



**PLANNING & DEVELOPMENT DEPARTMENT
STAFF REPORT
OCTOBER 10, 2023**

Application #: 2023-27
Project Name: Sunset Pointe
Application: Preliminary PUD Plan
Representative: Rolland Consulting Engineers
Location: South of Snooks Bottom and east of the Kings View Estates Subdivision
Zone: Planned Unit Development (PUD)
Request: This is a request for approval of a Preliminary PUD Plan application for the development of 122 single family lots over approximately 132 acres located in a Planned Unit Development (PUD) zone.

Description:

This is a request for approval of the overall Preliminary PUD Plan for the Sunset Pointe Subdivision. In the 1970's, Mesa County approved an overall development plan known as the Kings View Estates Subdivision under their PD-1 zoning classification. The Preliminary Development Plan for Kings View included 260 total acres and proposed an overall density of 1 dwelling unit per acre with the majority lots being clustered to allow for maximum use and preservation of the site's natural features and open space. Included in the approved development plan was the inclusion of a wastewater treatment facility to treat the wastewater produced with this development, however, in the early 1990's the wastewater treatment facility began to fail, requiring the need for the City of Fruita to extend sanitary sewer services to the area. In 1995, the City of Fruita then annexed the area and the remaining undeveloped 234 acres. Upon annexation, the City of Fruita maintained the Planned Unit Development Zone (PUD) and inherited the Development Plan from the County. It should be noted that the property is already zoned PUD which occurred when the total area was annexed by the City. The primary purpose of this PUD request is to clarify the zoning standards for these 122 residential lots and discuss the subdivision as a whole.

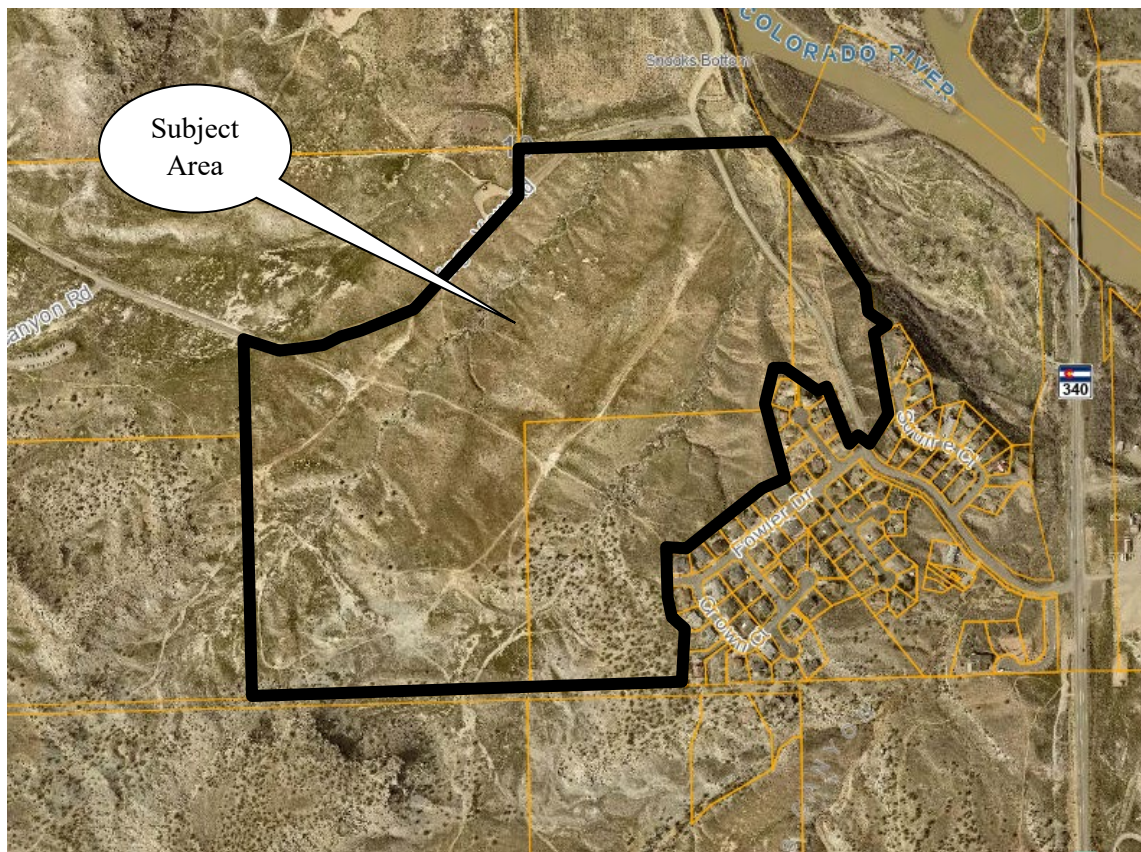
The Kings View Subdivision has 84 dwelling units and was developed in 3 total phases with the 4th and final phase being the Sunset Pointe area. The overall density approved for the entire development was 1 dwelling unit per acre over the 260 original acres. With the Sunset Pointe

development at 122 dwelling units, this puts the total developments combined at a density of roughly 1.26 dwelling units per acre (206 dwelling units over 260 acres).

The Sunset Pointe PUD Plan proposes 122 single-family residential lots over approximately 132 acres for a density of about 1 dwelling unit per acre, being completed over eight (8) total Filings. The dwelling units will be clustered over approximately 54 acres with approximately 64 acres being dedicated for open space and trails. The residential lots take up about 41% of the total site, while the open space and trails portion is about 48.8%, leaving the remaining acreage for stormwater detention and interior roads and access. The site is bordered on the east by the existing Kings View Subdivision, on the south and west by public lands and on the north by open space owned by the City of Fruita.

Access to the subdivision will be from Kings View Road and Highway 340 with two (2) additional platted access points known as Golondrina Way and utilizing a street-stub located at the end of Fowler Drive.

Sanitary sewer is proposed to be extended with this development to the existing lift station along Highway 340 near the south side of the bridge. Additionally, Ute Water lines will be looped and extended to provide adequate water to the proposed development as well as storm water detention improvements and discharge to the Colorado River.



APPROVAL CRITERIA:

PLANNED UNIT DEVELOPMENTS (PUD'S)

Section 17.19.010 explains the purpose of a Planned Unit Development and states, “The purpose of this Chapter is to encourage flexibility and innovation in developments in exchange for a community benefit that could not otherwise be realized through the strict adherence to the Code.”

The Planned Unit Development request must be reviewed in accordance with Section 17.19.030 (A)(1) (a-d) and Section 17.21.040 (A) (1-5) of the Land Use Code which are addressed within this Staff Report.

17.19.030 (A)(1) (a-d)

a) Conformance to the City of Fruita’s Comprehensive Plan, Land Use Code, Design Criteria and Construction Specifications Manual and other city policies and regulations;

The proposed development plan is consistent with Fruita’s Comprehensive Plan. Although the property has a Planned Unit Development (PUD) zone, the Monument Preservation (MP) zone is considered the underlying zone when analyzing a PUD subdivision application in the early stages. Using the underlying zone in accordance with the Master Plan allows consistent review and analysis of the PUD review. The Future Land Use Map (FLUM) recommends an MP zone for this area. The MP zone, as explained on page 35 of the Comprehensive Plan states, “The Monument Preservation category is intended to be a low-density area that is compatible with the surrounding lands of the Colorado National Monument and Bureau of Land Management (BLM) parcels. The intent is to preserve open space and for recreational uses to be integrated with low-density residential development.” The development is proposing one (1) dwelling unit per acre as the overall density, with a large emphasis on open space (approx. 48.8%- or 64-acres total) and preservation of the site’s natural features. Furthermore, the Land Use Code also states that low intensity uses that preserve open space quality are recommended in the MP zone district.

It should be noted that the property is already zoned PUD which occurred when the total area was annexed by the City. The primary purpose of this PUD request is to clarify the zoning standards for these 122 residential lots.

As for the Land Use Code, the application is proposing a development using the PUD standards which allows for deviations to encourage flexibility and innovation in exchange for a community benefit that could not otherwise be realized through the strict adherence to the code. The deviations to allow for zoning flexibility are based on the underlying MP zone and the proposed development application. According to the project narrative provided and an analysis of the PUD Guide, the application is proposing deviations from the following:

1. The application proposes a six-foot detached sidewalk only along the major roads (Golondrina Way and Lucia Circle). Other roads will only have curbs and gutters.
 - a. The city requires sidewalks on both sides of the street for all rights-of-ways.
 - b. These road ways should include sidewalks on both sides of the street.
2. The application proposes a 5' rear yard setbacks on lots that back up to Open Space and the proposes a 15' rear yard setback for all other lots.
 - a. MP Zone has a 20' rear yard setback requirement.
3. The application is proposing an 8-foot side yard setback.
 - a. MP Zone has a 50' side yard setback requirement.
4. The application proposes 1 dwelling unit per acre.
 - a. The MP Zone requires 1 dwelling unit per 2 acres.

Staff is supportive of these deviations, and it should allow the development to occur with limited impact on surrounding areas while keeping with the primary intent of the MP zone as a low-intensity development as a buffer between the Monument and urban development nearby. It is also important to consider the existing Kings View Subdivision, this subdivision was approved and constructed in accordance with Mesa County development standards in the 1970's. Sunset Pointe is a continuation of the original development entitlements that were granted. The development proposal is a mix of city standards and county standards, while utilizing the PUD standards in the Land Use Code.

When the City of Fruita annexed the remaining undeveloped property in 1995, an annexation agreement between the property owners and the City of Fruita was made in accordance with State Statutes. This agreement set forth terms of the annexation and the development of the property for the remainder of the 234 acres, which remained undeveloped. The acreage included an additional Filing in Kings View Estates as well as acknowledging the Official Development Plan for Kings View Estates. The agreement stated that such development plan shall continue to govern future development of the Property until a revised development plan is submitted and approved by the City Planning Commission and City Council. This agreement also states that future filings would be allowed to adhere to the existing development plan with regards to construction of the interior roads. This agreement stated that Filing 3, which was completed through the City of Fruita's process, would be allowed to construct the streets in accordance with the County's policies, which had already been completed. The agreement also allowed the City of Fruita to determine whether stricter provisions would be enforced/required or if the remaining Filings would be allowed to construct streets similar to what had already been allowed. With that said, Staff is supportive of the current development plan proposed for Sunset Pointe.

Wastewater:

Currently, wastewater from this area is treated through the City of Fruita's system and sent to the Wastewater Treatment Plant near 15 Road. There is currently a lift station located on the south side of the Colorado River that is used to get the wastewater across the river, this lift station was built and designed to accommodate additional wastewater impacts for future development and is currently operating at about 10%-15% capacity. Regardless of this development, the lift station is slated to be replaced in the next couple of years.

Transportation:

The project will take primary access from the Highway 340 and Kings View Road intersection with an additional emergency access point proposed near the sewer lift station across the disc golf course area known as the Fruita Riverfront Park. Not only will this be an emergency access point, but it will also serve as a utility easement and pedestrian trail. Back in 2011, the City of Fruita granted a 25' easement for the installation of infrastructure necessary for future development primarily for sewer and emergency access. The project is also proposing a realignment of the Kings View Road and Highway 340 intersection in Filing 4. These improvements will consist of raising the road and improving the curvature of the road to increase safety and visibility. Additionally, safety and visibility improvements are proposed at the intersection of Kings View Road and the Snooks Bottom entrance. The application was submitted with a traffic study completed in 2008 with recommendations for improvements at the Kings View Road and Highway 340 intersection, since then these recommended improvements have been completed with the construction of a southbound right turn lane and a northbound left turn lane. A revised traffic study is being requested by CDOT at this time. The project proposes the improvements at Highway 340 and Kings View Road with the 4th Filing, this is when there would be 48 additional dwelling units created.

Filing Plan

<i>Filing</i>	<i>Dwelling Units</i>
<i>1-A</i>	<i>2</i>
<i>1-B</i>	<i>4</i>
<i>2</i>	<i>13</i>
<i>3</i>	<i>15</i>
<i>4</i>	<i>14</i>
<i>5</i>	<i>11</i>
<i>6</i>	<i>23</i>
<i>7</i>	<i>22</i>
<i>8</i>	<i>18</i>

- b) ***Consistency with one or more of the following general goals for a PUD justifying a deviation from the requirements of the Code, including but not limited to:***
- i. ***More convenient location of residences, places of employment, and services in order to minimize the strain on transportation systems, to ease burdens of traffic on streets and highways, and to promote more efficient placement and utilization of utilities and public services; or***

ii. To promote greater variety and innovation in residential design, resulting in adequate housing opportunities for individuals of varying income levels and greater variety and innovation in commercial and industrial design; or

iii. To relate development of particular sites to the physiographic features of that site in order to encourage the preservation of its natural wildlife, vegetation, drainage, and scenic characteristics; or

The proposed layout of the subdivision takes into consideration the natural vegetation and physiographic features of the property with the dwelling units and streets strategically placed to preserve as much as possible. Given the unique characteristics of the property, the application meets this criterion.

iv. To conserve and make available open space; or

Open Space is provided throughout the proposed subdivision with a majority of it open to the public. According to the project narrative, the project sets aside approximately 65 acres of the total 132 acres as Open Space dedicated to either the City of Fruita or an HOA. The proposed layout of the subdivision takes into consideration the natural vegetation and physiographic features of the property with the dwelling units and streets strategically placed to preserve as much as possible. Given the unique characteristics of the property, the application meets this criterion.

v. To provide greater flexibility for the achievement of these purposes than would otherwise be available under conventional zoning restrictions; or

Given the assumption that the property would be zoned Monument Preservation (MP) as shown in the Comprehensive Plan, the application is proposing some deference to conventional zoning restrictions that would typically apply. The MP zone is meant to provide a recreational and environmental buffer between the Colorado National Monument and the Bureau of Land Management lands, and urban development with low intensity uses that preserve open space quality. The zone district allows low density and strongly encourages the preservation of open space areas where appropriate, both of which are being accomplished with this proposed development plan.

This development proposes a modification of the rear and side yard setbacks from what the MP zone requires. The side yard setbacks proposed are 8 feet on both sides. There are a mix of different distances for the rear yard setbacks, with the smallest being 5 and the largest being 15. Given the overall known site constraints, Staff is supportive of this request. Additionally, the application proposes more restrictive building heights, fencing regulations, and building characteristics. The maximum building height is limited to 30 feet as otherwise allowed in the MP zone of 35 feet, however, very rarely are buildings built to the maximum height allowance. The fencing regulations in this subdivision are limited to a maximum height of 3.5 feet, whereas, the fencing regulations in the Land Use Code allow up to 6 feet. As for the building character, side loaded garages will be designed to minimize the appearance of street facing garage doors.

Furthermore, all exterior lighting will be low intensity, fully shielded fixtures, with light not to exceed 3,000 Kelvins.

vi. To encourage a more efficient use of land and of public services, or private services in lieu thereof, and to reflect changes in the technology of land development so that resulting economies may inure to the benefit of those who need homes; or

vii. To conserve the value of land and to provide a procedure which relates the type, design, and layout of residential, commercial and industrial development to the particular site proposed to be developed, thereby encouraging the preservation of the site's natural characteristics.

As previously explained, the site layout for the development takes into consideration the site's natural characteristics and aims to preserve much of the land for open space. This criterion has been met.

c) Conformance to the approval criteria for Subdivisions (Chapter 17.21) and/or Site Design Review (Chapter 17.09), as applicable; except where Adjustments to the standards of this Title are allowed, and;

This criterion is outlined below with Section 17.21.040 (A).

d) Conformance with applicable Design Standards and Guidelines as outlined in Chapter 17.13, unless approved as an Adjustment pursuant to the Adjustment criteria set forth in Section 17.13.020(B).

This criterion is not applicable as this is a subdivision application, not a site plan application where building design standards are required.

PRELIMINARY PLANNED UNIT DEVELOPMENT PLAN

17.19.030 (B)(1) (a-e)

a) Adequate resolution of all review comments; and

Review comments have been received by Ute Water, Lower Valley Fire, CDOT, Xcel Energy, and the City Engineer. All review comments received by the City are included with the Staff Report.

Although a Traffic Study was submitted, CDOT is requesting a new study to be submitted. In recent years improvements at the intersection of Kings View Road and Highway 340 have been completed with left and right turn lane installation for northbound and southbound traffic.

Based on the comments received it is the opinion of Staff that all review comments and recommendations can be adequately resolved without a significant redesign of the entire

subdivision. It should also be noted that the application was sent to representatives of the Colorado National Monument and the BLM, but no comments have been received to date. This criterion can be met.

- b) Proposed zoning and adjustments are generally consistent with the character in the immediate area, or are necessary to address an important community purpose, as determined by City Council.***

The proposed PUD Guide, which contains the zoning related elements of the development, are consistent with the character in the immediate area and are written to ensure preservation of open space and maintain neighborhood character. The adjustments proposed will not cause undue hardships to the City of Fruita, the citizens of Fruita, or visitors/guests. The area proposed to be developed has some challenging natural features that could make it difficult to develop, however, the proposal appears to take the site challenges into consideration.

- c) Conformance to the approval criteria for Subdivisions (Chapter 17.21) and/or Site Design Review (Chapter 17.09), as applicable; except where Adjustments to the standards of this Title are allowed, and;***

See below for Section 17.21 criteria.

- d) Conformance with applicable Design Standards and Guidelines as outlined in Chapter 17.13, unless approved as an Adjustment pursuant to the Adjustment criteria set forth in Section 17.13.020(B).***

This criterion is not applicable as this is a subdivision application, not a site plan application where building design standards are required.

- e) Compliance with conditions of approval on the Concept Plan, if any.***

No Concept Plan was submitted nor reviewed. This criterion is not applicable.

PRELIMINARY PLAN (MAJOR SUBDIVISION)

Section 17.21.040 (A) states, Major Subdivisions are reviewed based on the following criteria:

- 1. Conformance to the City of Fruita's Master Plan, Land Use Code, Design Criteria and Construction Specifications Manual and other city policies and regulations;***

This criterion was described earlier in the Staff Report. See Section 17.19.030 (A)(1)(a).

2. *Compatibility with the area around the subject property in accordance with Section 17.05.080 (C);*

The City seeks to provide a fair and consistent manner in which to consider compatibility within the overall context of the Fruita Comprehensive Plan, existing adjacent land uses, applicable zoning district requirements, and other city codes and regulations. Nothing in this Section shall prevent the City of Fruita from denying a land use application based on relevant Code requirements or taking enforcement action against a property owner where a nuisance or other Code violation occurs.

For all land uses, “compatibility” is provided when a proposed land use can coexist with other existing uses in the vicinity without one use having a disproportionate or severe impact on the other use(s). The applicable city decision-making body may consider other uses existing and approved and may consider all potential impacts relative to what customarily occurs in the applicable zone and those which are foreseeable, given the range of land uses allowed in the zone. The review authority may require conditions of approval to promote compatibility between uses.

As explained throughout the Staff Report, there is clear evidence that this application is compatible with the surrounding area. The application takes into consideration the existing Kings View Estates Subdivision as well as the public lands nearby. The proposed development attempts to conserve large amounts of open space as well.

3. *Adequate provision of all required services and facilities (roads, bicycle and pedestrian facilities, parks, police protection, fire protection, domestic water, wastewater services, irrigation water, storm drainage facilities, etc.);*

Based on the submittal, all required services and facilities are adequate to serve the development. The parcels proposed to be developed currently have existing road access on Kings View Road. The project is proposing many trails throughout, with two (2) major areas dedicated to the City of Fruita. Additionally, the city has the capacity to serve the development with sanitary sewer service and Ute Water can serve the development with treated water. Furthermore, the dwelling units will be required to install fire sprinkler systems for added fire protection.

It appears that the open space proposed will be preserved in its natural form as it is right now and as much as possible. The development does not have any irrigation water, and like Kings View Estates, will have primarily desert and drought tolerated landscaping throughout. Something to consider is the inclusion of graywater systems for irrigation purposes. The State of Colorado allows for graywater systems in accordance with the definitions provided in C.R.S. 25-8-103. The inclusion of graywater systems will decrease the amount of wastewater treatment. In order to implement a graywater program, the City of Fruita will need to adopt the graywater control program.

4. *Preservation of natural features and adequate environmental protection; and*

As discussed previously, the application has been designed in a way to preserve much of the existing acreage for open space and aims to decrease disturbance of the proposed open space.

Any stormwater management issues must be addressed and sedimentation, weed, and dust controls will be required as part of the construction process.

This criterion can be met.

5. *Ability to resolve all comments and recommendations from reviewers without a significant redesign of the proposed development.*

This comment was addressed above. Section 17.19.030 (B)(1)(a).

Because the application meets the criteria needed to consider a Preliminary PUD Plan, Staff recommends approval of the proposed Sunset Pointe Preliminary PUD Plan.

Review Comments:

All review comments received by Staff are included with the Staff Report and review materials for the Planning Commission and City Council.

Public Comments:

Written public comments have been received by Staff and all have been included with the Staff Report.

The applicant held an in-person neighborhood meeting on August 8, 2023. Meeting minutes and attendance sign in sheet are included with the application materials.

Legal Notice:

Legal Notice (minimum of 15 days prior to Planning Commission)	
September 15, 2023 (25 days prior)	Post Cards [17.07.040 (E)(1)(d)]
September 15, 2023 (25 days prior)	Sign Posting [17.07.040 (E)(1)(c)]
September 21, 2023 (19 days prior)	Legal Ad [17.07.040 (E)(1)(a)]

*Supplemental legal notice information attached with the Staff Report

Public Hearing Dates:

Planning Commission - October 10, 2023

City Council - November 7, 2023

Staff Recommendation:

Because the application meets the requirements of Section 17.19.030 (A)(1) (a-d) and Section 17.21.040 (A) (1-5) of the Fruita Land Use Code, **Staff recommends approval** of the proposed Sunset Pointe Preliminary PUD Plan with the condition that the application adequately resolve outstanding review agency concerns with the Final PUD application.

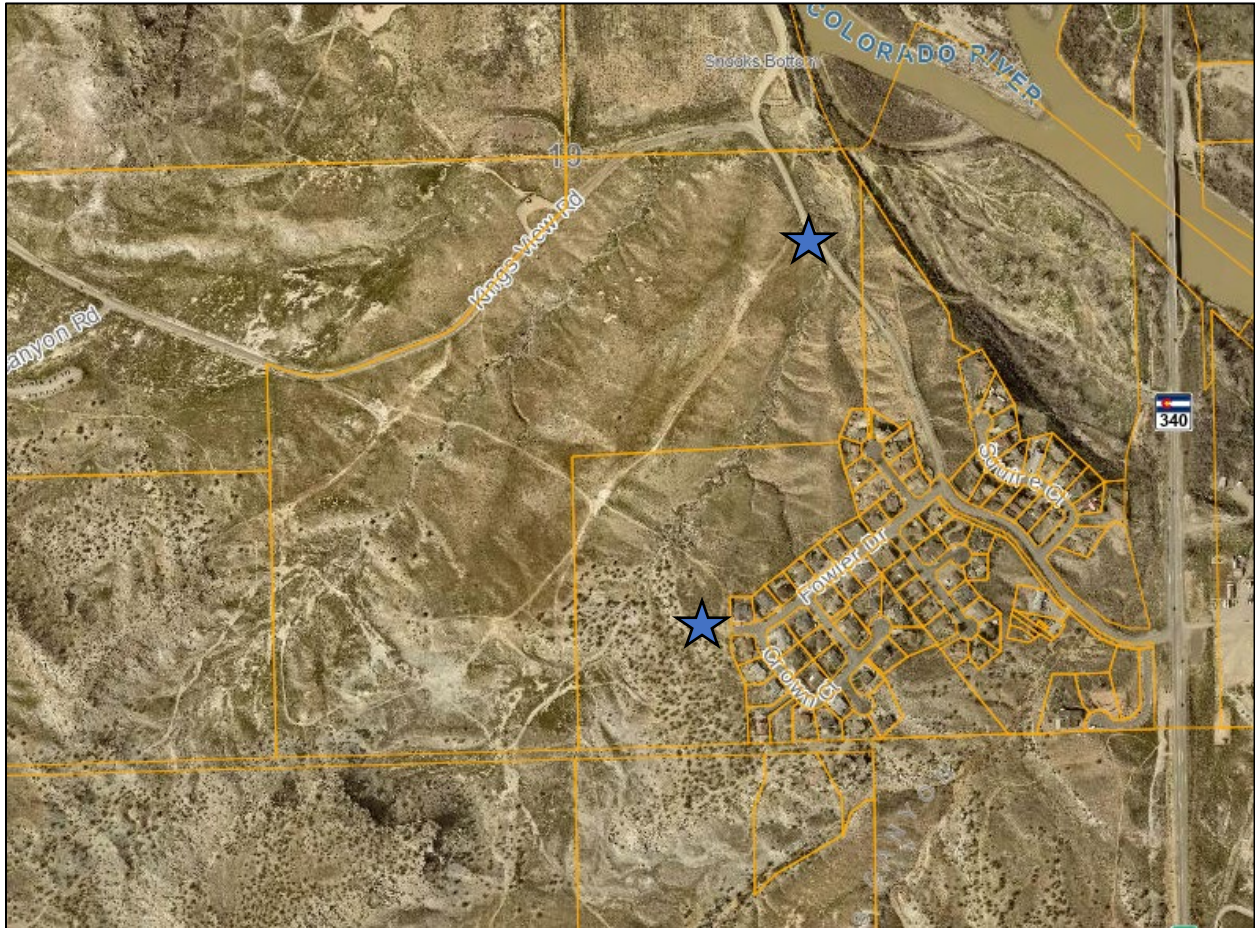
Planning Commission - Suggested Motion:

Mr. Chair, because the application meets or can meet all applicable approval criteria for a Preliminary PUD Plan in accordance with the Fruita Land Use Code, I move to recommend approval of the Sunset Pointe Preliminary PUD Plan application to the Fruita City Council with the condition that all review comments are adequately resolved with the Final PUD Plan application.

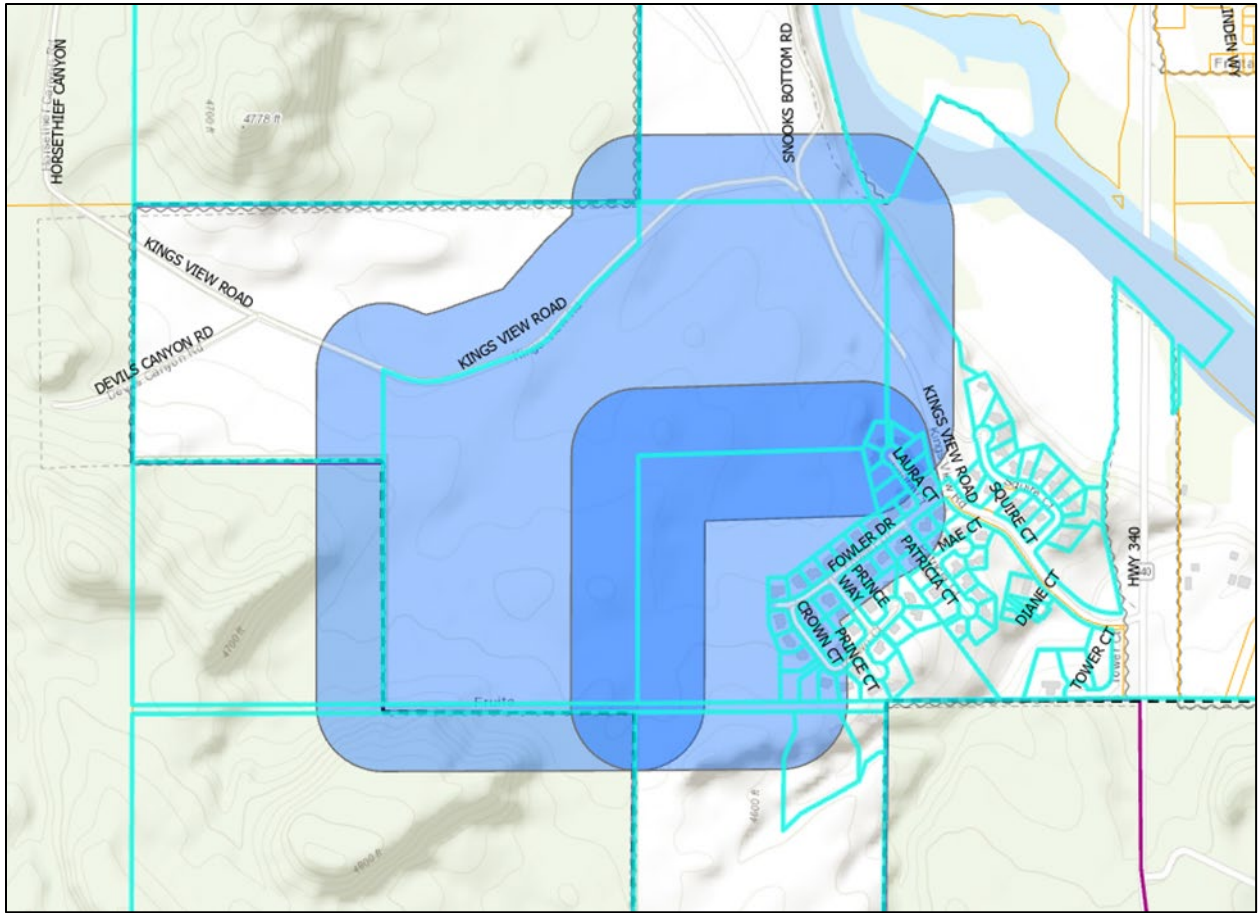
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Sign Posting Locations



Legal Notice Postcard Buffer



2023-27 Sunset Pointe Preliminary PUD Plan Consolidated Review Comments

City of Fruita Parks

Please verify the phasing plan for the pedestrian trail as well as that all trails meet ADA accessibility prior to construction.

Xcel

Xcel has no objections; however the Developer needs to be aware that at the time of submitting an application with Xcel the following will be required and could happen:

1. Accurate BTU loads for the new homes will be required.
2. If determined by area engineer that reinforcement is needed to Xcel's gas main to support added loads from subdivision, said reinforcement will be at Developers expense.
3. Reinforcement costs are required to be paid prior to installation.
4. Tariff changes have taken effect as of 10/1/2019 affecting the cost of subdivision lots averaging less than 60'. They will have a standard cost per lot.

Completion of this City/County review approval process does not constitute an application with Xcel Energy for utility installation. Applicant will need to contact Xcel Energy's Builder's Call Line/Engineering Department to request a formal design for the project. A full set of plans, contractor, and legal owner information is required prior to starting any part of the construction. Failure to provide required information prior to construction start will result in delays providing utility services to your project. Acceptable meter and/or equipment locations will be determined by Xcel Energy as a part of the design process. Additional easements may be required depending on final utility design and layout. Engineering and Construction lead times will vary depending on workloads and material availability. Relocation and/or removal of existing facilities will be made at the applicant's expense and are also subject to lead times referred to above. All Current and future Xcel Energy facilities' must be granted easement

GVP

GVP Comments

1. The project is in the Grand Valley Power (GVP) service area.
2. This review does not start the design process with GVP. Please make an application for service by calling 242-0040 to start the design process, a cost estimate will be prepared. An engineering deposit may be required.
3. 3-phase power is available for this project, along Highway 330. Off-site improvements will be required.

4. Need GVP electric layout on FINAL Utility Composite Plan. Showing the locations of streetlights, transformers, junction boxes, road crossings (number of conduits, type, size, depth & length), and any other needed equipment.
5. For new projects, some electrical equipment (transformers, metering, etc.) may have an ordering lead time exceeding twelve months. Please plan accordingly.
6. Need 14' Multi-Purpose Easement along all Roads and streets.
7. No trees are to be planted over the utility portion of the Multi-Purpose Easement.
8. Any Utility / Multi-Purpose Easement that is also used for landscaping will need to have underground power lines buried in a duct system.
9. Irrigation and drainage lines should not be in the utility portion of the Multi-Purpose Easement.
10. Any relocation of existing overhead power lines, poles, guy/anchors, underground lines, transformers, or any other Grand Valley Power equipment is at the developer's expense.

LVFD

LVFD would like to see fire flow that meets 1000gpm at 20 psi residual pressure. Hydrants shall be placed every 500' or alternative fire suppression that meets NFPA 13D be installed. Emergency access roads shall meet IFC 2018 Section 503 along with Appendix D. Roadways and turn arounds shall meet IFC 2018 Section 503 and Appendix D. Addressing will correspond with CAD for 911.

City of Fruita Engineering

REVIEW COMMENTS

1. General:

This application is for a Preliminary Plan (Filing IV of the Kings View Estates PUD and is comprised of 122 Lots on 132 acres with lots sizes averaging 15,000 sf.

2. Utilities:

- a. Verify the capacity of the Kingsview lift station with respect to the addition of this subdivision.
- b. Delineate the 100-year floodplain with respect to the manholes at the base of the hill. The manholes in the floodplain will have to be installed with bolt down lids.
- c. Where does the runoff go from the detention basins? If it is not contained within the right of way, there would need to be drainage easements on the lots on the opposite side of Kingsview.
- d. Drop manholes are to be called out where they meet the City requirements for a drop manhole (24" or greater drop). They are not currently shown on the sewer profiles.
- e. Sewer services should have a callout either with stationing or other means to identify their locations. Services that are not perpendicular to the main should have 2 ties to their end

location.

f. Crossings of water lines and other utilities are not shown in the profile view for the sewer line profiles.

g. The overhead transmission power lines are being relocated, Has there been coordination with Xcel on where the new poles are being placed to make sure there are no conflicts with this proposed project?

h. Sheet 12. Fix leader on the “existing access easement.”

3. Site:

a. The emergency access should be paved if it is to be used for a pedestrian connection. There needs to be an accommodation to meet the requirements of ADA.

b. Suggestion is to construct a sidewalk from the north end of Golondrina along Kings View Road to highway 340, or pave the emergency access.

c. Sidewalk on Golondrina Way and Lucia Circle should be on both sides with a standard residential street section.

d. A pedestrian connection from Squire Court to Kings View Road near the alignment of Fowler Drive is recommended. This appears to be possible in Tract A.

e. What is the use for Tract A?

f. What kind of connection is being proposed from the end of the cul-de-sacs to the 6-ft pedestrian trail?

g. Access to the adjoining property to the south should be provided. There is an apparent 50' ingress-egress easement recorded at Book 2248, Page 239.

4. Grading and Drainage:

a. The detention basins should be sized such that if there were future improvements to Kings View Road, the right of way could be filled to accommodate the widening.

b. The applicant is requesting that detention be waived for the project since it is so close to the river. In cases where detention is not provided, a fee is assessed based on the calculation:

$$\text{Drainage Fee} = \text{Base Value} * (C100d - C100h) * A 0.7$$

The base value for 2023 is \$20,348;

C100d = 100-year developed runoff coefficient

C100h = 100-year historic runoff coefficient

A = Area in acres

c. Where drainage is directed from a street through an easement on a lot, the drainage should be contained within a pipe and not an open ditch until it reaches a tract.

d. There are no contour labels on the grading plan.

e. Upstream and downstream elevation callouts should be shown on the plan.

f. An evaluation will be required of the existing culverts at the lift station and at Kingview entrance to determine the condition prior to extending the ends.

RECOMMENDATION:

The Engineering Department recommends approval of the Preliminary Plan submittal with satisfactory addressing the above review comments.

Planning & Development Department

General:

1. The Transmission Lines owned by Xcel are slated to be relocated in 2024.
2. How many acres is Tract F?
3. With the proposed improvements to the Kings View Road and Highway 340 area, the current section is only 30' paved. There is adequate space to accommodate more usable right-of-way. This should be explored prior to Filing 4.

PUD Guide:

1. Remove the code reference of 17.17.030. This is currently the annexation chapter.
2. In the Purpose area, please clarify the meaning of restrictive/relaxed provisions? Seems like these terms contradict each other.
3. Call out an underlying zone district of Monument Preservation (MP). This will serve as the zoning district when elements in the PUD Guide are silent.
4. Remove the 3rd sentence in the description related to Casitas.
5. Change the reference under Fire Sprinkler System Requirements to read Lower Valley Fire Protection District.
6. Remove the 3rd sentence in the Fences & Height section making reference to the Design Review Committee (DRC).
7. The PUD Guide could include provisions for greywater systems.

Phasing Plan:

1. When will the trail be constructed in the larger centrally located open space area?
2. Will Filing 1-A be completed separately from Filing 1-B?

Ute Water

There are two feasible alternatives to providing adequate & reliable water service (domestic and fire) to the proposed development. One alternative is a modification of the District's existing pressure zone system with other upgrades as proposed by the development. The other

alternative does not change existing pressure zones and eliminates the proposed improvements in the private emergency access road but replaces existing water main along SH340 and Kings View Rd; and replaces mechanical equipment within an existing pressure regulating station.

The District would like to discuss these concepts in detail and agree on an alternative to develop in design. The District will then make comments to the remaining development.

CDOT

This development will need to coordinate with CDOT and submit an access permit application and traffic study for this development. The traffic study will need to be redone to reflect current traffic volumes. A permit was requested for this development in 2008, but it was never completed. Feel free to give the developer my contact information.

Preliminary Plan Narrative

For

SUNSET POINTE PLANNED UNIT DEVELOPMENT

Owner: Sunshine of Delta, Inc

Representative: John Moir

Ph: 858-1226

Em: moir28@gmail.com

Engineer: Rolland Consulting Engineers (Eric Slivon) Ph: 243-2242

Em: eric@rcegj.com

Submitted to the City of Fruita on August 11, 2023

Sunset Pointe Planned Unit Development

Petitioner & Owner: Sunshine of Delta, John Moir
278 N. Mesa Street
Fruita CO 81521
Ph. (970) 858-1226

Project Introduction

Sunset Pointe is the last parcel of a larger Planned Unit Development (PUD) known as Kingsview Estates. The concept that drives the Sunset Pointe plan is one of homes sitting within large areas of open space and adjacent to the BLM lands and the City of Fruita's Snooks Bottom Park. The concept provides for walking trails that will connect through these open spaces providing views of the Colorado National Monument as well as the valley floor, the Bookcliffs, the Grand Mesa and the Colorado River. The curvilinear streets are designed with the topography in mind in order that lots sit above the drainages and offer excellent view opportunities.

History

Sunset Pointe is Phase 4 of a larger PUD that was approved by Mesa County in 1977 with an overall density, according to the Outline Development Plan (ODP), of one dwelling unit (DU) per acre. The property, consisting of 234 acres, was later annexed by the City of Fruita in September of 1995, following a request to extend sewer out to the existing subdivision. To date there have been three Phases built in Kingsview, Phase 1 with 19 DU, Phase 2 with 33 DU and Phase 3 with 32 DU for a total of 84 DUs. A previous PUD Plan with the City of Fruita was approved for Sunset Pointe on October 3rd, 2006 and an application for Preliminary Plan approval was later withdrawn on March 25, 2008 as a result of the economic slowdown in real estate throughout western Colorado. In 2018, another application was submitted and later withdrawn based on review comments that were considered difficult to meet.

Property Description

The project presented herein contains approximately 132 acres within 3 different tax parcels. The site is bordered on the east by the existing Kingsview Subdivision, on the south and west by public lands and on the north by open space owned by the City of Fruita. The property slopes gently to the north with hilly terrain in the northern area and more rugged terrain to the south. The site is vacant and sparsely vegetated with dirt roads and paths crisscrossing throughout.

Planned Unit Development Zoning

As a result of the PUD zoning on this property the plan provided herein takes into consideration open space needs, wildlife corridors, drainage characteristics, pedestrian trail locations and home placement flexibility. While for the most part Sunset Pointe utilizes the residential requirements of the Fruita Land Use Code, it does differ in the following areas:

- Provide a six-foot detached sidewalk only along the major roads. Other roads will only have curbs and gutters.
- Allows for 5' Rear Yard Setbacks on lots that back up to Open Space.
- Side Loaded Garages at the 25' Front Yard Setback.
- Detached accessory buildings (Casitas) allowed within the setbacks on most Lots.
- Shared 20' wide Driveways to serve two separate units.
- Type "B" Drainage for lots bordering Open Space.
- Strict limits on fences no taller than 42" and of a split rail type construction.
- All exterior lighting to be low intensity and fully shielded.
- Xeriscaping is a requirement as there is no irrigation water for the property.
- Gray water use for irrigation as per State Regulation No. 86.
- Most homes will be required to provide fire sprinkler systems.
- For other differences see the Planned Unit Control Guide.

Sunset Pointe Planned Unit Development Elements

The development as currently designed includes the following:

- It will remain a unique entity separate from the present Kingsview Homeowner's Association.
- 122 lots averaging 15,000 sq ft. This will occupy approximately 54 acres of the total area or 41%.
- Access from HWY 340 onto Kingsview Drive and into Sunset Pointe.
- Drainage into existing draws and held in water quality ponds before being released into the Colorado River.
- Open space dedicated to the Home Owners Association of approximately 65 acres or 49% of the total area, far greater than the PUD requirement. This open space will maintain the existing trees, native vegetation and wildlife habitat.
- Construction and dedication of trails to the city of Fruita from HWY 340 to Kingsview Road and then up to the existing BLM Trailhead at the southern part of the property.
- Construction of a newly aligned intersection for the primary entrance to Sunset Pointe PUD and Snooks Bottom Park off of Kingsview Road.
- A system of standard residential sub-collector streets (44' ROW), all with curb and gutter and detached sidewalks on one side of the primary streets. Total ROW of approximately 13.2 acres or 10% of the total land area.
- Connection to the City of Fruita sewer at the current lift station along HWY 340.
- A new connection point to the Ute water line along HWY 340 provides for a looped system with increased capacities.

Access to Sunset Pointe PUD will be provided primarily from Kingsview Road. There will be three access points, two off of Golondrina Way and a third, emergency access, off of Fowler Drive/Court. Secondary emergency access for the entire area west of HWY 340 will be provided to Kingsview Drive from HWY 340 following the sewer line alignment to the lift station for the Kingsview Subdivision. This new corridor should provide emergency relief in the face of blockage at the Kingsview Dr. and HWY 340 intersection. This secondary access will also provide a pedestrian/bicycle access to Kingsview Road intersecting at a point near to the snooks bottom intersection.

This area is served by the city of Fruita Police Department, Lower Valley Fire District, Ute Water District, Grand Valley Power, Xcel Energy (Gas), CenturyLink, Charter Communication/Spectrum and the Mesa County School District. While growth has an impact on all of these services, this piece of ground has been annexed and zoned for many years and the density is within the range of the original PUD. It is easily served by all of these providers as they already serve the existing Kingsview Subdivision.

There are two easements that will need to be addressed at the plat stage. The first is a temporary easement to a 36 acre tract to the south of existing Kingsview referred to here as the Ask property. Presently the Ask property has a temporary easement through Sunset Pointe in order to access the 36 acre tract. That easement would be redefined to a permanent location off of Catarina Court. Presently the Ask piece has access at the BLM trailhead through an agreement with the BLM. Access to the Ask piece would remain available through the Sunset Pointe property and once all the roads have been built would become limited to the Catarina Court area. The second is an easement to Xcel for a transmission line which will be relocated. This easement and the newly proposed alignment are shown on the plan, with the new location running through open spaces on both the City of Fruita property as well as Sunset Pointe. The final easements have yet to be determined.

In order to clean up property lines it is suggested that the Owner and the City of Fruita consider properties that are separated by Kingsview Road. The Owner would deed to the City a parcel known as Tract D (17,061 Sq Ft) on the North side of Kingsview Road and the City would allow the Owner to use property on the south side of Kingsview Road (9,104 Sq Ft) as part of the water quality basin in that area. This would clean up property lines and allow for the consolidation and further use of areas without having the separation of Kingsview Road.

The plan for Sunset Pointe fits in well with the existing ground. It provides ample open space and buffering against the existing Kingsview neighborhood. The plan stands as a low-density transition to the Public lands to the south and west, while providing access to existing trailheads. Most of the improvements will be well away from the drainage channels and allow for large areas of open space and wildlife corridors. The plan also provides for a pedestrian friendly atmosphere with sidewalks and trails connecting to open spaces and public lands.

The subdivision has been designed into 122 single family lots with the plan of placing homes of approximately 2,000 sq. ft. on most lots. We are proposing to keep the majority of the garages with side entrances off the street with the aim of creating visually appealing streetscapes. Separate structures or casitas will be permitted within the setbacks in order to accommodate in-laws, extended families and friends.

This property has no water rights to provide irrigation to the open space areas or to the individual home sites. As a result, there is no irrigation plan provided and the resulting landscape will be minimized.

Design criteria will be provided for landscaped areas at the entrance areas to Sunset Pointe as well as the areas between the detached sidewalk and the streets. This will include the use of low water-need plant material and rock mulch. This will also be the design criteria for home sites, where front and side yards will be required to use xeriscape materials. The xeriscaping will provide for aesthetically pleasing environments where well adapted plant materials will be mixed with ground covers, minimizing water use.

All areas that are disturbed during the construction of infrastructure as well as by the construction of homes, will be revegetated to provide control of erosion as well as to stabilize slopes and bare areas.

All streets are designed to Fruita City standards. The street system allows for efficient and safe traffic circulation while providing easy access for emergency vehicles. All streets within the subdivision shall meet the sub-collector street standards of a 44' ROW, with 28' of mat, and a drive over curb and gutter. We are proposing to use a 6' detached sidewalk along Golondrina Way and Lucia Circle. The smaller cul-de-sacs would not have sidewalks on either side. Access from Kingsview Road to HWY 340, between lots B1 and B2, will provide emergency access. The plan also provides a connection from Fowler Court to Catarina Court in order to offer an emergency ingress/egress as well as a utility connection, providing secondary access onto Kingsview Road.

This subdivision is located in close proximity to Snooks Bottom Park and is designed without a pocket park. Without irrigation water available to water a park it would not be a meaningful amenity to the community. Lastly, being in proximity to many open spaces and trails as well as Snooks Bottom, the need for a pocket park for recreational purposes is minimized. The narrow open spaces that lead from the Cul-de-Sacs to the overall open spaces will be used as access to the major trail system leading from the parking area to the Devils Canyon trailhead. These trails will most probably be soft surfaced and be used primarily by the residents living nearby who would want convenient access to the main trail.

The total open space dedication requirement for this subdivision, based on 122 single-family units, is approximately 5.12 acres. The current assigned open space is more than 64 acres (or approximately 49%), exceeding the PUD requirements and adding to the aesthetics of the subdivision. Most of the open space will be dedicated to the Sunset Pointe Community Association (SSPCA). Nearly one-half mile trail will be constructed from Kingsview Road through the dedicated open space to the BLM trail head that accesses the Devils Canyon area. The proposed trailhead would provide for a parking area, trailhead information and signage and would provide hikers to access the BLM property without parking within the subdivision. The trail through Sunset Pointe and the parking area would be dedicated to the City of Fruita. This trail system along with the trail along the emergency access from HWY 340 would provide for a nearly seamless, off-road trail connection from HWY 340 to the Devils Canyon area. This parking area, trail and open space dedication is to be used to offset open space fees.

No Storm Water Management plan has been provided at this time. These plans will be done based on the submittal of each particular Phase.

No Subdivision Improvements Agreement (SIA) has been provided with this preliminary plan. An SIA will be provided with each Final Plat request as prices will vary and each filing will have a specific scope of work.

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Meeting Performance Standards

NEIGHBORHOOD IMPACT

The land uses in the surrounding area are transitional urban to rural, with homes on moderate sized lots within the existing Kingsview Subdivision, open space and the Colorado River to the north and National Conservation Area and BLM Lands to the south. According to the land use plan developed by the City of Fruita, through the public process a few years ago, the future use of this parcel is to be Planned Unit Development (1 unit/acre). This development complies with the existing zoning parameters. The design for Sunset Pointe takes into consideration the existing homes within Kingsview by providing a large buffer area of open space between the two phases.

Each lot will accommodate one home of approximately 2,000 sq ft each, minimum garage space for 2 vehicles as well as sufficient driveway space to accommodate off-street parking for 2 additional vehicles. Lots overlooking the river will be restricted to a height of 28 feet while other homes will be allowed to build to the City of Fruita standards of 35 feet in height or less (see PUD Guide for more specifics). Exterior porches and covered patios will be encouraged in order to take advantage of the moderate climate and provide outdoor living. Small casitas will be options that will allow for additional space to accommodate separate living quarters for extended family members. The target price for these units will be in the \$650,000 plus range.

TRANSPORTATION AND TRAFFIC

The principal entry to the subdivision is located off of Kingsview Road. The intersection of Golondrina Way and Kingsview Road provides adequate sight distances and intersection spacing. This intersection will also provide improved access to the Snooks Bottom Park, realigning the current road and redesigning that portion of Kingsview Road. All internal street cross-sections and pedestrian paths are consistent with City of Fruita standards. An emergency access/trail is proposed from the private drive off of Kingsview Road to the lift station area along HWY 340. A trailhead is provided, with off-street parking on Kingsview Road, to a gravel trail which meanders along a small drainage until reaching the BLM trailhead. Once on BLM property there are numerous trails traversing throughout the Devil's Canyon area.

Improvements to the area of Kingsview Road west of the HWY 340 intersection have been submitted for review. The design provides for a straightening of the curvature as

well as raising the road to lessen the grade. Once a design has been agreed upon and incorporated into the SIA, a credit will be requested against the offsite improvement fees.

PHASING PLAN

This project will be built out over many filings, ranging from 2 homes off of Squire Court and up in the future construction phases. A phasing plan is being submitted with the application.

LIGHTING PLAN / POSTAL PEDESTALS

The proximity of this project to the Colorado National Monument provides grounds to limit the amount of street lighting. The lighting plan would ideally provide for no street lights within the proposed project. An alternative to this would be to provide a limited number of street lights to 3, corresponding to the location of the primary Cluster Box Units for mail delivery. This would provide light only to the area that would need it the most.

SEWER

All homes will connect to the City of Fruita sewer system. There is an existing sewer lift station along HWY 340 that can accommodate the added flow generated from this subdivision. A connection would be made along the emergency access from Lorena Court to the HWY 340 lift station.

WATER

Ute Water has an existing main distribution line along HWY 340 and an 8" water line in Kingsview Road. A connection could be made at HWY 340 and carried up the alignment of the emergency/trail access to Lorena Court, along the internal streets and back out to Fowler Drive and Kingsview Road to the east. Conversations with Ute Water personnel have verified that there is sufficient water and pressure to meet fire flow standards.

DRAINAGE

The drainage on the site flows on a gentle grade from south to north. All drainage would flow into existing drainages, which flow into the Colorado River, immediately to the north of the site. There are no major drainage basins that flow through Sunset Pointe as most drainage in the area is directed through the Devils Canyon and the Kodels Canyon basins. Water quality ponds would be located on the south side of Kingsview Rd and would then drain into the Colorado River. There are no drainage or irrigation districts associated with this property.

FLOOD HAZARD

According to the FEMA maps, the 100 year flood plain is consistently well below any possible building envelope on this site.

IRRIGATION

No water rights run with this property. As a consequence, any minimal irrigation needs would be provided from the Ute Water domestic water source. If allowed by the City of Fruita and in accordance with State Regulation 86, gray water would be allowed for irrigation purposes. Landscape standards would encourage the use of xeriscape and low water usage landscaping.

FIRE PROTECTION

This project will be designed to meet the standards necessary to provide fire flow for the Lower Valley Fire Department. Fire flows will be provided through appropriately spaced hydrants within the subdivision. According to Ute Water personnel, there is both enough capacity and pressure to accommodate appropriate fire flow standards for Sunset Pointe. Most of the homes in the project will be required to provide Fire Sprinkler Systems in order to provide additional fire protection.

HISTORIC PRESERVATION

Since there are no structures or historic sites on the property, this standard is not applicable.

NOISE, DUST AND ODOR

This residential development project will be constructed in phases and ground disturbance will be of a major consequence. Ground disturbance to natural ground covers, such as along the two natural drainages, will be minimized by delineating these areas with silt fencing or other erosion controls. Temporary construction fences will also be used to keep construction traffic off of the open space areas. Upon completion of infrastructure construction, re-vegetation will be completed to help hold down the thin layer of sandy soil. The project will also comply with all appropriate local, state and federal air emission and noise statutes. Erosion and sedimentation controls will be used during and after construction.

NATURAL FEATURES/ENVIRONMENTAL PROTECTION

Natural features will be preserved to the largest extent possible. The most important natural features of the site are the areas along the two natural drainages. These areas will remain undisturbed except for the construction of a walking path. The path will be placed to take advantage of the natural topography and native vegetation of the drainage, enhancing and preserving the natural features of the area.

Regarding the area along the Colorado River, according to the geological report prepared by Huddleston-Berry, the bluff along the river is very stable. Homes along this bluff will be setback from the edge a minimum of 30 to 40 feet.

SUNSET POINTE PLANNED UNIT DEVELOPMENT
Planned Unit Development Control Guide

131.7 Acre PUD
122 Lots

8/4/2023

PURPOSE:	<p>The purpose of this Sunset Pointe PUD Control Guide is to serve as the governing regulations which will control the development of the Sunset Pointe PUD. The PUD Control Guide will serve as the "zone district regulations" for the PUD and is in conformance with Section 17.17.030 of the Fruita Municipal Code.</p> <p>Development within Sunset Pointe PUD will be regulated and administered by the City of Fruita through the provisions of this PUD Control Guide. Building Construction within the PUD is governed by the applicable City of Fruita ordinances, rules, regulations and building codes.</p> <p>The more restrictive/relaxed, specific provisions of this PUD Control Guide shall supersede those contained in Title 17 of the Fruita Municipal Code. However, where this PUD Control Guide does not address a particular issue or subject matter, the specific provisions of Title 17 of the Fruita Municipal Code, the City's Land Use Code, shall prevail. In case of a dispute or ambiguity, the City shall be responsible for interpreting the applicable regulations and resolving the dispute or ambiguity.</p>
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NOTES:

- * Rear Yard Setback: Most of the rear yards border onto open space and allowing building within 5' from open space will not have an adverse effect upon the open space. Any Lot which backs onto property other than open space will meet a minimum requirement of a 15' setback.
- ** Fences & Height: All fences and exterior walls will be no more than 42" in height and will be built out of metal, or a 3 rail wood variety. The fences will be allowed to be built to the property line. All fence styles will need to be approved by the Design Review Committee (DRC).
- *** Side Load Garage: In order to minimize the presence of garages from the street, side load garages, at the 25' setback location, shall be permitted. All homes must have a minimum of a two car garage and all driveways must be designed for the off-street parking of 2 additional vehicles.
- **** Accessory Structures (Casitas): The lots are large and will easily accommodate accessory structures. These structures must be built within the setbacks for each lot. The allowed uses for these "Casitas" is for separate living spaces for parents, siblings, for use as a studio or for use as storage, sauna/spa, pool cabana etc. Maximum height for Accessory Structures not to exceed 20 feet.
- ***** Exterior Lighting: All exterior lighting shall be low intensity, fully shielded fixtures, color of the light shall not exceed 3000 Kelvins.
- ***** Fire Sprinkler System Requirement: Homes are required to have Fire Sprinkler Systems in order to meet the Lower Grand Valley Fire Districts requirements.

Lot #	Lot Size (Sq. Ft.)	Front Setback (Ft.)	* Rear Setback (Ft.)	Side Yard Setback (Ft.)	Drainage Type	Min Size Structure (Sq. Ft.)	Height Restriction (Ft.) Home	** Max Fence Height (Ft.)	*** Side Load Garage	**** Accessory Structure "Casita"	***** Fire Sprinkler System Required	Street Location
A-1	21,035	25	15	8	A	1,500	28	6	No	No	No	Squire Ct.
A-2	18,672	25	15	8	A	1,500	28	6	No	No	No	Squire Ct.
Lot #	Lot Size (Sq. Ft.)	Front Setback (Ft.)	* Rear Setback (Ft.) Along Bluff	Side Yard Setback (Ft.)	Drainage Type	Min Size Structure (Sq. Ft.)	Height Restriction (Ft.) Home/Acc Stru	** Max Fence Height (Ft.)	*** Side Load Garage	**** Accessory Structure "Casita"	***** Fire Sprinkler System Required	Street Location
B-1	49,819	25	20	8	B	2,500	28/20	3.5	Allowed	Allowed	Yes	Kingsview Road
B-2	39,548	25	20	8	B	2,500	28/20	3.5	Allowed	Allowed	Yes	Kingsview Road
B-3	53,158	25	20	8	B	2,500	28/20	3.5	Allowed	Allowed	Yes	Kingsview Road
B-4	40,070	25	20	8	B	2,500	28/20	3.5	Allowed	Allowed	Yes	Kingsview Road
Lot #	Lot Size (Sq. Ft.)	Front Setback (Ft.)	* Rear Setback (Ft.)	Side Yard Setback (Ft.)	Drainage Type	Min Size Structure (Sq. Ft.)	Height Restriction (Ft.) Home/Acc Stru	** Max Fence Height (Ft.)	*** Side Load Garage	**** Accessory Structure "Casita"	***** Fire Sprinkler System Required	Street Location
C-1	15,944	25	5	8	B	2,100	30/20	3.5	Allowed	Allowed	Yes	Golondrina Way
C-2	15,044	25	5	8	B	2,100	30/20	3.5	Allowed	Allowed	Yes	Golondrina Way

Lot #	Lot Size (Sq. Ft.)	Front Setback (Ft.)	* Rear Setback (Ft.)	Side Yard Setback (Ft.)	Drainage Type	Min Size Structure (Sq. Ft.)	Height Restriction (Ft.) Home/Acc Stru	** Max Fence Height (Ft.)	*** Side Load Garage	**** Accessory Structure "Casita"	***** Fire Sprinkler System Required	Street Location
C-3	19,168	25	5	8	B	2,100	30/20	3.5	Allowed	Allowed	Yes	Golondrina Way
C-4	17,748	25	5	8	B	2,100	30/20	3.5	Allowed	Allowed	Yes	Golondrina Way
C-5	16,003	25	5	8	B	2,100	30/20	3.5	Allowed	Allowed	Yes	Golondrina Way
C-6	14,646	25	5	8	B	2,100	30/20	3.5	Allowed	Allowed	Yes	Golondrina Way
C-7	14,353	25	5	8	B	2,100	30/20	3.5	Allowed	Allowed	Yes	Golondrina Way
C-8	14,168	25	5	8	B	2,100	30/20	3.5	Allowed	Allowed	Yes	Golondrina Way
C-9	14,329	25	5	8	B	2,100	30/20	3.5	Allowed	Allowed	Yes	Golondrina Way
C-10	14,547	25	5	8	B	2,100	30/20	3.5	Allowed	Allowed	Yes	Golondrina Way
C-11	14,732	25	5	8	B	2,100	30/20	3.5	Allowed	Allowed	Yes	Golondrina Way
C-12	14,632	25	5	8	B	2,100	30/20	3.5	Allowed	Allowed	Yes	Golondrina Way
C-13	15,055	25	5	8	B	2,100	30/20	3.5	Allowed	Allowed	Yes	Golondrina Way
C-14	14,769	25	5	8	B	2,100	30/20	3.5	Allowed	Allowed	Yes	Golondrina Way
C-15	16,322	25	15	8	B	2,100	30/20	3.5	Allowed	Allowed	Yes	Isabella Ct.
C-16	17,656	25	5	8	B	2,100	30/20	3.5	Allowed	Allowed	Yes	Isabella Ct.
C-17	19,061	25	5	8	B	2,100	30/20	3.5	Allowed	Allowed	Yes	Isabella Ct.
C-18	16,759	25	5	8	B	2,100	30/20	3.5	Allowed	Allowed	Yes	Isabella Ct.
C-19	17,092	25	5	8	B	2,100	30/20	3.5	Allowed	Allowed	Yes	Isabella Ct.
C-20	18,472	25	5	8	B	2,100	30/20	3.5	Allowed	Allowed	Yes	Isabella Ct.
C-21	14,085	25	5	8	B	2,100	30/20	3.5	Allowed	Allowed	Yes	Isabella Ct.
C-22	14,096	25	5	8	B	2,100	30/20	3.5	Allowed	Allowed	Yes	Isabella Ct.
C-23	17,050	25	5	8	B	2,100	30/20	3.5	Allowed	Allowed	Yes	Isabella Ct.
C-24	15,449	25	5	8	B	2,100	30/20	3.5	Allowed	Allowed	Yes	Sophia Ct.
C-25	15,669	25	5	8	B	2,100	30/20	3.5	Allowed	Allowed	Yes	Sophia Ct.
C-26	14,251	25	5	8	B	2,100	30/20	3.5	Allowed	Allowed	Yes	Sophia Ct.
C-27	13,909	25	5	8	B	2,100	30/20	3.5	Allowed	Allowed	Yes	Sophia Ct.
C-28	19,250	25	5	8	B	2,100	30/20	3.5	Allowed	Allowed	Yes	Sophia Ct.
C-29	17,810	25	5	8	B	2,100	30/20	3.5	Allowed	Allowed	Yes	Sophia Ct.
C-30	17,148	25	5	8	B	2,100	30/20	3.5	Allowed	Allowed	Yes	Sophia Ct.
C-31	15,939	25	5	8	B	2,100	30/20	3.5	Allowed	Allowed	Yes	Sophia Ct.
C-32	15,926	25	5	8	B	2,100	30/20	3.5	Allowed	Allowed	Yes	Sophia Ct.
C-33	17,605	25	5	8	B	2,100	30/20	3.5	Allowed	Allowed	Yes	Sophia Ct.
C-34	17,025	25	5	8	B	2,100	30/20	3.5	Allowed	Allowed	Yes	Sophia Ct.
C-35	17,030	25	5	8	B	2,100	30/20	3.5	Allowed	Allowed	Yes	Sophia Ct.
C-36	15,328	25	5	8	B	2,100	30/20	3.5	Allowed	Allowed	Yes	Cristina Ct.
C-37	15,951	25	5	8	B	2,100	30/20	3.5	Allowed	Allowed	Yes	Cristina Ct.
C-38	14,606	25	5	8	B	2,100	30/20	3.5	Allowed	Allowed	Yes	Cristina Ct.
C-39	14,832	25	5	8	B	2,100	30/20	3.5	Allowed	Allowed	Yes	Cristina Ct.
C-40	16,135	25	5	8	B	2,100	30/20	3.5	Allowed	Allowed	Yes	Cristina Ct.
C-41	16,824	25	5	8	B	2,100	30/20	3.5	Allowed	Allowed	Yes	Cristina Ct.
C-42	15,581	25	5	8	B	2,100	30/20	3.5	Allowed	Allowed	Yes	Cristina Ct.
C-43	15,508	25	5	8	B	2,100	30/20	3.5	Allowed	Allowed	Yes	Cristina Ct.
C-44	15,629	25	5	8	B	2,100	30/20	3.5	Allowed	Allowed	Yes	Cristina Ct.
C-45	17,035	25	5	8	B	2,100	30/20	3.5	Allowed	Allowed	Yes	Cristina Ct.
C-46	15,032	25	5	8	B	2,100	30/20	3.5	Allowed	Allowed	Yes	Cristina Ct.
C-47	14,235	25	5	8	B	2,100	30/20	3.5	Allowed	Allowed	Yes	Cristina Ct.
C-48	15,061	25	5	8	B	2,100	30/20	3.5	Allowed	Allowed	Yes	Cristina Ct.
C-49	15,642	25	5	8	B	2,100	30/20	3.5	Allowed	Allowed	Yes	Lucia Ct.
C-50	14,709	25	5	8	B	2,100	30/20	3.5	Allowed	Allowed	Yes	Lucia Ct.
C-51	14,053	25	5	8	B	2,100	30/20	3.5	Allowed	Allowed	Yes	Lucia Ct.
C-52	14,215	25	5	8	B	2,100	30/20	3.5	Allowed	Allowed	Yes	Lucia Ct.
C-53	15,822	25	5	8	B	2,100	30/20	3.5	Allowed	Allowed	Yes	Lucia Ct.

Lot #	Lot Size (Sq. Ft.)	Front Setback (Ft.)	* Rear Setback (Ft.)	Side Yard Setback (Ft.)	Drainage Type	Min Size Structure (Sq. Ft.)	Height Restriction (Ft.) Home/Acc Stru	** Max Fence Height (Ft.)	*** Side Load Garage	**** Accessory Structure "Casita"	***** Fire Sprinkler System Required	Street Location
C-54	14,250	25	15	8	A	2,100	30/20	3.5	Allowed	Allowed	Yes	Lucia Ct.
C-55	13,588	25	15	8	A	2,100	30/20	3.5	Allowed	Allowed	Yes	Lucia Ct.
C-56	17,613	25	5	8	B	2,100	30/20	3.5	Allowed	Allowed	Yes	Marianna Ct.
C-57	17,831	25	5	8	B	2,100	30/20	3.5	Allowed	Allowed	Yes	Marianna Ct.
C-58	16,805	25	5	8	B	2,100	30/20	3.5	Allowed	Allowed	Yes	Marianna Ct.
C-59	16,889	25	5	8	B	2,100	30/20	3.5	Allowed	Allowed	Yes	Marianna Ct.
C-60	15,996	25	5	8	B	2,100	30/20	3.5	Allowed	Allowed	Yes	Marianna Ct.
C-61	14,927	25	5	8	B	2,100	30/20	3.5	Allowed	Allowed	Yes	Lucia Ct.
C-62	23,687	25	5	8	B	2,100	30/20	3.5	Allowed	Allowed	Yes	Lucia Ct.
C-63	24,894	25	5	8	B	2,100	30/20	3.5	Allowed	Allowed	Yes	Catarina Ct.
C-64	26,117	25	5	8	B	2,100	30/20	3.5	Allowed	Allowed	Yes	Catarina Ct.
C-65	16,351	25	5	8	B	2,100	30/20	3.5	Allowed	Allowed	Yes	Catarina Ct.
C-66	19,050	25	5	8	B	2,100	30/20	3.5	Allowed	Allowed	Yes	Catarina Ct.
C-67	20,263	25	5	8	B	2,100	30/20	3.5	Allowed	Allowed	Yes	Catarina Ct.
C-68	20,386	25	5	8	A	2,100	30/20	3.5	Allowed	Allowed	Yes	Lucia Ct.
C-69	17,737	25	5	8	B	2,100	30/20	3.5	Allowed	Allowed	Yes	Lucia Ct.
C-70	17,584	25	5	8	B	2,100	30/20	3.5	Allowed	Allowed	Yes	Lucia Ct.
C-71	19,600	25	5	8	B	2,100	30/20	3.5	Allowed	Allowed	Yes	Lucia Ct.
C-72	21,797	25	15	8	A	2,100	30/20	3.5	Allowed	Allowed	Yes	Lucia Ct.
C-73	18,469	25	5	8	B	2,100	30/20	3.5	Allowed	Allowed	Yes	Josephina Ct.
C-74	17,426	25	5	8	B	2,100	30/20	3.5	Allowed	Allowed	Yes	Josephina Ct.
C-75	17,741	25	5	8	B	2,100	30/20	3.5	Allowed	Allowed	Yes	Josephina Ct.
C-76	19,003	25	15	8	B	2,100	30/20	3.5	Allowed	Allowed	Yes	Josephina Ct.
C-77	21,469	25	15	8	A	2,100	30/20	3.5	Allowed	Allowed	Yes	Lucia Ct.
C-78	30,426	25	15	8	B	2,100	30/20	3.5	Allowed	Allowed	Yes	Lucia Ct.
C-79	14,467	25	5	8	B	2,100	30/20	3.5	Allowed	Allowed	Yes	Lucia Ct.
C-80	14,465	25	5	8	B	2,100	30/20	3.5	Allowed	Allowed	Yes	Lucia Ct.
C-81	14,411	25	5	8	B	2,100	30/20	3.5	Allowed	Allowed	Yes	Lucia Ct.
C-82	14,356	25	5	8	B	2,100	30/20	3.5	Allowed	Allowed	Yes	Lucia Ct.
C-83	14,447	25	5	8	B	2,100	30/20	3.5	Allowed	Allowed	Yes	Lucia Ct.
C-84	14,223	25	5	8	B	2,100	30/20	3.5	Allowed	Allowed	Yes	Lucia Ct.
C-85	14,125	25	5	8	B	2,100	30/20	3.5	Allowed	Allowed	Yes	Lucia Ct.
C-86	15,363	25	5	8	B	2,100	30/20	3.5	Allowed	Allowed	Yes	Lucia Ct.
C-87	15,075	25	15	8	A	2,100	30/20	3.5	Allowed	Allowed	Yes	Lucia Ct.
C-88	14,535	25	5	8	B	2,100	30/20	3.5	Allowed	Allowed	Yes	Lucia Ct.
C-89	14,661	25	5	8	B	2,100	30/20	3.5	Allowed	Allowed	Yes	Lucia Ct.
C-90	14,982	25	5	8	B	2,100	30/20	3.5	Allowed	Allowed	Yes	Lucia Ct.
C-91	14,826	25	5	8	B	2,100	30/20	3.5	Allowed	Allowed	Yes	Lucia Ct.
C-92	15,424	25	5	8	B	2,100	30/20	3.5	Allowed	Allowed	Yes	Lucia Ct.
C-93	16,775	25	5	8	B	2,100	30/20	3.5	Allowed	Allowed	Yes	Lucia Ct.
C-94	14,141	25	5	8	B	2,100	30/20	3.5	Allowed	Allowed	Yes	Lucia Ct.
C-95	17,541	25	5	8	B	2,100	30/20	3.5	Allowed	Allowed	Yes	Lucia Ct.
C-96	15,778	25	5	8	B	2,100	30/20	3.5	Allowed	Allowed	Yes	Lucia Ct.
C-97	16,788	25	5	8	B	2,100	30/20	3.5	Allowed	Allowed	Yes	Lucia Ct.
C-98	17,778	25	5	8	B	2,100	30/20	3.5	Allowed	Allowed	Yes	Lucia Ct.
C-99	15,563	25	15	8	A	2,100	30/20	3.5	Allowed	Allowed	Yes	Lucia Ct.
C-100	15,911	25	5	8	B	2,100	30/20	3.5	Allowed	Allowed	Yes	Emilia Ct.
C-101	16,086	25	5	8	B	2,100	30/20	3.5	Allowed	Allowed	Yes	Emilia Ct.
C-102	14,888	25	5	8	B	2,100	30/20	3.5	Allowed	Allowed	Yes	Emilia Ct.
C-103	14,039	25	5	8	B	2,100	30/20	3.5	Allowed	Allowed	Yes	Emilia Ct.
C-104	17,347	25	5	8	B	2,100	30/20	3.5	Allowed	Allowed	Yes	Emilia Ct.

Lot #	Lot Size (Sq. Ft.)	Front Setback (Ft.)	* Rear Setback (Ft.)	Side Yard Setback (Ft.)	Drainage Type	Min Size Structure (Sq. Ft.)	Height Restriction (Ft.) Home/Acc Stru	** Max Fence Height (Ft.)	*** Side Load Garage	**** Accessory Structure "Casita"	***** Fire Sprinkler System Required	Street Location
C-105	15,682	25	15	8	A	2,100	30/20	3.5	Allowed	Allowed	Yes	Lucia Ct.
C-106	14,300	25	15	8	A	2,100	30/20	3.5	Allowed	Allowed	Yes	Lucia Ct.
C-107	14,259	25	5	8	B	2,100	30/20	3.5	Allowed	Allowed	Yes	Lucia Ct.
C-108	15,016	25	5	8	B	2,100	30/20	3.5	Allowed	Allowed	Yes	Lucia Ct.
C-109	14,349	25	5	8	B	2,100	30/20	3.5	Allowed	Allowed	Yes	Lucia Ct.
C-110	15,696	25	5	8	B	2,100	30/20	3.5	Allowed	Allowed	Yes	Golondrina Way
Lot #	Lot Size (Sq. Ft.)	Front Setback (Ft.)	* Rear Setback (Ft.)	Side Yard Setback (Ft.)	Drainage Type	Min Size Structure (Sq. Ft.)	Height Restriction (Ft.) Home/Acc Stru	** Max Fence Height (Ft.)	*** Side Load Garage	**** Accessory Structure "Casita"	***** Fire Sprinkler System Required	Street Location
D-1	58,505	25	15	15	B	2,500	30/20	3.5	Allowed	Allowed	Yes	Fowler Ct.
D-2	67,173	25	15	15	B	2,500	30/20	3.5	Allowed	Allowed	Yes	Fowler Ct.
D-3	42,247	25	15	15	A	2,500	30/20	3.5	Allowed	Allowed	Yes	Fowler Ct.
D-4	50,395	25	15	15	A	2,500	30/20	3.5	Allowed	Allowed	Yes	Fowler Ct.
D-5	69,715	25	15	15	A	2,500	30/20	3.5	Allowed	Allowed	Yes	Fowler Ct.
D-6	37,592	25	15	15	A	2,500	30/20	3.5	Allowed	Allowed	Yes	Fowler Ct.

54.04 Total Lot Acreage
122 Total Lot Count

SUNSHINE OF DELTA, INC.,
a Colorado corporation

By: _____

John T. Moir, Vice-President

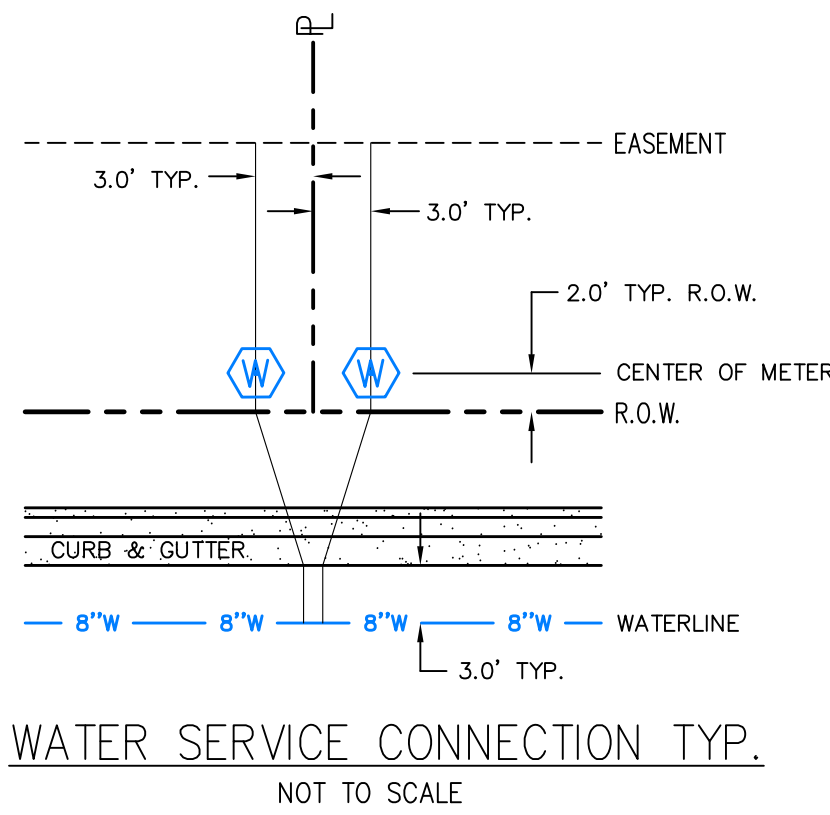
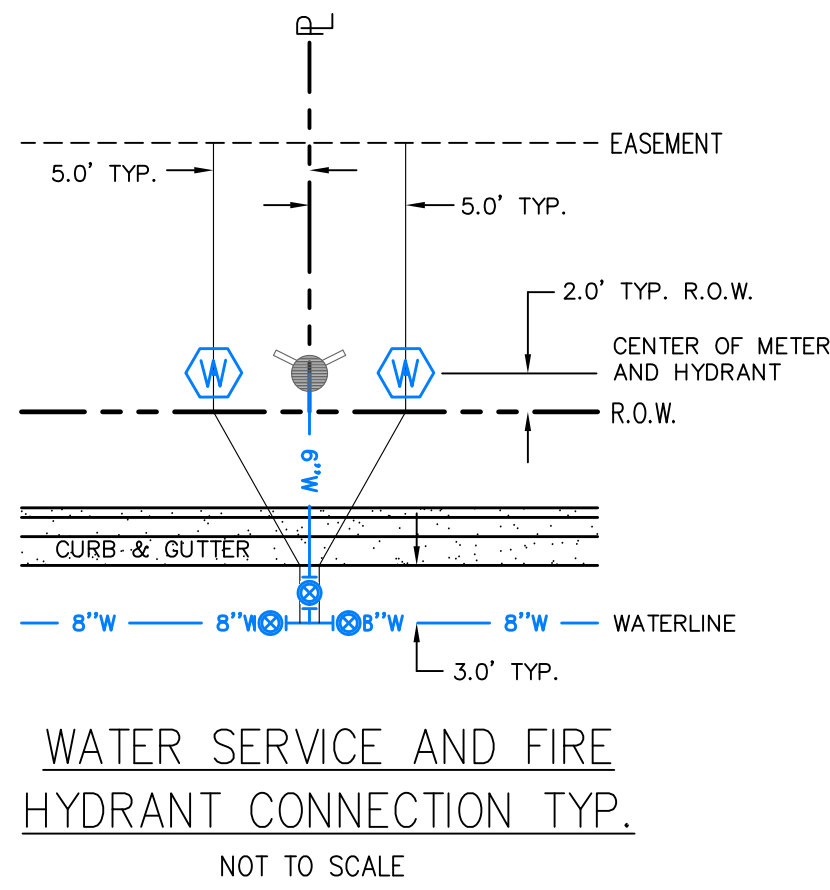
STATE OF COLORADO)
) ss.
COUNTY OF MESA)

The foregoing instrument was acknowledged before me this _____ day of _____, 2018, by John T. Moir as Vice-President of SUNSHINE OF Delta, INC., a Colorado corporation.

Witness my hand and official seal.

My commission expires: _____.

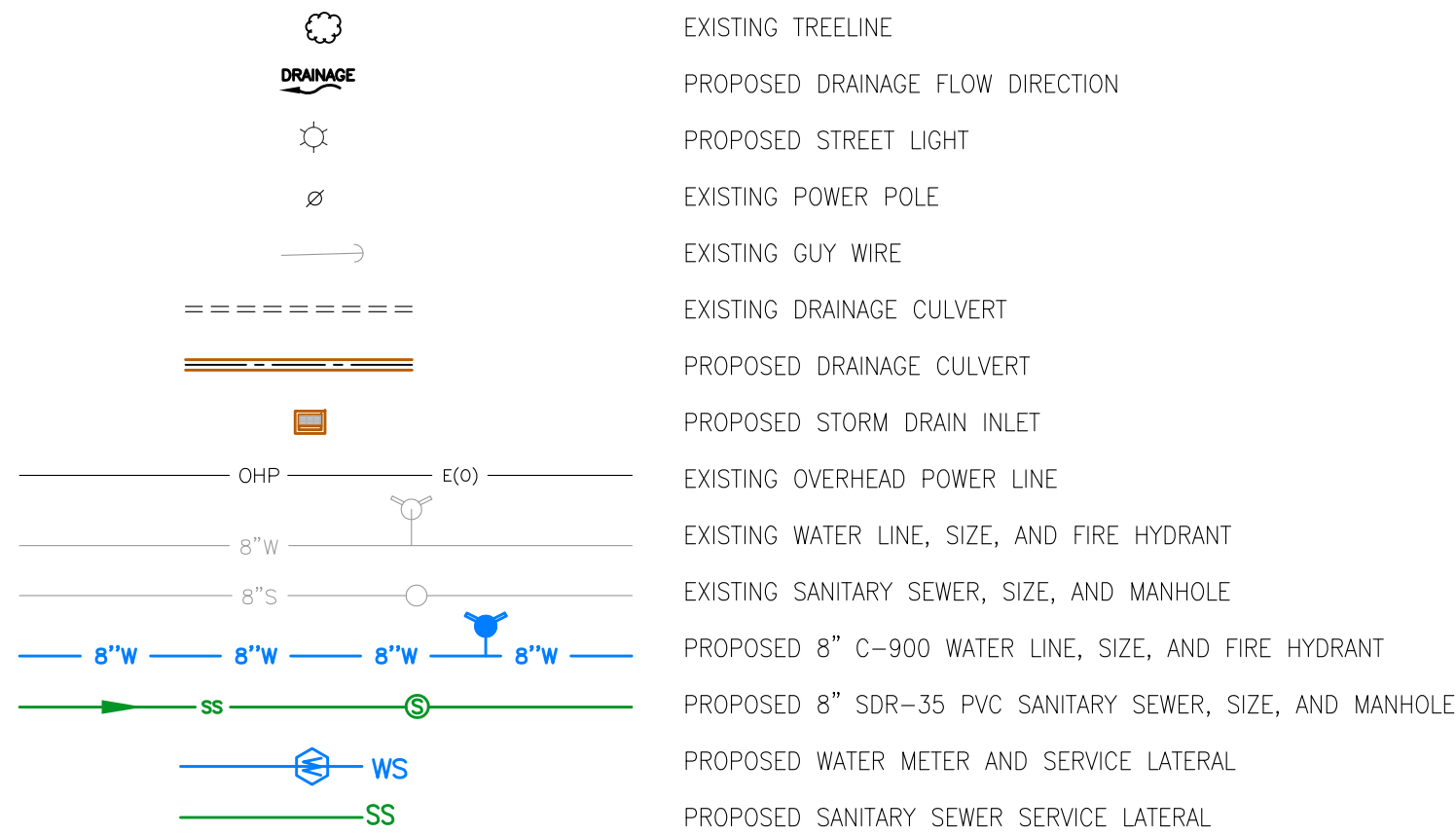
Notary Public



CURVE INFORMATION							
(A)	$\Delta = 41^{\circ}58'35"$	$R = 450.00'$	$L = 329.68'$	$T = 172.63'$	$C = 322.36'$	$CB = S\ 87^{\circ}22'39" E$	
(B)	$\Delta = 30^{\circ}59'19"$	$R = 445.00'$	$L = 240.68'$	$T = 123.36'$	$C = 237.76'$	$CB = N\ 56^{\circ}08'25" E$	
(C)	$\Delta = 07^{\circ}25'07"$	$R = 1480.00'$	$L = 191.63'$	$T = 95.95'$	$C = 191.49'$	$CB = S\ 44^{\circ}21'19" W$	
(D)	$\Delta = 65^{\circ}43'11"$	$R = 50.00'$	$L = 57.35'$	$T = 32.30'$	$C = 54.26'$	$CB = S\ 10^{\circ}32'59" E$	
(E)	$\Delta = 25^{\circ}42'00"$	$R = 350.00'$	$L = 156.99'$	$T = 79.84'$	$C = 155.68'$	$CB = S\ 23^{\circ}58'29" E$	

LINE INFORMATION		
NO.	BEARING	DISTANCE
1.	S 66°23'21" E	28.92'
2.	S 66°06'26" W	65.56'
3.	S 10°32'59" E	89.19'
4.	S 36°47'59" E	45.00'
5.	S 53°12'01" W	60.00'
6.	N 53°02'21" E	42.19'

LEGEND



ABBREVIATIONS

AASHTO	AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS
ABC	AGGREGATE BASE COURSE
ADA	AMERICANS WITH DISABILITIES ACT
ASTM	AMERICAN SOCIETY FOR TESTING AND MATERIALS
AVE.	AVENUE
B.O.W.	BACK-OF-WALK
BLDG.	BUILDING
C.D.O.T.	COLORADO DEPARTMENT OF TRANSPORTATION
C.G.	CURB AND GUTTER
C.L.	CENTERLINE
C.M.P.	CORRUGATED METAL PIPE
CONC.	CONCRETE
CONST.	CONSTRUCTION
C.Y.	CUBIC YARD
C.U. YD.	CUBIC YARD
DEG.	DEGREE
DIA.	DIAMETER
DIWY	DRIVEWAY
E	EAST
E.A.	EACH WAY
E.W.	ELEVATION
EX or EXIST.	EXISTING
FL or F.L.	FIRE HYDRANT
FT.	FOOT
G	GROUND
HBP	HOT BITUMINOUS PAVEMENT
HWY	HIGHWAY
I.D.	INSIDE DIAMETER
INV.	INVERT
IR or IRR.	IRRIGATION
IRM/H	IRRIGATION MANHOLE
IRW	IRRIGATION WATER VALVE
L.F.	LINEAL FEET
LP	LINEAL FEET
LP	LIGHT POLE
L.S.	LUMP SUM
LT	LEFT
MAX.	MAXIMUM
MCSM	MESA COUNTY SURVEY MONUMENT
MIN	MINIMUM
N	NORTH
NO.	NUMBER
NTS	NOT TO SCALE
O.C.	ON CENTER
O.D.	OUTSIDE DIAMETER
OSHA	OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION
PC	POINT OF CURVATURE
PSCO	PUBLIC SERVICE OF COLORADO
PT	POINT OF TANGENCY
PVC	POLYVINYL CHLORIDE PIPE
PVC	POINT VERTICAL INTERSECT
PM	POINT VERTICAL INTERSECT
PMT	PAVEMENT
PVT	POINT VERTICAL TANGENCY
R	RADIUS
R.O.W.	RIGHT-OF-WAY
ROP	REINFORCED CONCRETE PIPE
RT	RIGHT
S	SOUTH
SS	SANITARY SEWER SERVICE
S.Y.	SQUARE YARD
STA	STATION
STD	STANDARD
SW	SIDEWALK
TC	TOP OF CURB
TEMP	TEMPORARY
TYP	TYPICAL
U.S.	UNITED STATES
UTIL	UTILITY
VC	VERTICAL CURVE
WM	WEST
WS	WATER METER
WS	WATER SERVICE

LOCAL UTILITY PROVIDERS

UTE WATER CONSERVANCY DISTRICT
(WATER SERVICES)
2190 H & ROAD
GRAND JUNCTION, CO 81505
PHONE #970-242-7491

CITY OF FRUITA PUBLIC WORKS
(SANITARY SEWER)
900 KIEFER AVE.
FRUITA, CO 81521
PHONE #970-858-9558

XCEL ENERGY (GAS)
2538 BLICHMANN AVE.
GRAND JUNCTION, CO 81505
PHONE #970-245-2693

CENTURY LINK (PHONE/COMMUNICATIONS)
2524 BLICHMANN AVE.
GRAND JUNCTION, CO 81505
PHONE #970-244-4311

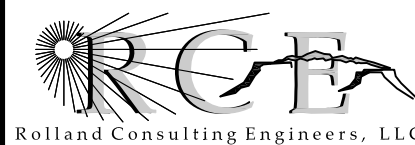
CHARTER/SPECTRUM COMMUNICATIONS
(TV/COMMUNICATIONS)
2502 FORESIGHT CIR
GRAND JUNCTION, CO 81505
PHONE #970-245-8750

GRAND VALLEY POWER (ELECTRIC POWER)
845 22 ROAD
GRAND JUNCTION, CO 81505
PHONE #970-242-0040

LOWER VALLEY FIRE DISTRICT
168 N MESA STREET
FRUITA, CO 81521
PHONE #970-858-3133

AREA BREAKDOWN

RESIDENTIAL LOTS (122)	54.0 ACRES±	41.0%
INTERIOR ROADS	13.2 ACRES±	10.0%
ACCESS TRACT	0.2 ACRES±	0.2%
OPEN SPACE	64.3 ACRES±	48.8%
TOTAL	131.7 ACRES±	100.0%

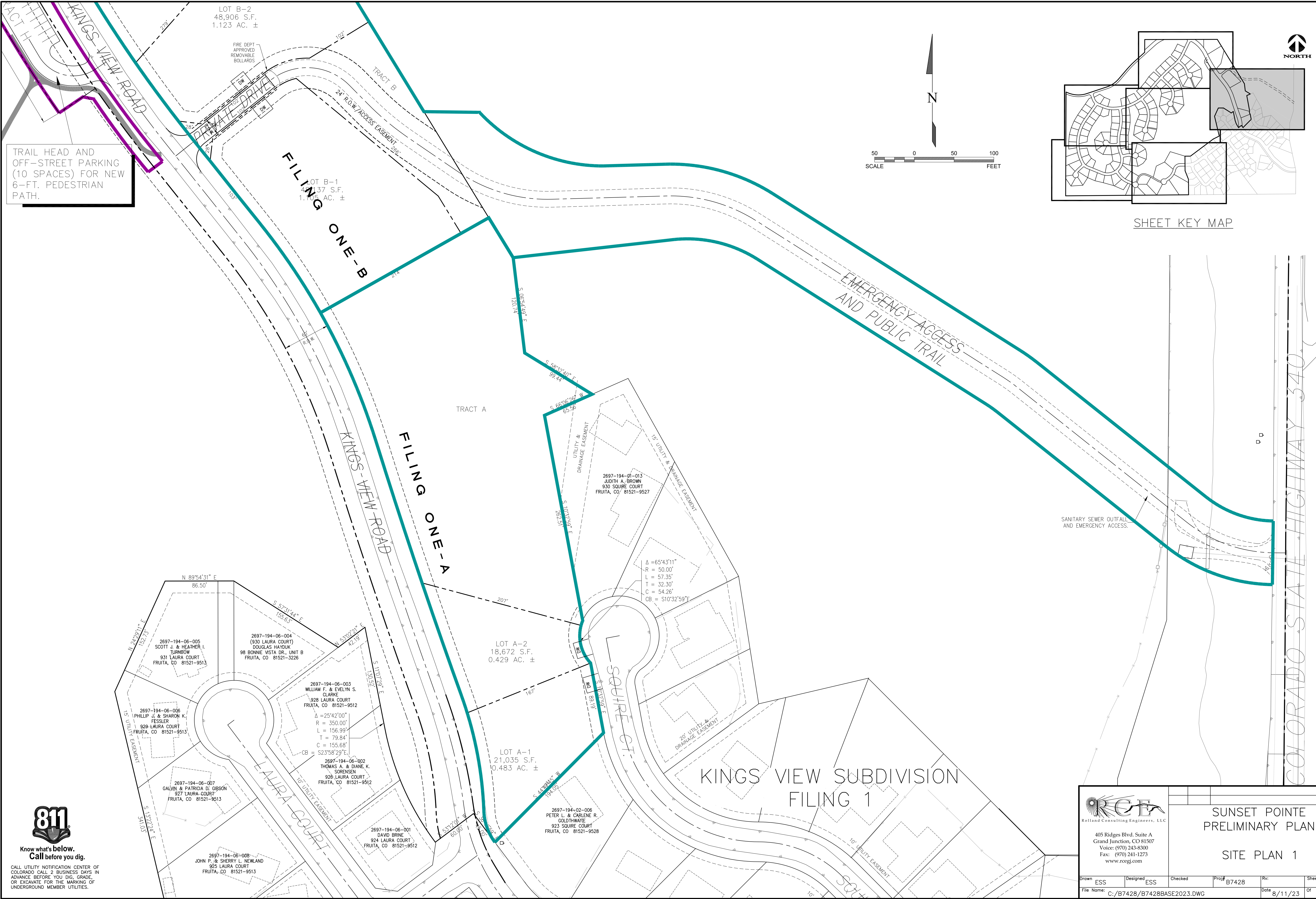


405 Ridges Blvd. Suite A
Grand Junction, CO 81507
Voice: (970) 243-8300
Fax: (970) 241-1273
www.rcegi.com

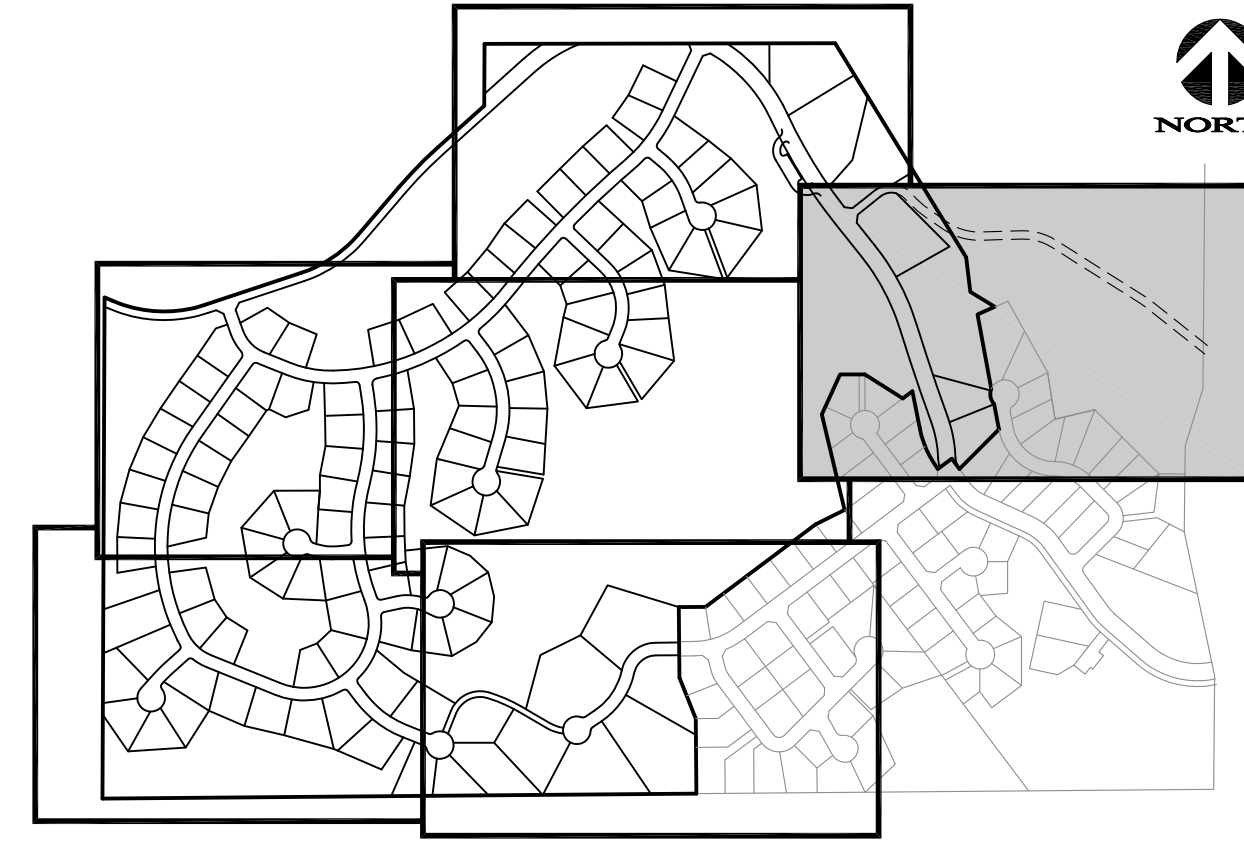
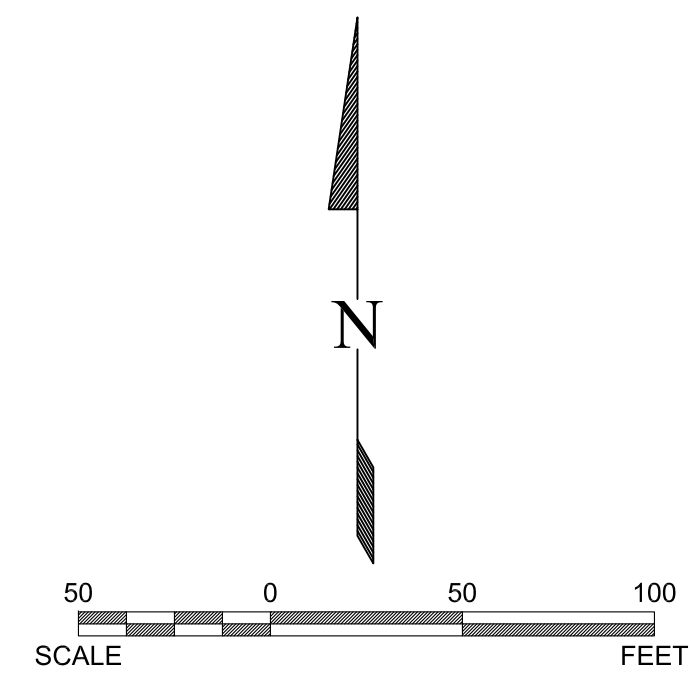
SUNSET POINTE PRELIMINARY PLAN

OVERVIEW PLAN

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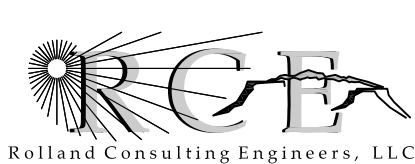


TRAIL HEAD AND
OFF-STREET PARKING
(10 SPACES) FOR NEW
6-FT. PEDESTRIAN
PATH.



SHEET KEY MAP

811
Know what's below.
Call before you dig.
CALL UTILITY NOTIFICATION CENTER OF
COLORADO CALL 2 BUSINESS DAYS IN
ADVANCE BEFORE YOU DIG, GRADE,
OR EXCAVATE FOR THE MARKING OF
UNDERGROUND MEMBER UTILITIES.

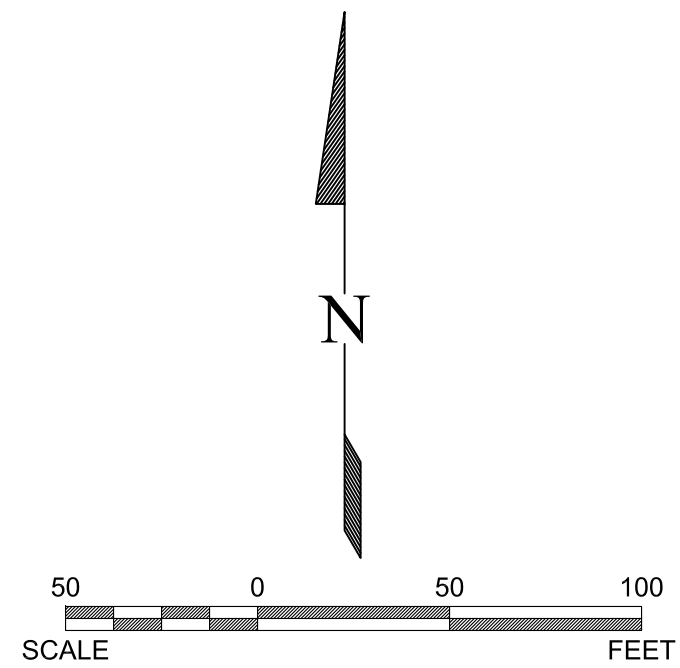


**SUNSET POINTE
PRELIMINARY PLAN**

SITE PLAN 1

405 Ridges Blvd, Suite A
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2697-183-00-942
CITY OF FRUITA
325 E. ASPEN, STE. 155
FRUITA, CO 81521

RE-ALIGNED PORTION
OF KINGS VIEW ROAD TO
IMPROVE PUBLIC SAFETY.

TRACT C
91,377 S.F.
0.210 AC. ±

LOT B-4
50,537 S.F.
1.160 AC. ±

LOT B-3
58,526 S.F.
1.344 AC. ±

LOT B-2
48,906 S.F.
1.123 AC. ±

LOT B-1
48,137 S.F.
1.105 AC. ±

2697-183-00-942
CITY OF FRUITA
325 E. ASPEN, STE. 155
FRUITA, CO 81521

SHEET KEY MAP



FILING ONE-B

FILING TWO

FILING THREE

FILING FOUR

FOUR

TRAIL HEAD AND
OFF-STREET PARKING
(10 SPACES) FOR NEW
6-FT. PEDESTRIAN
PATH.



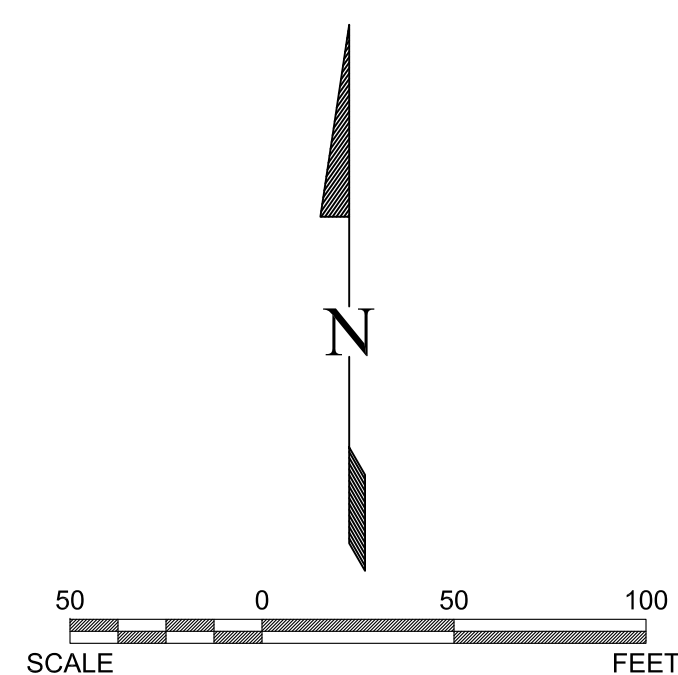
CALL UTILITY NOTIFICATION CENTER OF
COLORADO CALL 2 BUSINESS DAYS IN
ADVANCE BEFORE YOU DIG, GRADE,
OR EXCAVATE FOR THE MARKING OF
UNDERGROUND MEMBER UTILITIES.

RCE
Rolland Consulting Engineers, LLC
405 Ridges Blvd. Suite A
Grand Junction, CO 81507
Voice: (970) 243-8300
Fax: (970) 241-1273
www.rcegi.com

SUNSET POINTE
PRELIMINARY PLAN

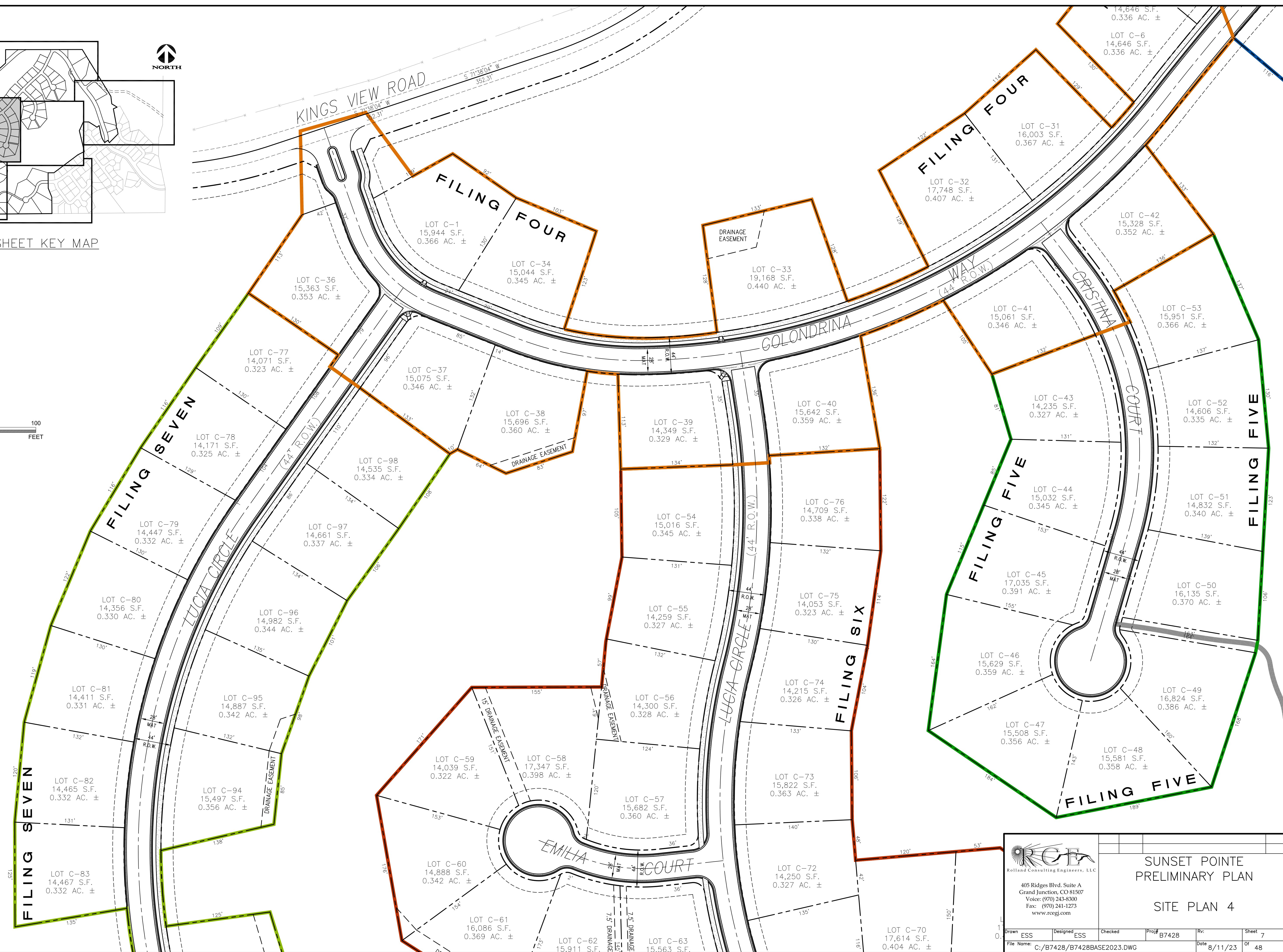
SITE PLAN 2

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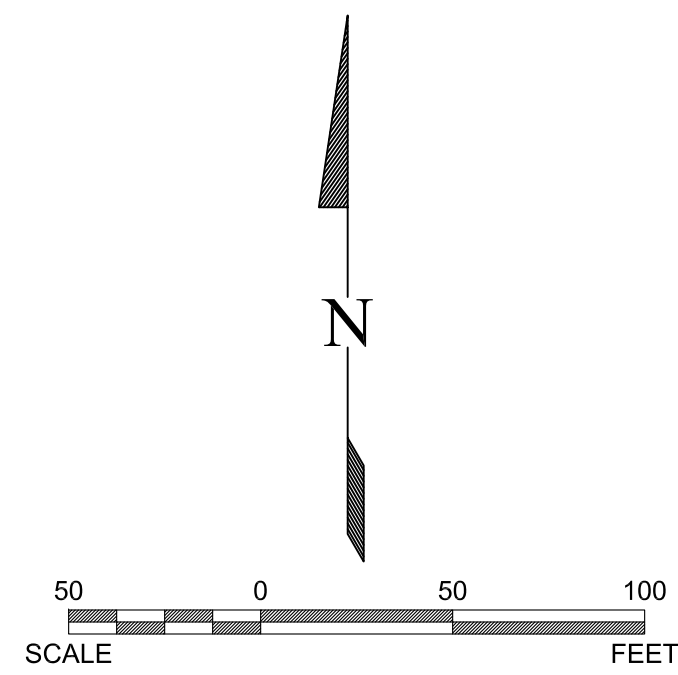
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SUNSET POINTE
PRELIMINARY PLAN

SITE PLAN 4

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								Of	48

2697-193-00-911
BUREAU OF LAND MANAGEMENT
2815 H ROAD
GRAND JUNCTION, CO 81506

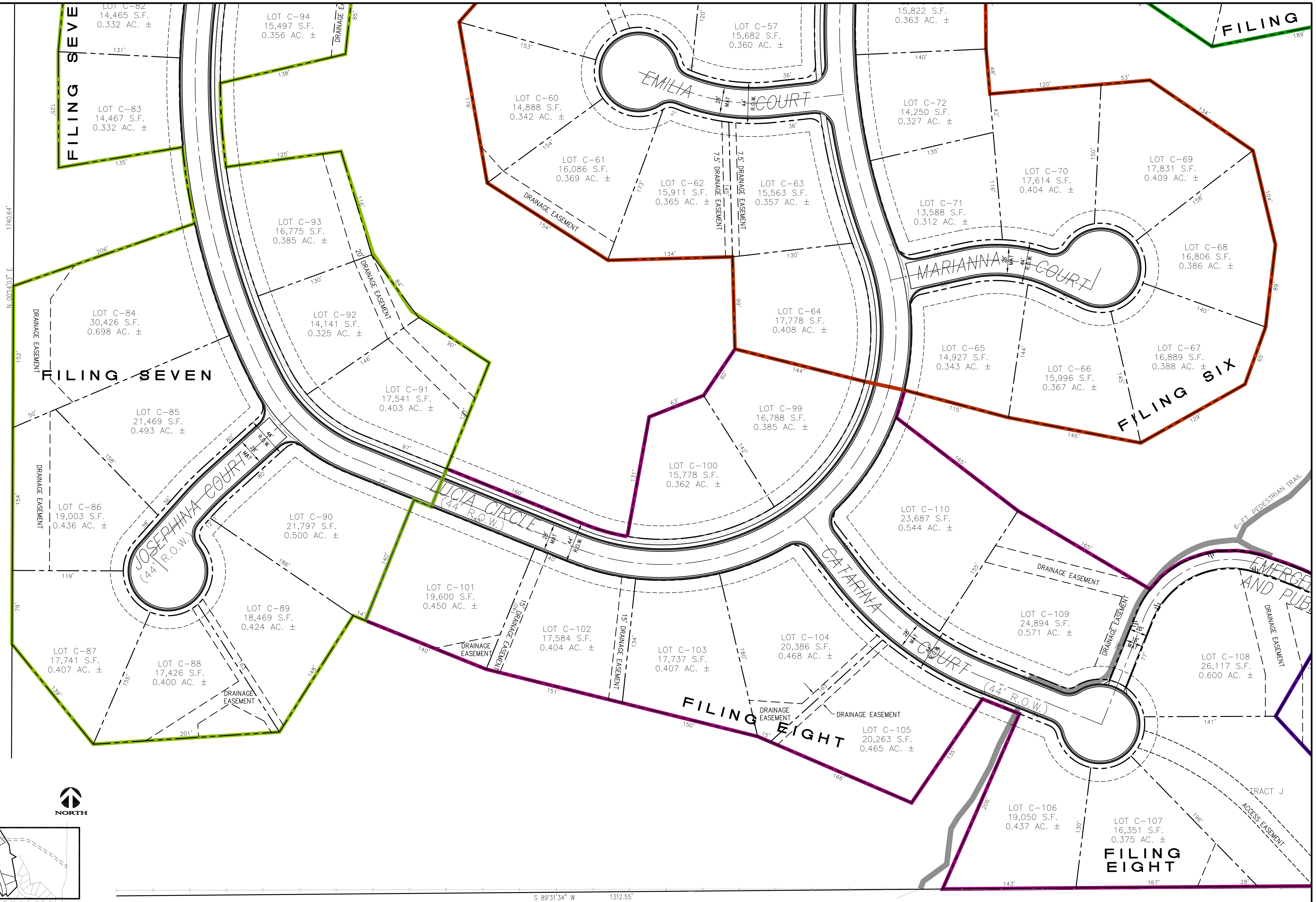


SHEET KEY MAP



Know what's below.
Call before you dig.

CALL UTILITY NOTIFICATION CENTER OF
COLORADO CALL 2 BUSINESS DAYS IN
ADVANCE BEFORE YOU DIG, GRADE,
OR EXCAVATE FOR THE MARKING OF
UNDERGROUND MEMBER UTILITIES.



2697-193-00-911
BUREAU OF LAND MANAGEMENT
2815 H ROAD
GRAND JUNCTION, CO 81506



405 Ridges Blvd, Suite A
Grand Junction, CO 81507
Voice: (970) 243-8300
Fax: (970) 241-1273
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SUNSET POINTE
PRELIMINARY PLAN

SITE PLAN 5

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**LEVEL 3
TRANSPORTATION IMPACT STUDY**

**For
Sunset Pointe Subdivision**

Fruita, Colorado

July 2, 2007

Revised April 30, 2008

PREPARED FOR:

Vista Engineering Corp.

David Chase

605 28 1/4 Road, Suite B

Grand Junction, CO 81506

970.243.2242

PREPARED BY:

Drexel, Barrell & Co.

123 North 7th Street, Suite 300

Grand Junction, CO 80151

970.257.1350

Contact: Brad Jones, PE

Drexel Barrell Project Number: J1005



Statement of Engineering Qualifications

William C. Fox, P.E. has over twenty years of extensive traffic and transportation engineering experience. He has completed numerous transportation studies throughout the State of Colorado. Mr. Fox is a licensed Professional Engineer in the State of Colorado.

TRANSPORTATION IMPACT STUDY

Sunset Pointe Subdivision

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Tables and Figures

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Table 2: Level of Service Summary
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Figure 3: Project Generated Traffic
Figure 4: Year 2007 Existing Traffic
Figure 5: Growth Rate
Figure 6: Year 2008 Background Traffic
Figure 7: Year 2008 Total Traffic
Figure 8: Year 2030 Background Traffic
Figure 9: Year 2030 Total Traffic

Appendices

Reference Documents
Traffic Counts
Synchro Calculations, Version 5

1.0 Project Description

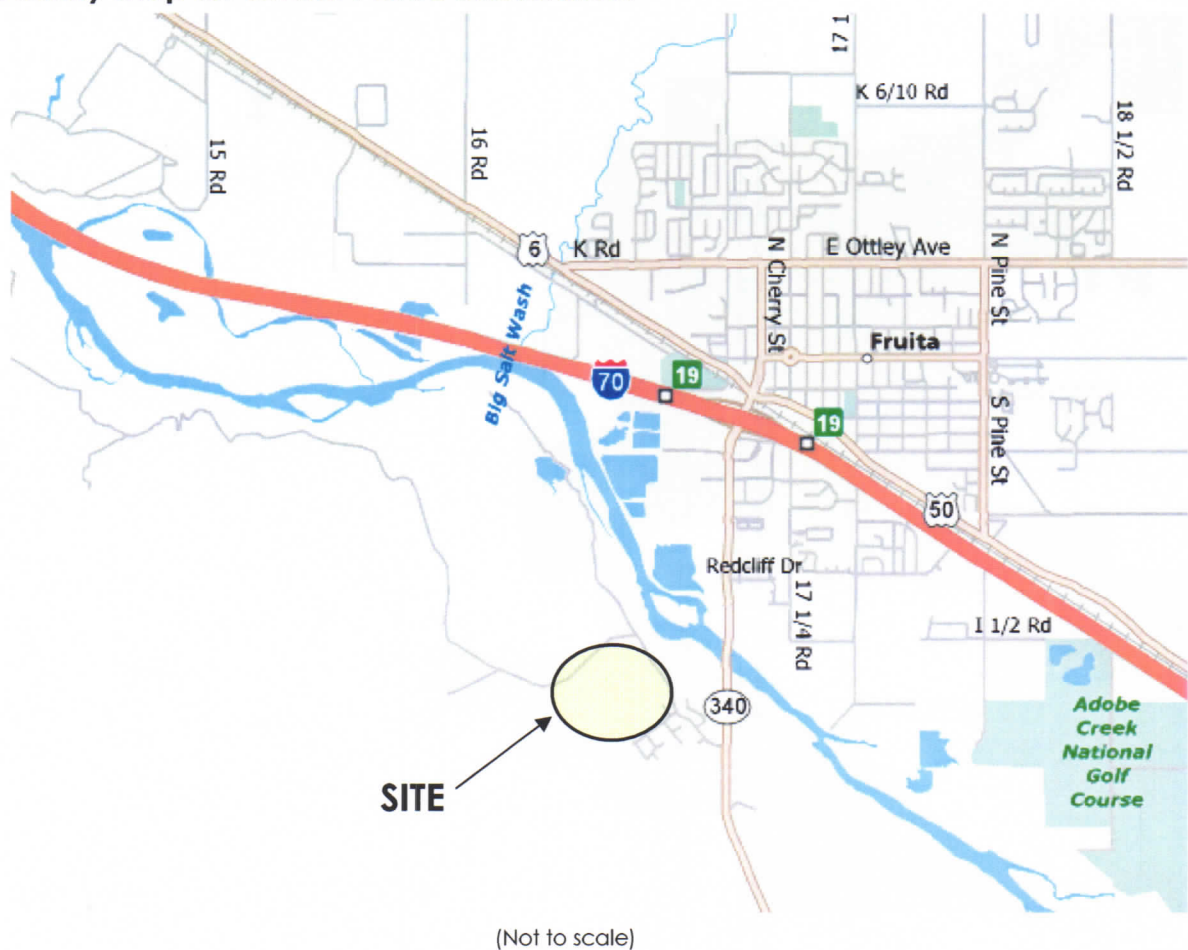
This traffic study examines the effects of project-generated traffic on the existing and proposed roadway system in the vicinity of the proposed Sunset Pointe Subdivision. This analysis includes impacts for the projected buildout Year 2008 and long-range planning Year 2030.

Sunset Pointe is a proposed 131.7-acre development located within the City of Fruita. The site is located on the west side of State Highway 340, 1.2 miles to the south of I-70.

The proposed development is anticipated to be subdivided into 122 single-family lots.

A map of the surrounding area is shown below:

Vicinity map for Sunset Pointe Subdivision.



A detailed site plan is illustrated in **Figure 1**.

2.0 Existing Transportation System

State Highway 340: State Highway 340 runs from the center of Fruita, south across the Colorado River and then east towards Grand Junction. It is classified by the Colorado Department of Transportation (CDOT) as an R-A, Rural Regional Highway. There is one lane in each direction in this area. The speed limit in the vicinity of this project is 55 mph. Paved shoulder width in this area varies from between four and six feet.



Kings View Road: Kings View Road is a City street in the vicinity of the proposed Sunset Pointe Subdivision, and provides access to SH 340 for the development. The posted speed limit is 25 mph. Kings View Road also provides access to City of Fruita and Bureau of Land Management (BLM) recreational areas to the north and west of the development. Kings View Road is approximately 1.25 miles to the south of I-70 via SH 340.



Snooks Bottom: Snooks Bottom is a 110-acre riverfront open space project, currently under development by the City of Fruita, adjacent to Kings View Road. It has yet to be opened to the public. The access to this property is anticipated to share an intersection with the proposed northern site access of the development.



Adjacent land uses consist primarily of open space owned by either the City of Fruita or the Bureau of Land Management. The City controlled land consists of the previously mentioned Snooks Bottom property. Immediately to the south of the proposed development are both existing single-family homes and BLM owned public lands. The northern boundary of Colorado National Monument, controlled by the National Parks Service, is approximately one mile to the south of the proposed development. West of the development, the McInnis Canyons National Conservation Area, which includes the Black Ridge Canyons Wilderness, is also controlled by the BLM. To the east across SH 340 is an adventure outfitter providing horseback and rafting tours. A map showing the location of the nearby federally owned land can be seen in the **Appendix**.

Grand Valley Transit operates one bus line in the vicinity of Sunset Pointe. Route 8 stops at the intersection of Jurassic Avenue and SH 340, 1.1 miles north of the intersection of Kings View Road and SH 340. No other transit facilities exist in the area. A display of the route can be seen in the **Appendix**.

No off-street pedestrian or bicycle facilities appear to exist along SH 340 in the vicinity of the proposed development. SH 340 has four-foot paved shoulders south of the Kings View intersection, and 6 paved shoulders north of this area. Kings View Road does not have paved shoulders.

3.0 Project-Generated Traffic

3.1 Trip Generation

Per the Institute of Transportation Engineers' *Trip Generation Manual, 7th Edition*, the proposed single-family homes are classified as Single-Family Detached Housing (Land Use Code 210). The site is anticipated to generate 1168 trips on an average weekday and 1232 trips on an average Saturday. 22 inbound trips and 68 outbound trips are expected in the weekday morning peak hour. The site is anticipated to generate 77 inbound trips and 46 outbound trips in the evening peak hour. The Saturday peak hour is expected to generate 63 inbound and 53 outbound trips. Please refer to **Table 1**, at the end of this report, for the trip generation estimate of the subject property.

3.2 Trip Distribution

Based upon the project location and discussion with the City Engineer, it is anticipated that twenty-five percent of project-generated traffic will exit the site via the west site access. Of this, twenty-four percent is anticipated to turn right on Kings View Road towards SH 340. The remaining one percent using this access is expected to turn left at Kings View Road, headed towards BLM recreational land adjacent to the property.

Sixty-six percent of traffic is expected to use the northern site access. Of this sixty-five percent is expected to leave the site by making a right turn onto Kings View Road towards SH 340, the remaining one percent turning left on Kings View Road, headed towards BLM recreational land adjacent to the property .

Four percent of traffic is expected to be generated via the east cul-de-sac and the two additional lots on Squire Court, all of which are expected to make the left turn towards SH 340.

Five percent of traffic is anticipated to be generated by the lots adjoining the extension of Fowler Drive to the west. All of this traffic is anticipated to turn right towards SH 340.

A total of ninety-eight percent of traffic leaving the site is expected to use the intersection of Kings View Road and SH 340. Of this ninety-three percent is expected to turn north on SH 340, towards I-70 and the City of Fruita. The remaining five percent is expected to turn right towards Colorado National Monument and Grand Junction.

Please refer to **Figure 2** for a detailed distribution.

3.2 Traffic Assignment

The assignment of project-generated traffic onto the existing roadway network is illustrated in **Figure 3**. The volumes were derived by applying the trip distribution percentages in **Figures 2** to the trip generation estimates in **Table 1**.

4.0 Projected Background Traffic Growth

Per direction from the City of Fruita, peak hour turning movement data were analyzed for the intersection of State Highway 340 and Kings View Road.

Turning Movements counts were conducted by Vista Engineering on Wednesday, January 31, 2007, and Saturday, February 3, 2007 for the intersections of Kings View Road/SH 340 and Kings View Road/Snooks Bottom, the results of which are illustrated in **Figure 4**. Complete printouts of all traffic counts can be found in the **Appendix** of this report.

A 2.26 percent growth rate was calculated for the traffic on State Highway 340 using growth projections obtained from CDOT. This growth rate was also applied to the movements associated with the west leg of the Kings View Road intersection, to account for potential increases in the recreational land accessible via Kings View Road. The movements to which this growth rate was applied can be seen in **Figure 5**. The resulting Year 2008 background traffic volumes are depicted in **Figure 6**. Projected Year 2030 background traffic volumes are illustrated in **Figure 8**.

The area surrounding the Sunset Pointe Subdivision is primarily public lands, and is used frequently during the summer months as a recreational area. Consequentially, Kings View Road and State Highway 340 are expected to have higher traffic volumes during the summer than what was observed during the counts taken this winter. This difference was not factored into the analysis.

5.0 Projected Total Traffic Conditions

When the assigned project-generated traffic is added to the projected background traffic growth, the total expected traffic on the road facilities can be determined. The total expected traffic on the road system in the vicinity of Sunset Pointe in Year 2008 can be seen in **Figure 7**. Correspondingly, Year 2030 Total traffic can be seen in **Figure 9**.

6.0 Site Design and Traffic Circulation Evaluation

A detailed site plan of the proposed Sunset Pointe Subdivision is illustrated in **Figure 1**. Three new access points are proposed for this subdivision on Kings View Road. The western access point and northern access point provide connection for 110 of the 122 proposed lots. Four of the lots are accessed via a cul-de-sac near the eastern edge of the property. The remainder of the

proposed housing will be accessible via existing roads, Squire Court and Fowler Drive. Fowler Drive will be extended to the west to accommodate five of the lots. Each of the three proposed access points is anticipated to be two-way stop controlled.

Sidewalks are proposed for one side of the two roadways within the development which do not dead-end, allowing for pedestrian circulation within the subdivision. No bicycle specific facilities are proposed within the development. Several pedestrian paths and trailheads exist in the area, allowing for recreational pedestrian access. There are no dedicated bicycle or pedestrian facilities along Kings View Road, however, the low speeds and vehicular volumes make it conducive to bicycle use. The paved shoulders along SH 340 provide for bicycle connectivity with the commercial and retail districts within the City of Fruita.

7.0 Transportation Impact Analysis

The impacts of the proposed Sunset Pointe Subdivision were determined by performing peak-hour analyses utilizing SYNCHRO 5 software. SYNCHRO is traffic analysis software that utilizes the Highway Capacity Manual methodology.

The results are reported as Levels of Service (LOS) and can range from free-flow conditions (LOS A) to congested conditions (LOS F).

2000 Highway Capacity Manual LOS Definitions for unsignalized intersections:

STOP-CONTROLLED INTERSECTION

LOS	Expected Delay to Minor Street Traffic	Average Control Delay (s/veh)
A	Little or no delay.	0-10
B	Short traffic delays.	>10-15
C	Average traffic delays.	>15-25
D	Long traffic delays.	>25-35
E	Very long traffic delays.	>35-50
F	When volume exceeds the capacity of the lane, extreme delays will be encountered with queuing that may cause severe congestion affecting other traffic movements in the intersection. This condition usually warrants improving the intersection.	>50

Levels of Service calculations were performed for the State Highway 340/Kings View Road intersection, Kings View Road/West Site Access intersection and Kings View Road/Snooks Bottom Access intersection. Level

of Service analyses included morning, evening and Saturday peak-hour periods for Years 2008 and Year 2030 background and total traffic.

7.1 Levels of Service

State Highway 340 and Kings View Road: This unsignalized, east-west stop-controlled intersection is anticipated to operate at an overall level of service B or higher with or without the addition of project-generated traffic through Year 2030.

Kings View Road and West Site Access: This unsignalized, northbound stop-controlled intersection is anticipated to operate at an overall level of service A with or without the addition of project-generated traffic through Year 2030.

Kings View Road and Snooks Bottom Access: This unsignalized, northeast-southwest stop-controlled intersection is anticipated to operate at an overall level of service A with or without the addition of project-generated traffic through Year 2030.

A summary of the Level of Service anticipated under both the Year 2007 and Year 2030 can be seen in **Table 2**. The complete analysis of the intersections can be seen in the **Appendix**.

7.2 State Highway 340 Auxiliary Turn Lanes

State Highway 340 is classified as an R-A, Regional Highway. According to Section 3.8 of the State *Highway Access Code*, auxiliary left turn lanes on State Highway 340 are required if peak hour turning movements exceed 10 vehicles per hour. Existing counts taken in January, 2007 show that there are currently 9 northbound left turns during the Saturday peak hour. Due to the recreational opportunities available along Kings View Road, it can be assumed that a northbound left turn lane would be warranted during summer months due to background traffic.

In addition, an auxiliary right deceleration lane on State Highway 340 is required if peak hour turning volumes exceed 25 vehicles per hour. This threshold has been met by existing traffic in both the evening and Saturday peak hours.

The sunset Pointe subdivision will add traffic to both the northbound left and southbound right movements which have exceeded the thresholds for turn lanes. The following table illustrates the percent contribution of anticipated project generated traffic to the northbound left and southbound right turning movements of the State Highway 340 / Kings View Rd intersection in Year 2008:

Year 2008 Project Generated Contribution to Turning Movements

	BACKGROUND TRAFFIC			P-GEN TRAFFIC			AM CONTRIBUTION	PM CONTRIBUTION	SAT CONTRIBUTION	TOTAL PEAK HOUR CONTRIBUTION
	AM	PM	SAT	AM	PM	SAT				
Northbound Left	0	4	9	1	4	3	100%	50%	25%	38%
Southbound Right	12	31	26	20	72	59	63%	70%	69%	69%

7.3 State Highway 340 Access Permit

The Sunset Pointe subdivision is estimated to add a total of 121 inbound and outbound trips in the evening peak hour to the western leg of the State Highway 340 / Kings View Road intersection. The intersection currently has 66 inbound and outbound trips on the western leg of this intersection during the evening peak hour. Therefore, Sunset Pointe is adding approximately 180 percent more traffic to the western leg of the intersection. A revised State Highway Access Permit will be required per Section 2.6(3) of the *State Highway Access Code*. The addition of the project-generated traffic from Sunset Pointe is not anticipated to require any additional turn lanes other than those assumed as part of this study.

8.0 Recommendations

It is recommended that a northbound left turn lane and a southbound right turn lane be constructed at the intersection of King's View Road and State Highway 340. The southbound auxiliary right turn lane is justified by existing traffic. It is expected that the northbound auxiliary left turn would be presently justified during the summer months, but project-generated traffic is anticipated to justify this lane during winter.

Site distances at the three intersections evaluated appear to be acceptable.

A State Highway Access Permit from the Colorado Department of Transportation will likely be necessary due to the additional traffic that Sunset Pointe is adding to the Kings View access to State Highway 340.

9.0 Conclusions

The roadway system serving the Sunset Pointe Development will be easily able to accommodate the projected traffic through the long-range planning horizon, assuming that the recommendations made as part of this report are followed.

SUNSET POINTE PLANNED UNIT DEVELOPMENT

Minutes from Neighborhood Meeting on August 8, 2023, 6:00 PM

Presenting:

Sunshine of Delta, John Moir
278 N. Mesa Street
Fruita CO 81521
Ph. (970) 858-1226
Rolland Consulting Engineers, Eric Slivon
405 Ridges Blvd
Grand Junction, CO 81507
Ph. (970) 243-8300

In Attendance:

Approximately 40 in attendance, 32 Signed in. All attendees were residents or representatives from the Kingsview Subdivision. The meeting was held in the Cherry room at the Fruita Recreational Center.

6:00-6:30 PM

There was an informal open house where John and Eric answered questions. There were 2 presentation Boards showing the site plan as well as the existing Kingsview neighborhood and HWY 340.

6:30-7:35 PM

There was a presentation to the attendees as follows:

Sunset Pointe is the last parcel of a larger Planned Unit Development (PUD) known as Kingsview Estates. The concept that drives the Sunset Pointe plan is one of homes sitting within large areas of open space and adjacent to the BLM lands and the City of Fruita's Snooks Bottom Park. The concept provides for walking trails that will connect through these open spaces providing views of the Colorado National Monument as well as the valley floor, the Bookcliffs, the Grand Mesa and the Colorado River. The curvilinear streets are designed with the topography in mind in order that lots sit above the drainages and offer excellent view opportunities.

Sunset Pointe is Phase 4 of a larger PUD that was approved by Mesa County in 1977 with an overall density, according to the Outline Development Plan (ODP), of one dwelling unit (DU) per acre. The property, consisting of 234 acres, was later annexed by the City of Fruita in September of 1995, following a request to extend sewer out to the existing subdivision. To date there have been three Phases built in Kingsview, for a total of 84 DUs. A previous PUD Plan with the City of Fruita was approved for Sunset Pointe on October 3rd, 2006 and an application for Preliminary Plan approval was later withdrawn on March 25, 2008 as a result of the economic slowdown in real estate throughout western Colorado.

The project presented herein contains approximately 132 acres within 3 different tax parcels. The site is bordered on the east by the existing Kingsview Subdivision, on the south and west by public lands and on the north by open space owned by the City of Fruita. The property slopes gently to the north with hilly terrain in the northern area and more rugged terrain to the south. The site is vacant and sparsely vegetated with dirt roads and paths crisscrossing throughout.

It was also pointed out that there was a proposal for an emergency access route along a portion of the disk golf course that would be used for pedestrian and bicycle use as well as for emergency vehicles.

There was discussion regarding the following:

- Is there the possibility of a second major access off of Hwy 340?
 - It would be difficult because BLM owns any adjoining property.
- Has a traffic study been performed and what improvements does it suggest?
 - Yes there has been a traffic study that went with the 2006 submittal. Since then there has been a widening of the intersection with turn lanes added etc.
- What improvements would be made to the HWY 340 intersection?
 - Working with the City, but presently proposing to improve alignment of the road, taking out some of the curvature and elevation change.
- Can an additional trail be considered for those who follow a path that has been established along Kingsview (KV) Road so pedestrians are out of harms way?
 - There is room off of the shoulder where a path from Squire Court up and along KV road could be put in.
- Will there be a separate Association for the project?
 - Yes we will form Sunset Pointe Home Owner's Association.
- Will there be any design standards?
 - Yes, there will be a set of Design Guidelines
- How will dust be mitigated?
 - As part of the Storm Water Management Plan there will be a section that addresses dust mitigation. Developer and contractor will be held responsible to provide for adequate dust control.
- Will we have an opportunity to have further comments with regard to the plans prior to approval?
 - Yes, there will be a public hearing process that is advertised by sending out similar post cards to what was used for this meeting. All of the information associated with the application will be posted on the City of Fruita's website.

7:35 PM

The meeting was concluded and a few people mulled around and further, more personal questions were answered.

Comment Cards

Everyone had an opportunity to fill out a comment card and here is a summary of those comments: Generally the main theme from reading the cards was that of traffic on Kingsview Road and the HWY 340 intersection. Most comments were pleased that they have been given a chance to see the layout of the project and to speak with the development team.

Attendee List

Name	Email Address
Marilyn Scarborough	marilynscar@gmail.com
Jon Lockert	jon4paz@gmail.com
Mary Hertert	colorcreek49@gmail.com
JEFF CHMIELEWSKI	jeffchmielewski@gmail.com
HANK & JUDY SCHOCH	HANKSCHOCH@YAHOO.COM
STEVE J. VIGIL	945 PRINCE CRT, FRUITA
DEWE RICKS	1675 Fowler Drive
SUSAN RICKS	1675 Fowler Drive
WAYNE GREEN	903 CROWN CT
GAY GREEN	' ' ' '
MARY & GERALD CLAWSON	926 LAURA CT
Anthony & SARA MOLINA	PAAPANTONY247@gmail.com. 921 Squir.
Cherie Benson	cherie326@me.com
Becky Hobart	bhobart@arielcpa.org
Greg Irwin	capt. lettucehead@gmail.com
Mike George	mikegeorge5@yahoo.com
Tom & Patty Reed	pattyreed52@gmail
Heather Brown	h.johnsonbrown@gmail
Eric Brown	akebrown@yahoo.
Dave Karispy	fruiteexit@gmail.com

Attendee List

[illegible]

Sunset Pointe Neighborhood Meeting
August 8, 2023
Attendee List

Name	Email Address
Diane Dixon	Diane@strayhorse.com

Kelli McLean

From: Dan Caris
Sent: Monday, July 24, 2023 12:23 PM
To: Henry Hemphill; Kelli McLean
Subject: Fwd: Kingsview Subdivision Public Comment

Sent from my iPhone

Begin forwarded message:

From: Mike Bennett <mbennett@fruita.org>
Date: July 24, 2023 at 11:58:43 AM MDT
To: Joel Kincaid <jkincaid@fruita.org>, Dan Caris <dcaris@fruita.org>
Subject: RE: Kingsview Subdivision Public Comment

Will do, thank you.



Mike Bennett

City Manager, ICMA-CM

City of Fruita

Phone: 970-858-3663

Email: mbennett@fruita.org

Fruita.org | GoFruita.com



Stay Connected

From: Joel Kincaid <jkincaid@fruita.org>
Sent: Monday, July 24, 2023 11:55 AM
To: Mike Bennett <mbennett@fruita.org>; Dan Caris <Dcaris@fruita.org>
Subject: Kingsview Subdivision Public Comment

Hi Mike & Dan,

I had John Bauman at 928 Squire Ct. in Kingsview call me (970-858-4140) and chat about the neighborhood going in beside him. He has some concerns on access and also the amount of traffic that currently is on Kingsview road and the amount of traffic that will be added with this new neighborhood. He wanted this to be added to the public comment.

Thanks,

Joel

Joel Kincaid
City of Fruita
Mayor
jkincaid@fruita.org
970-250-9557

Heather and Eric Brown
910 Crown Court
Fruita, CO 81521
h.johnsonbrown@gmail.com
801.809.6956
907.232.3692

October 2, 2023

Fruita City Planning and Development Department

Henry Hemphill, Planner
325 E. Aspen Ave.
Fruita, CO 81521
hhemphill@fruita.org
970.858.0786

Subject: Sunset Pointe Planning Unit Development (PUD)

Dear Members of the Planning Commission,

We are writing to ask for careful decision-making regarding the proposed Sunset Pointe development. As residents of the Kingsview Estates neighborhood and stakeholders in our community, we believe it is crucial to address several critical issues prior to approval:

1. **Outdated Traffic Study:** The existing traffic study is outdated and may not accurately represent current conditions related to access to the area. An updated study is needed to assess the impact of how 122 new units will have on traffic congestion and safety.
 - a. **Limited Access Points:** The proposed limited entry and exit points will lead to congestion, difficulty in accessing the various recreation areas, and most importantly safety concerns. We must ensure a plan that addresses these issues effectively and ensures safe access to all parties involved.
 - b. **Safe Access to Recreation:** Access to recreational areas must be prioritized with safe paths specifically on Kingsview Rd. There is currently a path to safely walk off the road, however, with this development, this path will be removed and no alternatives have been identified. This development should enhance, not hinder, our access to these spaces.
 - c. **Traffic Patterns:** The increased traffic from the new units will disrupt existing traffic patterns, affecting the safety and convenience of both new and existing residents not to mention recreation users.
 - d. **Emergency Access:** Limited access points in and out of the area raise particular concerns about emergency response times and evacuation out of the area. An effective plan for emergency access (in and out of neighborhood/recreational areas) is crucial to ensure the safety of the community.
2. **Waste Lift Station Capacity:** The current waste lift station must be evaluated for its capacity and longevity to handle the increased waste generated by an additional 122 units to prevent future logistical, financial, and environment problems. The fiscal responsibility should not fall on the current Kingsview Estates residents in updating the lift station if it fails within a handful of years after the Sunset Pointe community is completed.
3. **Environmental Impact:** The development's impact on the environment, particularly soil conservation and wildlife habitats, need to be thoroughly evaluated. Preserving these ecosystems is vital to our community's well-being in regards to sustaining recreational access/tourism, safety, and erosion among other concerns.
4. **Zoning and Density:** The proposed development's zoning with the inclusion of allowing accessory dwelling units raise additional concerns. The increase in density potentially reaching 244 dwellings, may fundamentally alter the community to include impacts related to noise, light pollution, parking, traffic patterns, water/waste issues, access to recreation, impact on recreational areas/ecosystems, and again safety in and out of the neighborhood.

In conclusion, we urge the Planning Commission to complete a comprehensive and transparent review process that includes an updated traffic study, thorough evaluations of access points, waste lift station assessment, environmental impact, current zoning implications, plans for safe recreation access, increased traffic patterns, and emergency response/evacuation capabilities. Addressing these concerns is paramount to making informed decisions that prioritize the future of our growing community. Thank you for your time and consideration to these critical issues. We trust that you will evaluate the broader impact on our community when making decisions about the Sunset Pointe development.

Respectfully,
Heather and Eric Brown

Fruita Planning Commission,

I'd like to give you a little history of my time here in Kingsview Estates. I moved here in October of 1992. From the beginning I was surrounded by neighbors who looked out for each other. Our HOA unites all 88 homes in a common goal of family, friendship and community.

On an objective standpoint, the proposed 122 home subdivision on a 54 acres would be too impactful. The density would dwarf our existing 3 phases and its location would decimate the beauty of the surrounding area. This area has been a pristine recreational area for many years. The POD is out dated in the effect that this area is now used more and more by families and visitors. Increasing the volume of homes by 75% is far to excessive, particularly due to there being only one road in and out. One road for the existing 88 homes and the proposed 122, what effects will this have upon the wildlife, the serenity and beauty of this area. What are message are conveying to visitors? Fruita is for sale, for the right price you can have our treasures? I ask you to search your hearts while making the final decision regarding the denisty and amount of homes allowed. Would you want 122 homes built in this area? Would you want an additional 122 homes built in your neighborhood?

Sincerely,

Rob Frandsen

A handwritten signature in cursive script that reads "Rob Frandsen".

918 1/2 Squire Ct.

Fruita, CO 81521

970-858-0478

SEPTEMBER 30, 2023

PLANNING AND ZONING BOARD
FRUITA COLORADO

TO WHOM IT MAY CONCERN:

MY NAME IS JOHN POPHAM AND I LIVE AT 913 SQUIRE COURT IN FRUITA COLORADO IN KINGS VIEW ESTATES. I AM WRITING THIS LETTER IN OPPOSITION TO THE 120 HOUSE PROJECT BEING PROPOSED FOR THE SMOOKS BOTTOM AREA. THE REASONS FOR MY OPPOSITION ARE SPELLED OUT BELOW.

MY FIRST OPPOSITION IS DUE TO THE TRAFFIC THAT THIS PROPOSAL WOULD CAUSE. CURRENTLY OUR NEIGHBORHOOD IS VERY PRIVATE WITH ONE ROAD INTO AND OUT OF THE NEIGHBORHOOD. THE RESIDENTS VALUE THAT PRIVACY AS DOES THE CITY OF FRUITA. SO MUCH SO THAT KINGS VIEW DRIVE IS BLOCKED OFF BY THE POLICE FOR THE JULY 3RD FIREWORKS. IF THIS PROJECT GOES THROUGH, A NEIGHBORHOOD WITH ONE ROAD IN AND OUT WOULD HAVE A LOT MORE TRAFFIC. WITH THIS TRAFFIC WOULD COME NOISE. POLLUTION WOULD FOLLOW.

THE NOISE AND POLLUTION WOULD ELIMINATE THE TRANQUILITY THAT THE RESIDENTS VALUE. CURRENTLY, THERE ARE TWO NEW HOUSES AT THE END OF THE BLOCK THAT LOOK NOTHING LIKE THE ESTABLISHED HOUSES. THESE HOUSES COME WITH NEW "COOKIE CUTTER" HOUSES WOULD DAMAGE THE PROPERTY VALUE.

THE SECOND OBJECTION IS DUE TO SAFETY. AGAIN, I REFERENCE THE ONE ROAD IN AND OUT. BECAUSE OF THE LIMITED ACCESS, WE ARE NOT EQUIPPED TO HAVE MORE FAMILIES. JUST THIS SUMMER, WE HAD A FIRE AT THE CORNER OF HIGHWAY 340 AND KINGS VIEW DR. OUR ENTIRE SUBDIVISION NEEDED TO BE EVACUATED WITH ONLY A COUPLE OF MINUTES NOTICE. THERE IS NO WAY TO EVACUATE THIS NEIGHBORHOOD WITH ONLY ONE ACCESS POINT SAFELY. THE NEIGHBORHOOD ENDS CURRENTLY AT A CUL-DE-SAC. MANY PEOPLE RECREATE IN THIS AREA OUTSIDE. THIS WOULD NOT BE POSSIBLE WITH MORE PEOPLE.

LASTLY, WHEN MY FAMILY MOVED INTO THE NEIGHBORHOOD, WE WERE TOLD THERE WOULD BE NO CONSTRUCTION THAT WOULD BE IN THE NEIGHBORHOOD. THE VIEW IS VERY IMPORTANT TO THE PEOPLE HERE AND IS A MAJOR ASSET. IF SMOOKS BOTTOM IS DEVELOPED, OUR NEIGHBORHOOD WOULD BE BLIGHTED.

IT IS FOR THESE REASONS THAT I OPPOSE THE 120 UNIT HOUSING PROJECT IN FAUNA AT SMOOKS BOTTOM

SINCERELY

A handwritten signature in cursive script, appearing to read "John Poplton".

JOHN POPLTON

October 2, 2023

Fruita Planning Committee
Attn: Dan Caris & Kelli McLean

I am writing in regards to the proposed Sunset Pointe subdivision. I have lived in Fruita, within Kingsview since 2001. In this time the city of Fruita has changed greatly. We have seen the development of many new neighborhoods, new commercial properties and of course, our tourism market. I have seen what an amazing job has been done, with representation of Fruita on CNN, within the pages of The National Geographic and a host of other sources. This has driven a great number of people to visit here. They come to experience "our" way of life. To ride or hike our trails, to raft our river and of course, to visit The Colorado National Monument. I have personally been in Moab and overheard people tell others that "Fruita is where you need to go, it's not destroyed or overcrowded". When these visitors finish riding the bike trails, taking the drive through the Monument, or have finished shopping in our historic downtown, where do they go? They come to "our" backyard. I don't use, "our" backyard to designate myself or my neighbors, but all of Fruita's citizens. This is where we ALL go to recreate. Tourists as well as residents of Mesa County go to Devils Canyon, Snooks Bottom, Pollock Canyon and the Paleontologist area. This is one of the reasons to live in this area. This PUD was accepted so many years ago, long before this area realized the growth and development it has achieved. Long before we became a recreational hub. When I moved here in 2001, I would go back behind the house and there was no one. Seldom would there ever be more than a few people within the entire area. Now, they come all days, all hours, they overflow the parking areas. This is good, people are enjoying what we of Kingsview have had for so long virtually to ourselves. I would like you to consider these things, the traffic we experience already then adding to it 122 new homes. The added pollution to the environment. The displacement and impact on wildlife.

I would also like you to consider that there is only one, permanent, designated, viable exit in and out of our 3 neighborhoods and this proposed neighborhood.

Myself, as well as every house along Kingsview Dr will be effected negatively due to the increased traffic. An emergency exit in a flood plain, as proposed, is unacceptable to the majority of residents, by in large, and seems insulting for the developer to even have suggested as a solution to our concerns. Consider that we already have 88 homes with only 1 exit in the event of an emergency. Consider the land use code that states there must be 2 permanent ways in and out of a neighborhood consisting of 76 homes or more.

Please keep in mind this was a PUD for over forty years. That there is additional land that will surely be developed by another owner once he has access which this proposal will create. Please consider that you, in your positions, should be stewards and conservationists of Fruita's national resources. You are called to protect these areas. Once they are gone, they are gone forever.

Understanding this may go forward regardless of my concerns and the concerns of others. I would propose that this development be limited to the addition of 25-52 homes. In this way we can preserve the beauty of this environment and it's surroundings. It is imperative to have two viable permanent entrance and exits to the four land filings this proposes.

Sincerely

Michael George



915 Squire Ct.

Fruita, CO 81521

970-778-7030

O'Connor Design Group, Inc.

October 2, 2023

Fruita Planning Commission
City of Fruita
325 East Aspen Avenue
Fruita, CO 81521

RE: Sunset Pointe Subdivision

Dear Commissioners:

This is to express my concerns regarding the proposed Sunset Pointe Preliminary Plan intended to be heard at the October 10 meeting. In particular, concerns for the impacts on Kings View Road and Highway 340 and for the impacts on the existing sewage lift station. These concerns are based on my experience as a professional engineer providing land development consulting on many dozens of similar projects for the last 45 years (since 1978).

Regarding the impacts to Kings View Road – This roadway is the only means of ingress and egress for the entire Kings View Subdivision (88 existing lots), the riverfront development by the City of Fruita at Snooks Bottom Park, several trail heads and parking areas for access to McGinnis Canyon facilities and BLM trails, and another housing development farther down river near Horsethief Canyon.

The traffic study contained in the project documents is dated 2007 with an update in 2008. A 15 year-old study is not relevant for the current conditions. It mentions that Snooks Bottom is “currently being developed by the City of Fruita” and “has yet to be opened to the public”. My family and I have lived at 901 Crown Court in Kings View since we built our home in 1999. Since that time, and especially since the “Covid Era”, we have witnessed a tremendous increase in use for the Snooks Bottom Park and for the trail heads further west. Many of the parking facilities for these trailheads, which used to have only a few cars on weekends, now are often filled to capacity even on weekdays with users parking on the entry roads. This is obviously traffic unaccounted for in the existing study.

Even this outdated study recommends independent right and left turn lanes for Kings View Road at the intersection with Highway 340. I do not see those improvements proposed in the project pan set.

Regarding the impacts to the existing sewage lift station – this lift station is currently being used by the homeowners in Kings View and will be subject to an increase of 139%

O'Connor Design Group, Inc.

with the addition of 122 more single family homes (this means it will be pumping 239% of the current flows). It is hard to imagine that the current facility will be capable of that increase without significant improvement or complete replacement. That is something the current residents should not be called upon to participate in, now or at any time in the near future.

Thank you for your careful consideration of these and the many other concerns I have heard from my neighbors over the last few weeks since learning of the proposed development. We look forward to discussing these with you at the upcoming hearing.

Sincerely,

A handwritten signature in black ink, appearing to read "Patrick M. O'Connor", with a stylized, flowing script.

Patrick M. O'Connor, P.E.

Dave Karisny
917 Squire Ct.
Fruita Colorado, 81521

October 10, 2023

City of Fruita Planning Commission,

Thank you for the opportunity to comment on the Sunset Point PUD plan. The site of the development is unique to Fruita with features including rugged terrain, views of the Colorado National Monument, BLM/NCA Canyons, steep slopes, washes and drainages (which carry flash floods and provide wildlife habitat), river bluffs, and flood plain all adding to the natural beauty of the area. Jon Moir is a respected developer. We are hopeful the final PUD plan will keep the uniqueness of this special area of Fruita and enhance, rather than deter from its natural beauty.

This project is also unique, as it proposes to share a single access to Hwy 340 with the current Kingsview Estates, Filing 1, 2, and 3, Dolan replat, people using Snooks Bottom, the Disk Golf Course, BLM/NCA, McInnis Canyons, Devils/Kodel Canyon, Pollack Canyon, Pollack Canyon Subdivision, Horsethief Canyon State Wildlife Area, the Fruita Paleo Trail, Horse trailer parking to access the BLM, and the State of Colorado Hatchery. Current residents have continued to see an increase in the use of Kingsview Road consistent with the increased access to recreational and other uses of the City of Fruita, State, and BLM/NCA, areas that are accessed using Kingsview Road.

KINGSVIEW ROAD IMPROVEMENTS

Fundamental to any development is adequate infrastructure to support the needs of the development without a degradation of existing conditions. The 1996 annexation and approval of Kingsview Filing 3 of Kingsview Estates required George Pavlakis the developer to:

1. Bear the cost of the engineering and surveying required for the design and cost estimates relative to the improvements to be made to Kingsview Road. (King's View Estates Road Redesign prepared by James Lanford in 1996)
2. As a condition of approval of the subdivision by the City of Fruita, agree to participate in certain off-site improvements required to upgrade Kingsview Road from Colorado Highway 340 to Fowler Drive.
3. Agree to participate in the construction of Kingsview Road either financially or in kind by June 4, 1997. (Escrow Agreement for Improvements to Kingsview Road, recorded Book 2248, Page 227)
4. The Council indicated that no additional development after filing #3 would be approved until a second Kingsview entrance was provided.

Extractions:

1. Dedication of open space within the floodplain of the Colorado River to the City of Fruita
2. \$50,000 towards Kingsview Road improvements (escrow agreement recorded July 10, 1996).

The Lanford engineering study identifies road improvements to widen and address safety issues from Highway 340 to Fowler Drive and adds pedestrian sidewalks from Kingsview Drive to Fowler Drive. Over the years road impact fees and escrow funds from other users of Kingsview Drive had been pursued by the city, but the road improvements identified in the Lanford study never occurred. In 2003, the City of Fruita used some of the escrowed funds to do a complete overlay of Kingsview Drive from Hwy 340 to Fowler to "extend" the life of the road. In 2016, Colorado Department of Transportation, CDOT, added a de-excel lane to southbound Hwy 340 at Kingsview Drive and a left turn lane to northbound Hwy 340 at Kingsview Drive.

The Sunset Point development proposes to do partial improvements to Kingsview Road from Hwy 340 to Diana Ct. and identifies a gravel walking path that will be installed with the sewer line through the Fruita River Park (flood plain) as a secondary emergency entrance to Hwy 340. The improvements to Kingsview Road proposed, do address a single, obvious, safety issue of Kingsview Road; the negative curve near Hwy 340. It does not address other areas with curves, grades, and elevation changes that were never designed to handle the type and volume of traffic, (current and projected), that compromise the safety especially at intersections using Kingsview Drive. These areas only become more compromised with the combinations of winter conditions and poor drainage.

The developer proposed Kingsview Road improvements only consists of a portion of the road. A more complete and comprehensive improvement of Kingsview Road should be required from Hwy 340 through the existing development and beyond to address the safety issues with curves, grades, and elevation changes. Kingsview Road should be widened to 36' of pavement, with concrete pedestrian paths from Hwy 340 to Fowler Drive and continue to extend to the Sunset Point development.

It is great that the City of Fruita will get the opportunity to expand its trail system, adding a gravel trail through the flood plain and up the river bluff connecting from Hwy 340 ultimately to Devil's Canyon. However, this trail emergency entrance does nothing to address the day-to-day transportation needs of motorists using Kingsview Drive. The proposal should also include a comprehensive study addressing the feasibility of a second permanent entrance to Sunset Point.

The Kingsview area is surrounded by high arid desert topography, and in recent years we have become more concerned about the potential of wild fires due to the hotter and dryer summers, typically accompanied by high winds. In 2018, considering how close we are to the Disk Golf Course and Snooks Bottom, Kingsview submitted a petition asking to ban smoking in those areas. The Fruita City Council later voted to ban smoking in all parks and city owned public places. As a subdivision, our HOA has become more aware of controlling and removing potential fuel for fires. In June of this year, Kingsview Filing 1 was evacuated due to a fast-moving grass fire off Hwy 340. Lower Valley Fire positioned a tanker on Squire Ct. to knock down the fire and protect property. Again, considering our proximity to vast open spaces of potential fuels for fire, it seems prudent to plan for the possible evacuation of current and future developments, potentially all at the same time. This should be an additional factor when considering road improvements to Kingsview Road such as widening the road or constructing the pedestrian walk to act as second lane of traffic exiting the area if needed.

Kingsview Road has a 60 foot right away easement, providing a lot of room for potential improvements. Without comprehensive road improvements, more traffic will make an already unsafe road more unsafe. Without such improvements and addressing the feasibility of a usable second entrance, it is difficult to support this plan, certainly at the proposed density. Thanks again for the opportunity to comment on the Sunset Point land use proposal.

Dave Karisny

Karen N Katsos
936 E Grand Ave
Fruita, CO 81521

October 3, 2023

TO: Fruita Planning Commission

RE: Sunset Pointe Subdivision #202327

Dear Commission members

I have reviewed the documents posted on the Fruita Community Development Department's website regarding the proposed Sunset Pointe Subdivision. The first thing I noticed is that all of the data submitted was originally created and submitted between 2007 and 2008. Some of this data is now out of date. The traffic study was done in January and February of 2007. First these would be the slowest months for traffic all year long. Second, these traffic numbers will have increased enough since the traffic study was done to take another look at the number of trips along Kings View Road that pass the proposed development.

The lack of irrigation water and the plan to do all irrigation, even if they plan of low water using landscapes, with Fruita's potable water could be problematic. This will require a lot of additional water usage that must be supplied by the City of Fruita. Lawns should NOT be permitted, as they use a tremendous amount of water. We have been experiencing drought conditions on the Western Slope. As Fruita and the rest of the Western Slope develops and grows, the supply of potable (and non-potable) water must be monitored to ensure we can continue to supply water to any new developments. We also must keep in mind the requirement to come up with plans to reduce our water usage as the western states find themselves faced with the reality that the Colorado River Compact was based on numbers of acre feet that were never normal flows, and between drought conditions and climate change, we must continue to look ahead and plan for the future with our water usage.

How will 122 new homes in this development, and all of the other new residences being proposed in Fruita, affect the amount of sewage that must be treated without dumping partially treated water into the Colorado River. Will the new development requests require us to increase our sewage treatment capacity and how much will that cost. Are impact fees something to consider to help pay for the increased services that might be required?

A storm water management plan has not been done and there are 2 major drainages that pass through the proposed development. It looks like many lots would be in these drainages. If we have significantly more intense rain storms (as predicted with climate change) we should make sure all buildable lots are out of harms way.

I noticed that there will be some building lots on the north side of Kings View Road. This land drops off quite quickly right over a large flood plain. The Geologic study seemed to show (to my untrained eye...but with some understanding of geology) that the land there is composed of sand and silt, with some sandstone over 25 feet below the surface. (If I read the study correctly) I have witnessed multiple homes slide into the Pacific Ocean, homes slide down hills, and know that there have been many issues with homes perched on bluffs, cliffs and along rivers, creeks and adjacent to flood plains, sliding to their total destruction. We must be sure we approve only buildable lots.

With the proposed development being so close to the Colorado National Monument, fully shielded lighting should be required of all exterior lighting in the development. I think requiring all future developments to use fully shielded lighting is something to seriously consider. (Grand County, Utah including Moab, has adopted Ordinance 630, that requires all "exterior lighting to be designed, directed and shielded in such a manner that the light source is not visible beyond the

property boundaries”... See: moabdarks skies.com/outdoor-lighting-standards/) Their purpose is to “encourage responsible lighting that protects our health and safety, and brings the beauty of the night skies closer to home and accessible to visitors.”

The proposed plan includes deeding the trails within and outside of the subdivision to the City of Fruita. What will be the costs for Fruita to maintain these trails?

The Project Narrative was written in 2007. The proposed cost of the homes in this subdivision was \$650,000 plus, in 2007. I am guessing that would make all of these homes close to or exceeding \$1,000,000. We have a housing crisis due to a lack of affordable housing. Where are the people who will provide services to these million-dollar homes live? Should the subdivision provide for housing that will be affordable for these service providers? If not, where will they live? Who will build them homes and how will they get to these million-dollar homes when they may not be able to afford their own personal transportation? Are we to become the next Telluride? Ouray? (Their service workers must be bussed in from Montrose daily). Does Fruita want to become an exclusive community for the wealthy? Providing housing that is affordable to service workers is a national issue and crisis (homeless???) We must think about the community as a whole. Most “affordable housing” would not be affordable for me and more than half of the residents in Colorado. We need to ensure that the low-income essential workers have places to live that are not miles away from where they work.

September 27, 2023

City of Fruita
Planning & Development
325 E Aspen Avenue
Fruita, CO 81521

To: Fruita Planning Commission
Re: Sunset Pointe PUD

I live in Kings View Subdivision and have for 12 years. The specter of John Moir actually building on the land he has had for many years, has been easy to ignore. While not ecstatic over the idea, I would rather he build the development than someone else less thoughtful.

That said, there are some things I would like to speak to since I cannot attend the scheduled meetings.

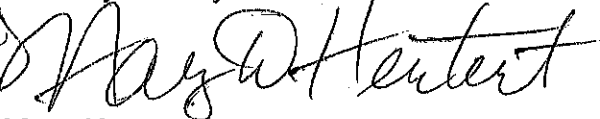
The first is the concept of single family homes vs diverse style housing. Ever since WWII, the people of America have held the sacred myth of owning a home on some land. It is apparent that myth bubble is breaking; there are more people than single family homes to house them. The whole of the Grand Valley is experiencing this same phenomenon. I personally want to see diverse housing with smaller, more compact houses or apartments replacing a percentage of the planned houses.

I'm talking from a selfish point of view. If I choose in the future to downsize from the 3-bedroom house I am currently in, I will have to move away from the place I've come to love. Having diverse housing styles allows those of us who don't want full-sized homes with lots, the opportunity to be in places so far only reserved for houses. It is also a way to open up more land in places where open space is precious. This is true not only for this project but in answer to whether agriculture land should be developed. Why not compress people so that more land can breathe?

The second concern I have are questions regarding the open space and walking path. In the Kings View Estates where I live, we have common land that isn't easily accessible by the public. Our HOA is responsible for maintaining insurance in case someone gets hurt, conducting some fire mitigation and weed control, and cleaning up trash left behind.

Since the path is a public path through the new subdivision, what controls are likely to be around the open space? Is the whole space open to the public or just the path? Will the city have jurisdiction? What happens if it gets trashed – will the Sunset Pointe HOA have determining power to close the path? How ultimately is that public path to be managed? I fully appreciate the extent John Moir's plan provides incredible public access to a good portion of this special land. To that end, I have vested interest in seeing that it is protected and treasured. I have whole art pieces devoted to the trash I've picked up from Snooks after parties.

Thank you for your attention



Mary Hertert
929 Crown Ct
Fruita, CO
Kings View Subdivision

From: [Henry Hemphill](#)
To: [Amanda Byers](#); [Kelli McLean](#); [Dan Caris](#); [Matt Carson](#)
Subject: RE: Urgent Appeal: Protecting Our Beloved Community and Natural Habitat (Application#2023-27)
Date: Monday, October 2, 2023 8:10:00 AM
Attachments: [image001.png](#)

Amanda,

Thank you for reaching out and providing written public comments on this application. Your comments will be entered into the record, given to the applicant, and provided to the Planning Commission and City Council.

Thanks,

Henry Hemphill
City Planner
970-858-0786



From: Amanda Byers <agwbyers@gmail.com>
Sent: Sunday, October 1, 2023 1:10 PM
To: Henry Hemphill <hhemphill@fruita.org>; Kelli McLean <kmclean@fruita.org>; Dan Caris <Dcaris@fruita.org>; Matt Carson <mcarson@fruita.org>
Subject: Urgent Appeal: Protecting Our Beloved Community and Natural Habitat (Application#2023-27)

Dear Planning Commission,

I trust this message finds you well, and I write to you today with a deep sense of concern and urgency regarding the proposed development off of Kingview Rd, Sunset Pointe, Application #2023-27. As a relatively recent member of this community, I have become acutely aware of the profound significance of the 54 acres of open space in question, which is currently accessible to the public. This land holds a special place in my heart and that of my neighbors.

It is my heartfelt belief that any development on this pristine land will inevitably disrupt the delicate ecosystem that exists within its boundaries. The thought of encroaching upon the habitat of the local wildlife fills me with a profound sense of sadness. Equally troubling is the potential reduction in public access to the picturesque trails and natural wonders that we currently cherish.

While I understand the necessity of housing developments in our modern society, I implore you to consider the larger context of our economic and environmental situation. It strikes me as profoundly irresponsible to approve a proposal for additional non-affordable, single-family housing in the face of pressing economic and environmental challenges. This proposal appears to prioritize short-term profit over the long-term well-being of our community and natural environment.

I beseech the Planning Commission to exhibit boldness and courage by either rejecting this proposal

outright or, at the very least, imposing limitations on the number of houses to be constructed, promoting the inclusion of affordable housing options, and instituting rigorous safeguards to protect the existing trails within this area. It is my fervent hope that we can transcend the conventional pursuit of profit and take a stand for the preservation of this environment, not only for the wildlife that currently calls it home but also for the benefit of future generations who deserve the opportunity to revel in the splendor of this magnificent land.

This land possesses the potential to serve as a haven for outdoor activities such as biking, hiking, and conservation, enriching the lives of our community members and enhancing our shared sense of place. I implore you to join us in safeguarding this cherished resource for the betterment of all.

I kindly request your thoughtful consideration of this matter, and I earnestly hope that the Planning Commission will rise to the occasion, demonstrating visionary leadership by protecting our environment and community for generations to come.

Thank you for your time and consideration.

Sincerely,

Amanda Byers
912 Patricia Ct, Fruita, CO, 81521
(503)290-9585

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Kelli McLean

From: Paula Miller <paula.p2_500@yahoo.com>
Sent: Sunday, October 8, 2023 6:37 PM
To: Kelli McLean
Subject: Kings View development

To the Planning Commission City of Fruita CO:

I would like to address the current possibility of developing more residential homes on East King View's area. It is my understanding that the developer has not had a current traffic study done because one was done in 2005. I live in the Kings View west and since moving in 2017 I can attest to an uptake in traffic in this amount of time. Snooks Bottom and the Devil's Canyon trail head bring in a steady stream of traffic especially during the summer time. It is definitely a popular tourist attraction and current residents enjoy the trails as well. I would like to request that another traffic study be done that reflects the current population increase in the city of Fruita and the outlying areas in addition to what an average of traffic flow could be if all 122 homes are built and the impact it could have to current residents. I may add here that when schools take up in the fall, the traffic increases from Hiway 340 into the city of Fruita which in some time frames bottle neck before the round-a-bouts that are currently in place.

In addition to this traffic study has a geological assessment and water assessment been analyzed and figured into the current landscape for land conservation purposes?

I am confident the planning commission has combed through the necessary zoning and specifics that qualify a developer to build. Speaking for myself and my husband, we are saddened to know that more building would degrade the landscape of the Colorado National Monument. We are dreading the thought of earth movers and other building machines that will impact the quality of the air we breathe, the congestion of the county road and other inconveniences we have obviously taken for granted.

Thank you for your time in reading my email and for making the best decisions for everyone that truly adores the great area of Fruita, CO.

Paula Miller

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10-8-23

Dear Planning Commissioners

I AM writing concerning the proposed subdivision adjacent to and West of the Kings View Subdivision off of Kings View Road.

I have lived in the Kings View Subdivision for the last 19 years. I AM very Active and AWARE of the neighborhood and the nearby Swooke Bottom, Pollack Beach Trailhead, Opal Hill Trailhead and Devil's Canyon Trailhead. The subdivisions on both side of Kings View Road and the Trailheads only have Kings View Road as access & exit routes.

There are approximately 83 homes in the Kings View Subdivision. Adding 122 additional homes on 54 acres as proposed or 132 acres owned would be unwise and would cause significant negative impact to the current residents as well as future residents.

I understand the owner would like to make as much money as possible from the development of his property, but he will not be impacted by the ensuing consequences. I also understand that the City of Fruta would like to collect as much property tax and sales tax. But at what cost to the quality of life we have come to expect in Fruta?

This many additional homes in the location proposed would be both unwise and dangerous.

1. All 122 homes + 83 existing homes have only one entry and exit road, Kings View Road.

This road is also be the only entry and exit road to Devil's Canyon Trailhead, Opal Hill Trailhead, Pollack Bench Trailhead and Smoaks Bottom. These trails include special events at Smoaks Bottom that may involved up to 30 cars & busses. The trails can have up to 30 cars in the morning.

School busses and cars come down highway 340 and intersect with Kings View Road. The posted speed limit is 55mph on a downhill.

With the increased traffic going to work in the morning of 122 homes + 83 homes already present this will be a very dangerous for all involved including those at Rim Rock Rodeo & Adventure. Accelerating from 0-60 to merge onto Highway 340 will likely result in 1 or more serious or fatal accidents in that location in the next 3 years.

In the winter with snow or ice on the road with cars lined up on an uphill slope will lead to more accidents.

Your approval of 122 homes in the proposed location with Kings View being the only entrance and exit will be a disaster & feel like a ghetto.

We want to live in Fruita, not Clifton

Forty homes on 4 acre lots might work

The development as proposed would be dangerous and unwise & appear as though no planning occurred

Respectfully Submitted Bruce Ricks 1675 Fowler

970-999-2629 Drive

October 10, 2023

Re City of Fruita Planning Commission

Application #2023-27 / Sunset Pointe

Preliminary PUD Plan

Dear Planning Commissioners,

I am writing to ask you to be careful in your decision-making regarding Sunset Pointe PUD. I believe that further impact studies are warranted so an educated decision can be made.

Regarding Sunset Pointe's PUD, please consider:

- 1) The transportation impact study for Sunset Pointe was last revised 4/2008 prior to the completion of Snook Bottom! With an average of two vehicles per household (per datausa.io) this will likely put an additional 244 vehicles on Kingsview Rd (in my backyard). It is my understanding that Kingsview Rd. will be the only planned non-emergency access road to Hwy 340 at this time. Will there be another impact study or is the planning commission satisfied by the findings from over 15 years ago?
- 2) I am not a cartographer. Where exactly is the planned pedestrian/bike emergency access road going to intersect with Kingsview Rd? It appears to be either where the only natural drain and wildlife path is, or will it be where disc golf hole #3 is? This is directly west of a fantastically distinct turtle rock that hangs on to the cliff side.
- 3) How will the houses in filing 1A and 1B impact the wildlife in the river bifurcation near the pump house? Did you know there have been beaver there, and a river otter on the large island for at least the last two years?
- 4) How will the views from James M Robb state park and driving south on Hwy 340 towards the west entrance to the Colorado National Monument be impacted?
- 5) I appreciate that the limited "low density, fully shielded lighting" has been addresses but that along with the house lights will greatly impact the light pollution. Would it be possible to recommend motion sensors for the streetlights to help reduce this?
- 6) The PUD states "it will remain a unique entity separate from Kingsview HOA". However, lot A1 and lot A2 will only have access to their homes from Squire Ct. They will nearly completely block the street view of the river. Shouldn't they have to align with our existing HOA policies?
- 7) Filing 1A and 1B appears to eliminate "trail use" from Squire Ct to Snooks Bottom. The PUD states "the concept provides for walk through trails that will connect through these opens spaces." How will this blockade be addressed? Do these homes allow for the "5

feet rear yard setbacks" and if so, will there still be a Squire Ct. to Snooks Bottom trail available?

If this is not possible, I would like to request a bike/pedestrian path be built on the shoulder of Kingsview Rd from Hwy 340 to the entrance of Snooks Bottom. The suggested bike/pedestrian/emergency access road will be inaccessible to us. To access the planned pathway from our neighborhood we would have to walk on the side of Kingsview Rd with nearly no shoulder and significantly busier traffic.

- 8) My understanding is that Sunshine of Delta intends to develop the land, utilities, and roads only and will then sell the lots to individuals to develop at their leisure. This sounds like the land could be plowed and cleared without development, there could be many years of construction activity, noise, and dust in the neighborhood. Will a phase need to be complete prior to the next phase being cleared?
- 9) The PUD indicates that the proposed 122 single family homes will be "in the target price range of \$650,000 plus range." I understand that Fruita is a desirable place to live but who will these homes be attracting? If a buyer was able to put 30% down on \$650k it would be a \$195k downpayment leaving \$455k to be financed. On a 30-year loan at 8.586% the estimated mortgage payment would be \$3,488/mo. not including the homeowner's insurance or property taxes. That would require a minimum annual household income of \$126,000. The average income in Mesa County in 2020 was \$57,157. Is it possible that beautiful, pristine landscape adjoining the McInnis National Conservation Area, BLM land, recreation areas, the west entrance of the Colorado National Monument and my neighborhood will be plowed for no immediate purpose?

Please consider updating the impact study for traffic and transportation study at minimum. *Please walk this area*, especially filing 1A and 1B and consider the impact it has on the existing neighbors. We are blessed in Fruita to live in a beautiful small town that draws in visitors from near and far! Please consider the size of the PUD near our beautiful open spaces and consider, is this how we want to grow?

Sincerely,


Sara Ogdon and Anthony Molina

707-849-4372 & 707-490-7514

921 Squire Ct

Fruita, CO 81521

s.ogdon@yahoo.com

papatony247@gmail.com

Kelli McLean

From: Chris <chrisfromfruita@yahoo.com>
Sent: Wednesday, October 18, 2023 4:03 PM
To: Kelli McLean
Subject: Sunset Point

Follow Up Flag: Follow up
Flag Status: Flagged

This is the current alignment of the trail that goes from squire Court up to the Horsethief Road
I talked to the engineer at the public meeting and he thought that that might work but I just wanted to make sure that I
got into that to the record
Please get a hold of me if this doesn't make sense

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