

MINUTES  
PLANNING COMMISSION  
REGULAR MEETING  
October 18, 2017  
6:30 P.M.

CALL TO ORDER: Chairman Hayden Southway called the regular meeting of the Grand Lake Planning Commission to order at 6:10 p.m. on October 18, 2017 at the Town Hall, 1026 Park Avenue.

ROLL CALL  
PRESENT:

Chairman Hayden Southway; Vice-Chairman Robert Canon; Commissioners Paul Gilbert, John C. Murray, and Elmer Lanzi; and Town Planner Nate Shull.

ABSENT:

Chairman Southway reported that James Shockey was absent due to a family matter. Commissioner Canon moved to excuse Commissioner Shockey's absence. Commissioner Murray seconded. All others voted aye.

APPROVAL OF  
MINUTES:

Chairman Southway moved to approve the minutes of the August 16th regular meeting as written, seconded by Commissioner Lanzi. All Commissioners voted aye.

UNSCHEDULED  
CITIZEN  
PARTICIPATION:

Chairman Southway asked if there were any unscheduled public comments and noted that comments are limited to 3 minutes.

There were no unscheduled public comments.

CONFLICTS OF  
INTEREST:

Chairman Southway asked if any members of the Commission had a conflict of interest, or the appearance of. Chairman Southway noted none of the Commissioners had a conflict of interest with any items on the agenda.

ITEMS OF BUSINESS: **NONE**

OTHER ITEMS OF  
DISCUSSION:

**CONSIDERATION OF PROPOSAL TO ALTER A VARIANCE GRANTED TO THE MUNICIPAL CODE SECTION 11-2 STREET DEVELOPMENT POLICIES, STANDARDS, SPECIFICATION LOCATED IN THE LAKE AVENUE RIGHT-OF-WAY ADJACENT TO BLOCK 36 AND BLOCK 43, TOWN OF GRAND LAKE -**

Chairman Southway asked Town Planner Shull to present this matter to the Commission. Mr. Shull began by explaining the request of the applicant to revise/alter construction plans for a “service road” in the Lake Avenue right-of-way that were previously approved by Board of Trustees on November 7<sup>th</sup>, 2016 via a variance to Municipal Code 11-2. He provided background information on the matter, which detailed the process for approval of the variance mentioned above, and specific conditions that had to be met in approving the variance.

Mr. Shull subsequently provided staff comments on the matter. He summarized what he understood the applicant was wanting to do as an alternative proposal for the service road, and why the original proposal was no longer feasible. He then suggested the Commissioners discuss the applicant’s request, suggested proposal/concept, and staff’s comments in order to provide direction on how to approach this request moving forward. With no immediate comments by the Commissioners, Mr. Shull asked if anyone in the audience wanted to present or weigh-in on this matter.

Tom Jenkins, 207 Bella Vista Ct, Unit 114 – Mr. Jenkins explained that, as currently proposed, the “service road” would not allow access to his lots (9, 10, and 11) and that the objective now would be to reach Walden Street to create access to those lots via a private drive *above* the steeply sloped sections found on the lower part of the lots. He mentioned he hopes to have his new proposal showing the private drive to lot 9 (only) approved first since he’d like to begin building on that lot first, with eventual approval of the driveway for the other two lots (10, and 11).

Mr. Jenkins described the adjusted grade levels on his new proposal, including a 10% grade from Walden St to the Lake Ave “service road”, a 10% switchback, and a 1%-4% grade for the remaining section of private driveway. From this, a 10% grade for lot 9, a 4.7% grade for lot 10, and a 9.3% grade for lot 11 respectively would be created for each lot’s garage access. He acknowledged that such a proposal exceeded the Town’s limits for allowable lots to share a driveway, but cited examples in Town of where this allowance was exempted. After finishing his presentation, Mr. Jenkins asked if there were any questions of the Commissioners.

Chairman Southway asked about the metal culverts illustrated on the three-lot grading plan and whether or not that would create a narrower turning radius as proposed. Mr. Gagnon of Bowman Consulting went to the podium to address the question.

Tim Gagnon, Bowman Consulting – Mr. Gagnon explained that the size of the turnaround was not proposed to change from what was originally approved in 2016, and that the newest proposal differs from what is currently in place as part of the construction. Chairman Southway expressed that his main concern was more so with the rock landscaping “riprap” that intrudes into Walden Street. He also questioned whether the proposed

private driveway above the steeper sloped portion of the lots could be graded down further to make the grade more approachable on Walden leading to Lake Ave.

Tom Jenkins threw out a suggestion that the existing construction “service road” could be moved back farther south on Lake Ave to assist with dispersing the average grade change. Town Planner Shull questioned whether that would be a problem with the current fire hydrant location, to which Mr. Jenkins said no, as the road could travel below the fire hydrant and turn toward Walden St.

Chairman Southway expressed his discontent with the condition of Lake Ave and his desire to see the road improved to the point where it does not contain additional obstructions (I.E. fire hydrants, boulders, etc). He suggested, like Mr. Jenkins, that the “service road” should be reconstructed closer to the center of Lake Avenue Right-of-Way so as to lessen the average slope/grade.

Town Planner Shull interrupted to ask the applicant whether there had been a resolution recorded for the variance granted by in November of 2016, explaining that if not, then it may be simpler to amend the initial proposal that the variance was granted for. Mr. Jenkins answered that he did not know, but Ms. Lisa Jenkins suggested looking at the resolutions posted on the Town’s website. Mr. Shull hinted that in either case, this alternative proposal would likely need to come in front of PC and BOT as another variance request to be approved.

Lisa Jenkins then asked the Commission what they would like to see brought to them for a subsequent public hearing on this alternative proposal. Chairman Southway expressed that he likes this latest proposal over the 2016 proposal, for which Mr. Shull supported by adding the reason being because it fulfils the desire of the Commissioners to have Lake Ave be built out as more of a true road as opposed to having a “service” or “frontage” road offshoot from the main road.

Commissioner Murray mentioned his recollection of the former proposal requiring conditions that a retaining wall be built on the southern portion of the right-of-way to hold up the slope. Chairman Southway once again expressed his desire to see Lake Avenue be built as more of a true road that could be Town-maintained in the future. Mr. Jenkins then stated he was unsure of what the Town’s vision is for this future road. Mr. Southway clarified that it is the responsibility of the property owner to “build out” a roadway for future development (in this case new dwelling units) if none is currently in place.

Town Planner Shull asked Mr. Jenkins to clarify what the intended buildout scenario was for his new proposal with respect to a potential service road. Mr. Jenkins explained that he was intending on eventually building the 16' service road to provide access to Walden St, but would consider the alternative option of creating more of a wider road more centered on Lake Ave (the way the current right-of-way has been dug for utilities).

Mr. Gagnon commented that there was, at one point, a proposal to build out Lake Ave as a full road with this service road above (similar to what is seen now in the proposed plan for the service road), and that such a plan could be revisited. He mentioned that this main road might be slightly steeper than desirable, but could be done, and in fact, has some advantages including an easier turn into Walden. Chairman Southway was favorable to this as a permanent solution.

Mr. Jenkins proceeded to show the Commissioners the original plans drafted by Diamondback Engineering from 2005 for the Lake Ave Improvements. A discussion ensued as to what would be desirable for future changes to the Right-of-Way today, which included size (width) of the future road and access to Block 43 Lots.

Mr. Shull redirected the conversation back to the original intent of this discussion, that being the Commissioner's suggested direction on how to move forward with this request. Commissioner Murray stated that, at this point, there seems to be two potential solutions, the first being maintaining the service road, only slightly farther down, as an offshoot to a main Lake Ave road, OR no service road with a widened Lake Ave road only.

Chairman Southway encouraged Mr. Jenkins to consider the latter option, as he believed this solution would have more favorable outcomes for future development and buildout of Lake Ave. Mr. Jenkins said that he would find out a potential bid price for this latter option before pursuing it.

Mr. Shull asked if there were any additional comments, to which there was no response. Mr. Shull declared that he would use the comments provided by the Commissioners and others to talk with the applicant about the best way to proceed.

FOR YOUR  
INFORMATION:

None

ADJOURNMENT:

Commissioner Murray moved to adjourn, seconded by Commissioner Canon. All Commissioners voted aye, and the meeting was adjourned at 7:32 p.m.