mayfield Dr.
Grand Junction, CO 81503-1519

2945-164-0-234
William R. & Betty Lou Jarvis
2491 S. Broadway
Grand Junction, CO 81503-2782

2945-164-00-946
Redlands Water & Power
1043 North Avenue
Grand Junction, CO 81501-3141

2945-164-05-001
C. Leonard & E. Kay Russell
423 E. Mayfield Dr.
Grand Junction, CO 81501-1519

2945-164-05-004
Wyenona L. Hawkes
419 E. Mayfield Dr.
Grand Junction, CO 81503-1519

2945-164-05-005
Steve & Thea R. Morrison
415 E. Mayfield Dr.
Grand Junction, CO 81503-1519

2945-153-00-018
Pioneer Park Partnership
444 E. Scenic Dr.
Grand Junction, CO 81503

2945-153-01-001
Sharon L. Edris
2503 Broadway
Grand Junction, CO 81503

2945-164-00-146
Scott P. Smith
1591 N. Sheridan Rd.
Lake Forest, IL 60045-1350

2945-164-00-289
Pioneer Park Partnership
444 E. Scenic Dr.
Grand Junction, CO 81503

2945-164-08-002
Harold P. & Shirley G. Stocker
408 E. Mayfield Dr.
Grand Junction, CO 81503

2945-164-08-009
Michael J. & Karen L. Bales
426 Bayfield Dr.
Grand Junction, CO 81503

2945-164-08-003
Lloyd R. & Susan M. Mabrey
412 E. Mayfield Dr.
Grand Junction, CO 81503

2945-164-08-004
James E. & Catherine D. Nasalroad
416 E. Mayfield Dr.
Grand Junction, CO 81503

2945-164-08-005
Everett E. Reece
418 E. Mayfield Dr.
Grand Junction, CO 81503

2945-164-08-006
Larry S. & Nancy J. Mason
420 E. Mayfield Dr.
Grand Junction, CO 81503

2945-164-08-007
John W. & Vera L. Creagar
422 E. Mayfield Dr.
Grand Junction, CO 81503

2945-164-08-008
Howard & B.R. Hottes
424 E. Mayfield Dr.
Grand Junction, CO 81503

SUBMITTAL CHECKLIST

MAJOR SUBDIVISION: PRELIMINARY

Location: Hwy 340 & Redlands Canal

Project Name: Willow Ridge

ITEMS		DISTRIBUTION																									
DESCRIPTION	SSID REFERENCE	City Community Development	City Dev. Eng.	City Utility Eng.	City Property Agent	City Parks/Recreation	City Fire Department	City Attorney	City G.J.P.C. (8 seats)	City Downtown Dev. Auth.	City Police	County Planning	Walker Field	School Dist. #51	Irrigation District	Drainage District	Water District	Sewer District	U.S. West	Public Service	GVRRP	CDOT	Corps of Engineers	Colorado Geological Survey	US Postal Service	Perisign WWTF	TOTAL
190 94 Original Do NOT Remove From Office																											
● Application Fee	VII-1	1																									
● Submittal Checklist*	VII-3	1																									
● Review Agency Cover Sheet*	VII-3	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
● Application Form*	VII-1	1	1	1	1	1	1	1	8	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
● Assessor's Map	VII-1	1	1	1	1	1	1	1	8	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
● Evidence of Title	VII-2	1		1			1																				
● Names and Addresses	VII-3	1																									
● Legal Description	VII-2	1		1																							
● General Project Report	X-7	1	1	1	1	1	1	1	3	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
● Location Map	IX-21	1																									
● Preliminary Plan	IX-26	1	2	1	1																						
● 11"x17" Reduction of Prelim. Plan	IX-26	1			1	1	1	1	8	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
● Preliminary Drainage Report	X-12	1	2																								

NOTES: 1) An asterisk in the item description column indicates that a form is supplied by the City.
 2) Required submittal items and distribution are indicated by filled in circles, some of which may be filled in during the pre-application conference. Additional items or copies may be subsequently requested in the review process.
 3) Each submitted item must be labeled, named, or otherwise identified as described above in the description column.

190 94

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From Office

Willow Ridge Preliminary Subdivision Submittal

Project Narrative

PROPERTY LOCATION

The parcel is located immediately north of Highway 340, and east of the Mayfield Drive on a bluff above the Redlands Power canal. This lot lies in the southeast quarter of the southeast quarter of Section 16, Township 1 South, Range 1 West, of the Ute Principal Meridian.

EXISTING SITUATION

The existing zoning is Mesa County zone PR-4. The parcel is 4.65 acres. The request coincides with a petition of annexation with the zoning to remain PR-4.

THE PROPOSED DEVELOPMENT

The owner proposes a gated community for 12 single family detached and 4 single family attached lots with access from Highway 340. The project is to include 12 single family homes and 4 units which share a common wall. The project includes open space, a surface drainage system and detention pond, streets, sidewalks, a link to the existing bike trail system, major utilities and other infrastructure requirements.

Willow Ridge will be a covenant controlled community. Its restrictive covenants will provide for an Architectural Control Committee and Architectural Control Guidelines.

Willow Ridge will be a gated community with a security gate and gatehouse located at its formal entry.

The architecture of Willow Ridge will have its own distinctive and harmonious identity to add to a sense of community.

The lots are designed as zero lot lines with a 15' side yard setback on the opposite side. This configuration reduces the problems associated with privacy, both visual and audible, in standard side yard setbacks. The defined side yard areas have been oriented toward the south and east, a desirable orientation for sun in the winter and shade in the summer. With the obvious side yard space available, the space can be addressed architecturally to provide usable outdoor living space. The privacy will also be addressed on the north side by limiting windows to glass block lights or clerestory lights, providing natural light without visual intrusion from the neighboring unit. In comparison, a standard lot in an R-4 zone would leave a 7' wide strip on both sides of the unit, neither of which is large enough (if the unit is built to the setback line) or private enough to use. The neighboring unit is not restricted by the lot line from accessing this space, nor is it feasible to restrict access for safety reasons.

A 45' front yard setback (from centerline of the right-of-way) and a 25' rear yard setback are included to allow space for parking in drives as well as rear yard space which can be fenced for privacy and safety reasons.

PUBLIC BENEFIT

This project is proposed to allow the development of this parcel as single family residences in response to need shown by recent depletion of residential lots available in this area. The property has no value as an agricultural use.

ADOPTED PLANS AND POLICIES

Multi-Modal Transportation Plan - the adjacent bike path on Highway 340 is a link in the area's commuter bike system, allowing residents of this development direct access to the existing Colorado River Trail, and subsequently the entire system.

THE IMPACTS

Surrounding Land Use - The May's subdivision immediately west of the parcel and the Mesa Vista and Country Club Park subdivisions across Highway 340 to the south are established medium density housing developments. To the north is the Redlands Water and Power generating plant and canal. Below the canal is the Audubon Section of the Colorado Riverfront Trail. Retail and commercial development exist in the Pioneer Village South development a quarter of a mile to the east along Highway 340.

Site Access & Traffic Patterns - The parcel is accessible from the adjacent Highway 340 Right-of-way. The requirements of the State Highway Access Permit will be met by adding an acceleration lane to Highway 340 as described by the Permit.

Availability of Utilities - The development lies within the boundaries of the Ute Water Conservancy District. Water service to the project will be from an existing 8" water main located 100' east of the project at Brach's Market on Highway 340, adequate to provide drinking water and fire protection for the development. Two fire hydrants are proposed. The service will be extended with an 8" main to serve homes and fire hydrants. The development is within the boundaries of the 201 Sanitation District. A sanitary sewer system will be provided to all units in the development.

Effects on Public Facilities - In general, the development of this site will incrementally increase the use of roads, fire protection, police protection, schools, sanitation facilities, and parks. In some cases, the expanded use is planned for and will increase the efficiency of existing facilities, such as sanitation (plant was designed for population of the 201 District), and fire protection (within the existing district service area). In other cases, the developer is paying for the proposed improvements such as the acceleration lane and parks (Parks & Open Space Fees). The remaining services, schools and police protection, are property tax funded.

A \$225 per lot Parks and Open Space Fee will be paid in lieu of open space development or dedication.

The site is within 1-1/2 miles of Scenic Elementary School, 3 miles from Redlands Middle School, and within 2 miles of Grand Junction High School. With 16 lots being developed, any additional burden to the schools from this development will be minimal.

Fire protection in this area is served by the Grand Junction Fire Protection District. Initial response to this site would be served from Station #1, located at Pitkin and 6th.

Redlands Water & Power has expressed concern with the effect of drainage into the Redlands canal. The drainage study indicates the ability to control the developed flows created by this development and not adversely affect the canal. Additional concerns with trash, pumping, yard clippings have been addressed by holding lot lines back from the canal where access from a home site is practical. Safety concerns will be addressed with fencing.

Site Soils and Geology - See enclosed Geology Report.

IN SUMMARY - this proposal meets the intent of the policies established by The City of Grand Junction, the desires of the landowner, and the home buyer market which we believe this project addresses.

REVIEW COMMENTS

Page 1 of

FILE #190-94

TITLE HEADING: Preliminary Plan - Willow Ridge Subdivision

LOCATION: Highway 340 & Redlands Canal

PETITIONER: Oliver Frascona

PETITIONER'S ADDRESS/TELEPHONE: 1910 Stony Hill Road
Boulder, CO 80303
494-3000

PETITIONER'S REPRESENTATIVE: Craig Roberts / Calvin & Associates

STAFF REPRESENTATIVE: Tom Dixon

NOTE: THE PETITIONER IS REQUIRED TO SUBMIT FOUR (4) COPIES OF WRITTEN RESPONSE, AND REVISED DRAWINGS, ADDRESSING ALL REVIEW COMMENTS ON OR BEFORE 5:00 P.M., NOVEMBER 28, 1994.

CITY UTILITY ENGINEER
Bill Cheney

11/4/94
244-1590

WATER

1. Running an 8" line to the end of the development is not necessary to provide adequate fire protection. The last fire hydrant needs to be within 250' of Lot 7.

SEWER

1. Show proposed flowline, rim elevations and slopes on pipes to insure this alignment will work.
2. Provide 15' utility easement across Lot 11 and write plat dedicatory language so "common open space" is also utility easement.
3. Can all lots be served by gravity flow into the main?

GRAND JUNCTION FIRE DEPARTMENT
Hank Masterson

11/8/94
244-1414

Existing hydrant at Brach's Market flows over 1,600 GPM, so extension of line to Willow Ridge should provide adequate fire flows. The locations of proposed hydrants at Willow Ridge is acceptable.

REDLANDS WATER & POWER COMPANY
197 POWER ROAD
GRAND JUNCTION, CO. 81503
(303) 243-2173
FAX (303) 256-1320

NOVEMBER 23, 1994

JODY KLISKA, P.E.
DEVELOPMENT ENGINEER
CITY OF GRAND JUNCTION
250 NORTH 5th STREET
GRAND JUNCTION, CO. 81501

NOV 30 1994

RE: WILLOW RIDGE
PROJECT FILE # 190-94

Dear Ms. Kliska,

The following are comments from Redlands regarding our meeting held on November 22, 1994, for the Willow Ridge project. Thank You for allowing Redlands to make these comments.

1. The drainage plans as submitted on the preliminary, with the retention pond and controlled drain, are acceptable to Redlands Water & Power. If any changes are made, Redlands reserves the right to review and approve the changes.
2. A "Hold Harmless" clause from any contaminates in the water or drainage that flows into Redlands Power canal will be included in the covenants.
3. A set of plans or drawings are to be presented to Redlands for approval prior to installation of a domestic water line attached to the bridge that crosses over Redlands Power canal on Highway 340.
4. A copy of the soils report shall be provided to Redlands.
5. A copy of the covenants showing the "Hold Harmless" clause shall be provided to Redlands.
6. A fence on the outside perimeter toward Redlands Power canal is recommended to discourage homeowners from throwing debris into Redlands Power canal.

Sincerely,


Gregg Strong, Superintendent
Redlands Water & Power Company

STAFF REVIEW (Preliminary comments)

FILE: 190-94

DATE: November 17, 1994

STAFF: Tom Dixon

REQUEST: Preliminary plat and plan review for 16-lot subdivision and a Zone of Annexation of PR-3.5

LOCATION: North side of Highway 340 between East Mayfield Drive and the Redlands Canal

APPLICANT: Kenneth L. Schmohe

EXISTING LAND USE: Undeveloped

PROPOSED LAND USE: Single-family Residential

SURROUNDING LAND USE (AND APPROXIMATE DENSITY):

NORTH: Single-family Residential (4 units per acre)

SOUTH: Single-family Residential (5 units per acre)

EAST: Vacant

WEST: Single-family Residential (5 units per acre)

EXISTING ZONING: PR-4 (Mesa County)

PROPOSED ZONING: PR-3.5 (Planned Residential, 3.5 units per acre)

SURROUNDING ZONING:

NORTH: R-2, Single-family Residential (Mesa County)

SOUTH: R-2, Single-family Residential (Mesa County)

EAST: C-1, Light Commercial

WEST: R-2, Single-family Residential (Mesa County)

STAFF ISSUES:

- 1) The access permit to Highway 340 is limited to 16 single-family residences. The proposed 16 units does not exceed this number.
- 2) The proposed number of individual lots (16) is a reduction of three from the previous development (#146-94) which was denied by the Planning Commission at the October meeting. As in the previous review, 10 to 12 lots are still preferred.
- 3) Lot configurations are a concern with this proposal as they were in #146-94. This

proposal indicates that all lots will have minimum street frontages of at least 20 feet. However, Lots 2 and 15 gain this minimum because of the expanded girth of the street. Of similar concern is the lot depth to lot width ratio. These vary from roughly 3:1 to more than 6:1. These ratios are indicative of lot configurations which are awkward, inefficient and distortional.

4) The petitioner again proposes zero side yard setbacks on many of the lots. If this is a function of necessity created by the 16 proposed lots, a decrease in the number of lots would solve this problem. Generally, zero setbacks are more appropriate for attached units. They can be difficult for detached units because of maintenance requirements, property line disputes, privacy needs, and other factors.

5) The proposed street contains a undesirable aspect discussed above, that being the bulge at the southern portion of the proposed Willow Ridge Court. Although variation in streetscapes are desirable, either by enhancement with features such as landscaping, street lighting and street furniture or by a curvilinear design of the street (or by combining elements of both), the proposed bulge does not provide these kinds of amenities.

6) The slopes on the north and east portions of the property limit the carrying capacity of the site. In staff's opinion, the number of units that can reasonably fit on the property as individual lots is no more than 12. The petitioner has approached the slope limitation by keeping building envelopes out of the portions of the site with the steeper slopes. However, Lot 7 through 9 are still pushing toward the edge of the most severe bluff line.

7) Drainage is a concern on the site. Previous comments from the Redlands Water and Power Company stated that discharge would not be permitted into the canal. The petitioner has proposed a detention pond on the north portion of the site, northwest of the street terminus. The adequacy of this facility can only be determined by Engineering staff.

8) The petitioner has proposed building setbacks of 23 feet for the front yard, 25 feet for the rear yard, 15 feet on one side of a side yard and zero on the opposite side. The petitioner's representative has provided an example (The Vineyards) where these side yard setbacks have been utilized. Staff supports the notion that this type of zero side yard setback development can be successful in a single-family residential development providing there is no undue burden on the public such as dealing with private party complaints and issues. However, to promote a neighborhood concept, staff favors front yard setbacks being reduced to 15 feet for residential structures and 18 feet for garage entries.

9) The petitioner proposes a gated (private) entry to the development. It is not clear what the purpose of this is: security, safety, segregation, isolation, or some other function. The low crime rate in Grand Junction does not justify this feature. In fact, the sheer physical constraints of the site will ensure that safety is much higher for a development on this site than in many others throughout the City. If the proposed Willow Ridge Court is to be a public dedicated right-of-way, then physical obstruction to public use would not be allowed.

**PRELIMINARY
DRAINAGE REPORT
FOR
WILLOW RIDGE SUBDIVISION**

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190 94

**PREPARED FOR:
DESIGN AFFILIATES, LLC**

**PRESENTED TO:
CITY OF GRAND JUNCTION**

ROLLAND ENGINEERING

405 RIDGES BLVD., SUITE A, GRAND JUNCTION, CO 81503

OCTOBER 13, 1994

WILLOW RIDGE SUBDIVISION

GENERAL LOCATION AND DESCRIPTIONS

Willow Ridge Subdivision is an approximate 4.6 acres site located at Section 16, Township 1 South, Range 1 West of the U. M. , Mesa County, Colorado. The project site lies immediately east of May's Subdivision, north of Highway 340 (Broadway) and south of the Redlands Irrigation and Power Company's Power Canal (Redlands Canal). Access to the site is from Highway 340 (Broadway). The proposed area is a triangle with sides of 660 feet, 672 feet and 725 feet long. The ground is covered with short dry grasses.

The site has soils consisting of a Hinman Clay Loam (Hc) and a Mesa Gravelly Clay loam (Me).

EXISTING DRAINAGE CONDITIONS

The site lies at the north end of a major drainage basin which drains toward the north and northeast. There are two naturally formed subbasins on this site. In the west sub-basin, there is an average slope of 6% toward the northwest corner on of the property and in the east sub-basin, a relatively steep slope of about 16% toward the Redlands Canal . There are no previously determined 100-Year floodplains on this site. Ultimately the whole site drains into the Redlands Canal.

PROPOSED DRAINAGE CONDITIONS

The site will be divided into two subbasins (west and east sub-basin) under developed conditions. Runoff from the West sub-basin will be drained to a proposed on-site detention pond and released to the Redlands Canal at historic rates. For the post-development runoff from the East sub-basin, the increase in runoff will be insignificant due to a very limited alteration to this area, thus, runoff from this sub-basin will follow its historic course to the Redlands Canal.

DESIGN CRITERIA AND APPROACH

We are not aware of any Master Plan or any other limitations on this site.

The Hydrology and Hydraulic computations conducted for this site will utilize the **STORMWATER MANAGEMENT MANUAL** (June, 1994) for the City of Grand Junction, Colorado. The Rational Method will be used to perform the analysis for the 2 and 100 Year Design Events.

November 25, 1994

Mr. Tom Dixon
Community Development Department
City of Grand Junction
250 North 5th St.
Grand Junction, CO. 81501

Dear Mr. Dixon,

The following is a response o the review Agency Comments concerning the Willow Ridge Preliminary Plan submittal dated November 1,1994, File #190-94.

Grand Junction City Utility Engineer

1. Full utility composite, including the sewer profile will be submitted at final as required.
2. Utility easements will be shown as suggested.
3. Preliminary studies show the proposed alignment will accommodate the proposed units.

Grand Junction Community Development Department

1. Access permit requirements have been met and therefore not an issue.
2. The conclusions in the previous review stated, "the petitioner should re-submit a new design which illustrates the desired density with a townhouse layout or a proposal which reduces the number for detached residences on individual lots to 10-12." The petitioner feels the proposed layout and desired market is for a townhouse type unit without a shared wall. If it is necessary to include an architectural courtyard wall to give the "townhouse" feel to detached units, that should be considered. Detaching units allows most of the units solar access to a south or southeast exposure, a more comfortable and livable exposure than a north or northwest exposure.
3. Lot configurations for lots 2 and 15 were adjusted to allow drive access around the entry median. If the median can be configured to allow an entry feature, we would hope to configure the lots to allow easy access. The lot depth to width ratio is a result of the desire by staff to eliminate the, and I quote the Staff review, "three separate designated 'open space' areas which do not function in any coordinated manner. In fact, the open space area on the southwest corner of the site is useless." If it isn't to be lot or open space, I request a designation which provides a use for the land that is acceptable. I would also request a townhouse lot which keeps the ratio you request. If the unit is 30' in width, a common width, it is then restricted to a 90' length. Eliminate the 20' for the parking in the drive, the 20' for the garage, the desired 25' rear yard setback, and you are then restricted to a 30 x 25' unit. Enclosed are examples of this type of zero lot line unit.
- 4, 8. The zero lot line setback is a function of market the petitioner would like to address. The comments in item 8 indicate a willingness to allow the zero lot line. If this is the case,

you have addressed Item 4. We are more than willing to reduce front yard setbacks as suggested.

5. The proposed widening of the street was to offer variation and interest. In response to the objections of Planning and Engineering, we have offered alternates without the widening.

6. The bluff was the element of the site that attracted the developer, and it was felt the bluff was a strong attractive element that gave the site qualities often greatly desired and referred to as "protected views."

7. The City Development Engineer, petitioner's engineering and planning representatives have met with Redlands Water & Power and addressed their concerns. The detention pond volume has been addressed at the preliminary stage and the volume can be handled on site.

8. (see 4)

9. The "gated" entry was in the form of a small gatehouse as an entry feature in the median to give the illusion of a gated private entry. There are to be no gates, nor a restriction in the use of the roadway. I apologize for not explaining the "Gated Community" aspect of the submittal. It is not a function of security, but exclusivity.


Grand Junction City Development Engineer

1. The proposed widening of the street was to offer variation and interest. In response to the objections of Planning and Engineering, we have offered alternates without the widening.

2. Final Submittal will include plans for highway improvements.

3. Final drainage plan will meet city requirements.

Sincerely,


Craig Roberts
Secretary/Treasurer
Ciavonne & Associates, Inc.

STAFF REVIEW (Final)

FILE: 190-94

DATE: November 29, 1994

STAFF: Tom Dixon, AICP

REQUEST: Preliminary plat and plan review for 16-lot subdivision and a Zone of Annexation of PR-3.5

LOCATION: North side of Highway 340 between East Mayfield Drive and the Redlands Canal

APPLICANT: Kenneth L. Schmohe

EXISTING LAND USE: Undeveloped

PROPOSED LAND USE: Single-family Residential

SURROUNDING LAND USE (AND APPROXIMATE DENSITY):

NORTH: Single-family Residential (4 units per acre)

SOUTH: Single-family Residential (5 units per acre)

EAST: Vacant

WEST: Single-family Residential (5 units per acre)

EXISTING ZONING: PR-4 (Mesa County)

PROPOSED ZONING: PR-3.5 (Planned Residential, 3.5 units per acre)

SURROUNDING ZONING:

NORTH: R-2, Single-family Residential (Mesa County)

SOUTH: R-2, Single-family Residential (Mesa County)

EAST: C-1, Light Commercial

WEST: R-2, Single-family Residential (Mesa County)

RELATIONSHIP TO COMPREHENSIVE PLAN/POLICIES/GUIDELINES:

This site is subject to the adopted Redlands Goals and Policies. This document encourages developments on visually prominent areas, such as bluffs and hilltops, to be designed with colors, textures, and architecture which blends in with the surrounding landscape.

STAFF ANALYSIS:

This proposal is for a 16-lot subdivision on a 4.64-acre parcel. This undeveloped site is presently located in unincorporated Mesa County and has a zoning designation of PR-4.

The petitioner is proposing annexation into the City and approval for a zone of annexation of PR-3.5.

A previous development on this site was considered by Mesa County in 1977. Reviewed as C26-77 (Broadway Townhouses), approval was granted for up to 22 units in eleven separate structures. Since no platting was ever finalized for that development, the approval was reverted by the Mesa County Commissioners on August 23, 1988.

Another development proposal was considered earlier this year for a 19-lot development consisting of single-family residential lots. That preliminary plan/plat proposal, reviewed as File #146-94, was not supported by staff and was denied by the Planning Commission.

The site is a portion of a small bluff overlooking the Redlands Canal. The top of the bluff is relatively flat but has steep slopes on the northern and northeastern sides. There is also a steep drainage channel or gully on the upper southwest portion of the site leading down to the canal. This gully contains heavy vegetative growth, has been a repository for tree and yard trimmings, and has been used as a dumping area for excess construction materials.

Staff concerns with this proposal are as follows:

- 1) The access permit to Highway 340 is limited to 16 single-family residences. The proposed 16 units does not exceed this number.
- 2) The proposed number of individual lots (16) is a reduction of three from the previous development (#146-94) which was denied by the Planning Commission at the October meeting. As in the previous review, the proposed number of individual parcels is an issue. 16 lots is considered a strain on this site based on the need for individual driveways, separate building footprints, variations in how yards are landscaped and watered, utility extensions, etc. Although 22 townhomes were approved on this site in 1977, little consideration was given to the impact of such a development or the ability of the site to sustain that intensity of development. The 10 to 12 lots cited in #146-94 is considered more reasonable and likely to promote better lot configurations and a higher quality of development than the current proposal.
- 3) Lot configurations are a concern with this proposal as they were in #146-94. This proposal indicates that all will lots have minimum street frontages of at least 20 feet. However, Lots 2 and 15 gain this minimum because of the expanded girth of the street. This bulge in the street serves no functional or aesthetic function other than to allow a couple of lots to gain additional street frontage. This is not sufficient rationale for creating such an anomaly. Of similar concern is the lot depth to lot width ratio. These vary from roughly 3:1 to more than 6:1. These ratios are indicative of lot configurations which are awkward, inefficient and distortional. Generally, lot configurations are optimal at about 2.5:1 or 3:1; most of these lots have a significantly greater ratio.
- 4) The petitioner proposes zero side yard setbacks on many of the lots. A decrease in the number of lots would eliminate the need for these setbacks. Zero setbacks are most

appropriate for attached units. They do not work as well for detached units because of maintenance requirements, property line disputes, privacy needs, and other factors that sometimes relate to putting too much density on a site not capable of accommodating it.

5) The proposed street contains a undesirable aspect discussed above, that being the bulge at the southern portion of the proposed Willow Ridge Court. Although variation in streetscapes are desirable, either by enhancement with elements such as landscaping, street lighting and street furniture or by a curvilinear design of the street (or by combining elements of both), the proposed bulge does not provide these kinds of amenities.

6) The slopes on the north and east portions of the property limit the carrying capacity of the site. In staff's opinion, the number of units that can reasonably fit on the property as individual lots is about 12. The petitioner has relied on the existing county zoning (4 units per acre) to justify the 16 units. Although most building envelopes are away from the portions of the site with the steeper slopes, Lots 7 through 9 are still pushing toward the edge of the most severe bluff line.

7) Drainage is a concern on the site. Previous comments from the Redlands Water and Power Company stated that discharge would not be permitted into the canal. The petitioner has proposed a detention pond on the north portion of the site, northwest of the street terminus. The adequacy of this facility can only be determined by Engineering staff.

8) The petitioner has proposed building setbacks of 23 feet for the front yard, 25 feet for the rear yard, 15 feet on one side of a side yard and zero on the opposite side. The petitioner's representative has provided an example (The Vineyards) where these side yard setbacks have been utilized. Staff supports the notion that this type of zero side yard setback development can be successful in a single-family residential development without undue burden on the public. However, to promote a neighborhood concept, recommendation will be made that the front yard setback be reduced to 15 feet for residential structures and 18 feet for garage entries.

9) The petitioner proposes an entry feature, a gate house, to the site. Concern that this might have been a private entry to the development has been clarified. There will be no gate or other access control on the proposed public right-of-way.

The petitioner's representative has responded to the comments raised. However, some issues and concerns remain which need to be satisfied before this proposal can be considered for anything other than denial.

CONCLUSIONS:

Petitioner should re-submit a design which reduces the number of lots for detached residences on individual lots to 12. The 12 lots should have lot depth to lot width ratios of no more than 3:1. Such a plan was presented at the pre-application conference so it is workable on this site.

STAFF RECOMMENDATION:

Denial of the proposed Willow Ridge Subdivision, and

Denial of the proposed zone of annexation until an approved plan is granted.

RECOMMENDED PLANNING COMMISSION MOTION:

Mr. Chairman, on item #190-94, Willow Ridge Subdivision, I move that we approve the proposal.

Note: Staff recommendation is to deny the motion.

STAFF REPORT TO THE CITY COUNCIL

FILE: #190-94

DATE: December 29, 1994

STAFF: Tom Dixon, AICP

REQUEST: Preliminary plat and plan review for 16-lot subdivision

LOCATION: North side of Highway 340 between East Mayfield Drive and the Redlands Canal

APPLICANT: Kenneth L. Schmohe

EXISTING LAND USE: Undeveloped

PROPOSED LAND USE: Single-family Residential

SURROUNDING LAND USE (AND APPROXIMATE DENSITY):

NORTH: Single-family Residential (4 units per acre)

SOUTH: Single-family Residential (5 units per acre)

EAST: Vacant

WEST: Single-family Residential (5 units per acre)

EXISTING ZONING: PR-4 (Mesa County)

PROPOSED ZONING: PR-3.5 (Planned Residential, 3.5 units per acre)

SURROUNDING ZONING:

NORTH: R-2, Single-family Residential (Mesa County)

SOUTH: R-2, Single-family Residential (Mesa County)

EAST: C-1, Light Commercial

WEST: R-2, Single-family Residential (Mesa County)

EXECUTIVE SUMMARY:

Willow Ridge Subdivision was first reviewed before the Grand Junction Planning Commission in October, 1994. That proposal was a 19-lot detached, single-family residential subdivision. The staff recommendation was for denial. The Planning Commission voted to deny the proposal by a vote of 5-0. The basis for denial were concerns over drainage, traffic safety onto and off of Highway 340, the proposed density, lot configurations, proposed setbacks (0 side yard on one side of each lot), the carrying capacity of the site, street circulation, and neighborhood compatibility with the May's Subdivision to the west.

A second proposal for Willow Ridge Subdivision was reviewed by the Planning Commission at its December, 1994 meeting. The second proposal was for a 16-lot subdivision with both attached and detached, single-family residential development. Four of the proposed lots would have been designated for townhome development in structures containing no more than two units each. The staff recommendation was again for denial. The Planning Commission vote was 3-3, which made the staff recommendation of denial stand. The basis for the second denial were continuing concerns over traffic safety onto and off of Highway 340 and the need for a deceleration lane, the proposed density, lot configurations that had disproportionate length to width ratios, and the carrying capacity of the site.

RELATIONSHIP TO COMPREHENSIVE PLAN/POLICIES/GUIDELINES:

This site is subject to the adopted Redlands Goals and Policies. This document encourages developments on visually prominent areas, such as bluffs and hilltops, to be designed with colors, textures, and architecture which blends in with the surrounding landscape.

SITE DESCRIPTION AND HISTORY:

The site is a portion of a small bluff overlooking the Redlands Canal. The top of the bluff is relatively flat but has steep slopes on the northern and northeastern sides. There is also a steep drainage channel or gully on the upper southwest portion of the site leading down to the canal. This gully contains heavy vegetative growth, has been a repository for tree and yard trimmings, and has been used in the past as a dumping area for excess construction materials.

This proposal is for a 16-lot subdivision on a 4.64-acre parcel. This undeveloped site is presently located in unincorporated Mesa County and has a zoning designation of PR-4. The site is in the process of being annexed into the City.

An initial development proposal on this site was considered by Mesa County in 1977. Reviewed as C26-77 (Broadway Townhouses), approval was granted for 22 townhome units in eleven separate structures. Since no platting was ever finalized for that development, the approval was reverted by the Mesa County Commissioners on August 23, 1988.

A development proposal was considered earlier this year for a 19-lot development consisting of single-family residential lots. That preliminary plan/plat proposal, reviewed as File #146-94, was not supported by staff and was denied by the Planning Commission.

ISSUES AND BASIS FOR DENIAL:

- 1) The proposed number of individual lots (16) is a reduction of three from the previous development (#146-94) which was denied by the Planning Commission at the October meeting. As in the previous review, the proposed number of individual parcels is again an issue. The proposed 16 lots is considered a strain on this site based on the need for

individual driveways, separate building footprints, variations in how yards are landscaped and watered, utility extensions, etc. Although 22 townhomes were approved on this site in 1977, little consideration was given to the impact of such a development or the ability of the site to sustain that intensity of development. The 10 to 12 lots preferred by staff and cited in the staff report for #146-94 is considered more reasonable and likely to promote better lot configurations and a higher quality of development than the current proposal.

2) Lot configurations are a concern with this proposal as they were in #146-94. This proposal indicates that all lots will have minimum street frontages of at least 20 feet. However, satisfying this minimum standard raises the concern of the lot depth to lot width ratio. These vary from roughly 3:1 to more than 5:1. These ratios are indicative of lot configurations which are awkward, inefficient and distortional. Generally, lot configuration ratios for medium density, single-family residential development are optimal at about 2.5:1 or 3:1; most of the proposed lots have a significantly greater ratio of depth to width. An example of a development that adheres to a ratio of 2.5:1 or 3:1 is the May's Subdivision to the west.

3) The petitioner proposes zero side yard setbacks on many of the lots. A decrease in the number of lots would eliminate the need for the 0-foot setbacks. Zero setbacks are most appropriate for attached units. They do not work as well for detached units because of potential problems with maintenance requirements, property line disputes, privacy needs, and other factors that sometimes relate to constraining development and putting too much density on a site not capable of accommodating it.

4) City Engineering staff has requested a deceleration lane be included with any approval based on the need to provide a safer entry into this site. CDOT did not require this lane when it granted an access permit for a 16-lot subdivision. However, CDOT would support such a requirement if made a condition of approval. Some neighbors in the May's Subdivision has expressed the need for a deceleration lane as well. In the absence of the petitioner agreeing to install such a lane, which would predominantly serve the safety of drivers accessing this site, no approval should be granted.

5) A portion of the original proposed street, Willow Ridge Court, contained a bulge at its southern portion. Although variation in streetscapes are desirable, either by enhancement with elements such as landscaping, street lighting and street furniture or by a curvilinear design of the street (or by combining elements of both), the proposed bulge does not provide these kinds of amenities. The petitioner has presented an alternative street that eliminates this feature of the street section.

6) The slopes on the north and east portions of the property limit the carrying capacity of the site. In staff's opinion, the number of units that can reasonably fit on the property as individual lots is about 12. This is based on the notion that severe site constraints, in this instance slopes, compress the actual area to build on, that such limitations require a more considered manner of development, and that potential future impacts from site disturbance such as soil stability, watering of lawns, and other activities need to be examined, considered, and mitigated prior to approval and site development.

7) The petitioner has relied on the existing county zoning (4 units per acre) to justify the 16 units. This zoning was applied in 1977 under a planned development scenario. The approved development, but not the zoning, was reverted because development did not occur. Consideration should be given to a zoning designation that both promotes good development and protects the natural amenities of the site. In staff's opinion, the maximum site density should be more like three units per acre.

8) The petitioner has proposed building setbacks of 23 feet for the front yard, 25 feet for the rear yard, 15 feet on one side of a side yard and zero on the opposite side. To promote a neighborhood concept, recommendation is made that any approval allow the front yard setback to be reduced to 15 feet for residential structures and 20 feet for garage entries.

9) The petitioner proposes a gate house as an entry feature to the site. Concern that this might have been a gated entry to the development has been clarified. There will be no gate or other access control on the proposed public right-of-way. The petitioner still desires the gate house or similar type of feature to enhance the proposed development.

STAFF CONCLUSIONS:

The proposed 16-lot subdivision provides an opportunity for an infill project in close proximity to the downtown. However, it also presents a dilemma, in staff's mind, that places more density than is appropriate on a site. When this occurs, infill potentially becomes a liability to a community's development rather than an asset. This has been a substantial part of staff's recommendation of denial for this project. Twice the Planning Commission has supported this position.

Staff strongly supports infill development opportunities. Staff also is cognizant that over-development or excessive density of such sites can create negative acceptance by neighbors who are most immediately impacted. In the absence of a clear City policy on how to balance infill opportunities versus mitigating impacts resulting from such development, staff has relied on the precept that the carrying capacity of this site should be the fundamental consideration in evaluating this proposal. As stated previously, 12 or maybe even 13 lots are the maximum limit of single-family lots that should be allowed on this site.

Another concern with this proposal is traffic impacts onto Highway 340. This is particularly significant if the site is developed without a deceleration lane. A reduction in the number of lots (from 16 to 12) may reduce the need for the deceleration lane. However, providing a deceleration lane for 16 lots will not resolve the carrying capacity issue discussed above.

Neighborhood compatibility remains an issue. The proposed lot configurations will probably not promote an optimal manner of development. This is particularly a concern given the prominent location of the site and the visual impact it will have along the highway. Based on the petitioner's desire to utilize the Planned Residential zone on this site, the City should expect a return from the project by insisting that any development meet a high quality of form and function.

At the October Planning Commission meeting, staff suggested that the petitioner meet with the neighbors to the west and work together to find common agreement on what would be needed to find an mutually acceptable development plan. Staff offered to assist with or accommodate that process. The purpose of such a meeting would be to open and maintain a dialogue between the developer and the neighbors. To date, such a meeting has not occurred.

The petitioner should re-submit a design which reduces the number of lots for detached residences on individual lots to 12 or 13. These lots should have lot depth to lot width ratios of no more than 3:1. The petitioner reviewed with staff, at a pre-application conference, a tentative plan for 12 lots which substantially addressed many of staff concerns.

STAFF RECOMMENDATION:

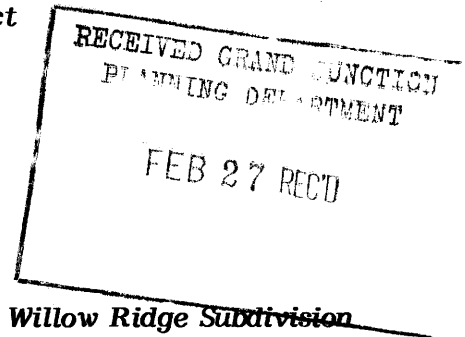
Denial of the proposed Willow Ridge Subdivision.

PLANNING COMMISSION DECISION:

Denial.

**Kenneth L. Schmohe, Architect
Design Affiliates, LLC
2690 Regis Drive
Boulder, CO 80303**

23Feb95



**Mr. Tom Dixon, Planner
Grand Junction Community Development Department
250 North Fifth Street
Grand Junction, CO 81501-2668**

RE: Willow Ridge Subdivision

Dear Tom,

As per our telephone conversation of 22Feb95 please postpone the scheduled 07Mar95 Planning Commission hearing until 04Apr95. The Petitioner, Mr. Frasca, will not be able to attend the 07Mar95 hearing. It is absolutely essential that he be in attendance to make the presentation to the Planning Commission.

Sincerely yours,

Kenneth L. Schmohe, Petitioner's Representative

TYPE LEGAL DESCRIPTION(S) BELOW, USING ADDITIONAL SHEETS AS NECESSARY. USE SINGLE SPACING WITH A ONE INCH MARGIN ON EACH SIDE.

Beginning at a point on the East Section line of Section 16, Township 1 South, Range 1 West of the U.M. that is North 02° 16'30" West 900 feet from the Southeast corner of said Section 16, thence South 69°13'00" West 184.3 feet, thence South 65° 37'30" West 487.2 feet, thence North 0°28'00" East 663.07 feet to the South line of the right of way of the Redlands Irrigation and Power Company's Power Canal, thence South 57°00'00" East 728.15 feet to the Point of Beginning, Mesa County, Colorado.

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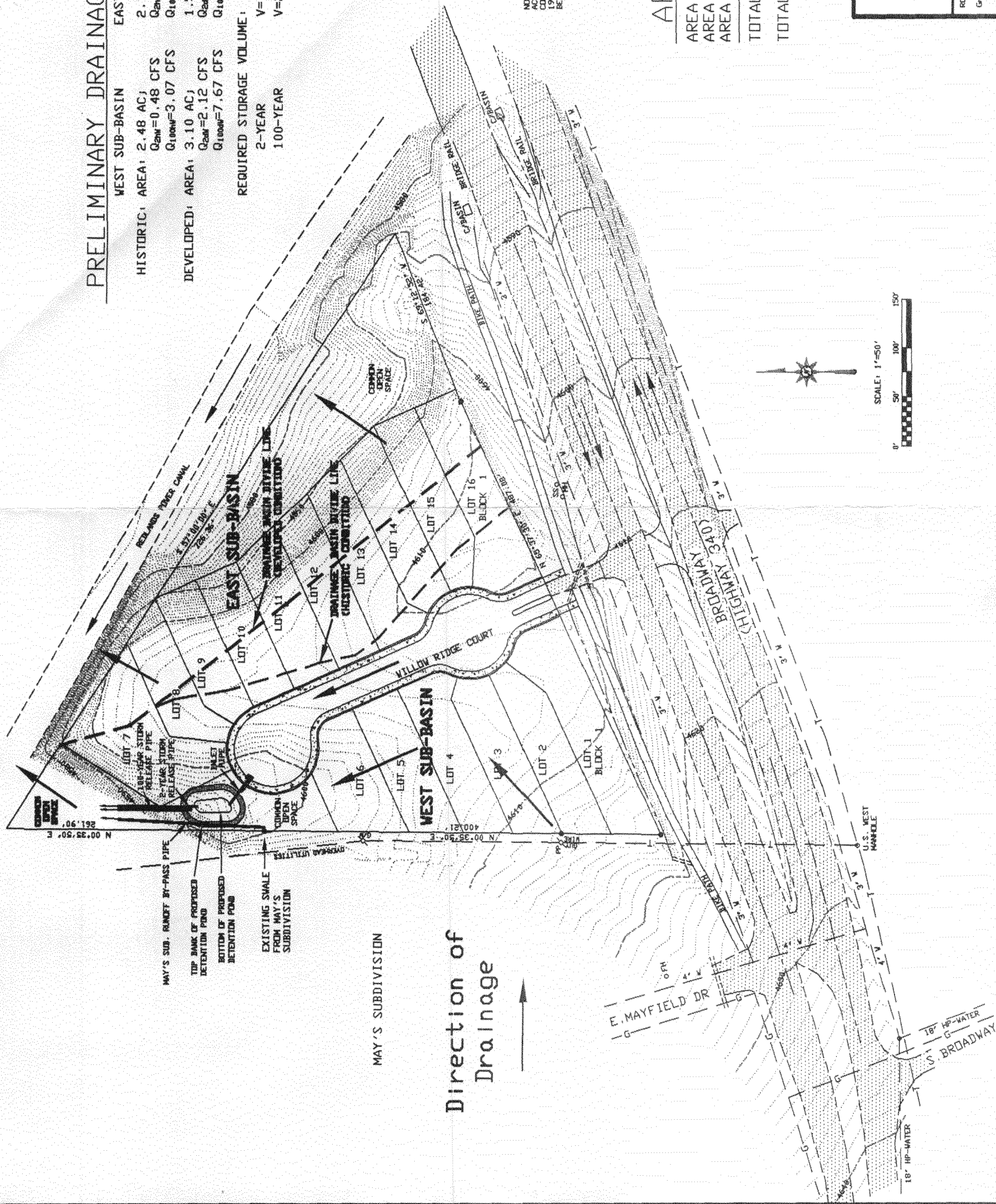
WILLOW RIDGE SUBDIVISION

PRELIMINARY DRAINAGE SUMMARY

	WEST SUB-BASIN	EAST SUB-BASIN
HISTORIC AREA:	2.48 AC	2.12 AC
Q_{2HR} :	0.48 CFS	0.41 CFS
Q_{100YR} :	3.07 CFS	2.62 CFS
DEVELOPED AREA:	3.10 AC	1.50 AC
Q_{2HR} :	2.12 CFS	0.61 CFS
Q_{100YR} :	7.67 CFS	2.67 CFS

REQUIRED STORAGE VOLUME:

2-YEAR	V=1011 C.F.
100-YEAR	V=2170 C.F.



BRACH'S MARKET



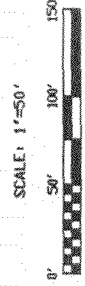
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NOTE: ACCORDING TO THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) COMMUNITY-PANEL NUMBER 080115 DAGO B MAY REVISED JULY 15, 1992, THIS PARCEL FALLS WITHIN AN AREA DETERMINED TO BE OUTSIDE THE 500 YEAR FLOOD PLAIN.

AREA SUMMARY

AREA IN LOTS	- 3.02 AC
AREA IN OPEN SPACE	- 1.06 AC
AREA IN R.O.W.	- 0.52 AC
TOTAL AREA	- 4.60 AC
TOTAL NUMBER OF LOTS	- 16



SCALE: 1"=50'



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PRELIMINARY STORMWATER
MANAGEMENT PLAN
& SHEET 2
PRELIMINARY PLAN

Checked	Date	Rev	Sheet

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