

To access the Agenda and Backup Materials electronically, go to www.gjcity.org



PLANNING COMMISSION AGENDA
CITY HALL AUDITORIUM, 250 NORTH 5TH STREET
TUESDAY, FEBRUARY 25, 2020 @ 6:00 PM

Call to Order - 6:00 PM

Consent Agenda

1. Minutes of Previous Meeting(s) from February 11, 2020.
2. Consider a request by the City of Grand Junction Public Works Department for a Special Permit to establish a materials storage and transfer site on a portion of a 74.83-acre parcel zoned CSR (Community Services and Recreation) located at 2620 Legacy Way.
3. Consider a request by the City of Grand Junction to amend Title 26.32 of the North Seventh Street Historic Residential District Guidelines and Standards regarding demolition of structures.

Regular Agenda

1. Consider a request by Larson Building Solutions to rezone a 2.22-acre parcel from PD (Planned Development) to R-8 (Residential – 8 du/ac) being Lot 17 of Horizon Glen Subdivision As Amended and located at Horizon Glen Drive at Horizon Drive.
2. Consider a request by the Horizon Drive Business Improvement District to add a Horizon Drive Zoning Overlay to the Zoning and Development Code as Title 27 of the Municipal Code.
3. Consider a request by CR Nevada Associates LLC, JLC Magnus LLC and Bonds LLC for a Zone of Annexation for two (2) properties and rezone of two (2) properties from R-E (Residential Estate) and R-2 (Residential – 2 Dwelling Units per acre). All properties are seeking a zone district of Planned Development with an associated Outline Development Plan (ODP) called Magnus Court to develop 74 single-family detached lots with an R-2 (Residential – 2 du/ac) default zone district. The properties combined are 69.67 acres and are generally located at the west end of Magus Court and include the property addressed as 2215 Magus Court #A.

4. Consider a request by EcoGen Laboratories, LLC for a Conditional Use Permit (CUP) to allow for a hazardous occupancy within an I-2 (General Industrial) zone district for the property located 1101 3rd Avenue.

Other Business

Adjournment

GRAND JUNCTION PLANNING COMMISSION
February 11, 2020 MINUTES
6:00 p.m.

The meeting of the Planning Commission was called to order at 6:01pm by Chairman Christian Reece.

Those present were Planning Commissioners; Chairman Christian Reece, Vice Chair Bill Wade, George Gatseos, Keith Ehlers, Sam Susuras, and Ken Scissors.

Also present were Jamie Beard (Assistant City Attorney), Tamra Allen (Community Development Director), Landon Hawes (Senior Planner), and Lance Gloss (Associate Planner).

There were approximately 5 citizens in the audience.

CONSENT AGENDA

Commissioner Susuras moved to adopt Consent Agenda items #1-2. Commissioner Wade seconded the motion. Motion carried unanimously 6-0.

1. Approval of Minutes

- a. Minutes of the January 28, 2019 Regular Meeting.

2. Fountain Hills Drainage Easement Vacation **File # VAC-2019-702**

Consider a request by Hilltop Health Services to vacate the drainage and irrigation easements on Lot 1 of the Fountain Hills subdivision as dedicated to the City of Grand Junction ("City") on the subdivision plat for property located at 3425 Cliff Court.

REGULAR AGENDA

1. Mesa County Detention Facility – Conditional Use Permit **File # CUP-2019-573**

Consider a request by the County of Mesa, Colorado for an amendment to an existing Special Use Permit (SUP)/New Conditional Use Permit (CUP) for the expansion of the Mesa County Detention Facility, a detention facility use, on 10.84 acres in a B-2 (Downtown Business) zone district and in the Greater Downtown Central Business District Overlay zone district, located at 215 Rice Street.

Staff Presentation

Lance Gloss, Associate Planner, introduced exhibits into the record and provided a presentation regarding the request.

Questions for Staff

Commissioner Gatseos asked Staff a question regarding which pods would be included in the approval.

Applicant's Presentation

The architect for the project, Peter Icenogle of Blythe Group, was present and gave a presentation regarding the request.

Questions for Staff

Commissioner Wade asked the Applicant a question about space for the inmates.

Public Comment

The public hearing was opened at 6:29pm.

None.

The public hearing was closed at 6:29pm.

Discussion

Commissioners Ehlers, Reece, Wade, Gatseos, and Susuras made comments in support of the request.

Motion and Vote

Commissioner Scissors made the following motion, "Madam Chairman, on the application for an amendment to a Special Use Permit for the property located at 215 Rice Street, CUP-2019-573, I move that the Planning Commission approve the amendment, recognizing it as a Conditional Use Permit as consistent with adopted City Code process and compliance with said criteria, with the findings of fact as listed in the staff report."

Commissioner Susuras seconded the motion. The motion carried 6-0.

2. Code Text Amendment – Mobile Food Vending File # ZCA-2019-620

Consider a request by the City of Grand Junction to amend the Grand Junction Municipal Code Title 21 Zoning and Development Code to provide for the regulation of Mobile Food Vendors, commonly referred to as Food Trucks.

Staff Presentation

Lance Gloss, Associate Planner, introduced exhibits into the record and provided a presentation regarding the request.

Questions for Staff

Commissioner Reece asked a question regarding Planned Developments (PD) and the allowed uses in the zone district.

Commissioner Wade asked a question regarding special event permits.

Commissioner Gatseos asked a question regarding the outreach the department. Mr. Gloss gave a brief overview of a workshop held at the business incubator that had various attendees.

Commissioner Scissors asked a question regarding the outreach specifically regarding any objections or concerns. Mr. Gloss stated that feedback was incorporated into the conclusions staff has presented.

Commissioner Susuras asked a question regarding the Parks & Recreation Department's ability to select vendors for their Parks events. Mr. Gloss responded that these regulations will not impact P&R events and special event operations.

Public Comment

The public hearing was opened at 6:52pm.

None.

The public hearing was closed at 6:52pm.

Discussion

Commissioners Ehlers and Reece made comments in support of the request.

Motion and Vote

Commissioner Wade made the following motion, "Madam Chairman, on the Zoning and Development Code Amendments, ZCA-2019-620, I move that the Planning Commission forward a recommendation of approval with the findings of fact as listed in the staff report."

Commissioner Susuras seconded the motion. The motion carried 6-0.

3. Other Business

None.

4. Adjournment

The meeting was adjourned at 6:55 pm.



Grand Junction Planning Commission

Regular Session

Item #2.

Meeting Date: February 25, 2020

Presented By: Kristen Ashbeck, Principal Planner/CDBG Admin

Department: Community Development

Submitted By: Kristen Ashbeck

Information

SUBJECT:

Consider a request by the City of Grand Junction Public Works Department for a Special Permit to establish a materials storage and transfer site on a portion of a 74.83-acre parcel zoned CSR (Community Services and Recreation) located at 2620 Legacy Way.

RECOMMENDATION:

Staff recommends approval of the request.

EXECUTIVE SUMMARY:

The Applicant, the City of Grand Junction Public Works Department, requests approval of a Special Permit to establish a new materials storage and transfer site on a portion of the 74.83-acre parcel located at 2620 Legacy Way. Presently, the materials storage and transfer operations are located in the Riverfront at Dos Rios area and must be relocated in anticipation of Dos Rios construction. Public Works is proposing to relocate the operations to a City-owned property north of the Orchard Mesa City Cemetery.

A Special Permit is a City Council discretionary review process that allows flexibility when considering a land use that may be less than permanent or temporary in nature. A Special Permit may be permitted under circumstances particular to the proposed location and subject to conditions that provide protection to adjacent land uses.

BACKGROUND OR DETAILED INFORMATION:

BACKGROUND

The City of Grand Junction Public Works Department presently uses a vacant City-owned property in the Riverfront at Dos Rios area south of the Riverside Neighborhood off Hale Avenue. Activities at the site include open storage piles of various construction materials such as recycled asphalt and gravel and a designated area for staging spring clean-up operations, transferring/consolidating materials from collection trucks to larger trucks transporting materials to the Mesa County landfill.

In 2019, the City approved an Outline Development Plan (ODP) for the Planned Development (PD) zone established for the Riverfront at Dos Rios project. At the time, all of the property within the ODP was owned by the City of Grand Junction. Since then, two parcels have been sold for private development. Consequently, the City has begun to develop the infrastructure within Dos Rios in order to access the two private sites. The City anticipates construction of the remainder of the infrastructure commencing in the Summer of 2020. Therefore, the relocation of the storage and staging operations is required to ready the Dos Rios site for development.

Special Permit

The proposed relocation site for the materials storage is on Orchard Mesa on the City-owned parcel north of the City cemetery. The site was utilized as a borrow pit for earth materials to construct the Riverside Parkway (circa 2007). Since then, the site has been reclaimed and is vacant. The site is zoned CSR (Community Services and Recreation). The proposed use is somewhat unique, but most closely resembles a sand or gravel storage operation in the Zoning and Development Code that is only allowed in industrial zone districts (I-1 or I-2) and not allowed in the CSR zone district. Consequently, the Applicant is seeking the Special Permit in order to achieve Code flexibility to allow the proposed operations on the property, concurrent with an administrative Major Site Plan Review.

The Special Permit (Section 21.02.120 of the Zoning and Development Code) is a City Council discretionary review process that was added to the 2010 Zoning and Development Code to allow flexibility when considering a land use that may be less than permanent or temporary in nature. A Special Permit may be permitted under circumstances particular to the proposed location and subject to conditions that provide protection to adjacent land uses. A Special Permit is required only when more flexibility is required beyond that afforded to the Director through the administrative adjustment process. A Special Permit is allowed in all zone districts and allows an interim use with minimal investment that can be easily redeveloped at the density or intensity envisioned by the Comprehensive Plan.

The Special Permit would only be valid for the proposed use as a materials storage

and transfer facility. The Special Permit would terminate if the site is no longer used for the operations for a period of longer than twelve months or longer or if the property is redeveloped into any other land use.

Other Site Conditions

The site slopes to the northwest with a difference in elevation of approximately 25-35 feet from 26-1/4 Road to the northwestern portions of the site. Due to the topography and existing landscaping around the site and along the road, the proposed operations will largely be hidden from view as nearby residents and employees of the Department of Energy complex travel 26-1/4 Road.

Access to the site is via 26-1/4 Road at a driveway that was established as early as 1954 according to City aerial photographs. This access will be utilized for the proposed operations and will be improved with black base/recycled asphalt to mitigate dust. The Highway 50 and 26-1/4 Road intersection has been evaluated by the City Transportation Engineering Division for safety concerns with the proposed use. It was determined that signage, sight distance, road alignment and vehicle accident history are all acceptable and the intersection will be adequate for the proposed use.

NOTIFICATION REQUIREMENTS

A Neighborhood Meeting regarding the proposed Special Permit request was held on December 12, 2019 in accordance with Section 21.02.080 (e) of the Zoning and Development Code. The meeting was attended by 6 citizens in addition to the Applicant (City staff) and the Applicant's representative. Concerns were expressed regarding dust, the aesthetics of the site, and access and egress of large trucks especially at the intersection of Highway 50 and 26-1/4 Road.

Notice was completed consistent with the provisions in Section 21.02.080 (g) of the Zoning and Development Code. The subject property was posted with an application sign on January 29, 2020. Mailed notice of the public hearings before Planning Commission and City Council in the form of notification cards was sent to surrounding property owners within 500 feet of the subject property, as well as neighborhood associations within 1000 feet, on February 14, 2020. The notice of this public hearing was published on February 18, 2020 in the Grand Junction Daily Sentinel.

ANALYSIS

A Special Permit is allowed in all zone districts for an interim use and shall be required to meet the following elements, pursuant to Section 21.02.120 of the Zoning and Development Code:

(A) The development is proposed as an interim use that is allowed in the district, or as an interim use established with a minimal investment that can be easily redeveloped at the density or intensity envisioned by the Comprehensive Plan; and

The proposed relocation of the City Public Works materials storage and transfer operations to the Orchard Mesa Cemetery site will be considered an interim use. No permanent or otherwise structures will be constructed on the site and minimal improvements will be made except for those to mitigate compatibility concerns and safe operations.

The Comprehensive Plan Future Land Use Map shows this site as Park, the same as the land use for the adjacent cemetery operations. All zone districts may implement this land use category however, the assigned zone district of CSR (Community Services and Recreation) will like continue into the future with no change in zoning due to its ownership by the City for cemetery and other park and open space purposes. The proposed Public Works operations are not unlike the previous interim use of the site as a borrow pit whereby improvements may be easily removed or reconfigured, the property reclaimed and would be able to be used for other uses within the Park land use category. Should the City want to redevelop the site to a different use as provided and allowed within the future land use designation of Park, the site could be easily redeveloped consisted with the Plan. Staff therefore has found this criterion to be met.

(B) The applicant demonstrates that the development design and any proposed infrastructure improvements further the future development of the property at the density or intensity envisioned by the Comprehensive Plan;

The proposed operations use will require minimal improvements limited to improving surfaces of internal circulation routes and detention areas to meet drainage needs. The limited infrastructure improvements and design is such that future development of the property for uses within the Park land use category could easily be established after this interim use is no longer operational. Staff finds this criterion has been met.

In addition, the application shall demonstrate that the proposed development will comply with the following criteria.

(1) Comprehensive Plan. The Special Permit shall further the goals and policies of the Comprehensive Plan. The special permit shall serve to determine the location and character of site(s) in a Neighborhood Center, Village Center, City Center or Mixed-Use Opportunity Corridors on the Future Land Use Map of the Comprehensive Plan;

The proposed operations further Goal 11 of the Comprehensive Plan which states: Public facilities and services for our citizens will be a priority in planning for growth; and Policy A which states: the City will plan for the locations and construct new public facilities to serve the public health, safety and welfare, and to meet the needs of existing and future growth.

This facility will provide for the storage of materials utilized to meet the needs of upgrading and expanding the City's transportation system in an efficient, central location within the community. In addition, it provides the necessary infrastructure for the City to continue its popular Spring Clean-Up program that encourages residents to clean up and improve properties, thereby improving the overall health of the community.

The site of this proposed Special Permit is not located within a Neighborhood Center, Village Center, City Center or Mixed-Use Opportunity Corridor as depicted on the Future Land Use Map of the Comprehensive Plan.

Staff finds this criterion to be met.

(2) Site Plan Review Standards. All applicable site plan review criteria in GJMC 21.02.070(g) and Submittal Standards for Improvements and Development, Transportation Engineering Design Standards (GJMC Title 29), and Stormwater Management Manual(s) (GJMC Title 28);

An administrative Major Site Plan Review is simultaneously under consideration for the materials storage and transfer proposal. Staff and outside review agencies have not identified any significant issues under applicable Code requirements or those of the Submittal Standards for Improvements and Development (SSID) manual, Transportation Engineering Design Standards (TEDS), and the Stormwater Management Manual(s). The proposed circulation routes are to be improved/surfaced adequately and landscaping and screening requirements are adequately addressed by existing site topography and vegetation. Some vegetation will be removed near the site entrance to improve sight distance safety as vehicles exit the site. Detention facilities (ponds) will be constructed to capture run-off from the proposed development.

The Grand Junction Fire Department, Persigo Wastewater Plant and the Colorado Department of Transportation all reviewed the proposal and did not submit comments that needed to be addressed. Both a Colorado Department of Public Health and Environment (CDPHE) and a 5-2-1 Drainage Authority permit are required prior to Planning Clearance to commence work on the site.

Staff is reviewing the site plan submittal concurrently with the requested Special Permit and recommends that, an approved site plan, meeting applicable sections of GJMC 21.02.070(g) be a condition of approval of the requested Special Permit.

(3) District Standards. The underlying zoning district standards established in Chapter 21.03 GJMC, except as expressly modified by the proposed special permit; and

Performance Standards of the CSR zone district per section 21.03.070(f) state:

Development shall conform to the standards established in this code. Outdoor storage areas shall comply with the standards in GJMC 21.04.040(h).

Most of the standards for Outdoor storage referenced in the section above are pertinent to the storage of vehicles, scrap metal and the like. Pertinent to this proposal are those in section 21.04.040(h)(2) as listed below.

(v) Unless otherwise indicated, screening of all outdoor storage shall consist of any combination of fences, slats in chain link fences, walls, berms and landscaping that is at least six feet in height and provides a permanent, opaque, year-round screening on all street frontages and the first 50 feet of side perimeters of the outdoor storage area. Buildings on property line shall serve as screening. Plant materials are encouraged as screening.

(vi) All nonresidential outdoor storage shall meet the following additional requirements, as applicable:

(A) All storage shall conform to the specific zone performance criteria in GJMC 21.03.070 and the use-specific requirements of that particular use;

(B) Unless otherwise indicated, no outdoor storage shall be located in a required front yard setback or in any setback adjacent to a residential or business zone;

(C) Except for integral units, stored items shall not project above the screening;

Screening of the outdoor storage for the proposed materials storage and transfer operations is to be accomplished through the natural topography of the site and existing vegetation on the perimeter of the site, primarily along the eastern and southeastern edges. Screening is not required between the proposed use and the properties to the north and west since the adjacent zoning is C-1 (Light Commercial) and I-2 (Heavy Industrial) respectively.

The Applicant has stated that the materials storage piles will be approximately 6 feet in height and cross-sections of the site have been provided that illustrate compliance with the standard that stored items shall not project nor be visible above the screening. Refer to Attachment 1 – Application Materials.

Staff finds this criterion has been met.

(4) Specific Standards. The use-specific standards established in Chapter 21.04 GJMC.

There are no use-specific standards for the type of use proposed. However, there are standards for outdoor storage found in 21.04.040(h)(2)(iv) as included in the analysis of district standards above therefore, staff finds this criterion to have been met.

STAFF RECOMMENDATION AND FINDINGS OF FACT

After reviewing the City of Grand Junction's Special Permit request, file SPT-2020-35, for the property located at 2620 Legacy Way with the condition as provided, following findings of facts have been made:

1. The request conforms with Section 21.02.120 of the Zoning and Development Code.

Condition 1: The Special Permit is subject to an approved site plan, meeting applicable sections of GJMC 21.02.070(g) be a condition of approval of the requested Special Permit.

Therefore, Staff recommends approval of the request.

SUGGESTED MOTION:

Madam Chairman, on the Special Permit for the property located at 2620 Legacy Way, City file number SPT-2020-35, I move that the Planning Commission forward a recommendation of approval to City Council with the condition and findings of fact as listed in the staff report.

Attachments

1. Application Materials and Neighborhood Meeting Notes
2. Maps and Photographs
3. Special Permit

Development Application

We, the undersigned, being the owner's of the property adjacent to or situated in the City of Grand Junction, Mesa County, State of Colorado, as described herein do petition this:

Petition For:

Please fill in blanks below only for Zone of Annexation, Rezones, and Comprehensive Plan Amendments:

Existing Land Use Designation

Existing Zoning

Proposed Land Use Designation

Proposed Zoning

Property Information

Site Location:

Site Acreage:

Site Tax No(s):

Site Zoning:

Project Description:

Property Owner Information

Name:

Street Address:

City/State/Zip:

Business Phone #:

E-Mail:

Fax #:

Contact Person:

Contact Phone #:

Applicant Information

Name:

Street Address:

City/State/Zip:

Business Phone #:

E-Mail:

Fax #:

Contact Person:

Contact Phone #:

Representative Information

Name:

Street Address:

City/State/Zip:

Business Phone #:

E-Mail:

Fax #:

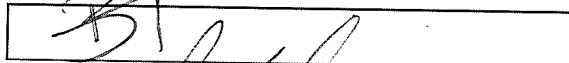
Contact Person:

Contact Phone #:

NOTE: Legal property owner is owner of record on date of submittal.

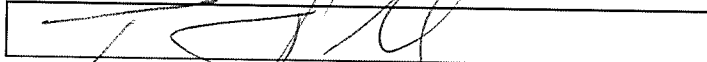
We hereby acknowledge that we have familiarized ourselves with the rules and regulations with respect to the preparation of this submittal, that the foregoing information is true and complete to the best of our knowledge, and that we assume the responsibility to monitor the status of the application and the review comments. We recognize that we or our representative(s) must be present at all required hearings. In the event that the petitioner is not represented, the item may be dropped from the agenda and an additional fee may be charged to cover rescheduling expenses before it can again be placed on the agenda.

Signature of Person Completing the Application



Date

Signature of Legal Property Owner



Date

General Project Report (Revised)

City of Grand Junction Materials Storage and Transfer

2620 Legacy Way Grand Junction, CO 81503

Owner: City of Grand Junction/City of Grand Junction Municipal Cemetery

Parcel Nos. 2945-262-00-060 and 2945-271-00-050

Special Permit

A. Project Description

1. A request for a special permit at 2620 Legacy Way, Grand Junction, CO 81503. The parcel is located within the City limits of Grand Junction.
2. 2620 Legacy Way contains approximately 74.83 acres.
3. The proposal is to relocate the existing City materials storage and clean-up transfer from Dos Rios to City Cemetery Property as an interim use.

B. Public Benefit

1. Allowing the former borrow pit area to be used to store various construction materials and to stage spring clean-up operations at this location will allow this area to be functional with surrounding parcels and utilize this space in an efficient way. This will be an interim use and improvements to the existing access will further the future development of the property.

C. Neighborhood Meeting

1. A Neighborhood Meeting was held as required and meeting minutes are included within this submittal.

D. Project Compliance, Compatibility, and Impact

1. **Adopted plans and/or policies:** The proposed project will be in compliance with the adopted codes and requirements for this property with the approval of the Special Permit.
2. **Land use in the surrounding area:** To the north of the property is residential and commercial. To the east, land use is commercial, and cemetery. To the south is cemetery and the City of Grand Junction's Filtration Plant. Lastly, to the west is the Gunnison River and commercial use land.
3. **Site access and traffic patterns:** Access will be off 26 ¼ Road using the existing borrow pit entrance. The traffic impact will be minimal with the exception of the

chip and seal and spring clean-up seasons. The haul roads will be built with black base/recycled asphalt, which will alleviate dust concerns. A gate will be installed where the haul road splits, prohibiting public access to the materials storage area.

4. **Availability of utilities, including proximity of fire hydrants**

City of Grand Junction Water
City of Grand Junction Sanitation District
Xcel Energy
Charter/Spectrum
Century Link
City of Grand Junction Fire- GJ Fire Station 1
Grand Valley Irrigation Company

There is a fire hydrant located approximately 200 feet east of the entrance to the property on Legacy Way.

5. **Special or unusual demands on utilities:** The proposed use will have no special or unusual demands on utilities.
6. **Effects on public facilities:** There will be no effect on public facilities as a result of this special use permit and interim use.
7. **Hours of operations:** 7:00 am to 6 PM. This interim use will vary in intensity from season to season. Spring Cleanup has many trips in/out for a one to two-week period. Chip Seal operations occur for 8-10 weeks in the summer. Other times of the year will vary with little to no intensity.
8. **Number of employees:** Zero to 10 employees at a time during Spring Cleanup and Chip Seal programs.
9. **Signage plans:** The site will be posted as City of Grand Junction Material Storage Facility.
10. **Site Soils Geology:** The site is suitable for the proposed storage facility
11. **Impact of project on site geology and geological hazards:** None anticipated.

E. **Must address the review criteria contained in the Zoning and Development Code for the type of application being submitted.**

Section 21.02.120 Special Permit.

Approval Criteria.

- (i) **Comprehensive Plan.** The special permit shall further the goals and policies of the Comprehensive Plan. The special permit shall serve to determine the location and character of site(s) in a Neighborhood Center, Village Center, City Center or Mixed-Use Opportunity Corridors on the Future Land Use Map of the Comprehensive Plan;

The Comprehensive Plan designates the future use as Park. This project will not contribute to residential development and the proposed use will further the goals and policies of the Comprehensive Plan. This project will facilitate City services by storing materials needed for maintaining quality roads and City cleanliness on a vacant, City owned lot, that has not been used in more than a dozen years and with no plan to develop it as a park. The proposed use still enhances the City as a whole.

It also clears the way for the future development of Dos Rios, located in the City Center, beginning with infrastructure construction to make the property attractive for developers. This will allow for a broad range and balance of uses and will bring quality employment opportunities to the City. The proposed storage area is mostly out of the public's view and will serve as a good location for storing materials and machinery.

- (ii) **Site Plan Review Standards.** All applicable site plan review criteria in GJMC 21.02.070(g) and Submittal Standards for Improvements and Development, Transportation Engineering Design Standards (GJMC Title 29), and Stormwater Management Manual(s) (GJMC Title 28);

All applicable site plan review criteria, SSID's, TEDS, and SWMM have been met. Existing landscaping/vegetation that provides a benefit to the site will remain to reduce glare, screen incompatible uses from one another, and preserve the value of surrounding properties.

Existing vegetation, fencing, walls, and berms will be amended so there is no site distance hazard or road hazard. Existing vegetation is between 1- 80 ft. Existing vegetation is pine, deciduous and various shrubs. The existing screening located on the south and east boundary of the property is existing trees and vegetation that are established near an existing spring- they are year-round.

With stormwater, we are providing a CSWMP and will obtain 521 permit. It is proposed to pave the existing borrow pit access road with recycled asphalt to mitigate dust. There are no concerns from the City Development Engineer or CDOT- access does meet site plan standards. Berms will be added for stormwater control measures.

- (iii) **District Standards.** The underlying zoning district standards established in Chapter 21.03 GJMC, except as expressly modified by the proposed special permit; and

This project meets the performance standards for Community Services and Recreation: it meets the minimum area of one acre. It abides by setbacks and

bulk standards (there will be no buildings added to this location). The underlying CSR zone district provides for public/institutional uses and facilities. The interim special permit and proposed use provide a public service.

There will be temporary construction fencing for screening while the area will be used as storage. The storage area will not be in a yard setback or any setback adjacent to a residential or business zone.

- (iv) **Specific Standards.** The use-specific standards established in Chapter 21.04 GJMC.

There are not any specific standards for this type of use; however, there are standards for outdoor storage which will be met and have been addressed prior. The frequency/intensity of the interim use is such that adverse effects on adjacent parcels can and will be minimized.

Section 21.02.070(6) General Approval Criteria

- (6) General Approval Criteria.** No permit may be approved by the Director unless all of the following criteria are satisfied:

- (i) Compliance with the Comprehensive Plan and any applicable adopted plan.
This project doesn't comply with the Comprehensive Plan designating this area as Park. Thus, this project calls for the flexibility of a Special Permit.
- (ii) Compliance with this zoning and development code.
This project doesn't exactly fit within the CSR zoning and development code, therefore requiring a Special Permit.
- (iii) Conditions of any prior approvals.
There are no prior approval conditions for this project.
- (iv) Public facilities and utilities shall be available concurrent with the development.
Public facilities and utilities will be available with this development.
- (v) Received all applicable local, State and federal permits.
This project will require a 521 Drainage Permit.

Section 21.02.070(9)(g) Major Site Plan

- (g) Approval Criteria.** There are no specific review criteria for a Major Site Plan. The project meets all applicable site plan review criteria.



EXHIBIT A
2620 LEGACY WAY SPECIAL USE PERMIT
2620 LEGACY WAY, GRAND JUNCTION, CO

SUMMARY OF NEIGHBORHOOD MEETING
THURSDAY, DECEMBER 12, 2019
THE INCUBATOR
LOCATED 2591 LEGACY WAY, GRAND JUNCTION, CO 81503 @ 5:30 PM

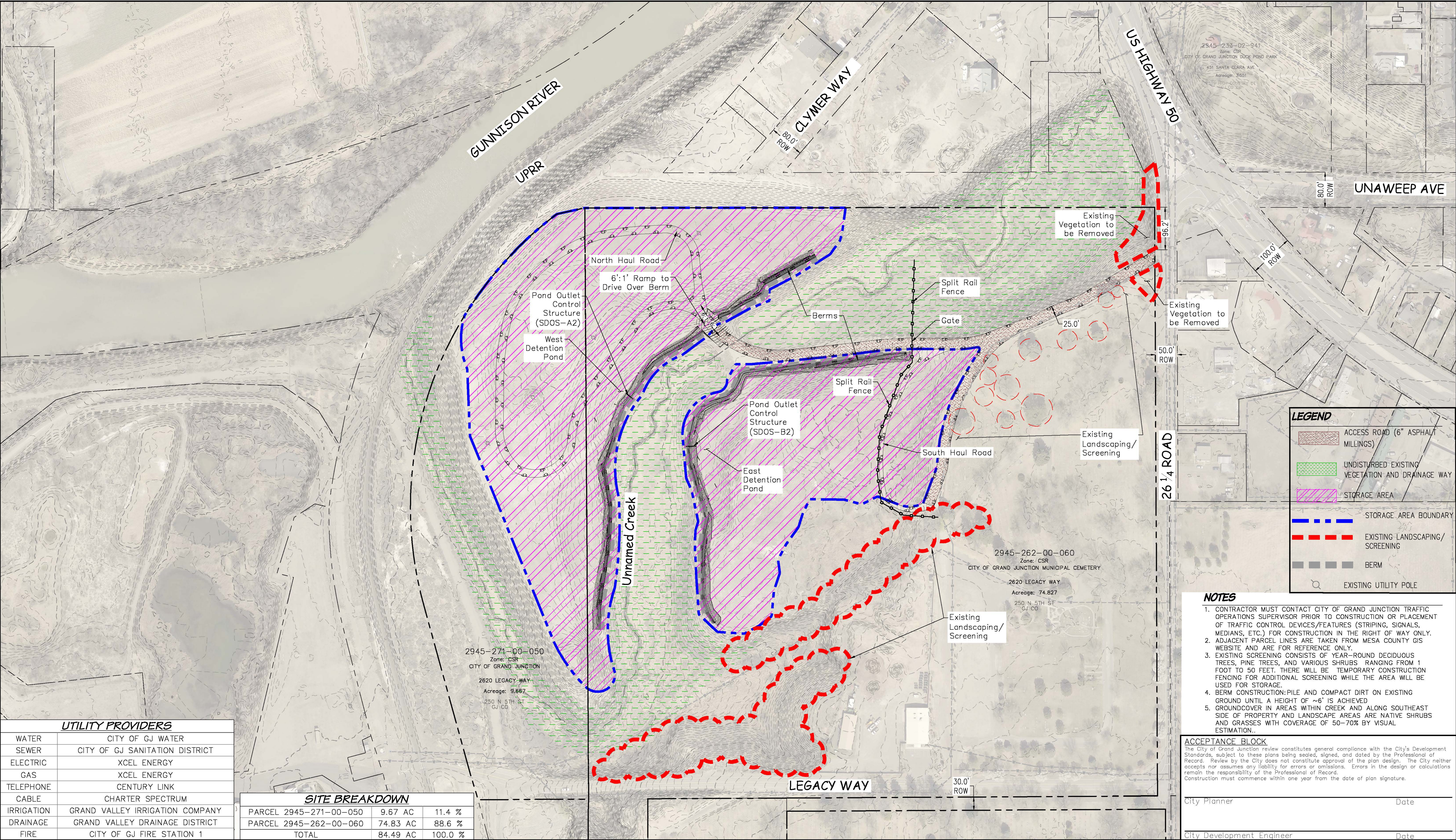
A neighborhood meeting for the Special Use Permit application was held Thursday, December 12, 2019, at The Incubator, located at 2591 Legacy Way at 5:30 PM. A letter notifying the neighboring property owners within the surrounding 500 feet of 2620 Legacy Way was sent on November 29th, 2019, per the mailing list received from the City of Grand Junction.

The meeting included a presentation and a question and answer session. Bailie Tomlinson with River City Consultants presented information about the proposed Special Use Permit. Ms. Tomlinson then made an introduction of Trent Prall with City of Grand Junction- Public Works, representing the property owner. The Planner from The City of Grand Junction was unable to attend the Neighborhood Meeting; however, Trent Prall was there to represent the City. There were six neighboring property owners that attended the meeting. An attendance list and PDFs of the exhibits used at the meeting are provided as part of this Exhibit.

Mr. Prall gave a presentation that explained the purpose of this Special Use Permit, details about what the City was going to store on the property and how often it will be used.

Concern was expressed regarding dust, the possibility of this being an eye-sore and access and egress of large trucks and the intersection of Unaweep, HWY 50 and 26 ¼ Rd. The attendees wanted to make sure these concerns are considered. The remediation for dust was to build the road with black base/recycled asphalt- which doesn't generate dust. Mr. Prall mentioned to the neighbors the possibility of planting trees to eliminate the possible eyesore. The issue with ingress/egress of trucks at HWY 50 & 26 ¼ Rd. has been investigated since the meeting and Trent has been in contact with the concerned neighbor.

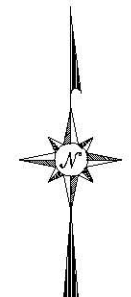
The meeting adjourned at approximately 6:30 PM.





811
UNCC
Know what's below.
Call before you dig.
800.922.1987
www.uncc.org

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



SCALE
0 100.0002 200.0004
Feet

CONTOUR INTERVAL = 2 FOOT
ORIGINAL SHEET SIZE: 22 x 34

NO.	DATE	DESCRIPTION	BY



PROFESSIONAL ENGINEER
STATE OF COLORADO
No. 21124
Exp. 12/31/2024



RIVER CITY
CONSULTANTS
744 Horizon Court, Suite 110
Grand Junction, CO 81508
Phone: 970.241.4722
Fax: 970.241.8841
www.rcwest.com

CITY OF GRAND JUNCTION

MATERIALS STORAGE AND TRANSFER

SITE & LANDSCAPING PLAN

C1

PROJECT #1108-005

DRAWN BY: JMM

CHECKED BY: IDG

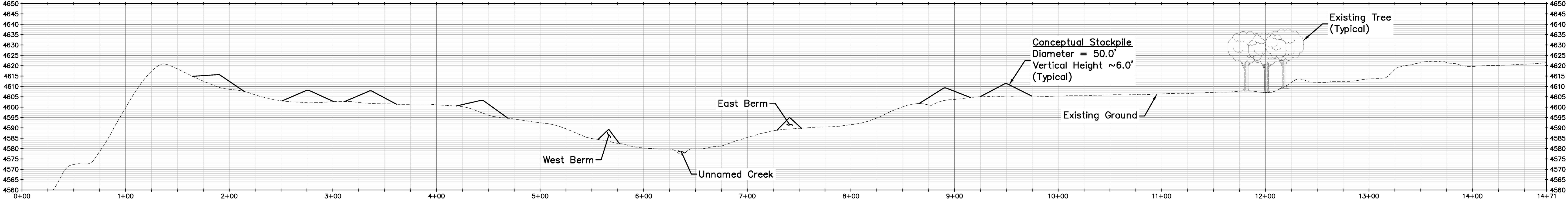
DATE ISSUED: 11.FEB.2020

HORIZ: AS SHOWN

VERT: N/A



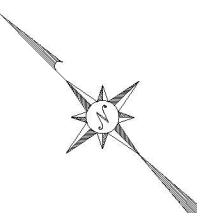
Profile View of Line of Sight 1





UNCC
811
Know what's below.
Call before you dig.
800.922.1987
www.uncc.org

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



SCALE
0 50 100
Feet
CONTOUR INTERVAL = 5 FOOT
ORIGINAL SHEET SIZE: 22 x 34

REVISIONS			
NO.	DATE	DESCRIPTION	BY



PROJECT #1108-005
DRAWN BY: JMM
CHECKED BY: IDG

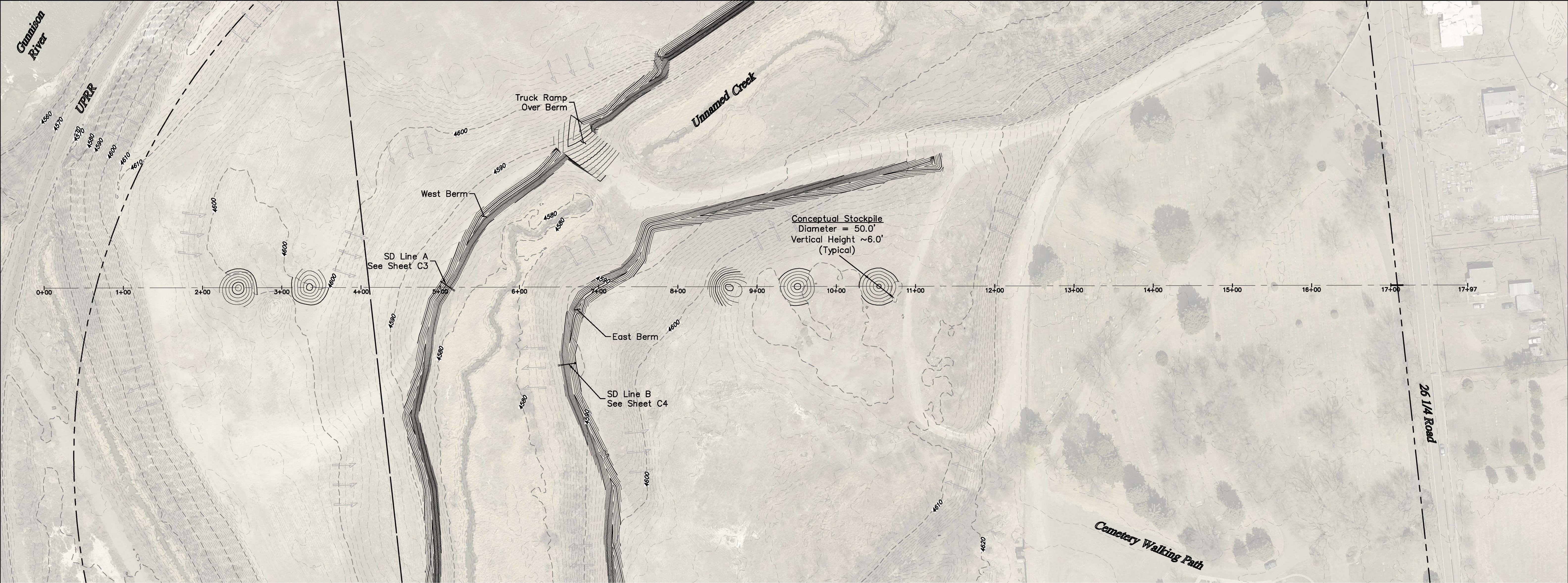
DATE ISSUED: 11.FEB.2020
HORIZ: AS SHOWN
VERT: AS SHOWN

CITY OF GRAND JUNCTION

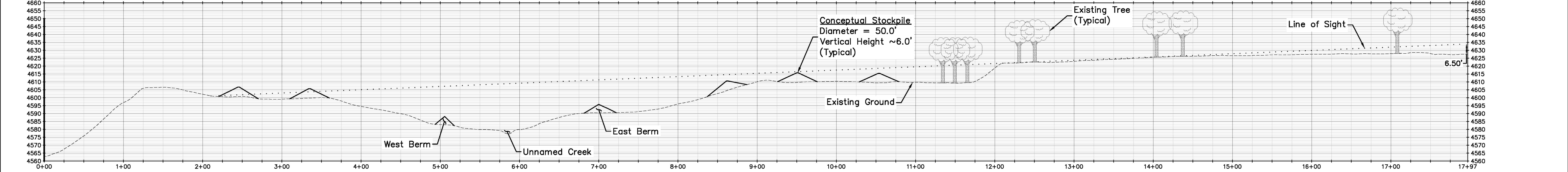
MATERIALS STORAGE AND TRANSFER

LINE OF SIGHT
NORTHWEST TO SOUTHEAST

C6



Profile View of Line of Sight 2



UNCC
800.922.1987
www.uncc.org

811
Know what's below.
Call before you dig.

SCALE
0 80 120
Feet
CONTOUR INTERVAL = 5 FOOT
ORIGINAL SHEET SIZE: 22 x 34

REVISIONS		
NO.	DATE	DESCRIPTION

David B. Gentry
No. 35518
Professional Engineer

RIVER CITY CONSULTANTS
744 Horizon Court, Suite 110
Grand Junction, CO 81508
Phone: 970.241.4722
Fax: 970.241.8841
www.rcwest.com

CITY OF GRAND JUNCTION
MATERIALS STORAGE AND TRANSFER

LINE OF SIGHT WEST TO EAST	C7
-------------------------------	----

PROJECT #1108-005
DATE ISSUED: 11.FEB.2020
DRAWN BY: JMM
CHECKED BY: IDG

DATE ISSUED: 11.FEB.2020
HORIZ: AS SHOWN
VERT: AS SHOWN

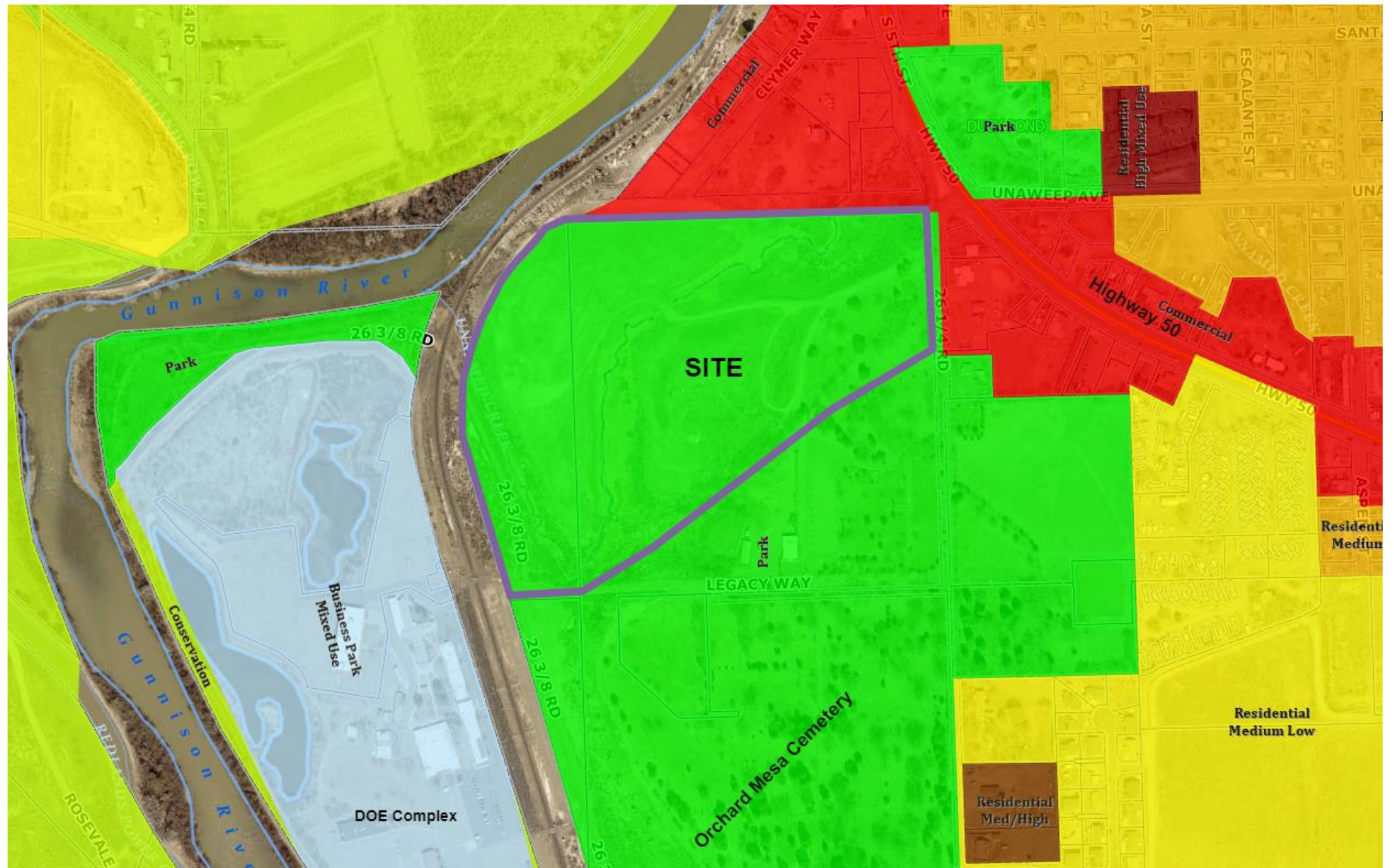
2620 LEGACY WAY VICINITY MAP



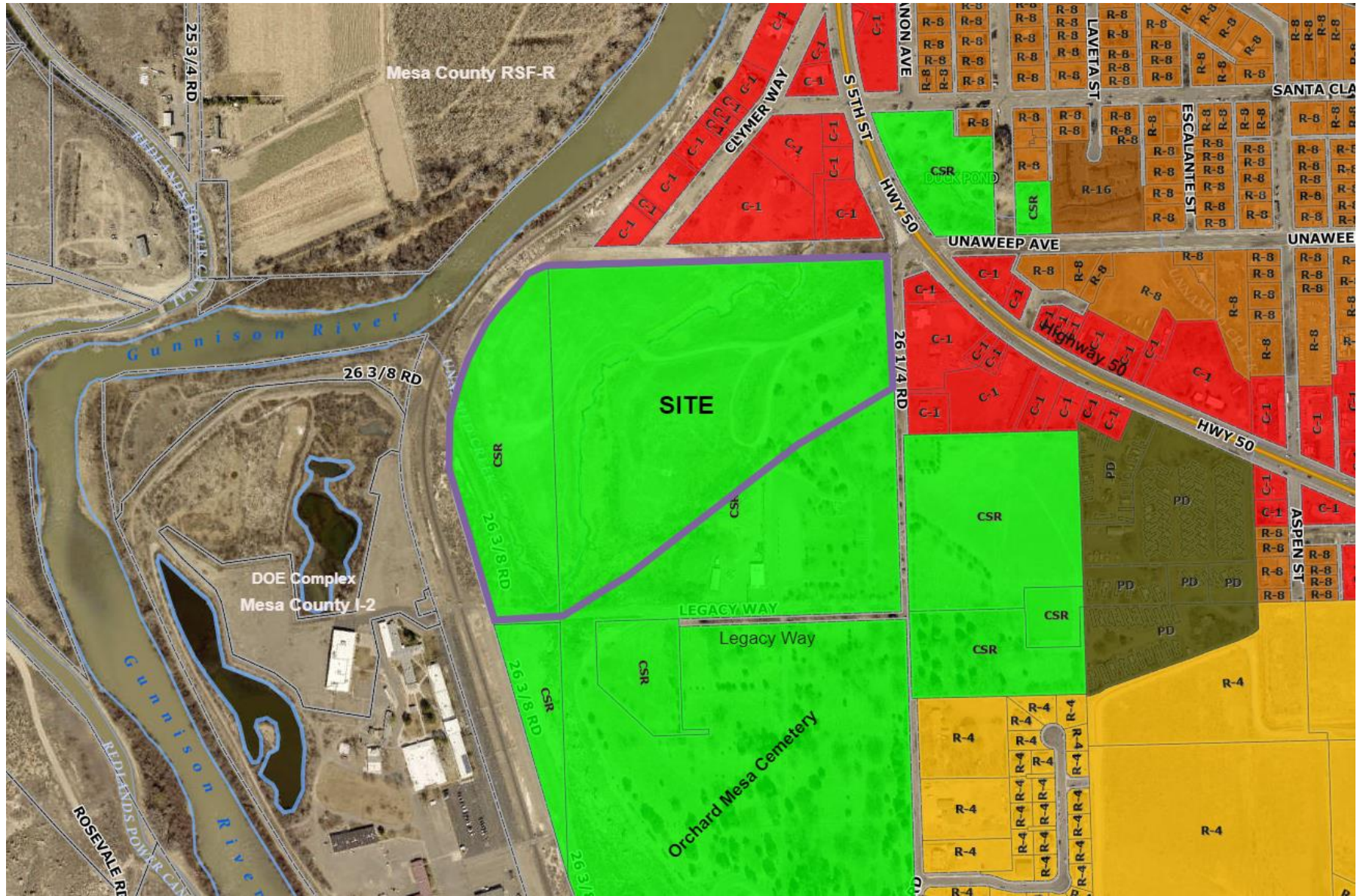
2620 LEGACY WAY LOCATION MAP



2620 LEGACY WAY FUTURE LAND USE MAP



2620 LEGACY WAY ZONING MAP



2620 LEGACY WAY – DRIVEWAY FROM 26-1/4 ROAD



VIEW ACROSS SITE FROM SOUTH – LEGACY WAY IN FOREGROUND, 26-1/4 ROAD ON RIGHT EDGE



VIEW ACROSS SITE FROM EAST – 26-1/4 ROAD IN FOREGROUND, LEGACY WAY ON LEFT



VIEW INTO SITE TO NORTHWEST FROM 26-1/4 ROAD



CITY OF GRAND JUNCTION, COLORADO

SPECIAL PERMIT NO _____

PURSUANT TO SECTION 21.02.120 OF THE GRAND
JUNCTION MUNICIPAL CODE (ZONING AND DEVELOPMENT
CODE) FOR AN INTERIM USE ON A PORTION OF THE
PROPERTY LOCATED AT 2620 LEGACY WAY IN
GRAND JUNCTION, COLORADO

Findings:

An application for a Special Permit (Permit) has been reviewed by staff in accordance with the Zoning and Development Code (Code). The City of Grand Junction (Applicant) is the owner of the property located at 2620 Legacy Way in Grand Junction, Colorado (Property) in Grand Junction Colorado (Property). The Property is the subject of the Permit.

The Applicant has requested to use the property on an interim basis as a materials storage and transfer facility for an interim period until permanent development consistent with the Comprehensive Plan is proposed.

The Property is zoned CSR (Community Services and Recreation), which does not allow the proposed materials storage and transfer land use. The Applicant has submitted a Site Plan showing the proposed use on the site which will meet the development standards of the CSR zone district.

A special permit provides flexibility to consider/approve a land use that is permanent or temporary in nature: A special permit may be approved under circumstances particular to the proposed location and subject to conditions that provide protection to adjacent land uses. With the approval of the City Council the Permit will allow the use described herein, subject to the stated conditions. The staff has found that the Permit will not preclude future redevelopment of the property in accordance with the applicable zoning district and the Comprehensive Plan and recommends approval.

The interim use of the property for a materials storage and transfer facility is consistent with the following goal and policy of the Comprehensive Plan, with minimal improvements to the site, the temporary use will allow the land to be redeveloped for future higher density residential development when market conditions are more appropriate.

Goal 11: Public facilities and services for citizens will be a priority in planning for growth.

Policy A: The City will plan for the locations and construct new facilities to serve the public health, safety and welfare, and to meet the needs of existing and future growth.

The record shows that the Property and the Permit comply with the underlying zoning district standards for CSR established in Chapter 21.03 of the Code and the review criteria found in Section 21.02.120(c) including compliance with Site Plan Review (21.02.070(g)); District (21.03.070(f)); and Use-Specific (Chapter 21.04) standards.

NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION DOES DULY APPROVE A SPECIAL PERMIT, PURSUANT TO SECTION 21.02.120 OF THE GRAND JUNCTION MUNICIPAL CODE (ZONING AND DEVELOPMENT CODE), FOR THE FOLLOWING USE ON THE PROPERTY WITH THE FOLLOWING CONDITIONS, WITH THE ABOVE RECOMMENDATIONS AND FINDINGS BEING A PART THEREOF:

1. The Special Permit is subject to an approved site plan, meeting applicable sections of GJMC 21.02.070(g) be a condition of approval of the requested Special Permit.
2. The area governed by the Permit includes a portion of the parcel located at 2620 Legacy Way as depicted on the attached Site Plan (Exhibit A) and shall be referred to herein as the Site. The Permit or a memorandum thereof shall be recorded in the Mesa County land records.
3. Use of the Site is limited to the materials storage and transfer operations depicted on the attached Site Plan (Exhibit A).
4. Uses not specifically described herein, regardless of type or classification and regardless of whether such uses appear as "allowed" uses in GJMC Section 21.04.010, Use Table, are prohibited on the Site during the term of the Permit, unless the Director determines that such use is accessory to and reasonably incidental and necessary to the uses allowed and specified in this Permit, in which case the Director shall so specify in writing. The Permit does not convey or establish any rights or privileges above and beyond those stated herein with any and all rights and privileges being subject to the full and complete adherence to the terms and conditions hereof.
5. Access and site circulation shall be in accordance with the approved Site Plan attached as Exhibit A and incorporated by this reference as if fully set forth.
6. This Permit is valid only for the specific use as described herein. The Permit shall terminate if the residential use ceases (by non-use for whatever reasons(s)) for twelve months or longer or if the Property is redeveloped or sold to a different party.

7. This Permit shall expire at midnight on March 4, 2035. The Applicant or his successor(s) in interest shall cause the use(s) allowed, authorized or approved by or under this Permit to be ended by the expiration date of the Applicant or his successor(s) in interest must have applied for and been issued a new Special Permit by the expiration date (if the Code allows for such a permit). Failure to end the use allowed shall be cause for and subject the Applicant and/or his successor(s) in interest to fine(s), court actions(s) and other legal and equitable remedies that the City may then possess.
8. The failure of the Permit to specify other applicable local, state or federal laws or regulations shall not be construed to affect the enforcement thereof. A violation of such applicable laws or regulations may constitute a basis for revocation of the Permit, in addition to and not in lieu of any other appropriate remedies or penalties.
9. The Director may administratively approve minor changes to Exhibit A and this Permit, if he/she determines that the intent of this Permit is maintained and no injury to the public will ensue from a change(s).

Passed and adopted as an action of the City Council this ____ day of March 2020.

President of City Council

ATTEST:

City Clerk



Grand Junction Planning Commission

Regular Session

Item #3.

Meeting Date: February 25, 2020

Presented By: Landon Hawes, Senior Planner

Department: Community Development

Submitted By: Landon Hawes

Information

SUBJECT:

Consider a request by the City of Grand Junction to amend Title 26.32 of the North Seventh Street Historic Residential District Guidelines and Standards regarding demolition of structures.

RECOMMENDATION:

Staff recommends approval of the request.

EXECUTIVE SUMMARY:

Staff has identified an opportunity to simplify and streamline the Section 26.32 of the City's Development Regulations pertaining to demolition of accessory structures in the North Seventh Street Historic Residential District Guidelines and Standards. The proposed modification would simplify the application and streamline the review process for demolition of historic and non-historic accessory structures. This amendment also proposes deletion of some requirements that an application for a Certificate of Appropriateness (COA) for demolition in the historic district must currently meet.

BACKGROUND OR DETAILED INFORMATION:

BACKGROUND

In October 2019, a resident within the North Seventh Street Historic Residential District applied for a Certificate of Appropriateness to demolish a detached accessory structure (shed) on his property. The shed was constructed in the 1980s and is not historic. However, by the current regulations of the historic district, any application for Certificate of Appropriateness for demolition of a structure (principal or accessory, historic or non-

historic) must be reviewed by the Historic Preservation Board and a final decision rendered by City Council. Additionally, the submittal requirements for such an application include such items as 26.32.020(g), which requires the applicant to list the remaining balance on the mortgage for the property, and (k), which requests the real estate taxes on the property for the past two years.

In review of this request, it came to staff's attention that many of the submittal requirements for a Certificate of Appropriateness for demolition do not serve as being useful to the review and may be considered superfluous and unnecessary for a review of the associated request. Staff therefore proposes to eliminate several submittal requirements currently required as part of the review process. Similarly, staff believes that the requirement that City Council review of demolition permits for non-historic structures in a historic district is generally unnecessary. The specific code amendments can be found in the attached draft ordinance.

The purpose of the North 7th Street Residential Historic District is to conserve valuable historic resources of the City of Grand Junction. Because demolition has the potential to destroy these historic resources, staff believes that some oversight of the demolition process for accessory structures in a historic district is appropriate.

NOTIFICATION REQUIREMENTS

A Neighborhood Meeting is not required for a Code Amendment request. However, the City did solicit comment from property owners within the Historic District via a mailed letter sent on November 27, 2019. Only three emails were received in reply; none expressed opposition to the proposal. In addition, the property owners were again noticed of the hearing dates for this Code amendment via mailed notice on February 14, 2020. Consistent with Section 21.02.080 (g) of the Code, notice of this public hearing was published on February 18, 2020 in the Grand Junction Daily Sentinel.

Because of this, staff is proposing changes to the way demolition permits for accessory structures in the North Seventh Street Historic District are reviewed. Under this proposal, staff would determine historicity when an applicant submits for a Certificate of Appropriateness for demolition of an accessory structure and would make a recommendation to the Historic Preservation Board, which would render a final decision on the case. The City Council would serve as the appeal body. The COA process for demolition of all or part of a principal structure will remain the same with a recommendation by staff to the Historic Preservation Board and a recommendation by the Board to City Council, which renders the final decision.

ANALYSIS

Staff believes these revisions will improve the efficiency of the COA process for the

demolition of accessory structures in the North Seventh Street Historic Residential District.

RECOMMENDATION AND FINDINGS OF FACT

After reviewing the City of Grand Junction's request for revision of regulations regarding accessory structure review in the North Seventh Street Historic Residential District, ZCA-2019-716, the following findings of fact have been made:

1. The request will streamline review of Certificates of Appropriateness for demolition of accessory structures in the North Seventh Street Historic Residential District.
2. The request will simplify the application process for a Certificate of Appropriateness for demolition.

Therefore, Staff recommends approval of the request. The Historic Preservation Board reviewed this request at their February 4, 2020 meeting and recommended approval.

SUGGESTED MOTION:

Madam Chairman, on the request for revision of Section 26.32 of the North Seventh Street Historic Residential District Guidelines and Standards regarding review of demolition of accessory structures in the Historic District, City file number ZCA-2019-716, I move that the Planning Commission forward a recommendation of approval to City Council with the findings of fact as listed in the staff report.

Attachments

1. 7th Street demolition regs ordinance v3

CITY OF GRAND JUNCTION, COLORADO

ORDINANCE NO. _____

**AN ORDINANCE AMENDING SECTION 26.32 OF THE ZONING AND DEVELOPMENT CODE,
AMENDING REGULATIONS REGARDING DEMOLITION OF STRUCTURES**

Recitals:

The City Council desires to maintain effective zoning and development regulations that implement the vision and goals of the Comprehensive Plan and has directed that the Code be reviewed and amended as necessary.

The purpose of the North 7th Street Residential Historic District is to conserve valuable historic resources of the City of Grand Junction. Because demolition has the potential to destroy these historic resources, oversight of the demolition process for accessory structures in a historic district is appropriate.

The proposed amendments to Section 26.32 of the Zoning and Development Code simplify and streamline regulations for Certificates of Appropriateness for demolition of an accessory structure in the North Seventh Street Historic Residential District.

After public notice and public hearing as required by the Grand Junction Zoning and Development Code, the Grand Junction Planning Commission recommended approval of the proposed Code amendments.

After public notice and public hearing, the Grand Junction City Council finds that the proposed Code amendments are necessary to maintain effective regulations to implement Goal 6 of the Comprehensive Plan.

**NOW THEREFORE BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION
THAT:**

Section 26.32 is amended as follows (additions underlined, deletions struck through):

26.32.010 Applicability

Any Applicant requesting demolition of all or part of a principal structure within the North Seventh Street Historic Residential District shall demonstrate that the demolition is warranted either by cause or by effect of the structure being non-contributing to the District.

26.32.020 Review criteria.

Approval of a Certificate of Appropriateness for a demolition may be issued upon consideration of the following:

- (a) Whether the applicant has made a good-faith effort to pursue reasonable, cost effective alternatives to demolition.
- (b) Whether the loss of part or all of the subject property would be detrimental to the quality and continuity of the site, District or surrounding neighborhood.
- (c) Whether denial of the application would result in an undue economic hardship for the owner/applicant. Based on a thorough analysis of the financial, economic, and engineering information described below, the City Council may determine that there is an undue economic hardship if the following criteria are met:
 - (1) No economically viable use consistent with zoning of the property will exist unless the demolition is approved. (Note: inability to put the property to its most profitable use does not constitute an undue economic hardship.)
 - (2) The hardship is peculiar to the building or property in question and must not be in common with other properties.
 - (3) The hardship is not self-imposed, caused by action or inaction of the owner, applicant or some other agent.
 - (4) The Applicant has attempted and exhausted all reasonable alternatives which would eliminate the hardship, such as offering the property for sale.

(Ord. 4508, 3-21-12)

26.32.030 Submittal requirements.

~~The applicant/owner for demolition of part or all of a structure shall provide information including but not limited to the following items in order for the City Council to evaluate the application:~~

- ~~(a) An estimate of the cost of the proposed demolition or removal and an estimate of any additional cost that would be incurred to comply with recommendations of the Historic Preservation Board.~~
- ~~(b) A report from a licensed engineer or architect with experience in rehabilitation as to the structural soundness of the structure and its suitability for economic rehabilitation.~~
- ~~(c) Estimated current market value of the property by a licensed real estate appraiser of the property both in its current condition and after completion of the proposed demolition or~~

removal and all appraisals obtained within the previous two years by the applicant or owner in connection with the purchase, financing or ownership of the property.

(d) — An estimate of the cost of restoration prepared by an architect, developer, real estate consultant, appraiser or other real estate professional experienced in rehabilitation or reuse of like structures in the District.

(e) — Amount paid for the property, the date of purchase and the party from whom purchased, including a description of the relationship, if any, between the owner of record or applicant and the person from whom the property was purchased and any terms of financing between the seller and buyer.

(f) — If the property is income-producing, the annual gross income from the property for the previous two years; and the depreciation deduction and annual cash flow before and after debt service, if any, during the same period.

(g) — Remaining balance on the mortgage or other financing secured by the property owner and annual debt service, if any, for the previous two years.

(h) — All appraisals obtained within the previous two years by the owner or applicant in connection with the purchase, financing or ownership of the property.

(i) — Any listing of the property for sale or rent, price asked and offers received, if any, within the previous two years.

(j) — Assessed value of the property according to the two most recent Mesa County assessments.

(k) — Real estate taxes for the previous two years.

(l) — Form of ownership or operation of the property, whether sole proprietorship, for-profit or nonprofit corporation, limited partnership, joint venture, etc.

(m) — Current photographs of the building and land from the front street showing as much of the land and building as possible.

(n) — Current photographs of all exterior elevations from rooftop to ground.

(o) — Current photographs of all interior rooms.

(p) — A narrative summary of all special architectural features and details and materials used throughout the interior and exterior of the structure.

1. The Applicant for demolition of part or all of a structure shall provide information including

(a) A report from a licensed engineer, contractor or architect with experience in rehabilitation as to the structural soundness of the structure and its suitability for rehabilitation.

(b) A narrative description with supporting photographs of the structure including architectural features and details and materials used throughout the interior and exterior of the structure.

(c) Additional information identified by Staff or the Board to ensure sufficient evidence for reviewing the request.

2. In addition to those items listed in Section 26.32.030(1), an Applicant for demolition of part or all of a primary structure shall provide information including:

(a) An estimate of the cost of the proposed demolition or removal and an estimate of any additional cost that would be incurred to comply with recommendations of the Board.

(b) Estimated current market value of the property prepared by a Colorado licensed real estate appraiser, for the property in its current condition and after completion of the proposed demolition or removal.

(Ord. 4508, 3-21-12)

26.32.040 Procedure.

~~(a) Upon submittal of the application for a certificate of appropriateness for demolition to the City, the Public Works and Planning Department shall review all the documentation submitted for completeness. The Department staff shall prepare a report with findings. The Historic Preservation Board will then review the report and make a recommendation to City Council.~~

~~(b) The application, with the findings and recommendations of the Department and the Historic Preservation Board, shall be presented to the City Council in accordance with the administrative procedures and notice requirements. The City Council will have 90 calendar days to consider and render its decision. If approved, the Public Works and Planning Department shall issue a certificate of appropriateness in order for the applicant/owner to obtain a building permit for the demolition.~~

~~(c) If the City Council finds that all reasonable possibilities for saving a part or all of the structure have been exhausted and approves the demolition, all salvageable building materials shall be collected and then the waste should be removed as provided by the permit and asbestos or other hazardous material disposal procedures. The site shall then be planted and maintained until a new use goes into effect.~~

(a) Upon submittal of the application for a Certificate of Appropriateness for demolition to the City, the Community Development Department shall review all the documentation submitted for completeness. The Department staff shall prepare a report with findings, including

recommendation regarding historicity. All decisions on Certificate of Appropriateness shall be noticed and conducted as public hearings consistent with Section 21.02.080 (g) of the Code.

(b) For all accessory structures,

(i) the Historic Preservation Board will make a final decision regarding the Certificate of Alteration.

(ii) An appeal of the Board's decision shall be heard by City Council.

(c) For all primary structures,

(i) The Historic Preservation Board will provide a recommendation to City Council.

(ii) Within 90 days of the HPB hearing, the City Council shall consider and decide upon the certificate of alternation for demolition.

(d) If a certificate of alteration is approved for a historic structure, all salvageable building materials shall be collected and waste removed from the property.

(Ord. 4508, 3-21-12)

26.32.050 Penalty.

If the Applicant of a structure within the North Seventh Street Historic Residential District abates or demolishes part or all of a building without first obtaining the Certificate of Appropriateness, the Applicant shall pay a fine of \$250.00 per square foot of the affected area.

Introduced on first reading this 4th day of March, 2020, and ordered published in pamphlet form.

Adopted on second reading this 18th day of March, 2020 and ordered published in pamphlet form.

ATTEST:

City Clerk

Mayor



Grand Junction Planning Commission

Regular Session

Item #1.

Meeting Date: February 25, 2020

Presented By: Scott D. Peterson, Senior Planner

Department: Community Development

Submitted By: Scott D. Peterson, Senior Planner

Information

SUBJECT:

Consider a request by Larson Building Solutions to rezone a 2.22-acre parcel from PD (Planned Development) to R-8 (Residential – 8 du/ac) being Lot 17 of Horizon Glen Subdivision As Amended and located at Horizon Glen Drive at Horizon Drive.

RECOMMENDATION:

Staff recommends approval of the requested rezone.

EXECUTIVE SUMMARY:

The Applicant, Larson Building Solutions, Represented by Todd Larson, is requesting a rezone of Lot 17 of Horizon Glen Subdivision As Amended, a 2.22-acre lot located at Horizon Glen Drive at Horizon Drive from PD (Planned Development) to R-8 (Residential – 8 du/ac) in anticipation of future residential subdivision development. The requested R-8 zone district is consistent with the Comprehensive Plan Future Land Use Map designation of Neighborhood Center.

BACKGROUND OR DETAILED INFORMATION:

The subject 2.22-acre property is situated west of the platted right-of-way of Horizon Glen Drive, north of Horizon Drive. To date, the right-of-way for Horizon Glen Drive has not been constructed or developed as a roadway. The property, which is Lot 17 of the Horizon Glen Subdivision, As Amended is currently vacant. The property was annexed into the City limits in 1979 as part of the Foster Annexation and last zoned PR (Planned Residential) in 1991. The property is now currently zoned PD (Planned Development) and according to the subdivision plat of the Horizon Glen Subdivision, which was platted in 1991, was proposed and labeled to be developed as a "Future

Multi-Family Area.” The current PD zone district includes this property and the property located on the east side of Horizon Glen Drive along with the existing single-family home development located along Horizon Glen Court (see attached zoning maps). Since the “Future Multi-Family Area” was not developed in accordance with the approved Planned Development (PD) the PD has lapsed and expired. Therefore, any new development on this property will require either a rezone or the approval of a new Outline Development Plan (ODP) for the property.

The Applicant has expressed the intent to purchase the property and develop the property as a residential subdivision as allowed within the proposed R-8 (Residential – 8 du/ac) zone district. The zone district allows development with a density range between 5.5 dwelling units to 8 dwelling units an acre. The Comprehensive Plan Future Land Use Map identifies the property as Neighborhood Center. The proposed R-8 (Residential – 8 du/ac) zone district is a zone district that implements the Neighborhood Center future land use designation. In addition to R-8, the following zone districts would also work to implement the Neighborhood Center designation.

R-12 (Residential – 12 du/ac)

R-16 (Residential – 16 du/ac)

R-O (Residential Office)

B-1 (Neighborhood Business)

C-1 (Light Commercial)

MXR, G & S (Mixed Use Residential, General and Shopfront)

With the proposed R-8 zone district, the Applicant is proposing the least amount of residential density that the Future Land Use Map designation would allow. The purpose of the R-8 (Residential – 8 du/ac) zone district is to provide for medium-high density, attached and detached dwellings, two-family dwellings and multi-family. R-8 is a transitional district between lower density single-family districts and higher density multi-family or business development. A mix of dwelling types is allowed in this district. The property is adjacent to Horizon Drive which is classified as a Minor Arterial.

Properties adjacent to the subject property to the west are the existing single-family lots within the Horizon Glen Subdivision (with a Comprehensive Plan Future Land Use Map designation of (Residential Medium Low (2 – 4 du/ac)). This portion of Horizon Glen Subdivision has an existing density of less than 2-dwelling units to the acre. To the south and across Horizon Drive is Horizon Towers multi-family residential high-rise zoned PD (Planned Development) with a density range between 16 to 24 dwelling units an acre and to the north and east are vacant properties of land zoned R-8 (Residential – 8 du/ac) and PD (Planned Development) respectfully. The Applicant’s request would be adjacent to and a continuation of the existing R-8 zone district in this area.

NOTIFICATION REQUIREMENTS

Neighborhood Meeting:

A Neighborhood Meeting regarding the proposed rezone request was held on December 11, 2019 in accordance with Section 21.02.080 (e) of the Zoning and Development Code. The Applicant, Applicant's Representative and City staff were in attendance along with about 20 area residents. Comments received regarding the rezone proposal centered around topics such as drainage, proposed residential density, lot layout/design and increased traffic.

Notice was completed consistent with the provisions in Section 21.02.080 (g) of the Zoning and Development Code. The subject property was posted with an application sign on January 6, 2020. Mailed notice of the public hearings before Planning Commission and City Council in the form of notification cards was sent to surrounding property owners within 500 feet of the subject property on February 14, 2020. The notice of this public hearing was published February 18, 2020 in the Grand Junction Daily Sentinel.

ANALYSIS

The criteria for review of a rezone application is set forth in Section 21.02.140 (a). The criteria provides that the City may rezone property if the proposed changes are consistent with the vision, goals and policies of the Comprehensive Plan and must meet one or more of the following rezone criteria.

- (1) Subsequent events have invalidated the original premises and findings; and/or

The property is currently zoned Planned Development (PD) and was originally zoned PR-8 (Planned Residential – 8 du/ac) in 1981. As noted, the PD zone district and associated “plan” has not developed as proposed nor within the requisite time period of the approval. Therefore, the existing PD zone is not valid and has since expired requiring that either a rezone of the property occur, or a new Outline Development Plan approved. Staff finds this criterion has been met.

- (2) The character and/or condition of the area has changed such that the amendment is consistent with the Plan; and/or

The character and/or condition of the area has continued to change and expand over the last 29 years including the development of more residential and commercial developments within the near vicinity (ex: Little Creek Subdivision, Villas at Country Club, Safeway commercial center development, etc.). Vacant properties to the north are currently zoned R-8 and R-4 and total over 19-acres, and though the physical condition has not changed on these properties, they could also be ready for development, compatible and consistent with an R-8 zone designation at some point in

the future. Based on changes that have occurred in the near vicinity of this property, staff has found this criterion has been met.

(3) Public and community facilities are adequate to serve the type and scope of land use proposed; and/or

Adequate public and community facilities and services are available to the property and are sufficient to serve land uses associated with the R-8 zone district. City sanitary sewer and Ute Water are both available within Horizon Drive. The property can also be served by Xcel Energy electric and natural gas. To the northwest, a short distance away is the Safeway commercial center along with associated restaurants, banks, hotels and offices, etc. Further to the southwest is St. Mary's Hospital. The adjacent street network of Horizon Drive, N. 12th Street and 26 ½ Road are all classified as Minor Arterials which are adequate to serve any type of residential development proposed for the property.

In general, staff has found public and community facilities are adequate to serve the type and scope of the residential land use(s) proposed. As such, staff finds this criterion has been met.

(4) An inadequate supply of suitably designated land is available in the community, as defined by the presiding body, to accommodate the proposed land use; and/or

R-8 zoned properties presently comprise approximately 9% of the total acreage within the City limits, which comprises the largest amount of residentially zoned land. However, in direct proximity to this site there is limited R-8 zoned property which in the context of this area, serves as a desirable transition between some of the low density housing available as well as some of the higher density housing and commercially used/zoned lands available. Staff therefore finds that the criterion has been met.

(5) The community or area, as defined by the presiding body, will derive benefits from the proposed amendment.

The requested zone district of R-8 will provide an opportunity for housing within a lower range of density that is still consistent with the Comprehensive Plan in this area to meet the needs of a growing community. This principle is supported and encouraged by the Comprehensive Plan and furthers the Plan's goal of promoting a diverse supply of housing types; a key principle in the Comprehensive Plan.

The community and area will also benefit from the potential for development of a currently vacant parcel of land and underutilized site, close to existing hospital and commercial services that, should it develop, will be required to meet current code standards for such subdivision improvements and other on-site improvements.

Therefore, Staff finds that this criterion has been met.

The rezone criteria provide that the City must also find the request is consistent with the vision, goals and policies of the Comprehensive Plan. Staff has found the request to be consistent with the following goals and policies of the Comprehensive Plan:

Goal 1 / Policy A: Land use decisions will be consistent with Future Land Use Map.

Goal 3: The Comprehensive Plan will create ordered and balanced growth and spread future growth throughout the community.

Policy B: Create opportunities to reduce the amount of trips generated for commuting and decrease vehicle miles traveled thus increasing air quality.

Goal 5: To provide a broader mix of housing types in the community to meet the needs of a variety of incomes, family types and life stages.

Policy C. Increasing the capacity of housing developers to meet housing demand.

FISCAL IMPACT

This land use action does not have any direct fiscal impact. Subsequent actions such as future development and related construction may have direct fiscal impact depending on the type of use.

STAFF RECOMMENDATION AND FINDINGS OF FACT

After reviewing the Horizon Villas Rezone request, RZN-2019-714, from PD (Planned Development) to R-8 (Residential – 8 du/ac) for the property located at Horizon Glen Drive at Horizon Drive, the following findings of fact have been made:

In accordance with Section 21.02.140 (a) of the Zoning and Development Code, the request meets one or more of the rezone criteria.

The request is consistent with the goals and policies of the Comprehensive Plan.

Therefore, Staff recommends approval of the request.

SUGGESTED MOTION:

Madam Chairman, on the Horizon Villas Rezone, a request to rezone to R-8 (Residential – 8 du/ac) for the property located at Horizon Glen Drive at Horizon Drive, City file number RZN-2019-714, I move that the Planning Commission forward a recommendation of approval to City Council with the findings of fact listed in the staff report.

Attachments

1. Exhibit List - Horizon Villas Property Rezone
2. Exhibit 2 - Site Location & Zoning Maps, etc
3. Exhibit 3 - Development Application Dated 12-19-19
4. Exhibit 4 - Subdivision Plat - Horizon Glen Subdivision As Amended
5. Exhibit 5 - 1991 - Horizon Glen Outline Development Plan
6. Exhibit 6 - July 3, 1991 - City Council Minutes - Horizon Glen Subd & ODP
7. Exhibit 7 - Zoning Ordinance

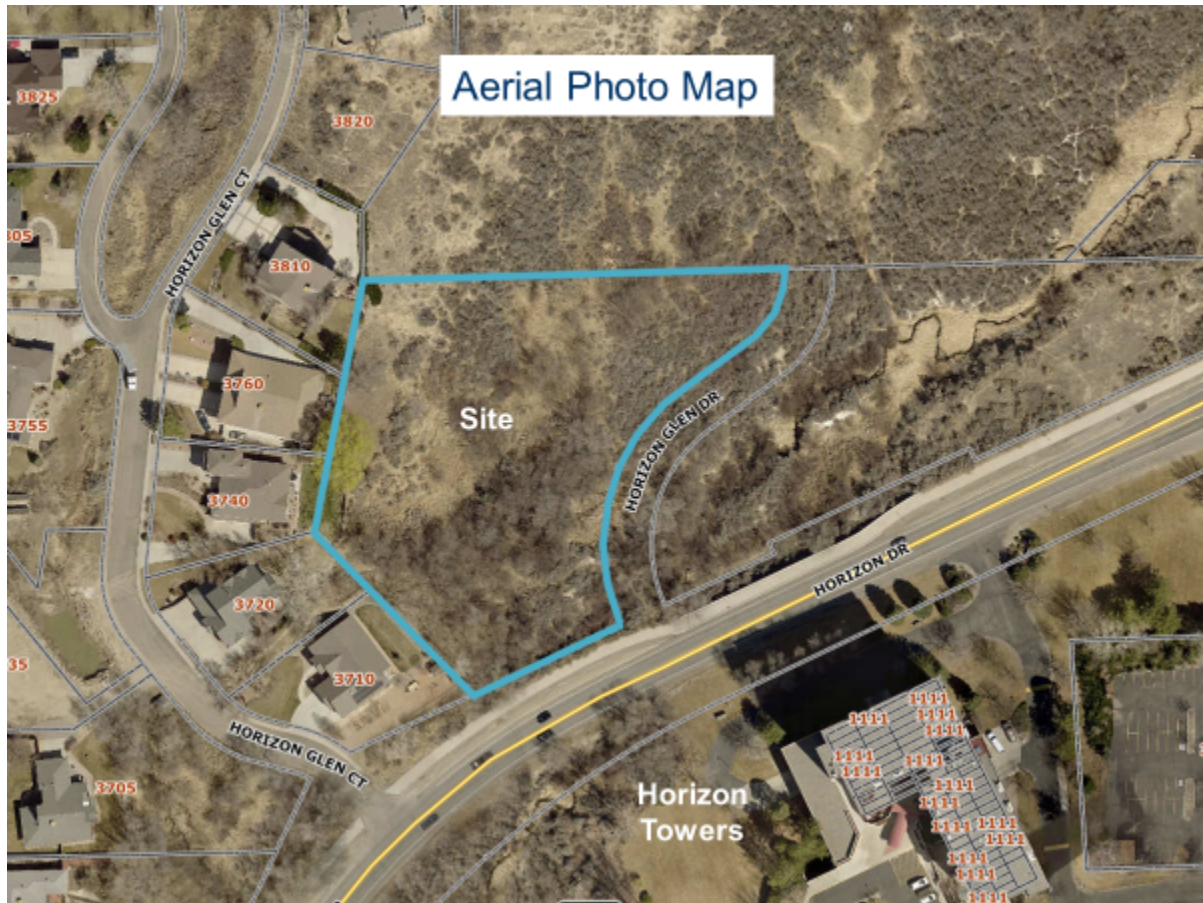
EXHIBIT LIST

**HORIZON VILLAS REZONE – REZONE TO R-8 (RESIDENTIAL – 8 DU/AC)
FILE NO. RZN-2019-714**

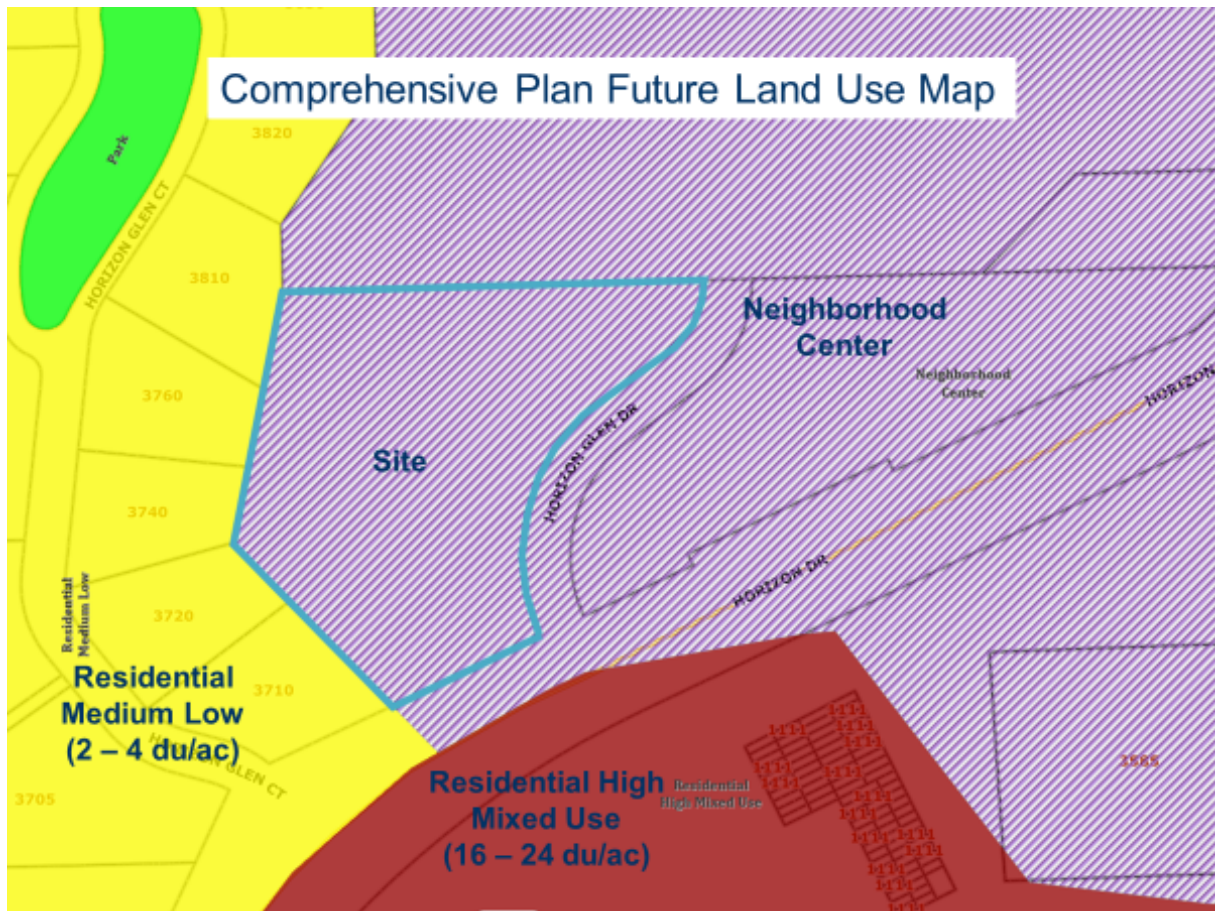
Exhibit Item #	Description
1	Staff Report dated February 25, 2020
2	Site Location, Aerial, Zoning Maps
3	Development Application dated December 12, 2019
4	Subdivision Plat – Horizon Glen Subdivision As Amended
5	1991 – Outline Development Plan for Lot 17
6	July 3, 1991 – City Council Minutes – Horizon Glen Subd & ODP
7	City Council Zoning Ordinance
8	Staff Powerpoint Presentation dated February 25, 2020

Exhibit 2





Comprehensive Plan Future Land Use Map







View of property from Horizon Drive

Development Application

We, the undersigned, being the owner's of the property adjacent to or situated in the City of Grand Junction, Mesa County, State of Colorado, as described herein do petition this:

Petition For: REZONE

Please fill in blanks below only for Zone of Annexation, Rezones, and Comprehensive Plan Amendments:

Existing Land Use Designation: VACANT LAND

Existing Zoning: PD

Proposed Land Use Designation: DUPLEX/MULTI-FAMILY
RESIDENCE

Proposed Zoning: R-8

Property Information

Site Location: LOT 17 HORIZON GLEN SUBDIVISION

Site Acreage: 2.2 ACRES

Site Tax No(s): 2945-021-13-037

Site Zoning: PD

Project Description:

Rezone 2.2 acres from a PD to an R-8 with anticipation of
Proposing a Preliminary/Final subdivision for 12 units
(3 duplexes + 2 triplexes)

Property Owner Information

Applicant Information

Representative Information

Name: Margaret E. Foster Family
Partnership, LLP

Name: Larson Building Solutions

Name: Ciavonne, Roberts + Associates

Street Address: 301 E Dakota Dr.

Street Address: 2921 Crocus St.

Street Address: 222 N+n 7th St.

City/State/Zip: Grand Jct. CO 81506

City/State/Zip: Grand Jct. CO 81506

City/State/Zip: Grand Jct. CO 81501

Business Phone #: 970-244-6602

Business Phone #: 970-234-0258

Business Phone #: 970-241-0745

E-Mail: m.foster@crwest.com

E-Mail: larsonbuildingsolutions@gmail.com

E-Mail: ted@ciavonne.com

Fax #: N/A

Fax #: N/A

Fax #: N/A

Contact Person: Mike Foster

Contact Person: Todd Larson

Contact Person: Ted Ciavonne

Contact Phone #: 970-433-8374

Contact Phone #: 970-234-0258

Contact Phone #: 970-241-0745

NOTE: Legal property owner is owner of record on date of submittal.

We hereby acknowledge that we have familiarized ourselves with the rules and regulations with respect to the preparation of this submittal, that the foregoing information is true and complete to the best of our knowledge, and that we assume the responsibility to monitor the status of the application and the review comments. We recognize that we or our representative(s) must be present at all required hearings. In the event that the petitioner is not represented, the item may be dropped from the agenda and an additional fee may be charged to cover rescheduling expenses before it can again be placed on the agenda.

Signature of Person Completing the Application: [Signature]

Date: 12-17-19

Signature of Legal Property Owner: [Signature]

Date: 12-17-19

OWNERSHIP STATEMENT - PARTNERSHIP

(a) MARGARET E FOSTER FAMILY ("Partnership") is the owner of the following property:

(b) Lot 17 Horizon Glen Subdivision (2945-021-13-037)

A copy of the deed(s) evidencing the owner's interest in the property is attached. Any documents conveying some interest in the property to someone else by the owner is also attached.

I, (c) Timothy E. Foster, am the (d) Managing Partner for Partnership. I have the legal authority to bind the Partnership to agreements concerning financial obligations and this property. I have attached the most recent recorded Statement of Authority for the Partnership.

☒ My legal authority to bind the Partnership both financially and concerning this property is unlimited.

☐ My legal authority to bind the Partnership financially and/or concerning this property is limited in the following manner:

All other partners and their authority to bind the Partnership financially and with respect to this property are listed and described here:

☒ Partnership is the sole owner of the property.

☐ Partnership owns the property with other(s). The other owners of the property are:

(e) _____

On behalf of Partnership, I have reviewed the application for the (f) Rezone

I understand the Partnership's continuing duty to inform the City planner of any changes in my authority to bind the Partnership and/or in any interest in the property, such as ownership, easement rights, rights-of-way, boundaries, encroachment, lienholder and any other interest in the property.

☒ I and the Partnership have no knowledge of any possible conflicts between the boundary of the property and abutting properties.

☐ I or the Partnership have the following knowledge and evidence concerning possible boundary conflicts between the property and the abutting property(ies): (g) _____

I swear under penalty of perjury that the information in this Ownership Statement is true, complete and correct.

Signature of Partnership representative: _____

Printed name of person signing: Tim Foster

State of Colorado)

County of Alamosa) ss.



Subscribed and sworn to before me on this 17 day of December, 2019

by Timothy Foster

Witness my hand and seal.

My Notary Commission expires on 10/08/2021

[Signature]
Notary Public Signature

Recording: \$13.00, Sheila Reiner, Mesa County, CO. CLERK AND RECORDER

Horizon Villas Subdivision
Rezone
December 19, 2019
General Project Report

Project Overview

Margaret E Foster Family Partnership, LLLP presently owns the 2.2 acre parcel located at the NW corner of Horizon Glen Drive and Horizon Drive. It is currently zoned Planned Development, but without a plan the zoning is no longer valid. We are pursuing a rezone to R-8.

This is an infill project. It is abutting existing development on the west, vacant land on the north and east, and Horizon Drive abutting the south.

The Future Land Use promotes Neighborhood Center on this property. There are different zone options within a Neighborhood Center, but we are pursuing R-8 which is the lowest density zone allowed in Neighborhood Center.

A. Project Description

Location and Site Features

- The parcel is located at the NW corner of Horizon Glen Drive and Horizon Drive.
- There is a sewer main and water main in Horizon Drive.
- Surrounding land use /zoning is single family residence (R-4) to the west; Horizon Drive + multi-family residence (Horizon Towers zoned PD) to the south; vacant land (expired PD) to the east; and vacant land (R-8) to the north.
- There is currently an existing platted right-of-way (Horizon Glen Drive) which will be the primary access, and will stub to the north for future development. This road has not yet been constructed.
- The site currently slopes south east with a grade variation of 44 feet.

Existing Zoning

- The parcel is zoned PD, but has since expired.
- The proposed plan rezones to an R-8. This rezone meets the Future Land Use Plan requirement of Neighborhood Center.

B. Public Benefit:

- Infill development that utilizes existing infrastructure;
- Access and road interconnectivity to the property to the north;
- The efficient development of property adjacent to existing City services;

C. Neighborhood Meeting

A neighborhood meeting was held on Wednesday, December 11, 2019 at 5:30 p.m. About 20 neighbors attended the meeting. Neighborhood Meeting Notes are attached with this submittal.

D. Project Compliance, Compatibility, and Impact

1. Adopted Plans and/or Policies

The Future Land Use Plan; the Land Development Code.

2. Surrounding Land Use

Surrounding land use /zoning is single family residence (R-4) to the west; Horizon Drive + multi-family residence (Horizon Towers zoned PD) to the south; vacant land (expired PD) to the east; and vacant land (R-8) to the north.

3. Site Access and Traffic

There is currently not a built access, but there is an existing platted right-of-way (Horizon Glen Drive) which will be the primary access, but stub to the north for future development

4 & 5. Availability of Utilities and Unusual Demands

Sanitary Sewer: Sewer is provided by the City of Grand Junction. It is located in Horizon Drive.

Storm Sewer is provided by the City of Grand Junction via Horizon Drive. There is also a natural channel on the south end of the property.

Domestic water is provided by Ute Water via Horizon Drive.

6. Effects On Public Facilities

This addition of residential lots and the resulting new homes will have expected, but not unusual impacts on the fire department, police department, and the public school system.

7. Site Soils

This is not an issue for zoning, but will be addressed at time of subdivision.

8. Site Geology and Geologic Hazards

This is not an issue for zoning, but will be addressed at time of subdivision.

9. Hours of Operation N/A

10. Number of Employees N/A

11. Signage Plans N/A

12. Irrigation No

E. Development Schedule and Phasing

- TEDs Exception - Winter 2020
- Submit rezone - December 2019
- Submit Major Subdivision Winter 2020
- Approval of both mid-March 2020
- Begin Construction summer of 2020. The project will be constructed in a single phase.

HORIZON VILLAS NEIGHBORHOOD MEETING

December 11, 2019 @ 5:30pm

NOTES

A Neighborhood Meeting was held on December 11, 2019 regarding a proposed Rezone from PD to R-8 on a 2.2 acre piece of property at the NW corner of Horizon Glen Drive and Horizon Drive.

In Attendance:

Representatives: Todd & Crystal Larson (Larson Building Solutions)
Ted Ciavonne (Ciavonne, Roberts & Associates Inc.)
Scott Peterson (City of Grand Junction)

About 20 Neighbors attended the meeting and had the following comments and concerns:

- When a wetland study get done, when will be it available to look at? – At time of subdivision submittal.
- Is the entry road across from Horizon Towers? – Yes. It is an already platted ROW
- There are for sale signs on nearby property in this area. How does it fit in with this project?
– Those for sale signs are not part of this project. The Larsons are only concentrating on this 2.2 acre parcel.
- Why does it have to be R-8? – Because it is zoned PD without a plan, it requires a rezone. The FLU is our guiding document and this area is under Neighborhood Center. Neighborhood Center gives you a few zoning options and R-8 is the lowest of the choices.
- Can you do one house? –yes.
- Worries about dramatically changing the value of the adjacent neighborhood. – Back when the Horizon Glenn subdivision was platted, this area was designated as multi-family.
- What's the difference between duplex and shared single family? Seems like the same thing, both share a wall. – Duplex shares a lot, shared single family have their own lot with a lot line through the share wall. Duplex are most likely renters, and shared single family are most likely owners.
- Will these look like the ones in Summer Hill Subdivision? – We are not that far along on architecture, but they will be smaller in size.
- What about erosion planning? Will the CORE get involved? – A wetlands specialist has been involved, but this is only for the Rezone. We will have to do all of the required environmental studies at time of subdivision.
- The city has that area at 6 units per acre, what does that mean to R-8? – It's the average. An R-8 can be a minimum of 5.5 to a maximum of 8 units per acre.
- What is the target income level for these? Our homes are 500-800k. – In the low 300k range.
- What is the square footage of these? – 1200-2000 sf.
- Can you tell me more about the road? – It was already platted at this location. It has to be built from Horizon Drive to the north property line to allow access for the northern R-8 piece.

- Would the city look at widening Horizon Drive? – So far, we have been told that Horizon Drive does not need to be widened because of this project.
- Is there a water engineer involved? The bottom three buildings look like they will be sitting in a swamp. (Adjacent neighbor had to put in French drains to manage water issues) – A geotechnical engineer will get involved for subdivision to do the initial study. Then a homeowner would need to do more testing.
- What do you do if they are unbuildable? – Either clustering to get out of the wetland area or pull out the unbuildable area out of the calculation for density.
- So you are allowed to rezone before doing any of the site plan studies? Does not make sense. – That is the current city process and how we have to do things.
- Concerned that it may take too much energy, money & time that it might hurt the quality of the home.
- Will these be two story? – No.
- Are these low income housing? – No.
- Will all of these studies be transparent? – Yes. After Rezone, once subdivision is submitted, everything will be available to the public at the city planning office.
- We don't believe that it will be possible to build those bottom homes. – We won't know until the studies are done.
- Does the city support this? – The zone is in conformance with the Future Land Use plan. It will still go to planning commission, but so far it meets the criteria.
- So do PDs have to be rezoned? – Not all the time. Some can get reestablished, but that is an entire process as well. This one expired and doesn't have a plan so it needs to be rezoned.
- Can it be PD again? – It could be, but it would need to have major community benefit above and beyond the straight zone of an R-8.
- What kind of building can be on a PD? – PDs can potentially encompass all zones, but this one is a residential one. Single family/multi-family homes.
- Why can't it just be the same as Horizon Glen subdivision, an R-4? – Because of the Future Land Use. This area is in the Neighborhood Center and R-8 is the lowest.
- So the city is going through an entire plan change, but going to allow these rezones? – The process takes a year and a half
- So PD is any type of residential? – It has to be designated to something. Your PD was designated single family and this piece was multi-family, but has since expired.
- Any water rights? – No. Will mostly be xeriscape with domestic.
- This is concept 2. Are there other concepts? – There were, but just different layouts. There was no change in density.
- How far out do send out cards? – 500 feet.
- Concerned about wildlife. Does the Division of Wildlife get involved? – They are one of the review agencies.
- So these residences will have an 8 story building looking down on them. Something to think about – That's for potential owners to decide.
- Some subdivisions have put in overflow ponds. Is that a city requirement or..? – This subdivision will have to do detention and/or water quality. Up to the city engineers to decide what is needed.

* The takeaway: Neighbors are very opposed to the density, concerned about possible wetlands and the potential danger to the current wildlife habitat.

SIGN-IN SHEET

HORIZON VILLAS NEIGHBORHOOD MEETING

Wednesday December 11, 2019 @ 5:30pm

FOR: Rezone/Subdivision

NAME	ADDRESS	PHONE # OR EMAIL
------	---------	------------------

TED CRAWFORD	222 N. 7th	ted@crawford.com
--------------	------------	------------------

Lily + Bill Fitch	3760 Horizon Glen	lfitch50@gmail.com
-------------------	-------------------	--------------------

ED + Diana RAFF	3710 Horizon Glen	Bill @ fitchcpa.com
-----------------	-------------------	---------------------

Lesley Penoyer + Jason McGlynn	3805 Horizon Glen	dKraff55@charter.net
--------------------------------	-------------------	----------------------

Lauree McCauley + Michael Strange	3845 " "	JBm127@MSN.COM laureemccauley1@MSN.COM
-----------------------------------	----------	---

LESLIE REQUIST	689 Tilmann Drive	patanaleshiemyles@outlook.com
----------------	-------------------	-------------------------------

Kevin Triplett	3740 HORIZON Ct.	triplett@musclecars@brennan.net
----------------	------------------	---------------------------------

Joe + Stephanie Graham	3720 Horizon Glen Ct	stephanien.sauvage@hotmail.com
------------------------	----------------------	--------------------------------

Ché Boy-Matar	3830 Horizon Glen Ct.	cboyatar@gmail.com
---------------	-----------------------	--------------------

Linda Schave	1111 Horizon Dr. #100	G.T.
--------------	-----------------------	------

Jan Cartledge	1111 Horizon DR #504	"
---------------	----------------------	---

Leonard + Lynne Harvey	699 Round Hill Dr	GD 81506
------------------------	-------------------	----------

Susan + Mark Madison	3840 Horizon Glen Ct.	madison.m@brennan.net
----------------------	-----------------------	-----------------------

Dale P. Reece	1111 Horizon Drive 511	DReece@CopperroadFitness.com 970-254-0606
---------------	------------------------	--

SIGN-IN SHEET

HORIZON VILLAS NEIGHBORHOOD MEETING

Wednesday December 11, 2019 @ 5:30pm

FOR: Rezone/Subdivision

NAME

ADDRESS

PHONE # OR

EMAIL

SCOTT PETERSON

CITY PLANNING

SCOTT@GTCITY.ORG

December 1, 2019

Larson Building Solutions

Todd and Crystal Larson

City of Grand Junction

Re: Rezone application Horizon Villas Subdivision

As the Homeowners Association of Horizon Glen Court we are expressing our concerns and opinions to the "Proposed" Rezone application Horizon Villas Subdivision as follows:

Changing the zoning would be inconsistent with the residential character of the neighborhood. We are a single family home development with property values running from \$450,000 to \$800,000.

The current zoning of PD is not an error at the time of adoption of the parcel as the neighborhoods on the west side of Horizon Drive are primarily individual single family homes.

The Grand Junction City Comprehensive plan currently shows this proposed location as a 4-8 DU/Acre RM. Understanding the necessity of the Comprehensive Plan for the future of Grand Junction, we would like to see this area as low DU as possible so that the natural environment does not change as drastically as a rezoning to R8 would cause.

There are many animals in the area that would be terminated should a rezone to R8 go through as their habitat would be destroyed as well as their water source of survival.

We believe the area of Parcel Number 2945-021-13-037 contains jurisdictional wetlands per the Corps of Engineers. The lands in this area are very marshy. Since development of the current Horizon Glen Court area to the East side had to build containing walls and other sources of construction due to the water table in the area. A change to the current water sources could cause immense problems for these families.

The social impact would be distinctly adverse to the immediate sphere of the area.

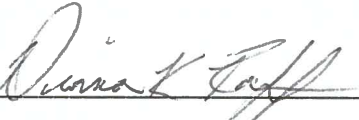
Traffic on Horizon Drive would be impacted by the additional 16 families in the area as there is only one way in and one way out. This area of entry is difficult for our subdivision and would cause more potential accidents as the area is known as a speeding location for drivers at over 40 mph.

In addition, it is requested that the Migratory Bird Treaty Act of 1918 be observed during any development of land on this parcel.

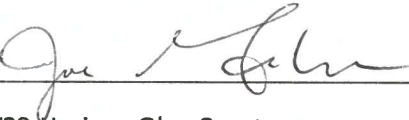
Respectfully Submitted by:



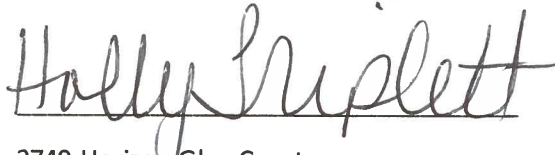
Jason McGlynn – Horizon Glen Court Homeowners Association President



3710 Horizon Glen Court



3720 Horizon Glen Court



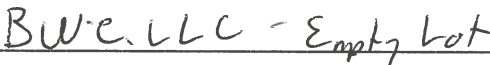
3740 Horizon Glen Court



3760 Horizon Glen Court



3810 Horizon Glen Court

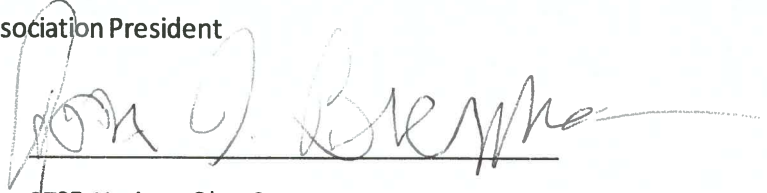


3820 Horizon Glen Court

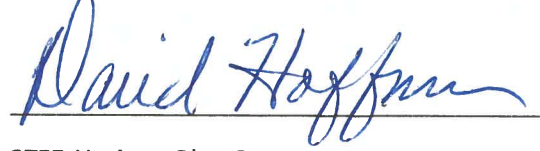


~~3705 Horizon Glen Court~~

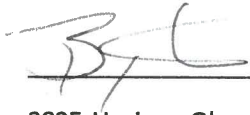
3735 Horizon Glen Court



3705 Horizon Glen Court



3755 Horizon Glen Court



3825 Horizon Glen Court



3835 Horizon Glen Court

3845 Horizon Glen Court



3840 Horizon Glen Court



3830 Horizon Glen Court



3805 Horizon Glen Court

December 11, 2019

Larson Building Solutions

Todd and Crystal Larson

City of Grand Junction

Re: Rezone application Horizon Villas Subdivision

As a homeowner that would be directly affected by the proposed R-8 rezoning and by the development of the property behind my house, I have several comments that I would like to address as well as questions:

- 1) I would like to put on record that I do not want this rezoning to go through. After research with my realtor, it is my belief that if townhomes are put in that area, it would bring down the value of my property as the area on the west side of Horizon Drive is primarily single family residences and which makes me believe this parcel is being handled as a spot zone at least on the west side of Horizon Drive.
- 2) After discussion with our contracted consultant, Dr. Mike Villa, it is believed that the property owner will have to go through formal reviews from three different federal agencies to obtain permits to develop this particular area as it is adjacent to lot #18 that was identified as jurisdictional wetlands. Dr. Villa can address this further in his report to you.
- 3) Since item 2 is in effect, my question is, will the City of Grand Junction wait till all formal review approvals have been received prior to approving any kind of rezoning?
- 4) What provisions will be made to the families south of my home as they have encountered difficulty with water issues in their homes?
- 5) I have great concern as to the traffic impact of additional development in our area as Horizon Drive is a speedway many people use. There is particular concern as turning into our street, Horizon Glen Court and the turning into the potential Horizon Glen Drive with the curve on Horizon Drive, makes it more susceptible to accidents.
- 6) I am concerned to the wildlife in the area. We have seven fox families, several deer and migratory birds in the area...what provisions are being made for their survival?

Respectfully submitted....

A handwritten signature in dark ink, appearing to read 'Lily Fitch', with a stylized, flowing script.

Lily Fitch
3760 Horizon Glen Court
Grand Junction, Co.











NATURETECH CONSULTANT SERVICES CORP.

PO Box 86, Molina, CO 81646

(970) 250-5486 ~ email mjvilla1@mac.com

Lily, per the request of your Homeowners Association (HOA) to review the proposed conceptual design of the subject parcel known as "Parcel No 2945-021-13-037 (Horizon Glen Sub (14.77)). The subject parcel is a 2.22-acre parcel of land located near Horizon Drive and Horizon Glen Court. The subject parcel will be accessed from Horizon Drive and located on a future planned road known as Horizon Glen Drive. The subject parcel is currently vacant but is being considered for rezoning from Planned Development (PD) to (R-8) zoning. Per your request to review the potential environmental impacts associated with a conceptual design of a Planned Development at the site on the environmental resources in the area, I offer the following comments and analysis. The analysis of the site is based on the following information.

- Documentation provided to me by your association
- Aerial photography from the City of Grand Junction GIS Community Development Map
- Mesa County GIS Map
- United States Fish and Wildlife (USFWS)– National Wetland Inventory Map (NWI)
- Phone Conversation with United States Army Corps of Engineers (USACE) Acting Office Chief, Grand Junction – Travis Morse
- United States Bureau of Land Management (BLM) Map for Grand Junction Resource Area.
- My personal familiarity with the area in completing nearly 30 years of land use review in and near the area.

I offer the following specific comments as they relate to the potential environmental constraints currently existing at the subject property.

USFWS/USACE Concerns:

The subject parcel, shown in Figure 1, while not being formally mapped within the extent of the current NWI map, logically forms a connection with the existing NWI mapping (Figure 2). In addition, in 1996, Lot 18 Parcel No. 2945-021-13-038 (Figure 2) a formal "Jurisdictional Determination" was completed by Randy Snyder of the USACE and documented under PM No. 199675444. The wetlands identified as a result of that effort are supported hydrologically through both surficial and subsurface connections via unnamed tributaries to Leach Creek (Figure 3). In addition, the confluence of a larger unnamed tributary and Leach Creek are located immediately proximal to the intersection of Horizon Drive and Horizon Glen Court (Figure 4). Any development application contemplating disturbance of this site will require consultation with the USFWS by proxy through the USACE with respect to the "Clean Water Act".

Based on my review of the current mapping, data provided by you of the adjacent property and understanding of the watershed connectivity in the area, additional wetland permitting by the

applicant will likely be necessary. Impacts to the wetland resource may be significant on the site as it appears the parcel is significantly constrained by the extent of wetlands in the area. The amount of impact will dictate the level of permitting required for any development application.

Prior to formal planning of the site, a jurisdictional determination should be required to assure that impacts to Wetland and Waters of the United States (WOTUS) are considered. This will help with the development application process, because impact avoidance and minimization are a necessary component of the wetland permitting process.

As you are probably aware, any development application will also need to be reviewed with respect to the wildlife resource that exists on the site. The Colorado Division of Wildlife is tasked with the administration of both game and non-game species within the state. As such, they should be contacted to provide comment regarding the significance of maintaining movement corridors for wildlife species within the urban context. Living in the area, you have shown me in photos and told me stories of the wildlife that use the area. Open spaces within the context of urban environments are important habitat for wildlife that use them. With any development application, robust, mitigation measures specific to wildlife concerns should be developed. This should be done in order to minimize impacts to the wildlife resources that currently exist at the site. Design criteria such as density, fencing, landscaping, lighting, noxious weed plan, and nuisance wildlife measures should be incorporated in any planning effort. A general site plan with proposed features as well as improvements, construction documents and planting plans so that potential wildlife impacts can be considered is also advised.

These comments provide a general overview of the potential effects to natural resources in the area. Until a more detailed plan is proposed it is difficult to quantify the extent of the potential impacts that may occur as a result of implementation of that plan. Please let me know if you have additional questions regarding these comments.

Sincerely,

Dr. Michael J. Villa

NatureTech Consultant Services



Figure 1. Subject Parcel 2945-021-13-037 – Lot 17. Horizon Glen Subdivision
City of Grand Junction GIS Mapping



Figure 2. National Wetlands Inventory Map

Leac

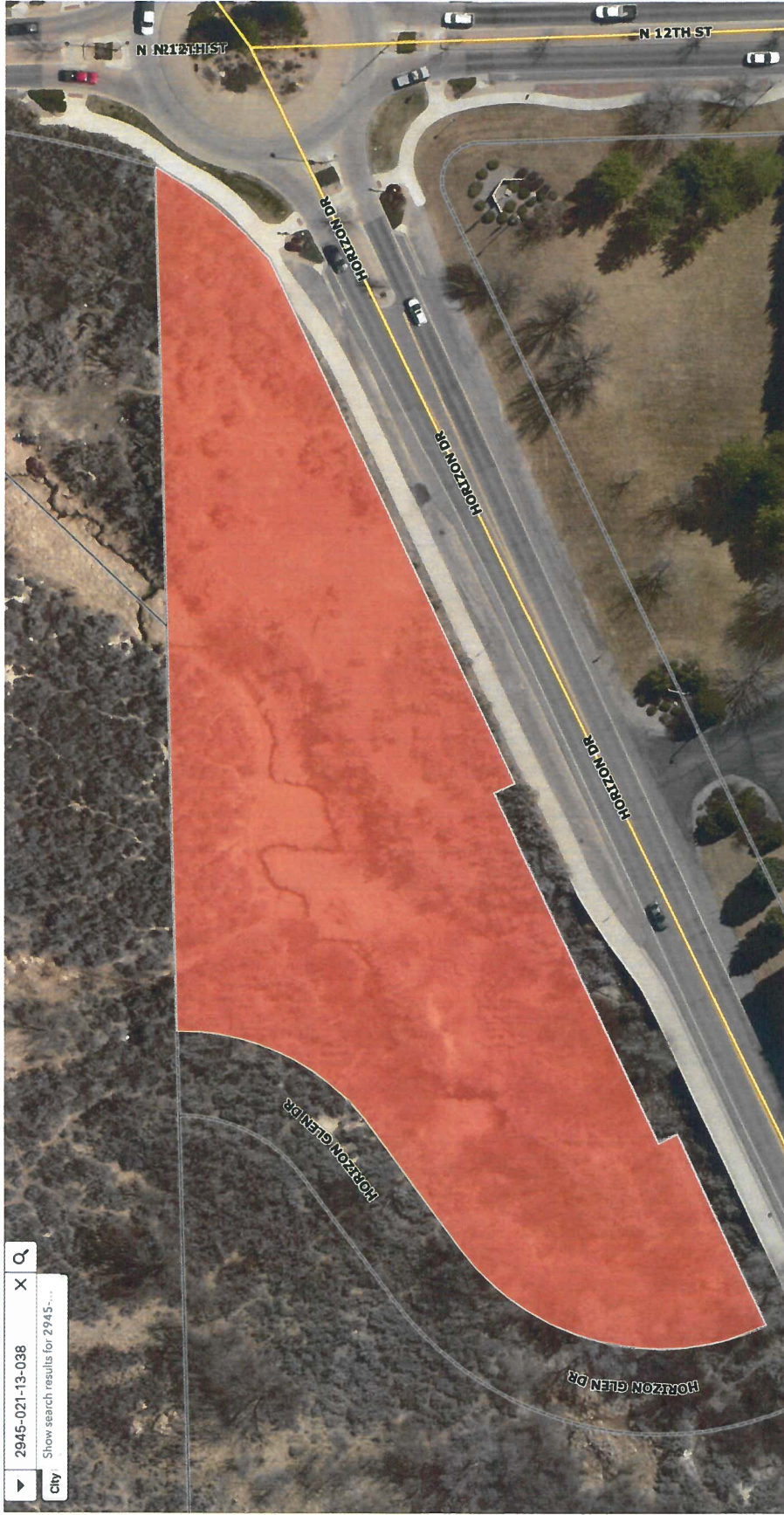


Figure 3. Lot 18 Horizon Glen Subdivision (USACE 199675444)
City of Grand Junction GIS Mapping

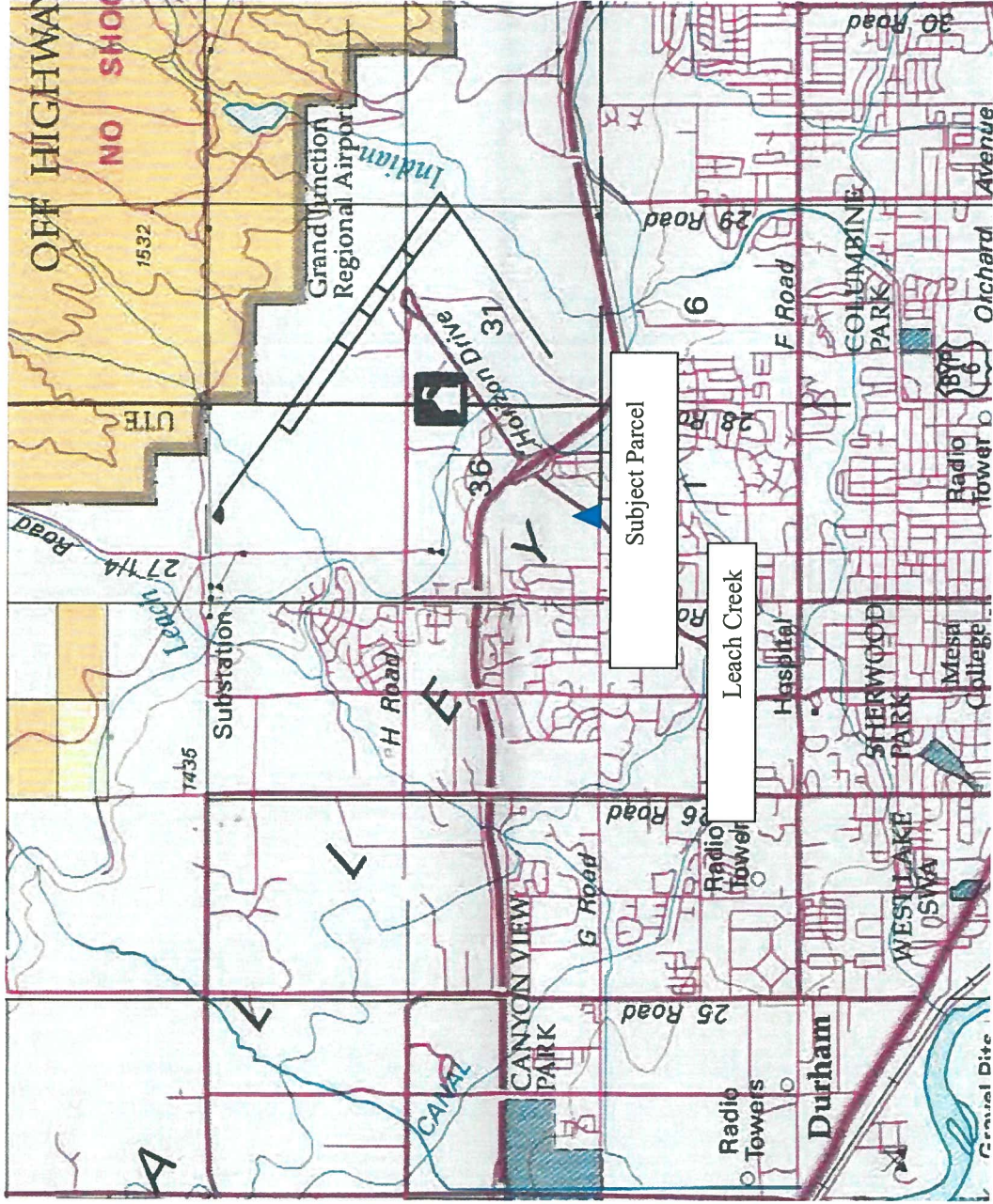


Figure 4. BLM Resource Conservation Area Map

Principal Scientist

PO Box 86, Molina, CO 81646
(970) 250-5486, mjvilla1@mac.com

Fields of Competence

- Resource Conservation Banking
- Resource Conservation Trading Systems
- Wetland Plant Ecology and Management
- Wetland Restoration and Mitigation
- Wildlife Habitat Assessment and Restoration
- Habitat Monitoring and Classification
- Technical Writing
- Environmental Permitting Regulatory Specialist
- NEPA / Biological Resources Reports
- Project Management
- Vegetative Surveys
- Experimental Design

Education

- Ph.D. Ecology – Kaplan University, New York
- M.S. Range Ecology – Colorado State University, Colorado.
- B.S. Wildlife Biology, emphasis Conservation Biology, – Colorado State University , Colorado.

Professional Summary

Dr. Michael J. Villa is a principal of NatureTech Consultant Services Corp. Environmental operating in Grand Junction, Colorado. Dr. Villa is the owner and operator of NatureTech Consultant Services Corp. He has 29 years of experience as a practicing professional wildlife biologist and range conservationist. His education includes a B.S. in Wildlife Biology, M.Sc. in Range Ecology, and PhD in Ecology. He has worked for the US Forest Service in multiple jurisdictions in Colorado and Wyoming as a professional wildlife biologist and range conservationist. He has also worked in Pitkin County (Aspen, CO) as a wildlife biologist and wetland coordinator. He maintains certifications as a wetland delineator, a green consultant through the Green Business League (GBL) and a pesticide applicator license through EPA. Because of extensive experience with many of the land agencies in western Colorado, he maintains excellent working relationships with the regulatory community and their offices (i.e., CDOW, USFS, BLM, ACOE).

In 1995, Michael formed NatureTech Consultant Services specializing in land use review related to wetland delineation, permitting, and banking. He has completed extensive work in wildlife review, BA/BE preparation and consultations associated with Sections 7 and 10 of the endangered species act, and has wide experience in vegetation analysis and wildlife habitat assessment. He has completed extensive training and implementation of wetland delineation, permitting, mitigation, and restoration as well as 404 permitting and habitat enhancement in Colorado and was the project manager for five wetland mitigation banks. Through his experience Michael has become proficient with complex site review and regulatory procedures. His primary area of interest is in developing resource credit markets in the Rocky Mountain States including Colorado, New Mexico, Montana, Utah and Wyoming. He has completed exhaustive review of wetland and resource mitigation bank across the US both personally and for the US Army Corps of Engineers.

He is a past member of the board of trustees for the Aspen Center for Environmental Studies where he acted as the co-chairman of the land management committee. He and his wife are owners of Springwater Ranch Wetland Mitigation Bank, which services Mesa, and portions of Delta and Garfield Counties in western Colorado.

Representative Projects

- **Stillwater Ohio Creek Wetland Mitigation Bank, Gunnison County, Colorado.** Project manager and lead wetland consultant for development of the first wetland mitigation bank in western Colorado. Prepared, submitted and gained successful certification of a 126 acre wetland mitigation bank in Gunnison Colorado. Certification was granted after 2 full years of planning and negotiating with a Mitigation Bank Review Team comprised of US Army Corps of Engineers, US EPA, US Fish and Wildlife Service, US Natural Resource Conservation Service, and Colorado Division of Wildlife. The wetland mitigation Bank was established under the 1995 Guidance on the Use and Establishment of Wetland Mitigation Banks. Tasks included baseline inventory, wetland functional assessments, jurisdictional determination, detailed wetland development plan, real estate provision, and credit and debiting procedures. In addition, on-going tasks have included the implementation of the plan and full construction, monitoring, maintenance and operations management of the mitigation bank.

- **Finger Rock Preserve Wetland Mitigation Bank, Routt County, Colorado.** Project manager and lead wetland consultant for development of the largest wetland mitigation bank in western Colorado. Prepared, submitted and gained successful certification of a 255 acre wetland mitigation bank in Routt County, near Steamboat Springs Colorado. Certification was granted after 2 full years of planning and negotiating with a Mitigation Bank Review Team comprised of US Army Corps of Engineers, US EPA, US Fish and Wildlife Service, US Natural Resource Conservation Service, and Colorado Division of Wildlife. The wetland mitigation Bank was established under the 1995 Guidance on the Use and Establishment of Wetland Mitigation Banks. Tasks included baseline inventory, wetland functional assessments, jurisdictional determination, detailed wetland development plan, real estate provision, and credit and debiting procedures. Tasks included the implementation of the plan construction oversight and development of monitoring procedures at the mitigation bank.
- **Springwater Ranch Wetland Mitigation Bank, Mesa County, Colorado.** Owner, project manager and lead wetland consultant for development of the wetland mitigation bank servicing Garfield, Mesa, and Delta Counties in western Colorado. Prepared, submitted and gained successful certification of a 60 acre wetland mitigation bank in Molina, Colorado. Certification was granted after 17 months of planning and negotiating with a Mitigation Bank Review Team. MBRT was comprised of US Army Corps of Engineers, US EPA, US Fish and Wildlife Service, US Natural Resource Conservation Service, Colorado Division of Wildlife. Tasks included full service turnkey organization and certification of the wetland mitigation bank. On-going tasks included the implementation of the plan, construction and operations management, monitoring maintenance of the mitigation bank including acting as transfer agent and negotiation of credit pricing strategy and sales closings.
- **Colorado Water Conservation Board Regional General Permit for Agricultural Water Development on Grand Mesa, Colorado.** Served as lead regulatory specialist for a two year feasibility study to determine the need for development of a US Army Corps of Engineers Regional General Permit. This project required significant public interaction including meeting facilitation with diverse interest groups such as environmental groups, forest users, ranchers, water providers, land management and regulatory agencies. Tasks included budget and contract administration, development of polls and surveys, coordination of agency personnel, interaction with government agencies, data review summary and presentation to Colorado River basin round table planning groups.
- **Bull Creek Reservoir Number 4.** Served as lead regulatory specialist for a two year planning team effort that culminated in the construction of a 256-acre feet expansion of a high elevation, high hazard dam. This project required negotiation of a complex US Army Corps of Engineers 404 Permit in coordination with the US Forest Service on an 1891 Access Easement and Special Use Permit. This project required significant regulatory and public interaction including meeting facilitation and high level negotiation between reservoir owners and the regulatory agencies responsible for management of the dam. Tasks included budget and contract administration, coordination of construction and agency personnel, interaction with government agencies, data review summary and presentation to both US Forest Service and US Army Corps of Engineers. Final certification of this project occurred in August of 2011.
- **Hunter Reservoir Environmental Impact Statement and 404 Permit.** Served as lead regulatory specialist responsible for the development of a complex 404 Individual Permit. The individual permit consisted of the review of 29 alternatives. Due to the complexity of this project, a new 404 (b)(1) process was established specifically to review alternatives associated with municipal and industrial water supply issues on the western slope of Colorado. This project required participation in high-level negotiations between the project proponent, (Ute Water Conservancy District) the US Forest Service, the Army Corps of Engineers, US Environmental Protection Agency and US Fish and Wildlife Service. Tasks included budget and contract administration, coordination of agency personnel, interaction with government agencies and team legal counsel, and the development of a new 404(b)(1) process matrix. The preliminary Least Environmentally Damaging Practicable Alternative (LEDPA) was identified in April 2012 with implementation of final LEDPA decision pending issuance of Final Environmental Impact Statement.

Professional Affiliations and Training

Wildlife Society, member

Society of Wetland Scientists, member

National Association of Mitigation Bankers, member

City of Grand Junction

Review Comments

Date: January 13, 2020 **Comment Round No.** 1 **Page No.** 1 of 4
Project Name: Horizon Villas Rezone **File No:** RZN-2019-714
Project Location: Horizon Glen Drive at Horizon Drive

Check appropriate ☒ **if comments were mailed, emailed, and/or picked up.**
Property Owner(s): Margaret E. Foster Family Partnership LLLP – Attn: Mike Foster
Mailing Address: 301 E. Dakota Drive, Grand Junction, CO 81506
☒ **Email:** mfoster@cbcwest.com **Telephone:** (970) 433-8374
Date Picked Up: _____ **Signature:** _____

Representative(s): Ciavonne Roberts & Associates – Attn: Ted Ciavonne
Mailing Address: 222 N. 7th Street, Grand Junction, CO 81501
☒ **Email:** ted@ciavonne.com **Telephone:** (970) 241-0745
Date Picked Up: _____ **Signature:** _____

Developer(s): Larson Building Solutions – Attn: Todd Larson
Mailing Address: 2921 Crocus Street, Grand Junction, CO 81506
☒ **Email:** larsonbuildingsolutions@gmail.com **Telephone:** (970) 234-0258
Date Picked Up: _____ **Signature:** _____

CITY CONTACTS

Project Manager: Scott D. Peterson, Senior Planner
Email: scottp@gjcity.org **Telephone:** (970) 244-1447
Dev. Engineer: Jarrod Whelan
Email: jarrodw@gjcity.org **Telephone:** (970) 244-1443

City of Grand Junction

REQUIREMENTS

(with appropriate Code citations)

CITY PLANNING

1. Application is for a Rezone from PD (Planned Development) to R-8 (Residential – 8 du/ac) in anticipation of future residential development. Existing property is 2.22 +/- acres in size. Comprehensive Plan Future Land Use Map identifies the property as Neighborhood Center. The proposed R-8 (Residential – 8 du/ac) Zone District is an applicable zone district within the Neighborhood Center category. No additional response required.

Applicant's Response:

Document Reference:

2. Public Correspondence Received:

As of this date, City Project Manager has not received any additional public correspondence concerning the proposed rezone application, other than what was received at the Neighborhood Meeting. If any future correspondence is received, City Project Manager will forward to the applicant and representative for their information and file.

Applicant's Response:

Document Reference:

3. Planning Commission and City Council Public Hearings:

Planning Commission and City Council review and approval required for proposed Rezone request. City Project Manager will **tentatively** schedule application for the following public hearing schedule:

- a. Planning Commission review of request: February 25, 2020.
- b. First Reading of request by City Council: March 18, 2020.
- c. Second Reading of request by City Council: April 1, 2020.

Please plan on attending the February 25th Planning Commission meeting and the April 1st City Council Meeting. The March 18th meeting you do not need to attend as that is only scheduling the hearing date and the item is placed on the Consent Agenda with no public testimony taken. Both the February 25th and April 1st meetings begin at 6:00 PM at City Hall in the Council Chambers.

If for some reason, applicant cannot make these proposed public hearing dates, please contact City Project Manager to reschedule for the next available meeting dates.

Code Reference: Sections 21.02.140 of the Zoning and Development Code.

Applicant's Response:

Document Reference:

CITY DEVELOPMENT ENGINEER

No Exceptions Taken.

Applicant's Response:

Document Reference:

CITY FIRE DEPARTMENT – Matt Sewalson – mattse@gjcity.org (970) 549-5855

The Grand Junction Fire Department's Fire Prevention Bureau has no objections to the rezoning. All applicable Fire Codes will be addressed through a site plan review and building permit process. For questions call the Fire Prevention Bureau at 549-5800.

Applicant's Response:

Document Reference:

CITY ADDRESSING – Pat Dunlap – patd@gjcity.org (970) 256-4030

No comments regarding rezone.

Applicant's Response:

Document Reference:

OUTSIDE REVIEW AGENCY COMMENTS

(Non-City Agencies)

Review Agency: Mesa County Building Department

Contact Name: Darrell Bay

Email / Telephone Number: Darrell.bay@mesacounty.us (970) 244-1651

MCBD has no objections.

Applicant's Response:

Review Agency: Xcel Energy

Contact Name: Brenda Boes

Email / Telephone Number: Brenda.k.boes@xcelenergy.com (970) 244-2698

Xcel has no objections, however the Developer needs to be aware that at 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 effecting the cost of subdivision and townhome lots averaging under 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.

Applicant's Response:

Review Agency: Ute Water Conservancy District

Contact Name: Jim Daugherty

Email / Telephone Number: jdaugherty@utewater.org (970) 242-7491

- No objection to rezone.
- ALL FEES AND POLICIES IN EFFECT AT TIME OF APPLICATION WILL APPLY.
- If you have any questions concerning any of this, please feel free to contact Ute Water.

Applicant's Response:

Review Agency: Grand Valley Water Users

Contact Name: Kevin Conrad

Email / Telephone Number: office@gvwua.com (970) 242-5065

As stated in the General Project Report there is no irrigation water available. Grand Valley Water Users Assoc. have no further comment on the rezone.

Applicant's Response:

Review Agency: Colorado Parks and Wildlife

Contact Name: Albert Romero

Email / Telephone Number: albert.romero@state.co.us (970) 216-3847

CPW finds the impacts to wildlife to be negligible due to the location and type of project proposed. See attached letter for additional background information.

Applicant's Response:

REVIEW AGENCIES

(Responding with "No Comment" or have not responded as of the due date)

The following Review Agencies have responded with "No Comment."

1. N/A.

The following Review Agencies have not responded as of the comment due date.

1. N/A.

The Petitioner is required to submit electronic responses, labeled as "**Response to Comments**" for the following agencies:

1. N/A.

Date due: **N/A. Application will proceed to public hearing schedule.**

Please provide a written response for each comment and, for any changes made to other plans or documents indicate specifically where the change was made.

I certify that all of the changes noted above have been made to the appropriate documents and plans and there are no other changes other than those noted in the response.

Applicant's Signature

Date



COLORADO

Parks and Wildlife

Department of Natural Resources

Northwest Regional Office
711 Independent Avenue
Grand Junction, CO 81505

1/3/2020

Scott Peterson
City of Grand Junction
250 N 5th Street
Grand Junction, CO 81501

RE: Horizon Villas Rezone - RZN-2019-714

Dear Mr. Peterson,

Colorado Parks and Wildlife (CPW) has reviewed the project submittal to rezone parcel number 2945-021-13-037 from Planned Development to Residential-8. CPW is aware of the project, and notes that the parcel proposed for rezone is located within a developed portion of the City of Grand Junction.

Due to the location and the type of project proposed, CPW finds the impacts to wildlife to be negligible.

Colorado Parks and Wildlife appreciates the opportunity to comment on this project. If there are any questions or need for additional information, don't hesitate to contact District Wildlife Manager, Albert Romero at 970.216.3847.

Sincerely,

Albert Romero

District Wildlife Manager
Colorado Parks and Wildlife
711 Independent Ave.
Grand Junction, CO 81505

cc. Kirk Oldham, Area Wildlife Manager
File



HORIZON GLEN SUBDIVISION AS AMENDED

Exhibit 4

DEDICATION

KNOW ALL MEN BY THESE PRESENTS:

THAT THE UNDERSIGNED, S.L. VENTURES, INC., A COLORADO CORPORATION IS THE OWNER OF THAT REAL PROPERTY LOCATED IN THE CITY OF GRAND JUNCTION, (BOOK 1837 PG 337-339) COUNTY OF MESA, STATE OF COLORADO, AND BEING SITUATED IN THE SE 1/4 NE 1/4 SECTION 2, TOWNSHIP 1 SOUTH, RANGE 1 WEST, UTE MERIDIAN AND A PART OF THE REPLAT OF LOT 2 FOSTER SUBDIVISION, AS RECORDED IN PLAT BOOK 14, PAGE 22, SAID PROPERTY AS SHOWN ON THE ACCOMPANYING PLAT BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF THE SOUTHEAST ONE QUARTER NORTHEAST ONE QUARTER OF SECTION 2 (NW CORNER SE 1/4 NE 1/4), AND ASSUMING THE NORTH LINE OF THE SE 1/4 NE 1/4 OF SECTION 2 TO BEAR N 89°54'27" E, WITH ALL BEARINGS HEREIN RELATIVE THERETO; THENCE N 00°14'24" E 150.00 FEET; THENCE S 89°58'24" E 136.10 FEET; THENCE S 81°53'50" E 315.33 FEET; THENCE S 26°45'24" W 117.42 FEET TO THE SOUTHEAST CORNER OF LOT 2 OF FOSTER SUBDIVISION; THENCE N 89°54'27" E 73.99 FEET ALONG THE NORTH LINE OF THE SE 1/4 NE 1/4 OF SECTION 2; THENCE S 00°05'34" E 145.00 FEET; THENCE S 35°39'47" W 153.42 FEET; THENCE S 00°03'22" E 60.57 FEET; THENCE N 89°53'28" E 870.51 FEET TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF 27 ROAD; THENCE FOLLOWING SAID RIGHT-OF-WAY ALONG A CURVE TO THE RIGHT A DISTANCE OF 75.97 FEET (SAID CURVE HAVING A RADIUS OF 191.00 FEET, A DELTA ANGLE OF 22°47'20", THE CHORD OF WHICH BEARS S 40°31'10" W 75.47 FEET) TO INTERSECT THE NORTH RIGHT-OF-WAY LINE OF HORIZON DRIVE; THENCE S 86°17'20" W 956.83 FEET ALONG THE NORTH RIGHT-OF-WAY LINE OF HORIZON DRIVE; THENCE S 26°30'01" W 245.93 FEET; THENCE LEAVING SAID RIGHT-OF-WAY S 89°51'23" W 216.92 FEET; TO INTERSECT THE WEST LINE OF THE SE 1/4 NE 1/4 SECTION 2; THENCE N 00°01'17" E 990.54 FEET TO THE POINT OF BEGINNING. SAID PARCEL CONTAINS 14.34 ACRES MORE OR LESS.

THE SAID OWNERS HAVE CAUSED THE SAID REAL PROPERTY TO BE LAID OUT AND SURVEYED AS HORIZON GLEN SUBDIVISION AS AMENDED, A SUBDIVISION OF A PART OF THE CITY OF GRAND JUNCTION, MESA COUNTY, STATE OF COLORADO.

THAT SAID OWNERS DO HEREBY DEDICATE AND SET APART ALL OF THE STREETS, ROADS AND R.O.W.'S AS SHOWN ON THE ACCOMPANYING PLAT TO THE CITY OF GRAND JUNCTION FOR THE USE OF THE CITY OF GRAND JUNCTION AND TO THE PUBLIC FOREVER, AND HEREBY DEDICATES TO THE PUBLIC UTILITIES THOSE PORTIONS OF SAID REAL PROPERTY WHICH ARE LABELED AS UTILITY EASEMENTS ON THE ACCOMPANYING PLAT AS PERPETUAL EASEMENTS FOR THE INSTALLATION AND MAINTENANCE OF UTILITIES, IRRIGATION AND DRAINAGE FACILITIES, INCLUDING BUT NOT LIMITED TO ELECTRIC LINES, GAS LINES, TELEPHONE LINES; TOGETHER WITH THE RIGHT TO TRIM INTERFERING TREES AND BRUSH; WITH PERPETUAL RIGHT OF INGRESS AND EGRESS FOR INSTALLATION AND MAINTENANCE OF SUCH LINES. SUCH EASEMENTS AND RIGHTS SHALL BE UTILIZED IN A REASONABLE AND PRUDENT MANNER.

THAT ALL EXPENSES FOR STREET PAVING OR IMPROVEMENTS SHALL BE FURNISHED BY THE SELLER OR PURCHASER, NOT THE CITY OF GRAND JUNCTION.

THE UNDERSIGNED, IN RECORDING THE ACCOMPANYING PLAT DESIGNATES TRACT "A" AS A PRIVATE COMMON OPEN SPACE FOR THE COMMON USE AND ENJOYMENT OF THE HOMEOWNERS IN HORIZON GLEN SUBDIVISION AND ANY AND ALL PROPERTIES HEREAFTER ANNEXED TO AND BROUGHT UNDER THE TERMS OF THE DECLARATION OF COVENANTS, CONDITIONS, AND RESTRICTIONS DATED October 14th 1992, AND RECORDED WITH THE CLERK AND RECORDER OF MESA COUNTY, COLORADO ON NOVEMBER 6 1992, IN BOOK 1864 PAGE 682, RECEPTION NO. 1585581 (HEREINAFTER REFERRED TO AS THE DECLARATION). THE DESIGNATED PRIVATE COMMON OPEN SPACE IS NOT TO BE FOR USE BY THE GENERAL PUBLIC.

SAID DECLARATION IS HEREBY INCORPORATED INTO AND MADE A PART OF THIS PLAT.

IN WITNESS WHEREOF SAID OWNERS HAVE CAUSED THEIR NAMES TO BE HEREUNTO SUBSCRIBED THIS 11th DAY OF August A.D., 1992

S.L. VENTURES, INC., A COLORADO CORPORATION
William E. Foster II
WILLIAM E. FOSTER II, PRESIDENT

Timothy E. Foster
TIMOTHY E. FOSTER, SECRETARY

STATE OF COLORADO

COUNTY OF MESA

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS 11 DAY OF August A.D., 1992, BY WILLIAM FOSTER II, PRESIDENT AND TIMOTHY E. FOSTER, SECRETARY, S.L. VENTURES, INC.

10-9-93
MY COMMISSION EXPIRES

Ann B. Bult
NOTARY PUBLIC

CLERK AND RECORDERS CERTIFICATE

STATE OF COLORADO

COUNTY OF MESA

I HEREBY CERTIFY THAT THIS INSTRUMENT WAS FILED IN MY OFFICE AT 11:15 O'CLOCK A.M. THIS 25th DAY OF May A.D., 1993, AND IS DULY RECORDED IN PLAT BOOK NO. 14 PAGE 22

CITY APPROVAL Drawer: AA3
Reception # 1640185

THIS PLAT OF HORIZON GLEN SUBDIVISION AS AMENDED, A SUBDIVISION OF THE CITY OF GRAND JUNCTION, COUNTY OF MESA, STATE OF COLORADO, IS APPROVED AND ACCEPTED ON THIS 25th DAY OF March, 1993

CITY MANAGER

DIRECTOR OF DEVELOPMENT

PRESIDENT OF COUNCIL

CITY ENGINEER

CHAIRMAN, PLANNING COMMISSION

SURVEYOR'S CERTIFICATE

I, DENNIS W. JOHNSON, CERTIFY THAT THE ACCOMPANYING PLAT OF HORIZON GLEN SUBDIVISION AS AMENDED, A SUBDIVISION OF A PART OF THE CITY OF GRAND JUNCTION, COUNTY OF MESA HAS BEEN PREPARED UNDER MY DIRECT SUPERVISION AND ACCURATELY REPRESENTS A FIELD SURVEY OF SAME. THIS PLAT CONFORMS TO THE REQUIREMENTS FOR SUBDIVISION PLATS SPECIFIED IN THE CITY OF GRAND JUNCTION ZONING AND DEVELOPMENT CODE AND APPLICABLE LAWS OF THE STATE OF COLORADO.

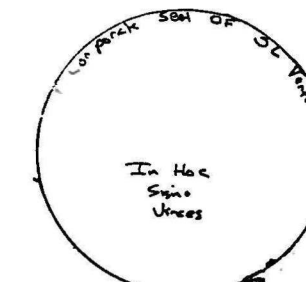
Dennis W. Johnson
DENNIS W. JOHNSON, PROFESSIONAL SURVEYING SERVICES
REGISTERED PROFESSIONAL LAND SURVEYOR L.S. 16835

3-3-92 DATE



Acco Approval
required

TCP Required - \$500
until it can be
shown payment was
made for Horizon Dr.

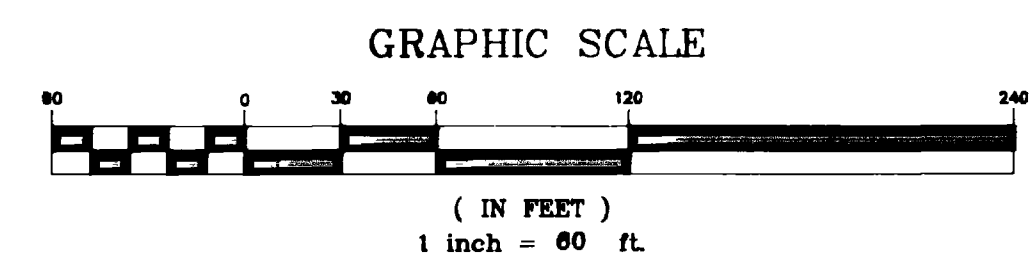
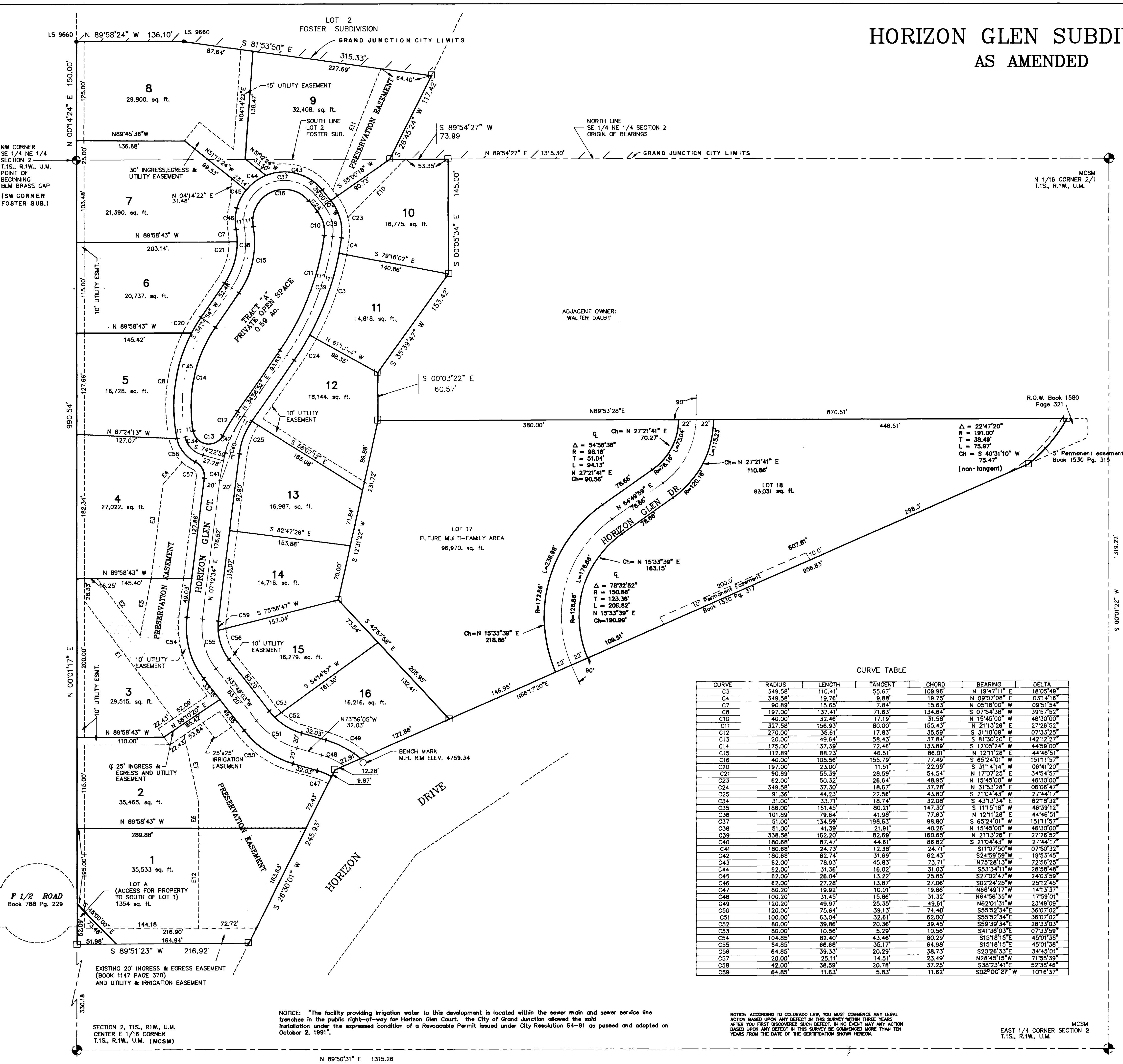


REVISED 2-27-92

SHEET 1 OF 2

HORIZON GLEN SUBDIVISION
AS AMENDED
Located in Part of the NE 1/4, Sec. 2, T.1S, R.1W, U.1M
December 18, 1991
GRAND JUNCTION, COLORADO
PROFESSIONAL SURVEYING SERVICES
GRAND JUNCTION, COLORADO
(303) 241-3841

HORIZON GLEN SUBDIVISION AS AMENDED



BASIS OF BEARINGS
BASIS OF BEARINGS ASSUME THE BEARING ALONG THE NORTH LINE OF THE SE 1/4 NE 1/4 OF SECTION 2, BETWEEN THE NE 1/16 CORNER WHICH IS A 1988 BLM ALUMINUM PIPE, AND THE MCSM FOR THE NORTH 1/16 CORNER ON THE EAST BOUNDARY OF SECTION 2 TO BEAR N 89°54'27" E.

LEGEND

- MESA COUNTY SURVEY MONUMENT or BLM CAP
- FOUND SURVEY MONUMENT
- SET REBAR & ALUMINUM CAP SET IN CONCRETE BY PLS 16835
- SET #5 REBAR AND CAP AT ALL LOT CORNERS LS. 16835
- ROW = RIGHT-OF-WAY

AREA SUMMARY

AREA IN LOTS = 12.49 ACRES
AREA IN ROADS = 1.26 ACRES
AREA IN PRIVATE OPEN SPACE = .59 ACRES

TABLE FOR PRESERVATION EASEMENT (See C.C. & R's)

LINE	DIRECTION	DISTANCE
E1	N 36°51'52" W	186.04'
E2	N 36°51'52" W	90.00'
E3	N 07°12'23" E	120.00'
E4	S 41°17'32" W	36.62'
E5	S 11°00'29" W	73.35'
E6	N 00°00'00" E	33.59'
E7	S 12°29'18" E	85.55'
E10	N 44°40'08" E	103.78'
E11	S 21°46'25" W	165.39'
E12	N 00°00'00" E	126.64'

CURVE	RADIUS	LENGTH	TANGENT	CHORD	BEARING	DELTA
C3	349.58'	110.41'	55.67'	109.96'	N 19°47'11" E	18°05'49"
C4	349.58'	19.76'	9.88'	19.75'	N 09°07'08" E	03°14'16"
C7	90.69'	15.65'	7.84'	15.63'	N 05°16'00" W	09°51'54"
C8	197.00'	137.41'	71.63'	134.64'	S 07°54'38" W	39°57'52"
C10	40.00'	32.46'	17.19'	31.58'	N 15°45'00" W	46°30'00"
C11	327.58'	156.93'	80.00'	155.43'	N 21°13'26" E	27°28'52"
C12	270.00'	35.61'	17.63'	35.59'	S 31°10'09" W	07°33'25"
C13	20.00'	49.64'	58.43'	37.84'	S 81°30'20" E	142°12'27"
C14	175.00'	137.39'	72.48'	133.89'	S 12°05'24" W	44°59'00"
C15	112.89'	88.23'	46.51'	86.01'	N 12°11'28" E	44°48'51"
C16	40.00'	105.56'	155.79'	77.49'	S 65°24'01" W	151°11'57"
C20	197.00'	23.00'	11.51'	22.99'	S 31°14'14" W	06°41'20"
C21	90.89'	55.39'	28.59'	54.54'	N 17°07'25" E	34°54'57"
C23	62.00'	50.32'	26.64'	48.95'	N 15°45'00" W	46°30'00"
C24	349.58'	37.30'	18.67'	37.28'	N 31°53'28" E	06°06'47"
C25	91.36'	44.23'	22.56'	43.80'	S 21°04'43" W	27°44'17"
C34	31.00'	33.71'	18.74'	32.08'	S 43°13'34" E	62°18'32"
C35	186.00'	151.45'	80.21'	147.30'	S 11°15'18" W	46°39'12"
C36	101.89'	79.64'	41.98'	77.63'	N 12°11'28" E	44°48'51"
C37	51.00'	134.59'	198.63'	98.80'	S 65°24'01" W	151°11'57"
C38	51.00'	41.39'	21.91'	40.26'	N 15°45'00" W	46°30'00"
C39	338.58'	162.20'	82.69'	160.65'	N 21°13'26" E	27°28'52"
C40	180.68'	87.47'	44.61'	86.82'	S 21°04'43" W	27°44'17"
C41	180.68'	24.73'	12.38'	24.71'	S 11°07'50" W	07°50'32"
C42	180.68'	62.74'	31.69'	62.43'	S 24°59'59" W	19°53'45"
C43	62.00'	76.93'	45.63'	73.71'	N 75°28'13" W	72°58'25"
C44	62.00'	31.36'	16.02'	31.03'	S 53°34'11" W	28°58'48"
C45	62.00'	26.04'	13.22'	25.85'	S 27°02'47" W	24°03'59"
C46	62.00'	27.28'	13.87'	27.06'	S 02°24'25" W	25°12'45"
C47	60.20'	19.92'	10.01'	19.86'	N 66°49'17" W	141°31'37"
C48	100.20'	31.45'	15.86'	31.32'	N 64°58'35" W	17°59'01"
C49	120.20'	49.97'	25.35'	49.61'	N 62°01'31" W	23°49'09"
C50	120.00'	75.64'	39.13'	74.40'	S 55°52'34" E	36°07'02"
C51	100.00'	63.04'	32.61'	62.00'	S 55°52'34" E	36°07'02"
C52	80.00'	39.86'	20.36'	39.45'	S 59°39'34" E	28°33'03"
C53	80.00'	10.56'	5.29'	10.56'	S 41°36'03" E	07°33'58"
C54	104.85'	82.40'	43.46'	80.29'	S 15°18'15" E	45°01'58"
C55	64.85'	68.68'	35.17'	64.98'	S 15°18'15" E	45°01'58"
C56	64.85'	39.33'	20.29'	38.73'	S 20°26'33" E	34°45'01"
C57	20.00'	25.11'	14.51'	23.49'	N 28°45'15" W	71°55'39"
C58	42.00'	36.59'	20.78'	37.25'	S 38°23'41" E	52°38'46"
C59	64.85'	11.63'	5.83'	11.62'	S 02°02'27" W	10°16'37"

AMENDED: DECEMBER 19, 1991

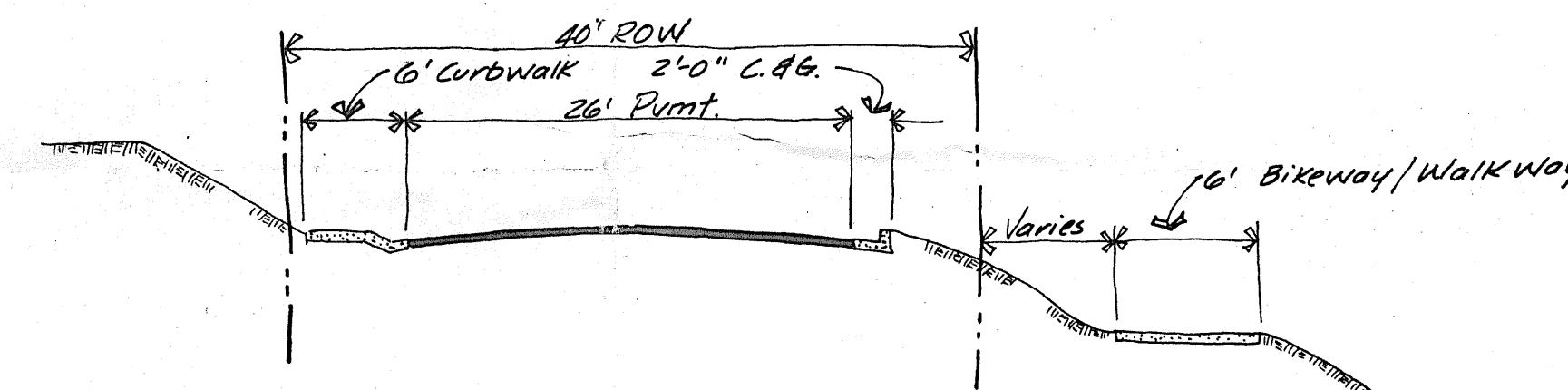
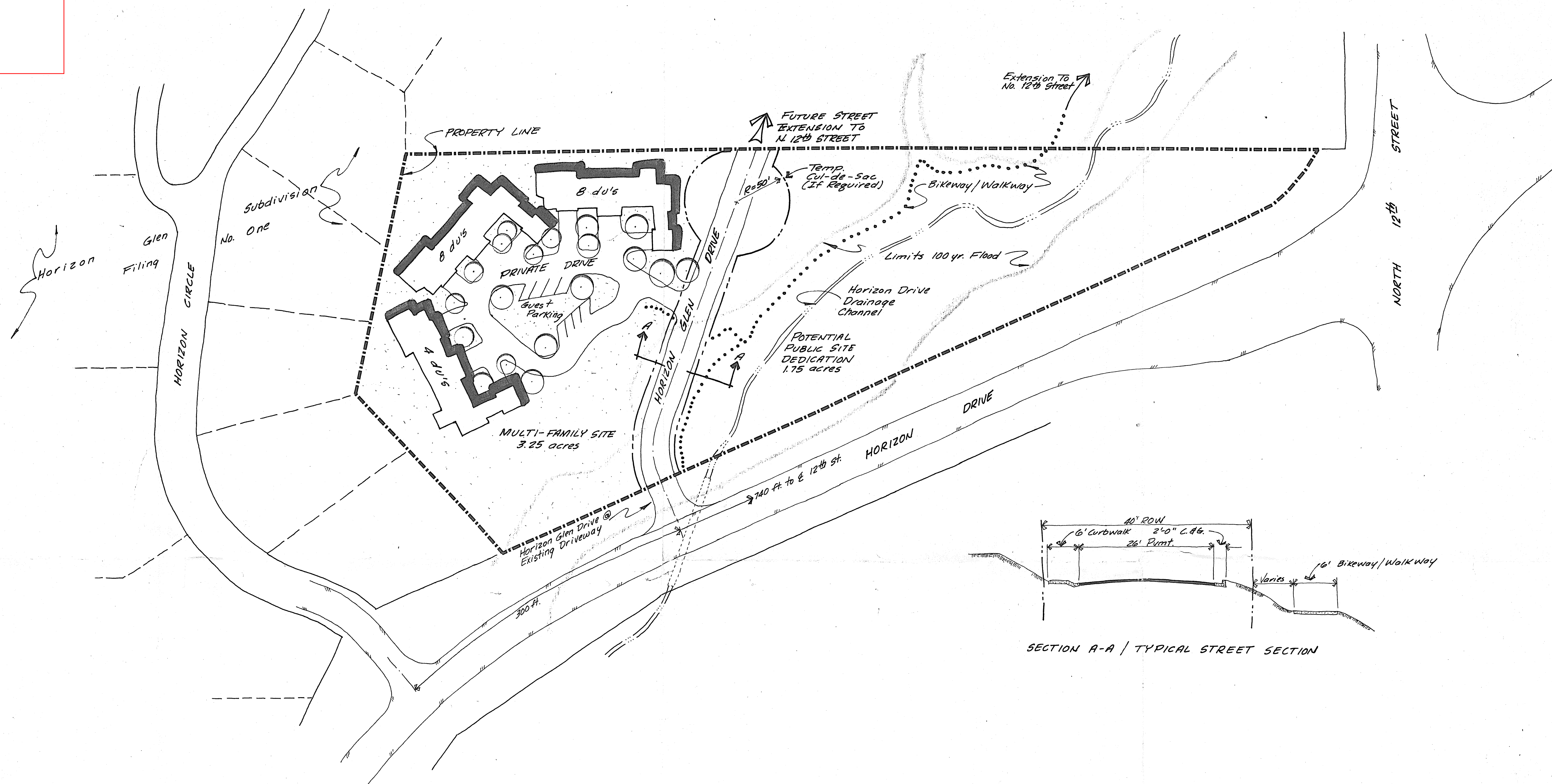
SHEET 2 OF

HORIZON GLEN SUBDIVISION
AS AMENDED

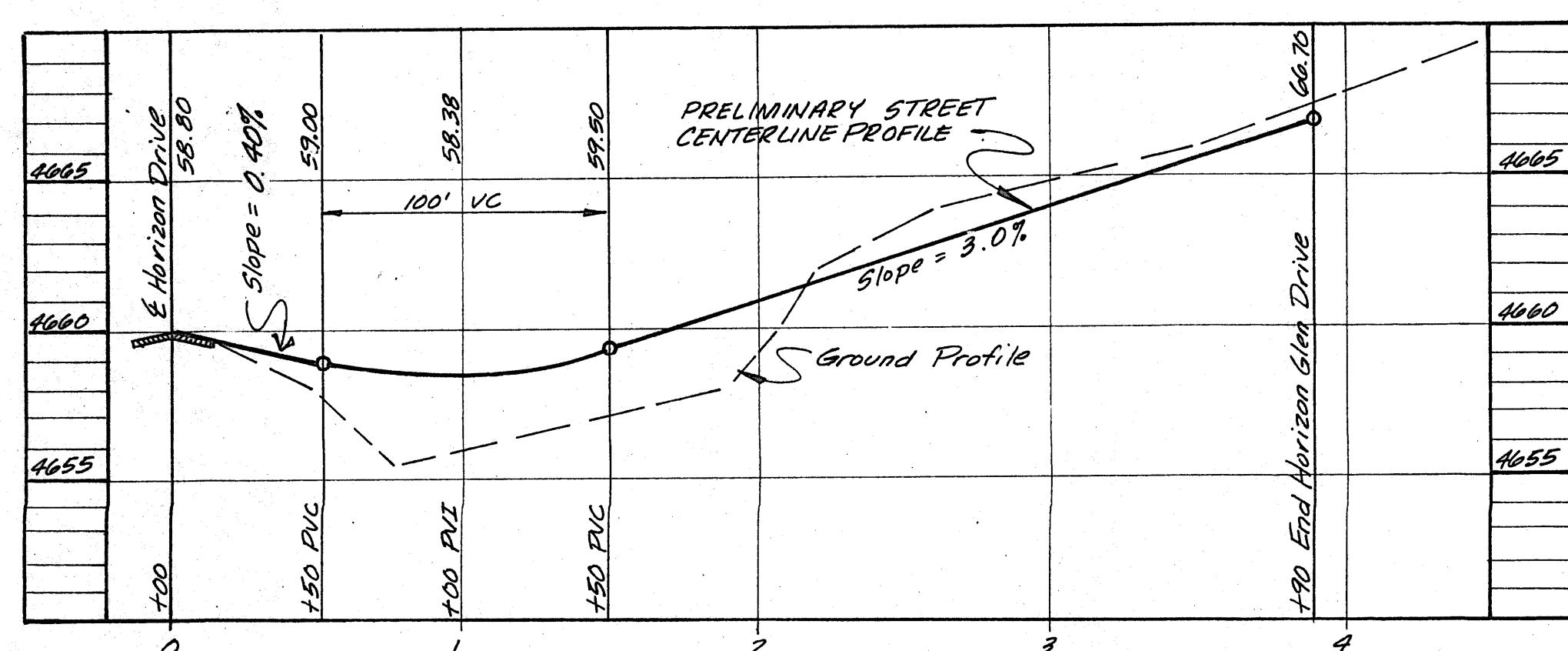
Located in Part of the NE 1/4, Sec. 2, T.1S., R.1W., U.M.
August 28, 1991
GRAND JUNCTION, COLORADO

PROFESSIONAL SURVEYING SERVICES
GRAND JUNCTION, COLORADO
(303) 241-3841

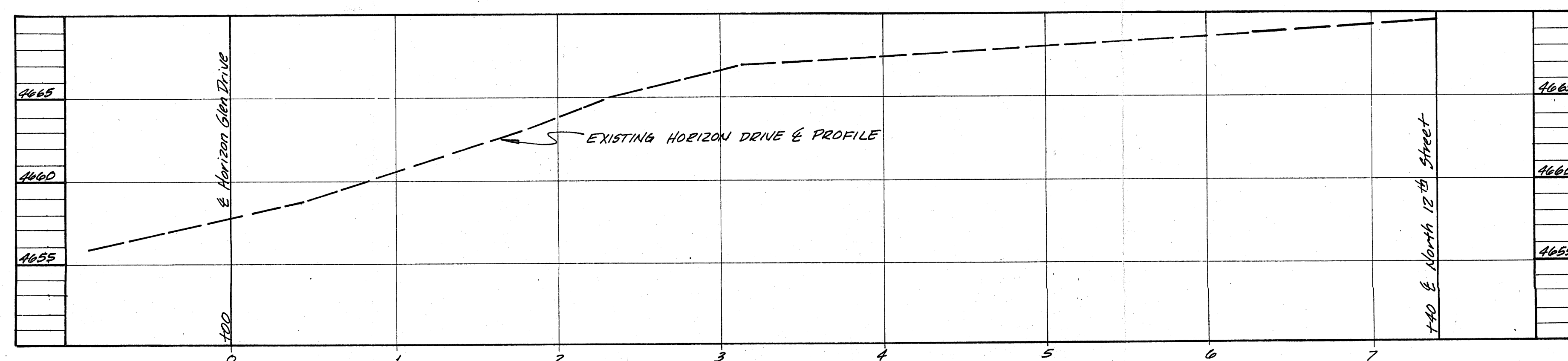
01105102.tif



SECTION A-A / TYPICAL STREET SECTION

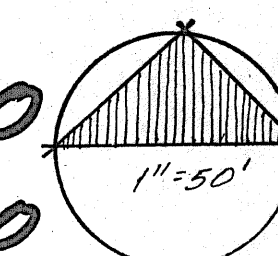


HORIZON GLEN PROFILE
1" = 50' Horiz.
1" = 5' Vert.



HORIZON DRIVE PROFILE
1" = 50' Horiz.
1" = 5' Vert.

OUTLINE DEVELOPMENT PLAN FOR: HORIZON GLEN FILING No. Two
Grand Junction, Colorado



SECTIONS OF THE GRAND JUNCTION ZONING AND DEVELOPMENT CODE REGARDING SIGNS (PARKING) AND MISCELLANEOUS ADMINISTRATIVE PROCEDURES - (CONTINUED FROM MAY 15, 1991, AND JUNE 5, 1991)

AND

HEARING #5-91 - TEXT AMENDMENTS FOR 1991 - REQUEST TO REVISE CHAPTER 32, CODE OF ORDINANCES, SECTIONS 4-3-4, 5-5-1, AND 7-2-9 OF THE GRAND JUNCTION ZONING AND DEVELOPMENT CODE REGARDING THE USE/ZONE MATRIX (PARKING AND LOADING STANDARDS) AND ZONING DESIGNATIONS FOR THE NORTHWEST AREA THAT IS BEING ANNEXED - (CONTINUED FROM JUNE 5, 1991) - CONTINUED TO JULY 17, 1991.

City Attorney Wilson stated that the Code requires on these kinds of items that the Planning Commission first review them, make a recommendation when talking about text amendments to the Zoning Code. Due to the failure of a quorum at the July 2 Planning Commission meeting they were unable to meet, and therefore, there is no recommendation to bring to Council. Staff is going to recommend that these items be continued until the Planning Commission has had an opportunity to address them.

Upon motion by Councilman Theobold, seconded by Councilman McCurry and carried, the above items were continued to July 17, 1991.

HEARING #32-91 - PROPOSED ORDINANCE - HORIZON GLEN SUBDIVISION LOCATED ON THE NORTHWEST CORNER OF 12TH STREET AND HORIZON DRIVE. REQUEST FOR A FINAL PLAT AND FINAL PLAN FOR PHASE 1 FOR 17 SINGLE-FAMILY LOTS ON 9.7 ACRES; REQUEST FOR A REVISED OUTLINE DEVELOPMENT PLAN FOR PHASE 2 FOR 20 RESIDENTIAL UNITS ON 4.7 ACRES; AND A REQUEST FOR CHANGE OF ZONE FROM RESIDENTIAL SINGLE-FAMILY 4 UNITS PER ACRE (RSF-4) TO PLANNED RESIDENTIAL (PR) CONTINUED FROM JUNE 5, 1991.

The hearing was held for Horizon Glen Subdivision located on the northwest corner of 12th Street and Horizon Drive. This is a request for a final plat and final plan for Phase 1 for 17 Single-Family lots on 9.7 acres; request for a revised Outline Development Plan for Phase 2 for 20 residential units on 4.7 acres; and a request for change of zone from Residential Single-Family 4 units per acre (RSF-4) to Planned Residential (PR).

Bennett Boeschstein, Community Development Director, reviewed the petition. The major issue that is still unresolved is the second road off Horizon Drive. The petitioner has shown it on the Outline Development Plan as a dash line going north to the parcel just to the north. That is the extent of their commitment. They will show it on their Outline Development Plan. They do not want to deed it at this time. The Staff is recommending that they deed it at this time, deed it and have a survey as an unimproved road. That way there is a firm commitment to do it. He believed the property owner to the north is also requesting a deeded right-of-way rather than just a dash line on the Outline Development Plan. The parcel to the north that was in the County is in the process of

being annexed into the City. So the highest subdivision will be considered as a whole and will not be piecemealed. The other issues, the irrigation water, and they no longer want to use ditch water, that was in the original proposal, they were going to use ditch water and they were going to hold it in an irrigation pond. They are now proposing to use Ute Water for irrigation. Mr. Boeschstein said there needs to be a lot more detail on that. If they're going to irrigate the entire lot with Ute Water, the homeowners are going to be in for a rude awakening. He suggested that a small part of each lot be irrigated with Ute Water, but the rest be left to natural vegetation. In order to do that, they're going to have to re-write their covenants. And that brings us to the last two points. The covenants are incomplete and inadequate. The City Attorney has reviewed them and is not happy with them. There certainly should be a stipulation that the covenants be written to the satisfaction of the City Attorney. The final item: the height restrictions are vague and not enforceable the way they are written. Its says "20 feet above ground level." What ground level? Is it the ground level before or after excavation. There's no way the Department can administer that. What they are now proposing, and what the Department would suggest, is "20 feet above the average ground level as surveyed in before the house lot is excavated." To summarize, Mr. Boeschstein reiterated the four points: (1) the road from Horizon Drive, (2) irrigation using Ute Water, (3) the covenants; and (4) building height.

City Attorney Wilson had talked with Tim Foster, one of the petitioners. He thought all of the points that Mr. Boeschstein made reference to in the covenants have been discussed. Mr. Foster is going to redraft them and ship them to Mr. Wilson who was comfortable with that, although irrigation limitations for limited areas were not an item that had been discussed. He asked if it was sufficient in the covenants, or are there areas of each lot that you would want to define as not being "bluegrass" or "irrigated?"

Mr. Boeschstein said that would be the best way of doing it; actually define it on each lot, and even on the plat as an area of nondisturbance and by covenant reference.

Mr. Tom Logue was present speaking on behalf of S.L. Ventures, of which two of the principals of the corporation were present, Bill and Tom Foster. In reference to the road access to the adjoining parcel to the north, Dalby property, the proposal has now been modified to a great extent since meeting with Council last month. Their proposal was to agree to a right-of-way dedication to what is Phase 2 on the Outline Development Plan. They have provided an access between their north property line and Horizon Drive, thus providing access to Dalby's property. They have never wavered from the fact as to whether or not that right-of-way should be dedicated. They feel it's important. They would like to look at having the ability to access this property north and east to 12th Street. The real question: when should the right-of-way be dedicated? In reviewing the land development code for the City of Grand Junction, it has some verbiage within the code that

describes what an Outline Development Plan is. It's general in nature. Its purpose is to generate input from technical review agencies, specifically with items of major concern, natural geologic hazards, flood area access problems and things of that nature. The Outline Development Plan also serves as a tool to notify those people in the neighborhood what the intentions of the property are in terms of the housing type or the intensity of development that is proposed. And finally it establishes some overall general design criteria in terms of areas that would be most suitable for open space, suitable for actual construction of buildings, as well as traffic circulation. So it's kind of a first step view, something you get out on paper, and generate comments from the public, the Staff and other review agencies. One of the reasons they preferred to defer the dedication of the right-of-way at this time is that they go through the process, this board, the Planning Commission, two of the planning staff members, the Engineering Department, the Public Works Department, Public Service, U.S. West, U.S. Army Corps of Engineers, and other agencies such as drainage and irrigation companies all get to take a shot at a preliminary plan and at the Outline Development Plan. So it's a somewhat changing, evolving, type of situation. If they were to dedicate a right-of-way at this time, Mr. Logue was confident that they would more than likely be back before this board with their preliminary final plan petitioning for a vacation or a relocation of that right-of-way once they received the detailed input from those agencies. They have not seen any definite plans as of this day to this position of the property or the development of the property. They are basically one step ahead of that property to the north at this time. The current procedures at a minimum would require two more public hearings before Planning Commission and the City Council prior to actual acceptance of a constructed roadway. Mr. Dalby's property has in excess of 1,000 feet of frontage on 12th Street, so by no means is it, they consider, a land-locked parcel. He does have access available to that. Mr. Logue noted that throughout the community there is, in the interest of planning in terms of inter-neighborhood connectors, there's little stub streets that maybe go a block or half a block from one lot to the development's property line, and then it sets that way for quite a few years until the adjoining property is developed. That allows things to fit together in terms of timing nature. Their proposal is much the same philosophy. They have communicated their proposal in writing to the petitioner's representative, and received responses back that indicate basically a rejection of the proposal. He quoted from a letter dated June 17th from Tim Foster to Richard Krohn (representing Mr. Dalby), that agrees to dedicate the right-of-way in the letter. There's a question of when, which they would go through in the normal process. One thing that's important that's in part of this letter, and he believed it is in the Staff file, says, "Furthermore, Mr. Dalby will participate equally in the planning and design of the roadway." They recognize his involvement, his interest in that, and they are encouraging him to participate in that process when they are ready to proceed with the various stages of development. Finally, we're talking about

timing. The petitioner does not have any definite development schedule for this particular parcel. Much as the case that existed with Phase 1, they do have some site constraints, traffic considerations, soil considerations, wetlands considerations, and floodplain. Because of some of the timing involved, a lot of times design standards change. It is their understanding that, for example, probably within the next few months or sometime this year the City will more than likely adopt a new set of road standards. In addition, to that there's an ongoing change, or appears to be, on the Federal level that relates to wetlands regulation. There's some regulation pending at this time that could affect the status of the wetlands within the property. Access and circulation needs change over a period of time as do recreational and open-space considerations. Part of their Outline Development Plan leaves the door open and suggests designation of part of the property as a public open-space along the Horizon Drive drainage channel. He pointed to the drawing on the upper left wall that represents the Outline Development Plan. He noted a faint red line. That represents the limits of flooding in the event of a one hundred year frequency storm in the Horizon Drive channel. Their roadway is going to be crossing that particular channel. That does fall under the jurisdiction of the City's flood plain administrator and the U.S. Army Corps of Engineers. Permits will obviously be required prior to construction. The Army Corps of Engineers do have a time limit on their permit once it's issued. They do review those on a periodic basis, so again, too far out in front of them and with their changes would not be prudent at this time.

Mr. Logue said that they review them after the first full year, end of December following. So if they applied for one today, it would be a year from December. He noted the one that they have on page 1 was granted until December. His feeling was they kind of look at conditions in the application to see if any changes are likely, and if they think they're more likely, then they shorten the time. If they think they're long-term, they will lengthen it. He has seen them as short as 90 days. That's based on their current situation, and whether that changes in the future, or not, who knows.

President Shepherd: "Basically, your response to concerns about the roadway and the dedication of the roadway are, 'things change with regard to street standards and Corps of Engineers standards, wetlands standards, things like that?' And that what you have indicated to us should be sufficient?"

Mr. Logue: "We've made a minimum of two dedicated rights-of-way between Horizon Drive and the north property line, and encourage Mr. Dalby to participate up front before we make the application, or in public hearings setting out all the documents that we'll submit when we get to the preliminary plan and engineering, will be a public directory available at the City Planning Department records, and notifications will be sent. Our preference is to do it in advance of an actual permit."

President Shepherd: "I'm in receipt of a hand delivered letter that was written to Bennett Boeschstein and copied to Tim Foster that says that they did make the effort to get together with you and work on the road with their people, and you were not going to allow that, so . . . "

Mr. Logue: "I'll have to refer that to Tim. I wasn't a part of that particular discussion. What is the date on the . . . ?"

President Shepherd: "June 21."

Mr. Logue: "Okay. I wasn't involved in that particular discussion so . . . "

City Attorney Wilson: "I think Tim's letter of the 17th, which I'm assuming that Mr. Krohn was responding to on the 21st, and Bennett indicated it might be in the Staff file, but I don't think Council has seen Mr. Foster's letter, and I think it would be appropriate, if we can get a copy, I'll go make some copies, and enter it for the record."

Councilman Theobald: "If we're going to make reference to the letter of the 17th and the letter of the 21st, I think we should all have a copy of both."

Mr. Wilson: "I'll go ahead and make copies for everyone."

Councilman Bessinger: "While we're waiting for Dan to do this I have a few points I'd like to have cleared up. You say the permit is good until December, but you didn't say which year. This year?"

Mr. Logue: "The permit on Phase 1 of Filing 1 for the 17 lots to the distant building within the wetlands is good through December of this year, 1991. They do have a provision where you can go in and go back through the process and update it. They do have a time line on it."

Councilman Bessinger: "Can you tell me what the motivation was for this project?"

Mr. Logue: "I sure can't. I will refer to it to the petitioner, Councilman."

Councilman Bessinger: "I'd like somebody to tell me what motivated the project."

Mr. Logue: "I think they'll have an answer for you."

Councilman Bessinger: "I'm waiting to hear it."

Mr. Tim Foster: "I'm Tim Foster, 593 Village Way. I don't know what order you want. If you want to go back to some of the issues for the road before we go to the other issues . . . "

Councilman Bessinger: "We're going to end up there one way or another."

Mr. Foster: "It doesn't matter to me. If you're on that swing, or if you want to wait until Dan comes back. The big issue from our perspective on the roadway in Phase 2 is one of getting the cart before the horse."

Councilman Bessinger: "Excuse me. I'm only concerned about the roadway in Phase 1 that started out 14 feet wide and ended up 18 feet wide in conflict with the Fire Code."

Mr. Foster: "Okay. Well, it is my understanding that's one of the big issues tonight, or at least one of the reasons we got carried over was the roadway through Phase 2. I don't have a lot of comment about the roadway. My understanding is it's acceptable to the Fire Department."

Councilman Bessinger: "Well, let's respond to some of these questions. Then we will see if it's acceptable. What was the motivation . . . "

Councilman Nelson: "Let me mention something before you run into that, and that is that the Council has already voted that that's acceptable, and at least as far as I'm concerned, that is not an issue tonight."

Councilman Bessinger: "Oh, I think it's still an issue."

Councilman Nelson: "Well, I guess it is with you. It isn't with anybody else on the Council."

Councilman Bessinger: "Well, let's wait and see."

Councilman Nelson: "Okay."

President Shepherd: "Could you respond to the concerns that we had in the Filing 2 regarding this road?"

Mr. Foster: "One of the things that we've discovered that has been a learning experience for us and everybody here, it's a small enough town that you're familiar with the corner we're talking about . . . it is an insignificant part wetlands. And we transition in and out of those wetlands depending on the core samples of the dirt. You figure out whether, in fact, it's wetlands. In order to design the road, and the road design changed as you can see. At first we had started much closer to Horizon Drive. Then up there behind John (pointing to plat), we obviously moved the loop up. One of the considerations in moving that loop up was where the wetlands began and where they laid, and the only way you know that is by going out and taking a core sample. Our feeling is to, and obviously the process is fairly extensive, the development is fairly extensive, which is why we've got a Phase 1 and a Phase 2. We're trying to concentrate our effort and money on

Phase 1 and deferring Phase 2 until later. Quite frankly, one of the primary reasons we did the ODP is to avoid some of the issues other developers have had when they have higher density development right alongside residential. So therefore we thought it was wise to go ahead and show people right up front there was going to be higher density development right next to them. That said, obviously, it would be of great expense to locate a road with enough certainty to know that, in fact, it would comply with wetlands criteria, that it would be engineered, etc., which is why we've tried to emphasize that we're willing, as good neighbors, to put a road through to the northern property owner. We don't think it makes any sense at all to plat one that you and I don't know whether it comes even close from a wetlands standpoint, from an engineering standpoint, with the expense that it will be, and quite frankly, we're too Scotch to want to spend the money on that road engineering, design and wetlands expertise right now. We would rather wait until after we're done with Phase 1 and then turn our attention to Phase 2, and we're in front of this Council again."

President Shepherd: "What's the cost estimate for that kind of . . . "

Mr. Foster: "You're looking somewhere . . . I think in talking with Tom Logue and Armstrong Engineers today, in the \$5,000 to \$10,000 range. It's just money that we can spend, quite frankly, more efficiently, developing the other lots. If we did that design work, now we step back and said to Mr. Dalby, "If you want to spend that money and incur that cost, okay, we can talk about having a road." He doesn't want to spend that money. He wants us to design the road, integrate the road, and have it there for him to utilize. It's a real tough decision to be in, and unfortunately, we have to prioritize what we spend the money on."

Councilman Baughman: "Tim, what's the project . . . on Filing 2, what's the projected building date on that? You really have none, do you?"

Mr. Foster: "If Phase 1 sells out this year, then we'll be on to Phase 2. If Phase 1 doesn't sell this year, and Paul, as a Realtor, can tell you, I don't have . . . we anticipate overprojecting, and we think we should have Phase 1 sold out in about three years, average about 5 or 6 lots a year. We figure once we're about two-thirds away through Phase 1, then we've got enough money to begin developing Phase 2. So anytime we get two-thirds of the way through we're going to start on Phase 2."

Councilman Baughman: "It might be five or ten years down the road, possibly."

Mr. Foster: "No, in 1980, people had stuff on the drawing board they thought they were going to do in six months, and it still isn't done. Well, there's a plat on this piece of property that included both parcels, and I think the City abandoned that plat

because it was never acted upon."

Mr. Wilson: "Tim, one of the discussions that Bennett and I had was that from Mr. Dalby's perspective, and I haven't talked to them about it, but it seemed as though platting a roadway had more advantages, formally dedicating, I should say, had more advantages than the ODP line, because then at least even if the wetlands limits weren't delineated, at least there was a public right-of-way, and it gave, it made it more likely than not . . . well, it's true you would come back and vacate, you'd do it at the same time the ODP was going through preliminary, and I wondered if you could address that possible solution to the dilemma."

Mr. Foster: "One of the issues, and at one point we were much more willing to do things like that, but quite frankly, I think we have a neighbor problem in that we don't have much faith in Mr. Dalby anymore, particularly since he tried to make us build right now Cascade Drive up on the top at \$80,000 to \$100,000. He tried to get that done with this Council. He tried even harder to get it done with the County Commissioners. And it was a road that didn't do us a bit of good. We tried to vacate it and said let's come down below. No, no. We just feel like if you give him a dedicated right-of-way, buildable or not, and he would argue as he did with that road. Everything is buildable if you throw enough money at it. If you want to put enough cut and fill between here and Grand Mesa you can build a roadway to the top of Grand Mesa. Our argument with Dalby is that if you plat that thing, we're going to have to stand in front of you and argue about whether we should vacate something. And quite frankly we don't even agree you can knowledgeably plat at this point. We're just saying wait until we've got the facts. We'll make whatever adjustments the Council wants, put whatever criteria in the record, or what have you. I mean we haven't been at all bashful. We'll give you access through this piece of property. And, quite frankly, that's something that kind of irks me because he's, by no means or no stretch of the imagination, landlocked. He's got a frontage down 12th Street and he's looking for us to build him an access. If you look at the letter when Dan hands it to you, we've offered at other times and said 'Listen, we'll do this now, and we'll do these other things, we want you to pay your cost of the road.' You know, obviously, if we come in here and do the higher density, we don't need a roadway that goes all the way up the northern line. So if he wants to build his part of the road up that line, and then he can do so, and we're happy to enter into an agreement. His response is "No." He doesn't want to enter into that sort of agreement. So what he's trying to do is get you to plat a road that we'll build for him, and that reduces his development costs. We just don't think that's fair."

Mr. Wilson: "When I talked about . . . I, at least want the Council to understand, that I wasn't suggesting that you build that road. The concept I had was really described in a piece of ground on a map, but not doing anything in the field."

Mr. Foster: "And I would never suggest that this Council would consider that, but when you look at that blue line up above, which represents Cascade Drive, and then compared to Phase 1 which is outlined in red, there is enough land between Cascade Drive and this development, and the same fellow tried to get us to build that road. And it took a lot of expense and time for us to play defense, and say, 'We don't want to build that road now. It doesn't make any sense.'"

President Shepherd: "Would lack of an access through Phase 2 or through Cascade diminish the value of a potential development on the Dalby land?"

Mr. Foster: "If all you have is an access, I would argue, no. I mean Tom Logue speaks pretty tough, but he has visited some with the Planning Staff, and one of the issues is the lack of a cul-de-sac from 12th Street into the north portion of Mr. Dalby's property. They indicated that he's got large lots in there, and they're residential in nature. That the limitation on cul-de-sac length is one that they could probably live with an extension or a variance on, and that, therefore, it would be accessible. The easement of the access still exists from Cascade. Mr. Dalby has the double roads. And he's got that access whenever he decides to build that road into his property. I don't see . . . certainly, if we build a road into his property, his property value increases because it has been developed at our expense. If all you're talking about is there an access point, I would argue that now normally, changes the value of the property, but then you've got an access point, none of which are built from the east as well as from the south. I don't know how many roads you have to have on a piece of property."

President Shepherd: "And the loss of the property for the roadway itself may offset the gain . . . "

Mr. Foster: "That roadway that we're telling you we're willing to do when the time is right, is probably going to be very developable ground because what you're going to use as a roadway is going to be fairly flat and any terrain, and we aren't charging anybody any fee, and we aren't saying buy the easement from us, we're saying just building your portion and your cost of the road. We just don't want to build the roadway. Again, we don't need a roadway for this piece of property."

President Shepherd: "If I could move now to the second of the four issues, the irrigation of Ute water. To my mind, it's a market economy issue. If you can sell that to the potential buyer, more power to you. I don't know what . . . "

Councilman Nelson: "Could you briefly tell us how you got from where you were using irrigation, and let us understand what happened?"

Mr. Foster: "We've been frank with the Council and we've been

frank with the staff. We had proposed a pond that would overlap onto the two Roundhill lots, and quite frankly, . . . and the pond was going to work and they were going to have access to the pond, and they liked it for aesthetic purposes. Unfortunately, then, the attorneys got in the middle of it, and somebody said liability and those two lot owners decided they didn't want to have a pond on their property. They were sure somebody would drown in it, and they were afraid they would have some liability. They suggested they'd be happy to do so if, in fact, they received a lot line adjustment here in the County or in the City. We had just been through that process. We told them that if they wanted to get a lot line adjustment, we'd be happy to take the piece of property and put it into a pond. We are trying to reanalyze the size of the pond and where we could possibly put it. If we could put it out towards Horizon Drive, then we'll come through the process and try and take a piece of each of these lots, dedicate it back to the Homeowners' Association, and do the irrigated water, because we think it makes the lots a lot more saleable."

Councilman Nelson: "I cannot agree with that in any stronger terms."

Mr. Foster: "For right now, we can't tell you for sure we've got that worked out. So we've got to say, 'Today, we're using Ute water.' I agree with Conner. It's a market issue and you aren't going to see a lot of vegetation up there if you're irrigating with Ute water. We hope to be back with a new pond location design, etc., and asking you to concur with stripping a piece off of one of the private lots and giving it back to the Homeowners; Association. We really have to deal with what the facts are right now. So that' where this is. We do have some restrictions from the County with respect to the Architectural Control Committee reviewing not only construction, but also vegetation disturbance and those sorts of things. So we think we have a control in the covenants that Bennett would like to see us do on a map, but we think they're a little more, and will allow people who are out there living to have a little better control of them and make sure that somebody doesn't put in a putting green or something."

Councilman Nelson: "I sure hope that you can do something with the irrigation water. The results of that are obvious. I'd state two things, both Spring Valley, which I was involved with, and Paradise Hills both have ponds. Since the liability issue has been able to be tackled successfully and no one in fifteen years has drowned in either one of those places, so I sure hope you're able to crack that nut."

Mr. Foster continued that they have gone back, done balloons, done some different things. They figure two stories from base and they talked about this some today to the top of the roof is about 32 feet giving angles and everything. They would propose then to do just a 32-foot distance, but that's something that one of the five or six issues from the covenants that were discussed in the plan.

Mr. Wilson: "I assume, then, that he doesn't think he could see that height from his house?"

Mr. Foster: "Well, part of the discussion, from my understanding is, that he kind of was conceptualizing this house as big as the lot line is. And then once he saw that the building area was smaller and recognized that nobody is going to build a house equal to the building area, and then saw the house, it began to scale down a little better in his mind. Maybe he thought we were going to build a Motel 8 or something out there."

President Shepherd: "Would you then be comfortable if it was Council's pleasure to improve the final plat and plan of Phase 1 that we include an addendum that covenant and building height restrictions be negotiated with a mutually acceptable arrangement with the City Attorney?"

Mr. Wilson: "Actually, if you just simply said that it would provide for the 32-foot height limit, then we could make provision for the plat and have the CCR reflect it."

Mr. Foster: "I think everybody agrees about the average height before excavation. The foundation footprint is going to be a lot smaller than the building envelope that we've illustrated on the drawings."

Councilman Theobald: "Oh, obviously. Once they decide exactly where the envelope the footprint is going to be, that is what determines . . . "

Mr. Foster: "Another sidepoint on the height. We looked at 32 feet. We pulled that right out of the development ordinance with the zoning regulations. Our underlying zone on this particular piece of property is RSF-4 and within the maximum height within that zone. The maximum height in the County R-2 zone is that the depth immediately to the west of the property is also . . . We're not asking for anything higher than what you can currently build on the property under its underlying zone."

Mr. Wilson: "Bennett, is that average grade that they just described . . . is that the same concept you're comfortable with?"

Mr. Boeschenstein: "Yes. Before excavation, I think they agreed."

President Shepherd: "Does Council have other questions for the proponent?"

Councilman Bessinger: "I still have questions. From what you've said I take it then that this is a profit motivated venture?"

Mr. Foster: "Knock on wood."

Councilman Bessinger: "Knock on wood. Isn't that soil condition

kind of "iffy" with those wetlands in there? You don't really have any rock in there to stabilize it, do you?"

Mr. Tom Logue: "We had Webber & Associates, a geotechnical firm, go out and do about five or six test warrants throughout the property, and they took each one of the test warrants, did soil evaluations, and came up with specific foundation recommendations for the various lots within the subdivision. The soils engineer feels that the land is suitable for building. We've put all that . . ."

Councilman Bessinger: "So the soil isn't rocky, it isn't unstable, it's just good workable material?"

Mr. Foster: "Well, like all the soils engineers tell us, you've got to kind of let the soil in the valley and the City as being poor, it's just some are poorer than that for construction. If you have some expansive properties which are indicative in that shale layers, they did drill to, I think, twelve feet, and hit a weathered shale area on some of the lots, but its fairly in-depth report is extremely detailed, and it kind of gives you a summary overview. They felt that their recommendations, if followed, that suitable foundations can be founded on the property."

Councilman Bessinger: "So the foundations, then, will be designed lot by lot?"

Mr. Logue: "That's correct."

Councilman Bessinger: "In your original presentation, you came in with a 14 foot roadway. How was this determined? Was this an engineering recommendation, or what was it?"

Mr. Logue: "It was an effort between the Development Department, Engineering Department and petitioner, in conjunction also with the Fire Department. I think all the agencies realized that we had an extremely unique site, with wetlands considerations, relatively low-density compared to other areas within the City, and that the proposal was made to the Planning Commission at preliminary plan, and they made a recommendation. That recommendation was modified by this board, and we took that and presented it in the final plat that you see here."

Councilman Bessinger: "Are you telling me that someone in City government had told you early on that you were going to get some special consideration on this road?"

Mr. Logue: "No, I am not. We discussed the project early on in terms of some of the limitations, and indicated to the Staff people, particularly in Planning and Engineering, who were the key agencies of the land use proposal, that we had some difficult conditions, and were hoping that they would keep an open mind in finding some solutions in dealing with those. They didn't make any promises or commitments until they saw something on paper."

Councilman Bessinger: "When you say, 'open mind'. What does that mean to you?"

Mr. Logue: "Consider some new ideas."

Councilman Bessinger: "Such as 'violating the Fire Code.'"

Mr. Logue: "I believe the Fire Department has reviewed the proposal and accepted it."

Councilman Bessinger: "They have, but they didn't want to fight City Hall. But the Fire Code is a 20-foot minimum roadway, is that not so?"

Mr. Logue: "That is correct, and I believe that's what we have. We have a 14 foot roadway width . . . "

Councilman Bessinger: " . . . Four-foot concrete sidewalk makes 18 feet."

Mr. Logue: " . . . 18 feet and we have a 2-foot curb on the other side which makes 20."

Councilman Bessinger: "Could I see that drawing, please?"

President Shepherd: "The June 6 letter from Mike Thompson to Mark Achen reads: 'I feel confident that our decision to allow the developer to continue with the proposed project, not only meets the intent of the Code but also continues to assure adequate service to the rest of the City area.'"

Councilman Bessinger: "Well, you know, these people have to work for a living, and they saw the Council say, 'That's okay, go that way,' even though the Council had been advised, but the City Attorney just did not read the Fire Code. And somebody on Council said, 'We'll just have to write it up so it looks like it meets the Code.' And this is all on tape. You can verify that."

President Shepherd: "I think that's your interpretation of how it went. I think what you've got, Mr. Bessinger . . . "

Councilman Bessinger: "We'll play the tape then . . . "

President Shepherd: "What you have is a Council that is willing to look at unique problems and try to find solutions that are amenable to both the requirements of our population and the requirements of our Codes. We found, in this case, a very unique subdivision, and we thought and gnashed our teeth over finding an acceptable solution that could be satisfactorily to all concerned."

Councilman Bessinger: "Okay, so you do have a 4-foot walkway, 14 foot of pavement, and two feet of concrete on the outside?"

Mr. Logue: "The concrete is on the inside, the 4-foot width would be on the lot side . . . "

Councilman Bessinger: "Right, what's on the outside?"

Mr. Logue: "That would be the 4 foot, then the 2 foot would be on . . . "

Councilman Bessinger: "No, that's on the inside. The 4-foot is on the inside, isn't it, or on the outside, which is it?"

Mr. Logue: "The 4 foot would be on the outside of the one-way loop."

Councilman Bessinger: "Okay, and then there's 14 feet of blacktop, and then what?"

Mr. Logue: "Two feet of concrete on the inside."

Councilman Bessinger: "Okay, so that's not the way the thing was stated at the time. So that does, in fact, make 18 feet. Okay, I stand corrected."

Mr. Foster: "I can appreciate, Councilman, that we looked at their street proposals there, and two more there. I had to stop and think myself. We discussed it so much over the preliminary and final plan stage. And the 20 foot, the overall width, was an area where the Fire Department pretty much drew a line. They said 'It's got to be 20 feet, guys. We can't let you use anything less than that.'"

Councilman Bessinger: "Okay, well, if it's 20 feet as shown there, I agree with the Fire Department."

President Shepherd: "I'd also like to clarify to Mr. Bessinger that we have neither the hiring or firing authority for the Fire Chief. He does not have to respond to what our likes or dislikes are in order to keep his job."

Councilman Bessinger: "I'm aware of that. Thank you for reminding me."

Mr. Foster: "Are there any other questions?"

Councilman Bessinger: "No, that satisfies me. Thank you."

President Shepherd: "Are there any other proponents to the development? There were none. "We'd like to now hear from opponents or any others that would like to address this subdivision proposal? Please state your name and address for the record."

Mr. Rich Krohn: "My name is Rich Krohn, and my address is 1047

Gunnison. I represent Walter and Gertrude Dalby. I would like to think that I am 'other' and not particularly against the development. There is only one point that I'd like to speak to, and I'm sure none of them has a doubt, but the Dalbys do, in fact, request that the Council not change its prior requirement that there be a presently deeded road right-of-way across Phase 2 as part of the approval of the plan and plat of Phase 1. I need to respond to a couple of things that Tim mentioned. First, let me remind you that the original Staff recommendation on the Phase 1 development was for what was referred to then as Lot 17 right-of-way, which would have been, I believe, a 50-foot right-of-way across one of the south lots, and Lot 17 is most often mentioned, to provide a deeded right-of-way access from Phase 1 to Phase 2. And the petitioner was strongly against that because it would cost them a lot in Phase 1. They couldn't have developed. And one of the original reasons why, let's say, they didn't object to the concept of the Phase 2 road, was that it voided the necessity for them losing a lot in Phase 1, providing a deeded right-of-way access to Phase 2. It's just a reminder. You mentioned a second thing. There is a possibility there may never be a Phase 2. Councilman Nelson indicated he can remember 1980. Fortunately, I do not, but I can candidly tell you from personal experience, I think you will agree, based on your experience, that merely because you have an ODP before you tonight does not mean there is a guarantee at any given time, at all ever being, a future development of Phase 2 which will include the dedication of that Phase 2 road if you don't require it at this time. And the purpose of that dedication, obviously, is for the benefit of the Dalbys. But what it also does is provide your commitment to the potential possibility of future neighborhood traffic circulation. This may be the only chance to do it, and I don't think you should lose it. Another thing you must remember. Nobody is asking anybody to build anything. All the developer want to see, and what I believe is your present requirement, is for the dedication of a specific location for a road right-of-way across Phase 2. There was mention of Dalby having a significant access on 12th Street. I guess I would think you were referring to the Assessor's plat. There is a wash that is significant enough to be shown on the Assessor's map. To bridge that ditch, and again you have to look at the western portion of the Dalby property. In that regard Tim mentioned something to you about us wanting them to build Cascade Drive at a cost of \$100,000. I must correct him slightly. I'm sure it was an inadvertent mistake on his part. One hundred thousand dollars plus was the estimate of the cost for the whole road, and the contribution we were looking for from them was not relevant to the half-street improvements for the Foster lot frontage. So just to mention to you, the only relevance there is that it is true that the estimated cost of construction of the Cascade matter would be at least \$100,000, which should be . . . would be half that figure probably. And it's a little bit hard to give you exact figures because we have been repeatedly refused the right to allow our engineer physical access to the property in order to determine what would be the most efficient, logical, practical location for the Phase 2 right-of-way."

Mr. Wilson: "Why did that happen? What was the concern?"

Mr. Krohn: "I guess you would have to ask Mr. Foster that. Immediately after the Council meeting Bill Foster specifically denied us the right to go in. On the 18th, Tim confirmed that that was still the case. And at the meeting last Friday in Mr. Boeschstein's office, at which I was not present, I believe Tim repeated that we were not allowed to either personally or have any of our engineers or anybody go on their property. Obviously the purpose for us to do that would have been to try to fulfill the Council's requirement that we try to determine a desirable, likely location for a right-of-way. Keep in mind we're not talking about any construction. The reason we would want to go in there is to find the cheapest and most practical location because we're the ones, in all probability, that are going to have to build and use the road. Despite the 'we build' statement, we don't want them to build it, we don't expect them to build it. If they ever develop Phase 2 we assume, I assume, because that's what I would do, I would come in and say let's build a little temporary cul-de-sac here and go off with my Phase 2 development, and if Dalby ever comes in here then he can build the rest of the Phase 2 road. I fully expect that if we go first, we're going to build the whole thing, and if we go second, we're still going to look at having to construct a substantial portion of it because Phase 2 construction done by the petitioner will be blasted all over the road. A lot has been said about design standards being changed, wetlands requirements being changed, that's true. And all we're looking for is a footprint in the most practical area acknowledging that those things may happen, but giving us all some measure of certainty that we've done our best now to locate what looks like the best area for the future. Tim also said that Dalby categorically refused to contribute to the cost of the expense of, I think he said 'building road.' Concerns of locating the road, we are prepared to send our engineers and our land planners out there to work on locating a road, and I'm not sure what more we would be required to do, but we've made several attempts to do that. I think it's not quite fair to say that we've refused to contribute to the cost. I guess that's really all I have to tell you. I'd like to say, 'Why are we here?' because I think the Council's direction is fairly clear that the petition was to be tabled until the parties have worked an agreement, and that there was to be a dedicated access. I am more than willing to come tell you my story again. We think that there's a reasonably simple process for our engineer and their engineer to go out and look at the site, and say, knowing everything that we know today, 'This appears to be the best site for the future.' It is not a site which would be intended to go right through the middle of their developed area. This is not . . . on plat. The S curve that you see, the general location of those things, and I believe you can probably see it best by the ODP, there is a substantial lot across the eastern portion of their property, and any right-of-way platted by any of the parties is obviously going to take into that account, and is going to be pushed over to the east in order to leave them a . . .

and not use up their development land. We simply want an opportunity to go on the property to determine the best location for a roadway to be platted at this time knowing that that plat could be changed, if we apply in the future, if they apply in the future, through the planning process."

Mr. Wilson: "Would you be willing if Council said, 'We don't think it's fair to S.L. Ventures to pay for the engineering and land survey to dedicate the road', would you be willing to generate the information sufficient to describe it legally and/or draw up the milar if S.L. Ventures said 'We will sign it when the information is completed.'"

Mr. Krohn: "You're asking me a compounded, fairly complicated question."

Mr. Wilson: "I know you can handle it."

Mr. Krohn: "I will try to break it down into pieces, and say the obvious answer is I can't commit my client in his absence. And I apologize for his absence. That's number one. So anything I would say to you would have to be subject to his confirmation. If what we're talking about is the surveying, and milar of that road only as opposed to what is required, I think what we are talking about is cost around \$2500 to \$3000 dollars, somewhere in that range. It's hard for me to say . . . the most strongly I could say to you is that I would recommend to my client that . . . "

Mr. Wilson: "Let me ask it this way. What if Council said, 'If your client will pay for those costs, and if that work is done . . . ' My assumption, . . . let me ask the question, is that we are a week or two weeks from actually finally recording. We'll get improvements, language, etc., but at least we've got a few days left. And if, by that point in time, that information was available and they signed the plat, would cost them out of pocket, and your client could then make that judgement after tonight of whether or not that was money well spent, as a concept . . . "

Mr. Krohn: "I have no problem with that concept. I understand the concern of the petitioner that they not spend money in Phase 2 in building Phase 1. It will answer our concern to have present dedication of the road. I have not spoken to the surveyor and it would be nice to at least get on the land so that we could actually find out a little more definite number. I can tell you that I would recommend to my client that he bear" (turned tape over) . . .

Councilman Theobold: "Phase 2 has to be platted, dedicated . . . what do we say is the minimum that we need to require on that Phase 2 road?"

Mr. Wilson: "Our Code does not answer the question."

Councilman Theobold: "So by being unanswered, it's open?"

Mr. Wilson: "I believe that the Council can . . . "

Councilman Theobold: "It's our discretion?"

Mr. Wilson: "Yes, and I think there's sufficient evidence in the record that the record can support either of the decisions. Either you could say too much unknowns, we don't know about development to the north, nothing, or neighborhood circulations are an important concern, there's an issue about property to the north, and we will require a dedicated road, although not constructed at this point. I think we're safe either direction."

Councilman Theobold: "Okay. My reason for asking is that both parties make really good arguments on this, but I have a feeling that it's a matter of some talking past each other over concerns that they're trying to protect their own interests, which are maybe getting in the way of this, similar to what you had alluded to with the earlier line of questioning. I'm uncomfortable requiring the petition to dedicate a roadway for something that may not be developed to benefit a second party."

Mr. Wilson: "If I can explain the rationale for it."

Councilman Theobold: "Oh, I have no problem with that. I understand the rationale."

Mr. Wilson: "I wanted to make one point, mainly, that we may have forgotten over the several months. The parcel as we see it today is one parcel of ground, and so really we're not requiring dedication of a roadway on a second parcel that is not before you. We are subdividing a portion of it further than the lot, and that's why I think you have jurisdiction."

Councilman Theobold: "I'm not questioning jurisdiction. I'm questioning in my mind, as just one person, whether I think it's warranted. Weighted against that is the argument of the neighbors to the north that it's in the City's best interest to plan for future traffic, and I think that's where he's out of concern, but obviously I don't feel comfortable making the petitioner build or dedicate a road to benefit someone else, neither do I feel that the City should allow this development, even Phase 2, to go through without making provisions for that road to exist should the City determine that it is necessary as part of the overall development of that neighborhood. And what I'm fishing for is a way to guarantee that it can be platted and then would be dedicated either by whoever needs it first, because I think there should be a way that the petitioner can be comfortable with the location, and it will not be detrimental to their property, and that if the Dalby property is developed first, they then bear the responsibility to pay the expense to survey and deal with the Corps and deal with all these other things to create the road, because obviously it's now their road and it's their responsibility. And that's what I'm fishing for because I think

that essentially answers the very least the City's concern and it also makes me comfortable for what we're requiring of the petitioner. Having said all that, and you've listened to it, does that seem reasonable to you?"

Mr. Krohn: "Well, I guess I would . . . maybe I was too oblique in my earlier statement when I was mentioning that all of us can and will come before you again in this process. What bothers me, the assurance, the possibility of that road existing. Obviously, any of us could come forward later on and ask that it be vacated or that its location be changed, or that if we are Phase 2, we build only a small portion, or a cul-de-sac. And you said at those various times . . . What we're asking you is, while you have it, don't let it get away. But keeping in mind that this is only the first of many shots you're going to have at me."

Councilman Theobald: "Well, I suspect that your ultimate ambition is not so much to force them to create the road, but rather to insure that the road may be available at a point when your client will need it. That's what I think is reasonable. And I am assuming that the petitioner is willing to have that road available as long as all these things that we're trying to set aside such as "meets requirements, meets City specifications, does not adversely affect their land, etc." So it doesn't seem like we're that far apart, other than just a matter of . . . "

Mr. Krohn: "And that's why it was our hope to get our engineer and their engineer out there to say 'Based on what we know today, this is our best possible . . . ' Since nobody is building anything and the only expense is going to be . . . No. 5 in caps on the drawing, that they could come back later and ask you to change it as our plans and their plans are firmed up.

Councilman Theobald: "I understand why that raises your comfort level, but I also need to tell you that that's one step further than I'm willing to go. I think we should prepare for the future of the neighborhood for the overall good of that area, but I think your, the comfort level you're asking for is much further than I'm willing to go at this point. So be aware."

Mr. Krohn: "Okay. I guess my response to you is to keep in mind that you only have a shot at us when we're before you. It's easy for me to stand up here and throw stones because there isn't anything you could do to me right now. By the same token when I come back with my petition and the neighbors aren't happy with it for whatever reason, and I don't mean to single out the Fosters, but any of the neighbors, but if Phase 2 is not done before you, and you haven't sufficiently reserved for me to go through there, and as a lawyer, the right-of-way is the only way I know of, for sure, to block up specific location that we can use in the future, then I may be just all turned around where I'm standing there going, 'I can't do anything because you didn't reserve when you had a chance now.'"

Councilman Theobold: "Is what I'm suggesting legally possible?"

Mr. Wilson: "I have to tell you I'm not certain if I understand what you're suggesting."

Mr. Achen: "May I take an attempt at, perhaps you will view it a cross explanation or interpretation, but it seems to me this is an issue of vesting real property rights, and the petitioner's proposal does not vest any rights in any one other than the current owners of the property. It gives an indication of intent to future development without getting property right being conveyed. And what the neighboring property owners are asking for is, in essence, creation of a property right. No that accrues to them solely, but accrues to the public which gives them some right to that property because it has been set aside in reserve by dedication for public purposes, and being part of the public either the property owners or anybody else has some interest in that, but it is described on a piece of paper, and it no longer is solely under the control and ownership of the petitioner. And I think your decision on how you approach this sort of depends on your judgement about whether the petitioner should be required to convey that right to the general public, and it primarily benefits them, the owners of the existing property and the owners of the adjacent property, or whether you think it's not fair to require the petitioner to convey that property right at this point in time."

Mr. Krohn: "I think that's an excellent summary. The only clarification or expansion I would make is that not is it just being conveyed to the public, but it's being conveyed to you and those in control of the City, so you can make future decisions about whether, or if, it should be constructed, and under what conditions."

Councilman Theobold: "Having heard his explanation, my suggestion is, or what I'm trying to fish for, is there a way to convey that right without requiring the expense of the surveying and dedication. In other words can we say that right will exist at a future date subject to whoever wants to make it exist, paying the cost of creating it."

Mr. Achen: "Let me take one more stab at it. As I understand the whole operation of real estate laws, you cannot do that without actually dedicating a right-of-way because it will be under the property owner's prerogative to say 'I want to now dedicate that right-of-way' or 'I don't want to dedicate that right-of-way' however described it might be. From the petitioner's perspective they are trying to keep their options open plus whatever . . . and what other considerations they may have, and the neighboring property owner, there's probably no way for them to come in and say 'Now the Fosters must give this described piece of property for a right-of-way' without it being dedicated ahead of time."

Councilman Bessinger: "What's the ramification just having the

centerline for the road and saying . . . "

Mr. Wilson: "That really is just one way of describing it. You know the absurd end result would be to say "Phase 2 is a right-of-way, the whole thing" which will at some point in the future be limited to some particular 50 feet. That doesn't give the petitioner much comfort."

Mr. Foster: "Rich and I got together Monday and struggled with exactly what you're talking about, Reford, and our suggestion was to dedicate the road, but we want a sign-off by the Council that at the time we go through the platting process, that we can move the road for economic conditions or development reasons. The reply back was 'No way, that's too loose. We can't do that.' I don't want to mis-characterize, but that was exactly the kind of offer that we were going through to try and say, okay, if we do that and give it some ability for us, the answer was, 'That's not acceptable.'"

Mr. Wilson: "I understand the comment, but if we are dedicating to the City that decision will be made by initially Staff, making a recommendation to the City Council. That seems to me to solve it, because the two of you have to initially agree, but your decision is not final, because once we dedicate it it's not your road. It's the City's."

Mr. Krohn: "I think that's the point I've been trying to make is, if somebody did want to move it in the future, they could come and ask you, because you own that."

Mr. Wilson: "Then why not agree with at least that concept because knowing full well it's neither of you that is going to make the choice. It's going to be four members of the Council in a vote, either vacating, or not."

Councilman Bessinger: "By vacating this, would allow realignment?"

Mr. Achen: "Is it really possible that the City can move the road? In other words, dedicate the right-of-way and in the future if the petitioners don't have any plans for Phase 2, nothing happens, and the neighboring property decides to develop, so they come in and they submit a plan and do some additional studies, and say 'The road needs to be moved five feet east or west.' The City cannot do that, can it?"

Mr. Wilson: "Without condemnation, no."

Mr. Achen: "You would have to acquire the property and purchase it or whatever or have an agreement with the petitioner."

Mr. Krohn: "You see that's the basis for everything. Since it's their property if they want to move the road they can come to you and say 'We'd like to move the road.' And at least it's their property. If we come to you and say we'd like to move the road,

then you're either going to have to condemn, or they are going to have to agree."

Mr. Wilson: "Correct."

Mr. Krohn: "So that's why it's so crucial to us to have some certain location now because we don't have the option of . . . "

Mr. Wilson: "But the risk is, and what we're identifying is, we don't do wetlands and we don't do final engineering. We dedicate a road. Three years from now and you're first out of the shoot and you come back to the Council and say 'It's a \$300,000 road and we can't even use it.' And Mark is absolutely correct that the City says 'Well, that's the only choice you have. You have to build within that right-of-way.' Unless there is an agreement with the owner. And that's true. But that still is better for Mr. Dalby than nothing."

Mr. Krohn: "We're willing to take that risk."

Mr. Foster: "The crux of the problem is, and Mark I disagree with . . . the public road for public purpose . . . that road serves one property owner's purpose, and everybody's saying "neighbors". It's one neighbor. And that road increases the value of his property. It's not to the City of Grand Junction. It's Dalby. And what you struggle with and what we struggle with in trying to come up with the solution, is the appropriate time to determine where the road goes is when the development takes place. And part of one of our other proposals was we'll give you an easement across ours, you give us an easement across yours. 'No way.' Because we happen to be in front of Council, and this isn't even the Phase that we're developing, all of a sudden an adjacent property owner wants to increase the value of his property and get a road across there. And that's when we said the time to do that, Reford, is when you get a shot at us when we come in front of you and go through preliminary plat."

Mr. Wilson: "It's important in my mind that the Council, and the record reflect, that there is an additional public purpose to the road. And the additional public purpose, in my view, is a neighborhood circulation notion. Because I can see the day, if Dalby develops, when Cascade ties into the road we're talking about to the north, or some variance on that, and perhaps back out to the east to provide internal circulation. Now I'm not enough of an engineer to know if it can work, but at least on paper that's sort of an integration so it's a larger benefit than just to Mr. Dalby."

Councilman Bennett: "Well, Dan, I was just sitting here looking at this, and this whole area right now is served by cul-de-sacs and dead-end streets, this whole area. There's no way between 7th and 12th you can get here without going around here. For Fire Protection safety, the fire trucks have to go up, come over, come back down, land in a cul-de-sac, and I was just sitting here

looking at them at this end of town. Response time for Fire and Police, they've got to go all the way around."

Councilman Bessinger: "That's exactly right."

Councilman Baughman: "Why should we make Mr. Foster go use his land to get around that problem?"

Councilman Bennett: "Why did we make any landowner put in all the streets in the City of Grand Junction?"

Councilman Baughman: "I don't understand what you're saying there."

Councilman Bennett: "Well, any development, the streets have to go in. Every street you travel up and down in the City of Grand Junction . . . "

Councilman Theobald: "The real question is obviously, as both parties agree, it has purposes for both the S.L. Ventures property and the adjoining property, and that raises the question of the timing, sort of the dedication."

President Shepherd: "It sounds like we've degenerated into comments from Council. Why don't we close this hearing and then I'll solicit comments from Council, questions and conversations."

Councilman Baughman: "Dan, I've got a question. I think I've asked this before but I want to ask it again. It's not the law that Mr. Foster has to provide access to the Dalby property in his Filing 2, is that correct? There is no City law or State law that says that Mr. Foster must provide access across that, is this true?"

Mr. Wilson: "Let me answer this way, because I'm not going to give you a direct answer. But let me try to explain why. The Code allows the Council to plan areas larger than Foster's. So if you believe that this road could serve a larger area, a circulation area, let's talk either Police or Fire protection, or the like, the Code does authorize you to require the roadway. If you believe, as Tim indicated, that the only benefit behind the road is to serve Dalby, the north property owner, I don't think the Code authorizes you to require that. So it really depends on how you see this road working or functioning. If there's a larger service, I think we can require it legitimately. If you believe that it will only serve Dalby and there's no other member of the public, for instance that benefits, then we shouldn't require it."

President Shepherd: "I'd like to ask a question. Before us are two considerations. Consideration for the Final Plat and Plan for Phase 1 and consideration of the ODP for Phase 2. Can Council accept one, reject the other, and still go to a proposed ordinance?"

Mr. Wilson: "You could approve the final plat and plan, go to

proposed ordinance for the rezoning of that, and take no action on the ODP, or even deny the ODP. Does that answer your question?"

President Shepherd: "Yes. Two months ago we didn't think . . . "

Mr. Wilson: "Well Staff had recommended against that just because of this sort of area planning concept."

Councilman Bessinger: "Well that leaves this thing unsolved and still up for negotiations before they can . . . they could go ahead with the first half of it, right?"

Mr. Wilson: "Yes sir. They could final plat that and go ahead and sell Phase 1."

Councilman Bessinger: "Okay. Before they could do anything with the rest of it, they will have to come back, but if they don't come back . . . "

Mr. Wilson: "They never come back."

Councilman Bessinger: "And there's no road through there."

Mr. Wilson: "And that's the danger. That's why Mr. Dalby wants you to do it now, for that reason."

Councilman Bessinger: "Well, I just think that for public safety reasons, it ought to be through there, if nothing else."

Councilman Bennett: "Well, another thing. It was S & L Ventures that came to us and requested a second easement in here so they wouldn't lose Lot 17, which Staff recommended against, which Council approved. I was under the impression when I voted to grant this, they would plat the road."

Councilman Bessinger: "That's what I thought."

Councilman Bennett: "And I'll be honest with you. This thing has come before us so many times, and I honestly believe both parties are saying 'Well, Council, the Planning Commission will not settle our differences. Council, will you?'"

Councilman Bessinger: "Why don't you just table it until an agreement has been reached?"

Councilman Bennett: "Or deny it and say 'Start over.' And that way we can address how big this road is going to be, where these entrances are going to be, and we can go back to Phase 1 and start over, because we're . . . if both parties, or all parties, are not willing to resolve all these little things before they get to Council . . . this is what the fourth time it's been before us?"

Councilman Theobald: "I agree with what you're saying, John, and in a perfect world everybody would be able to agree with each

other, and everything would be resolved without us having to be the referee. But unfortunately frequently that's our role to say, 'You're right, you're right, or we'll cut the baby in half', or whatever has to be done, you know."

Councilman Bennett: "I am to sit here and determine where they get their irrigation from? I don't care where they get it from. He doesn't . . . if they don't want to build a pond, and they want to take it from Ute Water for irrigation purposes, and someone goes out there and buys there and says, 'My God, look at may water rates for irrigation', that's not my problem."

President Shepherd: "The petitioner would agree with you on that."

Councilman Bessinger: "Well, make a motion and I'll second it. Make one that suits you."

Councilman Theobald: "Let me ask you one question. You're talking about your recollection was that the agreement when they talked about Phase 1 whether the Phase 2 road be platted. Do you mean 'platted', 'dedicated', or 'built'? I think 'platted' is what they're asking for, 'dedicated' is what they're asking for."

Mr. Wilson: "I would say 'platted' and 'dedicated' are the same. It gives them the best advice that Mark is referring to. Building . . . "

Councilman Bennett: "I'm not talking about building. Just say this is where the road is . . . "

President Shepherd: "Who pays for that?"

Mr. Wilson: "That's up to the way we structure it. That's why I asked Mr. Krohn whether they could absorb the costs of preparing the legal description sufficient to get it dedicated."

Councilman Bessinger: "Is that your question, Conner? Or are you talking about the cost of the road?"

President Shepherd: "No, I'm talking about the cost of the plat."

Councilman Bessinger: "You know, I don't think that's a big deal either. It's not a great distance."

Councilman Baughman: "Well, I personally don't think that the Fosters ought to have to provide a road across this to the Dalbys. I feel that they have access on 12th Street here and I think it's extremely generous of them to have given permission for a future road in that location. And I think the problem is, according to law, we're having to be specific of where that road is. Isn't this the problem? It's not good enough to just say, 'There will be a road'? Or do we have to specifically say where the road is going to be?"

Mr. Wilson: "That's exactly right."

Councilman Bessinger: "Would you agree that a road is necessary for public safety?"

Councilman Baughman: "No."

Councilman Bessinger: "You would not. Well, that shot that."

Councilman Theobold: "Would you agree that the road ought to be there for the Phase 2 development only?"

Councilman Baughman: "No."

Councilman Bennett: "Because you just said we don't need a road in there."

Councilman Bessinger: "You don't need a road at all according to Jim."

Councilman Baughman: "I have a real hard time. I believe in personal property rights, and I have a real hard time of a gentleman wanting to develop his property, and having to provide access across to a neighbor that presently has access to that property."

Councilman Theobold: "The . . . is rigid, and not because the road was a minute ago from Horizon to the adjoining property, but rather the road is there to serve the overall development of that second lot, and the extension of that to the property line is frequently required, or almost always required, of any developer to allow for continuity, but from this much of the road, or whatever would serve this, there should be no question, if this is going to be developed."

Councilman Baughman: "Any road, but that doesn't mean it has to be there, does it?"

Councilman Theobold: " . . . and the last 50 feet or 100 feet or whatever, is what we, as a City, should require to insure contiguity and overall sound planning so that we don't have a bunch of developments of nothing but dead-ends, dead-ends, dead-ends everywhere, and no access from one area to another, except going around the loop."

President Shepherd: "Would someone like to entertain a motion?"

Councilman Bennett: "I will move that we deny all of it, and have them start over."

Councilman Bessinger: "I second the motion."

President Shepherd: "It has been moved and seconded that we deny the final plan and final plat for Phase 1 and the ODP for Phase 2."

All those in favor signify by saying AYE."

Bennett and Bessinger voted AYE.

President Shepherd: "All those opposed?"

Councilmembers THEOBOLD, NELSON, MCCURRY, BAUGHMAN and SHEPHERD voted NO.

President Shepherd: "The motion is defeated."

City Clerk Lockhart: "Mayor Shepherd, those who voted against it, would you please hold up your hand? Shall we call roll?"

Roll call resulted in the same as above.

President Shepherd: "Now, would you like to entertain another motion?"

Councilman Bessinger: "To adjourn, perhaps. Why is it that if Tim said that they are willing to give right-of-way across their property, if the people whom you represent would give a right-of-way across their property, what objection is there to that?"

Mr. Krohn: "That's something we really haven't discussed."

Councilman Bessinger: "Oh, you really hadn't discussed this?"

Mr. Krohn: "No, sir."

Councilman Bessinger: "Oh, well that puts it in a different light, doesn't it?"

Mr. Krohn: "Keep in mind one of the things, from my point of view, that we've talked about is the real difficulty of crossing that wash, so we've viewed our property as, more or less, two separate parcels, but legally it's not. But in terms of development, it's two separate areas. And, it has just never been under discussion because our point of view from the beginning has been that we have an extreme difficulty getting from one part of our property to the other. So I won't tell you anything other than it has never been a real subject of discussion."

Councilman Bessinger: "Do you think it has merit?"

Mr. Krohn: "Do I think it has merit?"

Councilman Bessinger: "Yes. Tim, does it have merit? You suggested you were willing to do this, is that right?"

Mr. Foster: "Well, Councilman. It was one of our proposals that they rejected. Our issue was, our understanding was that he wanted a loop through, as the discussion was centered around the circulation, and our contention is 'Gee, we can't get through 12th

Street', so what they really want is a road off of Horizon Drive. That's what we've tried to do. I don't know that . . . unless they're willing to agree to give us . . . "

Councilman Bessinger: "No, I don't think we're in a position to do anything."

Mr. Foster: "It's interesting because . . . because we are in front of you in the planning process there's . . . "

Councilman Bessinger: "Somehow I don't think that's going to be the answer. I think it's got to be immediately resolved some way. I don't know what the way is."

Councilman Baughman: "I've got a question. I thought of this at the time, a month ago, when we were talking about this, and I have been personally on this property. I don't know if this is a possibility. But is it possible with the loop here, that this could be rerouted where it's along the edge where access could be made off of the loop here? Is that possible, or not?"

Councilman Bessinger: "No, I think not."

Mr. Foster: "My engineer is shaking his head."

Councilman Bessinger: "I don't know about that. Well, let me have a shot at it."

Councilman Theobold: "I am formulating a motion. My assistant is helping draft part of it."

Councilman Bessinger: "Have you a solution?"

Councilman Theobold: "I think one may be coming. I'll now when I see it. Okay. The motion would be to approve final plat and final plat for Phase 1, and to approve the revised Outline Development Plan for Phase 2 contingent upon the agreement with the City Attorney on the covenants, which would include the Staff's recommendation on the description of the 32-foot height limit, . . . any suggestions to the motion on the road?"

Councilman Bessinger: "That's the question I asked you a little while ago."

Councilman Theobold: "I know. I expected that something would be forthcoming. It's not coming."

Councilman Bennett: " . . . dedicating an unimproved right-of-way to be recorded at this final. That is exactly what Staff is asking for."

Councilman Theobold: "Where did you get that from?"

Councilman Bennett: "Right here."

Councilman Bessinger: "Staff recommendations."

Councilman Bennett: "'The Staff and adjoining property owners would prefer the dedicated and unimproved right-of-way to be recorded at this time.'"

Councilman Theobald: "Do you want to make that an amendment to the motion?"

Mr. Wilson: "Might I suggest that you consider also the costs of generating the legal description be borne . . . "

President Shepherd: "Do we have the power to do this?"

Mr. Wilson: "Oh, let's wing it. Let's say 'yes.'"

Councilman Bessinger: "You can always add, 'if acceptable to said owner.'"

Councilman Theobald: "Well, if the adjoining landowner refuses to pay, the road just doesn't get dedicated, is that . . . "

Councilman Bessinger: "Sounds like the answer to me."

Councilman Bennett: "I don't care just as long as we get a dedicated road."

Mr. Wilson: "Well, what we just described may not accomplish that result, John. It depends on what Mr. Dalby does."

Councilman Bennett: "If they can get Mr. Dalby to say 'I'll pay for that', wonderful! But before this thing is approved, I'd like to see a dedicated road. And give them another entrance off of Horizon Drive so they would not lose a lot against that recommendation. And I'm not going to go against Staff recommendation a second time."

Councilman Theobald: "How about shared equally, 50-50."

Councilman Bessinger: "I don't think you're in a position to say that."

Councilman Bennett: "I don't care who pays for it as long as it is dedicated and I know where it's at."

Councilman Bessinger: "We could just simply table until said alignment has been agreed upon."

Councilman Nelson: "Reford, I'm not willing to hold out for a legal description."

Mr. Foster: "They aren't going to cover half the cost of all the engineering we think has to be done, and all you're going to do is

get us high-centered. If the Council wants a road through there, we'll do a legal description."

Mr. Wilson: "In other words, you would rather move forward now than get hung up on this issue."

Mr. Foster: "Yes."

Councilman Bessinger: "I think that makes sense."

Mr. Foster: "If the Council is in the business of condemning easements for other property owners, then, yes, we will give you a legal description."

Councilman Theobald: "As Councilman Bennett indicated, this road came up as an idea, and not by Staff recommendation, but by a concession to your interest in Phase 1. They are still tied together by virtue of being the same development and the same parcel, and I can appreciate your reluctance to get involved with the road, but also bear in mind, how it all came about."

Mr. Foster: "We showed the road definitely shows circulation of Staff's request. The road was not put there at our request. We just simply wanted to show . . . , so there's a misunderstanding with respect that I was asking for the road. We did it for circulation purposes only."

Councilman Theobald: "Would you like us to go back to Phase 1 and go through Lot 17? Is that what you're saying? That's what it sounds like you're saying."

President Shepherd: "We have a motion on the floor."

Councilman Theobald: "Is the motion clear?"

President Shepherd: "The motion is that Council approve the final plat and plan for Phase 1, approve the revised Outline Development Plan for Phase 2 with an acceptable dedicated roadway, that Phase 1 Plat and Plan is contingent upon acceptable covenants and height restrictions as approved by the City Attorney and the Community Development Director. Have I missed anything?"

Councilman Bessinger: "Is not the thing contingent upon an agreed upon roadway alignment?"

Mr. Wilson: "No, this motion would say they must simply dedicate a roadway."

Mr. Krohn: "Mr. Mayor, may I ask, is there any stipulation as to location at all?"

Councilman Bennett: "No. It is up to the Fosters. It's their road."

President Shepherd: "Obviously, it is restricted to wetlands requirements, etc., so it won't just go up . . . "

Mr. Krohn: "Well, my concern is we'd not like it aimed at a swamp, or through the deepest part of wetlands."

Mr. Wilson: "If Council were willing, then the Public Works Director is in the business of locating roads, and I'm sure he would be happy to work with Mr. Logue in developing an appropriate location."

President Shepherd: "Now is there a second to the motion?"

Councilman Nelson: "Yes."

President Shepherd: "All those in favor of the motion signify by saying AYE."

All Councilmembers voted AYE.

President Shepherd: "All opposed?"

None.

The following entitled proposed ordinance was read: CHANGING THE ZONING ON CERTAIN LANDS WITHIN THE CITY LOCATED NORTHWEST OF HORIZON DRIVE AND 12TH STREET, KNOWN AS HORIZON GLEN SUBDIVISION. Upon motion by Councilman Theobald, seconded by Councilman McCurry and carried, the proposed ordinance was passed for publication.

ORDINANCES ON FINAL PASSAGE - PROOFS OF PUBLICATION

Proofs of Publication on the following Ordinances proposed for final passage have been received and filed. Copies of the Ordinances proposed for final passage were submitted to the City Council prior to the meeting.

ORDINANCE NO. 2522 - INTERSTATE ANNEXATIONS NO. 1, NO. 2, NO. 3, AND NO. 4 - LOCATED EAST OF 23 ROAD AND SOUTH OF I-70

Upon motion by Councilman Bennett, seconded by Councilman McCurry and carried, the following entitled proposed ordinance was called up for final passage and read by title only: AN ORDINANCE ANNEXING TERRITORY TO THE CITY OF GRAND JUNCTION, COLORADO, WHICH SHALL BE ACCOMPLISHED IN A SERIES.

There were no comments. Upon motion by Councilman Bennett, seconded by Councilman McCurry and carried by roll call vote with Councilman BAUGHMAN voting NO, the Ordinance was passed, adopted, numbered 2522, and ordered published.

ORDINANCE NO. 2523 - AMENDMENTS TO CHAPTER 25, CODE OF ORDINANCES, SEWERS, CONCERNING INDUSTRIAL PRETREATMENT PROGRAM

CITY OF GRAND JUNCTION, COLORADO

ORDINANCE NO.

**AN ORDINANCE REZONING HORIZON VILLAS PROPERTY
FROM PD (PLANNED DEVELOPMENT)
TO R-8 (RESIDENTIAL – 8 DU/AC)**

LOCATED WEST OF HORIZON GLEN DRIVE

Recitals:

After public notice and public hearing as required by the Grand Junction Zoning and Development Code, the Grand Junction Planning Commission recommended approval of zoning the Horizon Villas Property to the R-8 (Residential – 8 du/ac) zone district, finding that it conforms to and is consistent with the Future Land Use Map designation of Neighborhood Center of the Comprehensive Plan and the Comprehensive Plan's goals and policies and is generally compatible with land uses located in the surrounding area.

After public notice and public hearing, the Grand Junction City Council finds that the R-8 (Residential – 8 du/ac) zone district is in conformance with at least one of the stated criteria of Section 21.02.140 of the Grand Junction Zoning and Development Code.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION THAT:

The following property shall be zoned R-8 (Residential – 8 du/ac):

Lot 17, Horizon Glen Subdivision As Amended

Introduced on first reading this _____ day of _____, 2020 and ordered published in pamphlet form.

Adopted on second reading this _____ day of _____, 2020 and ordered published in pamphlet form.

ATTEST:

City Clerk

Mayor



Grand Junction Planning Commission

Regular Session

Item #2.

Meeting Date: February 25, 2020

Presented By: Landon Hawes, Senior Planner

Department: Community Development

Submitted By: Landon Hawes

Information

SUBJECT:

Consider a request by the Horizon Drive Business Improvement District to add a Horizon Drive Zoning Overlay to the Zoning and Development Code as Title 27 of the Municipal Code.

RECOMMENDATION:

Staff recommends approval of the request.

EXECUTIVE SUMMARY:

Business owners in the Horizon Drive Business Improvement District (BID) have requested the creation of a zoning overlay in order to develop a distinct identity for the Horizon Drive District as a "Gateway to Grand Junction." This identity should reflect a high quality of site design, site improvements, building architecture, and pedestrian safety. Additionally, the corridor seeks to accommodate multiple modes of travel, making it a "Complete Street" that allows for the development of both publicly and privately owned pedestrian spaces that emphasize public interaction in gathering areas and around public art. The standards included in this overlay would also work to enhance walkability, create a unifying architectural theme, and help set minimum standards for design and development of properties within the Horizon Drive area.

BACKGROUND OR DETAILED INFORMATION:

BACKGROUND

Zoning overlays such as the proposed Horizon Drive standards are designed to implement specific policy and zoning objectives such as the creation of a specific visual

theme. In this case, the proposed zoning overlay is intended to improve visual quality, create a unifying architectural theme, and increase walkability in the Horizon Drive Business Improvement District. This is done by the implementation of architectural design standards, installation of street trees and detached sidewalks, and emphasis on high-quality building materials, among other regulations. The City has already adopted similar zoning overlays for North Avenue, the Greater Downtown Area, and 24 Road.

The Horizon Drive District is comprised of commercial properties within the general geographic area of Horizon Drive between G Road and H Road. The District was formed in 2004 and is overseen by the City of Grand Junction, which appoints the staff and Board of Directors. The District is supported by a mil levy of no more than 5.0 mils (.005) upon every dollar of the valuation assessment of taxable property within the District.

The District's mission statement is: "Committed to build community, enhance the beauty and advocate the economic vitality of the Horizon Drive District."

The properties within the Horizon Drive District fall into two zoning classifications. Those with frontage onto Horizon Drive, Crossroads Boulevard, Horizon Court or similar streets, are classified as Light Commercial (C-1) and those nearest H Road and north-west of Horizon Drive are classified as Industrial Office (I-O). The Grand Junction Regional Airport, adjacent to the Horizon Drive District on the north and east, is the single largest adjoining property. The zoning classification for the airport is Planned Airport Development (PAD).

Horizon Drive is a busy arterial thoroughfare, five lanes wide. The roadway system is dedicated to swift vehicular movement. Buildings are generally large, set back from the roadway and fronted by large parking areas. Signs for the buildings are inconsistent in size and location. Landscaping is sparse. There have been recent and significant improvements to the area with the completion of two roundabouts as well as pedestrian crossings located at lighted intersections and three midblock locations. Sidewalks are found in both an attached and detached configuration, though some sidewalk connections are missing.

Horizon Drive is one of four gateways into Grand Junction for travelers coming to the community using I-70 and the primary gateway for those flying into Grand Junction Regional Airport. Therefore, Horizon Drive's identity should reflect a high quality of site design, site improvements, building architecture, and pedestrian safety.

Additionally, the corridor seeks to accommodate multiple modes of travel, making it a "Complete Street" that allows for the development of both publicly and privately owned pedestrian spaces that emphasize public interaction in gathering areas and around public art. This reinforces the Horizon Drive District as the central "gateway" to Grand Junction. As such, the visual character of the District properties should reflect the

District's desire to set itself forward as a welcoming, clean, modern and a safe area that not only provides traveler amenities but is a segue to a multi-faceted and desirable community. Design standards for development will reinforce this overall theme and sense of quality. As a complete street it supports the City's 2018 adopted Complete Street Policy which provides an approach to corridor development that integrates people and places in planning, design, construction, operation, and maintenance of transportation networks. The policy also helps to ensure streets are safe for people of all ages and abilities, while balancing the needs of different modes, thereby supporting local land use, economy, culture and the natural environment.

The overlay would help implement several Comprehensive Plan policies.

- Goal 8 states that the city will "Create attractive public spaces and enhance the visual appeal of the community through quality development." The overlay does this by mandating streetscape improvements for new development and emphasizing high-quality building materials.

- Goal 9 states that the city will "Develop a well-balanced transportation system that supports automobile, local transit, pedestrian, bicycle, air, and freight movement while protecting air, water and natural resources." The overlay helps to implement this goal by integrating the existing Horizon Drive Corridor Improvement Project into its text. This currently ongoing CIP includes detached sidewalks, transit stops, and parcel interconnectivity as part of its vision.

- Guiding Principle 5 of the Plan is "Balanced Transportation," which this plan helps to implement as described above.

According to Vara Kusal, the executive director of the BID, "The Horizon Drive District was formed in 2004 because the property owners and business owners wanted a voice to represent their interests to local government." As such, the proposed zoning overlay represents the desired outcome for stakeholders from the district. The Horizon Drive District Board has recommended approval of the overlay and business/property owners who have given feedback have uniformly been in favor of it as well.

NOTIFICATION REQUIREMENTS

A Neighborhood Meeting regarding the proposed overlay zone was held on December 4, 2019 in accordance with Section 21.02.080 (e) of the Zoning and Development Code. BID and Community Staff representatives were in attendance. Eight people attended the neighborhood meeting and asked questions about applicability of the zoning overlay, when it would come into effect, and signage. All citizens in attendance expressed support of the proposed overlay.

Notice was completed consistent with the provisions in Section 21.02.080 (g) of the Zoning and Development Code. Mailed notice of the public hearings before Planning Commission and City Council in the form of notification cards was sent to all property owners within the Horizon Drive Business Improvement District on February 14, 2020. The notice of this public hearing was published on February 18, 2020 in the Grand Junction Daily Sentinel.

ANALYSIS

In accordance with Section 21.02.140(c), a proposed text amendment shall address in writing the reasons for the proposed amendment. There are no specific criteria for review because a code amendment is a legislative act and within the discretion of the City Council to amend the Code with a recommendation from the Planning Commission. Reasons for the proposed amendments are provided in the Background section of this report.

RECOMMENDATION AND FINDINGS OF FACT

After reviewing the Horizon Drive Business Improvement District's request for the creation of a Horizon Drive Zoning Overlay, ZCA-2019-717, the following findings of fact have been made:

1. The request is justified in that it will work to enhance Horizon Drive's ability to serve as a premier commercial area and community gateway for the City of Grand Junction.
2. The request is consistent with the goals and policies of the Comprehensive Plan.

Therefore, Staff recommends approval of the request.

SUGGESTED MOTION:

Madam Chairman, on the Horizon Drive Zoning Overlay, City file number ZCA-2019-717, I move that the Planning Commission forward a recommendation of approval to City Council with the findings of fact as listed in the staff report.

Attachments

1. Combined neighborhood meeting notes
2. Horizon Drive Zoning Overlay Ordinance v5

Horizon Drive District Open House
Proposed District Plan and Overlay Zone District
Wednesday, Dec. 4, 2019 @ Clarion Inn

Comments – Please provide any written comments here.

MORE OPEN & GREEN SPACE IS
EXTREMELY IMPORTANT IN THE MODERN
WORLD + AFFORDABLE HOUSING
THE WALK ALONG YOUR CANALS CAN
BE MADE SAFE WITH ROPE BARRIERS
& WOULD ADD TO THE ENJOYMENT OF
VISITOR & LOCALS ALIKE

Horizon Drive District Open House
Proposed District Plan and Overlay Zone District
Wednesday, Dec. 4, 2019 @ Clarion Inn

Comments – Please provide any written comments here.

If the trail concept could be expanded to include usage by Adrenaline Adventures to Access the 29th Desert Recreational Area it would promote the tourism to Grand Junction as an offroad Destination.

Boeschon Family LP is working with Adrenaline Adventures to provide land for the expansion of their Rental Activities

Sincerely,
Louis Boeschon
BFLP

Horizon Drive District Open House
Proposed District Plan and Overlay Zone District
Wednesday, Dec. 4, 2019 @ Clarion Inn

Comments – Please provide any written comments here.

MORE OPEN & GREEN SPACE IS
EXTREMELY IMPORTANT IN THE MODERN
WORLD + AFFORDABLE HOUSING
THE WALK ALONG YOUR CANALS CAN
BE MADE SAFE WITH ROPE BARRIERS
& WOULD ADD TO THE ENJOYMENT OF
VISITOR & LOCALS ALIKE

Comments:

Access from 2741 Skyline Ct to 29rd.
from south side of Airport. ReZone the
Buesher property to recreational.

Lewis Baker

Name

Lewis@adacgj.com

email address

Comments:

It would be great to see recreational zoning on Louis Buesher's
property. Also, I am excited to see the planning for the Horizon
District Trail & Walkway proposal. That would really change
Horizon for the better! Much more of a friendly environment.

David Hazleton

Name

ADCustomzGtJ@gmail.com

email address

Comments:

Would love to see more recreation
and parks on this side of town.

I think this would bring more attention
to business + Land value to the surrounding area.

I ~~wish~~ wish this was an opportunity zone.

Brett

Name

CutProductions@gmail.com

email address

PUBLIC MEETING

December 4, 2019

Clarion Inn - 755 Horizon Drive

NO.	NAME	PHONE	ADDRESS	EMAIL
1	Bett Biesner			Coffproduction75@gmail.com
2	Lewis Baker			Lewis@adacgi.com
3	Louis Biescher		749 Goffman Ave. G-10	BLimitedpt@AOL.com
4	Ben Buescher		714 Golfman Dr.	bmbuescher@gmail.com
5	David Hazleton			ADewstanzGRT@gmail.com
6	Brian Burford		748 Horizon Dr	bburford100@yahoo.com
7	Brian DiMarzio		1049 Lakeside Ct	dmarzio@yahoo.com
8	DAVID SKORENSKY		16000 HWY 131	NONE
9				
10				
11				
12				
13				
14				
15				

CITY OF GRAND JUNCTION, COLORADO

ORDINANCE NO. _____

AN ORDINANCE AMENDING THE GRAND JUNCTION MUNICIPAL CODE RELATING TO ZONING AND DEVELOPMENT IN THE HORIZON DRIVE DISTRICT

Recitals:

The City Council desires that the City's zoning and development regulations be amended as needed so that they will be dynamic and responsive to the demands of the community and development trends, without compromising health, safety and welfare.

The City Council desires the Horizon Drive Business Improvement District to incorporate consistent standards for the area, in order to:

- Achieve high-quality development in the corridor in terms of land use, site planning and architectural design;
- Provide market uses that complement existing and desired uses and benefit the Grand Junction community;
- Take advantage of and expand upon existing public facilities in the corridor to create a "civic" presence;
- Achieve a distinctive character along the roadway that can serve as a gateway to the Grand Junction community;
- Establish a transportation network that interconnects to create a logical urban pattern;
- Establish a high-quality image through zoning, design standards, and public improvements.

For the past two years the Horizon Drive BID Board have worked to develop standards for site development, building architecture, landscaping, business access and site circulation.

The following Preamble describes the Horizon Drive District planning work which informs and provides background information for the Horizon Drive District - Overlay Zone District Standards.

Horizon Drive District Overlay Preamble

I. Introduction to Horizon Drive District Plan

The Plan area and the Overlay Zoning District area comprise the Horizon Drive District boundary as defined by the Horizon Drive Business Improvement District boundary as it stands at the time of adoption of this Plan and Overlay District and includes any subsequent modifications in the future as properties are annexed into the Business Improvement District.

The District's mission statement is: "Committed to build community, enhance the beauty and advocate the economic vitality of the Horizon Drive District."



The properties within the Horizon Drive District fall into two zoning classifications. Those with frontage onto Horizon Drive, Crossroads Boulevard, Horizon Court or similar streets, are classified as light commercial (C-1) and those nearest H Road and north-west of Horizon Drive are classified as Industrial Office (I-O).

The Grand Junction Regional Airport, adjacent to the Horizon Drive District on the north and east, is the single largest adjoining property. The zoning classification for the airport is Planned Airport Development (PAD).

Horizon Drive is a busy arterial thoroughfare, five lanes wide. The roadway system is dedicated to swift vehicular movement. Buildings are generally large, set back from the roadway and fronted by large black-top parking areas. Signs for the buildings are inconsistent in size and location. Landscaping is sparse. There are intermittent sidewalks and pedestrian crossings are located only at lighted intersections.

The overall planning concept for the Horizon Drive District encourages development of (or continuity of existing) neighborhood centers. The neighborhood center approach will provide a framework for distinctive image and organizing elements for public and private (re)development of the Horizon Drive District.

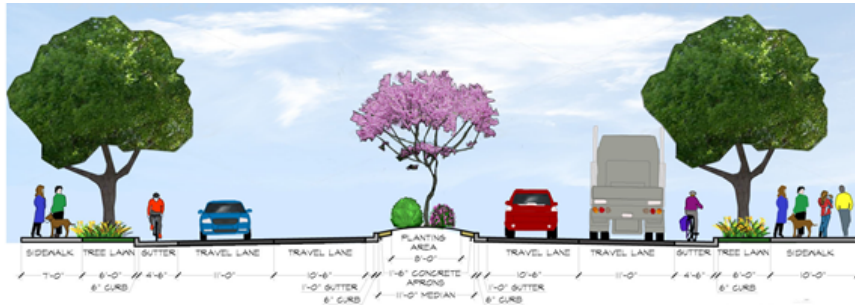
The Horizon Drive Center supports the Horizon Drive corridor to retain its commercial land use designation. Crossroads Blvd. & Horizon Court areas are identified as Business Park Mixed Use and Commercial/Industrial. The Business Park Mixed Use provides more options including multi-family residential development within the corridor. These community development objectives for the District will support and integrate with the development plans of the Grand Junction Regional Airport.

III. “Gateway to Grand Junction”

Horizon Drive is one of four gateways into Grand Junction for travelers coming to the community using I-70 and the primary gateway for those flying into Grand Junction Regional Airport. The primary objective is to develop a distinct identity for the Horizon Drive District, as a “Gateway to Grand Junction.” This identity should reflect a high quality of site design, site improvements, building architecture, and pedestrian safety.

Additionally, the corridor should accommodate multiple modes of travel making it a “Complete Street” allowing for the development of both publicly and privately owned pedestrian spaces emphasizing public interaction in gathering areas and around public art. This reinforces the Horizon Drive District as the central “gateway” to Grand Junction. As such, the visual character of the District properties should reflect the District’s desire to set itself forward as a welcoming, clean, modern and a safe area that not only provides traveler amenities but is a segue to a multi-faceted and desirable community. Design standards for development will reinforce the overall theme and sense of quality. As a complete street it supports the City’s Complete Street Policy adopted July 18, 2018 which provides an approach to corridor development that integrates people and places in planning, design, construction, operation, and maintenance of transportation networks, helping to ensure streets are safe for people of all ages and abilities, while balancing the needs of different modes, thereby supporting local land use, economy, culture and the natural environment.

IV. Corridor Improvement Project – A “Complete Street”



PURPOSE

To better provide for the safe and convenient movement of both pedestrians and motor vehicles.

The Horizon Drive Corridor Improvement Project will be constructed in phases due to financial necessity (see “Conceptual Plan” graphic). Phase 1 addressed the Horizon Drive / Interstate-70 interchange and was completed in 2016. Future phases, south of the interchange and north of the interchange, will be completed as funding is secured. Currently, Phase 2 is planned to be the section south of Visitor’s Way to G Road. In 2019, three crosswalks were added to this section with center refuge medians and yellow LED pedestrian-activated flashing warning lights.

The corridor will be designed as a “Complete Street” to enable safe access for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities. The vision for the Horizon Drive corridor includes:

- Create circulation plans promoting traffic calming and pedestrian safety.
- Encouraging future development to include civic areas, open space (parks), walking trails, bike lanes, ease of access to public transportation and connectivity.
- Connectivity with other districts in the community including way-finding signage.
- Wide sidewalks detached from the roadway.
- Safe access to businesses from the street and sidewalks and parcel interconnectivity to minimize multiple access points to Horizon Drive.



- Safe and efficient transit stops.
- Adequate lighting creating a safer vehicle and pedestrian experience.
- Landscaping, street furniture and other hardscape features and amenities that enhance the pedestrian and motoring public's experience, but still allow buildings to be located near the street.

Increased safety is of primary importance to the establishment of the design character of the Horizon Drive District. Interstate 70 bisects the District and provides primary access to Horizon Drive via on ramp/off ramps from both east and west. Vehicular movement is important to the District. Additionally, the properties along Horizon Drive serve a temporary population of visiting travelers, who would prefer greater pedestrian access to other District properties as well as connections to downtown, the Colorado riverfront and other destinations. The standards set forth in this document are to better provide for the safe and convenient movement of both pedestrians and motor vehicles.

V. Horizon Drive Master Trails Plan

PURPOSE

To provide for the safe and convenient movement of non-motorized (pedestrians and bicycles) between Horizon Drive District businesses and to other areas of Grand Junction.

Connecting Horizon Drive Hotels and business to downtown, Mesa Mall and the Colorado riverfront is desired by many visitors staying on Horizon Drive and the Horizon Drive business community. Access to trails will benefit the local tourism industry and help stimulate economic development. In 2017, the District contracted with the Colorado Department of Local Affairs (DOLA) and the University Technical Assistance Program (UTAP) to produce the Horizon Drive Master Trails Plan. The Plan was approved by the Grand Junction Planning Commission in April of 2019. Ordinance No. 4851 amended the Comprehensive Plan to include the Horizon Drive BID Trail Network Plan as part of the Grand Junction Circulation Plan was approved by the Grand Junction City Council May 1, 2019.

VI. Overlay Zoning

Overlay zoning creates a special zoning district over a base zone. An overlay adds to or changes the regulations, standards, or requirements of the base zone in order to protect or guide development within a specific area or corridor to meet specific needs or objectives. While the base zone determines the permitted land uses, the overlay zone establishes design or other standards that meet the overlay's purposes.

The overlay zone for the Horizon Drive District provides direction and vision for development in the corridor. The purpose of the overlay's standards and guidelines is

to stimulate new development as well as redevelopment in the District, increasing business and pedestrian activity along the corridor. The overlay supports and implements the Comprehensive Plan vision and goals of making the City a more livable place.

NOW THEREFORE BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION THAT:

Title 27 of the Grand Junction Municipal Code is amended to incorporate the Horizon Drive District - Overlay Zone District Standards.

Introduced on first reading this 4th day of March, 2020 and ordered published in pamphlet form.

Adopted on second reading this 18th day of March, 2020 and ordered published in pamphlet form.

ATTEST:

City Clerk

Mayor

Horizon Drive District - Overlay Zone District Standards

27.04 Purpose. The purpose of the Horizon Drive Zone District Overlay is to provide a consistent level of architectural character, quality and aesthetics of the Horizon Drive area as well as to improve and enhance pedestrian access, vehicular access, parking and circulation within the designated Horizon Drive Zone District Overlay.

27.08 Applicability. The Horizon Drive Zone District Overlay includes all commercial properties within the general geographic area of Horizon Drive between G Road and H Road as identified on the zone district overlay map.

27.12 Standards and Guidelines.

27.12.010 Architectural Features and Materials. Architectural features are intended to provide variations in massing, be at a human scale, and provide variety in design that work to reinforce the importance of the civic, public and open spaces.

- a. All buildings facing Horizon Drive shall use materials that are durable including but not limited to stone, brick, precast concrete and architectural metals.
- b. Materials prohibited for any building facing Horizon Drive include metal-clad prefabricated buildings and building made from pre-cast concrete and tilt up wall systems that are structural in appearance.
- c. Building entries shall have a strong visual and pedestrian relationship to the street.
- d. Buildings shall provide following architectural design elements:
 - 1) Buildings shall provide their main entry facing Horizon Drive. When not feasible, a side or rear of a building may face Horizon Drive. However, the façade fronting Horizon Drive shall give the appearance of a front façade in terms of quality of architecture, materials and detailing.
 - 2) Building form shall provide recessed or projecting elements to provide façade articulation. This can be accomplished through the design of entryways, awnings, rooflines, projecting bays, pilasters, columns or other features. Articulation shall occur a minimum of every 30 feet for all sides of the building.
 - 3) The first floor of a building designed to accommodate a restaurant or retail use shall have windows facing the public right of way that create visual interest to pedestrians and provide views from inside of buildings to the street.

- e. In addition, the site shall exhibit a minimum of three (3) of the following seven (7) architectural design elements:
- 1) Variation in materials, material modules, expressed joints and details, surface relief and texture to break up building forms and wall surfaces. Such detailing may include sills, headers, belt courses, reveals, pilasters, window bays or similar features for all sides of the building.
 - 2) Variation in roof lines/roof materials in order to add interest to and reduce the scale of buildings or expanses of blank wall. This can be accomplished through design elements such as overhangs, eaves, recesses, projections, raised cornice parapets over doors or bays and peaked roof forms.
 - 3) Establishing the main building entrance on the street with façade features that emphasize the primary building entrance through projecting or recessed forms, detail, color and/or material.
 - 4) Outdoor patio in combination with or without outdoor seating located between the building and the primary street.
 - 5) Ground story transparency of at least 50 percent in the form of windows and/or door(s) for facades facing all public street frontages.
 - 6) Public art, as approved by the Director.
 - 7) Other architectural or site features that achieve the goals of the overall Horizon Drive District overlay vision or concept, as determined by the Director.

27.12.020 Site Design. Elements required or encouraged for site design are intended to minimize vehicular orientation and emphasize pedestrian activities such as ease of access from the public way and safe access to parking areas, increase walkability of the district especially between the public way, transit facilities and other buildings. They are also intended to provide safe access to businesses from the street and sidewalks, as well as parcel interconnectivity to minimize multiple access points to Horizon Drive.

- a. Clearly visible and direct pedestrian paths with adequate lighting should be established between neighboring buildings, between buildings and outlying parking areas, and between buildings and transit facilities.
- b. A 6-foot wide concrete sidewalk is required from the street to the front of the primary building main entrance.
- c. New development shall be required to close redundant or multiple accesses to Horizon Drive from a single site. Access location and turning movements shall be limited to those which can be safely accommodated as determined by City of Grand Junction traffic engineers

- d. New development shall be required to consolidate accesses with neighboring properties to the extent practicable.
- e. Bicycle parking shall be provided at locations that do not obstruct the flow of pedestrians, are easily identifiable and visible and convenient to customer entrances.
- f. Where pedestrian circulation paths cross vehicular routes, a change in paving materials, textures, or colors shall be provided to emphasize the potential conflict point, improve visibility, enhance safety and enhance aesthetics.
- g. Onsite signage and traffic markings necessary to facilitate circulation and improve public safety and awareness are required.
- h. Drive up windows such as those used for banks, restaurants, groceries and pharmacies or drive through facilities such as gasoline service islands and car wash or vacuum bays shall be oriented as to not be visible from the public right of way.

27.12.030 Landscaping and Public Amenities. This section is meant to ensure appropriate landscaping improvements and the creation of public amenities that enhance the character of the district, and to utilize xeric principles in landscaping design encouraging the planning of low water plants that are appropriate for Grand Junction's arid climate. The intent is also to encourage future development to include civic areas and open space (parks).

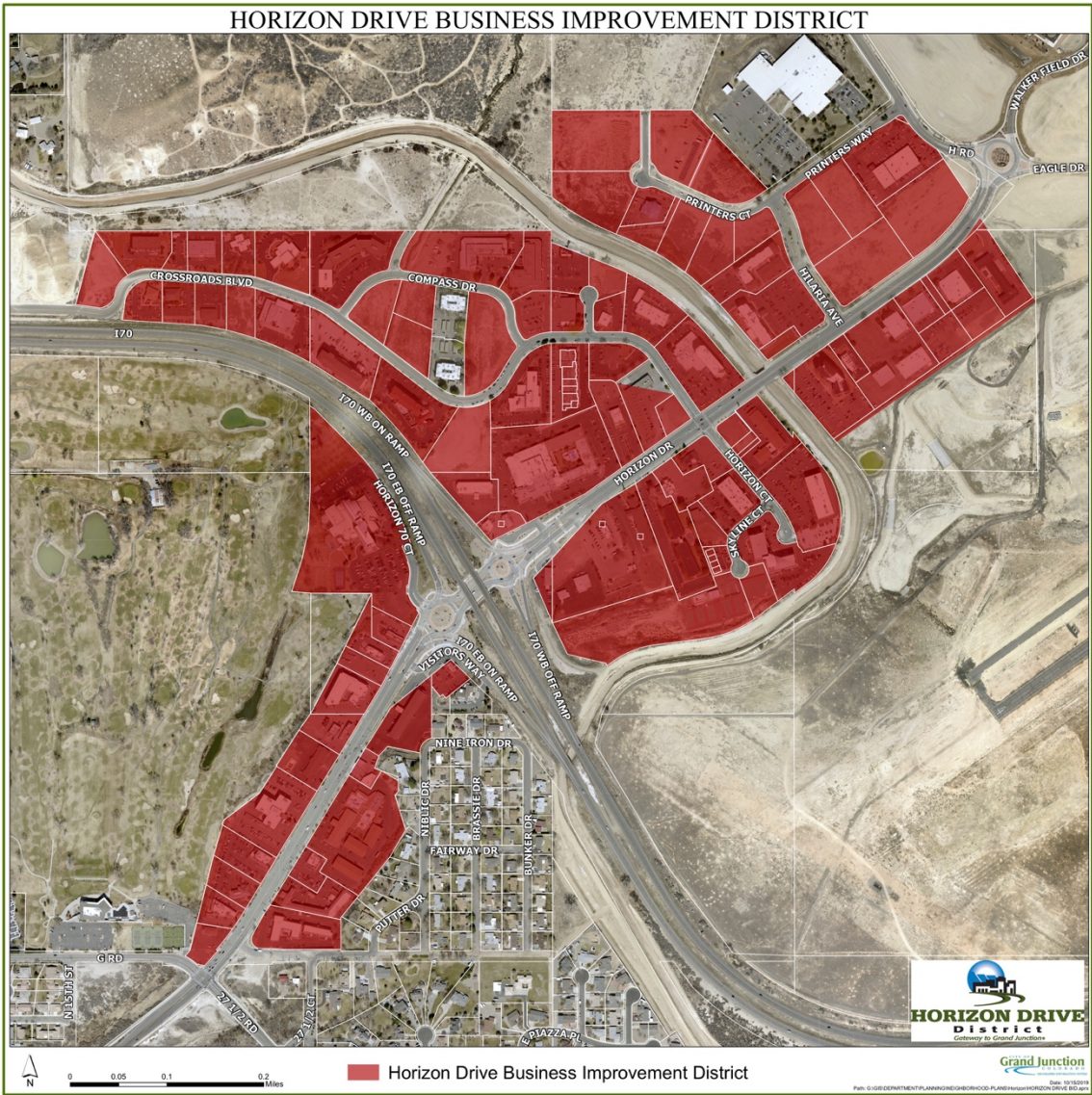
- a. Landscaping shall be designed to provide drought tolerant plant species that are native to the region or otherwise suitable to the climate.
- b. For all development, street trees planted every forty feet shall be planted along all public rights-of-way.
- c. For all development with landscaped areas fronting Horizon Drive, any groundcover provided shall be visually similar to existing landscape rock (e.g. crushed red granite) in place on Horizon Drive.
- d. Art, sculpture, transit shelters, benches, planters, bike racks, trashcans and other hardscape feature, plazas, landscaping and other amenities shall be included where appropriate.

27.12.040 Signage. Signage is intended to communicate information and reduce existing visual clutter as well as prohibit new visual clutter. Signage shall provide visual continuity within a single project.

- a. Signs shall be consistent in design, color, typeface, materials and construction details with each project.
- b. Freestanding signs shall comply with the following requirements.
 - 1) Shall be placed perpendicular to the right-of-way.
 - 2) Shall be constructed with a stone or veneer base. The sign may be single or double faced. If single the backside of the sign shall be painted the same color as the cabinet and poles.

- 3) Shall be located no closer than 10 feet from property line and no closer than 6 feet from the curb of a street or drive.
- 4) The height shall be measured from finished grade.
- 5) One freestanding sign shall be allowed per street frontage.
- 6) Up to two small freestanding directional signs may be allowed that are three square feet or fewer and no more than 30 inches in height.
- 7) The sign allowance per frontage can only be used on that frontage and shall not be transferred to any other frontage.
- 8) Maximum sign dimensions shall not exceed the following:
 - a. For properties fronting Horizon Drive between G Road and 27 ½ Road and H Road,
 - i. 40 feet in height
 - ii. 100 square feet for properties with up to 150 feet of linear frontage
 - iii. 120 square feet for properties with 150 to 200 feet of linear frontage
 - iv. 160 square feet for properties with 201 to 300 linear feet of frontage
 - v. 200 square feet for properties with greater than 300 linear feet of frontage
 - b. For properties with frontage on Horizon Drive between 7th Street and G Road (27 ½ Road), the maximum sign dimensions shall not exceed the following:
 - i. 12 feet in height
 - ii. 100 square feet
 - c. For properties with Interstate-70 frontage maximum sign dimensions are subject to Section 21.06.070.
 - d. For all other properties the maximum sign dimensions shall not exceed the following
 - i. 20 feet in height
 - ii. 75 square feet
- c. Flush Wall Signs may be either non-illuminated or internally illuminated.
- d. No off-premise signs or outdoor advertising shall be permitted, except where existing at the time of adoption of this document, provided such signs are appropriately permitted through the City of Grand Junction.
- e. Projecting signs shall be permitted as per section 21.06.070 of the Zoning and Development Code.
- f. Roof signs are not allowed.

MAP OF HORIZON DRIVE OVERLAY DISTRICT





Grand Junction Planning Commission

Regular Session

Item #3.

Meeting Date: February 25, 2020

Presented By: Scott D. Peterson, Senior Planner

Department: Community Development

Submitted By: Scott D. Peterson, Senior Planner

Information

SUBJECT:

Consider a request by CR Nevada Associates LLC, JLC Magnus LLC and Bonds LLC for a Zone of Annexation for two (2) properties and rezone of two (2) properties from R-E (Residential Estate) and R-2 (Residential – 2 Dwelling Units per acre). All properties are seeking a zone district of Planned Development with an associated Outline Development Plan (ODP) called Magnus Court to develop 74 single-family detached lots with an R-2 (Residential – 2 du/ac) default zone district. The properties combined are 69.67 acres and are generally located at the west end of Magus Court and include the property addressed as 2215 Magus Court #A.

RECOMMENDATION:

City Staff recommends conditional approval of the requests.

EXECUTIVE SUMMARY:

The Applicant, CR Nevada Associates LLC, JLC Magnus LLC, and Bonds LLC represented by Mike Thomas, is requesting a Zone of Annexation for two (2) properties as well as a rezone to Planned Development. The proposed request also includes the rezone of two (2) properties that are currently located within the City limits and zoned R-E (Residential Estate) and R-2 (Residential – 2 du/ac) and an Outline Development Plan (ODP) for all four (4) properties with a proposed zone of Planned Development (PD) with an R-2 (Residential – 2 du/ac) default zone district for Magnus Court ODP.

The proposed plan will develop 74 single-family detached lots with several areas being proposed to be dedicated to a homeowner's association or granted to the City as public open space, on 69.67 +/- acres. The Outline Development Plan establishes specific performance standards that the development will be required to meet and conform with

throughout each development phase, consistent with Section 21.02.150 (b) of the Zoning and Development Code. The project is located at the west end of Magnus Court and includes the property addressed as 2215 Magnus Court #A.

The City accepted the petition for annexation through a resolution approved on February 19, 2020 and took land use authority concurrent with this action. The first reading of an ordinance to annex those two (2) properties (45.543-acres) was also completed on February 19, 2020. The public hearing for the annexation, zone of annexation and rezone requests are schedule to be heard concurrently by City Council on April 1, 2020.

BACKGROUND OR DETAILED INFORMATION:

The Zoning and Development Code (“The Code”) sets the purpose of a Planned Development (PD) zone and enables the PD to be used for unique projects where design flexibility is desired and is not available through application of the standards established in Chapter 21.03 GJMC. The Code provides Planned Development zoning should be used when long-term community benefits will be derived and the vision, goals and policies of the Comprehensive Plan can be achieved.

The four (4) subject properties are currently vacant, except for one (1) single-family detached house. Two (2) properties have been previously annexed into the City limits through the CR Nevada Annexation in 2006 and the Gummin Annexation in 2007. Current City zoning for the CR Nevada parcel is R-E (Residential – Estate) with the Gummin parcel zoned R-2 (Residential – 2 du/ac). The two (2) other properties requesting to be annexed with this proposal are currently zoned RSF-4 (Residential Single Family – 4 du/ac) in the County. The property owner wishes to consolidate the four (4) properties and establish a Planned Development zone district with a default zone of R-2 (Residential – 2 du/ac) to develop a total of 74-single-family detached residential units for a project density of 1.06 dwelling units per acre. The Comprehensive Plan Future Land Use Map identifies the four (4) properties as Residential Low (.5 – 2 du/ac) and Rural. No Comprehensive Plan Future Land Use Map Amendment would be necessary since the proposed default zone district of R-2 is an allowed zoning district within both the Residential Low and Rural categories utilizing the Blended Land Use Map.

The property as a whole is challenging to develop due to the topography of the site with slopes between 10 percent to 30 percent, and the presence of rock outcrops and rocky soil conditions. The site is bounded on the south by properties owned by the Museum of Western Colorado and is the location of Riggs Hill. To the north are currently undeveloped parcels of land that are located within Mesa County. The only access to the Applicant’s property is via S. Broadway or 22 ¼ Road from the existing Magnus Court right-of-way, which is an unimproved right-of-way and is currently a gravel surface. Future subdivision development will require the developer to dedicate the

applicable amount of right-of-way and construct Magnus Court to current City residential standards.

Establishment of Uses:

The Plan allows only single-family detached dwelling units and associated accessory land uses.

Density:

The proposed density for the ODP is 1.06 dwelling units per acre (74 dwelling units on 69.67-acres). The Comprehensive Plan Future Land Use Map designates these properties as Residential Low (.5 – 2 du/ac) and Rural. The Applicant is requesting a default zone of R-2, which has no minimum density and a maximum density of 2 dwelling units/acre.

Access:

With the ODP application, a Traffic Impact Study (TIS) was submitted. The TIS projected project traffic and added that to the existing background traffic. The main external access points are Highway 340 (Broadway) and Reed Mesa Drive and South Broadway and Redlands Parkway. According to the CDOT access code, a westbound left turn lane is currently warranted, albeit by only 1 trip (current threshold is 25 trips – proposed impact of the project would be 26 trips) on Broadway to turn south on Reed Mesa Drive. With project traffic the left turn lane need is greater. Under current City policy, this required turn lane improvement would not be the Applicant's responsibility to provide.

The TIS also indicates, a southbound right turn lane on Redlands Parkway to turn north on South Broadway is warranted after 58 homes are built. Also, under current policy this improvement would be a City capital project and not an improvement required to be completed by the developer. The City's past approach for these improvements would be to monitor traffic and safety concerns and then budget and construct the improvement as they become necessary.

Level of service is a traffic engineering term used to define vehicle delay at an intersection. A is the best while F is the worst. Each grade is based on the amount of anticipated vehicle wait time in seconds. Existing traffic through the neighborhood is light and all intersections currently operate at a level of service A. The TIS projects all interior intersections will still operate at level of service A in 2040 after the full build-out of the project. The intersection of Mowry Drive and South Broadway is currently unsigned (stop signs). The TIS proposes installing stop signs at all intersections to improve driver awareness and safety. These intersections are in the County and the Applicant would be responsible to coordinate with the County and install the signs.

The industry standard for traffic volume on local residential streets is 1000 Average

Daily Trips (ADT). This volume equates to 500 round trips daily. The existing total daily traffic in the neighborhood was not counted but, based on peak hour counts, is estimated to be approximately 500 ADT on Reed Mesa Drive at Broadway and 300 ADT on South Broadway at Redlands Parkway. After project buildout the estimates are 800 and 600 respectively.

The only public access available to this property is from Magnus Court. Three (3) separate Alternative Street Requests were reviewed and approved by the City's engineering team regarding the proposed ODP for this site. The first request considered was to develop the streets with 31.5 feet of right-of-way, sidewalk on one side only, 21 feet of asphalt width and parking only on one side.

The second Alternative Street Request considered the allowance of 72 lots from a single point of access. To address the access, the Applicant created three (3) dedicated fire turn-around locations, a divided entrance (median) street with a 16-foot lane width on each side (50-foot ROW) to the first loop street, a widened street section (40-foot ROW) past the second intersection, and a structurally sufficient street section for all areas. Included in the approval of this alternative street request is the requirement for the homes to all provide sprinkler fire suppression systems.

A third Alternative Street Request was considered and approved to allow street lights only at street and shared driveway intersections in-lieu of City standard that requires placement every 250 feet.

Open Space and Pedestrian Amenities:

The Applicant is proposing over 46-acres as open space or 65 percent of the project site. The Applicant intends to either grant the open space to the homeowner's association or to a public entity such as the City of Grand Junction or the Museum of Western Colorado, in full or in part. Final determination of any dedication will be made at time of Final Subdivision Plan review and any request for the City to accept dedication of open space would be a decision of City Council with a recommendation from the City's Parks and Recreation Board. The site currently contains numerous hiking trails that connect to the Riggs Hill trails. The trails on site have been created over the years that have been utilized by the public, but the trails are located on private property. As part of the ODP request, the Applicant is proposing to grant public access/trail easements through the project, and consistent with a number of the historic trail aligns in support of the community benefit for the proposed PD zone district.

Currently no trails are identified on the City's Active Transportation Corridor Plan except for a future trail located adjacent to the Redlands First Lift Canal at the extreme northwest corner of the property. The applicant will also be granting an access/trail easement in this area as required by the City's Active Transportation Corridor Plan.

Phasing:

The Applicant is proposing to develop the subdivision within a total of four (4) phases. Each phase is proposed to be developed within 2 -3 years to account for construction and full market absorption before commencement of the next filing. The following phasing schedule is proposed (approval of final plat):

Filing One (20 Lots): By December 31, 2023

Filing Two (20 Lots): By December 31, 2026

Filing Three (17 Lots): By December 31, 2028

Filing Four (17 Lots): By December 31, 2030

Pursuant to Section 21.02.150 (B) (4) (iii) Validity, the effective period of the ODP/phasing schedule shall be determined concurrent with ODP approval. However, the phasing schedule is limited to a period of performance between one year but not more than 10 years in accordance with Section 21.02.080 (n) (2) (i). Therefore, the proposed phasing schedule is in compliance with the maximum 10-year phasing plan in accordance with this section of the Code.

Lot Layout:

All proposed lots are single-family detached lots and range between 10,095 square feet to 18,413 square feet in size. Due to the steepness of some of the site terrain (over 10 percent grade), the Hillside Development Standards apply to the ODP and impact the allowable minimum square footage and lot width as identified within Section 21.07.020 (f) (3) of the Code. As an example, lots with an average slope of 10 percent to 20 percent and 20 percent to 30 percent shall have a minimum lot size of 10,000 square feet and 15,000 square feet and have a minimum lot width of 100 feet and 200 feet at the front setback line respectfully.

All proposed lots except for five (5) lots are in compliance with this section of Code. City staff has identified that the inability to modify lot dimensions in a PD zone district is atypical in how PDs are managed in other communities. As such, staff is preparing to propose a Code text amendment that would result in the modification of the City's Planned Development standards allowing for a PD to be modify all lot dimensions and related bulk standards – including those related to the Hillside Development Standards. The Applicant is aware that five (5) of the proposed ODP and future subdivision lots (Lots 3, 43, 53, 55 and 68) are not in compliance with today's Code and has provided a footnote within the Outline Development Plan stating that these five (5) lots will be combined into a larger lot to meet the requirements if the proposed zoning code amendment to modify the Hillside Development Standards of the Code would not be approved.

The Applicant is also proposing to utilize the Cluster Development standards as provided in Section 21.03.060 as the proposal includes preserving over 65 percent of

the site as open space. With this percentage of open space, the proposal has the ability to include bulk standards from the R-8 (Residential – 8 du/ac) zone district including such standards as lot sizes and building setbacks. However, in this proposed ODP minimum lot size and lot width for this development are to be determined by the Hillside Development Standards as identified in the Code. The purpose of cluster developments is to encourage the preservation of environmentally sensitive areas, open space and agricultural lands, while encouraging and providing the ability to develop at a density range supported by the Comprehensive Plan and those densities that are consistent with the property's zoning designation.

Landscaping:

Landscaping per Code requirements with the use of xeric plant materials will be provided within proposed center medians and homeowners association tracts of land as appropriate.

Long-Term Community Benefit:

The intent and purpose of the PD zone is to provide flexibility not available through strict application and interpretation of the standards established in Section 21.03.040 of the Code. The Code also states that PD (Planned Development) zoning should be used only when long-term community benefits, which may be achieved through high quality planned development, will be derived. Long-term benefits include, but are not limited to:

1. More effective infrastructure;
2. Reduced traffic demands;
3. A greater quality and quantity of public and/or private open space;
4. Other recreational amenities;
5. Needed housing types and/or mix;
6. Innovative designs;
7. Protection and/or preservation of natural resources, habitat areas and natural features; and/or Public art.

The Applicant has submitted information that addresses the above listed long-term benefits and have indicated their belief that the project meets all seven of the listed long-term community benefits. However, in review of the project, City Staff found that three of the seven long-term community benefits, are being met with this proposed development application:

#3. Greater quality and quantity of public and/or private open space. The Applicant is proposing over 46-acres as open space or 65% of the project site. The open space will be either granted to the homeowner's association or possibly portions deeded to a public entity such as the City of Grand Junction or Museum of Western Colorado and is adjacent to 43-acres of open space currently owned and maintained by the Museum of

Western Colorado.

#4. Other recreational amenities. The site currently contains numerous hiking trails that have been created over the years that have been utilized by the public but are located on private property. As part of the ODP request, the Applicant is proposing to grant public access to the trail network through the conveyance of easements or open space tracts throughout the project. Further, connections to the trail system will include both connections that are internal and external to the project.

#7. Protection and/or Preservation of natural resources, habitat areas and natural features. With over 46-acres remaining as open space, the proposed development preserves environmentally sensitive areas, natural features and rock-outcroppings.

Default Zone & Zone District Standards:

The request includes establishing a default R-2 zone district. However because the Applicant intends to utilize the Cluster Development provision and, under current Code is required to utilize the Hillside Development standards, the R-8 bulk standards will apply due to the applicant providing over 65 percent open space (46-acres) within the proposed ODP. No deviations are being requested from the bulk standards by the Applicant as part of the ODP application. Minimum lot size and lot width are currently determined by the Hillside Development standards which require, as an example, lots with an average slope of 10 percent to 20 percent and 20 percent to 30 percent shall have a minimum lot size of 10,000 square feet and 15,000 square feet and have a minimum lot width of 100 feet and 200 feet at the front setback line respectfully. The ODP will meet or exceed all other Zoning Code requirements as identified.

NOTIFICATION REQUIREMENTS

Neighborhood Meeting:

A Neighborhood Meeting regarding the proposed, Zone of Annexation and Outline Development Plan (ODP) was held on October 18, 2018 in accordance with Section 21.02.080 (e) of the Zoning and Development Code. The Applicant, Applicant's representative and City staff were in attendance along with over 16 citizens. Comments and concerns expressed by the attendees centered on the proposed density, clustering of lots, increased traffic and drainage concerns, etc.

Notice was completed consistent with the provisions in Section 21.02.080 (g) of the Zoning and Development Code. The subject property was posted with an application sign on June 28, 2019. Mailed notice of the public hearings before Planning Commission and City Council in the form of notification cards was sent to surrounding property owners within 500 feet of the subject property on February 14, 2020. The notice of this public hearing was published February 18, 2020 in the Grand Junction Daily Sentinel.

ANALYSIS

Pursuant to Section 21.02.150 (b) of the Grand Junction Zoning and Development Code, requests for an Outline Development Plan (ODP) shall demonstrate conformance with all the following:

a) The Comprehensive Plan, Grand Valley Circulation Plan and other adopted plans and policies;

The proposed Outline Development Plan complies with the Comprehensive Plan, specifically, Goals 3 and 5 as provided below. Regarding the Future Land Use Map, the proposed development of 1.06 dwelling units per acre is within the residential density range of the Residential Low (.5 – 2 du/ac) and Rural categories as identified on the Future Land Use Map, utilizing the Blended Land Use Map. This Outline Development Plan request is consistent with the following vision, goals and/or policies of the Comprehensive Plan:

Goal 3: The Comprehensive Plan will create ordered and balanced growth and spread future growth throughout the community.

Goal 5: To provide a broader mix of housing types in the community to meet the needs of a variety of incomes, family types and life stages.

Policy C: Increasing the capacity of housing developers to meet housing demand.

As proposed, the application is in conformance with the Grand Valley Circulation Plan, Active Transportation Corridor Plan, and other applicable adopted plans and policies.

b) The rezoning criteria provided in Section 21.02.140 (a) of the Grand Junction Zoning and Development Code.

(1) Subsequent events have invalidated the original premises and findings; and/or

The property owner has petitioned for annexation into the City limits for two (2) of the four (4) properties and a rezone from City R-E (Residential – Estate) and R-2 (Residential – 2 du/ac) for the other two (2) properties with a requested zone for all four (4) properties to PD (Planned Development). Since two (2) of the properties are currently in the County, the annexation of the property will be a subsequent event that will invalidate the original premise which is a county zoning designation. Successful annexation will invalidate county zoning and will necessitate the City zoning the property consistent with the Comprehensive Plan

For the other two (2) properties that are currently located within the City limits and

zoned R-E (Residential – Estate) and R-2 (Residential – 2 du/ac), the applicant is requesting, due to the complexity of the site because of the existing rock outcrops and rocky soil conditions, that the sites be looked at in a comprehensive manner. The existing two (2) zone districts of R-E and R-2 are in conformance with the Comprehensive Plan Future Land Use Map, however, the property owner wishes to look at all four (4) properties as a whole, which may be done best by utilizing the Planned Development provisions of the Code. Therefore, staff has found this criterion has been met.

(2) The character and/or condition of the area has changed such that the amendment is consistent with the Plan; and/or

The character and/or condition of the area has not changed in recent years because the adjacent residential subdivisions have been existing for many years with the exception of the Redlands Hollow Subdivision (6 lots) as developed in 2017, a short distance away to the north on 22 ¼ Road. The subject properties continue to be underutilized in terms of the residential development potential anticipated by the Comprehensive Plan designation of Residential Low (.5 – 2 du/ac) and Rural for quite some time due to the challenges presented by the existing topography and rocky terrain located on the site, etc. The requested ODP and zoning of PD (with a R-2 default zone) is consistent with the existing character in the area and furthers the goals and policies of the Comprehensive Plan by providing for density in the mid-to low range of the Residential Low (.5 – 2 du/ac) land use classification. Because there has been no apparent change of character and/or condition, Staff finds that this criterion has not been met.

(3) Public and community facilities are adequate to serve the type and scope of land use proposed; and/or

Existing public and community facilities and services are available to the property and are sufficient to serve the single-family detached residential land use as allowed in the PD zone district. Ute Water and City sanitary sewer are both located within the Magnus Court right-of-way. The property can also be served by Xcel Energy electric and natural gas.

A combination of City, County and State owned/maintained roadways will serve the project directly or indirectly. The main external access points are Highway 340 (Broadway) and Reed Mesa Drive and South Broadway and Redlands Parkway. According to the CDOT access code, a westbound left turn lane is currently warranted (albeit by only 1 trip) on Broadway to turn south on Reed Mesa Drive. With project traffic the left turn lane warrant will increase. Under current City policy, this required turn lane improvement would not be the Applicant's responsibility to provide.

The TIS also indicates, a southbound right turn lane on Redlands Parkway to turn north on South Broadway is warranted after 58 homes are built. Also, under current policy this improvement would be a City capital project and not an improvement required to be completed by the developer. The City's past approach for these types of warranted improvements is to monitor traffic and safety concerns and then budget and construct the improvement as they become necessary.

The TIS projects all interior intersections will operate at level of service A in 2040 after the full build-out of the project. The intersection of Mowry Drive and South Broadway is currently unsigned (stop signs). The TIS proposes installing stop signs at all intersections to improve driver awareness and safety. These intersections are in the County and the Applicant would be responsible to coordinate with the County and install the signs.

Property is also located within a short drive of Mesa Mall and Patterson Road areas that includes retail stores, general offices, grocery store, banks, restaurants, etc. A short distance away is Broadway Elementary and Redlands Middle Schools.

Staff has found the public and community facilities are adequate to serve the type and scope of the residential land use proposed and has therefore found this criterion has been met.

(4) An inadequate supply of suitably designated land is available in the community, as defined by the presiding body, to accommodate the proposed land use; and/or

The Magnus Court ODP together with its four properties comprises a large tract of land that is adjacent to existing utility infrastructure and is poised for future development. The Applicant is requesting a rezone to Planned Development to gain approval of a concept plan that would support a future residential subdivision. The intent of the Planned Development zone district is to utilize a PD zone for unique projects where design flexibility is desired and is not available through application of traditional standards and whereby long-term community benefits will be derived. Though there is not a specific measure of what constitutes "inadequacy of supply" for the case-by-case consideration of a PD zone district, staff has found that due to the related constraints and opportunities of this site, a PD designation meet the needs of the community and appropriately increases the supply of this designation within the community. Therefore, staff has found this criterion has been met.

(5) The community or area, as defined by the presiding body, will derive benefits from the proposed amendment.

The community will benefit from this development of properties that are substantially constrained and challenging to develop by providing both extensive open space (46-

acres or 65% of the site) along with extensive public trail systems internal and external to the development. The proposed density is within the allowable range of the Residential Low and Rural Future Land Use Map categories. Staff has therefore found this criterion has been met.

c) The planned development requirements of Section 21.05.040 (f) of the Zoning and Development Code;

(1) Setback Standards. Principal structure setbacks shall not be less than the minimum setbacks for the default zone

The ODP is seeking an R-2 default zone district. However, the future development is proposing to utilize the Cluster Development provisions of the Code that will allow reduction of building setbacks to those minimum standards established within the R-8 zone district. Staff has found this criterion has been met.

(2) Open Space. All residential planned developments shall comply with the minimum open space standards established in the open space requirements of the default zone.

In a traditional subdivision, the minimum open space requirement for a residential project is 10%, however the City regularly accepts an in-lieu fee payment for this 10%. For projects utilizing the Cluster Development provision, the minimum requirement for open space is 20%. The Applicant is proposing over 46-acres of open space with this development for a total of 65% of the total acreage of the property. The Applicant has exceeded this minimum standard and therefore has met this criterion. The Applicant intends to either grant the open space to a future homeowner's association or to consider dedication of all or portion of the open space to either the City of Grand Junction or Museum of Western Colorado. Final determination of the open space dedication will be made at the time of final subdivision plan review, should the project proceed. See Illustrative Drawing within the Outline Development Plan Sheets for locations of existing trails and Open Space areas.

The site currently contains numerous hiking trails that have been created over the years that have been utilized by the public, but these trails are located on private property. However, as part of the ODP request, the Applicant is proposing to grant public Pedestrian/Trail Easements as necessary within the open space areas. Therefore, staff has found the proposed open space areas and trail amenities exceeds the requirements of the Zoning and Development Code.

(3) Fencing/Screening. Fencing shall comply with GJMC 21.04.040(i). No required project perimeter fencing is proposed for this development due to its location with the exception of what future property owners would install on their own private property. The project is not located on any major or minor arterial or collector

streets. However, if fencing is installed by either the developer or private property owners, all fencing will comply with all applicable requirements of the Code.

(4) Landscaping. Landscaping shall meet or exceed the requirements of GJMC 21.06.040.

Landscaping per Code requirements with xeric plant materials will be provided within proposed center medians and homeowners association tracts of land as appropriate. All proposed landscaped areas will meet or exceed the requirements of the Zoning and Development Code.

(5) Parking. Off-street parking shall be provided in accordance with GJMC 21.06.050.

Off-street parking will be required to meet the Zoning and Development Code for single-family residential development. The ODP plans as submitted are consistent with the Code and staff has therefore found this criterion to have been met.

(6) Street Development Standards. Streets, alleys and easements shall be designed and constructed in accordance with TEDS (GJMC Title 29) and applicable portions of GJMC 21.06.060.

Due to topographic constraints, the only feasible access to the Magus Court OCP is from Magnus Court itself. In review of the project both the Applicant and City Engineering staff has determined it to be impractical for the development of this property(ies) to provide interconnectivity in the northern, western or southernly directions. Alternative Street Requests were reviewed and approved by the City's engineering team which consisted of the approval to develop the streets with 31.5 feet of right-of-way, sidewalk on one side only, 21 feet of asphalt width and parking only on one side. Also, as a condition of the Alternative Street Request, the proposed trail system as identified on the plan behind the houses without street sidewalks, shall be constructed of concrete. The City has provided that this requirement may be reevaluated at time of future subdivision request due to new information that may become available regarding topography, drainage and soil conditions, etc.

The second Alternative Street Request will allow 72 lots from a single access. The Applicant created three (3) dedicated fire turn-around locations, a divided entrance (median) street with a 16' lane width on each side (50' ROW) to the first loop street, a widened street section (40' ROW) past the second intersection, and a structurally sufficient street section for all areas. The Applicant will also be required to sprinkler all houses for fire suppression purposes.

With the approved Alternative street design, the streets as proposed in the OCP, will be constructed in accordance with TEDS and all applicable portions of the Code therefore

staff has found this criterion to be met.

d) The applicable corridor guidelines and other overlay districts.

There are no corridor guidelines or overlay districts that are applicable for this development.

e) Adequate public services and facilities shall be provided concurrent with the projected impacts of the development.

Please see discussion in rezoning criteria (3). Staff has found this criterion has been met.

f) Adequate circulation and access shall be provided to serve all development pods/areas to be developed.

Due to topographic constraints, the only feasible access to the Magus Court OCP is from Magnus Court itself. In review of the project both the Applicant and City Engineering staff has determined it to be impractical for the development of this property(ies) to provide interconnectivity in the northern, western or southernly directions. All necessary design standards have been incorporated into the Alternative Streets review that was administratively approved by the City. In addition to street circulation of traffic, the granting of public pedestrian/trails easements will also be made to provide the public area with an extensive network of hiking trails. Staff, in conjunction with the Fire Department, has therefore found this ODP provides adequate circulation and access to serve the development.

g) Appropriate screening and buffering of adjacent property and uses shall be provided;

No required perimeter fencing is proposed for this development due to its location except for what future property owners may install on their own private property. The project is not located on any major or minor arterial or collector streets. The Applicant proposes landscaping for the project consistent with a xeric plant palette and consistent with the City's landscaping Code. Generally, xeric plant materials will be provided within proposed center medians and homeowners association tracts of land. Staff has therefore found the proposed screening and buffering to be appropriate for the proposed residential development.

h) An appropriate range of density for the entire property or for each development pod/area to be developed;

The proposed density for Magnus Court ODP is 1.06 dwelling units per acre (74

dwelling units on 69.67-acres), nearly equivalent to an R-1 zone district. The Comprehensive Plan Future Land Use Map designates this property as Residential Low (.5 – 2 du/ac) and Rural. The Applicant is requesting a default zone of R-2, which has no minimum density but a maximum density of 2 dwelling units/acre and is thus staff has found the ODP proposed an appropriate range of density for the proposed development.

i) An appropriate set of “default” or minimum standards for the entire property or for each development pod/area to be developed.

The R-2 zone district will be the default zone regarding overall density for the development, however because the Applicant intends to utilize the Cluster Development provision of the Code, the R-8 bulk standards will apply due to the Applicant providing over 65% open space (46-acres) within the proposed ODP. No deviations are being requested from the R-8 bulk standards by the Applicant as part of the ODP application. However, minimum lot size and lot width are determined by the Hillside Development standards of the Code which requires, as an example, lots with an average slope of 10 percent to 20 percent and 20 percent to 30 percent shall have a minimum lot size of 10,000 square feet. and 15,000 square feet and have a minimum lot width of 100 feet and 200 feet at the front setback line respectfully. All proposed lots except for five (5) lots are in compliance with the Hillside Development standards of the Code. As such, staff is preparing to propose a Code text amendment that would result in the modification of the City’s Planned Development standards allowing for a PD to modify all lot dimensions and related bulk standards – including those related to the Hillside Development Standards. The Applicant is aware that five (5) of the proposed ODP lots (Lots 3, 43, 53, 55 and 68) are not in compliance with today’s Code and has provided a footnote within the Outline Development Plan stating that these five (5) lots will be combined into a larger lot to meet the requirements if the proposed zoning code amendment to modify the Hillside Development Standards of the Code would not be approved. Therefore, as submitted in the ODP, the proposed residential development will meet or exceed all other Zoning Code requirements as identified.

j) An appropriate phasing or development schedule for the entire property or for each development pod/area to be developed.

The Applicant is proposing to develop the ODP and associated future subdivision within a total of four (4) phases. Each phase is proposed to be developed within 2 -3 years to account for construction and full market absorption before the next filing will begin. Pursuant to Section 21.02.150 (B) (4) (iii) Validity, the effective period of the ODP/phasing schedule shall be determined concurrent with ODP approval. However, the phasing schedule is limited to a period of performance between one year but not more than 10 years in accordance with Section 21.02.080 (n) (2) (i). The proposed phasing schedule is in compliance with the maximum 10-year phasing plan in

accordance with this section of the Code and staff has found this development schedule to be appropriate for the type and size of the proposed development.

STAFF RECOMMENDATION AND FINDINGS OF FACT

After reviewing the applications for a Zone of Annexation for two (2) properties, a rezone of two properties and an Outline Development Plan (ODP) for four (4) properties for the Magnus Court ODP with a proposed zoning of Planned Development (PD) with an R-2 (Residential – 2 du/ac) default zone district, ANX-2019-137 & PLD-2019-374, the following findings of fact and conditions have been made:

1. In accordance with Section 21.02.140 (a) of the Zoning and Development Code, the application meets one or more of the rezone criteria.
2. The Planned Development is in accordance with all criteria in Section 21.02.150 (b) (2) of the Grand Junction Zoning and Development Code.
3. Pursuant to Section 21.05.010, the Planned Development has been found to have long term community benefits including:
 - a. Greater quality and quantity of public and/or private open space,
 - b. Other Recreational Amenities; and
 - c. Protection and/or Preservation of natural resources, habitat areas and natural features.
4. The requests are consistent with the vision, goals and policies of the Comprehensive Plan.

Condition #1. Consolidate or reconfigure Lot No. 3, 43, 53, 55 and 68 to meet minimum dimensions of Hillside Regulations as adopted by Code.

Therefore, Staff recommends approval of the request.

SUGGESTED MOTION:

Madam Chairman, on the Zone of Annexation and Rezones to Planned Development (PD) with an R-2 (Residential – 2 du/ac) default zone district and an Outline Development Plan to develop 74 single-family detached lots, file numbers ANX-2019-137 & PLD-2019-374, I move that the Planning Commission forward a recommendation of conditional approval to City Council with the findings of fact listed in the staff report.

Attachments

1. Exhibit List - Magnus Court ODP & Zone of Annexation
2. Exhibit 2 - ODP - Site Location, Aerial Photo, Zoning Maps, etc

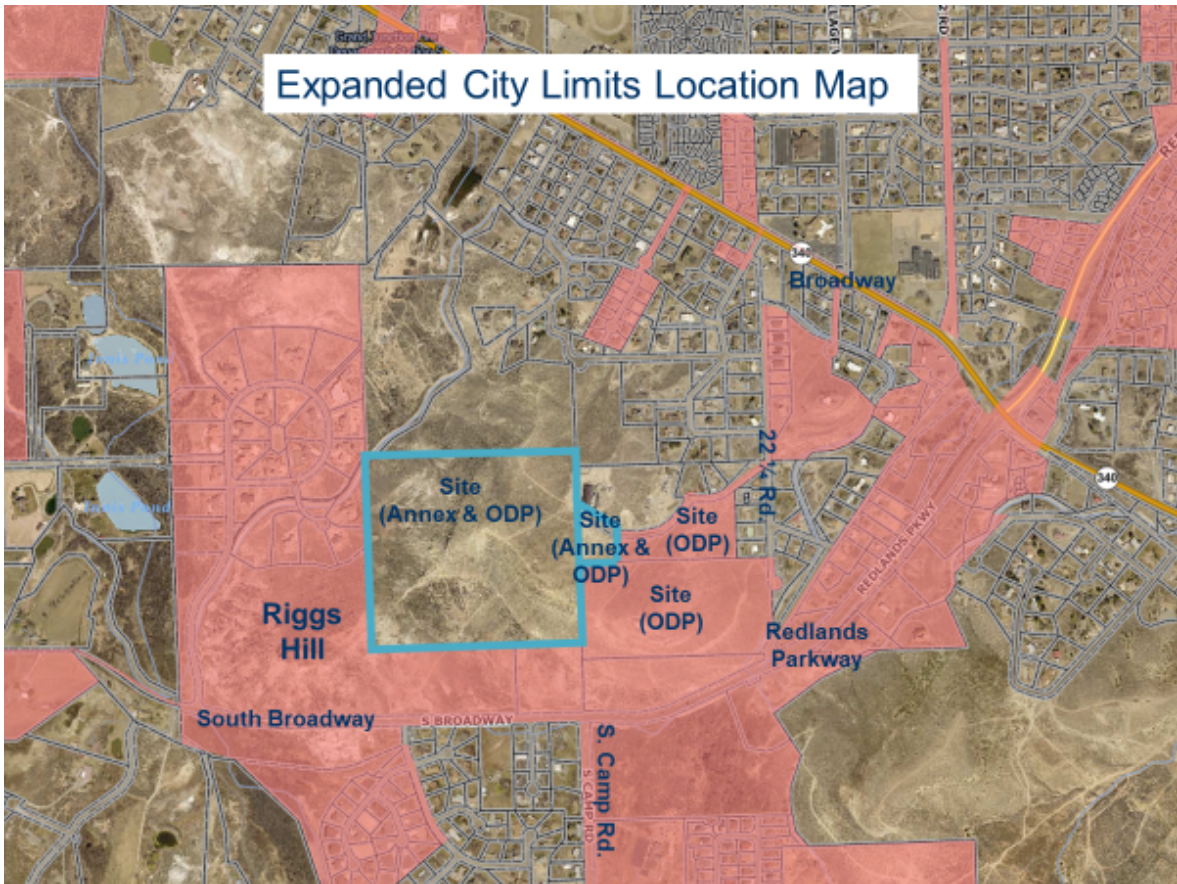
3. Exhibit 3 - Outline Development Plan Sheets
4. Exhibit 4 - Development Application dated June 24, 2019
5. Exhibit 5 - City Council Zone of Annexation Ordinance
6. Exhibit 6 - City Council Outline Development Plan Ordinance

EXHIBIT LIST

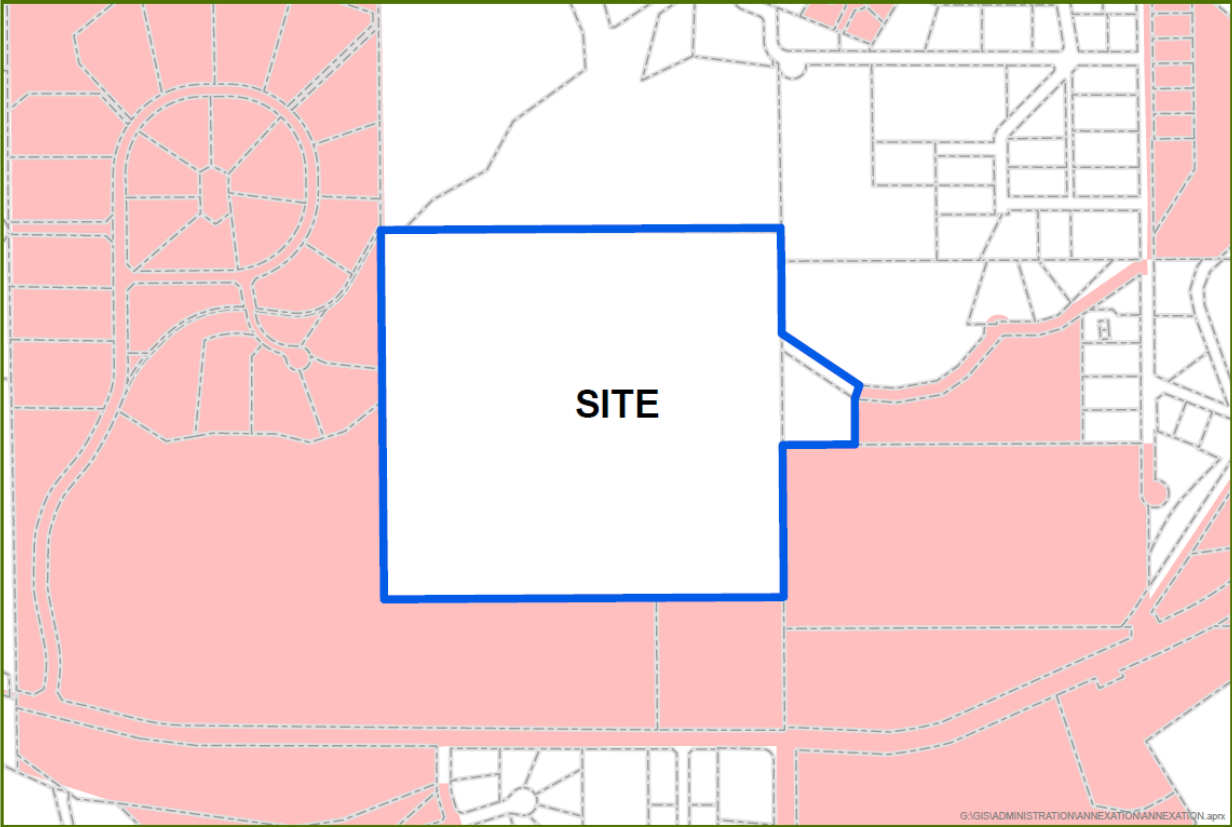
**MAGNUS COURT – ZONE OF ANNEXATION & OUTLINE DEVELOPMENT PLAN
AND REZONE TO PD (PLANNED DEVELOPMENT)
FILE NO. ANX-2019-137 & PLD-2019-374**

Exhibit Item #	Description
1	Staff Report dated February 25, 2020
2	ODP - Site Location, Aerial Photo, Zoning Maps, etc.
3	Outline Development Plan Sheets
4	Development Application dated June 24, 2019
5	City Council Zone of Annexation Ordinance
6	City Council Outline Development Plan Ordinance
7	Staff Powerpoint Presentation dated February 25, 2020

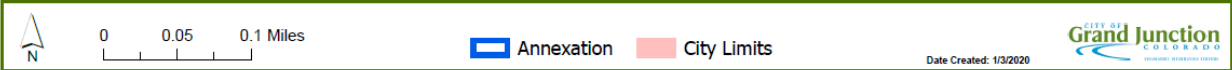
Expanded City Limits Location Map



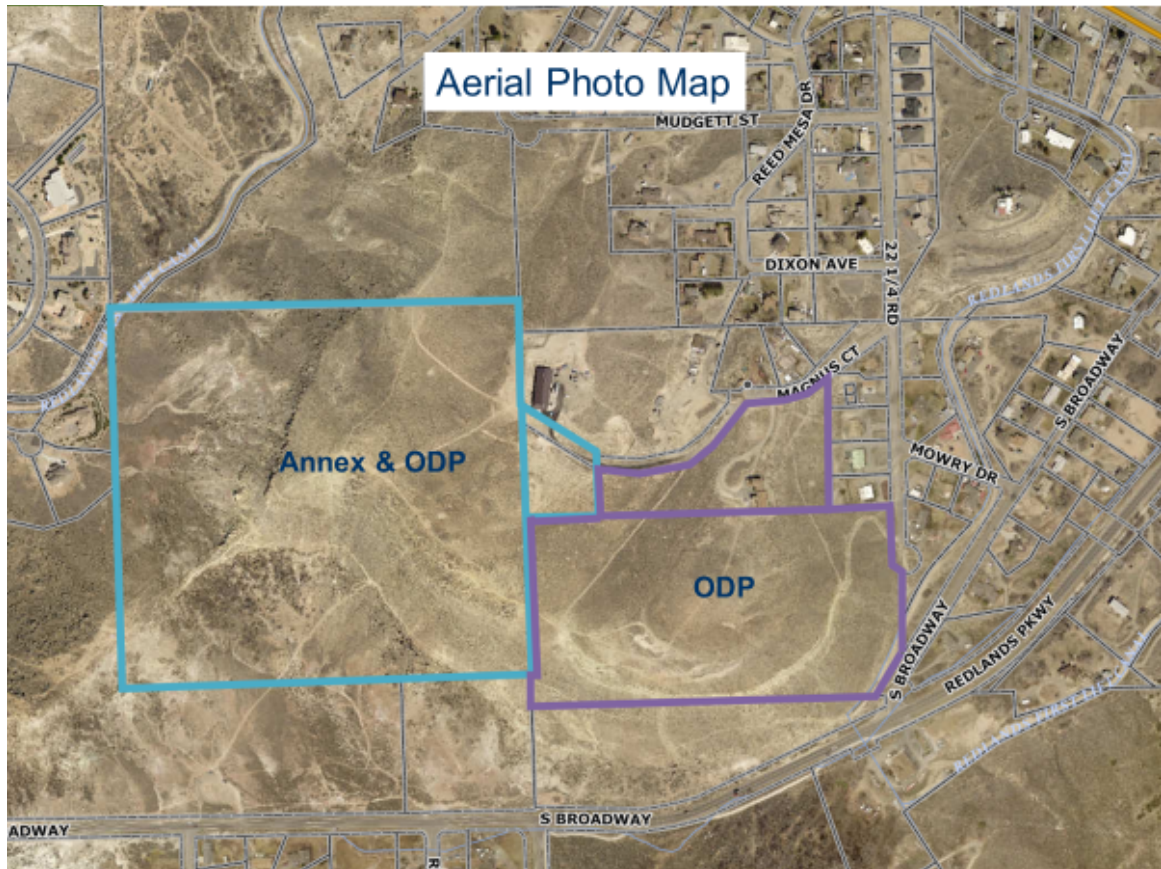
MAGNUS COURT ANNEXATION



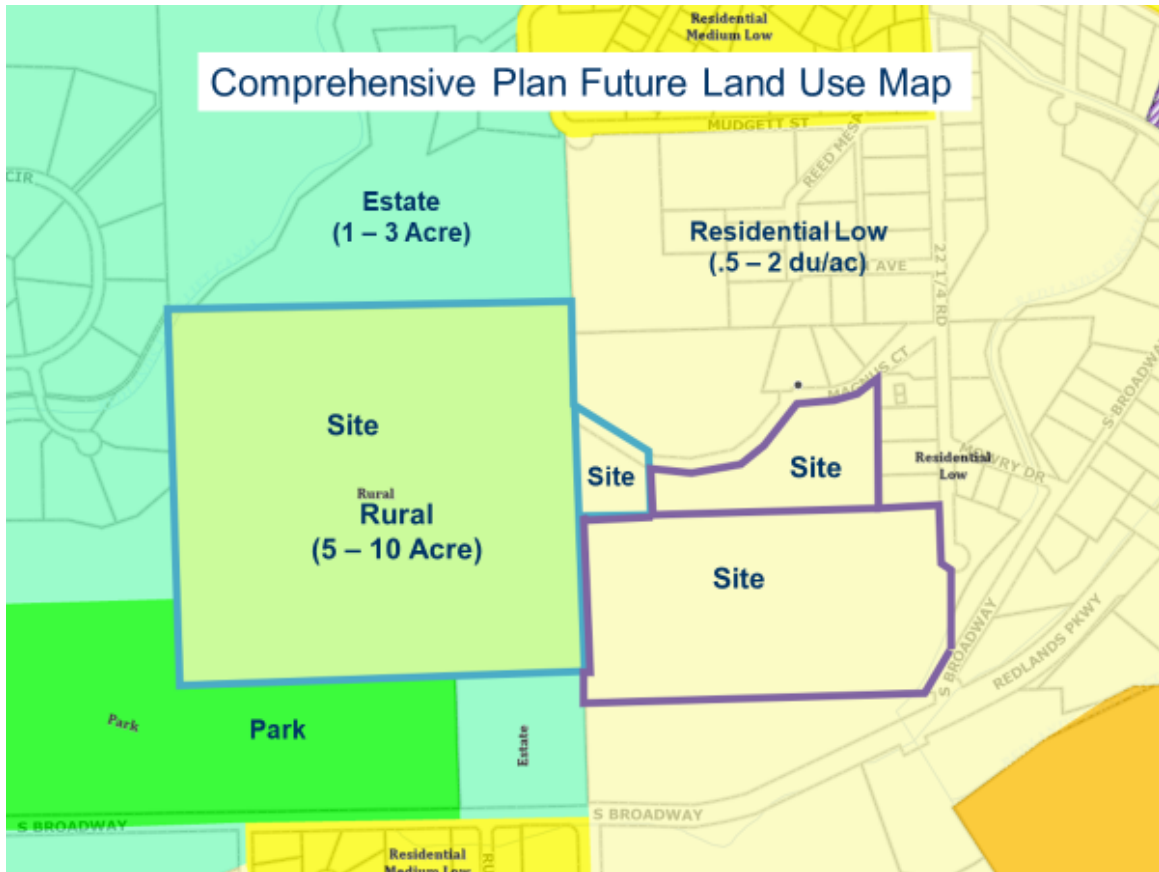
G:\GIS\ADMINISTRATION\ANNEXATION\ANNEXATION.aprx

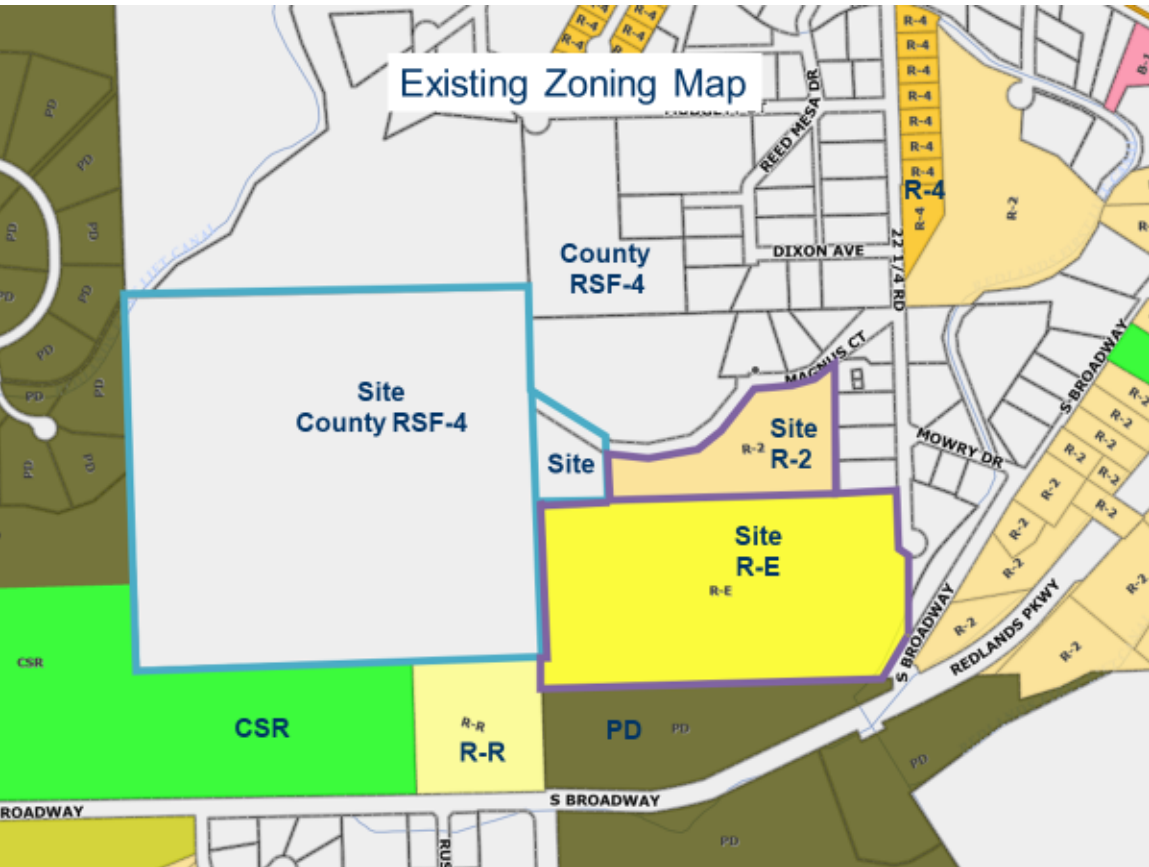


Date Created: 1/3/2020



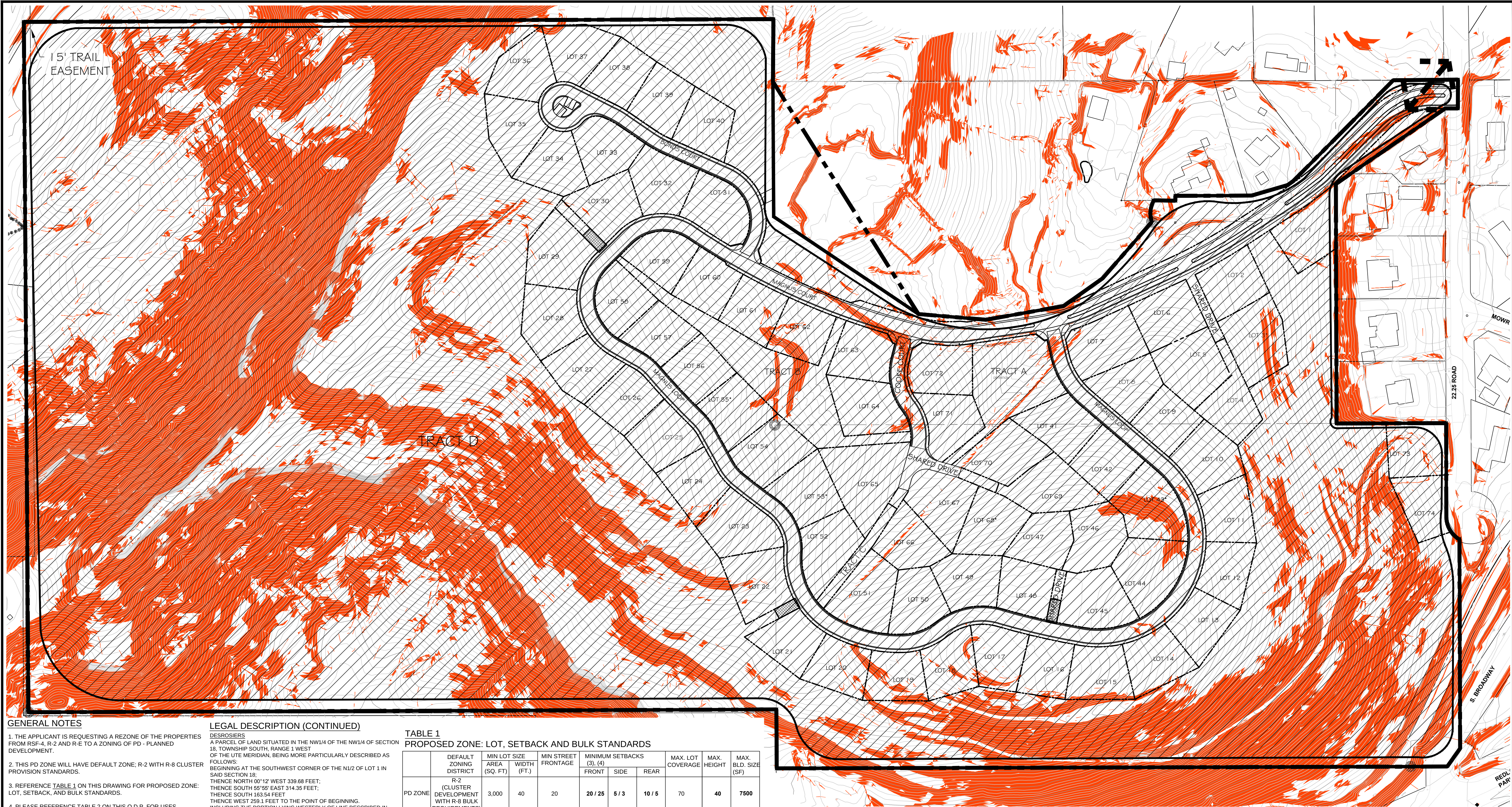
Comprehensive Plan Future Land Use Map







View of Magnus Court at the intersection with 22 ¼ Road



GENERAL NOTES

1. THE APPLICANT IS REQUESTING A REZONE OF THE PROPERTIES FROM RSF-4, R-2 AND R-E TO A ZONING OF PD - PLANNED DEVELOPMENT.
2. THIS PD ZONE WILL HAVE DEFAULT ZONE; R-2 WITH R-8 CLUSTER PROVISION STANDARDS.
3. REFERENCE TABLE 1 ON THIS DRAWING FOR PROPOSED ZONE: LOT, SETBACK, AND BULK STANDARDS.
4. PLEASE REFERENCE TABLE 2 ON THIS O.D.P. FOR USES.
5. ALL DEVELOPMENT PLANS WILL REQUIRE APPROVAL BY THE CITY OF GRAND JUNCTION COMMUNITY DEVELOPMENT DEPARTMENT. ALL DEVELOPMENT PLANS WILL NEED TO CONFORM TO THE PROPOSED ZONE DIMENSIONAL STANDARDS, AND THE STANDARDS AND DEVELOPMENT GUIDELINES PROPOSED WITHIN THIS OUTLINE DEVELOPMENT PLAN.
6. SITE DESIGN AND ARCHITECTURAL STANDARD ARE PER CITY OF GRAND JUNCTION CODE UNLESS SPECIFICALLY ADDRESSED HEREIN. SEE TABLE 3 FOR SITE AND ARCHITECTURAL DESIGN STANDARDS.

LEGAL DESCRIPTION

CR NEVADA ASSOCIATES LLC
THE S1/2, OF LOT 1 IN SECTION 18, TOWNSHIP 1 SOUTH RANGE 1 WEST OF THE UTE MERIDIAN, COUNTY OF MESA, STATE OF COLORADO, EXCEPTING THEREFROM THAT PORTION LYING WITHIN THE LINES OF SOUTH BROADWAY; AND ALSO EXCEPT A PARCEL OF LAND FOR ROAD RIGHT-OF-WAY AND UTILITY PURPOSES SITUATED IN LOT 1, SECTION 18, TOWNSHIP 1 SOUTH, RANGE 1 WEST OF THE UTE PRINCIPAL MERIDIAN, MESA COUNTY, COLORADO BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:
BEGINNING AT THE MESA COUNTY SURVEY MONUMENT OF THE SOUTHEAST CORNER OF SAID LOT 1, THENCE SOUTH 89°34'25" WEST, (BEARINGS BASED ON NORTH 00°08'18" WEST ON THIS EAST LINE OF SAID LOT 1); 24.79 FEET ALONG THE SOUTH LINE OF SAID LOT 1 TO A POINT ON THE EASTERLY RIGHT-OF-WAY LINE OF SOUTH BROADWAY AS CONSTRUCTED, BEING ON A 705.00 FOOT RADIUS NON-TANGENT CURVE TO THE LEFT, THE RADIUS POINT OF WHICH BEARS NORTH 53°06'40" WEST, THENCE 42.75 FEET ALONG THE ARC OF SAID CURVE, THE CHORD OF WHICH BEARS NORTH 32°00'00" EAST 42.74 FEET THROUGH A CENTRAL ANGLE OF 03°28'28" ALONG SAID RIGHT-OF-WAY LINE TO A POINT ON THE EAST LINE OF SAID LOT 1, THENCE SOUTH 00°08'18" EAST 34.77 FEET TO THE POINT OF BEGINNING.

LEGAL DESCRIPTION (CONTINUED)

DESROSIERIS
A PARCEL OF LAND SITUATED IN THE NW1/4 OF THE NW1/4 OF SECTION 18, TOWNSHIP SOUTH, RANGE 1 WEST OF THE UTE MERIDIAN, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:
BEGINNING AT THE SOUTHWEST CORNER OF THE N1/2 OF LOT 1 IN SAID SECTION 18;
THENCE NORTH 00°12' WEST 339.68 FEET;
THENCE SOUTH 55°56' EAST 314.35 FEET;
THENCE SOUTH 183°54 FEET
THENCE WEST 259.1 FEET TO THE POINT OF BEGINNING.
INCLUDING THE PORTION LYING WESTERLY OF LINE DESCRIBED IN BOUNDARY LINE AGREEMENT AS RECORDED AT RECEPTION NUMBER 2756698 OF THE MESA COUNTY RECORDS, COUNTY OF MESA, STATE OF COLORADO.

BONDS LLC
LOT 1 SECTION 26, TOWNSHIP 11 SOUTH, RANGE 101 WEST OF THE 6TH PRINCIPAL MERIDIAN, COUNTY OF MESA, STATE OF COLORADO.

JLC MAGNUS LLC
A TRACT OF LAND LOCATED IN THE N1/2 OF LOT 1 SECTION 18, TOWNSHIP 1 SOUTH, RANGE 1 WEST OF THE UTE MERIDIAN, AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:
BEGINNING AT A POINT 25 FEET WEST AND 267.8 FEET SOUTH 51°38' WEST AND 31.9 FEET SOUTH OF THE NORTHEAST CORNER OF SAID LOT 1 OF SAID SECTION 18 AND RUNNING THENCE SOUTH 51°38' WEST 92.1 FEET;
THENCE SOUTH 73°53' WEST 88.9 FEET;
THENCE WEST 136.3 FEET;
THENCE SOUTH 41°00' WEST 181.7 FEET;
THENCE SOUTH 55°00' WEST 108.6 FEET;
THENCE SOUTH 80°00' WEST 168.8 FEET;
THENCE NORTH 85° WEST 148.1 FEET
THENCE SOUTH TO THE SOUTH BOUNDARY LINE OF THE N1/2 OF SAID LOT 1;
THENCE EAST ALONG THE SAID SOUTH BOUNDARY OF LOT 1 TO A POINT DUE SOUTH OF THE POINT OF BEGINNING;
THENCE NORTH TO THE POINT OF BEGINNING.
INCLUDING THE PORTION LYING EASTERLY OF LINE DESCRIBED IN BOUNDARY LINE AGREEMENT AS RECORDED AT RECEPTION NUMBER 2756698 OF THE MESA COUNTY RECORDS, COUNTY OF MESA, STATE OF COLORADO.

TABLE 1
PROPOSED ZONE: LOT, SETBACK AND BULK STANDARDS

PD ZONE	DEFAULT ZONING DISTRICT	MIN LOT SIZE AREA (SQ. FT.)	WIDTH (FT.)	MIN STREET FRONTAGE	MINIMUM SETBACKS (3), (4)			MAX. LOT COVERAGE	MAX. HEIGHT	MAX. BLD. SIZE (SF)
					FRONT	SIDE	REAR			
	R-2 (CLUSTER DEVELOPMENT WITH R-8 BULK REQUIREMENTS)	3,000	40	20	20 / 25	5 / 3	10 / 5	70	40	7500

- (1) MINIMUM LOT AREA SUBJECT TO HILLSIDE REGULATIONS
- (2) MINIMUM LOT WIDTH SUBJECT TO HILLSIDE REGULATIONS
- (3) PRINCIPAL / ACCESSORY BUILDING
- (4) DEVIATIONS FROM R-8 DEFAULT STANDARDS
- MAXIMUM LOT COVERAGE: 70%

TABLE 2
DEVIATIONS FROM R-2 DEFAULT ZONE WITH CLUSTER DEVELOPMENT OF R-8 USES AND BULK STANDARDS

- (1) THE ONLY USE ALLOWED WILL BE DETACHED SINGLE FAMILY AND PARK AREAS. ALL OTHER USES ARE PROHIBITED.
- (2) BULK STANDARD DEVIATIONS - DENSITY
*NO MINIMUM DENSITY REQUIRED.

TABLE 3
SITE DESIGN AND ARCHITECTURAL STANDARDS

- (1) SITE DESIGN AND ARCHITECTURAL STANDARDS SHALL BE PER CITY OF GRAND JUNCTION CODE FOR THE DEFAULT ZONE OF R-2 WITH CLUSTER DEVELOPMENT OF R-8 STANDARDS UNLESS MODIFIED HEREIN.
- (2) ALL ROOF TOP AND GROUND MOUNTED MECHANICAL AND HVAC EQUIPMENT SHALL BE SCREENED FROM VIEW FROM ADJACENT PUBLIC STREETS
- (2) AS THIS PD IS FOR A RESIDENTIAL NEIGHBORHOOD, HOURS OF OPERATIONS FOR THIS IS NOT LIMITED

ROAD STANDARDS INCLUDE:
ROADS INTERNAL TO THE DEVELOPMENT

- (1) 31.5' ALTERNATIVE ROAD SECTIONS (APPROVED)
- (2) 20' SHARED DRIVES

OPEN SPACE

THIS PD HAS OVER 45 ACRES OF OPEN SPACE. THIS OPEN SPACE IS INTENDED TO BE NATURAL/NATIVE IN APPEARANCE, WITH THE LARGEST CONTINUOUS AREA BEING UNDISTURBED.

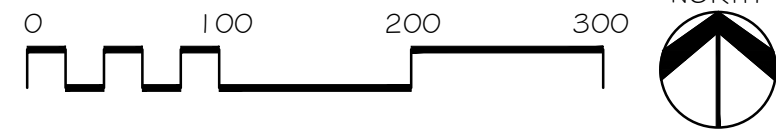
PHASING SCHEDULE

SEE PHASING PLAN FOR APPROXIMATE BOUNDARIES OF EACH PHASE.

PHASE #	DATE OF COMPLETION
PHASE 1	2023
PHASE 2	2026
PHASE 3	2028
PHASE 4	2030

ODP LEGEND

- PROJECT PROPERTY LINE
- PROPOSED R-2 DEFAULT WI R-8 CLUSTER STANDARDS
- ACCESS POINTS
- +30% SLOPES
- FIRE TURNAROUND



ACCEPTANCE BLOCK

THE CITY OF GRAND JUNCTION REVIEW CONSTITUTES GENERAL COMPLIANCE WITH THE CITY'S DEVELOPMENT STANDARDS, SUBJECT TO THESE PLANS BEING SEALED, SIGNED, AND DATED BY THE PROFESSIONAL OF RECORD. REVIEW BY THE CITY DOES NOT CONSTITUTE APPROVAL OF THE PLAN DESIGN. THE CITY NEITHER ACCEPTS NOR ASSUMES ANY LIABILITY FOR ERRORS OR OMISSIONS. ERRORS IN THE DESIGN OR CALCULATIONS REMAIN THE RESPONSIBILITY OF THE PROFESSIONAL OF RECORD.

CONSTRUCTION MUST COMMENCE WITHIN ONE YEAR FROM THE DATE OF PLAN SIGNATURE.

CITY PLANNER

Date

DRAWN BY MR
CHECKED TC
JOB NO. 1744
DATE 02-20-2019
REVISIONS
11-01-2019 Rnd 1 Comments
12-20-2019 Rnd 2 Comments

MAGNUS COURT

2215 MAGNUS CT. #A G.G.J. CO 81507



CLAVONNE, ROBERTS & ASSOCIATES, INC.
LAND PLANNING AND
LANDSCAPE ARCHITECTURE

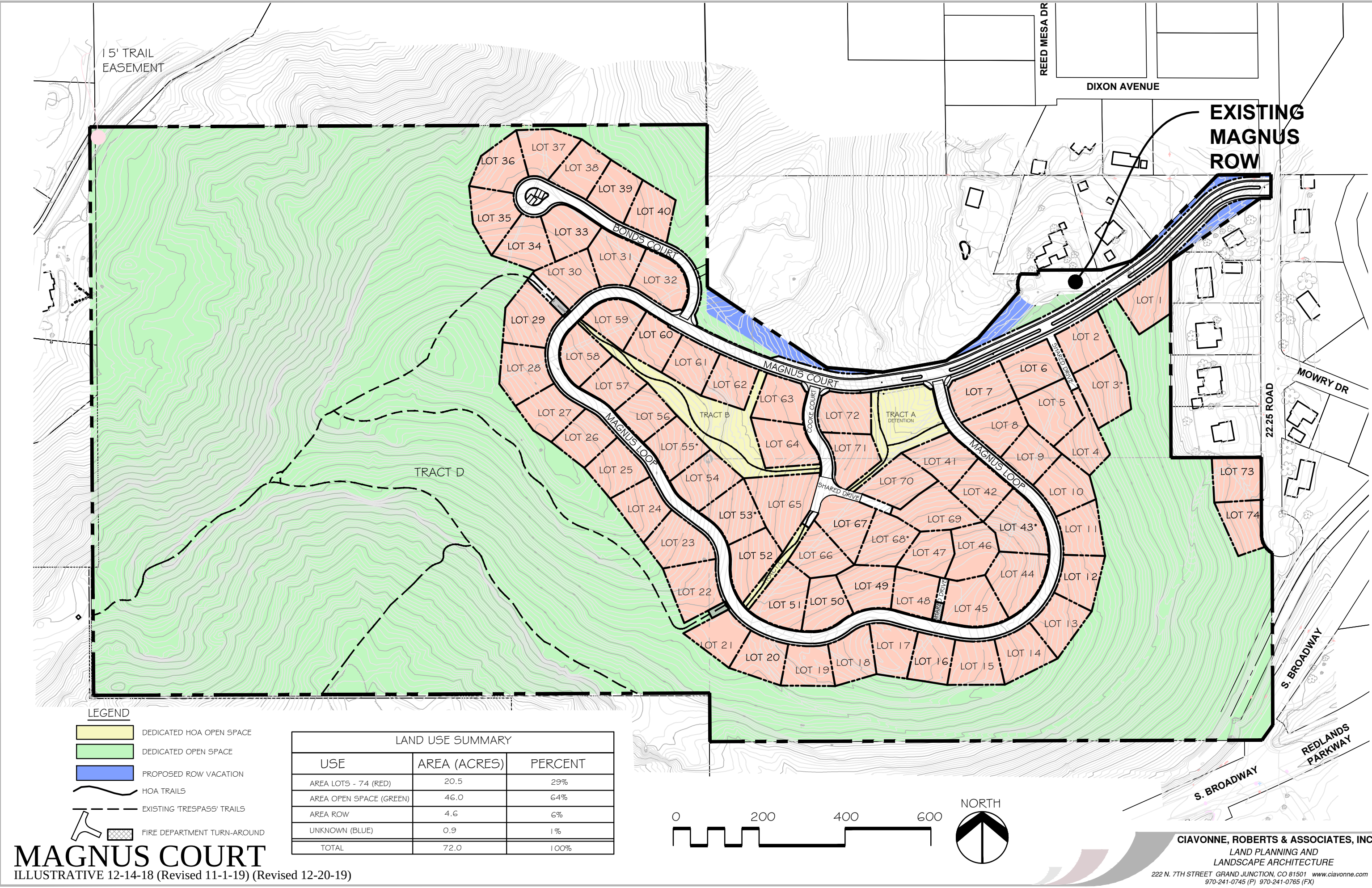
222 N. 7TH STREET
GRAND JUNCTION, CO 81501
970-241-0745 P
970-241-0765 F
www.clavonne.com

MAGNUS CT.
SUBDIVISION

OUTLINE
DEVELOPMENT
PLAN

SHEET NO.

1-1

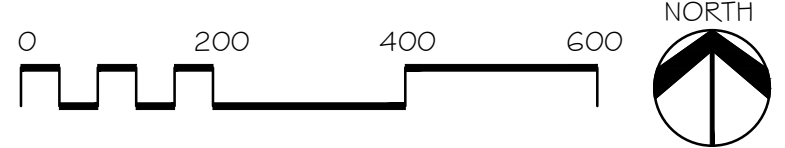


LEGEND

- DEDICATED HOA OPEN SPACE
- DEDICATED OPEN SPACE
- PROPOSED ROW VACATION
- HOA TRAILS
- EXISTING 'TRESPASS' TRAILS
- FIRE DEPARTMENT TURN-AROUND

LAND USE SUMMARY		
USE	AREA (ACRES)	PERCENT
AREA LOTS - 74 (RED)	20.5	29%
AREA OPEN SPACE (GREEN)	46.0	64%
AREA ROW	4.6	6%
UNKNOWN (BLUE)	0.9	1%
TOTAL	72.0	100%

MAGNUS COURT
ILLUSTRATIVE 12-14-18 (Revised 11-1-19) (Revised 12-20-19)



Clavonne, Roberts & Associates, Inc.
LAND PLANNING AND
LANDSCAPE ARCHITECTURE
222 N. 7TH STREET GRAND JUNCTION, CO 81501 www.clavonne.com
970-241-0745 (P) 970-241-0765 (FX)

DRAWN BY	MR
CHECKED	TC
JOB NO.	1744
DATE	01-21-2019
REVISIONS	
11-1-2019 Rnd 1 Comments	
12-20-2019 Rnd 2 Comments	

MAGNUS COURT
2215 MAGNUS CT. #A G.J. CO 81507



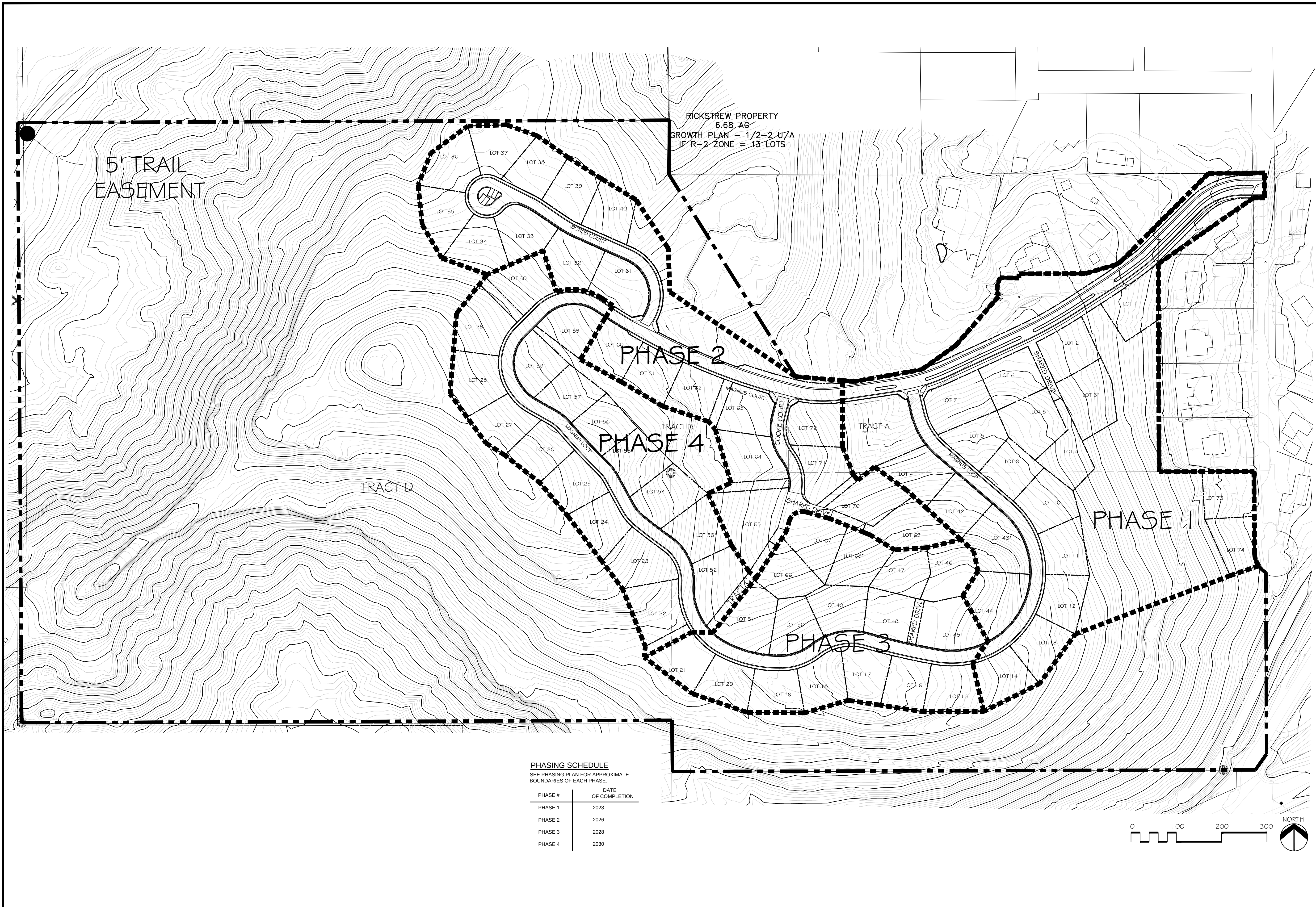
CLAVONNE, ROBERTS & ASSOCIATES, INC.
LAND PLANNING AND
LANDSCAPE ARCHITECTURE
222 N. 7TH STREET
GRAND JUNCTION, CO 81501
970-241-0745 P
970-241-0765 F
www.clavonne.com

MAGNUS CT.
SUBDIVISION

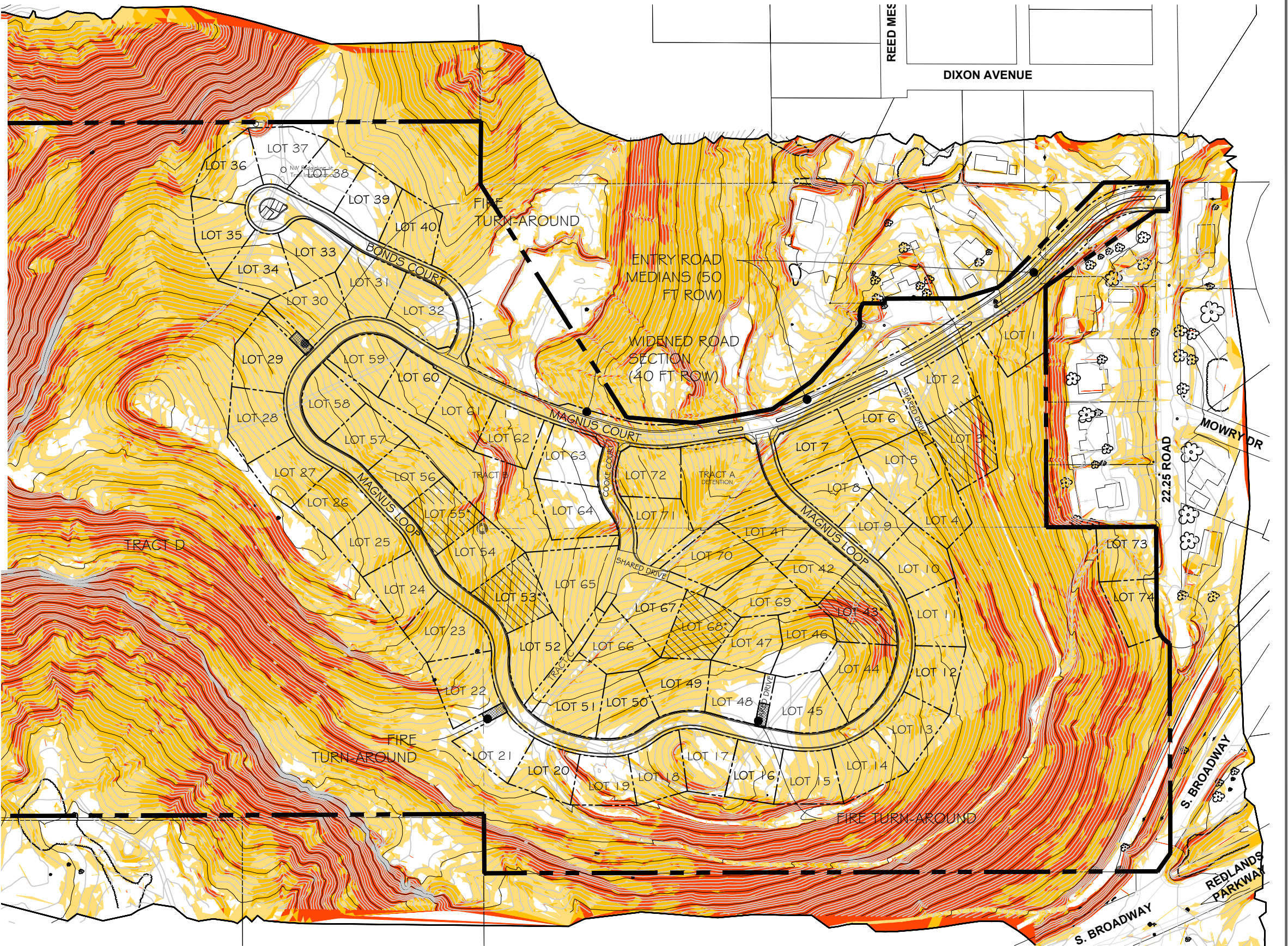
PHASING PLAN

SHEET NO.

1-1



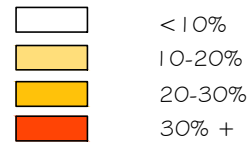
Lot #	section	high	low	grade	grade	lot	lot	
line length	point	point	change		width	area		
1	128	4756	4734	22	17.2%	147	12,710	
2	107	4772	4762	10	9.3%	115	11,427	
3	103	4780	4756	24	23.3%	140	15,183	
4	98	4796	4778	18	18.4%	107	11,342	
5	112	4798	4784	14	12.5%	110	14,353	
6	101	4794	4776	18	17.8%	121	12,096	
7	91	4794	4776	18	19.8%	136	13,728	
8	116	4808	4794	14	12.1%	121	11,955	
9	93	4810	4798	12	12.9%	100	10,104	
10	105	4810	4794	16	15.2%	100	11,951	
11	100	4814	4798	16	16.0%	100	10,560	
12	99	4814	4798	16	16.2%	100	10,323	
13	116	4832	4814	18	15.5%	100	10,924	
14	128	4846	4826	20	15.6%	100	11,631	
15	89	4856	4846	10	11.2%	100	11,626	
16	75	4863	4858	5	6.7%	90	10,057	
17	98	4870	4862	8	8.2%	108	10,969	
18	119	4868	4850	18	15.1%	107	11,017	
19	107	4855	4842	13	12.1%	100	10,341	
20	91	4852	4838	14	15.4%	100	10,541	
21	88	4846	4844	2	2.3%	83	10,552	
22	154	4870	4848	22	14.3%	110	13,032	
23	155	4884	4854	30	19.4%	145	13,560	
24	100	4896	4880	16	16.0%	100	11,030	
25	129	4906	4892	14	10.9%	115	11,514	
26	113	4910	4892	18	15.9%	100	10,961	
27	91	4910	4892	18	19.8%	100	11,433	
28	110	4910	4892	18	16.4%	100	13,045	
29	123	4902	4882	20	16.3%	100	13,855	
30	102	4876	4858	18	17.6%	100	11,863	
31	121	4852	4840	12	9.9%	175	12,207	
32	94	4858	4842	16	17.0%	118	12,496	
33	101	4864	4852	12	11.9%	124	11,691	
34	109	4870	4852	18	16.5%	64	11,786	cul lot
35	161	4870	4844	26	16.1%	75	11,896	cul lot
36	106	4852	4836	16	15.1%	77	11,929	cul lot
37	109	4851	4846	5	4.6%	65	11,445	cul lot
38	128	4851	4840	11	8.6%	100	10,932	
39	102	4848	4840	8	7.8%	116	10,626	
40	109	4844	4828	16	14.7%	105	10,487	
41	112	4820	4798	22	19.6%	100	11,997	loop
42	114	4830	4810	20	17.5%	106	10,944	
43	130	4848	4816	32	24.6%	165	14,621	
44	106	4856	4840	16	15.1%	162	14,777	
45	151	4852	4846	6	4.0%	149	13,638	
46	102	4853	4834	19	18.6%	128	12,173	
47	107	4852	4836	16	15.0%	111	10,348	
48	88	4858	4848	10	11.4%	100	10,273	
49	101	4856	4836	20	19.8%	100	11,735	
50	104	4856	4836	20	19.2%	120	10,948	
51	151	4852	4830	22	14.6%	124	13,904	
52	99	4846	4830	16	16.2%	133	12,571	
53	127	4862	4836	26	20.5%	110	12,218	
54	140	4874	4850	24	17.1%	100	12,789	
55	134	4886	4858	28	20.9%	110	11,775	
56	95	4886	4870	16	16.8%	100	10,272	
57	107	4886	4868	18	16.8%	100	10,095	
58	106	4888	4872	16	15.1%	148	10,398	
59	116	4872	4856	16	13.8%	145	10,173	
60	115	4866	4850	16	13.9%	100	10,244	
61	118	4860	4842	18	15.3%	100	10,536	
62	131	4858	4834	24	18.3%	100	10,528	
63	136	4836	4820	16	11.8%	103	10,927	
64	111	4838	4818	20	18.0%	107	13,004	
65	149	4844	4818	26	17.4%	118	18,413	
66	112	4838	4816	22	19.6%	109	11,126	
67	154	4838	4810	28	18.2%	124	13,069	
68	117	4846	4820	26	22.2%	110	12,352	
69	110	4838	4818	20	18.2%	126	13,586	
70	102	4822	4802	20	19.6%	114	12,781	
71	111	4820	4800	20	18.0%	140	11,220	
72	128	4820	4798	22	17.2%	100	11,517	
73	104	4726	4712	14	13.5%	100	11,700	
74	82	4724	4708	16	19.5%	119	10,183	



MAGNUS COURT

SLOPE ANALYSIS 12-14-18 (Revised 11-1-19) (Revised 12-20-19)

SLOPES LEGEND

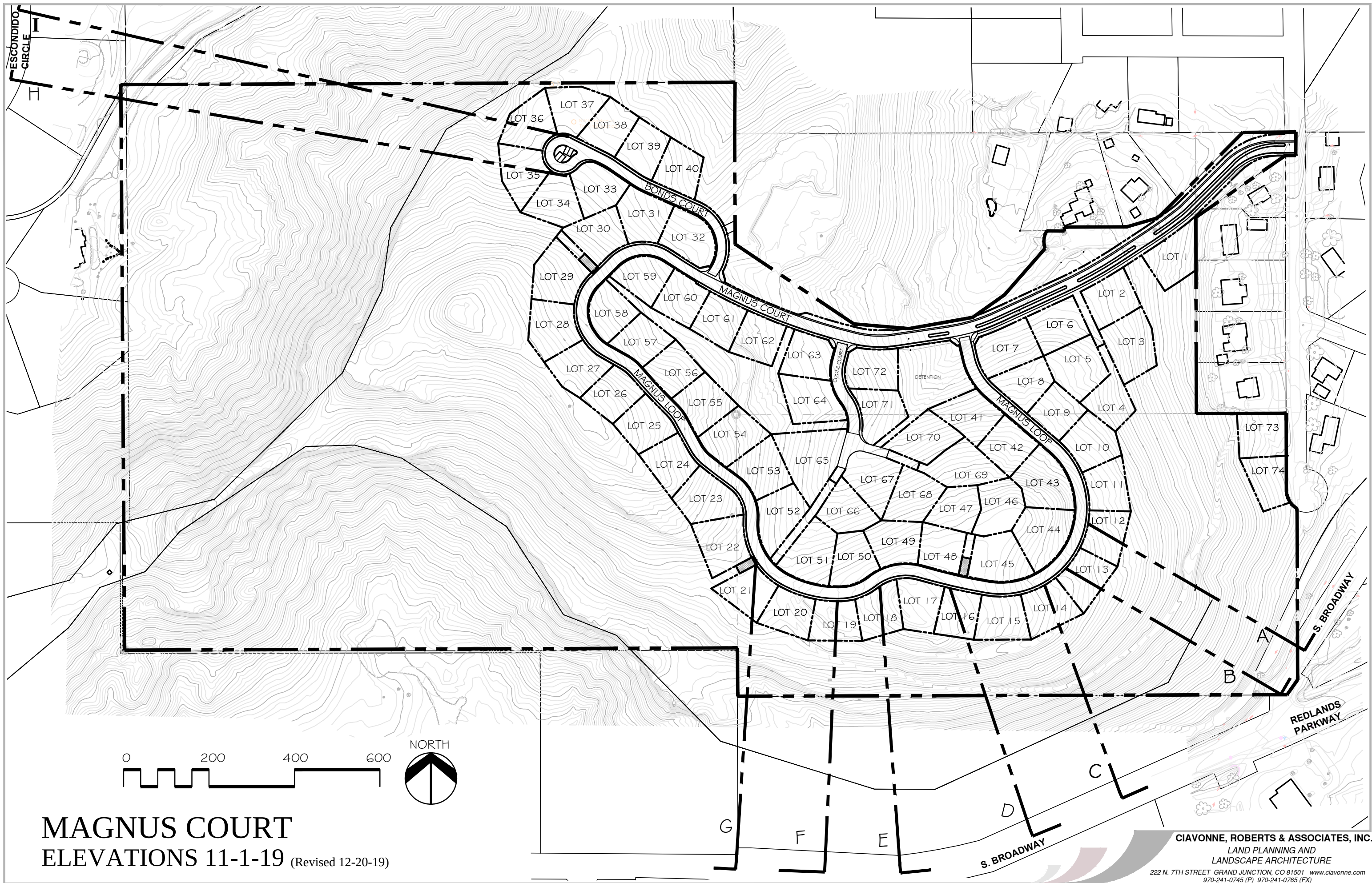


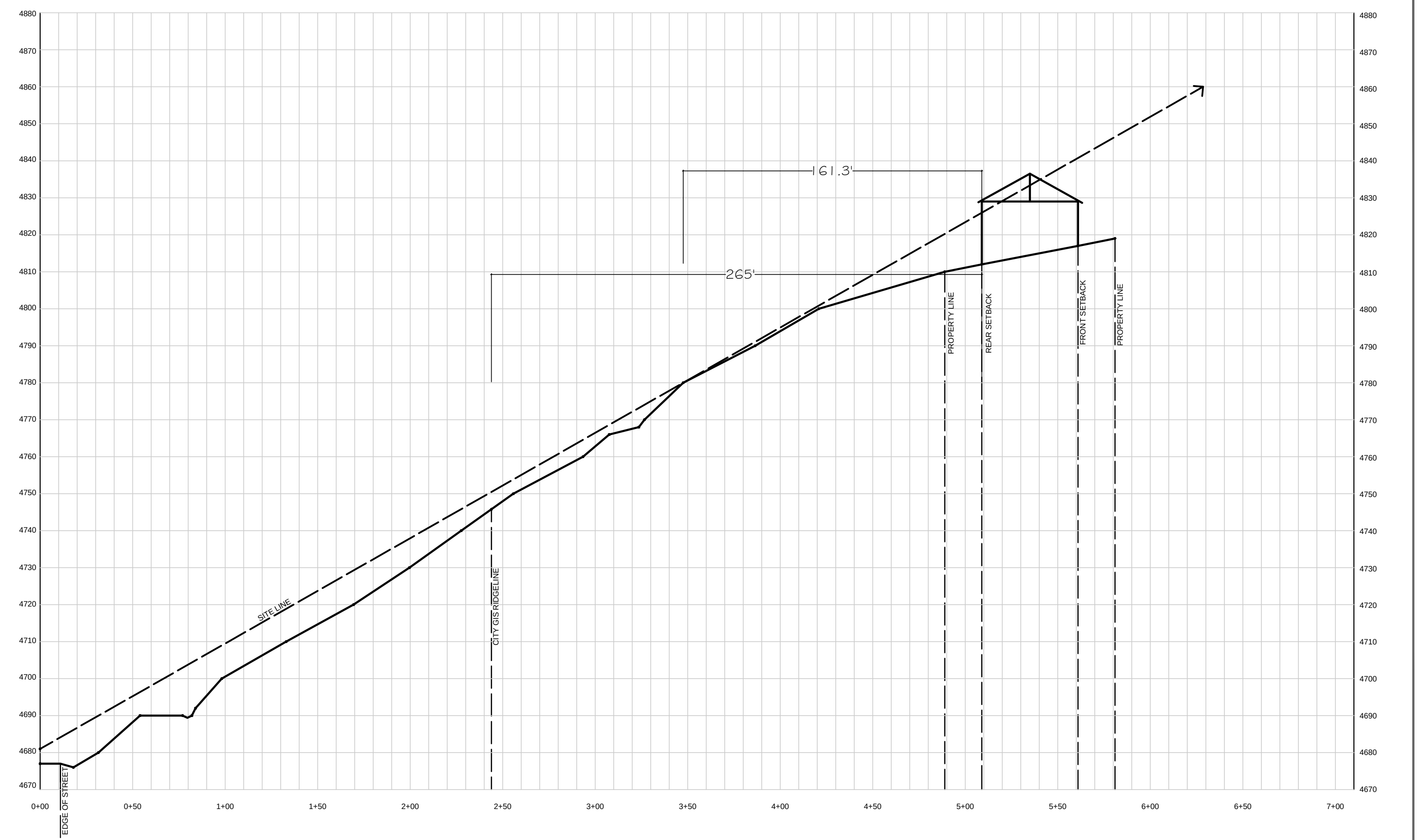
* PROPOSED LOTS 3, 43, 53, 55, 68 WILL BE COMBINED INTO A LARGER LOT IF PROPOSED ZONING CODE AMENDMENT TO MODIFY THIS SECTION OF THE CODE WOULD NOT BE APPROVED

PROPOSED LOTS EXCEEDING 20.01%

CLAVONNE, ROBERTS & ASSOCIATES, INC.
LAND PLANNING AND
LANDSCAPE ARCHITECTURE

222 N. 7TH STREET GRAND JUNCTION, CO 81501 www.clavonne.com
970-241-0745 (P) 970-241-0765 (FX)



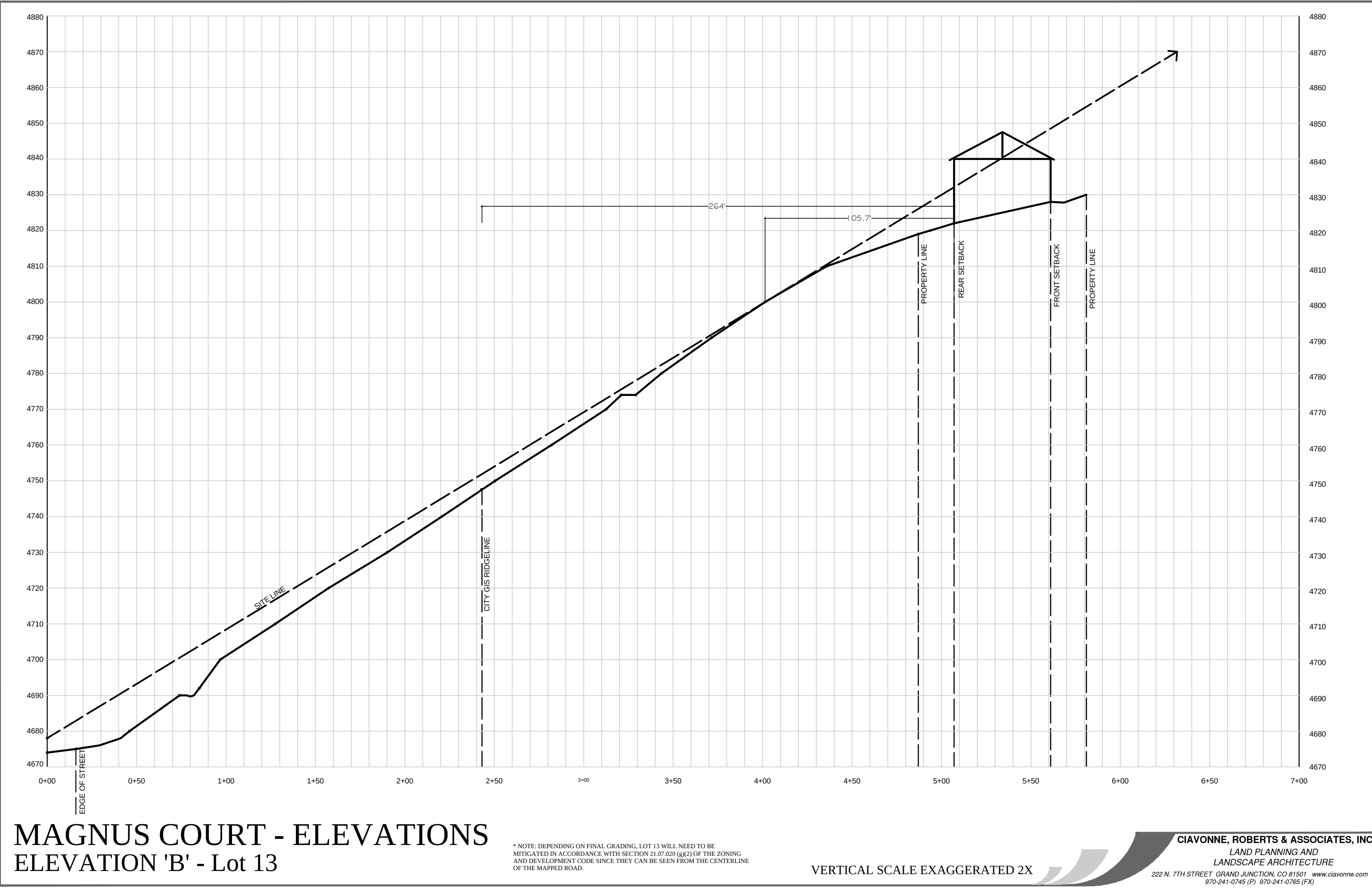


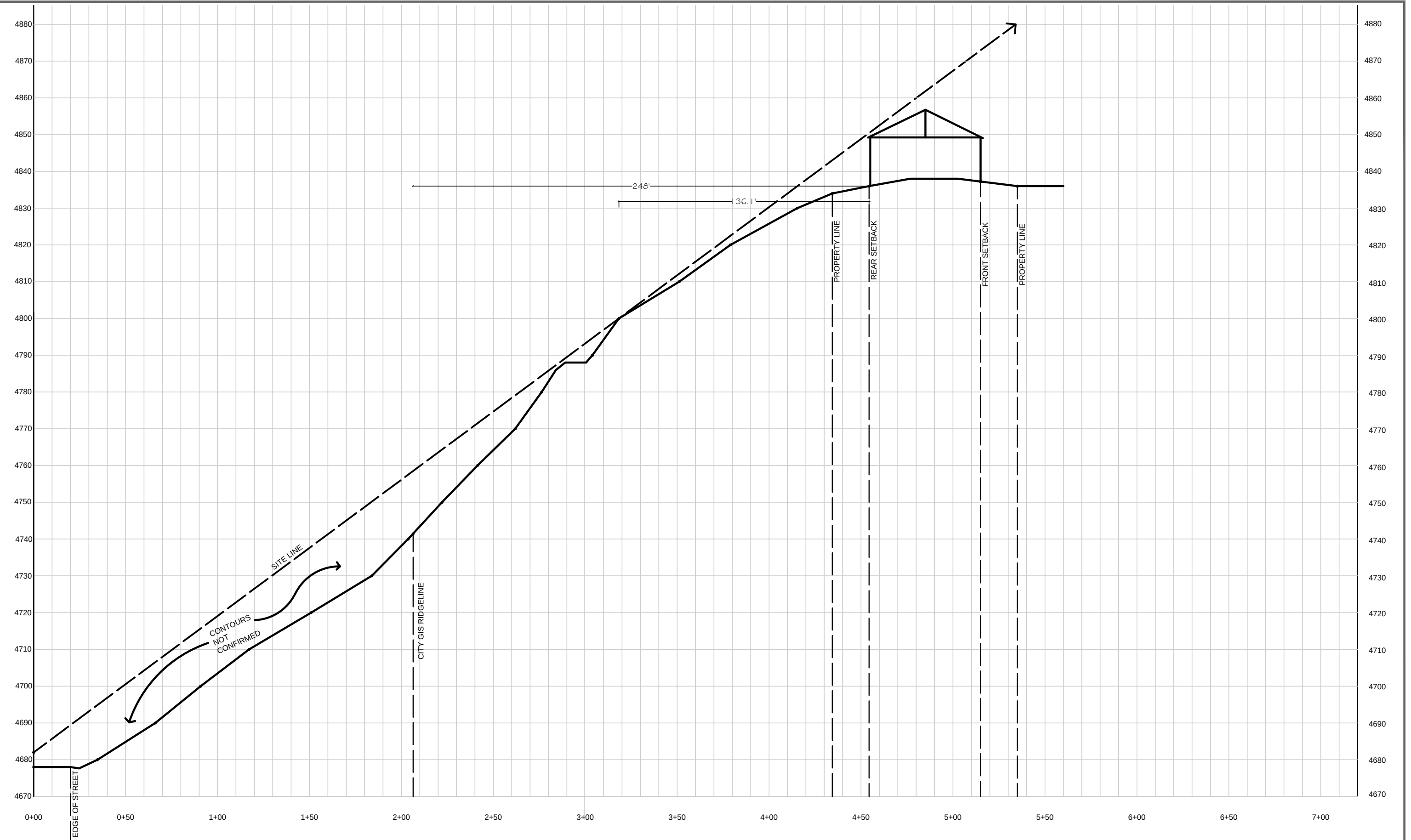
MAGNUS COURT - ELEVATIONS

ELEVATION 'A' - Lot 12

* NOTE: DEPENDING ON FINAL GRADING, LOT 12 WILL NEED TO BE MITIGATED IN ACCORDANCE WITH SECTION 21.07.020 (g)(2) OF THE ZONING AND DEVELOPMENT CODE SINCE THEY CAN BE SEEN FROM THE CENTERLINE OF THE MAPPED ROAD.

VERTICAL SCALE EXAGGERATED 2X





MAGNUS COURT - ELEVATIONS

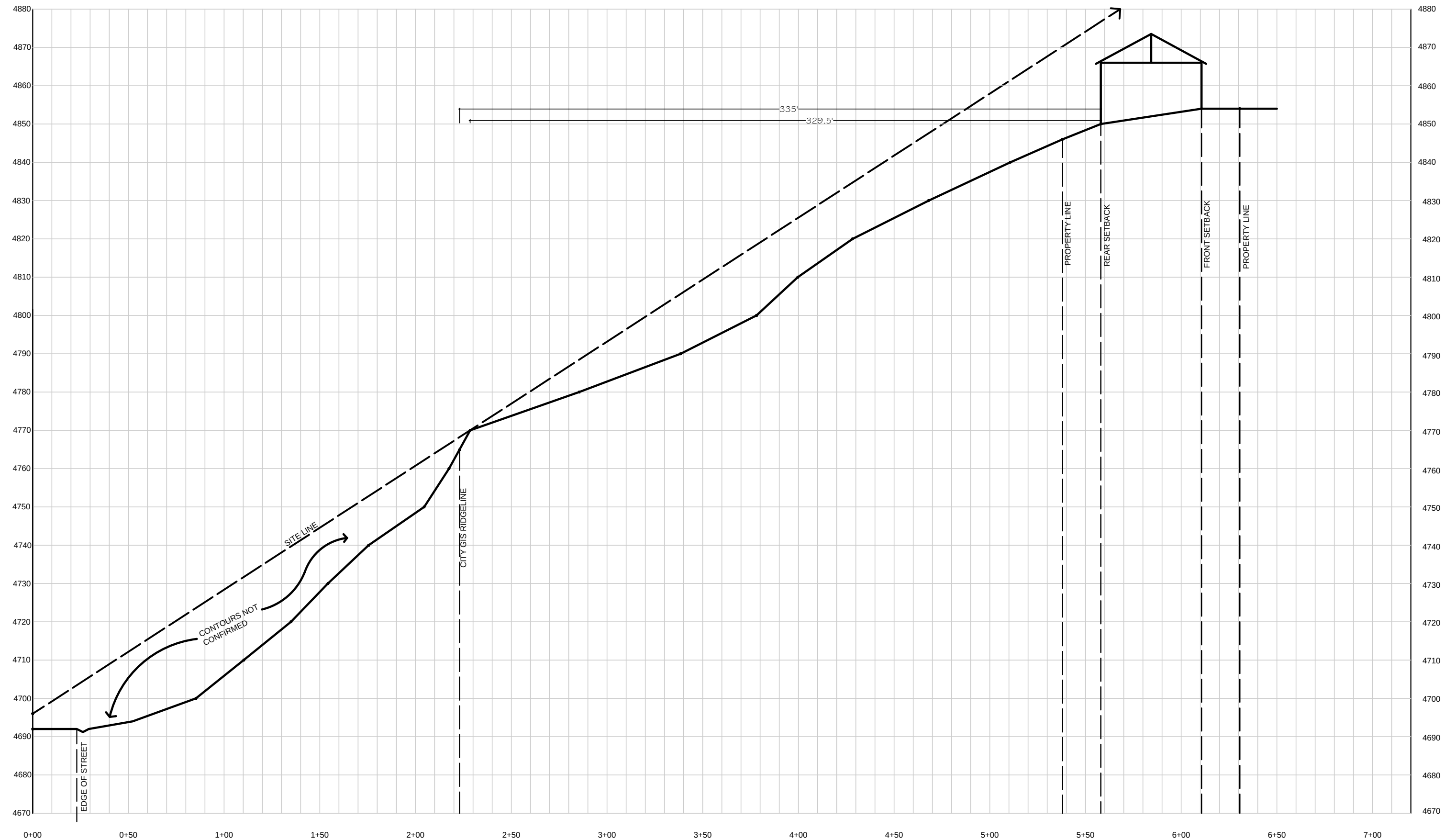
ELEVATION 'C' - Lot 14

VERTICAL SCALE EXAGGERATED 2X

CIAVONNE, ROBERTS & ASSOCIATES, INC.
LAND PLANNING AND
LANDSCAPE ARCHITECTURE
222 N. 7TH STREET GRAND JUNCTION, CO 81501 www.ciaivonne.com
970-241-0745 (P) 970-241-0765 (FX)





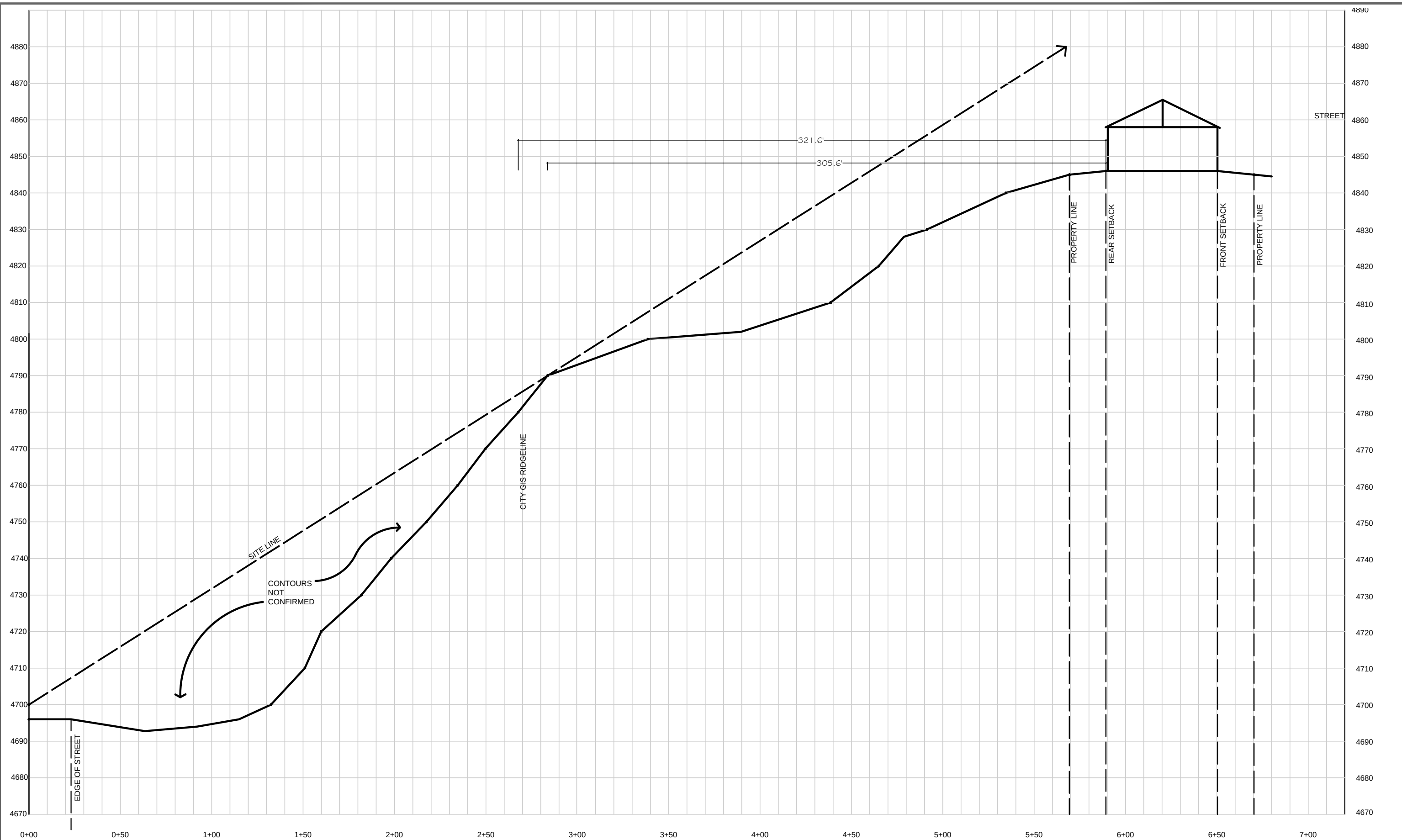


MAGNUS COURT - ELEVATIONS

ELEVATION 'F' - Lot 19

VERTICAL SCALE EXAGGERATED 2X

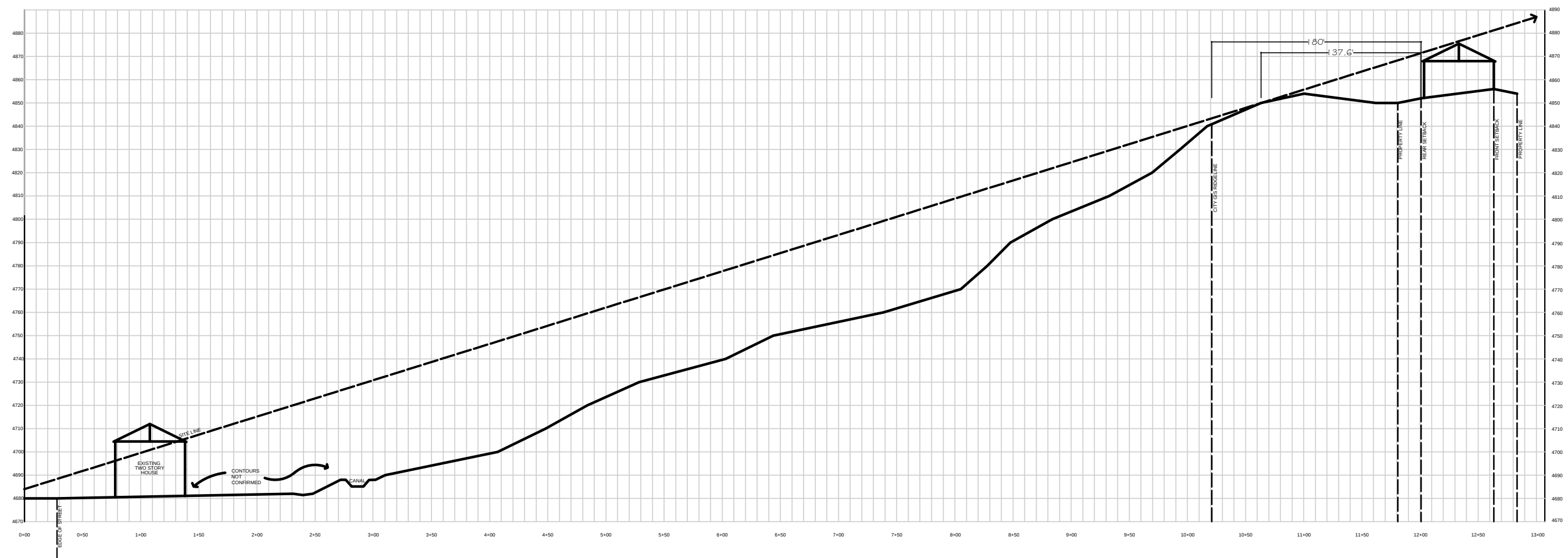
Clavonne, Roberts & Associates, Inc.
LAND PLANNING AND
LANDSCAPE ARCHITECTURE
222 N. 7TH STREET GRAND JUNCTION, CO 81501 www.clavonne.com
970-241-0745 (P) 970-241-0765 (FX)



MAGNUS COURT - ELEVATIONS

ELEVATION 'G' - Lot 21

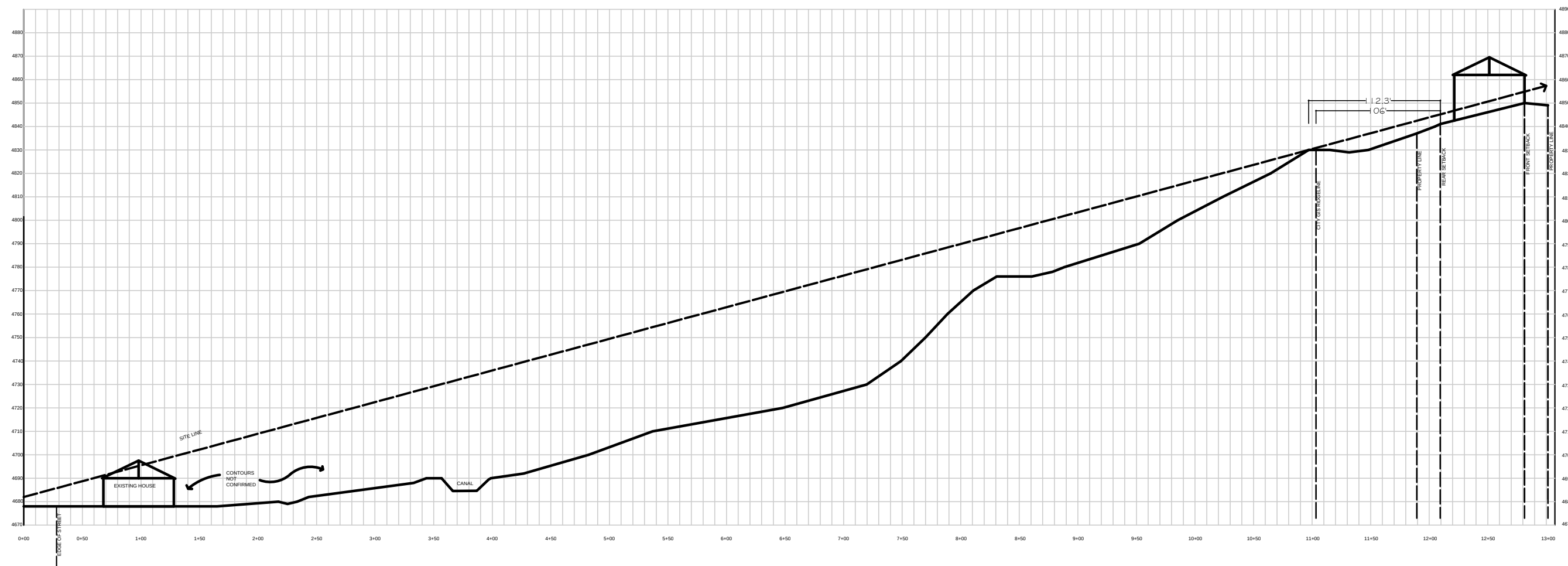
VERTICAL SCALE EXAGGERATED 2X



MAGNUS COURT - ELEVATIONS ELEVATION 'H' - Escondido Circle to Lot 35

VERTICAL SCALE EXAGGERATED 2X

CIAVONNE, ROBERTS & ASSOCIATES, INC.
 LAND PLANNING AND
 LANDSCAPE ARCHITECTURE
 222 N. 7TH STREET GRAND JUNCTION, CO 81501 www.ciaivonne.com
 970-241-0745 (P) 970-241-0765 (FX)



MAGNUS COURT - ELEVATIONS ELEVATION 'T' - Escondido Circle to Lot 36

VERTICAL SCALE EXAGGERATED 2X

CIAVONNE, ROBERTS & ASSOCIATES, INC.
LAND PLANNING AND
LANDSCAPE ARCHITECTURE
222 N. 7TH STREET GRAND JUNCTION, CO 81501 www.ciaavonne.com
970-241-0745 (P) 970-241-0765 (FX)

Development Application

We, the undersigned, being the owner's of the property adjacent to or situated in the City of Grand Junction, Mesa County, State of Colorado, as described herein do petition this:

Petition For: Planned Development - ODP

Please fill in blanks below only for Zone of Annexation, Rezones, and Comprehensive Plan Amendments:

Existing Land Use Designation Vacant Land

Existing Zoning RSF-4

Proposed Land Use Designation Single Family Residential

Proposed Zoning PD

Property Information

Site Location:

Site Acreage: 43.4

Site Tax No(s): 2947-261-00-003

Site Zoning: RSF-4

Project Description: Annex/Rezone this property to a Planned Development

Property Owner Information

Name: Bonds LLC

Street Address: PO Box 3915

City/State/Zip: G.J. CO 81502

Business Phone #: 248 568 6200

E-Mail: thomco2008@aol.com

Fax #: n/a

Contact Person: Michael Thomas

Contact Phone #: 248 568 6200

Applicant Information

Name: JLC Magnus LLC

Street Address: 1985 W Beaver Rd Ste 200 302

City/State/Zip: Troy, MI 48084

Business Phone #: 248 568 6200

E-Mail: thomco2008@aol.com

Fax #: n/a

Contact Person: Michael Thomas

Contact Phone #: 248 568 6200

Representative Information

Name: Ciavonne, Roberts Assoc

Street Address: 222 Nth 7th St

City/State/Zip: GJ, CO 81501

Business Phone #: 241-0745

E-Mail: ted@ciavonne.com

Fax #: n/a

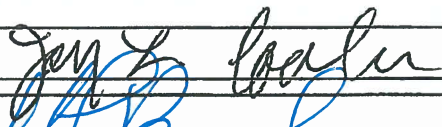
Contact Person: Ted Ciavonne

Contact Phone #: 241-0745

NOTE: Legal property owner is owner of record on date of submittal.

We hereby acknowledge that we have familiarized ourselves with the rules and regulations with respect to the preparation of this submittal, that the foregoing information is true and complete to the best of our knowledge, and that we assume the responsibility to monitor the status of the application and the review comments. We recognize that we or our representative(s) must be present at all required hearings. In the event that the petitioner is not represented, the item may be dropped from the agenda and an additional fee may be charged to cover rescheduling expenses before it can again be placed on the agenda.

Signature of Person Completing the Application



Date

1/7/19

Signature of Legal Property Owner



Date

1/7/19

Development Application

We, the undersigned, being the owner's of the property adjacent to or situated in the City of Grand Junction, Mesa County, State of Colorado, as described herein do petition this:

Petition For: Planned Development - ODP

Please fill in blanks below only for Zone of Annexation, Rezones, and Comprehensive Plan Amendments:

Existing Land Use Designation Vacant Land

Existing Zoning R-E

Proposed Land Use Designation Single Family Residential

Proposed Zoning PD

Property Information

Site Location: 2215 Magnus Ct #A Grand Junction, CO 81507

Site Acreage: 19.55

Site Tax No(s): 2945-182-00-026

Site Zoning: R-E

Project Description: Rezone this property and three adjacent properties to a Planned Development

Property Owner Information

Name: CR Nevada Associates LLC

Street Address: 1985 W Beaver Rd Ste. 302

City/State/Zip: Troy, MI 48084

Business Phone #: 248 568 6200

E-Mail: thomco2008@aol.com

Fax #: n/a

Contact Person: Michael Thomas

Contact Phone #: 248 568 6200

Applicant Information

Name: CR Nevada Associates LLC

Street Address: 1985 W Beaver Rd Ste. 302

City/State/Zip: Troy, MI 48084

Business Phone #: 248 568 6200

E-Mail: thomco2008@aol.com

Fax #: n/a

Contact Person: Michael Thomas

Contact Phone #: 248 568 6200

Representative Information

Name: Ciavonne, Roberts Assoc

Street Address: 222 Nth 7th St

City/State/Zip: GJ, CO 81501

Business Phone #: 241-0745

E-Mail: ted@ciavonne.com

Fax #: n/a

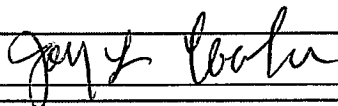
Contact Person: Ted Ciavonne

Contact Phone #: 241-0745

NOTE: Legal property owner is owner of record on date of submittal.

We hereby acknowledge that we have familiarized ourselves with the rules and regulations with respect to the preparation of this submittal; that the foregoing information is true and complete to the best of our knowledge, and that we assume the responsibility to monitor the status of the application and the review comments. We recognize that we or our representative(s) must be present at all required hearings. In the event that the petitioner is not represented, the item may be dropped from the agenda and an additional fee may be charged to cover rescheduling expenses before it can again be placed on the agenda.

Signature of Person Completing the Application



Date

Signature of Legal Property Owner

Date

Development Application

We, the undersigned, being the owner's of the property adjacent to or situated in the City of Grand Junction, Mesa County, State of Colorado, as described herein do petition this:

Petition For: Planned Development - ODP

Please fill in blanks below only for Zone of Annexation, Rezones, and Comprehensive Plan Amendments:

Existing Land Use Designation Vacant Land

Existing Zoning RSF-4

Proposed Land Use Designation Single Family Residential

Proposed Zoning PD

Property Information

Site Location:

Site Acreage: 1.5

Site Tax No(s): 2945-182-00-046

Site Zoning: RSF-4

Project Description: Annex/Rezone this property to a Planned Development

Property Owner Information

Name: Don C Desrosiers

Street Address: 455 Wildwood Dr

City/State/Zip: G.J. CO 81507

Business Phone #: 248 568 6200

E-Mail: thomco2008@aol.com

Fax #: n/a

Contact Person: Michael Thomas

Contact Phone #: 248 568 6200

Applicant Information

Name: JLC Magnus LLC

Street Address: 1985 W Beaver Road Ste 200

City/State/Zip: Troy, MI 48084

Business Phone #: 248 568 6200

E-Mail: thomco2008@aol.com

Fax #: n/a

Contact Person: Michael Thomas

Contact Phone #: 248 568 6200

Representative Information

Name: Ciavonne, Roberts Assoc

Street Address: 222 Nth 7th St

City/State/Zip: GJ, CO 81501

Business Phone #: 241-0745

E-Mail: ted@ciavonne.com

Fax #: n/a

Contact Person: Ted Ciavonne

Contact Phone #: 241-0745

NOTE: Legal property owner is owner of record on date of submittal.

We hereby acknowledge that we have familiarized ourselves with the rules and regulations with respect to the preparation of this submittal, that the foregoing information is true and complete to the best of our knowledge, and that we assume the responsibility to monitor the status of the application and the review comments. We recognize that we or our representative(s) must be present at all required hearings. In the event that the petitioner is not represented, the item may be dropped from the agenda and an additional fee may be charged to cover rescheduling expenses before it can again be placed on the agenda.

Signature of Person Completing the Application

Ted Ciavonne

Date

1/21/19

Signature of Legal Property Owner

Michael Thomas

Date

21 Jan 19

Development Application

We, the undersigned, being the owner's of the property adjacent to or situated in the City of Grand Junction, Mesa County, State of Colorado, as described herein do petition this:

Petition For: Planned Development - ODP

Please fill in blanks below only for Zone of Annexation, Rezones, and Comprehensive Plan Amendments:

Existing Land Use Designation Vacant Land

Existing Zoning R-2

Proposed Land Use Designation Single Family Residential

Proposed Zoning PD

Property Information

Site Location: 2215 Magnus Ct #A Grand Junction, CO 81507

Site Acreage: 5.16

Site Tax No(s): 2945-182-00-018

Site Zoning: R-2

Project Description: Rezone this property and three adjacent properties to a Planned Development

Property Owner Information

Name: JLC Magnus LLC

Street Address: 1985 W Beaver Rd Ste. 300

City/State/Zip: Troy, MI 48084

Business Phone #: 248 568 6200

E-Mail: thomco2008@aol.com

Fax #: n/a

Contact Person: Michael Thomas

Contact Phone #: 248 568 6200

Applicant Information

Name: JLC Magnus LLC

Street Address: 1985 W Beaver Road Ste. 300

City/State/Zip: Troy, MI 48084

Business Phone #: 248 568 6200

E-Mail: thomco2008@aol.com

Fax #:

Contact Person: Michael Thomas

Contact Phone #: 248 568 6200

Representative Information

Name: Ciavonne, Roberts Assoc

Street Address: 222 Nth 7th St

City/State/Zip: GJ, CO 81501

Business Phone #: 241-0745

E-Mail: ted@ciavonne.com

Fax #: n/a

Contact Person: Ted Ciavonne

Contact Phone #: 241-0745

NOTE: Legal property owner is owner of record on date of submittal.

We hereby acknowledge that we have familiarized ourselves with the rules and regulations with respect to the preparation of this submittal, that the foregoing information is true and complete to the best of our knowledge, and that we assume the responsibility to monitor the status of the application and the review comments. We recognize that we or our representative(s) must be present at all required hearings. In the event that the petitioner is not represented, the item may be dropped from the agenda and an additional fee may be charged to cover rescheduling expenses before it can again be placed on the agenda.

Signature of Person Completing the Application

Jay L. Cooper
Jay L. Cooper

Date

1/7/19

Signature of Legal Property Owner

Date

1/7/19

OWNERSHIP STATEMENT - CORPORATION OR LIMITED LIABILITY COMPANY

(a) Bonds LLC ("Entity") is the owner of the following property:

(b) 2947-261-00-003

A copy of the deed(s) evidencing the owner's interest in the property is attached. Any documents conveying any interest in the property to someone else by the owner are also attached.

I am the (c) Mgr. of Bonds LLC for the Entity. I have the legal authority to bind the Entity regarding obligations and this property. I have attached the most recent recorded Statement of Authority of the Entity.

☒ My legal authority to bind the Entity both financially and concerning this property is unlimited.

☐ My legal authority to bind the Entity financially and/or concerning this property is limited as follows:

☒ The Entity is the sole owner of the property.

☐ The Entity owns the property with other(s). The other owners of the property are:

On behalf of Entity, I have reviewed the application for the (d) Planned Development - ODP

I have the following knowledge or evidence of a possible boundary conflict affecting the property:

(e) none

I understand the continuing duty of the Entity to inform the City planner of any changes regarding my authority to bind the Entity and/or regarding ownership, easement, right-of-way, encroachment, lienholder and any other interest in the land.

I swear under penalty of perjury that the information in this Ownership Statement is true, complete and correct.

Signature of Entity representative: Ronald L. Bonds

Printed name of person signing: Ronald L. Bonds

State of Colorado)

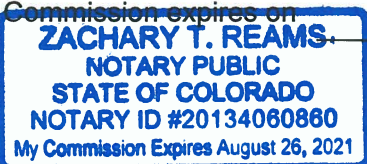
County of Mesa) ss.

Subscribed and sworn to before me on this 7th day of January, 20 19

by Ronald Bonds

Witness my hand and seal.

My Notary Commission expires on



[Signature]
Notary Public Signature

OWNERSHIP STATEMENT - CORPORATION OR LIMITED LIABILITY COMPANY

(a) CR Nevada Associates LLC ("Entity") is the owner of the following property:

(b) 2945-182-00-026

A copy of the deed(s) evidencing the owner's interest in the property is attached. Any documents conveying any interest in the property to someone else by the owner are also attached.

I am the (c) Sole Member for the Entity. I have the legal authority to bind the Entity regarding obligations and this property. I have attached the most recent recorded Statement of Authority of the Entity.

☒ My legal authority to bind the Entity both financially and concerning this property is unlimited.

☐ My legal authority to bind the Entity financially and/or concerning this property is limited as follows:

☒ The Entity is the sole owner of the property.

☐ The Entity owns the property with other(s). The other owners of the property are:

On behalf of Entity, I have reviewed the application for the (d) Planned Development - ODP

I have the following knowledge or evidence of a possible boundary conflict affecting the property:

(e) none

I understand the continuing duty of the Entity to inform the City planner of any changes regarding my authority to bind the Entity and/or regarding ownership, easement, right-of-way, encroachment, lienholder and any other interest in the land.

I swear under penalty of perjury that the information in this Ownership Statement is true, complete and correct.

Signature of Entity representative: Jay L. Cooke

Printed name of person signing: Jay L Cooke

State of Michigan)

County of Oakland) ss.

Subscribed and sworn to before me on this 7th day of January, 20 19

by Jay L Cooke

Witness my hand and seal.

My Notary Commission expires on 01/21/19

Shirley A. Schenck
Notary Public, State of Michigan
NOTARY PUBLIC, STATE OF MI
COUNTY OF OAKLAND
MY COMMISSION EXPIRES Jan 21, 2019
ACTING IN COUNTY OF Oakland

OWNERSHIP STATEMENT - NATURAL PERSON

I, (a) Don C Desrosiers, am the owner of the following real property:

(b) 2945-182-00-046

A copy of the deed evidencing my interest in the property is attached. All documents, if any, conveying any interest in the property to someone else by the owner, are also attached.

☒ I am the sole owner of the property.

☐ I own the property with other(s). The other owners of the property are (c):

I have reviewed the application for the (d) Planned Development - ODP pertaining to the property.

I have the following knowledge and evidence concerning possible boundary conflicts between my property and the abutting property(ies): (e) none

I understand that I have a continuing duty to inform the City planner of any changes in interest, including ownership, easement, right-of-way, encroachment, lienholder and any other interest in the property.

I swear under penalty of perjury that the information contained in this Ownership Statement is true, complete and correct.

Owner signature as it appears on deed: 

Printed name of owner: DON C DESROSIERS

State of Colorado)

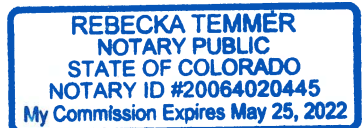
County of Mesa) ss.

Subscribed and sworn to before me on this 21st day of January, 20 19

by Don C. Desrosiers

Witness my hand and seal.

My Notary Commission expires on 05.25.2022



County of Mesa


Notary Public Signature

OWNERSHIP STATEMENT - CORPORATION OR LIMITED LIABILITY COMPANY

(a) JLC Magnus LLC ("Entity") is the owner of the following property:

(b) 2215 Magnus Ct. #A Grand Junction, CO 81507 (2945-182-00-018)

A copy of the deed(s) evidencing the owner's interest in the property is attached. Any documents conveying any interest in the property to someone else by the owner are also attached.

I am the (c) Sole Member for the Entity. I have the legal authority to bind the Entity regarding obligations and this property. I have attached the most recent recorded Statement of Authority of the Entity.

☒ My legal authority to bind the Entity both financially and concerning this property is unlimited.

☐ My legal authority to bind the Entity financially and/or concerning this property is limited as follows:

☒ The Entity is the sole owner of the property.

☐ The Entity owns the property with other(s). The other owners of the property are:

On behalf of Entity, I have reviewed the application for the (d) Planned Development - ODP

I have the following knowledge or evidence of a possible boundary conflict affecting the property:

(e) none

I understand the continuing duty of the Entity to inform the City planner of any changes regarding my authority to bind the Entity and/or regarding ownership, easement, right-of-way, encroachment, lienholder and any other interest in the land.

I swear under penalty of perjury that the information in this Ownership Statement is true, complete and correct.

Signature of Entity representative: Jay L. Cooke

Printed name of person signing: Jay L. Cooke

State of Michigan)

County of Oakland) ss.

Subscribed and sworn to before me on this 7th day of January, 20 19

by Jay L Cooke

Witness my hand and seal.

My Notary Commission expires on 01/21/19

Shirley A. Schenck
Notary Public Signature

SHIRLEY A. SCHENCK
NOTARY PUBLIC, STATE OF MI
COUNTY OF OAKLAND
MY COMMISSION EXPIRES Jan 21, 2019
ACTING IN COUNTY OF Oakland

SPECIAL WARRANTY DEED

THIS DEED, made on this day of **December 11, 2012**, between **RONALD LEE BONDS and MARY SUE BONDS LIVING TRUST**, dated **April 15, 2009**, of the County of **Mesa** and State of **Colorado**, Grantor(s), and **BONDS, LLC** whose legal address is: **1998 South Broadway of the Grand Junction County of Mesa and State of Colorado**, Grantee(s): **81507**

WITNESS, that the Grantor, for and in consideration of the sum of **(\$10)**

TEN and no/100 DOLLARS

the receipt and sufficiency of which is hereby acknowledged, has granted, bargained, sold and conveyed, and by these presents does grant, bargain, sell, convey and confirm unto the Grantee(s), their heirs and successors and assigns forever, **Individual** all the real property, together with improvements, if any, situate, lying and being in the County of **Mesa** and State of **Colorado**, described as follows:

Lot 1 in Section 26, Township 11 South, RANGE 101 West, 6th P.M.

Also known by street and number

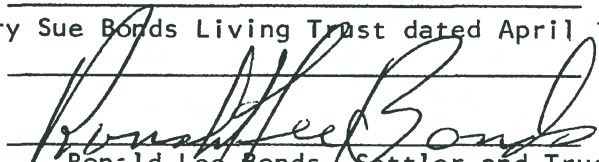
TOGETHER with all and singular the hereditaments and appurtenances thereunto belonging, or in anywise appertaining and the reversion and reversions, remainder and remainders, rents, issues and profits there of: and all the estate, right title interest, claim and demand whatsoever of the Grantor(s), either in law or equity, of, in and to the above bargained premises, with the hereditaments and appurtenances;

TO HAVE AND TO HOLD the said premises above bargained and described with appurtenances, unto the Grantee(s), his heirs, successors and assigns forever. The Grantor(s), for himself, his heirs, successors and assigns, does covenant, and agree that it shall and will **WARRANT AND FOREVER DEFEND** the above-bargained premises in the quiet and peaceable possession of the Grantee(s), his heirs, successors and assigns, against all and every person or persons claiming the whole or any part thereof, through or under the Grantor(s). **except subject to covenants, easements, rights of way and restrictions of record, and subject to general property takes for the year in which this deed was executed.**

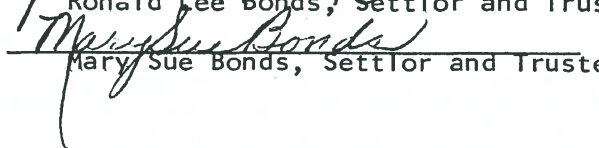
IN WITNESS WHEREOF the Grantor(s) have executed this deed on the date set forth above.

Grantor: Ronald Lee Bonds and

Mary Sue Bonds Living Trust dated April 15, 2009



Ronald Lee Bonds, Settlor and Trustee



Mary Sue Bonds, Settlor and Trustee

STATE OF COLORADO)

)ss.

COUNTY OF MESA)

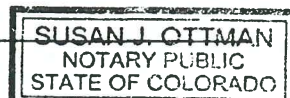
The foregoing instrument was acknowledged before me on this day of

By Ronald Lee Bonds as Settlor and Trustee and Mary Sue Bonds as Settlor and Trustee of the Ronald Lee Bonds and Mary Sue Bonds Living Trust dated April 15, 2009.

My commission expires _____

Witness my hand and official seal.


Notary Public



My Commission Expires 11/02/2013
County of Mesa

When Recorded Return to:

2265192 BK 3947 PG 217
 07/21/2005 01:33 PM
 Janice Ward CLK&REC Mesa County, CO
 RecFee \$5.00 SurChg \$1.00
 DocFee \$44.00

WARRANTY DEED

Grantor(s):
 Mesa State College Foundation

whose address is 450 N. 12th Street, Grand Junction, Colorado 81501

*County of Mesa, and State of

Colorado, for the consideration of

FOUR HUNDRED FORTY THOUSAND AND NO/100-----

-----dollars, in hand paid, hereby sell(s)

and convey(s) to:

CR Nevada Associates, LLC

whose address is 1985 W. Big Beaver Road, #200, Troy, Michigan 48084

*County of, and State of Michigan, the following real

property, in the *County of Mesa, and State of Colorado, to wit:

TAX SCHEDULE NUMBER: 2945-182-00-026

The S½ of Lot 1 in Section 18, Township 1 South, Range 1 West of the Ute Meridian, County of Mesa, State of Colorado, EXCEPTING THEREFROM that portion lying within the lines of South Broadway; AND ALSO EXCEPT A parcel of land for road right-of-way and utility purposes situated in Lot 1, Section 18, Township 1 South, Range 1 West of the Ute Principal Meridian, Mesa County, Colorado, being more particularly described as follows: Beginning at the Mesa County Survey Monument for the Southeast Corner of said Lot 1, thence South 89°34'25" West, (Bearings based on North 00°08'18" West on the East line of said Lot 1) 24.79 feet along the South line of said Lot 1 to a point on the Easterly right-of-way line of South Broadway as constructed, being on a 705.00 foot radius non-tangent curve to the left, the radius point of which bears North 53°06'40" West, thence 42.75 feet along the arc of said curve, the chord of which bears North 35°09'06" East 42.74 feet through a central angle of 03°28'28" along said right-of-way line to a point on the East line of said Lot 1, thence South 00°08'18" East 34.77 feet to the Point of Beginning.

also known by the street and number as vacant land on Blevins Road, Grand Junction, Colorado 81503

with all its appurtenances, and warrant(s) the title to the same, subject to:

general taxes for the year and those specific Exceptions described by reference to recorded documents as reflected in the Title Documents accepted by Grantee(s) in accordance with Section 8a (Title Review) of the Contract to Buy & Sell Real Estate relating to the above described property; distribution utility easements (including cable TV); those specifically described rights of third parties not shown by the public records of which Grantee(s) has actual knowledge and which were accepted by Grantee(s) in accordance with Section 8b (Matters Not Shown by the Public Records) and Section 8c (Survey Review) of the Contract to Buy & Sell Real Estate relating to the above described real property; inclusion of the Property within any special tax district; and, the benefit and burdens of any declaration and party wall agreements, if any.

Signed this 11 th day of July, 2005

as Authorized Agent
 of Mesa State College Foundation

STATE OF COLORADO

County of MESA

The foregoing instrument was acknowledged before me this 11 th day of July, 2005

BY: *Gregg K. Kemp* as Authorized Agent of Mesa State College Foundation
 and *Diane C. Highiotti*

My Commission expires



My Commission Expires 11/02/05
 County of Mesa

Witness my hand and official seal.

*If in Denver, insert "City and"

Notary Public

WARRANTY DEED

922079
Grantor(s), **Dale A. Cochran and Sherry L. Cochran** whose address is
261 N 16 1/2 Road, Glade Park CO 81523, County of **MESA**, State of
COLORADO, for the consideration of **One Hundred Fifty-Five Thousand**
And 00/100 in hand paid, hereby sell(s) and convey(s) to **Don C. Desrosiers**

whose legal address is **455 Wildwood Drive, Grand Junction CO 81507**, County of **MESA**, and State of
COLORADO, the following real property in the Said County of **MESA**, and State of Colorado, to wit:

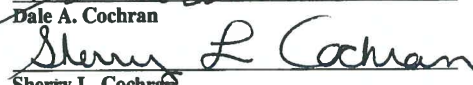
A parcel of land situated in the NW1/4 of the NW 1/4 of Section 18, Township 1 South, Range 1
West
of the Ute Meridian, being more particularly described as follows:
Beginning at the Southwest corner of the N1/2 of Lot 1 in said Section 18;
thence North 00°12' West 339.68 feet;
thence South 55°55' East 314.35 feet;
thence South 163.54 feet
thence West 259.1 feet to the point of beginning.

also known as street and number: **Vacant, Grand Junction, CO**

with all its appurtenances, and warrant(s) the title to the same, subject to taxes for 2008, payable in 2009 and all subsequent
years, easements, rights of way, reservations and restrictions of record.

Signed this **30th** day of **July**, 2008.


Dale A. Cochran


Sherry L. Cochran

STATE OF COLORADO,

County of Mesa

} ss.

The foregoing instrument was acknowledged before me this **30th** day of **July**, 2008 by **Dale A. Cochran and Sherry L. Cochran**.

My commission expires: **04/09/11**


CARISSA DAVIS
NOTARY PUBLIC
STATE OF COLORADO

*If in Denver, insert "City and".

Commission Expires 04/09/2011

Witness my hand and official seal.


Notary Public

Name and Address of Person Creating Newly Created Legal Description (§ 38-35-106.5, C.R.S.)



Warranty Deed
(Pursuant to 38-30-113 C.R.S.)

State Documentary Fee
Date: August 24, 2016
\$ 42.50

THIS DEED, made on **August 24, 2016** by **DANIEL L. GUMMIN AND TEDRA I. GUMMIN** Grantor(s), of the County of **MESA** and State of **COLORADO** for the consideration of **(\$425,000.00) *** Four Hundred Twenty Five Thousand and 00/100 ***** dollars in hand paid, hereby sells and conveys to **JLC MAGNUS LLC** Grantee(s), whose street address is **1985 W. BIG BEAVER RD., STE #200 TROY, MI 48064**, County of **MESA**, and State of **MICHIGAN**, the following real property in the County of **Mesa**, and State of **Colorado**, to wit:

SEE ATTACHED "EXHIBIT A"

also known by street and number as: **2215 MAGNUS CT GRAND JUNCTION CO 81507**

with all its appurtenances and warrants the title to the same, subject to *general taxes for the year 2016 and those specific Exceptions described by reference to recorded documents as reflected in the Title Documents accepted by Grantee(s) in accordance with Record Title Matters (Section 8.2) of the Contract to Buy and Sell Real Estate relating to the above described real property; distribution utility easements, (including cable TV); those specifically described rights of third parties not shown by the public records of which Grantee(s) has actual knowledge and which were accepted by Grantee(s) in accordance with Off-Record Title Matters (Section 8.3) and Current Survey Review (Section 9) of the Contract to Buy and Sell Real Estate relating to the above described real property; inclusions of the Property within any special tax district; and other NONE*


DANIEL L. GUMMIN

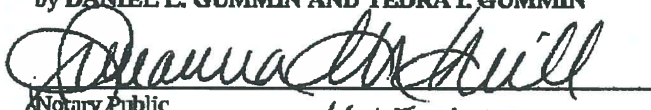

TEDRA I. GUMMIN

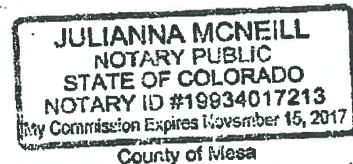
State of **COLORADO**

)
) ss.

County of **MESA**

The foregoing instrument was acknowledged before me on this day of **August 24, 2016**
by **DANIEL L. GUMMIN AND TEDRA I. GUMMIN**


Notary Public
My Commission expires 11-15-17



When Recorded Return to: **JLC MAGNUS LLC**
1985 W. BIG BEAVER RD., STE #200 TROY, MI 48064

Exhibit A

THE FOLLOWING LEGAL DESCRIPTION OF THE SUBJECT PROPERTY APPEARS IN WARRANTY DEED RECORDED OCTOBER 17, 2003 IN BOOK 3509 AT PAGE 852 AT RECEPTION NO. 2154220:

**A TRACT OF LAND LOCATED IN THE N½ OF LOT 1 IN SECTION 18, TOWNSHIP 1 SOUTH, RANGE 1 WEST OF THE UTE MERIDIAN, AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:
BEGINNING AT A POINT 25 FEET WEST AND 267.8 FEET SOUTH 51°38' WEST AND 31.9 FEET SOUTH OF THE NORTHEAST CORNER OF SAID LOT 1 OF SAID SECTION 18 AND RUNNING THENCE SOUTH 51°38' WEST 92.1 FEET;
THENCE SOUTH 73°53' WEST 88.9 FEET;
THENCE WEST 136.3 FEET;
THENCE SOUTH 41°00' WEST 181.7 FEET;
THENCE SOUTH 55°00' WEST 108.6 FEET;
THENCE SOUTH 80°00' WEST 168.8 FEET;
THENCE NORTH 85°00' WEST 149.1 FEET;
THENCE SOUTH TO THE SOUTH BOUNDARY LINE OF THE N½ OF SAID LOT 1;
THENCE EAST ALONG THE SAID SOUTH BOUNDARY OF LOT 1 TO A POINT DUE SOUTH OF THE POINT OF BEGINNING;
THENCE NORTH TO THE POINT OF BEGINNING,
COUNTY OF MESA, STATE OF COLORADO.**

THE FOLLOWING LEGAL DESCRIPTION OF THE SUBJECT PROPERTY APPEARS IN CORRECTED QUIT CLAIM DEED RECORDED OCTOBER 30, 2006 IN BOOK 4281 AT PAGE 242 AT RECEPTION NO. 2346102:

A TRACT OF LAND SITUATED IN THE N ½ OF LOT 1, SECTION 18, TOWNSHIP 1 SOUTH, RANGE 1 WEST OF THE UTE MERIDIAN, MESA COUNTY, COLORADO, AS PREVIOUSLY RECORDED IN BOOK 3509 AT PAGE 852 AND 853, NOW BEING CORRECTED TO ADJOIN THE RIGHT-OF-WAY ON MAGNUS COURT, DESCRIBED AS FOLLOWS:

**COMMENCING AT THE FOUND MESA COUNTY SURVEY MARKER FOR THE W 1/16 CORNER OF SAID SECTION 18, ALSO BEING THE NORTHEAST CORNER OF SAID LOT 1, THE BASIS OF BEARING BEING S89°50'20"W ALONG THE NORTH LINE OF SAID LOT 1 TO THE NORTHWEST CORNER OF SAID SECTION 18, ALSO BEING THE NORTHWEST CORNER OF SAID LOT 1, BEING A FOUND GENERAL LAND OFFICE BRASS CAP;
THENCE S89°50'20"W A DISTANCE OF 234.92 FEET ALONG SAID NORTH LINE;
THENCE S00°10'24"E A DISTANCE OF 199.65 FEET TO THE NORTHWEST CORNER OF MULLIS SUBDIVISION AND THE SOUTHERLY RIGHT-OF-WAY OF MAGNUS COURT AS RECORDED IN BOOK 794 AT PAGE 336 OF THE MESA COUNTY RECORDS AND THE POINT OF BEGINNING;
THENCE ALONG THE SOUTHERLY RIGHT-OF-WAY OF MAGNUS COURT THE FOLLOWING FOUR COURSES:
1.) S55°18'44"W A DISTANCE OF 82.75 FEET;
2.) S73°41'44"W A DISTANCE OF 87.18 FEET;
3.) S89°48'44"W A DISTANCE OF 104.44 FEET;
4.) ALONG THE ARC OF A NON-TANGENT CURVE TO THE RIGHT 60.79 FEET, HAVING A RADIUS OF 50.00' AND THE CENTRAL ANGLE OF 69°39'30", THE CHORD OF WHICH BEARS S64°38'29"W A DISTANCE OF 57.11 FEET TO THE EASTERLY RIGHT-OF-WAY OF MAGNUS COURT AS RECORDED IN BOOK 1378 AT PAGE 534 OF SAID RECORDS;
THENCE ALONG THE EASTERLY RIGHT-OF-WAY OF MAGNUS COURT THE FOLLOWING FOUR COURSES:
1.) S40°37'43"W A DISTANCE OF 161.00 FEET;
2.) S54°50'20"W A DISTANCE OF 108.60 FEET;
3.) S79°50'20"W A DISTANCE OF 168.80 FEET;
4.) N85°10'24" A DISTANCE OF 149.97 FEET;
THENCE S00°08'13"E A DISTANCE OF 163.43 FEET TO THE SOUTH LINE OF SAID N ½ OF LOT 1;
THENCE N89°50'21"E A DISTANCE OF 817.98 FEET TO THE SOUTHWEST CORNER OF SAID MULLIS SUBDIVISION;
THENCE N00°10'24"W A DISTANCE OF 459.40 FEET TO THE POINT OF BEGINNING.**

TOGETHER WITH THE LAND CONVEYED FROM DON C. DESROSIERS TO DANIEL L. GUMMIN AND TEDRA L. GUMMIN IN BOUNDARY LINE AGREEMENT RECORDED JANUARY 26, 2016 IN BOOK 5817 AT PAGE 596 UNDER RECEPTION NO. 2749525, AND RE-RECORDED APRIL 12, 2016 UNDER RECEPTION NO. 2756698;

AND EXCEPTING FROM ALL OF THE ABOVE DESCRIBED LAND, THE LAND CONVEYED FROM DANIEL L. GUMMIN AND TEDRA L. GUMMIN TO DON C. DESROSIERS IN BOUNDARY LINE AGREEMENT RECORDED JANUARY 26, 2016 IN BOOK 5817 AT PAGE 596 UNDER RECEPTION NO. 2749525, AND RE-RECORDED APRIL 12, 2016 UNDER RECEPTION NO. 2756698.

Sheila Reiner, Mesa County Treasurer
544 Rood Ave - Grand Junction CO 81501
Dept. 5027 - PO Box 20,000 - Grand Junction CO 81502-5001
Phone Number: (970) 244-1824

Account Number R074564

Parcel 294726100003

Acres 40.000

Assessed To

BONDS LLC
 PO BOX 3915
 GRAND JUNCTION, CO 81502

Legal Description

Situs Address

LOT 1 SEC 26 11S 101W

Year	Tax	Interest	Fees	Payments	Balance
Tax Charge					
2018	\$6,598.56	\$0.00	\$0.00	\$0.00	\$6,598.56
Total Tax Charge					\$6,598.56
Grand Total Due as of 01/16/2019					\$6,598.56

Tax Billed at 2018 Rates for Tax Area 11276 - 11276

Authority	Mill Levy	Amount	Values	Actual	Assessed
COLORADO RIVER WATER CONSER	0.2560000	\$23.39	35 AC NO MORE THAN 100 AC	\$315,000	\$91,350
GRAND JUNCTION RURAL FIRE	5.9380000	\$542.43			
GRAND RIVER MOSQUITO CTRL	1.4520000	\$132.64	Total	\$315,000	\$91,350
LIBRARY DISTRICT	3.0590000	\$279.44			
COUNTY - DEVELOP DISABLED	0.2840000	\$25.94			
COUNTY GENERAL FUND	9.2680000*	\$846.63			
COUNTY ROAD & BRIDGE-FULL L	0.4430000	\$40.47			
SOCIAL SERVICES	2.3600000	\$215.59			
COUNTY TRANSLATOR TV FUND	0.0020000	\$0.18			
GJ RURAL FIRE REDLANDS SUB	4.9040000	\$447.98			
SCHOOL DIST# 51 GENERAL	24.3280000	\$2,222.36			
SCHOOL DIST# 51 BOND	10.3380000	\$944.37			
SCHOOL DIST# 51 OVERRIDE 96	2.8720000	\$262.36			
SCHOOL DIST# 51 2006 OVERID	2.3730000	\$216.77			
SCHOOL DIST# 51 2017 OVERRI	3.8570000	\$352.34			
UTE WATER CONSERVANCY	0.5000000	\$45.67			

Taxes Billed 2018 72.2340000 \$6,598.56

* Credit Levy

Sheila Reiner, Mesa County Treasurer
544 Rood Ave - Grand Junction CO 81501
Dept. 5027 - PO Box 20,000 - Grand Junction CO 81502-5001
Phone Number: (970) 244-1824

Account Number R066836

Parcel 294518200026

Acres 19.990

Assessed To

CR NEVADA ASSOCIATES LLC
 1985 W BIG BEAVER RD STE 200
 TROY, MI 48084-3409

Legal Description

Situs Address

S2 LOT 1 SEC 18 1S 1W EXC ROW AS DESC IN B-1413 P-87

Year	Tax	Interest	Fees	Payments	Balance
Tax Charge					
2018	\$5,613.12	\$0.00	\$0.00	\$0.00	\$5,613.12
Total Tax Charge					\$5,613.12
Lien					
2017 Lien: 2017-08190	\$5,831.29	\$320.72	\$0.00	\$0.00	\$6,152.01
2016 Lien: 2017-08190	\$5,105.70	\$702.03	\$0.00	\$0.00	\$5,807.73
2016	\$0.00	\$0.00	\$7.00	\$0.00	\$7.00
Total Lien					\$11,966.74
GRAND TOTAL					\$17,579.86
Grand Total Due as of 01/16/2019					\$17,579.86

Tax Billed at 2018 Rates for Tax Area 14100 - 14100

Authority	Mill Levy	Amount	Values	Actual	Assessed
COLORADO RIVER WATER CONSER	0.2560000	\$20.71	10 AC NO MORE THAN 35 AC	\$278,940	\$80,890
MESA CNTY ROAD & BRIDGE-GRA	0.2215000	\$17.92			
CITY OF GRAND JUNCTION	8.0000000	\$647.12	Total	\$278,940	\$80,890
GRAND RIVER MOSQUITO CTRL	1.4520000	\$117.45			
LIBRARY DISTRICT	3.0590000	\$247.44			
COUNTY - DEVELOP DISABLED	0.2840000	\$22.97			
COUNTY GENERAL FUND	9.2680000*	\$749.69			
COUNTY ROAD & BRIDGE-1/2 LE	0.2215000	\$17.92			
SOCIAL SERVICES	2.3600000	\$190.90			
COUNTY TRANSLATOR TV FUND	0.0020000	\$0.16			
SCHOOL DIST# 51 GENERAL	24.3280000	\$1,967.89			
SCHOOL DIST# 51 BOND	10.3380000	\$836.24			
SCHOOL DIST# 51 OVERRIDE 96	2.8720000	\$232.32			
SCHOOL DIST# 51 2006 OVERID	2.3730000	\$191.95			
SCHOOL DIST# 51 2017 OVERRI	3.8570000	\$311.99			
UTE WATER CONSERVANCY	0.5000000	\$40.45			
Taxes Billed 2018	69.3920000	\$5,613.12			
* Credit Levy					

Sheila Reiner, Mesa County Treasurer
544 Rood Ave - Grand Junction CO 81501
Dept. 5027 - PO Box 20,000 - Grand Junction CO 81502-5001
Phone Number: (970) 244-1824

Account Number R066844

Parcel 294518200046

Acres 0.000

Assessed To

DESROSIERS DON C
 455 WILDWOOD DR
 GRAND JUNCTION, CO 81507-2505

Legal Description

Situs Address

BEG SW COR N2 LOT 1 SEC 18 1S 1W N 0DEG12' W 339.68FT S 55DEG55' E 314.35FT S
 163.54FT W 259.1FT TO BEG BEG AND INCL THAT PTN LYG WESTERLY OF LINE DESC IN
 BNDRY LINE AGMT R-2756698 MESA CO RECDS

Year	Tax	Interest	Fees	Payments	Balance
Tax Charge					
2018	\$1,990.04	\$0.00	\$0.00	\$0.00	\$1,990.04
Total Tax Charge					\$1,990.04
Grand Total Due as of 01/16/2019					\$1,990.04

Tax Billed at 2018 Rates for Tax Area 11276 - 11276

Authority	Mill Levy	Amount	Values	Actual	Assessed
COLORADO RIVER WATER CONSER	0.2560000	\$7.05	1 AC NO MORE THAN 5 AC	\$95,000	\$27,550
GRAND JUNCTION RURAL FIRE	5.9380000	\$163.59			
GRAND RIVER MOSQUITO CTRL	1.4520000	\$40.00	Total	\$95,000	\$27,550
LIBRARY DISTRICT	3.0590000	\$84.28			
COUNTY - DEVELOP DISABLED	0.2840000	\$7.82			
COUNTY GENERAL FUND	9.2680000*	\$255.35			
COUNTY ROAD & BRIDGE-FULL L	0.4430000	\$12.20			
SOCIAL SERVICES	2.3600000	\$65.02			
COUNTY TRANSLATOR TV FUND	0.0020000	\$0.06			
GJ RURAL FIRE REDLANDS SUB	4.9040000	\$135.10			
SCHOOL DIST# 51 GENERAL	24.3280000	\$670.23			
SCHOOL DIST# 51 BOND	10.3380000	\$284.81			
SCHOOL DIST# 51 OVERRIDE 96	2.8720000	\$79.12			
SCHOOL DIST# 51 2006 OVERID	2.3730000	\$65.38			
SCHOOL DIST# 51 2017 OVERRI	3.8570000	\$106.26			
UTE WATER CONSERVANCY	0.5000000	\$13.77			
Taxes Billed 2018	72.2340000	\$1,990.04			

* Credit Levy

Sheila Reiner, Mesa County Treasurer
544 Rood Ave - Grand Junction CO 81501
Dept. 5027 - PO Box 20,000 - Grand Junction CO 81502-5001
Phone Number: (970) 244-1824

Account Number R066833

Parcel 294518200018

Acres 5.250

Assessed To

JLC MAGNUS LLC
 1985 W BEAVER RD STE 200
 TROY, MI 48084

Legal Description

FR NE COR LOT 1 SEC 18 1S 1W W 25FT S 51DEG38MIN W 267.8FT S 31.9FT FOR BEG S 51DEG38MIN W 92.1FT S 73DEG53MIN W 88.9FT W 136.3FT S 41DEG W 181.7FT S 55DEG W 108.6FT S 80DEG W 168.8FT N 85DEG W 149.1FT S TO S LI N2 LOT 1 E ALG S LI TO A PT S OF BEG N TO BEG INCL THAT PTN LYG EASTERLY OF LINE DESC IN... Additional Legal on File

Situs Address

2215 MAGNUS CT #A, 2215 MAGNUS CT #B

Year	Tax	Interest	Fees	Payments	Balance
Tax Charge					
2018	\$2,147.68	\$0.00	\$0.00	\$0.00	\$2,147.68
Total Tax Charge					\$2,147.68
Grand Total Due as of 01/16/2019					\$2,147.68

Tax Billed at 2018 Rates for Tax Area 14100 - 14100

Authority	Mill Levy	Amount	Values	Actual	Assessed
COLORADO RIVER WATER CONSER	0.2560000	\$7.92	SINGLE FAMILY LAND	\$211,500	\$15,230
MESA CNTY ROAD & BRIDGE-GRA	0.2215000	\$6.86			
CITY OF GRAND JUNCTION	8.0000000	\$247.60	SINGLE FAMILY IMP	\$218,270	\$15,720
GRAND RIVER MOSQUITO CTRL	1.4520000	\$44.94	Total		
LIBRARY DISTRICT	3.0590000	\$94.68			
COUNTY - DEVELOP DISABLED	0.2840000	\$8.79		\$429,770	\$30,950
COUNTY GENERAL FUND	9.2680000*	\$286.85			
COUNTY ROAD & BRIDGE-1/2 LE	0.2215000	\$6.86			
SOCIAL SERVICES	2.3600000	\$73.04			
COUNTY TRANSLATOR TV FUND	0.0020000	\$0.06			
SCHOOL DIST# 51 GENERAL	24.3280000	\$752.95			
SCHOOL DIST# 51 BOND	10.3380000	\$319.96			
SCHOOL DIST# 51 OVERRIDE 96	2.8720000	\$88.89			
SCHOOL DIST# 51 2006 OVERID	2.3730000	\$73.44			
SCHOOL DIST# 51 2017 OVERRI	3.8570000	\$119.37			
UTE WATER CONSERVANCY	0.5000000	\$15.47			
Taxes Billed 2018	69.3920000	\$2,147.68			

* Credit Levy

Magnus Planned Development
General Project Report for:
Annexation, Zone of Annexation, Comprehensive Plan Amendment, Rezone,
Outline Development Plan, and Vacation of Public ROW

Project Overview

The applicant, JLC Magnus LLC, is seeking a number of entitlements to allow the efficient assembly, planning, and zoning of multiple properties into a unified Residential Planned Development. This proposal is for a 74 lot Single Family Residential Community on approximately 70 acres of land that is currently comprised of four separate properties, two of which are annexed to the City and two of which are currently in the County.

The project location can be generally described as the northeast facing 'backside' of Riggs Hill, elevated with spectacular panoramic views of the valley. It is dry with a fair amount of rocky soil conditions and limited rock outcrops; there is a significant elevation change across the properties (+/- 170 feet), and proposed development is contained to slopes that respect the City Hillside Regulations. The property currently has a dirt road that is mostly within a platted ROW known as Magnus Court, and which is accessed via 22 $\frac{1}{4}$ Road from either Broadway or South Broadway. Three of the four properties that make up the project are vacant, with the fourth having one single family residence on it. This existing residence is not incorporated into the future plans and is therefore not depicted in the graphics.

Although options exist to utilize a series of City Code processes for annexation, Comprehensive Plan Amendment (CPA), straight zoning, and rezoning, in conjunction with Hillside and Cluster provisions ... to create the desired community ... preliminary discussions with planning staff, along with a Formal Pre-Application review, supports creating an Overall Development Plan (ODP) with a Planned Development (PD) zone to better achieve this Residential Planned Community.

To restate and simplify the intent of the entitlement requests, we propose: amending the Growth Plan Designation over one of the four properties (Bonds LLC), annexing two properties under a PD Zone (Bonds LLC and Desrosiers), and rezoning two properties to a PD zone (CR Nevada Assocs. LLC and JLC Magnus LLC). The proposed Overall Development Plan shows a reduction of the currently allowed maximum density of the three existing zone districts (City RE, City R2, County RSF4) from 208 units which equals +/- 3 units per acre, to a proposed maximum PD zone density of 95 units which equals 1.36 units per acre. The current plan shows 74 units which equals +/- 1.06 units per acre, with over 60% of the property as designated open space surrounding the Residential Planned Community and respecting the natural conditions of the site.

This 70 acre project has a number of entitlement needs that are best addressed simultaneously. The current status, and intentions, are as follows:

- There are four properties involved with this project:
 - o CR Nevada LLC – 19.55 acres, zoned RE in the City of Grand Junction
 - o JLC Magnus LLC – 5.16 acres, zoned R2 in the City of Grand Junction
 - o Desrosiers Property – 1.50 acres, zoned RSF-4 in Mesa County
 - o Bonds LLC – 43.46 acres, zoned RSF-4 in Mesa County
- The two east lots, CR Nevada and JLC Magnus, are zoned and annexed in the City, but with differing zoning. The two remaining lots, Desrosiers and Bonds, are not annexed and are zoned RSF-4 in the County. All four lots have existing zoning that is not in compliance with the Future Land Use Plan (FLU). The desire is:
 - o to annex Desrosiers and Bonds as Planned Development Zones;
 - o to rezone CR Nevada and JLC Magnus to Planned Development Zones;
 - o to amend the Bonds property Future Land Use designation to Estate (1 to 3 acre lots), but leaving the remaining three properties in their current FLU designation of Residential Low (.5 to 2 DU/Acre). Collectively this allows a maximum density of 95 units on the combined four properties (+/-70 acres);
 - o to create an ODP with a PD Zone for Residential Use on 74 residential lots;

- o to vacate appropriate portions of Magnus Court with respect to the new proposed alignment.
- The PD Zone on the entire 70 acre development will have one underlying default zone standard of R4. The R4 bulk standards are derived from the Cluster provisions of the Code where 50% Open Space is matrixed with an R1 density. This is discussed in Item E below, Section 21.02.150 – Outline Development Plan (ODP) and PD Zone.

The following Code Sections are addressed in this report and/or its attachments:

- o Section 21.02.100 – Vacation of public right-of-way or easement (Magnus Court);
- o Section 21.02.160 – Annexation (Desrosiers and Bonds);
- o Section 21.02.140 – Zone of Annexation from County RSF-4 to City Planned Development (PD) for annexed properties;
- o Section 21.02.130 – Comprehensive Plan Amendment (CPA) from Rural to Estate for Bonds property;
- o Section 21.02.140 – Rezone of CR Nevada and JLC Magnus to Planned Development (PD);
- o Section 21.02.150 – Planned Development (PD) and Outline Development Plan (ODP) for entire development area, with underlying zoning of R4.

A. Project Description

Location

- The project location can be generally described as the northeast facing 'backside' of Riggs Hill. The property has a dirt road that is mostly within a platted ROW known as Magnus Court, and which is accessed via 22¼ Road from either Broadway or South Broadway. The four properties that make up the project were described above.

Acreage

- All four properties are approximately 70 acres. As noted above, +/- 25 acres is currently annexed into the City; +/- 45 acres is in the County.

Proposed Use

- The proposed use is a 70 acre Residential Planned Development (see Illustrative):
 - o Single Family Residential (+/- 20.5 acres)
 - Detached Residential
 - The objective is to create an upscale residential community with an average density of just over one dwelling unit per acre; however, with the clustering of lots to respect the natural terrain and to maximize undeveloped open space, the 74 single family lots are each approximately one quarter acre in size.
 - R4 Zone Uses and Standards with amendments noted;
 - o Open Space (+ 46 acres),
 - Predominantly placed to protect natural slopes and view sheds
 - Greenbelt linkages and roadway aesthetics
 - Internal areas maintained by Homeowners Associations; desire to dedicate significant portions of the open space to the public (City or Museum).
 - o Internal Road ROW (+/- 4.5 acres),
 - Proposed as standard and alternative road sections. An Alternative Road Section, a narrower road due to steeper slopes, is being submitted.

B. Public Benefit

The Magnus Residential Planned Development will create a residential neighborhood that meets the intent of the Growth Plan and the development requirements of the City of Grand Junction. Public benefits include:

- o the development of properties within the City 201 boundary;
- o the creation of a residential project meeting the intentions and densities of the Growth Plan;
- o road and utility improvements that meet City standards, including drainage, pavement, walks;
- o utility extensions, upgrades, and improvements;

- o ROW dedications and utility connections that will be available to existing adjacent properties;
- o Drainage improvements that reduce historic flows to the north drainages, and directs them towards Goat Wash.
- o lower density single family residential development, clustered to protect natural slopes, consolidate infrastructure, and maximize open space;
- o extensive on and off street pedestrian networks are proposed, some specific to the HOA but most legitimizing the numerous 'trespass trails' associated with the Museum owned Riggs Hill;
- o Significant open space dedication ... approximately 64% of the entire project.

C. Neighborhood Meeting

A neighborhood meeting was held on October 18th, 2018 at the Redlands United Methodist Church. Sixty-two notices were mailed out, eleven Property Owners attended (16 including spouses/joint owners). The attending neighbors were concerned about density, additional traffic, drainage, new home values, etc. Some felt that 74 'clustered' lots was more dense than 74 one-acre lots; and upon further questioning this was clarified to mean that they preferred one-acre lots, over ¼ acre lots. Some realized the advantage to clustering the lots and preserving the hillsides. Notes from this meeting are included with this submittal.

D. Project Compliance, Compatibility, and Impact

Adopted Plans and Policies

As noted this property has a number of land planning issues that can be best addressed through a Planned Development, which provides an attractive alternative to straight zoning. The current County and City zoning of the four properties predate the adoption of the Future Land Use Plan, and are not compatible with FLU nor the residential land use pressures that exist today. The 'bundling' of the necessary entitlements addressed within this Planned Development zone will allow the Magnus Residential Planned Development to best address the intent of the Comprehensive Plan, with a well-planned, modern, and unique community.

Approval of this project will allow it to conform to the Future Land Use Plan, the City Zoning and Development Code, and known City regulations. Relevant Code provisions include Vacation of Public ROW, Annexation, Zone of Annexation, Comprehensive Plan Amendment, Rezone, and Outline Development Plan, and are addressed in detail in Item E below.

Surrounding Land Use

Properties to the south and partial west are owned by Redlands Water and Power (Vacant) or the Museum of Western Colorado (Riggs Hill); partial west is the Desert Hills Estates Subdivision; northwest is vacant and north east is Reed Mesa Subdivision; east is single family residential. The entire south and west boundaries are incorporated.

Site Access & Traffic Patterns

There will be one access into the site due to the terrain. Currently the property has a dirt road that is mostly within a platted ROW known as Magnus Court, and which is accessed via 22¼ Road from either Broadway or South Broadway. In order to improve the grades of the EXISTING Magnus Court we need to come off of its current alignment in many areas.

Access within the site is achieved primarily through a looped road; this project will need to utilize the maximum allowed hillside road grades. Preliminary grading plans indicate we can stay within the parameters of code which allows periodic sections reaching maximum grades of 12%. Concurrent with this application is the request for Alternative Street ROW's for narrower roads and for fire access concerns.

Expected vehicular traffic patterns remain as they are today: north to Broadway, or south to South Broadway / Redlands Parkway, both of which lead to the new Redlands roundabout.

A Traffic Study by McDowell Engineering, LLC is provided with this submittal.

Availability of Utilities

Utility providers are:

- Water – Ute Water District.
- Sewer – City of Grand Junction
- Drainage and Storm Sewer- Grand Valley Drainage District
- Irrigation water – NA
- Power – Xcel Energy
- Gas – Xcel Energy
- Communications – TBD

Special or Unusual Demands on Utilities

We have had initial meetings with Ute Water and understand that water pressure will need to be boosted for this development.

Effects on Public Facilities

The Magnus Residential Planned Development will have expected, but not unusual impacts on Public Facilities. Total residential units will be less than what current zoning allows.

Site Soils

NRCS soils information is provided with this submittal.

Impact on Geology and Geological Hazards

No known geological hazards exist on the development of the northern facing slopes of this property. Rock fall potential occurs on the south facing slopes which are not being developed.

Hours of Operation - NA

Number of Employees - NA

Signage Plans

Signage will be utilized at the project entry and will not exceed that allowed in the default zone.

E. Additional General Report Discussion Items

The following Code Sections, noted above, are addressed below:

- o Section 21.02.100 – Vacation of public right-of-way or easement (Magnus Court);
- o Section 21.02.160 – Annexation (Desrosiers and Bonds);
- o Section 21.02.140 – Zone of Annexation from County RSF-4 to City Planned Development (PD) for annexed area (Desrosiers and Bonds);
- o Section 21.02.130 – Comprehensive Plan Amendment (CPA) from Rural to Estate for Bonds property;
- o Section 21.02.140 – Rezone of CR Nevada and JLC Magnus to Planned Development (PD);
- o Section 21.02.150 – Planned Development (PD) and Outline Development Plan (ODP) for entire development area, with underlying zoning of R4.
- o Section 21.07.020(f) – Hillside Development standards implementation.
- o Section 21.07.020(f) – Ridgeline Development standards implementation.

21.02.100 Vacation of public right-of-way or easement.

Magnus Court appears to be a nonconforming dirt road mostly within a County ROW that serves four lots with single family homes (2215, 2216, 2218, 2220 Magnus Court), and three vacant lots (no addresses). The 2215 Magnus Court property and two vacant parcels (Desrosiers and Bonds) are all south of the Magnus Court alignment and are a part of the proposed Residential Planned Development; the four properties north of Magnus Court are not a part of this project, however changes to the ROW will affect them. Magnus Court does not currently meet any acceptable engineering standard for width, grade,

angle of access to 22¼ Road, surfacing, etc. This project proposes an alignment that corrects all the existing road design deficiencies and brings them to code; it is primarily the need to keep road grades under 12% that force the realignment.

We note that 'new' or 'additional' Magnus Court ROW can be realized and accepted without vacating the existing ROW, and this project can move forward with that approach if so instructed.

(c) **Approval Criteria.** *The vacation of the right-of-way or easement shall conform to the following:*

(1) *The Comprehensive Plan, Grand Valley Circulation Plan, and other adopted plans and policies of the City;*

- The vacation of portions of the Magnus Court ROW does not change the Comprehensive Plan;
- Magnus Court does not appear on the GV Circulation Plan;
- The vacation is not in conflict with any adopted plans nor policies of the City.

(2) *No parcel shall be landlocked as a result of the vacation;*

- The final design of a revised Magnus Court can show that no parcel will be landlocked as a result of the vacation; in fact, a current landlocked parcel is accessed with the proposed road network.

(3) *Access to any parcel shall not be restricted to the point that access is unreasonable, economically prohibitive, and/or reduces or devalues any property affected by the proposed vacation;*

- No parcel will be restricted to the point that access is unreasonable, economically prohibitive, and/or reduces or devalues any property affected by the proposed vacation. *We would expect an increase in property values with the improvements to this road.*

(4) *There shall be no adverse impacts on the health, safety, and/or welfare of the general community, and the quality of public facilities and services provided to any parcel of land shall not be reduced (e.g., police/fire protection and utility services);*

- There are no adverse impacts on the health, safety, and/or welfare of the general community, in fact, the quality of public facilities and services provided to any parcel of land will be improved;

(5) *The provision of adequate public facilities and services to any property as required in Chapter 21.06 GJMC shall not be inhibited by the proposed vacation; and*

- Adequate public facilities and services to other properties will not be inhibited by the proposed vacation;
- Existing services will be upgraded, new services will be available to all properties.

(6) *The proposal shall provide benefits to the City such as reduced maintenance requirements, improved traffic circulation, etc.*

- The existing dirt road does not meet current standards.
- The proposed paved roadway meeting City design standards requires the proposed new (and/or additional) ROW to do so.

21.02.160 Annexation.

Two properties, Desrosiers and Bonds, comprise approximately 45 acres of the 70 acre development; they are within the Persigo 201 and will need to be annexed into the City of Grand Junction.

(c) **Approval Criteria.** *The application shall meet all applicable statutory and City administrative requirements. A complete copy of these requirements is available from the Public Works and Planning Department.*

- We are submitting with this proposal a signed/executed annexation petition and believe that the property, since it is located contiguous to existing city limits, meets statutory requirements of contiguity, that the area is or can be urbanizing and we are 100% owners of the land. The annexation to the City of Grand Junction, Colorado is both necessary and desirable and the property is eligible for annexation in that the

provisions of the Municipal Annexation Act of 1965, Sections 31-12-104 and 31-12-105 CRS 1973 can be met.

- We also understand that the zone of annexation shall comply with the Comprehensive Plan. The proposed zoning of PD with the proposed density of one unit per acre, can conform to the Comprehensive Plan, as amended concurrent with this approval.

21.02.140 Code amendment and rezoning.

Two properties, Desrosiers and Bonds, will be annexed into the City with a PD Zone.

(a) Approval Criteria. *In order to maintain internal consistency between this code and the zoning maps, map amendments must only occur if:*

- (1) Subsequent events have invalidated the original premises and findings; and/or*
 - The adoption of the Persigo 201 boundary, the creation of the Comprehensive Plan after the County RSF-4 zoning (having lower density ranges), the creation of the Hillside regulations, the annexation and zoning of CR Nevada and JLC Magnus as differing zone districts, are all events that invalidate the original premises and findings;
- (2) The character and/or condition of the area has changed such that the amendment is consistent with the Plan; and/or*
 - The character of the area has changed with the annexation and development of adjacent residential subdivisions, as well as the Hillside regulations that support clustering of smaller lots on the more developable slopes.
- (3) Public and community facilities are adequate to serve the type and scope of land use proposed; and/or*
 - Public facilities, currently lacking, will be improved and/or brought into the Planned Development and made available to properties along Magnus Court.
- (4) An inadequate supply of suitably designated land is available in the community, as defined by the presiding body, to accommodate the proposed land use; and/or*
 - Residential growth pressure is high throughout the community, and few large parcels remain where a Planned Development can be successfully implemented.
- (5) The community or area, as defined by the presiding body, will derive benefits from the proposed amendment.*
 - As noted above, sewer and water will now be improved and available along Magnus Court;
 - On and off-site drainage improvements will benefit the surrounding subdivisions.
 - The ability to create a Residential Planned Community with over 60% dedicated open space.

21.02.130 Comprehensive Plan amendment (CPA).

One property, the 43.5 acre Bonds LLC parcel, is seeking a Comprehensive Plan amendment (CPA) from Rural to Estate to make it more compatible with adjacent properties, and to better match its County Zoning Density (RSF4) with an appropriate Comprehensive Plan density range. At present the County Zoning allows 172 units, which is not appropriate; on the other hand the Rural designation in the Comprehensive Plan allows a maximum of 8 units, which is likewise not appropriate. The requested Comprehensive Plan designation of Estate would allow a maximum density of 43 units, which is appropriate, and which will be further controlled by City code Hillside regulations.

(c) Criteria for Plan Amendments.

- (1) The City may amend the Comprehensive Plan, neighborhood plans, corridor plans and area plans if the proposed change is consistent with the vision (intent), goals and policies of the Comprehensive Plan and:*
 - (i) Subsequent events have invalidated the original premises and findings; and/or*

- The adoption of the Persigo 201 boundary, the creation of the Comprehensive Plan after the County RSF-4 zoning (having lower density ranges), the creation of Hillside regulations, the annexation and zoning of CR Nevada and JLC Magnus as differing zone districts, are all events that invalidate the original premises and findings;
- (ii) *The character and/or conditions of the area has changed such that the amendment is consistent with the Plan; and/or*
 - The character of the area has changed with the annexation and development of adjacent residential subdivisions, as well as the Hillside regulations that support clustering of smaller lots on the more developable slopes.
- (iii) *Public and community facilities are adequate to serve the type and scope of land use proposed; and/or*
 - Public facilities, currently lacking, will be brought into the Planned Development and made available to properties along Magnus Court.
- (iv) *An inadequate supply of suitably designated land is available in the community, as defined by the presiding body, to accommodate the proposed land use; and/or*
 - Residential growth pressure is high throughout the community, and few large parcels remain where a Planned Development can be successfully implemented. This project brings together four parcels of land that allow the cohesive planning of a singular 70 acre Residential Planned Community.
- (v) *The community or area, as defined by the presiding body, will derive benefits from the proposed amendment.*
 - As noted above, sewer and water will now be improved and/or available along Magnus Road;
 - On and off-site drainage improvements will benefit the surrounding subdivisions;
 - The ability to create a Residential Planned Community with over 60% dedicated open space.

21.02.140 Code amendment and rezoning.

Two properties, CR Nevada and JLC Magnus, are currently in the City and zoned RE and R2 respectively, and will need to be rezoned to Planned Development.

(a) **Approval Criteria.** *In order to maintain internal consistency between this code and the zoning maps, map amendments must only occur if:*

- (1) *Subsequent events have invalidated the original premises and findings; and/or*
 - The adoption of the Persigo 201 boundary, the creation of the Comprehensive Plan after the County RSF-4 zoning (having lower density ranges), the creation of the Hillside regulations, the annexation and zoning of CR Nevada and JLC Magnus as differing zone districts, are all events that invalidate the original premises and findings;
- (2) *The character and/or condition of the area has changed such that the amendment is consistent with the Plan; and/or*
 - The character of the area has changed with the annexation and development of adjacent residential subdivisions, as well as the Hillside regulations that support clustering of smaller lots on the more developable slopes.
- (3) *Public and community facilities are adequate to serve the type and scope of land use proposed; and/or*
 - Public facilities, currently lacking, will be brought into the Planned Development and made available to properties along Magnus Court.
- (4) *An inadequate supply of suitably designated land is available in the community, as defined by the presiding body, to accommodate the proposed land use; and/or*
 - Residential growth pressure is high throughout the community, and few large parcels remain where a Planned Development can be successfully implemented.
- (5) *The community or area, as defined by the presiding body, will derive benefits from the proposed amendment.*

- As noted above, sewer and water will now be improved and/or available along Magnus Road
- On and off-site drainage improvements will benefit the surrounding subdivisions.
- The ability to create a Residential Planned Community with over 60% dedicated open space.

21.02.150 Planned Development (PD) and Outline Development Plan (ODP) (see Outline Development Plan)

The Planned Development (PD) / Outline Development Plan (ODP) is the culmination of the approval of the previous five processes: Section 21.02.100 – Vacation of public right-of-way or easement (Portions of Magnus Court); Section 21.02.160 – Annexation (Desrosiers and Bonds properties); Section 21.02.140 – Zone of Annexation from County RSF-4 to City Planned Development (PD) for annexed properties; Section 21.02.130 – Comprehensive Plan amendment (CPA) from Rural to Estate for the Bonds property; Section 21.02.140 – Rezone of the CR Nevada (zoned RE in the City) and JLC Magnus (zoned R2 in the City) properties to Planned Development.(PD). With this approval the entire +/- 70 acres is incorporated, uniformly zoned as PD, and with an overall Outline Development Plan (ODP) that respects the Comprehensive Plan.

The ODP has underlying zoning of R4. Rational for the R4 bulk standards are derived from the Cluster provisions within the Code that matrix density with open space:

- The proposed development clusters lots such that approximately 64% of the site is Open Space (including detention, pedestrian trails, and open space around and intermingled with the neighborhood). Not quite achieving 66%, we look to the 50% Open Space column in the matrix;
- With 74 lots being proposed on 70 acres (95 maximum), the density most closely mimics the R1 zone row;
- The matrix results in minimum allowable lot sizes of 7,500 SF, which most closely associates with the R4 zone bulk standards;
Hillside regulations increase most of the individual lot sizes to +10,000 square feet, but this does not change the underlying zone bulk standards of an R4 zone.

With this document being the culmination of numerous approved processes, the Code Section in its entirety is included below, along with specific project responses.

*(a) **Purpose.** The planned development (PD) district is intended to apply to mixed use or unique single use projects to provide design flexibility not available through strict application and interpretation of the standards established in Chapter 21.05 GJMC. The PD zone district imposes any and all provisions applicable to the land as stated in the PD zoning ordinance. The purpose of the PD zone is to provide design flexibility as described in GJMC 21.05.010. Planned development rezoning should be used when long-term community benefits will be derived, and the vision, goals and policies of the Comprehensive Plan can be achieved. Long-term community benefits include:*

- (1) More efficient infrastructure;*
 - The Magnus Residential Planned Development provides a minimal road network to a clustered development, as well as to four abutting properties;
 - The Magnus Residential Planned Development provides new utilities to a clustered development, as well as to four abutting properties;
- (2) Reduced traffic demands;*
 - If approved, the Comprehensive Plan Amendment recognizes a density range of 35 to 140 units; under various straight zone options the allowed density could be 75, 95, or 118 units. The Magnus Residential Planned Development is limiting itself to 74 lots, which is at the lower end of the noted parameters ... which reduces traffic.
- (3) More usable public and/or private open space;*
 - The Magnus Planned Development has approximately 46 acres of open space, +/- 64% of the property;
 - includes on and off street pedestrian ways that interconnect the entire community to HOA open spaces and potential public open spaces;

- (4) *Recreational amenities; and/or*
 - Within the “public” open space noted above there are existing ‘trespass’ trail networks on Riggs Hill that can be legitimized via this ODP and PD.
- (5) *Needed housing choices.*
 - The Magnus Residential Planned Development is a unique site with outstanding views that promotes custom homes close to the City core.

(b) Outline Development Plan (ODP)

(1) Applicability. An outline development plan is required. The purpose of an ODP is to demonstrate conformance with the Comprehensive Plan, and coordination of improvements within and among individually platted parcels, sections or phases of a development prior to the approval of a final plat. At ODP, zoning for the entire property or for each “pod” designated for development on the plan is established. This step is recommended for larger, more diverse projects that are expected to be developed over a long period of time. Through this process, the general pattern of development is established with a range of densities assigned to individual “pods” that will be the subject of future, more detailed planning.

(2) Approval Criteria. An ODP application shall demonstrate conformance with all of the following:

- (i) The Comprehensive Plan, Grand Valley Circulation Plan and other adopted plans and policies;*
 - Approval of demonstrated conformance has been requested as part of this submittal;
- (ii) The rezoning criteria provided in GJMC 21.02.140;*
 - Approval of demonstrated conformance has been requested as part of this submittal;
- (iii) The planned development requirements of Chapter 21.05 GJMC;*
 - Approval of demonstrated conformance with Chapter 21.05 has been addressed above, or within the ODP drawing, and is requested as part of this submittal;
- (iv) The applicable corridor guidelines and other overlay districts in GJMC Titles 23, 24 and 25;*
 - This is not applicable to this submittal;
- (v) Adequate public services and facilities shall be provided concurrent with the projected impacts of the development;*
 - Adequate public services and facilities can be provided to this Planned Development, as described as part of this submittal;
- (vi) Adequate circulation and access shall be provided to serve all development pods/areas to be developed;*
 - Approval of demonstrated conformance has been requested as part of this submittal;
 - A TEDS Exception has been submitted concurrent that requests
 - Narrow streets to reduce the terracing of roads on hillsides;
 - Support from the Fire Department with regards to 78 homes (74 new and 4 existing) in a single access subdivision. At present the code addresses requirements for under 60 homes and over 100 homes, but it does not address density that falls between those two values.
- (vii) Appropriate screening and buffering of adjacent property and uses shall be provided;*
 - As this project is residential, and it abuts residential, screening is not needed;
- (viii) An appropriate range of density for the entire property or for each development pod/area to be developed;*
 - This ODP has on development pod with an average density of just over 1 unit per acre;
- (ix) An appropriate set of “default” or minimum standards for the entire property or for each development pod/area to be developed;*
 - Approval of demonstrated conformance has been requested as part of this submittal;
- (x) An appropriate phasing or development schedule for the entire property or for each development pod/area to be developed; and*
 - Approval of demonstrated conformance has been requested as part of this submittal, and is specifically addressed on the ODP drawing and related exhibits;

(3) Decision-Maker.

- (i) *The Director and Planning Commission shall make recommendations to City Council.*
- (ii) *City Council shall approve, conditionally approve or deny all applications for an ODP and accompanying planned development rezoning.*
- (4) *Additional Application and Review Procedures.*
 - (i) *Simultaneous Review of Other Plans. An applicant may file an ODP with a final development plan for all or a portion of the property, as determined by the Director at the preapplication conference.*
 - (ii) *Density/Intensity. Density/intensity may be transferred between development pods/areas to be developed unless explicitly prohibited by the ODP approval.*
 - (iii) *Validity. The effective period of the ODP/phasing schedule shall be determined concurrent with ODP approval.*
 - (iv) *Required Subsequent Approvals. Following approval of an ODP a subsequent final development plan approval shall be required before any development activity occurs.*

Section 21.07.020(f) – Hillside Development Standards (see Slope Analysis)

The Hillside Development Standards have been integral in the planning and design of this development, and which can meet the provisions of this code section:

The provisions hereof are designed to accomplish the following:

- (i) *Prohibit development or uses which would likely result in a hazardous situation due to slope instability, rock falls, or stormwater runoff and excessive soil erosion;*
 - *Development has been clustered within the flatter slopes on the site;*
- (ii) *Minimize the threat and consequent damages resulting from hillside area fires by establishing fire protection measures and adequate emergency vehicle access;*
 - *Roadways have been designed to meet City code; these roadways provide code access to emergency vehicles;*
- (iii) *Preserve natural features, wildlife habitats, natural vegetation, trees and other natural plant formations;*
 - *This development preserves over 60% of the site as dedicated open space;*
- (iv) *Provide for safe vehicular circulation and access to recreation areas, natural drainage channels, paths and trails;*
 - *In addition to safe vehicular circulation, this development acknowledges natural drainages and includes pedestrian circulation within the development and to the open space areas;*
- (v) *Encourage the location, design and development of building sites in a manner that will provide for greater aesthetic appeal, blend with the slopes and hillside terrain, minimize the scarring and erosion effects of cutting, filling and grading of hillsides and prohibit development of ridge lines as defined; and*
 - *The homesites are clustered and placed on the flatter and most developable slopes, which while having excellent views to the Grand Valley, are themselves backdropped by the site. A very limited number of homes will be subject to the Ridgeline Regulations discussed below;*
- (vi) *Encourage preservation of open space by encouraging clustering or other design techniques to preserve natural terrain, views and vistas.*
 - *As discussed above, over 60% of the property is dedicated Open Space that is achieved by clustering the homesites on the flatter portions of the site.*

In meeting the intent of these Hillside Regulations there are a couple of components that we want to specifically address:

- *The Regulation states:*
Development on slopes of greater than 30 percent is not permitted ... AND Streets, roads, driveways and other vehicular routes shall not traverse property having a slope greater than 30 percent ... unless, after review by the Planning Commission and approval by the City Council, it is determined that:
 - a. *Appropriate engineering measures will be taken to minimize the impact of cuts, fills, erosion and stormwater runoff consistent with the purpose of this section; and*
 - b. *The developer has taken reasonable steps to minimize the amount of hillside cuts and also has taken measures to mitigate the aesthetic impact of cuts through landscaping or other steps.*

We believe that this entire submittal demonstrates “that appropriate and engineering measures and reasonable steps” have been displayed to allow Planning Commission and City Council to approve the MINIMAL (see next bullet point) areas where lots or roads cross 30% slopes.

- In closely reviewing the slope map with the development superimposed on it, minimal areas of +30% slopes are ‘touched’ by the roads and lots, AND where this does occur the majority of these mapped 30% areas are man-made. Clearly there are significant areas of natural +30% slopes that this development respects and avoids, but most of the areas within the proposed development are previous road cuts, or ‘flattened’ areas that were man caused. Very few ‘natural’ +30% areas are impacted by this development, and none of them approach the elevation change threshold of 20 feet noted in the code.
- Five lots have been identified that exceed a 20% slope, the worst being 24.6% (Lot 43). The current regulation states that lots between 10.01% and 20% must be a minimum of 100’ wide and 10,000 SF in area, and lots between 20.01% and 30% must be a minimum of 200’ wide and 15,000 SF in area. We find no logic in having a lot width double in size based on .1% in slope, however we fully embrace the intent of having lots that widen with respect to an increase in slope. Therefore, as part of the PD Ordinance we have widened any lot on slopes above 20% by a minimum of 10 feet and added a minimum of 500 SF for each percentage in slope above 20%. Subsequently, a lot on a 25% slope would need to be a minimum of 150 feet wide and have a minimum of 12,500 SF. Examining the five noted lots that are above 20%, the noted minimums are exceeded: using Lot 43 (on a 24.6% slope) as an example, we have increased its width to 165 feet and it’s area to 14,621 SF. Note 1 in Table 3 on the ODP addresses this.

Section 21.07.020(f) – Ridgeline Development Standards (see Ridgeline Sections)

The Ridgeline Development Standards have been considered in the planning and design of this development. Of the proposed 74 Lots, 12 that appeared to have the potential to address the Ridgeline Standards (Lots 11 through 22) were examined, and three were chosen to run sections on using code established criteria. Within these six sections a variety of conditions were displayed. It is assumed that ‘mitigation’ will be required on a limited number of specific lots to enable them to meet the standards of this code section:

- (1) *For all lots platted within the mapped ridgeline protection area shown on Exhibits 7.2.C1, 7.2.C2 and 7.2.C3, buildings, fences and walls shall be set back a minimum of 200 feet from the ridgeline.*
 - See #2 below.
- (2) *This setback shall not apply if the applicant produces adequate visual representation that a proposed new structure will not be visible on the skyline as viewed from the centerline of the mapped roads or that mitigation will be provided. Mitigation techniques might include:*
 - (i) *Earth tone colors to blend with the surrounding area;*
 - (ii) *The use of nonreflective materials;*
 - (iii) *Vegetation to screen and soften the visual impact of the structure; and/or*
 - (iv) *A reduction of building height or the “stepping” of the building height; or*
 - (v) *Other means that minimize the appearance from the road corridor.*
 - Mitigation will be provided.
- (3) *In no case shall the setback be less than 30 feet from the ridgeline. This regulation shall not apply to existing structures or lots platted prior to the effective date of this code or to fences constructed primarily of wire.*
 - This project has areas where a ‘ridgeline’ is not well defined: see #6 below.
- (4) *The required setback shall be measured to the building envelope, to be established at the time of platting.*
 - It is understood that this will be determined at time of platting.
- (5) *Line of sight shall be measured from the centerline of the road most parallel to the ridgeline at the point most perpendicular to the center of the lot.*
 - Understood.
- (6) *Ridgeline shall be determined on a site-specific basis and shall be that point at which the line of sight is tangent with the slope profile*

- It is our understanding that mitigation items (i) through (v) noted in #2 above can and will be used on a site by site basis.

F. Development Schedule and Phasing (see Phasing Plan)

The Magnus Residential Planned Development intends on completing this project in four phases, breaking ground for Phase 1, approximately 20 lots, in spring of 2020. It is anticipated that Phase 2, approximately 20 lots, will be constructed in 2022; Phase 3, 17 lots, will be constructed in 2024; Phase 4, 17 lots, will be constructed in 2026.

STATE OF COLORADO

SS

AFFIDAVIT

COUNTY OF MESA

Ronald L. Bonds, of lawful age, being first duly sworn, upon oath, deposes and says:

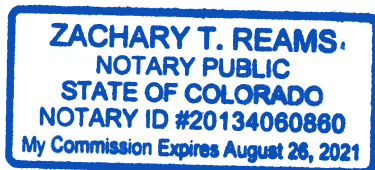
That he is the circulator of the forgoing petition:

That each signature on the said petition is the signature of the person whose name it purports to be.

Ronald L. Bonds

Subscribed and sworn to before me this 7th day of January, 2019

Witness my hand and official seal.



[Signature]
Notary Public

222 N 7th St, G-3, CO 81501
Address

My commission expires: _____

**MAGNUS COURT DEVELOPMENT ANNEXATION
PETITION FOR ANNEXATION**

WE THE UNDERSIGNED do hereby petition the City Council of the City of Grand Junction, State of Colorado, to annex the following described parcels to the said City:

GENERAL LOCATION: east end of Magnus Ct.
Tax ID # 2947-261-00-03

That property located in Lot 1 in Section 26, Township 11 South, Range 101 West, 6th P.M.

Said parcel containing an area of 43.4 Acres, as herein described.

This foregoing description describes the parcel; the perimeter boundary description, for purposes of the Annexation Act, is shown on the attached "Perimeter Boundary Legal Description, Magnus Court Annexation."

As grounds therefore, the petitioner respectfully state that annexation to the City of Grand Junction, Colorado is both necessary and desirable and that the said territory is eligible for annexation in that the provisions of the Municipal Annexation Act of 1965, Sections 31-12-104 and 31-12-105 CRS 1973 have been met.

This petition is accompanied by four copies of a map or plat of the said territory, showing its boundary and its relation to established city limit lines, and said map is prepared upon a material suitable for filing.

Your petitioners further state that they are the owners of more than fifty percent of the area of such territory to be annexed, exclusive of streets and alleys; that the mailing address of the signer and the date of signature are set forth hereafter opposite the name of the signer, and that the legal description of the property owned by the signer of said petition is attached hereto.

WHEREFORE, these petitioners pray that this petition be accepted and that the said annexation be approved and accepted by ordinance. These petitioners by his/her/their signature(s) acknowledge, understand and agree that if any development application concerning the property which is the subject hereof is denied, discontinued or disapproved, in whole or in part, that the annexation of the property to the City of Grand Junction shall proceed.

Bonds LLC
NAME


SIGNATURE

PO Box 3915 Grand Junction, CO 81502
ADDRESS

1-7-19
DATE

(Magnus Court Annexation Petition)

STATE OF COLORADO

SS

AFFIDAVIT

COUNTY OF MESA

DON DESROSIERS, of lawful age, being first duly sworn, upon oath, deposes and says:

That he is the circulator of the forgoing petition:

That each signature on the said petition is the signature of the person whose name it purports to be.



Subscribed and sworn to before me this 21st day of January, 2019.

Witness my hand and official seal.



Notary Public



2454 Patterson Rd, #100, Grand Junction, CO
Address 81505

My commission expires: 05/25/2022

**MAGNUS COURT ANNEXATION
PETITION FOR ANNEXATION**

WE THE UNDERSIGNED do hereby petition the City Council of the City of Grand Junction, State of Colorado, to annex the following described parcels to the said City:

GENERAL LOCATION: East end of Magnus Court
Tax ID # 2945-182-00-046

PROPERTY DESCRIPTION

A parcel of land situated in the NW $\frac{1}{4}$ of the NW $\frac{1}{4}$ of Section 18, Township 1 South, Range 1 West of the Ute Meridian, being more particularly described as follows:

Beginning at the Southwest corner of the N $\frac{1}{2}$ of Lot 1 in said Section 18;
Thence North 00°12' West 339.68 feet;
Thence South 55°55' East 314.35 feet;
Thence South 163.54 feet;
Thence West 259.1 feet to the point of beginning.

This foregoing description describes the parcel; the perimeter boundary description, for purposes of the Annexation Act, is shown on the attached "Perimeter Boundary Legal Description, Magnus Court Annexation."

As grounds therefore, the petitioner respectfully state that annexation to the City of Grand Junction, Colorado is both necessary and desirable and that the said territory is eligible for annexation in that the provisions of the Municipal Annexation Act of 1965, Sections 31-12-104 and 31-12-105 CRS 1973 have been met.

This petition is accompanied by four copies of a map or plat of the said territory, showing its boundary and its relation to established city limit lines, and said map is prepared upon a material suitable for filing.

Your petitioners further state that they are the owners of more than fifty percent of the area of such territory to be annexed, exclusive of streets and alleys; that the mailing address of the signer and the date of signature are set forth hereafter opposite the name of the signer, and that the legal description of the property owned by the signer of said petition is attached hereto.

WHEREFORE, these petitioners pray that this petition be accepted and that the said annexation be approved and accepted by ordinance. These petitioners by his/her/their signature(s) acknowledge, understand and agree that if any development application concerning the property which is the subject hereof is denied, discontinued or disapproved, in whole or in part, that the annexation of the property to the City of Grand Junction shall proceed.

Don C Desrosiers
NAME


SIGNATURE

DON C DESROSIER S
Printed name of signatory

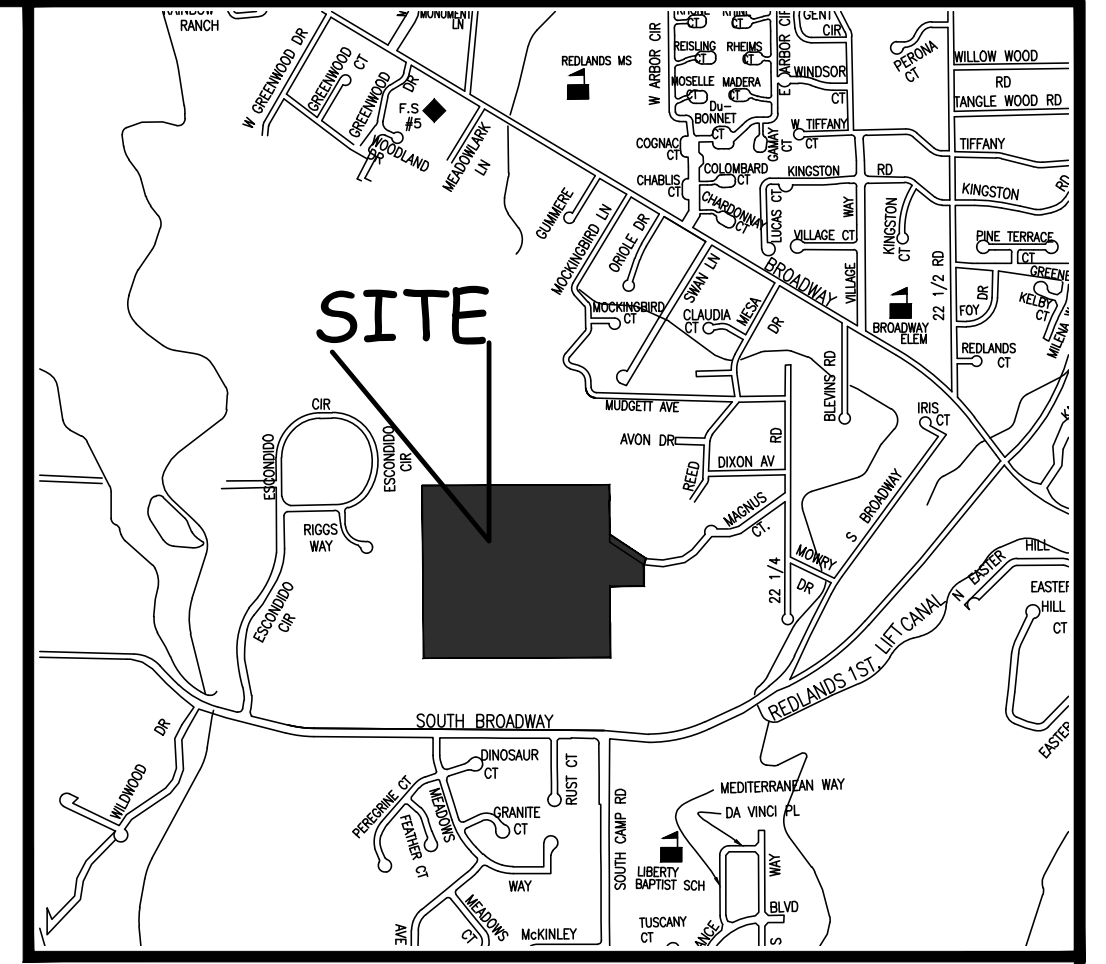
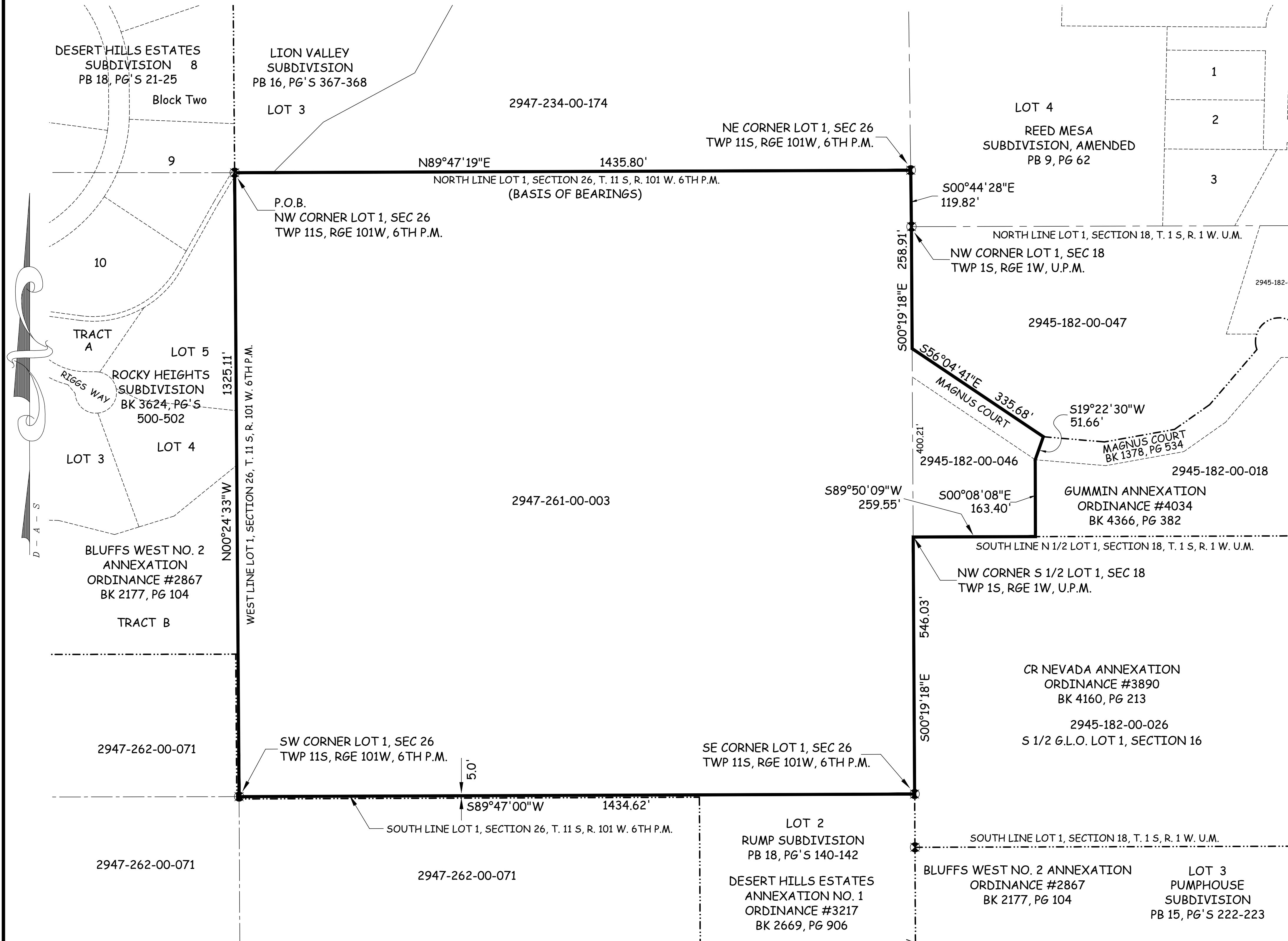
455 Wildwood Drive Grand Junction, CO 81507
ADDRESS

21 JAN 19
DATE

(Magnus Court Petition)

MAGNUS COURT ANNEXATION

LYING IN THE N 1/2 OF LOT 1 OF SECTION 18 , TWP 1 SOUTH, RGE 1 WEST, UTE PRINCIPAL MERIDIAN
AND LOT 1 OF SECTION 26, TWP 11 SOUTH, RGE 101 WEST, 6TH PRINCIPAL MERIDIAN
COUNTY OF MESA, STATE OF COLORADO



LOCATION MAP: NOT-TO-SCALE

DESCRIPTION

A certain parcel of land lying in the North Half (N-1/2) of Government Lot 1 of Section 18, Township 1 South, Range 1 West of the Ute Principal Meridian and all of Government Lot 1 of Section 26, Township 11 South, Range 101 West of the 6th Principal Meridian, County of Mesa, State of Colorado and being more particularly described by metes and bounds as follows:

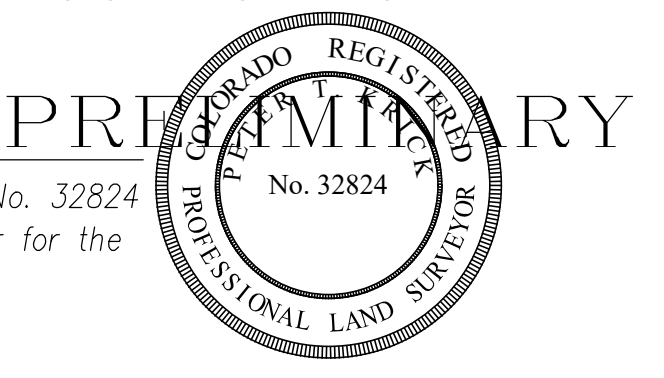
BEGINNING at the Northwest corner of said Government Lot 1 of Section 26 and assuming the North line of said Government Lot 1 of Section 26 bears N 89°47'19" E with all other bearings contained herein being relative thereto; thence from said Point of Beginning, N 89°47'19" E, along the North line of said Government Lot 1, a distance of 1,435.80 feet to a point being the Northeast corner of said Government Lot 1; thence S 00°44'28" E, along the East line of said Government Lot 1, a distance of 119.82 feet, more or less, to a point being the Northwest corner of Government Lot 1 of said Section 18; thence S 00°19'18" E, along the West line of Government Lot 1 of said Section 18, a distance of 258.91 feet, more or less, to a point on the North right of way for Magnus Court, as same is recorded in Book 1378, Page 534, Public Records of Mesa County, Colorado; thence S 56°04'41" E, along the North right of way for said Magnus Court, a distance of 335.68 feet, more or less, to a point being the Northwest corner of Gummin Annexation, City of Grand Junction Ordinance No. 4034, as same is recorded in Book 4366, Page 382, Public Records of Mesa County, Colorado; thence S 19°22'30" W, along the West line of said Gummin Annexation, a distance of 51.66 feet; thence S 00°08'08" E, continuing along the West line of said Gummin Annexation, a distance of 163.40 feet to a point on the South line of the N-1/2 of said Government Lot 1 of Section 18; thence S 89°50'09" W, along said South line and the North line of the CR Nevada Annexation, City of Grand Junction Ordinance No. 3890, as same is recorded in Book 4160, Page 213, Public Records of Mesa County, Colorado, a distance of 259.55 feet to a point being on the East line of said Government Lot 1 of Section 26; thence S 00°19'18" E, along the East line of said Government Lot 1 of Section 26, a distance of 546.03 feet to a point being the Southeast corner of said Government Lot 1 of Section 26; thence S 89°47'00" W, along the South line of said Government Lot 1 of Section 26, a distance of 1,434.62 feet to a point being the Southwest corner of said Government Lot 1 of Section 26; thence N 00°24'33" W, along the West line of said Government Lot 1 of Section 26, a distance of 1,325.11 feet, more or less, to the Point of Beginning.

NOTE: The Gummin Annexation was prepared and became effective March 25th, 2007. A Boundary Line Agreement was re-recorded on 4/12/2016 with Reception Number 2756698, Public Records of Mesa County, Colorado. The Gummin Annexation was prepared using a line that differs from the later agreed upon Boundary Line Agreement.

ABBREVIATIONS

P.O.C.	POINT OF COMMENCEMENT
P.O.B.	POINT OF BEGINNING
R.O.W.	RIGHT OF WAY
SEC.	SECTION
TWP.	TOWNSHIP
RGE.	RANGE
U.P.M.	UTE PRINCIPAL MERIDIAN
NO.	NUMBER
SQ. FT.	SQUARE FEET
Δ=	CENTRAL ANGLE
RAD	RADIUS
AL	ARC LENGTH
CHL	CHORD LENGTH
CHB	CHORD BEARING
BLK	BLOCK
PB	PLAT BOOK
BK	BOOK
PG	PAGE

The Sketch and Description contained herein have been derived from subdivision plats and deed descriptions as they appear in the office of the Mesa County Clerk and Recorder. This plat does not constitute a legal survey, and is not intended to be used as a means for establishing or verifying property boundary lines.



PETER T. KRICK, PLS No. 32824
Professional Land Surveyor for the
City of Grand Junction

DATE: _____

ORDINANCE NO.

????

EFFECTIVE DATE

?????

THIS IS NOT A BOUNDARY SURVEY

AREA OF ANNEXATION

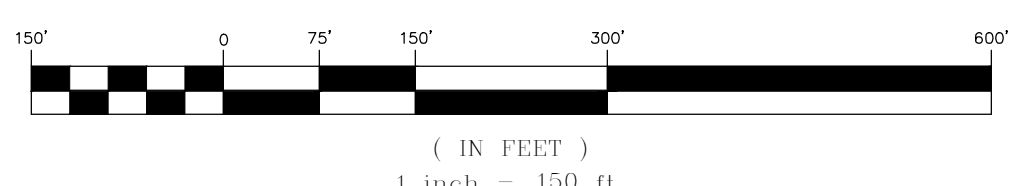
ANNEXATION PERIMETER	5,930.57 FT.
CONTIGUOUS PERIMETER	3,520.82 FT.
AREA IN SQUARE FEET	1,983,885**
AREA IN ACRES	45.543

**(16,257 SQ. FT. OR 0.37 ACRES LIES IN MAGNUS COURT R/W)

LEGEND

ANNEXATION BOUNDARY	=====
EXISTING CITY LIMITS	-----

GRAPHIC SCALE



LINEAL UNITS USED HEREIN = U.S. SURVEY FOOT, AS ESTABLISHED

SCALE

1" = 150'



PUBLIC WORKS
ENGINEERING DIVISION
SURVEY DEPARTMENT

MAGNUS COURT
ANNEXATION

Neighborhood Meeting Notice Letter

Mailing Date: October 3, 2018

RE: A Neighborhood Meeting concerning a Rezone, Development Plan and Subdivision at 2215 Magnus Court.

Dear Property Owner:

This letter is intended to notify you that on **October 18th (Thursday), between 5:30 pm and 6:30 pm**, a neighborhood meeting will be held to update you on a proposed **Rezone, Overall Development Plan, and Subdivision** on properties addressed as 2215 Magnus Court, Grand Junction, Colorado. This meeting will be held at, **Redlands United Methodist Church**, 527 Village Way, Grand Junction, CO 81507.

The neighborhood meeting is an opportunity for adjacent property owners to learn more about the project, ask questions to the project representative, Ciavonne, Roberts & Associates (Ted Ciavonne) or the developer/applicant JLC Magnus LLC (Mike Thomas, applicant representative). Although this is the developers meeting, the City of Grand Junction Planning staff will also be in attendance (Kathy Portner).

The applicant will be submitting a Rezone to Planned Development, an Overall Development Plan, and ultimately Subdivision Plans for this project to the City of Grand Junction. The proposal includes a total of 74 lots on approximately 72 acres of land. As a neighbor of these properties you are being notified of this pending development applications by mail.

The list of property owners being notified for this neighborhood meeting was supplied by the City of Grand Junction and derived from current records of the Mesa County Assessors. As those records are not always current, please feel free to notify your neighbors of this meeting date so all may have the opportunity to participate.

If you are not available to attend this meeting, you can provide written comment to ted@ciavonne.com or kathyp@gjcity.org

We look forward to seeing you at this meeting.

Sincerely,



Ted Ciavonne, PLA
Ciavonne, Roberts and Associates, Inc

MAGNUS CT. NEIGHBORHOOD MEETING

October 18, 2018 @ 5:30pm

NOTES

A Neighborhood Meeting was held on October 18, 2018 regarding a proposed rezone at 2215 Magnus Ct. Grand Junction, CO 81507.

In Attendance:

Representatives: Mike Thomas (JLC Magnus LLC)

Ted Ciavonne (Ciavonne, Roberts & Associates Inc.)

Kathy Portner (City of Grand Junction)

About 11 Neighbors (16 counting spouses) attended the meeting and had the following comments and concerns:

- A handful of neighbors that showed up did not receive a mailing notice. – we explained the city process of the 500' radius from property line.
- Will the drainage go to the natural creek on Broadway? It already floods sometimes. – Yes, but it is required that the water be released at the historic rate after being collected.
- Lot 73 & 74; how are they going to get in and out? What about the drainage of those two lots? (Neighbor of that area says he has paved that street, maintained it, and snow plow it in the winter) – Lots 73 & 74 will be drained to the south and hopefully reduce the existing runoff now that it will be controlled. If those two lots are built, the improvements would be the responsibility of the developer. Because it is a county owned road, one idea would be to have the city and county work together with the county remaining as the owner, but the city maintains it.
- This site plan seems denser than what was described. They were thinking 1 acre lots, if there are 75 homes on 75 acres– Had to explain the city process of “clustering” with the open space as part of the 75 acres that will be dedicated to the city or some public use.
- Concerned that the “cluster plan” changes the dynamic of the area and neighborhood. Doubling the population of Reeder Mesa community
- Magnus Ct. currently drains a lot of water already, how will this subdivision not make it worse?–the water will be controlled by the streets to inlets, which will be piped and led to the detention area. The detention pond can then let the water out at the historic rate.
- Can the city handle what's about to come? – That will be part of the analysis when this project is submitted. If improvements are needed, that's the responsibility of the developer. Developer also pays a TCP fee for city improvements.
- Was there any consideration for an alternate entrance? – Yes they were considered, but didn't work.
- One neighbor was very concerned with the additional 75 homes and causing traffic to increase as its already out of control – Explained that the city does look at traffic all of the time and that there will be a traffic study done on this project.

- What about construction traffic? – Too soon to know the details of that, as this is only for the rezone, but the city controls that + water quality, so it will be taken care of when the time comes.
- One neighbor was concerned because #1 wasn't invited to the meeting (outside 500') and #2 very concerned with traffic because cars already blow by and run stop signs
- Will 75 homes be the maximum? Hearing a wide range of what could be as far as the zoning. What prevents you from building more? – Yes that will be the maximum. The open space will be dedicated to the city or some public use. Also the PD zone is very strict and it wouldn't make it possible.
- One neighbor thought the Ridges had dedicated open space that eventually got built on and was worried – Kathy with the City of Grand Junction explained that The Ridges never had dedicated open space and that area was always planned for future development.
- *Positive Comment* - "As far as drainage goes, the city has done a good job on 22 ¼ Road"
- Will the surrounding homes remain in the county? – Yes.
- Does the city take other projects into account with this one? – Yes, and they also look at what could be potential development near surrounding areas.
- During the Redlands Hollow Subdivision meeting (22 ¼ Rd) they didn't mention this project. – No one knew this one was happening at the time. It was also difficult to look at it as a possibility with the multiple parcels/ownerships.
- Is it possible to have another meeting with more neighbors, employees from the city and county? – Unlikely, but if you have a problem with the county, you need to go down and meet with one of them. There will be hearings in the future that you are welcome to attend as well as invite more of your neighbors too. Anyone is welcome to come down to the city planning department to look at the project and submit comments/concerns.
- How is Riggs Hill going to be protected? – Aware of soil conditions and what it will cost the project to resolve.
- Reed Mesa to Broadway a problem. – Noted.
- Access to this subdivision? - Broadway or 22 ¼ Rd.
- No roads have sidewalks right now, no one has mentioned sidewalks– The city requires sidewalks (at least on one side). New development has to meet sidewalk requirements. There is not a requirement out there that new development must complete sidewalks from old development. County roads don't have sidewalks.
- So this neighborhood will drive through the neighborhood without sidewalks to theirs with sidewalks? They will make 22 ¼ Road their personal driveway and danger families and kids – Can't help that 22 ¼ doesn't have sidewalks as that is a county owned road. All we can tell you is that this subdivision will have sidewalks because it is a requirement by the city.
- How to get more neighbors involved? – Kathy from the city of Grand Junction explained the city process. They can come down to the city, submit comments. Also welcome to come to hearings to submit their statements. All comments are part of the process.
- How can we get the city and county together for a meeting? – Kathy can take these comments to the county to try and work something out.
- How come JLC Magnus LLC is only one parcel of the 75 acres? – Its all one association, just under different ownerships/partnerships.

- Worried about structural problems. The existing house up there has been condemned. Ridges has horrific problems, too. – Can't speak for how that house was built, or the homes in the Ridges.
- Time frame of project? – Hearings by April 2019.
- Construction? – It will be a miracle if construction starts by summer of 2019 (first phase).
- How long will the construction last? – Hard to say. Developers obviously want their development to go as fast as it can and sell lots immediately, but it will be a wait and see type thing.
- Kathy explained the school district has been notified, but lacking a response.
- Explained what an auto court was.
- 44' ROW likely at the entrance to Magnus Ct.

NEIGHBORHOOD MEETING SIGN-IN SHEET

Thursday October 18, 2018 @ 5:30pm

FOR: REZONE - 2215 Magnus Court

NAME	ADDRESS	PHONE # / EMAIL
Lisa Smith	2222 S. Broadway, 6J	lisarattansmith@yahoo.com
Naomi Rintoul	515 22 1/4 Road	nomers_rintoul@hotmail.com
Nuala Whitcomb	284 22 1/4 Rd	
John Whitcomb	484 22 1/4 RD	JFWhitcomb@GMAIL.COM
Christy Phinnell	2220 Magnus Ct	81507
Campbell Stanton & Susan	503 Reed Mesa Dr	spgarden@aol.com
Bob & Jay Thompson	495 Esccondido Cir.	loriethompson@gmail.com
Arlen Engbarts	518 22 1/4 Rd	je11313@msn.com
Joe Jarvis	2216 Magnus	Jimbox@aol.com
Mike & Karen Mahoney	2226 Mowry Dr.	coffeegirl429@gmail.com
Eileen Gavin & Denis Guenther	2229 Mowry Dr.	eileen.gavin121@gmail.com
Brock Curry	493 Esccondido Cir.	970-216-3668

From: [Guenther, Denis GRJVAMC](#)
To: [Ted](#)
Cc: kathyp@gjcity.org
Subject: MAGNUS DEVELOPMENT
Date: Wednesday, October 24, 2018 4:02:36 PM

Mr. Ciavonne,

We live at 2229 Mowry Drive and if the proposed MAGNUS development should happen(as it was presented to us at your 10/17/18 neighborhood meeting) it's going to put a lot more automobile traffic past our front door!

We almost have our home paid off (3/2020) and over the many years, each improvement was created with the idea of us remaining there into our senior years.

Never did we think a developer would allow a plan to go forward that would exit 75 homes of their traffic past our peaceful kitchen table view.

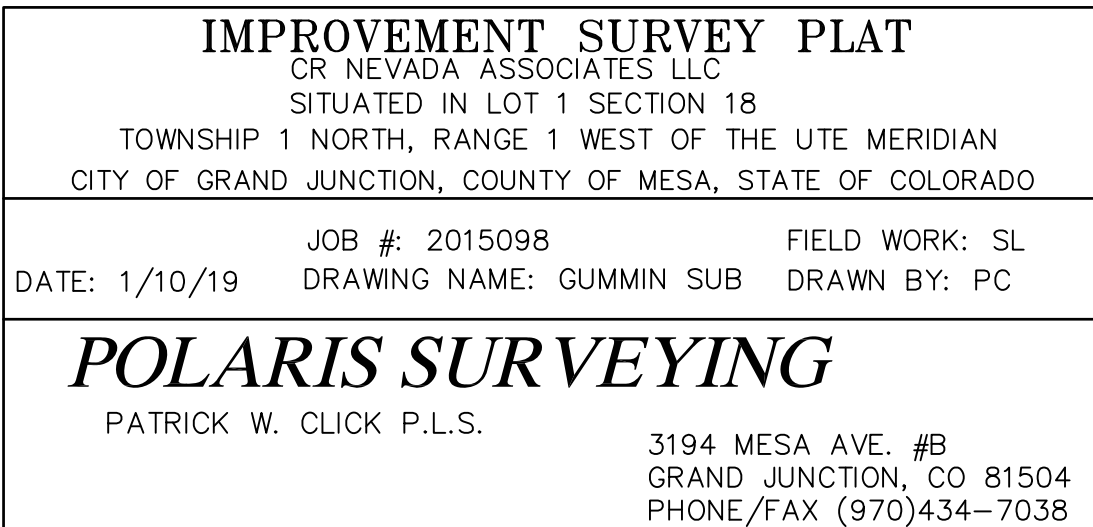
Here's an idea:

Please consider using some of the your development land and plan taking 22 1/4 Road to an intersection with Redlands Parkway. Your proposal already has two lots/homes along this route and, if, as you mentioned in your presentation, drainage is going to be needed along this route, why not go a bit extra and extend the road too? As we see it, the land that would be adjacent and needed for an extension like this would never be useful for anything better! MAKE THE OWNERS AN OFFER. Work with Redlands Irrigation. Work with the city and county. Develop some of your land into the most direct route to what is understood to be a busy road—The Redlands Parkway.

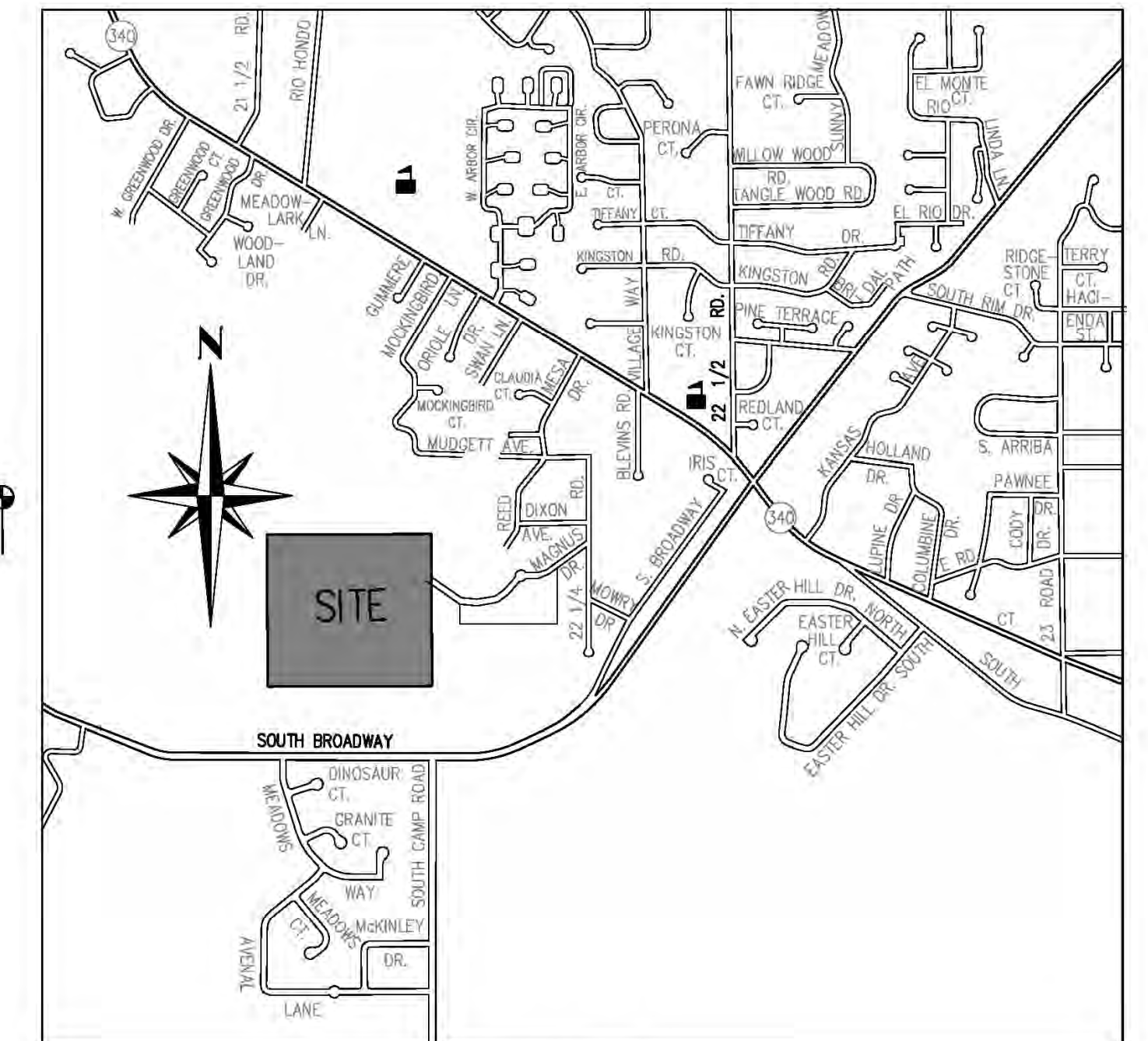
Respectfully,

Denis and Eileen Guenther
2229 Mowry Drive
Grand Junction, CO 81507

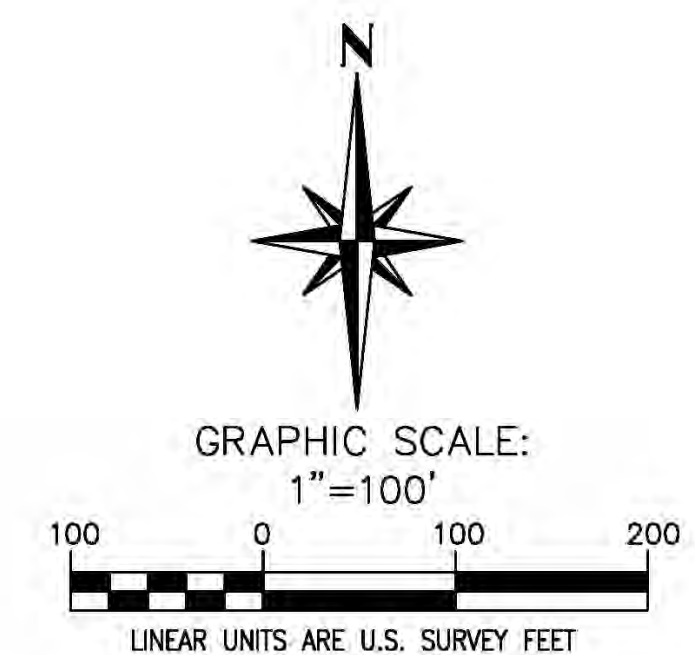
SITUATED IN LOT 1 SECTION 18
TOWNSHIP 1 NORTH, RANGE 1 WEST OF THE UTE MERIDIAN
CITY OF GRAND JUNCTION, COUNTY OF MESA, STATE OF COLORADO



LOT 1 SECTION 26
TOWNSHIP 11 SOUTH, RANGE 101 WEST OF THE 6TH PRINCIPAL MERIDIAN
COUNTY OF MESA, STATE OF COLORADO



VICINITY MAP
NOT TO SCALE



LEGEND:

FOUND SURVEY MARKER AS DESCRIBED
RECOVERED No. 5 REBAR WITH 2 INCH ALUMINUM CAP PLS 37904

NOTES

1. OWNERSHIP, RECORDED RIGHTS-OF-WAY, AND EASEMENT INFORMATION WAS DONE USING A CURRENT TITLE POLICY BY LAND TITLE GUARANTEE COMPANY
2. BEARINGS ARE BASED ON THE NORTH LINE OF LOT 1, SECTION 18, TOWNSHIP 1 NORTH, RANGE 1 WEST OF THE UTE MERIDIAN. THE VALUE USED S 89°50'20" W, WAS CALCULATED USING PUBLISHED DATA FOR THE MESA COUNTY SURVEY INFORMATION MANAGEMENT SYSTEM. FOUND IN PLACE WAS A MESA COUNTY SURVEY MARKER 2 1/2 INCH BRASS CAP AT THE EAST END AND A GLO 3" BRASS CAP AT THE WEST END OF SAID LINE.
3. ACCORDING TO COLORADO LAW YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVERED SUCH DEFECT. IN NO EVENT MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF THE CERTIFICATION SHOWN HEREON.
4. THIS SURVEY IS BASED ON THE DEED AS RECORDED AT RECEPTION NUMBER 2636639 OF THE MESA COUNTY RECORDS. ROTATED TO THE MESA COUNTY LOCAL COORDINATE SYSTEM.

SURVEYOR'S CERTIFICATION:

I, Patrick W. Click, a registered Professional Land Surveyor in the State of Colorado, do hereby certify that this Plat represents a field survey completed by me and / or under my direct supervision. Both conform to the standards of practice, statutes and laws of the State of Colorado to the best of my knowledge and belief. This statement is not a guaranty or warranty, either expressed or implied.



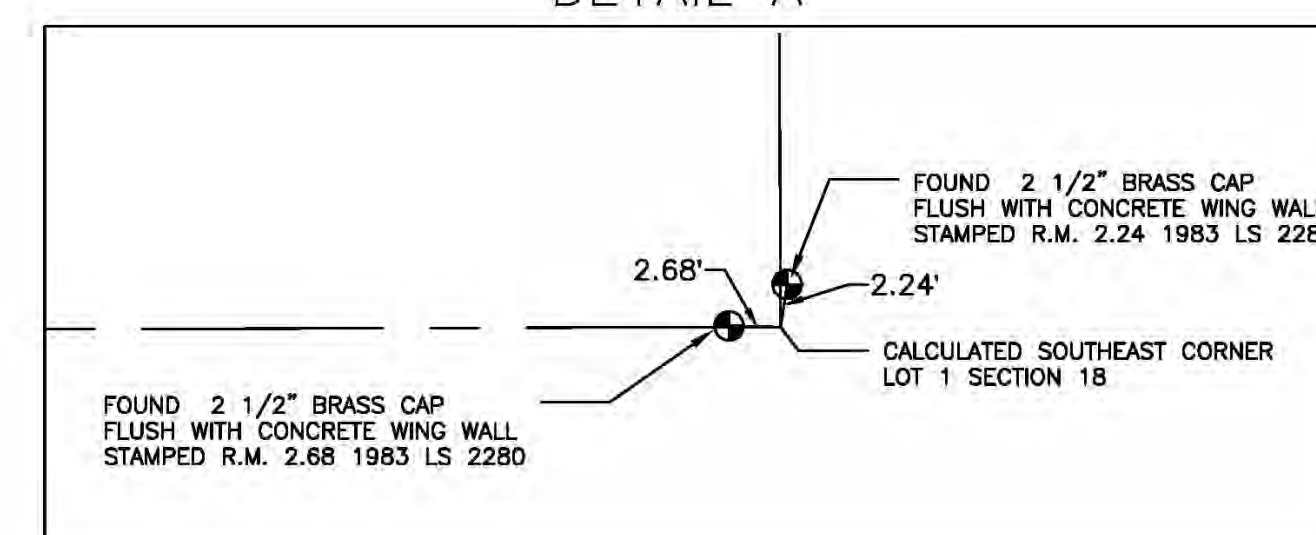
COLORADO REGISTERED LAND SURVEYOR PLS #37904

LEGAL DESCRIPTION:

Lot 1 Section 26, Township 11 South, Range 101 West of
the 6th Principal Meridian

COUNTY OF MESA, STATE OF COLORADO.

DETAIL A



IMPROVEMENT SURVEY PLAT

BONDS LLC
LOT 1 SECTION 26
TOWNSHIP 11 SOUTH, RANGE 101 WEST OF THE 6TH PRINCIPAL MERIDIAN
COUNTY OF MESA, STATE OF COLORADO

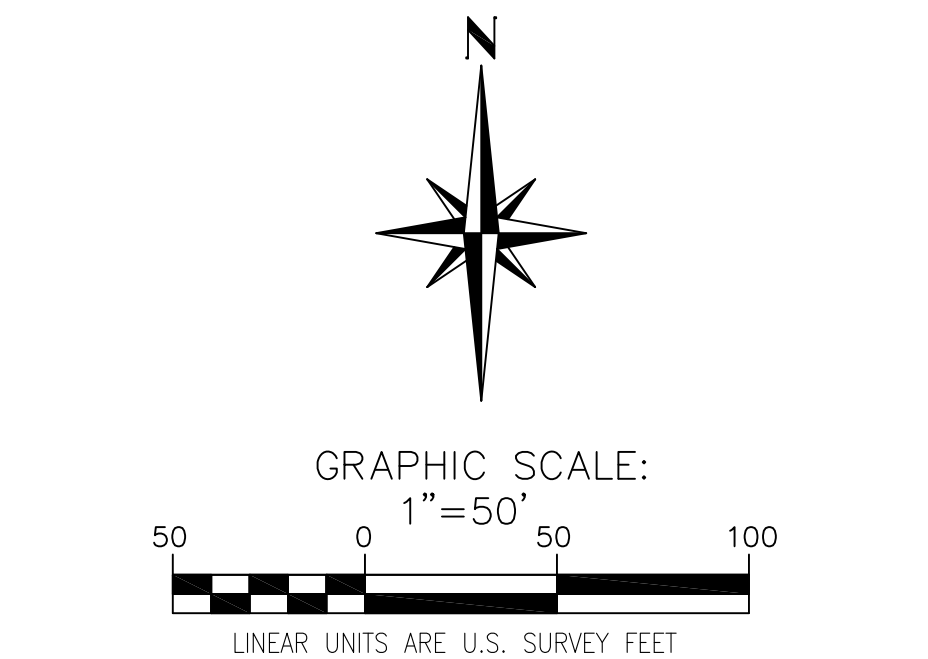
DATE: 1/11/19	JOB #: 2015098 DRAWING NAME: 2016080BLA	FIELD WORK: SL DRAWN BY: PC
---------------	--	--------------------------------

POLARIS SURVEYING

PATRICK W. CLICK P.L.S.

3194 MESA AVE. #B
GRAND JUNCTION, CO 81504
PHONE/FAX (970)434-7038

SITUATED IN LOT 1 SECTION 18
TOWNSHIP 1 SOUTH, RANGE 1 WEST OF THE UTE MERIDIAN
CITY OF GRAND JUNCTION, COUNTY OF MESA, STATE OF COLORADO



FOUND SURVEY MARKER AS DESCRIBED
FOUND No. 5 REBAR WITH 2 INCH ALUMINUM CAP LS14115
RECOVERED No. 5 REBAR WITH 2 INCH ALUMINUM CAP PLS 37904
FOUND No. 5 REBAR WITH 2 INCH ALLOY CAP LS 20677
FOUND No. 5 REBAR NO CAP
SET No. 5 BY 24" LONG REBAR WITH 2 INCH ALUMINUM CAP PLS 37904

EXISTING UTILITY POLE	
EXISTING SANITARY SEWER MANHOLE	
EXISTING WATER METER	
EXISTING FIRE HYDRANT	

PARCEL 1

WARRANTY DEED RECORDED JULY 31, 2008 AT RECEPTION NO. 2451023:

A PARCEL OF LAND SITUATED IN THE NW1/4 OF THE NW 1/4 OF SECTION 18, TOWNSHIP 1 SOUTH, RANGE 1 WEST OF THE UTE MERIDIAN, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:
BEGINNING AT THE SOUTHWEST CORNER OF THE N1/2 OF LOT 1 IN SAID SECTION 18;
THENCE NORTH 00°12' WEST 339.68 FEET;
THENCE SOUTH 55°55' EAST 314.35 FEET;
THENCE SOUTH 163.54 FEET
THENCE WEST 259.1 FEET TO THE POINT OF BEGINNING.

INCLUDING THE PORTION LYING WESTERLY OF LINE DESCRIBED IN
BOUNDARY LINE AGREEMENT AS RECORDED AT RECEPTION NUMBER
2756698 OF THE MESA COUNTY RECORDS.
COUNTY OF MESA, STATE OF COLORADO.

WARRANTY DEED RECORDED AUGUST 30, 2016 AT RECEPTION NO.
2772258:

A TRACT OF LAND LOCATED IN THE N½ OF LOT 1 IN SECTION 18, TOWNSHIP 1 SOUTH, RANGE 1 WEST OF THE UTE MERIDIAN, AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:
BEGINNING AT A POINT 25 FEET WEST AND 267.8 FEET SOUTH 51' 38" WEST AND 31.9 FEET SOUTH OF THE NORTHEAST CORNER OF SAID LOT 1 OF SAID SECTION 18 AND RUNNING THENCE SOUTH 51' 38" WEST 92.1 FEET;
THENCE SOUTH 73°53' WEST 88.9 FEET;
THENCE WEST 136.3 FEET;
THENCE SOUTH 41°00' WEST 181.7 FEET;
THENCE SOUTH 55°00' WEST 108.6 FEET;
THENCE SOUTH 80°00' WEST 168.8 FEET;
THENCE NORTH 85°00' WEST 149.1 FEET;
THENCE SOUTH TO THE SOUTH BOUNDARY LINE OF THE N½ OF SAID LOT 1;
THENCE EAST ALONG THE SAID SOUTH BOUNDARY OF LOT 1 TO A POINT DUE SOUTH OF THE POINT OF BEGINNING;
THENCE NORTH TO THE POINT OF BEGINNING,

INCLUDING THE PORTION LYING EASTERLY OF LINE DESCRIBED IN
BOUNDARY LINE AGREEMENT AS RECORDED AT RECEPTION NUMBER
2756698 OF THE MESA COUNTY RECORDS.
COUNTY OF MESA, STATE OF COLORADO.

FOUND 2 1/2 BRASS CAP
FLUSH WITH CONCRETE WING WALL
STAMPED R.M. 2.24 1983 LS 2280

CALCULATED SOUTHEAST CORNER
LOT 1 SECTION 18

FOUND 2 1/2" BRASS CAP
FLUSH WITH CONCRETE WING WALL
STAMPED R.M. 2.68 1983 LS 2280

DETAIL A



1. OWNERSHIP, RECORDED RIGHTS-OF-WAY, AND EASEMENT INFORMATION WAS DONE USING A CURRENT TITLE POLICY BY LAND TITLE GUARANTEE COMPANY
2. BEARINGS ARE BASED ON THE NORTH LINE OF LOT 1, SECTION 18, TOWNSHIP 1 SOUTH, RANGE 1 WEST OF THE UTE MERIDIAN. THE VALUE USED S 89°50'20" W, WAS CALCULATED USING PUBLISHED DATA FOR THE MESA COUNTY SURVEY INFORMATION MANAGEMENT SYSTEM. FOUND IN PLACE WAS A MESA COUNTY SURVEY MARKER 2 ½ INCH BRASS CAP AT THE EAST END AND A GLO 3" BRASS CAP AT THE WEST END OF SAID LINE.
3. ACCORDING TO COLORADO LAW YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVERED SUCH DEFECT. IN NO EVENT MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF THE CERTIFICATION SHOWN HEREON.
4. THIS BOUNDARY SURVEY IS BASED ON THE DEEDS AS RECORDED AT RECEPTION NUMBERS 2451023 AND 2772258 OF THE MESA COUNTY RECORDS. ROTATED TO THE MESA COUNTY LOCAL COORDINATE SYSTEM.

I, Patrick W. Click, a registered Professional Land Surveyor in the State of Colorado, do hereby certify that this Plat represents a field survey completed by me and / or under my direct supervision. Both conform to the standards of practice, statutes and laws of the State of Colorado to the best of my knowledge and belief. This statement is not a guaranty or warranty, either expressed or implied.



SITUATED IN LOT 1 SECTION 18
TOWNSHIP 1 SOUTH, RANGE 1 WEST OF THE UTE MERIDIAN
CITY OF GRAND JUNCTION, COUNTY OF MESA, STATE OF COLORADO

DATE: 1/11/19 JOB #: 2015098 FIELD WORK: SL
DRAWING NAME: GUMMIN SUB DRAWN BY: PC

PATRICK W. CLICK P.L.S.

3194 MESA AVE. #B
GRAND JUNCTION, CO 81504
PHONE/FAX (970)434-7038

City of Grand Junction
Fire Department New Development Fire Flow

Instructions: To process the application, the developer/applicant's engineer should first fill out all items in Section A, and then deliver/mail this form to the appropriate water purveyor.¹ Once the water supplier has signed and given the required information, deliver/mail the completed and fully signed form to the City or County Planning Department.²

SECTION A

Date: 9-13-17

Project Name: Magnus Subdivision

Project Street Address:

Assessor's Tax Parcel Number: 2945-182-00-046, 2947-261-00-046

Project Owner Name: Bonds LLC & Don Desrosier

City or County project file #:

1. If the project includes one or more one or two-family dwelling(s):
 - a. The maximum fire area ¹ for each one or two family dwelling will be 3,600 SF square feet.
 - b. All dwelling units will ☐ will not ☐ include an approved automatic sprinkler system.Comments:
TBD
2. If the project includes a building other than one and two-family dwelling(s):
 - a. List the fire area and type of construction for all buildings used to determine the minimum fire flow requirements:

 - b. List each building that will be provided with an approved fire sprinkler system:

3. List the minimum fire flow required for this project (based on Appendix B and C):
1,000 GPM - Residential Homes
Comments:

Note: Fire Flow Rule: The City's Fire Code³ sets minimum fire flows for all structures and new development. In general, for single family dwellings, at least 1000 g.p.m. at 20 p.s.i. residual pressure must be continuously available at each structure. Duplex, other residential and all non-residential uses must have more fire flows in order to fight fires. Inadequate fire flows are normally due to water supply pipes that are too small or too little water pressure, or a combination of both.

Note for the Applicant/Project engineer: Refer to Appendix B and C, IFC 2012, to determine the minimum fire flow required for this project, based on the Water Purveyor's information (*i.e.*, location, looping and size of water lines; water pressure at the site, *etc.*) and the type, density and location of all structures. Base your professional judgment on the City approved utility plans and Water Provider information shown on this Form. Each time the utility plans/other information relating to treated water changes, resubmit this form just as you did the first time.

[End of Section A. Section B continues on the reverse side of this page]

¹ Fire flow calculation area, 2012 IFC, B104.1 p 445.

**City of Grand Junction
Fire Flow Form**

SECTION B

[To be completed by the Water Supplier]

1. Circle the name of the water supplier: Ute Clifton Grand Junction
2. List the approximate location, type and size of supply lines for this project, or attach a map with the same information:
See the attached map.
3. List the g.p.m. at 20 p.s.i. residual pressure at the point that the development/project will be connected to the existing water system:
4,068 g.p.m. @ 20 p.s.i.
4. Attach fire flow test data for the fire hydrants nearest to the development/project that must be used to determine available fire flow: See the attached flow test results.
[Or: 1.) attach a map or diagram with the same information, or 2.) attach a map/diagram with flow modeling information.]
5. If new lines are needed (or if existing lines must be looped) to supply the required fire flows, or if more information is needed to state the available minimum g.p.m. @ 20 p.s.i. residual pressure, please list what the applicant/developer must do or obtain: _____

Print Name and Title of Water Supplier Employee completing this Form:

Robert Yates - Fire Hydrants Division

Date: September 15, 2017

Note: Based on the facts and circumstances, the Fire Chief may require the applicant/developer to engage an engineer⁴ to verify/certify that the proposed water system improvements, as reflected in the approved utility plans submitted in support of the application/development, will provide the minimum fire flows to all structures in this project. If so, the engineer's signature below means that the City's Fire Flow requirements will be met by this development, if constructed as approved.

Print Name and License No. of P.E.: _____

Signature of P.E.: _____

Dated: _____

¹ There are three drinking water suppliers: Ute Water, Clifton Water and City water.

² Address: City – 333 West Ave, Bldg A, Grand Junction, CO 81501; County – PO Box 20000, Grand Junction, CO 81502

³ International Fire Code, 2012 Edition

⁴ City Code defines engineer as one who is licensed as a P.E. by the state of Colorado.

Fire Flow Hydrant Master With Graph

Report Generated by: IMS by Hurco Technologies Inc.

Page: 1



Company Name: Ute Water Conservancy District
Address: 2190 H 1/4 Rd
City: Grand Junction
State: Colorado
Zip: 81505

Test Date: 9/15/17 10:00 am

NFPA Classification:

Blue	AA
4068.10	

Work Order: 618
Operator: Robert/Dusty

Test did not reach recommended drop of 25% per NFPA 291

Test Hydrant: 1869
Address: 509 22 1/4 RD
Cross Street:
Location:
District:
Sub-Division: REED MESA SUB

Latitude: 704101.881
Longitude: 4328193.7
Elevation: 4702.58
State X / Y: _____ / _____

Pumpers:

Nozzles:

Open Dir:

Manuf: Mueller
Model: Centurion 5 1/4

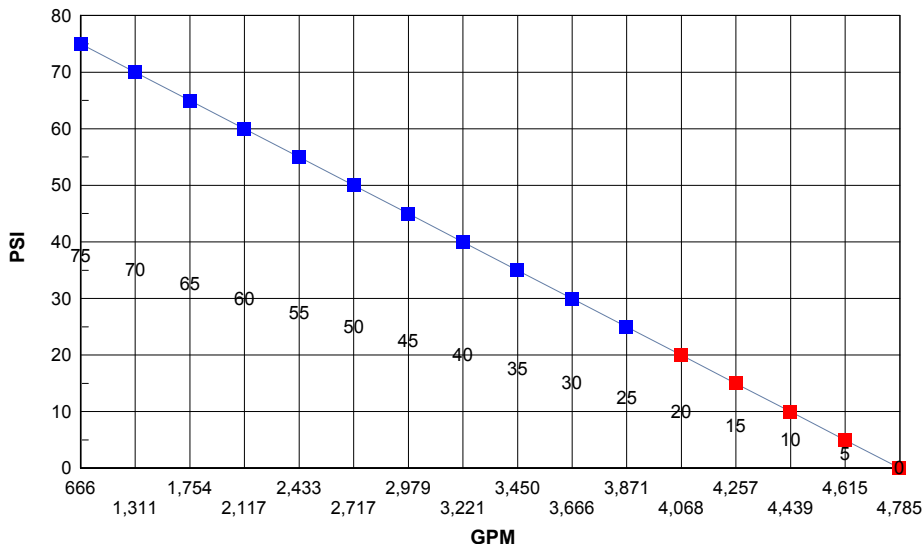
Installed: 01/01/1999
Main Size: 0.00

Vandal Proof:
Bury Depth: 0.00

	<u>Flow Hydrant</u>	<u>Flow Device</u>	<u>Diameter</u>	<u>GPM</u>	<u>Gallon Used</u>
1:	1871	2.5" Hose Monster	2.50	1093.11	5465.53
2:					
3:					
4:					
5:					

Pitot / Nozzle PSI: 42.00 Static PSI: 77.00 Residual PSI: 72.00 Percent Drop: 6.49	Total Gallons Used: 5465.53 Max GPM during test: 1,093.11 Elapsed Time Min:Sec: 5 : 0 Predicted GPM @ 20 PSI: 4068.10	
--	---	--

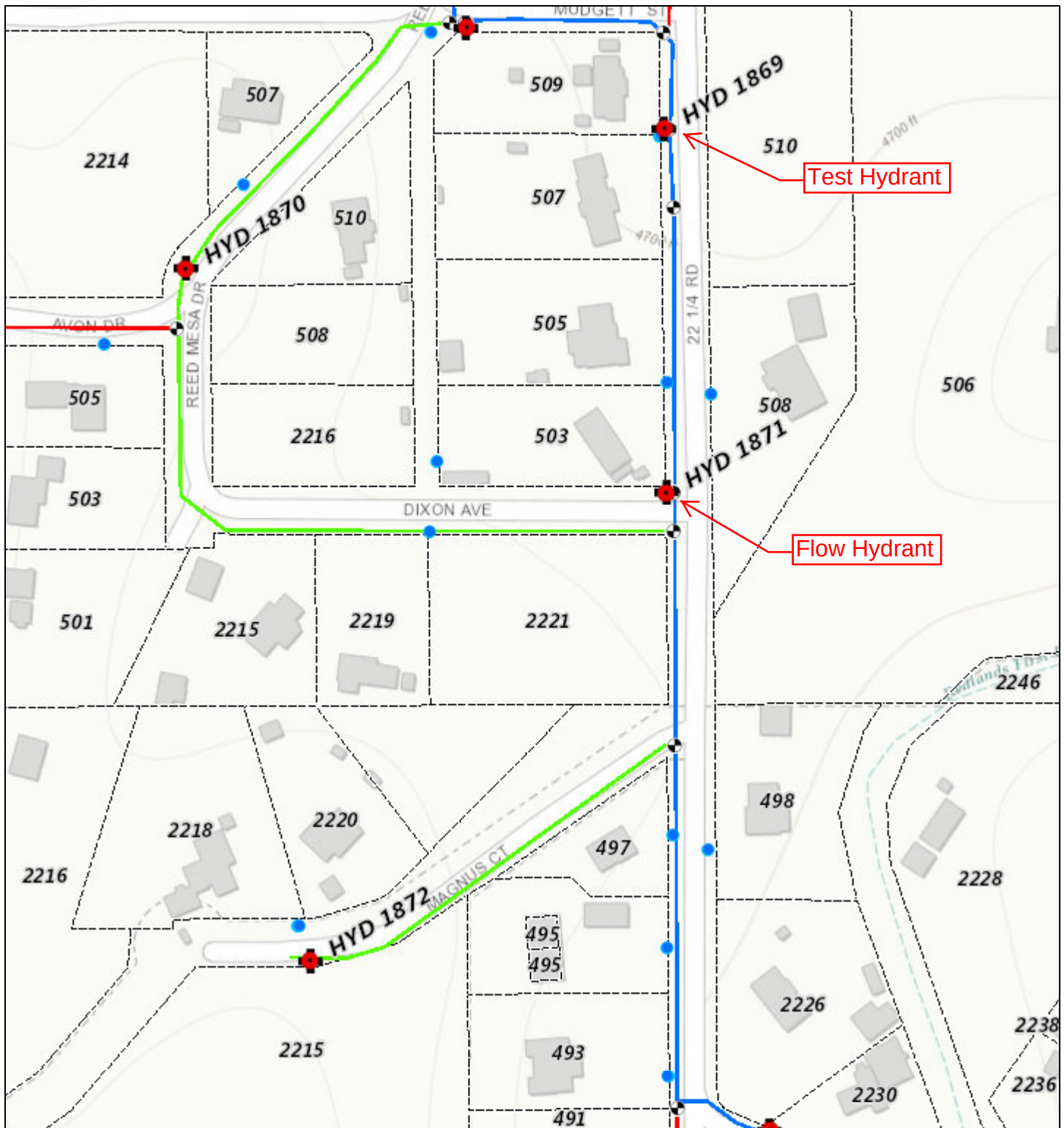
1869 Flow GPM



GPM rounded to nearest gallon

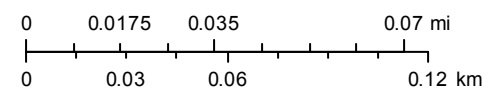
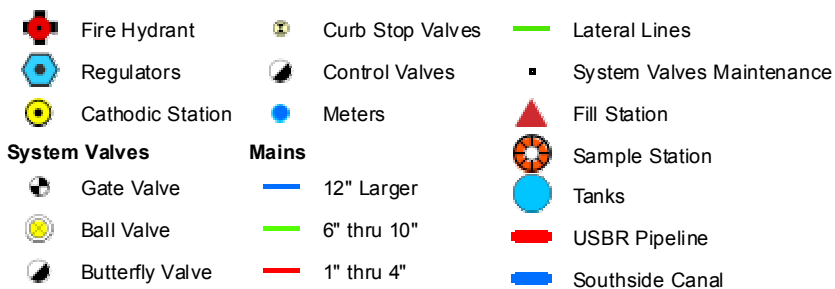
Values inside grid below flow line are PSI @ predicted flow

Magnus Sub



September 15, 2017

1:2,257



Sources: Esri, HERE, DeLorme, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

Huddleston-Berry Engineering & Testing, LLC
640 White Avenue, Unit B
Grand Junction, CO 81501
970-255-8005
970-255-6818

TEST PIT NUMBER TP-1

PAGE 1 OF 1

CLIENT CRG Properties

PROJECT NAME Magnus Court

PROJECT NUMBER 01061-0001

PROJECT LOCATION Grand Junction, CO

DATE STARTED 11/30/10 COMPLETED 11/30/10

GROUND ELEVATION 4896 ft TEST PIT SIZE _____

EXCAVATION CONTRACTOR Hi-River

GROUND WATER LEVELS:

EXCAVATION METHOD Backhoe

AT TIME OF EXCAVATION dry

LOGGED BY MAB CHECKED BY MAB

AT END OF EXCAVATION dry

NOTES 39.07697, -108.64617

AFTER EXCAVATION ---

DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	POCKET PEN. (tsf)	DRY UNIT WT. (pcf)	MOISTURE CONTENT (%)	ATTERBERG LIMITS			FINES CONTENT (%)
									LIQUID LIMIT	PLASTIC LIMIT	PLASTICITY INDEX	
0.0		Sandy CLAY with Gravel and Organics (TOPSOIL), tan, dry										
2.5		Sandy CLAY with Gravel (cl), tan, dry, medium stiff	GB 1									
5.0		SHALE, Sandstone lenses, trace Bentonite, red to gray, soft, highly weathered	GB 2									
7.5												
10.0												
		Bottom of test pit at 11.5 feet										

GEOTECH BH COLUMNS MAGNUS COURT.GPJ GINT US LAB.GDT 11/30/10

Huddleston-Berry Engineering & Testing, LLC
640 White Avenue, Unit B
Grand Junction, CO 81501
970-255-8005
970-255-6818

TEST PIT NUMBER TP-2

PAGE 1 OF 1

CLIENT CRG Properties

PROJECT NAME Magnus Court

PROJECT NUMBER 01061-0001

PROJECT LOCATION Grand Junction, CO

DATE STARTED 11/30/10 COMPLETED 11/30/10

GROUND ELEVATION 4921 ft TEST PIT SIZE _____

EXCAVATION CONTRACTOR Hi-River

GROUND WATER LEVELS:

EXCAVATION METHOD Backhoe

AT TIME OF EXCAVATION dry

LOGGED BY MAB CHECKED BY MAB

AT END OF EXCAVATION dry

NOTES 39.07618, -108.64705

AFTER EXCAVATION --

DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	POCKET PEN. (tsf)	DRY UNIT WT. (pcf)	MOISTURE CONTENT (%)	ATTERBERG LIMITS			FINES CONTENT (%)
									LIQUID LIMIT	PLASTIC LIMIT	PLASTICITY INDEX	
0.0		Sandy CLAY with Organics (TOPSOIL), tan, dry										
		Sandy CLAY (cl), trace gravel, tan, dry, medium stiff										
		SHALE, trace Bentonite, red to gray, soft, highly weathered										
2.5		SANDSTONE, tan, soft to hard, highly to moderately weathered										
		Backhoe bucket refusal at 4.5 ft										
		Bottom of test pit at 4.5 feet.										

Huddleston-Berry Engineering & Testing, LLC
640 White Avenue, Unit B
Grand Junction, CO 81501
970-255-8005
970-255-6818

TEST PIT NUMBER TP-3

PAGE 1 OF 1

CLIENT CRG Properties

PROJECT NAME Magnus Court

PROJECT NUMBER 01061-0001

PROJECT LOCATION Grand Junction, CO

DATE STARTED 11/30/10 COMPLETED 11/30/10

GROUND ELEVATION 4925 ft TEST PIT SIZE _____

EXCAVATION CONTRACTOR Hi-River

GROUND WATER LEVELS:

EXCAVATION METHOD Backhoe

AT TIME OF EXCAVATION dry

LOGGED BY MAB CHECKED BY MAB

AT END OF EXCAVATION dry

NOTES 39.07557,-108.64603

AFTER EXCAVATION ---

DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	POCKET PEN. (tsf)	DRY UNIT WT. (pcf)	MOISTURE CONTENT (%)	ATTERBERG LIMITS			FINES CONTENT (%)
									LIQUID LIMIT	PLASTIC LIMIT	PLASTICITY INDEX	
0.0		Sandy CLAY with Boulders and Organics (TOPSOIL), brown, dry										
		Sandy CLAY with Boulders (cl), brown, dry, medium stiff to stiff										
2.5		SHALE, trace bentonite, red to gray, soft, highly weathered										
5.0			GB 1									
7.5			GB 2									
		Backhoe bucket refusal at 8.0 ft										

Bottom of test pit at 8.0 feet

GE TECH BH COLUMNS MAGNUS COURT.GPJ GINT US LAB.GDT 11/30/10

Huddleston-Berry Engineering & Testing, LLC
 640 White Avenue, Unit B
 Grand Junction, CO 81501
 970-255-8005
 970-255-6818

TEST PIT NUMBER TP-4

PAGE 1 OF 1

CLIENT CRG Properties

PROJECT NAME Magnus Court

PROJECT NUMBER 01061-0001

PROJECT LOCATION Grand Junction, CO

DATE STARTED 11/30/10 COMPLETED 11/30/10

GROUND ELEVATION 4848 ft TEST PIT SIZE _____

EXCAVATION CONTRACTOR Hi-River

GROUND WATER LEVELS:

EXCAVATION METHOD Backhoe

AT TIME OF EXCAVATION dry

LOGGED BY MAB CHECKED BY MAB

AT END OF EXCAVATION dry

NOTES 39.07635,-108.64513

AFTER EXCAVATION ---

DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	POCKET PEN. (tsf)	DRY UNIT WT. (pcf)	MOISTURE CONTENT (%)	ATTERBERG LIMITS			FINES CONTENT (%)
									LIQUID LIMIT	PLASTIC LIMIT	PLASTICITY INDEX	
0.0		Sandy CLAY with Organics (TOPSOIL), brown, dry										
		Sandy CLAY (cl), trace gravel and boulders, brown, dry, medium stiff to stiff										
2.5		SHALE, Sandstone lenses, trace Bentonite, red to gray, soft, highly weathered										
5.0		**Backhoe bucket refusal at 5.5 ft**										
		Bottom of test pit at 5.5 feet.										

GEOTECH BH COLUMNS MAGNUS COURT GPJ GINT US LAB GDT 11/30/10

Huddleston-Berry Engineering & Testing, LLC
640 White Avenue, Unit B
Grand Junction, CO 81501
970-255-8005
970-255-6818

TEST PIT NUMBER TP-5

PAGE 1 OF 1

CLIENT CRG Properties

PROJECT NAME Magnus Court

PROJECT NUMBER 01061-0001

PROJECT LOCATION Grand Junction, CO

DATE STARTED 11/30/10 COMPLETED 11/30/10

GROUND ELEVATION 4826 ft TEST PIT SIZE _____

EXCAVATION CONTRACTOR Hi-River

GROUND WATER LEVELS:

EXCAVATION METHOD Backhoe

AT TIME OF EXCAVATION dry

LOGGED BY MAB CHECKED BY MAB

AT END OF EXCAVATION dry

NOTES 39.07563, -108.64415

AFTER EXCAVATION ---

DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	POCKET PEN. (tsf)	DRY UNIT WT. (pcf)	MOISTURE CONTENT (%)	ATTERBERG LIMITS			FINES CONTENT (%)
									LIQUID LIMIT	PLASTIC LIMIT	PLASTICITY INDEX	
0.0		Sandy CLAY with Organics, Gravel, and Cobbles (TOPSOIL), brown, dry										
		SANDSTONE, tan, medium hard to hard, highly weathered										
2.5												
		SHALE, trace Bentonite, red to gray, soft, highly weathered										
5.0												
7.5												
10.0												
		Bottom of test pit at 10.5 feet.										

GEOTECH BH COLUMNS MAGNUS COURT.GPJ GINT US LAB.GDT 11/30/10

Huddleston-Berry Engineering & Testing, LLC
 640 White Avenue, Unit B
 Grand Junction, CO 81501
 970-255-8005
 970-255-6818

TEST PIT NUMBER TP-6

PAGE 1 OF 1

CLIENT CRG Properties PROJECT NAME Magnus Court
 PROJECT NUMBER 01061-0001 PROJECT LOCATION Grand Junction, CO
 DATE STARTED 11/30/10 COMPLETED 11/30/10 GROUND ELEVATION 4831 ft TEST PIT SIZE _____
 EXCAVATION CONTRACTOR Hi-River GROUND WATER LEVELS: _____
 EXCAVATION METHOD Backhoe AT TIME OF EXCAVATION dry
 LOGGED BY MAB CHECKED BY MAB AT END OF EXCAVATION dry
 NOTES 39.07465,-108.64477 AFTER EXCAVATION --

DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	POCKET PEN. (tsf)	DRY UNIT WT. (pcf)	MOISTURE CONTENT (%)	ATTERBERG LIMITS			FINES CONTENT (%)
									LIQUID LIMIT	PLASTIC LIMIT	PLASTICITY INDEX	
0.0		Silty SAND with Organics (TOPSOIL), brown, dry										
2.5		Sandy CLAY with Gravel (cl), brown, dry, medium stiff to stiff										
5.0			GB 1									
		Backhoe bucket refusal at 7.0 ft										
		Bottom of test pit at 7.0 feet.										

GEOTECH BH COLUMNS, MAGNUS COURT, GPJ, GINT US LAB, GDT, 11/30/10

Huddleston-Berry Engineering & Testing, LLC
640 White Avenue, Unit B
Grand Junction, CO 81501
970-255-8005
970-255-6818

TEST PIT NUMBER TP-7

PAGE 1 OF 1

CLIENT CRG Properties

PROJECT NAME Magnus Court

PROJECT NUMBER 01061-0001

PROJECT LOCATION Grand Junction, CO

DATE STARTED 11/30/10 COMPLETED 11/30/10

GROUND ELEVATION 4865 ft TEST PIT SIZE _____

EXCAVATION CONTRACTOR Hi-River

GROUND WATER LEVELS:

EXCAVATION METHOD Backhoe

AT TIME OF EXCAVATION dry

LOGGED BY MAB CHECKED BY MAB

AT END OF EXCAVATION dry

NOTES 39.07415, -108.64293

AFTER EXCAVATION ---

DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	POCKET PEN. (tsf)	DRY UNIT WT. (pcf)	MOISTURE CONTENT (%)	ATTERBERG LIMITS			FINES CONTENT (%)
									LIQUID LIMIT	PLASTIC LIMIT	PLASTICITY INDEX	
0.0		Silty SAND with Organics (TOPSOIL), brown, dry										
2.5		SANDSTONE, white to tan, very soft to hard, highly to completely weathered										
		Backhoe bucket refusal at 3.5 ft										
		Bottom of test pit at 3.5 feet.										

Huddleston-Berry Engineering & Testing, LLC
640 White Avenue, Unit B
Grand Junction, CO 81501
970-255-8005
970-255-6818

TEST PIT NUMBER TP-8

PAGE 1 OF 1

CLIENT CRG Properties

PROJECT NAME Magnus Court

PROJECT NUMBER 01061-0001

PROJECT LOCATION Grand Junction, CO

DATE STARTED 11/30/10 COMPLETED 11/30/10

GROUND ELEVATION 4863 ft TEST PIT SIZE _____

EXCAVATION CONTRACTOR Hi-River

GROUND WATER LEVELS:

EXCAVATION METHOD Backhoe

AT TIME OF EXCAVATION dry

LOGGED BY MAB CHECKED BY MAB

AT END OF EXCAVATION dry

NOTES 39.074883,-108.642683

AFTER EXCAVATION ---

DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	POCKET PEN. (tsf)	DRY UNIT WT. (pcf)	MOISTURE CONTENT (%)	ATTERBERG LIMITS			FINES CONTENT (%)
									LIQUID LIMIT	PLASTIC LIMIT	PLASTICITY INDEX	
0.0		Sandy GRAVEL and COBBLES with Organics (TOPSOIL), brown, dry										
2.5		Sandy GRAVEL and COBBLES (gw), brown, dry, dense										
5.0												
7.5		SHALE, trace Bentonite, red to gray, soft, highly weathered										
		Bottom of test pit at 9.0 feet.										

GEOTECH BH COLUMNS MAGNUS COURT.GPJ GINT US LAB.GDT 11/30/10

Huddleston-Berry Engineering & Testing, LLC
640 White Avenue, Unit B
Grand Junction, CO 81501
970-255-8005
970-255-6818

TEST PIT NUMBER TP-9

PAGE 1 OF 1

CLIENT CRG Properties

PROJECT NAME Magnus Court

PROJECT NUMBER 01061-0001

PROJECT LOCATION Grand Junction, CO

DATE STARTED 11/30/10 COMPLETED 11/30/10

GROUND ELEVATION 4817 ft TEST PIT SIZE _____

EXCAVATION CONTRACTOR Hi-River

GROUND WATER LEVELS:

EXCAVATION METHOD Backhoe

AT TIME OF EXCAVATION dry

LOGGED BY MAB

CHECKED BY MAB

AT END OF EXCAVATION dry

NOTES 39.07503,-108.64197

AFTER EXCAVATION --

DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	POCKET PEN. (tsf)	DRY UNIT WT. (pcf)	MOISTURE CONTENT (%)	ATTERBERG LIMITS			FINES CONTENT (%)
									LIQUID LIMIT	PLASTIC LIMIT	PLASTICITY INDEX	
0.0		Sandy CLAY with Organics (TOPSOIL), brown, dry										
		Sandy CLAY (cl), trace gravel, brown, dry, medium stiff to stiff										
		SANDSTONE, tan, medium hard to hard, highly to moderately weathered										
2.5												
		Backhoe bucket refusal at 4.0 ft										
		Bottom of test pit at 4.0 feet.										

Huddleston-Berry Engineering & Testing, LLC
640 White Avenue, Unit B
Grand Junction, CO 81501
970-255-8005
970-255-6818

TEST PIT NUMBER TP-10

PAGE 1 OF 1

CLIENT CRG Properties

PROJECT NAME Magnus Court

PROJECT NUMBER 01061-0001

PROJECT LOCATION Grand Junction, CO

DATE STARTED 11/30/10 COMPLETED 11/30/10

GROUND ELEVATION 4804 ft TEST PIT SIZE _____

EXCAVATION CONTRACTOR Hi-River

GROUND WATER LEVELS:

EXCAVATION METHOD Backhoe

AT TIME OF EXCAVATION dry

LOGGED BY MAB

CHECKED BY MAB

AT END OF EXCAVATION dry

NOTES 39.07573,-108.64265

AFTER EXCAVATION ---

DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	POCKET PEN. (tsf)	DRY UNIT WT. (pcf)	MOISTURE CONTENT (%)	ATTERBERG LIMITS			FINES CONTENT (%)
									LIQUID LIMIT	PLASTIC LIMIT	PLASTICITY INDEX	
0.0		SANDSTONE, tan to brown, medium hard to hard, highly weathered										
2.5		SHALE, trace Bentonite, red to gray, soft to medium hard, highly to moderately weathered										
5.0			GB 1									
			GB 2									
		Backhoe bucket refusal at 6.5 ft										
		Bottom of test pit at 6.5 feet.										

Huddleston-Berry Engineering & Testing, LLC
640 White Avenue, Unit B
Grand Junction, CO 81501
970-255-8005
970-255-6818

TEST PIT NUMBER TP-11

PAGE 1 OF 1

CLIENT CRG Properties

PROJECT NAME Magnus Court

PROJECT NUMBER 01061-0001

PROJECT LOCATION Grand Junction, CO

DATE STARTED 11/30/10 COMPLETED 11/30/10

GROUND ELEVATION 4772 ft TEST PIT SIZE _____

EXCAVATION CONTRACTOR Hi-River

GROUND WATER LEVELS:

EXCAVATION METHOD Backhoe

AT TIME OF EXCAVATION dry

LOGGED BY MAB CHECKED BY MAB

AT END OF EXCAVATION dry

NOTES 39.076417, -108.6421

AFTER EXCAVATION ---

DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	POCKET PEN. (tsf)	DRY UNIT WT. (pcf)	MOISTURE CONTENT (%)	ATTERBERG LIMITS			FINES CONTENT (%)
									LIQUID LIMIT	PLASTIC LIMIT	PLASTICITY INDEX	
0.0		Sandy CLAY with Organics (TOPSOIL), brown, dry to moist										
		Sandy CLAY (cl), trace gravel, tan to brown, dry, medium stiff to stiff										
2.5		SHALE, trace Bentonite, red to gray, soft, highly weathered	GB 1									
5.0		**Backhoe bucket refusal at 6.0 ft**										
		Bottom of test pit at 6.0 feet.										

Huddleston-Berry Engineering & Testing, LLC
640 White Avenue, Unit B
Grand Junction, CO 81501
970-255-8005
970-255-6818

TEST PIT NUMBER TP-12

PAGE 1 OF 1

CLIENT CRG Properties

PROJECT NAME Magnus Court

PROJECT NUMBER 01061-0001

PROJECT LOCATION Grand Junction, CO

DATE STARTED 11/30/10 COMPLETED 11/30/10

GROUND ELEVATION 4793 ft TEST PIT SIZE _____

EXCAVATION CONTRACTOR Hi-River

GROUND WATER LEVELS:

EXCAVATION METHOD Backhoe

AT TIME OF EXCAVATION dry

LOGGED BY MAB CHECKED BY MAB

AT END OF EXCAVATION dry

NOTES 39.07593, -108.6434

AFTER EXCAVATION ---

DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	POCKET PEN. (tsf)	DRY UNIT WT. (pcf)	MOISTURE CONTENT (%)	ATTERBERG LIMITS			FINES CONTENT (%)
									LIQUID LIMIT	PLASTIC LIMIT	PLASTICITY INDEX	
0.0		Sandy CLAY with Cobbles, Boulders, and Organics (TOPSOIL), brown, dry										
2.5		Sandy CLAY (cl), trace gravel, brown, dry, medium stiff to stiff										
5.0		SHALE, Sandstone lenses, trace Bentonite, red to gray, soft to medium hard, highly weathered										
7.5												
		Bottom of test pit at 9.0 feet.										

GEOTECH BH COLUMNS MAGNUS COURT.GPJ GINT US LAB.GDT 11/30/10

Huddleston-Berry Engineering & Testing, LLC
 640 White Avenue, Unit B
 Grand Junction, CO 81501
 970-255-8005
 970-255-6818

TEST PIT NUMBER TP-13

PAGE 1 OF 1

CLIENT CRG Properties

PROJECT NAME Magnus Court

PROJECT NUMBER 01061-0001

PROJECT LOCATION Grand Junction, CO

DATE STARTED 11/30/10 COMPLETED 11/30/10

GROUND ELEVATION 4857 ft TEST PIT SIZE _____

EXCAVATION CONTRACTOR Hi-River

GROUND WATER LEVELS:

EXCAVATION METHOD Backhoe

AT TIME OF EXCAVATION dry

LOGGED BY MAB CHECKED BY MAB

AT END OF EXCAVATION dry

NOTES 39.075417, -108.645183

AFTER EXCAVATION ---

DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (ROD)	BLOW COUNTS (N VALUE)	POCKET PEN. (tsf)	DRY UNIT WT. (pcf)	MOISTURE CONTENT (%)	ATTERBERG LIMITS			FINES CONTENT (%)
									LIQUID LIMIT	PLASTIC LIMIT	PLASTICITY INDEX	
0		Sandy CLAY with Organics (TOPSOIL), brown, dry to moist										
1		SANDSTONE, Bentonite lenses, tan, medium hard to hard, moderately weathered										
2		**Backhoe bucket refusal at 2.0 ft**	GB 1									
		Bottom of test pit at 2.0 feet.										

Huddleston-Berry Engineering & Testing, LLC
640 White Avenue, Unit B
Grand Junction, CO 81501
970-255-8005
970-255-6818

TEST PIT NUMBER TP-14

PAGE 1 OF 1

CLIENT CRG Properties

PROJECT NAME Magnus Court

PROJECT NUMBER 01061-0001

PROJECT LOCATION Grand Junction, CO

DATE STARTED 11/30/10 COMPLETED 11/30/10

GROUND ELEVATION 4893 ft TEST PIT SIZE _____

EXCAVATION CONTRACTOR Hi-River

GROUND WATER LEVELS:

EXCAVATION METHOD Backhoe

AT TIME OF EXCAVATION dry

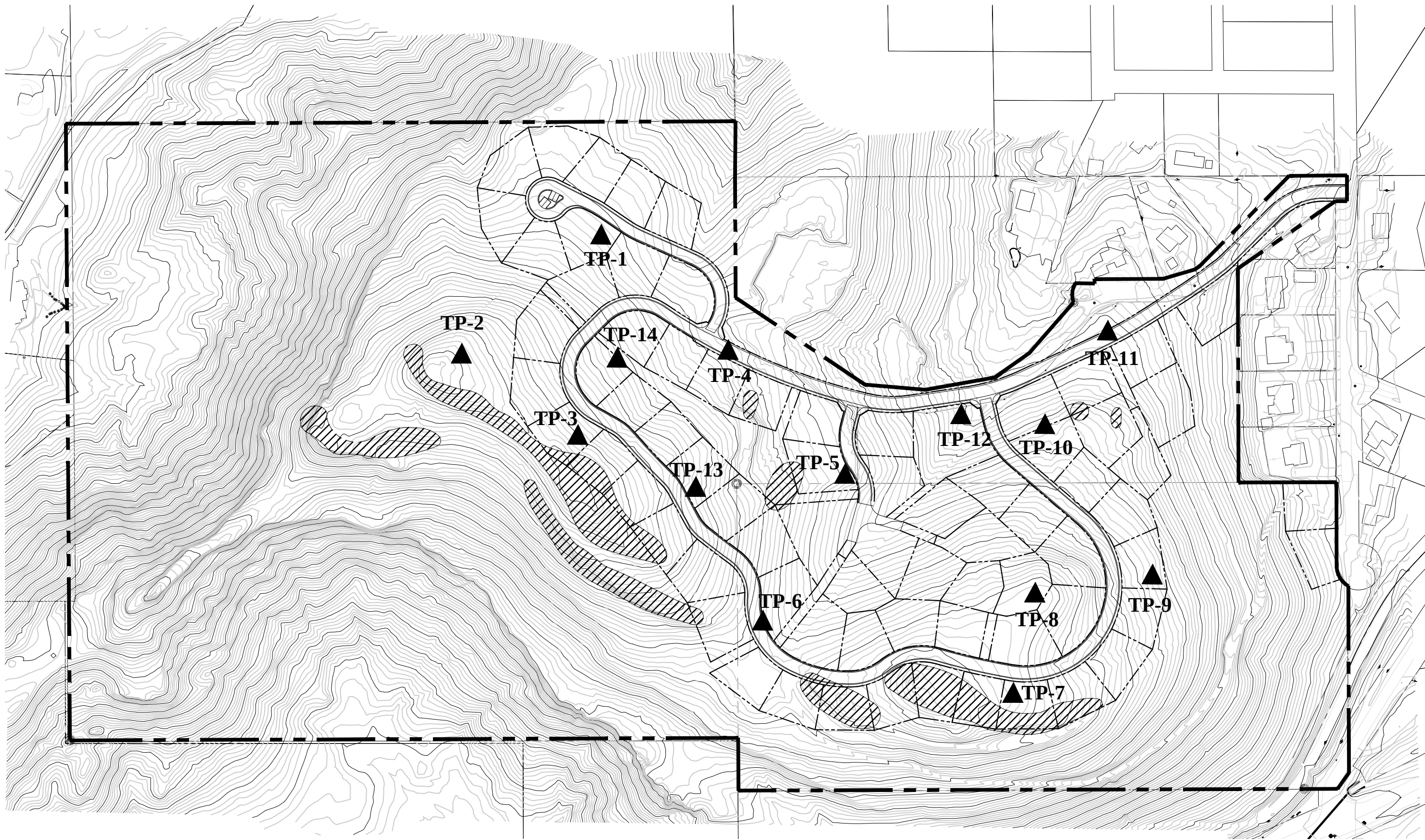
LOGGED BY MAB CHECKED BY MAB

AT END OF EXCAVATION dry

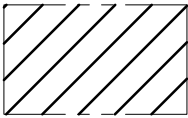
NOTES 39.07615, -108.646217

AFTER EXCAVATION ---

DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	RECOVERY % (RQD)	BLOW COUNTS (N VALUE)	POCKET PEN. (tsf)	DRY UNIT WT. (pcf)	MOISTURE CONTENT (%)	ATTERBERG LIMITS			FINES CONTENT (%)
									LIQUID LIMIT	PLASTIC LIMIT	PLASTICITY INDEX	
0.0		Sandy CLAY with Organics (TOPSOIL), trace gravel and cobbles, brown, dry										
		Sandy CLAY with Gravel (cl), tan to brown, dry, medium stiff										
2.5		SANDSTONE, tan, medium hard to hard, moderately weathered										
		Backhoe bucket refusal at 4.0 ft										
		Bottom of test pit at 4.0 feet.										



**MAGNUS COURT
TEST PIT LOCATION MAP**



- ROCK OUTCROP



CIAVONNE, ROBERTS & ASSOCIATES, INC.
LAND PLANNING AND
LANDSCAPE ARCHITECTURE
222 N. 7TH STREET GRAND JUNCTION, CO 81501 www.ciaavonne.com
970-241-0745 (P) 970-241-0765 (FX)

Preliminary Drainage Report For Magnus Subdivision

2215 Magnus Court
Grand Junction, Colorado

Prepared For:
JLC Magnus, LLC
1985 W. Big Beaver Rd, Ste 200
Troy, MI 48084

Prepared By:
Austin Civil Group, Inc.
123 North 7th Street, Ste 300
Grand Junction, Colorado 81501
(970) 242-7540

Date: February 22, 2019

I hereby certify that this **PRELIMINARY** Drainage Report (plan) for the Magnus Subdivision located at 2215 Magnus Court in Grand Junction, Colorado was prepared by me (or under my direct supervision) in accordance with the provisions of the Stormwater Management Manual for the owners thereof, I understand that the City of Grand Junction does not and will not assume liability for drainage facilities designed by others.

Mark Austin
Registered Professional Engineer
State of Colorado No. 29778



JLC Magnus, LLC hereby certifies that the drainage facilities for the Magnus Subdivision shall be constructed according to the design presented in this report. I understand that the City of Grand Junction does not and will not assume liability for the drainage facilities designed and/or certified by my engineer. I understand that the City of Grand Junction reviews drainage plans but cannot on behalf of JLC Magnus LLC., guarantee that final drainage design will absolve, JLC Magnus LLC. and/or their successor and/or assigns of the future liability for improper design. I further understand that approval of the Final Development Plan does not imply approval of my engineer's drainage design.

I further understand that as the owner of the property, I am responsible for the maintenance of the stormwater drainage pipes, inlets, detention and water quality facilities. These facilities will require routine maintenance in order to minimize damage that may result from flooding or ponding water.

JLC Magnus, LLC

NOT REQUIRED ON PRELIMINARY

Authorized Signature

Date

Table of Contents

I.	INTRODUCTION	3
	A. Background	
	B. Project Location	
	C. Property Description	
	D. Previous Investigations	
II.	DRAINAGE SYSTEM DESCRIPTION	11
	A. Existing Drainage Conditions	
	B. Master Drainage Plan	
	C. Offsite Tributary Area	
	D. Proposed Drainage System Description	
	E. Drainage Facility Maintenance	
III.	DRAINAGE ANALYSIS AND DESIGN CRITERIA	18
	A. Regulations	
	B. Development Criteria	
	C. Hydrologic Criteria	
	D. Hydraulic Criteria	
IV.	POST CONSTRUCTION STORMWATER MANAGEMENT	21
	A. Stormwater Quality Control Measures	
	B. Calculations	
V.	CONCLUSIONS.....	22
	A. Compliance with Manual	
	B. Design Effectiveness	
	C. Areas in Flood Hazard Zone	
	D. Variances from Manual	
VI.	References.....	23

Appendices

Appendix A	Location Map
Appendix B	FEMA Floodplain Map
Appendix C	NRCS Soil Information
Appendix D	Historic Drainage Conditions & Maps
Appendix E	Post-Developed Drainage Map
Appendix F	Rational Method Flow Analysis

I. INTRODUCTION

A. Background

..... 1. Identify report preparer and purpose.

This report is prepared by Austin Civil Group, Inc. and the purpose of the report is for the design of the drainage system for the Magnus Subdivision for the development of a 70-acre, 72 lot clustered residential subdivision.

The project disturbs approximately 27-acres and the remaining 45-acres will remain open space.

..... 2. Identify date of letter with previous City comments.

The City provided preliminary comments on this project at a general meeting conducted on August 24, 2018, MTG-2018-429.

B. Project Location

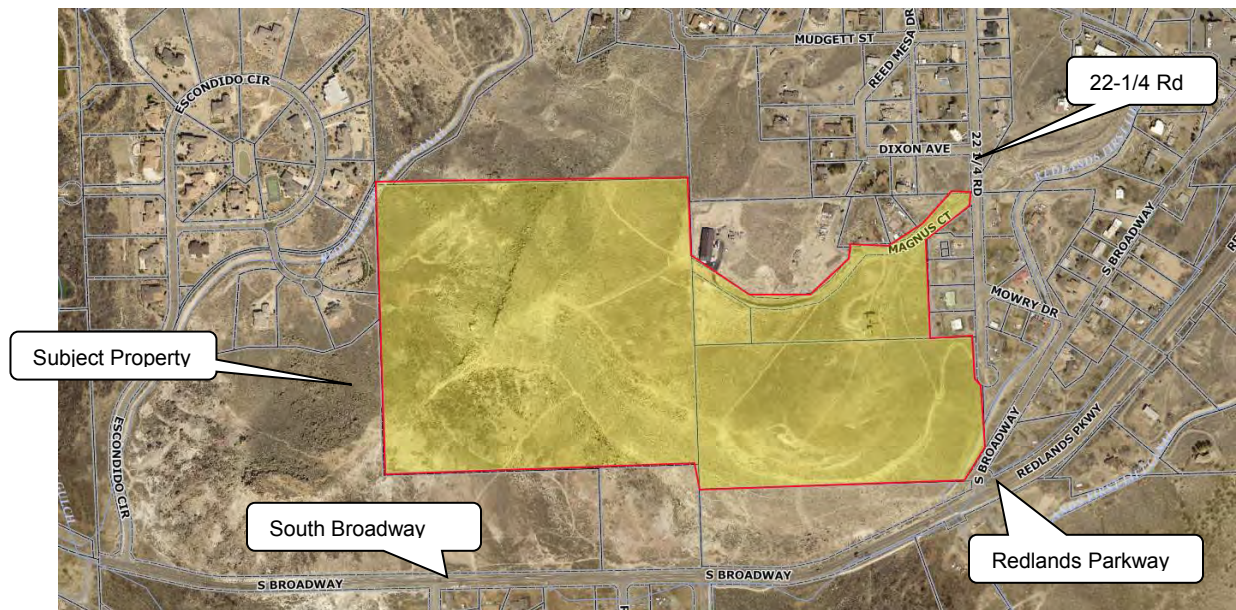
..... 1. Identify Township, Range, and Section.

Section 18, Township 1 South, Range1 East of the Ute Meridian, City of Grand Junction, County of Mesa, State of Colorado.

..... 2. Identify adjacent street.

The subject property is located at the end of the cul-de-sac of Magnus Court, west of the intersection of Magnus Court and 22-1/4 Road.

..... 3. Reference to General Location Map.



Appendix A provides an additional location map.

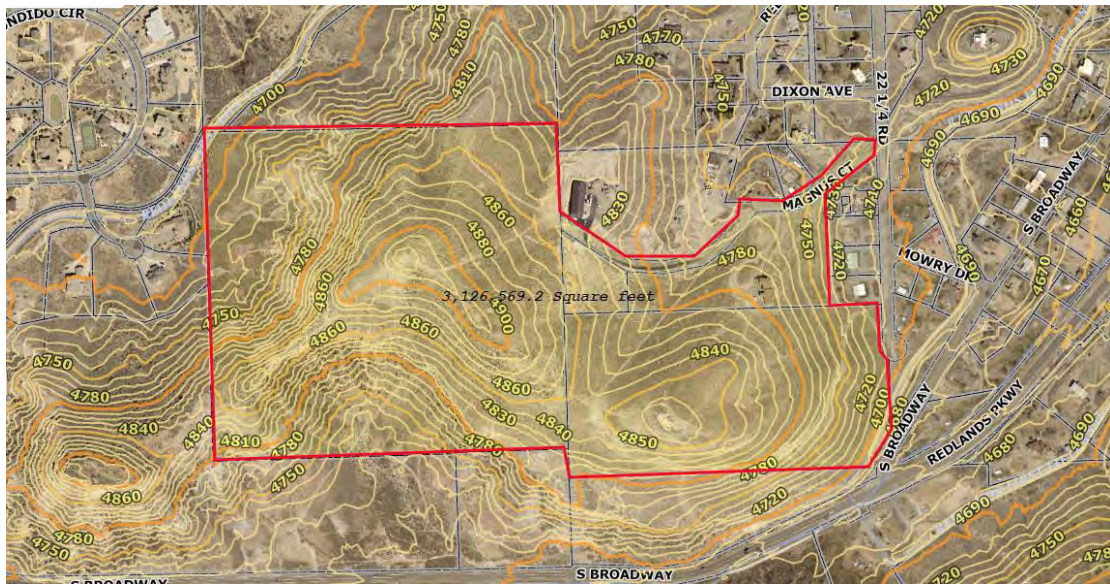
C. Property Description

.....1. Identify area in acres of entire contiguous ownership.

The 70-acre parcel is depicted in the photo above and consists of several property owners.

.....2. Describe existing ground cover, vegetation, soils, topography and slopes.

The 70-acre project site is located on a hilltop area which has significant topographic relief. The highest elevation within the project area is at an elevation of 4924 and the lowest elevation is at 4690, along the southeastern edge of the site.



City of Grand Junction 2016 GIS Contour Data

The north-central portions of the project site have been disturbed from previous subdivision work, but the majority of the property is covered with minimal vegetation and rock and boulder areas and rock outcroppings.

A large portion of the project site will remain undisturbed by the project.



Southeastern Corner of the site looking west



Intersection of Magnus Court & 22-1/4 Rd Looking South

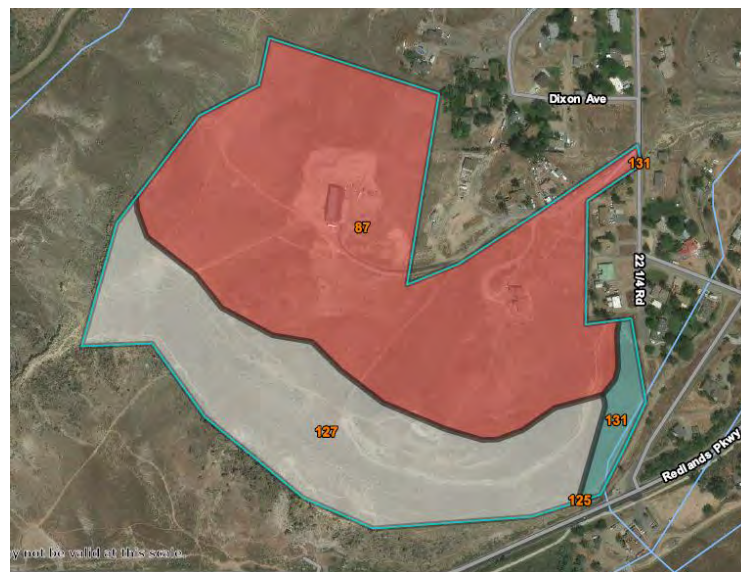


Northern Portion of Project Area Looking South



Southern Half of the Project Looking Northwest

Soils on within the 27-area project area have been classified by the US Department of Agriculture Soil Conservation Service, which consist primarily of Persayo-Blackston Complex, with 6 to 45 percent slopes. These soils have high runoff potentials when wet and are classified as a hydrologic soil type 'D'. **Appendix C** of this report provides more information from the NRCS report.



NRCS Soils Data Map Excerpt

According to the FEMA National Flood Hazard Mapping Service center, the project site does not have any FEMA special flood hazard areas. A copy of the FEMA Map panel is provided in **Appendix B** of this report. An excerpt of the FEMA GIS map for this area is depicted below:



FEMA Flood Mapping GIS Database

While FEMA does not formally recognize any special flood hazards with this site, it is ACG's option the site has the potential of flooding into the existing neighborhood areas north and east of the project site.

.....3. Describe existing drainage facilities, such as channels, detention areas, or structures.

The subject property does not have any drainage facilities, channels or detention facilities or structures.

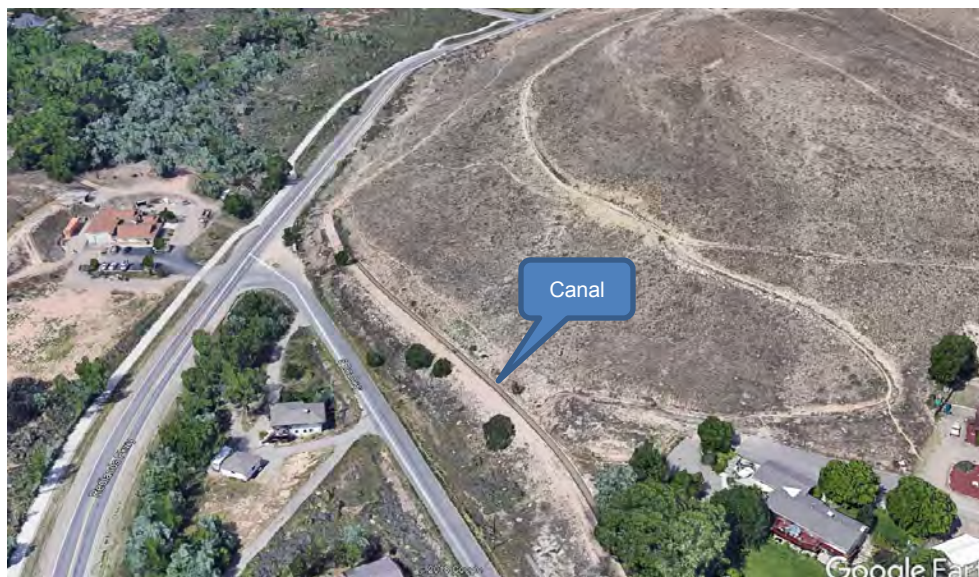
The project site does include two drainages that begin within the project site and discharge north into existing residential neighborhood areas. The two drainages can be seen in the Google Earth photo below:



Existing Drainages Along North Edge of Project

.....4. Describe existing irrigation facilities, such as ditches, head-gates, or diversions.

The Redlands Water and Power Irrigation ditch runs along the southeastern corner of the project site, The trapezoidal concrete ditch is approximately 8-ft wide and three feet deep. A photo of the ditch is depicted in the google earth photo below:



Redlands Second Lift Canal

.....5. Identify proposed types of land use and encumbrances.

The project is proposing to develop 72-single family lots with an average lot size of approximately 10,000 square feet. The lots will be clustered in the north central portion of the project site in a 27-acre area.

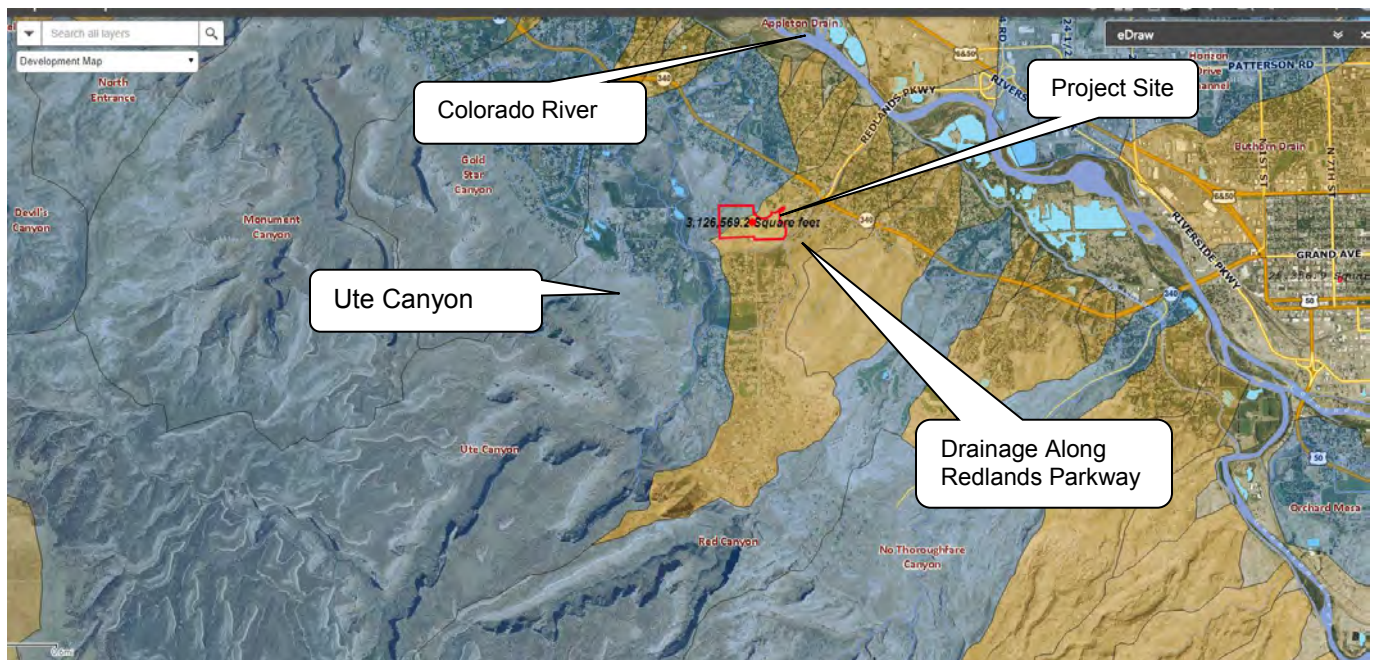
The topography and existing drainage channels within the project will be the biggest challenges to the project development.

D. Previous Investigations

.....1. Identify drainage master plans that include the project area, including floodplain studies.

The subject property is not located within any FEMA designated floodplain areas according to the Flood Insurance Rate Map Panel included in **Appendix B** of this report.

The subject property is located on the dividing line between two major drainage basins. The northwestern corner of the site is located within the Ute Canyon Drainage and the remaining portion of the site is located within an unnamed drainage basin which discharges along the Redlands Parkway. Both drainages ultimately discharge to the Colorado River, approximately two miles north of the project site. A copy of the basin areas and project location is depicted in the photo below:



City of Grand Junction GIS Major Drainage Basins

2. Identify drainage reports for adjacent development.

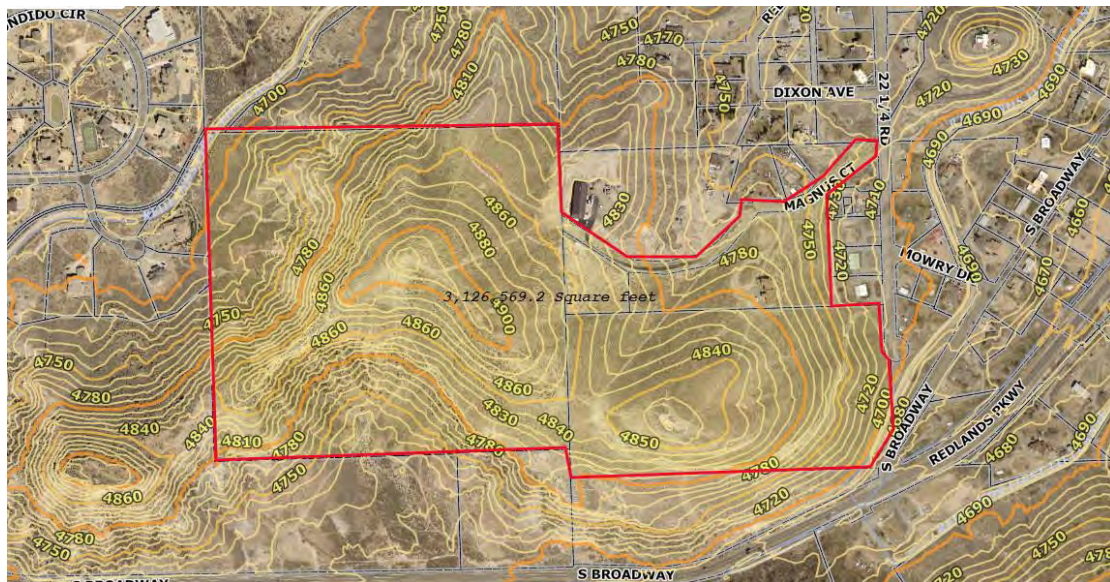
ACG is not aware of any drainage studies from the adjacent properties.

II. DRAINAGE SYSTEM DESCRIPTION

A. Existing Drainage Conditions

..... 1. Describe existing topography and provide map with contours extending a minimum of 100 feet beyond property limits.

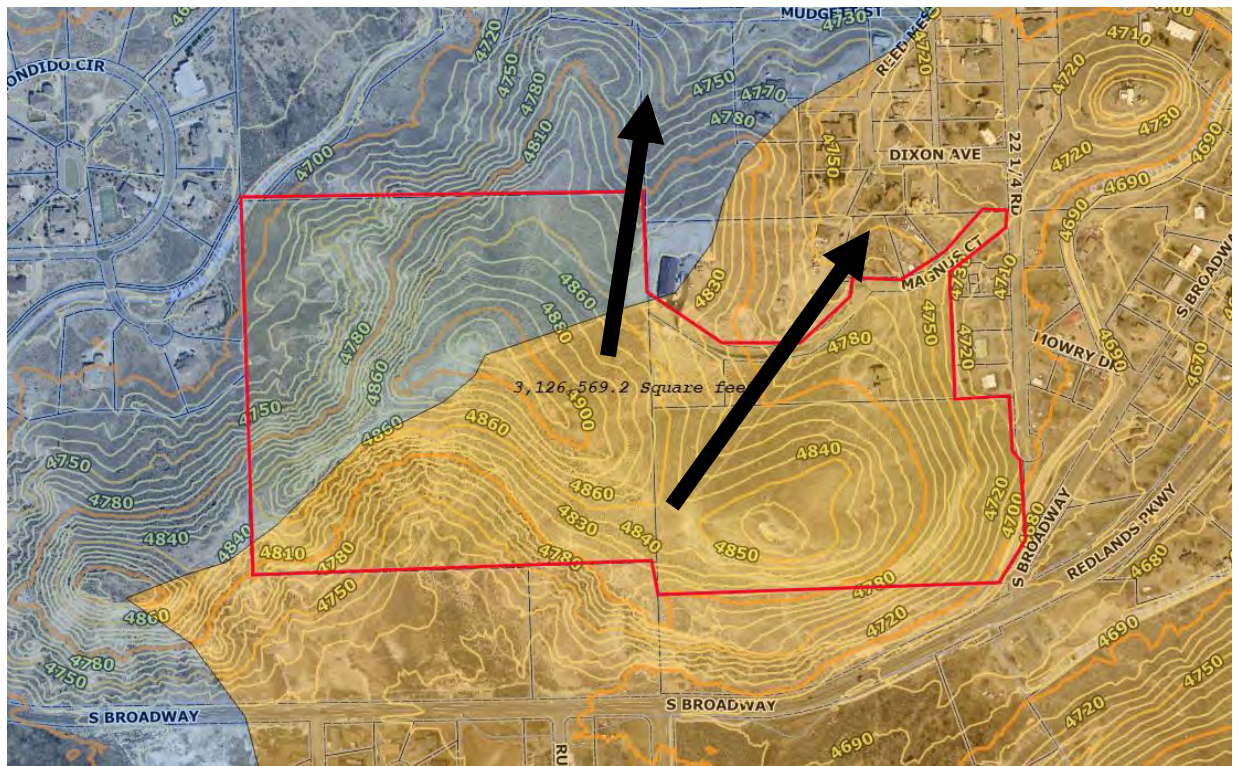
The 70-acre project site is located on a hilltop area which has significant topographic relief. The highest elevation within the project area is at an elevation of 4924 and the lowest elevation is at 4690, along the southeastern edge of the site.



City of Grand Junction 2016 GIS Contour Data

..... 2. Identify major drainage way or outfall drainage way and describe map showing location of proposed development within the drainage ways.

The subject property has two primary drainage discharge locations along the northern end of the site and the remaining portions of the property primarily sheet flow onto adjacent property from all directions.



Two Primary Historic Concentrated Flow Drainage Discharge Locations

3. Identify pre-developed drainage patterns and describe map showing pre-developed sub-basins and concentrated discharge locations. Provide calculations of pre-developed peak flows entering and leaving the site.

There are six historic drainage basins for this site.

Historic basin area H-1, approximately 11.5-acres in size, consists of hillside area along the eastern portion of the project site. Drainage from this basin areas sheet flows east at a 30% grade and discharges to the adjacent residential lots along the east side of project. Drainage from this basin area flows to the unnamed drainage which flows along the Redlands Parkway and discharges to the Colorado River.

Historic basin area H-2, approximately 14.2-acres in size, consists of hillside area along the north eastern portion of the project site. Drainage from this basin areas sheet flows north east at a 20% grade and discharges east along Magnus Court to 22-1/4 Road. The runoff overtops 22-1/4 Road and discharges to the adjacent residential lots along the north east side of project. Drainage from this basin area flows to the unnamed drainage which flows along the Redlands Parkway and discharges to the Colorado River.

Historic basin area H-3, approximately 5.2-acres in size, consists of hillside drainage area along the north central portion of the project site. Drainage from this basin areas sheet flows north at a 16% grade and discharges to the adjacent residential property at 2205 Mudgett Street and into the Redlands Valley Subdivision and Mulli Subdivision.

Historic basin area H-3, approximately 5.2-acres in size, consists of hillside drainage area along the north central portion of the project site. Drainage from this basin areas sheet flows north at a 16% grade and discharges to the adjacent residential property at 2205 Mudgett Street and into the Redlands Valley Subdivision and Mulli Subdivision.

Historic basin area H-4, approximately 2.4-acres in size, consists of hillside drainage area along the north central portion of the project site. Drainage from this basin areas sheet flows northwest at a 16% grade and discharges to the adjacent undeveloped 20-acre residential property at 521 Mockingbird Lane.

Historic basin area H-5, approximately 15.6-acres in size, consists of hillside drainage area along the western portion of the project site. Drainage from this basin areas sheet flows west, across steep terrain and discharges to the Rocky Heights Subdivision located north of South Broadway and Escondido Circle, and ultimately into Limekiln Gulch drainage.

Historic basin area H-6, approximately 21.1-acres in size, consists of hillside drainage area along the southern portion of the project site. Drainage from this basin areas sheet flows west, across steep terrain and discharges to private property owned by the Museum of Western Colorado and Redlands Water and Power. The runoff continues to flow south across these private properties, across South Broadway, and into the unnamed drainage which flows south along the Redlands Parkway and discharge to the Colorado River.

See [Appendix D](#) of the report for maps and photos of the historic drainage conditions.

Pre-developed runoff calculations are summarized below, and detail information is provided in [Appendix G](#).

Table 1: Historic / Pre-Development Runoff Calculations

Basin	Size (ac)	Storm Event	"C" Value	Runoff (cfs)
H-1	11.5	10-Yr	0.26	5
		100-Yr	0.51	19
H-2	14.2	10-Yr	0.29	6
		100-Yr	0.51	24
H-3	5.2	10-Yr	0.26	2
		100-Yr	0.51	8
H-4	2.4	10-Yr	0.27	1
		100-Yr	0.51	4
H-5	15.6	10-Yr	0.27	6
		100-Yr	0.51	26
H-6	21.1	10-Yr	0.26	9
		100-Yr	0.51	37

B. Master Drainage Plan

..... 1. Describe location of the project relative to a previously prepared master drainage plan, including drainage plans prepared for adjacent development.

ACG is not aware of any previous master drainage plans or drainage reports for adjacent subdivisions.

C. Offsite Tributary Area

..... 1. Identify all offsite drainage basins that are tributary to the project.

The project is located at the top of the hillside areas and does not have any offsite contributing flow.

..... 2. Identify assumptions regarding existing and future land use and effects of offsite detention on peak flows.

The project is located at the top of drainage areas and future developments next to the project site will not contribute to any offsite flow.

D. Proposed Drainage System Description

..... 1. Identify how offsite stormwater is collected and conveyed through the site and ultimately to the receiving water(s).

The project does not have any offsite stormwater flow.

..... 2. Identify sub-basins and describe, in general terms, how onsite stormwater is collected and conveyed through the site for each location where stormwater is discharged from the site.

The project is proposing to construct approximately 72 homes on 24-acres within the 70-acre site. The remaining 46-acres will remain undisturbed and are not anticipated to be further developed.

The average density of 24-acres that will be developed will be approximately 3 units per acre and homes within this area will typically be two story style homes. The report assumes each level will have approximately 2,200 square feet.

The 24-acre developed area is primarily located in the center area of the 70-acre site, around Magnus Court. Development within this area will impact the two existing historic drainage basins which discharge to the north (H-3) and northeast (H-2).

The project anticipates construction of stormwater infrastructure to collect runoff from the project and convey flows to a stormwater detention / water quality facility located along Magnus Court. The detention facilities are anticipated to over-detain runoff to allow the

proposed residential home construction downstream of the pond to release undetained stormwater flow.

The proposed detention / water quality facility will pipe the outfall from the detention pond down Magnus Court to the eastern property line and the discharge will be piped south to the intersection area of South Broadway and Redlands Parkway. The outfall will discharge to the unnamed creek which flows south along the Redlands Parkway and discharges to the Colorado River.

The project anticipates the detention facility will be designed for a 32-acre basin area to account for over detaining stormwater. The detention facility is anticipated to require

REQUIRED DETENTION POND SIZING						
BASIN	STORM EVENT	A ⁽¹⁾	p ⁽²⁾	X ⁽³⁾	K ⁽⁴⁾	V ⁽⁵⁾
		acres	%			cubic feet
D-1	10 YEAR	32.00	22.00	0.26	0.0049	6,886
	100 YEAR	32.00	22.00	0.42	0.0162	22,528
(1) Area in acres (Basin D-0 + O-1)						
(2) Developed Basin Imperviousness (%)						
(3) Mesa County and the other local jurisdictions adjustment Factor -- per SWMM Table 1401						
(4) $K_{10} = ((0.95 * P_{10}) - 1.90) * (X_{10}/1000)$; $K_{100} = ((1.78 * P_{100}) - (0.002 * P_{100}^2) - 3.56) * (X_{100}/900)$						
(5) Minimum Detention Volumes: $V_{cubic\ feet} = (K * A) * 43,560$						

Table 2: Magnus Subdivision Stormwater Detention Requirements

The anticipated Major Developed Drainage basins are summarized in the table below.

Table 3: Major Developed Drainage Basin Summary

Basin	Size (ac)	Storm Event	"C" Value	Runoff (cfs)
D-1	10.3	10-Yr	0.34	6
		100-Yr	0.55	22
D-2	20.2	10-Yr	0.35	10
		100-Yr	0.56	33
D-3	1.61	10-Yr	0.33	1
		100-Yr	0.54	4
D-4	1.26	10-Yr	0.26	1
		100-Yr	0.51	2
D-5	15.6	10-Yr	0.26	6
		100-Yr	0.51	27
D-6	21.1	10-Yr	0.27	9
		100-Yr	0.51	37

..... * 3. Describe detention volumes, release rates and pool elevations.

The detention facility anticipates releasing stormwater based on the 24-acre, disturbed project area, at the following rates:

ALLOWABLE STORM EVENT RELEASE RATE			
Control Frequency	Soil Group ⁽¹⁾	Area ⁽²⁾	Release Rate ⁽³⁾
		acres	cfs
10-year	D	24.00	2.88
100-year	D	24.00	12.00
(1) NRCS Hydrologic Soil Group			
(2) Tributary watershed area in acres			
(3) Allowable Release Rates for Detention Ponds (cfs) --- per SWMM Table 1402			

Table 3: Magnus Subdivision Stormwater Detention Requirements

..... * 4. Identify the difference in elevation between pond invert and the groundwater table.

According to the geotechnical report prepared by Huddleston Berry Engineering and Testing, LLC, (11/30/201 for CRG Properties), no groundwater was detected at depths of 10-ft below the existing ground surface.

.....5. Describe how stormwater is discharged from the site, including both concentrated and dispersed discharges.

Stormwater from the project site will be routed to a detention / water quality pond located constructed by the project. The stormwater will be piped to the southeast corner of the project site and discharge to the unnamed stream which flows along the Redlands Parkway.

.....6. Describe stormwater quality facilities.

The project will provide a water quality pond using an extended basin design technique for the project.

..... * 7. Describe maintenance access aspects of design.

Stormwater management practices will be required for all onsite disturbed areas to minimize sediment migration into the detention / water quality pond facility.

The water quality pond has been designed assuming a 20% sedimentation build up in the bottom of the pond. It is anticipated that with routine care, sediment should not have to be removed for several years.

Routine maintenance of the pond's trash screens will be required. The screens should be checked after significant storm events or when it appears stagnate water is in the bottom of the pond.

Backyard area inlets should be checked after major storm events or if water is observed ponding above the inlets. In most cases, the grates will need to be cleaned to remove leaves and debris.

..... * 8. Describe easements and tracts for drainage purposes, including limitation on use.

The property owner's association will be responsible for operation and maintenance of all drainage facilities. As part of the 521 Drainage Authority permitting process, the project will sign a post construction operations and maintenance agreement with the 521 Drainage Authority that requires yearly inspections of the facilities and if maintenance is not addressed, the 521 Authority has the ability to address the deficiencies and assess the property owners the cost of the repairs.

E. Drainage Facility Maintenance

..... * 1. Identify responsible parties for maintenance of each drainage and water quality facility.

The ordinary maintenance of the drainage infrastructure and water quality pond facility shall be the responsibility of the Homeowners Association.

..... * 2. Identify general maintenance activities and schedules.

The stormwater detention pond facility and all its components will be constructed by the Landowner in accordance with the plans and specifications and described in this report and Final Construction Plans.

The water quality pond and its outlet structure will operate and be maintained in good working order as reasonably determined by the 521 Drainage Authority, the Qualified Erosion Control Specialist (QES) and this report.

The water quality pond and its outlet structure will be inspected quarterly and after any significant rainfall during the 1st year of operation by the QES. At any time during the inspections the QES finds a significant collection of sediment and/or debris that inhibits

the facility from functioning properly, appropriate means shall be selected by the QES to clean and maintain the facility to its original working order.

After the first year of operation, the QES has the option to reduce the interval of inspections based on the previous year(s) reports but should be inspected a minimum of 1 time per year. The Post-Construction Stormwater Control Operations and Maintenance Agreement entered into by the Landowner and the 521 Drainage Authority shall constitute a covenant running with the Property and shall be equitable servitude binding on present and subsequent owners of the Property in whole or in part, and their administrators, executors, assigns, heirs and successors in interest.

III. DRAINAGE ANALYSIS AND DESIGN CRITERIA

A. Regulations

..... 1. Identify that analysis and design was prepared in accordance with the provisions of the Manual.

Analysis and design was prepared in accordance with the Stormwater Management Manual.

2. Identify other regulations or criteria which have been used to prepare analysis and design.

None.

B. Development Criteria

..... 1. Identify drainage constraints placed on the project, such as by a major drainage study, floodplain study or other drainage reports relevant to the project.

There are no drainage constraints placed on the project.

..... 2. Identify drainage constraints placed on the project, such as from major street alignments, utilities, existing structures, and other developments.

As stated in this report, the current drainage conditions are such that existing, adjacent residential properties have been allowed to develop without adequate measures to convey historic flows from this upgradient property.

To minimize stormwater flow to these existing residential areas, the project will need to pipe their stormwater flow to the unnamed drainage along the Redlands Parkway.

C. Hydrologic Criteria (If Manual was followed without deviation, then a statement to that effect is all that is required. Otherwise provide the following information where the criteria used deviates from the Manual.)

Analysis and design was prepared in accordance with the Stormwater Management Manual, which requires analysis for the 10-yr and 100-yr storm events using the rational method.

..... 1. Identify how storm runoff peak flows and volumes were determined, including rainfall intensity or design storm.

The Manual was followed using the rational method for the 10-yr and 100-yr storm events.

..... 2. Identify which storm events were used for minor and major flood analysis and design.

The Manual was followed which calls for analysis for the 10-yr and 100-yr storm events.

..... 3. Identify how and why any other deviations from the Manual occurred.

A deviation from the manual will be required for Section 1407.3 Compensating Detention, which limits the tot un-detained are to no more than 5% or 5,000 square feet.

The terrain on this site is such that backyard areas on some of the residential lots my not be able to be effectively collected and routed to drainage facilities. There are also facilities downgradient of the detention facilities that because of steep terrain, cannot be routed to detention facilities.

D. Hydraulic Criteria (If Manual was followed without deviation, then a statement to that effect is all that is required. Otherwise provide the following information where the criteria used deviates from the Manual.)

Hydraulic analysis and design was prepared in accordance with the Stormwater Management Manual.

Hydraulic analysis will made using StormCAD version 1 software to size storm sewer infrastructure for the project.

..... * 1. Identify type(s) of streets within and adjacent to development and source for allowable street capacity.

Streets within the development will more than likely be an alternative street section. Site specific analysis will be required to contain flow within the street sections when the specific cross sections are defined.

..... * 2. Identify which type(s) of storm inlets were analyzed or designed and source for allowable capacity.

The inlets for the project will be analyzed at final design.

..... * 3. Identify which type of storm sewers which were analyzed or designed and Manning's n-values used.

The storm sewer system for the project will be analyzed at final design.

..... * 4. Identify which method was used to determine detention volume requirements and how allowable release rates were determined.

The SWMM was followed using the rational method analysis procedures. Discharge release rates per Table 1402 of SWMM, which are based on the NRCS hydrological soil classification group of "D" for this project site.

..... * 5. Identify how the capacity of open channels and culverts were determined.

Channel capacity will be determined at final design.

..... * 6. Identify any special analysis or design requirements not contained with the Manual.

None

..... 7. Identify how and why any other deviations from the Manual occurred.

A deviation from the manual will be required for Section 1407.3 Compensating Detention, which limits the tot un-detained are to no more than 5% or 5,000 square feet.

The terrain on this site is such that backyard areas on some of the residential lots my not be able to be effectively collected and routed to drainage facilities. There are also facilities downgradient of the detention facilities that because of steep terrain, cannot be routed to detention facilities.

E. Variance from Criteria

..... 1. Identify any provisions of the Manual for which a variance is requested.

A deviation from the manual will be required for Section 1407.3 Compensating Detention, which limits the tot un-detained are to no more than 5% or 5,000 square feet.

The terrain on this site is such that backyard areas on some of the residential lots my not be able to be effectively collected and routed to drainage facilities. There are also facilities downgradient of the detention facilities that because of steep terrain, cannot be routed to detention facilities.

..... 2. Identify pre-existing conditions which cause the variance request.

See discussions above.

***IV. POST CONSTRUCTION STORMWATER MANAGEMENT.**

See Manual Section 1600 for requirements. The Final Drainage Plan and the Construction SWMP (see SWMM Section 1500) meets the requirements of the MS4s Permit. In general, this section identifies permanent BMP practices to control the discharge of pollutants after construction is complete.

***A. Stormwater Quality Control Measures**

..... * 1. Describe the post-construction BMPs to control discharge of pollutants from the project site.

Stormwater BMP's will be required for individual building lots. Site specific permits will be issued to each lot purchasers who will ultimately be responsible for interim construction on the building lots. The Homeowners association will be responsible for requiring lot owners to provide landscape treatments on the individual lots to minimize sedimentation transport.

The subdivision will have a water quality pond to provide water quality treatment of stormwater before being discharged off the project site.

..... * 2. If compensating detention is provided, discuss practices to address water quality from area not tributary to detention area.

This discussion will be provided at final design.

..... * 3. If underground detention is proposed, discuss how water quality facilities will be provided on the surface.

N/A

..... 4. If proprietary BMPs are proposed, provide the justification and sizing requirements (see SWMM Section 1603.3).

N/A

***B. Calculations**

..... 1. Provide methods and calculations for WQCV, sediment storage, and water quality outlet structure.

Water quality requirements will be met by providing an extended detention stormwater pond. A proposed concrete outlet structure fitted with a perforated control plate that will control release the volume over a 40-hr drain period. WQCV calculations are summarized below:

Table 5: Water Quality Capture Volume (SWMM 1604.2)

Location	K	a	I	WQCV(in)	Area(ac)	Volume(cf) ⁽¹⁾
Pond 1	0.65	1.00	0.22	0.08	32	11,227

(1) Volume Includes 20% Increase for Sedimentation Build Up

.....2. Drainage Impact Fee Determination

There will be no drainage fee required.

V. CONCLUSIONS

A. Compliance with Manual

..... Compliance with Manual and other approved documents, such as drainage plans and floodplain studies.

This report has been prepared in accordance with the SWMM Manual.

B. Design Effectiveness

..... Effectiveness of drainage design to control impacts of storm runoff.

The developed site has been provided with a detention and water quality pond facility that will control the release of runoff from the site for storm events for the 10-yr event, 100-yr and water quality events.

C. Areas in Flood Hazard Zone

..... Meet requirements of Floodplain Regulations: Mesa County Land Development Code, Section 7.13; City of Grand Junction Zoning and Development Code, Section 7.1.

The property is not located within any FEMA designed floodplain areas and no additional floodplain permitting work is needed.

D. Variances from Manual

..... Applicant shall identify any requested variances and provide basis for approving variance. If no variances are requested, applicant shall state that none are requested.

A deviation from the manual will be required for Section 1407.3 Compensating Detention, which limits the tot un-detained are to no more than 5% or 5,000 square feet.

The terrain on this site is such that backyard areas on some of the residential lots my not be able to be effectively collected and routed to drainage facilities. There are also facilities downgradient of the detention facilities that because of steep terrain, cannot be routed to detention facilities.

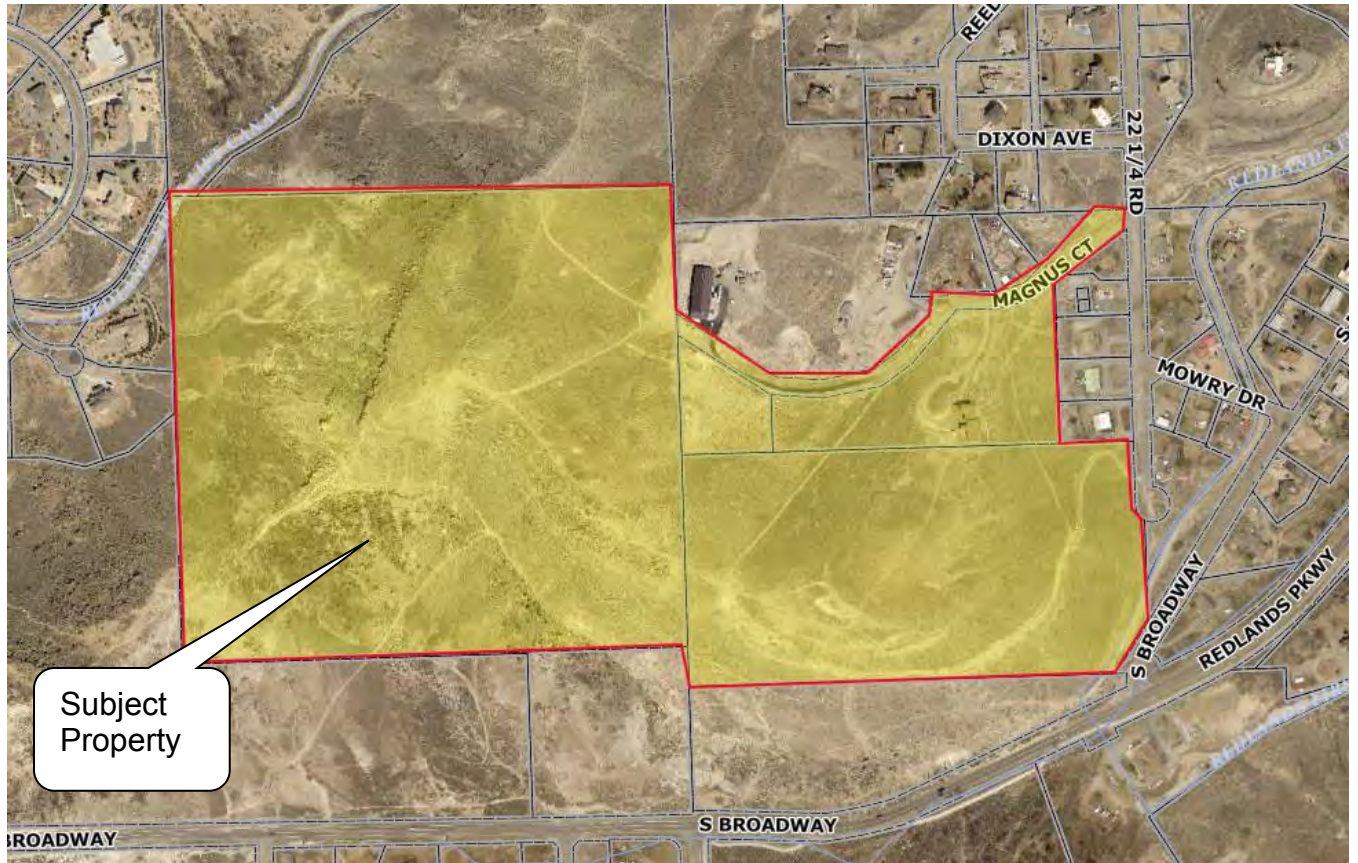
VII. REFERENCES

.....Provide a reference list of all criteria, master plans, drainage reports, and technical information used.

1. Stormwater Management Manual, (SWMM), Mesa County and the City of Grand Junction, December 31, 2007.
2. City of Grand Junction GIS Mapping System, FEMA Floodplain Mapping Information
3. United States Department of Agriculture – Natural Resources Conservation Service, <http://websoilsurvey.nrcs.usda.gov/app/>.
4. Huddleston-Berry Engineering & Testing, LLC, “_____”.
5. StormCAD V1.0, Haestad Methods, Inc., 37 Brookside Road, Waterbury, CT 06708
6. FlowMaster V5.13, Haestad Methods, Inc., 37 Brookside Road, Waterbury, CT 06708
7. Urban Storm Drainage Criteria Manual – Volume 3, best management practices, Urban Drainage and Flood Control District, Denver, Colorado September 1999 – Latest Revision: November 2007

APPENDIX A

Location Map



APPENDIX B

FEMA Floodplain Map Information

National Flood Hazard Layer FIRMMette



Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS		Without Base Flood Elevation (BFE) Zone A, V, A99
		With BFE or Depth Zone AE, AO, AH, VE, AR
		Regulatory Floodway
OTHER AREAS OF FLOOD HAZARD		0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Zone X
		Future Conditions 1% Annual Chance Flood Hazard Zone X
		Area with Reduced Flood Risk due to Levee. See Notes. Zone X
		Area with Flood Risk due to Levee Zone D
OTHER AREAS		NO SCREEN Area of Minimal Flood Hazard Zone X
		Effective LOMRs
		Area of Undetermined Flood Hazard Zone D
GENERAL STRUCTURES		Channel, Culvert, or Storm Sewer
		Levee, Dike, or Floodwall
OTHER FEATURES		20.2 Cross Sections with 1% Annual Chance Water Surface Elevation
		17.5 Cross Sections with 1% Annual Chance Water Surface Elevation
		Coastal Transect
		Base Flood Elevation Line (BFE)
		Limit of Study
		Jurisdiction Boundary
MAP PANELS		Coastal Transect Baseline
		Profile Baseline
		Hydrographic Feature
MAP PANELS		Digital Data Available
		No Digital Data Available
		Unmapped



The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on **2/22/2019 at 9:54:05 AM** and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

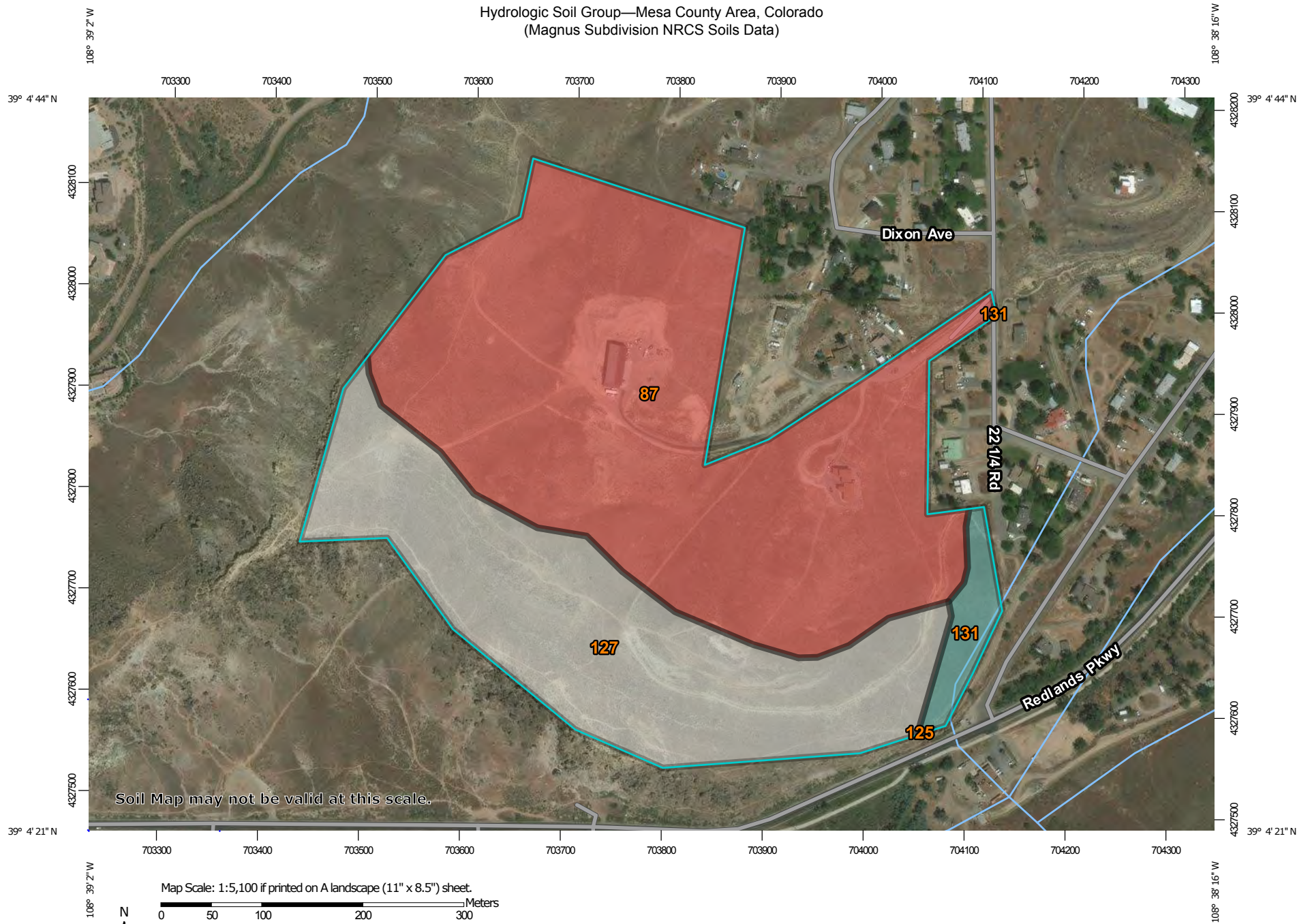
This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.



APPENDIX C

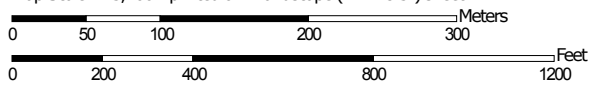
NRCS Soil Information

Hydrologic Soil Group—Mesa County Area, Colorado (Magnus Subdivision NRCS Soils Data)



Soil Map may not be valid at this scale.

Map Scale: 1:5,100 if printed on A landscape (11" x 8.5") sheet.



Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 12N WGS84



**Natural Resources
Conservation Service**

Web Soil Survey
National Cooperative Soil Survey

9/27/2017
Page 1 of 4

Hydrologic Soil Group—Mesa County Area, Colorado
(Magnus Subdivision NRCS Soils Data)

MAP LEGEND

Area of Interest (AOI)

 Area of Interest (AOI)

Soils

Soil Rating Polygons

 A
 A/D
 B
 B/D
 C
 C/D
 D
 Not rated or not available

Soil Rating Lines

 A
 A/D
 B
 B/D
 C
 C/D
 D
 Not rated or not available

Soil Rating Points

 A
 A/D
 B
 B/D

 C
 C/D
 D
 Not rated or not available

Water Features

 Streams and Canals

Transportation

 Rails
 Interstate Highways
 US Routes
 Major Roads
 Local Roads

Background

 Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:24,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
 Web Soil Survey URL:
 Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Mesa County Area, Colorado
 Survey Area Data: Version 7, Sep 30, 2016

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Dec 31, 2009—Mar 2, 2017

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Hydrologic Soil Group

Hydrologic Soil Group— Summary by Map Unit — Mesa County Area, Colorado (CO680)				
Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
87	Persayo-Blackston complex, 6 to 45 percent slopes — Draft	D	38.9	62.3%
125	Moffat sandy loam, 2 to 6 percent slopes	A	0.0	0.0%
127	Rock outcrop-Persayo-Hostage complex, 25 to 99 percent slopes, extremely stony — Draft		21.7	34.8%
131	Mack-Gyprockesa complex, 1 to 5 percent slopes	C	1.8	3.0%
Totals for Area of Interest			62.5	100.0%

Description

Hydrologic soil groups are based on estimates of runoff potential. Soils are assigned to one of four groups according to the rate of water infiltration when the soils are not protected by vegetation, are thoroughly wet, and receive precipitation from long-duration storms.

The soils in the United States are assigned to four groups (A, B, C, and D) and three dual classes (A/D, B/D, and C/D). The groups are defined as follows:

Group A. Soils having a high infiltration rate (low runoff potential) when thoroughly wet. These consist mainly of deep, well drained to excessively drained sands or gravelly sands. These soils have a high rate of water transmission.

Group B. Soils having a moderate infiltration rate when thoroughly wet. These consist chiefly of moderately deep or deep, moderately well drained or well drained soils that have moderately fine texture to moderately coarse texture. These soils have a moderate rate of water transmission.

Group C. Soils having a slow infiltration rate when thoroughly wet. These consist chiefly of soils having a layer that impedes the downward movement of water or soils of moderately fine texture or fine texture. These soils have a slow rate of water transmission.

Group D. Soils having a very slow infiltration rate (high runoff potential) when thoroughly wet. These consist chiefly of clays that have a high shrink-swell potential, soils that have a high water table, soils that have a claypan or clay layer at or near the surface, and soils that are shallow over nearly impervious material. These soils have a very slow rate of water transmission.

If a soil is assigned to a dual hydrologic group (A/D, B/D, or C/D), the first letter is for drained areas and the second is for undrained areas. Only the soils that in their natural condition are in group D are assigned to dual classes.

Rating Options

Aggregation Method: Dominant Condition

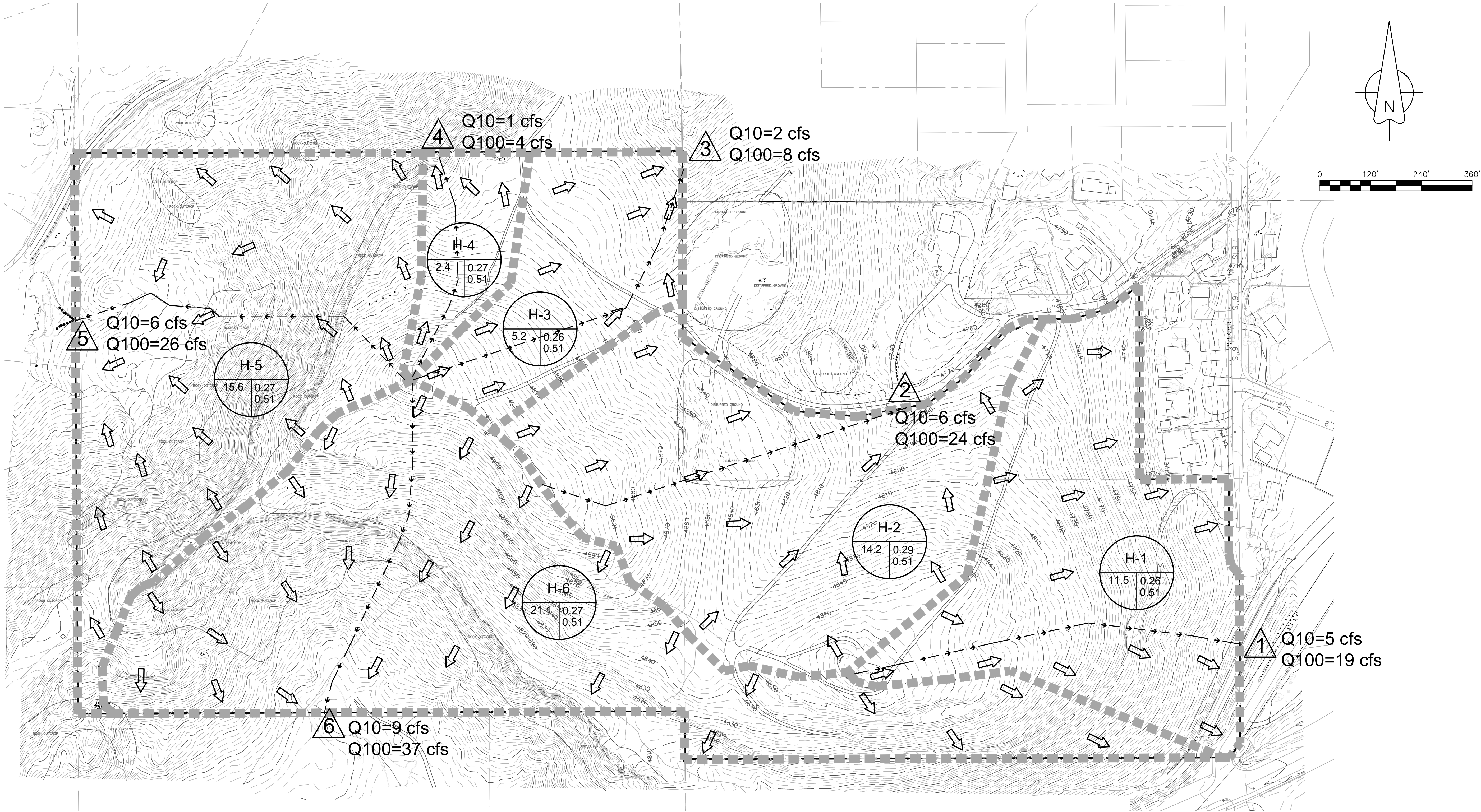
Component Percent Cutoff: None Specified

Tie-break Rule: Higher

APPENDIX D

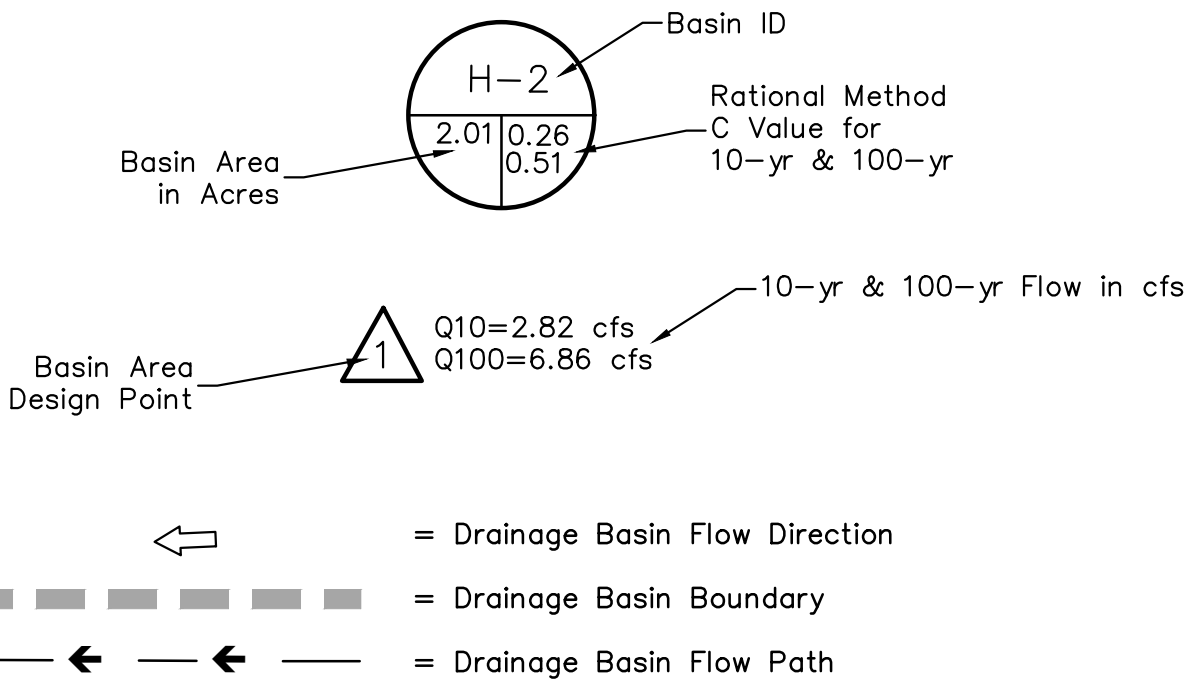
Historic Drainage Conditions / Maps

M:\PROJECTS\1304.0001 - Magnus Court\Drawg\C3a\Production Dwg\PROD-CONCEPT.dwg, historic, 2/22/2019 11:16:20 AM



GENERAL NOTES:

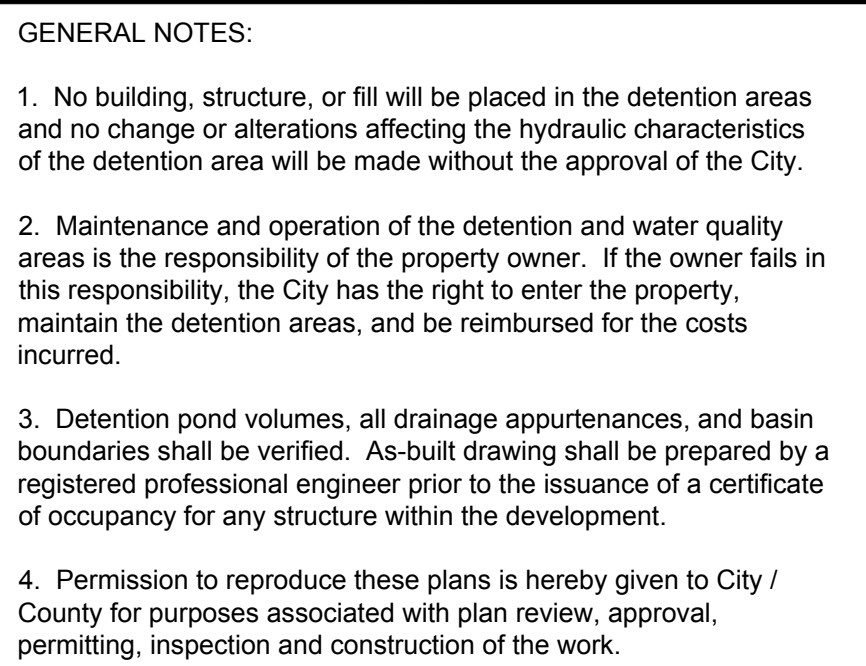
- No building, structure, or fill will be placed in the detention areas and no change or alterations affecting the hydraulic characteristics of the detention area will be made without the approval of the City.
- Maintenance and operation of the detention and water quality areas is the responsibility of the property owner. If the owner fails in this responsibility, the City has the right to enter the property, maintain the detention areas, and be reimbursed for the costs incurred.
- Detention pond volumes, all drainage appurtenances, and basin boundaries shall be verified. As-built drawing shall be prepared by a registered professional engineer prior to the issuance of a certificate of occupancy for any structure within the development.
- Permission to reproduce these plans is hereby given to City / County for purposes associated with plan review, approval, permitting, inspection and construction of the work.



MAGNUS SUBDIVISION		A • C • G		Know what's below. Call before you dig.	
HISTORIC DRAINAGE PLAN		AUSTIN CIVIL GROUP, INC.		SCALE VERIFICATION	
ADDRESS		Land Planning • Civil Engineering • Development Services		IF NOT ONE INCH ON THIS SHEET	
Client Name		123 North 7th Street, Suite 300 • Grand Junction, Colorado 81501		ADJUST SCALES ACCORDINGLY	
JOB NUMBER: 1304.0001		DATE: 02-22-19		BY: [Signature]	
SCALE: 1"=120'		CHECKED BY: [Signature]		DATE: [Signature]	
SHEET NO:		DESIGNED BY: [Signature]		DATE: [Signature]	
		APPROVED BY: MRA			

APPENDIX E

Proposed Site Plan



APPENDIX F

Rational Method Flow Analysis

MAGNUS SUBDIVISION

RATIONAL METHOD RUNOFF ANALYSIS

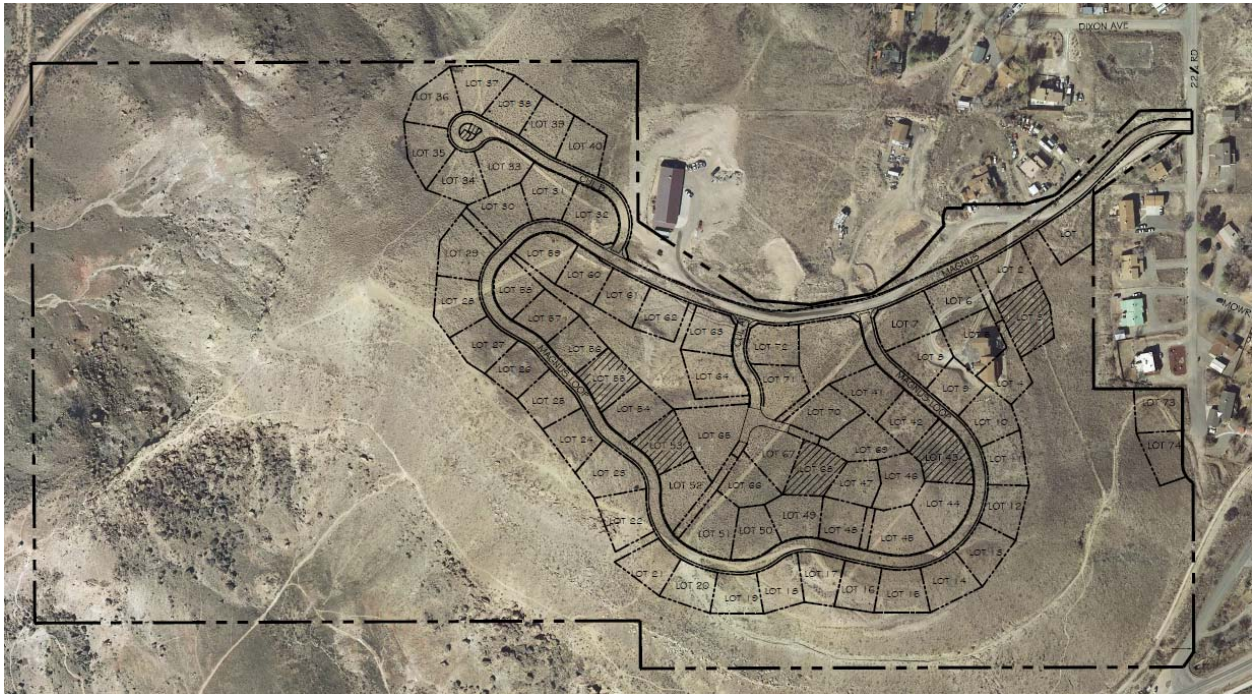
AREA + RUNOFF CURVE NUMBER CALCULATIONS																	TIME OF CONCENTRATION & RATE OF RUNOFF														
BASIN	STORM EVENT	SOIL	Total Basin Area ⁽¹⁾	Landscape / Ag										Composite i ⁽³⁾	Composite C ⁽⁴⁾	Composite CN ⁽⁵⁾	K ⁽⁶⁾	Intitial Flow			Travel Time-Surface					Totals					
						Roof		Gravel		Impervious		Undeveloped						R-3		Length	Slope	t _i ⁽⁷⁾	Length	S _w	Cv ⁽⁸⁾	Vel ⁽⁹⁾	t _t ⁽¹⁰⁾	Average Slope ⁽¹¹⁾	T _c ⁽¹²⁾	Intensity, I ⁽¹³⁾	Runoff, Q ⁽¹⁴⁾
				i ⁽²⁾	A ⁽¹⁾	i ⁽²⁾	A ⁽¹⁾	i ⁽²⁾	A ⁽¹⁾	i ⁽²⁾	A ⁽¹⁾	i ⁽²⁾	A ⁽¹⁾					i ⁽²⁾	A ⁽¹⁾	feet	%	min.	feet	ft/ft		ft/sec	min.		min.	in./hr.	cfs
HISTORIC / PRE-DEVELOPMENT DRAINAGE BASINS																															
H-1	10-YEAR	D	11.50	0.02		0.9		0.40		1.00		0.02	11.50	0.42		0.02	0.26	80	0.16	300	10	11.67	650	0.300	10	5.5	1.98	23.68	13.64	1.52	4.56
	100-YEAR	D	11.50	0.02		0.9		0.40		1.00		0.02	11.50	0.42		0.02	0.51	80	0.16	300	10	11.67	650	0.300	10	5.5	1.98	23.68	13.64	3.22	18.81
H-2	10-YEAR	D	14.20	0.02		0.9	0.09	0.40	0.50	1.00	0.50	0.02	13.11	0.42		0.07	0.29	81	0.19	300	16	11.32	600	0.160	10	4.0	2.50	16.00	13.82	1.51	6.16
	100-YEAR	D	14.20	0.02		0.9	0.09	0.40	0.50	1.00		0.02	13.11	0.42		0.04	0.51	81	0.19	300	16	11.32	600	0.160	10	4.0	2.50	16.00	13.82	3.20	23.40
H-3	10-YEAR	D	5.20	0.02		0.9		0.40		1.00		0.02	5.20	0.42		0.02	0.26	80	0.16	300	16	11.67	550	0.160	10	4.0	2.29	16.00	13.96	1.50	2.04
	100-YEAR	D	5.20	0.02		0.9		0.40		1.00		0.02	5.20	0.42		0.02	0.51	80	0.16	300	16	11.67	550	0.160	10	4.0	2.29	16.00	13.96	3.19	8.42
H-4	10-YEAR	D	2.40	0.02		0.9		0.40		1.00		0.02	2.40	0.42		0.02	0.26	80	0.16	300	16	11.67	250	0.160	10	4.0	1.04	16.00	12.71	1.56	0.98
	100-YEAR	D	2.40	0.02		0.9		0.40		1.00		0.02	2.40	0.42		0.02	0.51	80	0.16	300	16	11.67	250	0.160	10	4.0	1.04	16.00	12.71	3.33	4.05
H-5	10-YEAR	D	15.60	0.02		0.9		0.40		1.00		0.02	15.60	0.42		0.02	0.26	80	0.16	200	16	9.55	850	0.250	10	5.0	2.83	23.29	12.39	1.58	6.45
	100-YEAR	D	15.60	0.02		0.9		0.40		1.00		0.02	15.60	0.42		0.02	0.51	80	0.16	200	16	9.55	850	0.250	10	5.0	2.83	23.29	12.39	3.36	26.63
H-6	10-YEAR	D	21.10	0.02		0.9		0.40		1.00		0.02	21.10	0.42		0.02	0.26	80	0.16	300	25	10.10	550	0.230	10	4.8	1.91	23.71	12.01	1.60	8.85
	100-YEAR	D	21.10	0.02		0.9		0.40		1.00		0.02	21.10	0.42		0.02	0.51	80	0.16	300	25	10.10	550	0.230	10	4.8	1.91	23.71	12.01	3.41	36.50
DEVELOPED DRAINAGE SITE DISTURBANCE																															
D-1	10-YEAR	D	32.00	0.02		0.9		0.40		1.00		0.02	32.00	0.42	32.00	0.22	0.35	84	0.27									#DIV/0!		2.98	33.55
	100-YEAR	D	32.00	0.02		0.9		0.40		1.00		0.02	32.00	0.42	32.00	0.22	0.56	84	0.27									#DIV/0!		6.34	112.69
DEVELOPED DRAINAGE BASINS																															
D-1	10-YEAR	D	10.30	0.02		0.9		0.40		1.00		0.02	6.10	0.42	4.20	0.18	0.34	83	0.25	100	10	7.15	600	0.300	10	5.5	1.83	27.14	8.97	1.80	6.24
	100-YEAR	D	10.30	0.02		0.9		0.40		1.00		0.02	6.10	0.42	4.20	0.18	0.55	83	0.25	100	10	7.15	600	0.300	10	5.5	1.83	27.14	8.97	3.83	21.65
D-2	10-YEAR	D	20.20	0.02		0.9		0.40		1.00		0.02	20.20	0.42	20.20	0.22	0.35	84	0.27	300	16	10.37	1500	0.050	20	4.5	5.59	6.83	15.96	1.41	10.00
	100-YEAR	D	20.20	0.02		0.9		0.40		1.00		0.02	20.20	0.42	20.20	0.22	0.56	84	0.27	300	16	10.37	1500	0.050	20	4.5	5.59	6.83	15.96	2.99	33.61
D-3	10-YEAR	D	1.61	0.02		0.9		0.40		1.00		0.02	1.03	0.42	0.58	0.16	0.33	83	0.24	100	16	6.19	205	0.160	10	4.0	0.85	16.00	7.05	1.96	1.04
	100-YEAR	D	1.61	0.02		0.9		0.40		1.00		0.02	1.03	0.42	0.58	0.16	0.54	83	0.24	100	16	6.19	205	0.160	10	4.0	0.85	16.00	7.05	4.17	3.66
D-4	10-YEAR	D	1.26	0.02		0.9		0.40		1.00		0.02	1.26	0.42		0.02	0.26	80	0.16	300	16	11.67	250	0.160	10	4.0	1.04	16.00	12.71	1.56	0.52
	100-YEAR	D	1.26	0.02		0.9		0.40		1.00		0.02	1.26	0.42		0.02	0.51	80	0.16	300	16	11.67	250	0.160	10	4.0	1.04	16.00	12.71	3.33	2.13
D-5	10-YEAR	D	15.60	0.02		0.9		0.40		1.00		0.02	15.60	0.42		0.02	0.26	80	0.16	200	16	9.55	850	0.250	10	5.0	2.83	23.29	12.39	1.58	6.45
	100-YEAR	D	15.60	0.02		0.9		0.40		1.00		0.02	15.60	0.42		0.02	0.51	80	0.16	200	16	9.55	850	0.250	10	5.0	2.83	23.29	12.39	3.36	26.63
D-6	10-YEAR	D	21.10	0.02		0.9		0.40		1.00		0.02	19.95	0.42	1.15	0.04	0.27	81	0.18	300	25	9.96	550	0.230	10	4.8	1.91	23.71	11.87	1.61	9.26
	100-YEAR	D	21.10	0.02		0.9		0.40		1.00		0.02	19.95	0.42	1.15	0.04	0.51	81	0.18	300	25	9.96	550	0.230	10	4.8	1.91	23.71	11.87	3.43	37.17
(2) Imperviousness Value from Table 701 of SWMM as a decimal																															
(3) Composite Impervious Value as a decimal - ((i1*A1)+(i2*A2)+(i3*A3)+(i4*A4)+(i5*A5)+(i6*A6))/(A1+A2+A3+A4+A5+A6)																															
(4) Runoff Coefficient from Table 702 in SWMM																															
(5) SCS Curve Number (CN) - SWMM Equation 708																															
(6) Flow Resistance Coefficients = Table 702 of SWMM with C _{5-yr} Value Based on Soil Type and Imperviousness Value in (4)																															
(7) Initial or Overland Flow Time (minutes): t _i = (1.8 * (1.1-K) * L _o ^{1/2}) / S ^{1/3} - Limited to 300-ft max = Per SWMM, Equation 702; t _{imin} = 5 minutes; t _{imax} = (L/180) + 10 (urbanized watersheds) Equation 704																															
(8) Travel Time Conveyance Coefficient per Table 703 of SWMM																															
(9) V = C _v * S _w ^{1/2} -- per SWMM Equation 703																															
(10) Travel Time in Concentrated Flow: t _t = L/(V*60)																															
(11) Average Slope as a Percentage																															
(12) Total T _c = t _i + t _t																															
(13) Average Intensity (in./hr.); I _{10yr} = (28.9 * 0.63)/(10 + T _c) ^{0.786} ; I _{100yr} = (28.9 * 1.34)/(10 + T _c) ^{0.786} -- per SWMM 604																															
(14) Storm Runoff: Q _{cfs} = C * I _(in/hr) * A _(acres) -- per SWMM Equation 710																															

Transportation Impact Study

for

Magnus Court Subdivision

Grand Junction, Colorado



February 25, 2019
Revised: July 10, 2019

PREPARED FOR:
Ciavonne, Roberts & Associates
222 North 7th Street
Grand Junction, CO 81501
Contact: Ted Ciavonne

PREPARED BY:
McDowell Engineering, LLC
PO Box 4259
Eagle, CO 81631
970.623.0788
Contact: Kari J. McDowell Schroeder, PE, PTOE
Project Number: M1388



Statement of Engineering Qualifications

Kari J. McDowell Schroeder, PE, PTOE is a Transportation and Traffic Engineer for McDowell Engineering, LLC. Ms. McDowell Schroeder has over twenty-two years of extensive traffic and transportation engineering experience. She has completed numerous transportation studies and roadway design projects throughout the State of Colorado. Ms. McDowell Schroeder is a licensed Professional Engineer in the State of Colorado and has her certification as a Professional Traffic Operations Engineer from the Institute of Transportation Engineers.

Traffic Impact Study for Magnus Court Subdivision

Table of Contents

1.0	PROJECT DESCRIPTION	5
2.0	EXISTING CONDITIONS	8
2.1	DESCRIPTION OF EXISTING TRANSPORTATION SYSTEM	8
2.2	EXISTING TRAFFIC VOLUMES	8
2.3	SHORTCUT ROUTE	9
3.0	FUTURE TRAFFIC PROJECTIONS	11
3.1	EXISTING & COMMITTED CAPITAL IMPROVEMENT PROJECTS	11
3.2	PLANNED OR EXISTING LAND DEVELOPMENT PROJECTS	11
3.3	BACKGROUND TRAFFIC GROWTH	11
3.1	BACKGROUND QUALITY OF SERVICE	13
4.0	PROJECT TRAFFIC	15
4.1	TRIP GENERATION	15
4.2	TRIP DISTRIBUTION	15
4.3	TRIP MODE SPLIT AND ASSIGNMENT	16
4.4	SITE DESIGN AND TRAFFIC CIRCULATION EVALUATION	16
4.5	TOTAL TRAFFIC	24
5.0	TRANSPORTATION IMPACT ANALYSIS	29
5.1	LEVEL OF SERVICE ANALYSIS	29
5.2	TURN LANE ANALYSIS	30
5.3	STATE HIGHWAY ACCESS PERMIT	31
5.4	SIGHT DISTANCE	31
5.4.1	REED MESA DRIVE AND SH 340	31
5.4.2	SOUTH BROADWAY AND REDLANDS PARKWAY	32
5.4.3	MAGNUS COURT AND 22¼ ROAD	32
5.4.4	OTHER LOCAL INTERSECTIONS	33
6.0	RECOMMENDATIONS AND CONCLUSIONS	34
6.1	REED MESA DRIVE AND SH 340	34
6.2	MAGNUS COURT AND 22¼ ROAD	34
6.3	SOUTH BROADWAY AND REDLANDS PARKWAY	35
6.4	OTHER LOCAL INTERSECTIONS	35
7.0	APPENDIX	37

Tables and Figures

Table 1: HCM Level of Service Criteria.....	13
Table 2: 2019 Background Traffic Level of Service	13
Table 3: Project Trip Generation.....	17
Table 4: Total Traffic Level of Service (LOS).....	29
Table 5: Percent Traffic Increase on Reed Mesa Drive at SH 340	31
Table 6: Auxiliary Lane Design	36
Figure 1: Vicinity Map	5
Figure 2: Area Map.....	5
Figure 3: Site Plan	7
Figure 4: Shortcut Route	9
Figure 5: Initial Background Volume (2019)	10
Figure 6: Design year background traffic (2040)	12
Figure 7: AM Project Traffic Distribution (35% NB, 65% SB)	18
Figure 8: PM Project Traffic Distribution (35% NB, 65% SB).....	19
Figure 9: Project Traffic (35% NB, 65% SB)	20
Figure 10: AM Project Traffic Distribution (60% NB, 40% SB)	21
Figure 11: PM Project Traffic Distribution (60% NB, 40% SB).....	22
Figure 12: Project Traffic (60% NB, 40% SB)	23
Figure 13: Initial Year Total Traffic (2019) (35% NB, 65% SB).....	25
Figure 14: Initial Year Total Traffic (2019) (60% NB, 40% SB).....	26
Figure 15: Design Year Total Traffic (2040) (35% NB, 65% SB)	27
Figure 16: Design Year Total Traffic (2040) (60% NB, 40% SB)	28

1.0 Project Description

Magnus Court Subdivision is a proposed residential development with 74 proposed dwelling units within the city limits of Grand Junction. The property is located in the neighborhood southwest of the intersection of SH 340 (Broadway) and Redlands Parkway as shown in the vicinity map (*Figure 1*) and the area map (*Figure 2*).

Figure 1: Vicinity Map

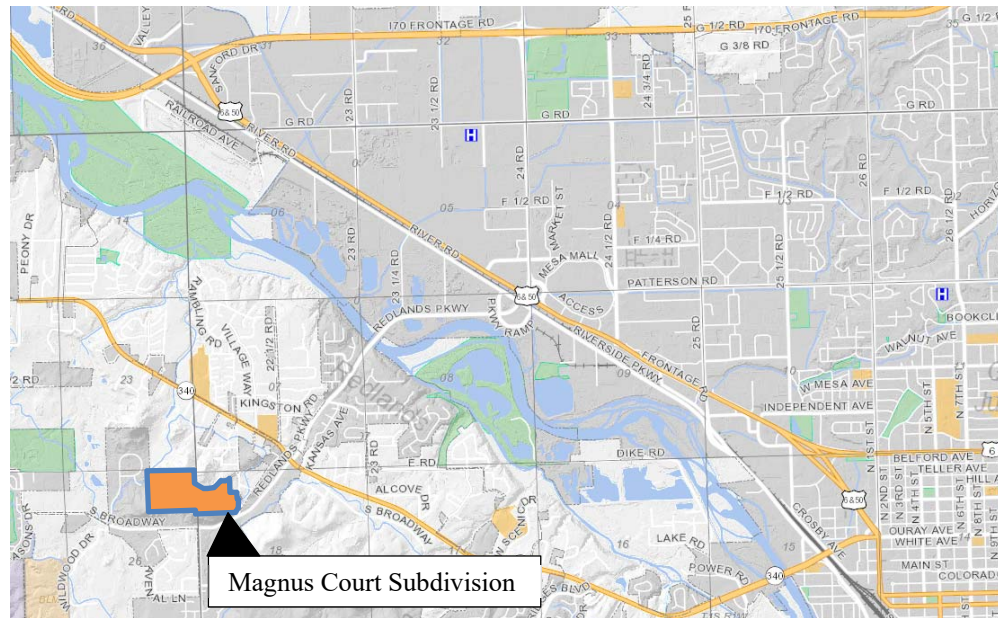
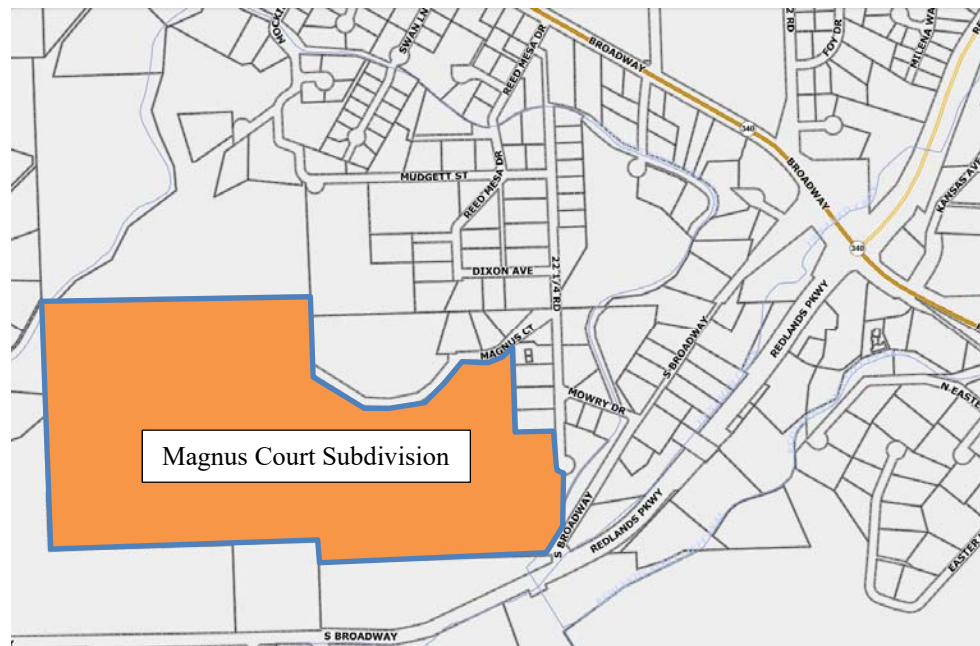


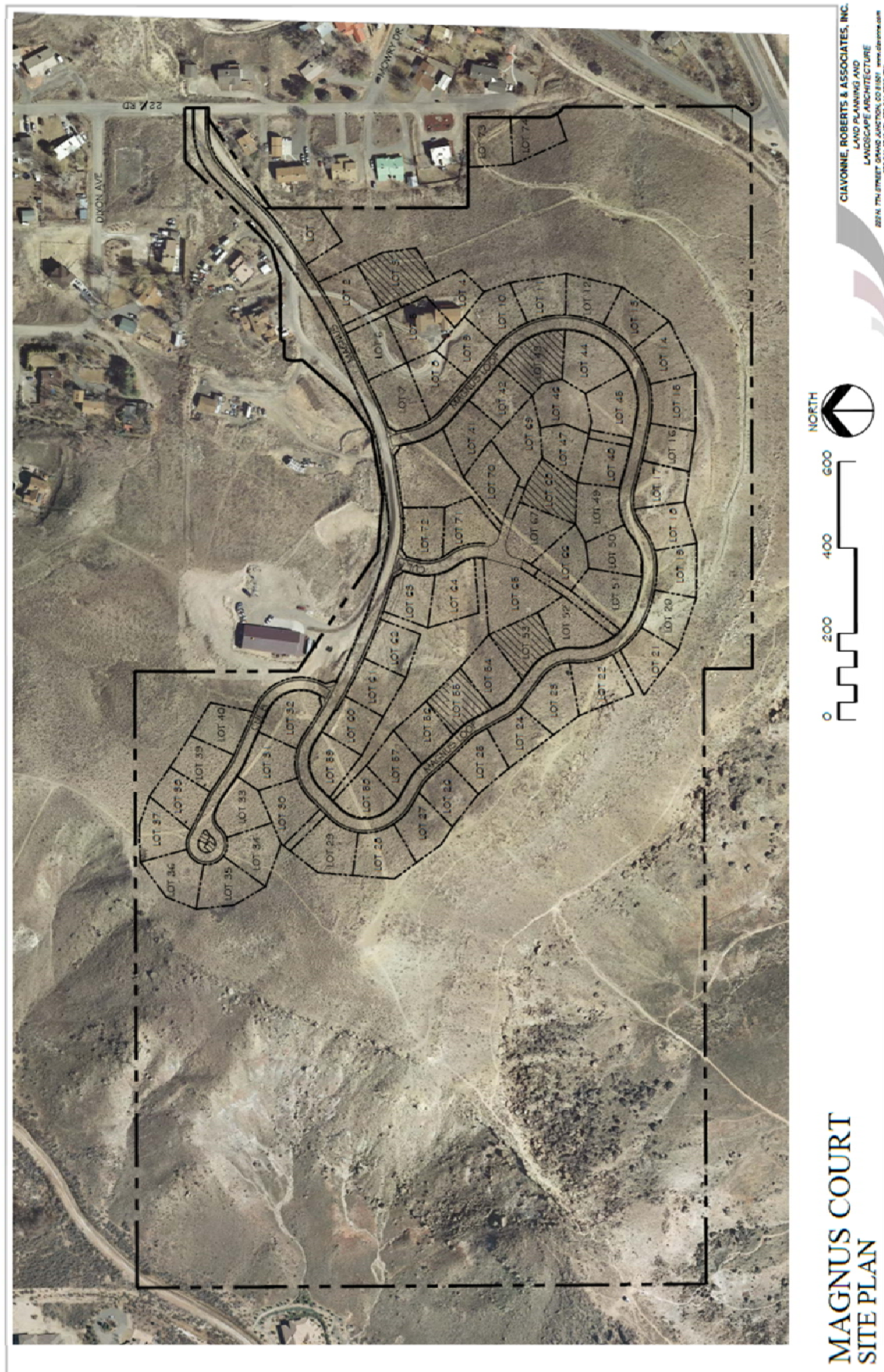
Figure 2: Area Map



This subdivision will have 74 single-family dwelling units. All but two of the lots will be accessed via Magnus Court, off 22¼ Road. The remaining two lots will have direct access onto 22¼ Road. The most recent available concept plan of the proposed development can be seen in *Figure 3*.

Construction of the subdivision is anticipated to begin in 2019. Although it may take a few years for the project to be fully built out, for the traffic analysis a conservative assumption of a 2019 build out will be used.

Figure 3: Site Plan



2.0 Existing Conditions

2.1 Description of Existing Transportation System

Magnus Court Subdivision is in the neighborhood southwest of the intersection of SH 340 (Broadway) and Redlands Parkway. Access to and from the subdivision to arterial roadways is via neighborhood streets. The neighborhood streets are two-lane, paved roadways without sidewalks. They are 22 feet wide. The gravel shoulders vary from nonexistent to approximately six feet wide.

From Magnus Court drivers can turn left onto 22½ Road then go north on 22½ Road, west on Mudgett Street and north on Reed Mesa Drive to get to SH 340. The intersection is at MM 9.12.

Drivers turning right from Magnus Court onto 22½ Road can go south on 22½ Road, east on Mowry Drive and southwest on South Broadway to get on Redlands Parkway. At this intersection the major east-west street has a name change; South Broadway to the west and Redlands Parkway to the east.

SH 340 (Broadway) a two-lane state highway with a 7-foot wide paved shoulder, curb and gutter, and an 8-foot wide concrete sidewalk along the north side. Along the south side there is a 3-foot wide paved shoulder and a gravel shoulder of varying widths. The speed limit is 40 mph in both directions. The highway has an access classification of NR-A: Non-Rural Principal Highway. The Grand Junction / Mesa County functional classification is Major Arterial.

Redlands Parkway/South Broadway is a 22-foot wide, 2-lane roadway with gravel shoulders. There is a 10-foot wide detached bike/ped trail along the south side of the road. The speed limit is 45 mph in both directions. The Grand Junction / Mesa County functional classification is Major Collector.

2.2 Existing Traffic Volumes

Existing traffic volumes were collected for the following intersections on Tuesday, January 29, 2019, for both the morning and evening peak hours.

1	Reed Mesa Drive & SH 340 (Broadway)
2	Mudgett Street & Reed Mesa Drive
3	Magnus Court & 22½ Road
4	Mowry Drive & South Broadway
5	South Broadway & Redlands Parkway

Both Broadway Elementary School and Redlands Middle School were in session when the traffic counts were taken. The Reed Mesa Drive / SH 340 intersection is within the overlapping school zones for these schools.

Other than the proposed subdivision, there are five undeveloped lots within the neighborhood. The existing traffic count volumes have been increased to account for the potential buildout of these lots.

To be conservative, peak hours of the critical turning movements at intersections 1 and 5 were used for the traffic analysis, rather than the total traffic peak hour. The morning peak hour for turning movements at both intersections 1 and 5 was from 7:45 a.m. to 8:45 a.m. The evening peak hour for turning movements at Intersection 1 was from 3:45 p.m. to 4:45 p.m. The evening peak hour for turning movements at Intersection 5 was from 4:45 p.m. to 5:45 p.m. The resulting peak hour vehicular volumes at the intersections can be seen in *Figure 5*. All data collected during these periods can be seen in the **Appendix**.

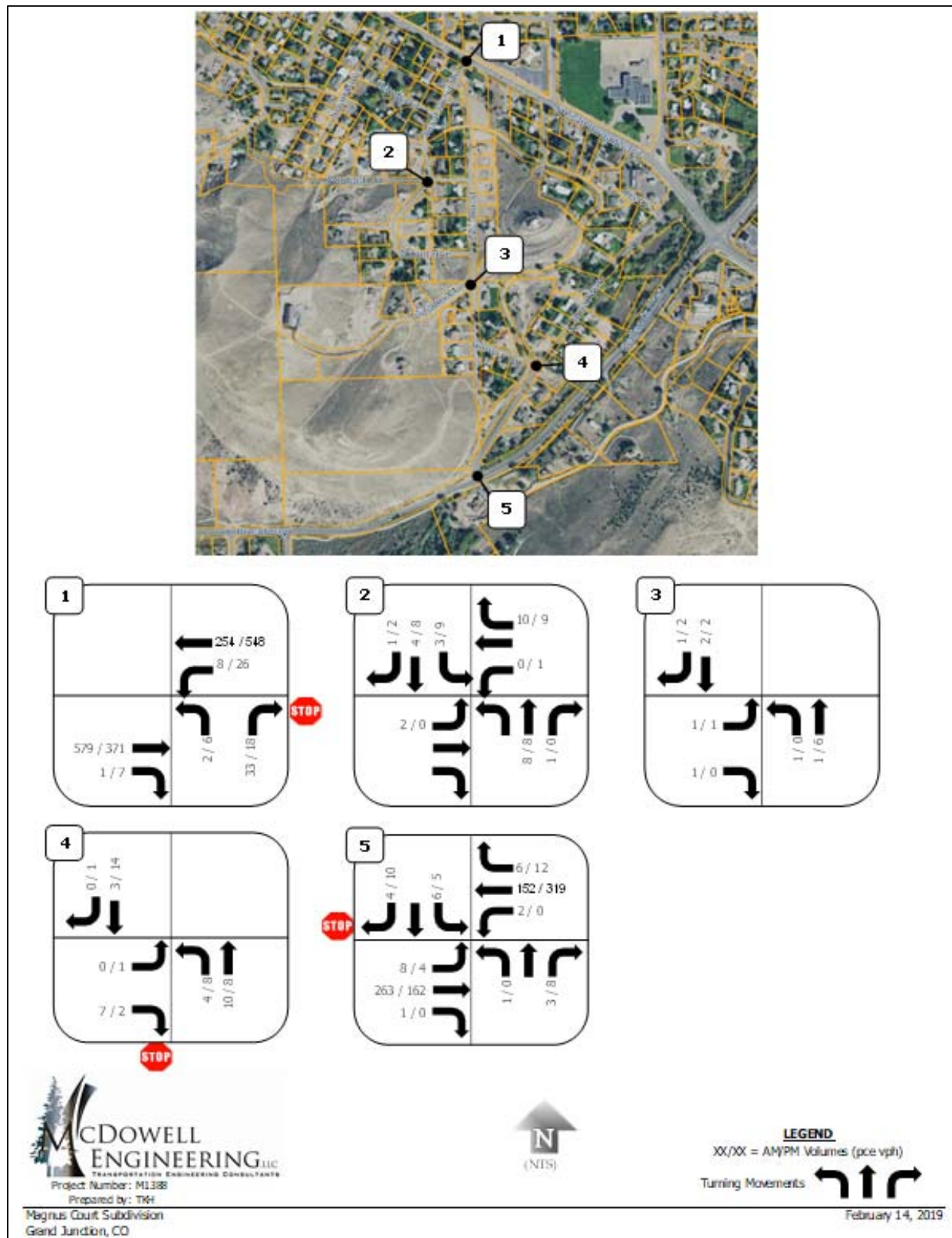
2.3 Shortcut Route

Intersections 1 and 5 are the only accesses into the neighborhood via public rights of way. However, access is also available through the convenience store property at the north end of South Broadway, as shown in *Figure 4*. Some of the traffic from the proposed subdivision could use this shortcut as an alternate in or out of the neighborhood. This would reduce the turning volumes at intersections 1 and 5. However, since the owner of the convenience store property could close the use of the shortcut route, no reductions will be made.



Figure 4: Shortcut Route

Figure 5: Initial Background Volume (2019)



3.0 Future Traffic Projections

3.1 Existing & Committed Capital Improvement Projects

There are no known capital improvement projects planned by the City of Grand Junction, Mesa County or the Colorado Department of Transportation for SH 340, Redlands Parkway, South Broadway or any of the neighborhood streets.

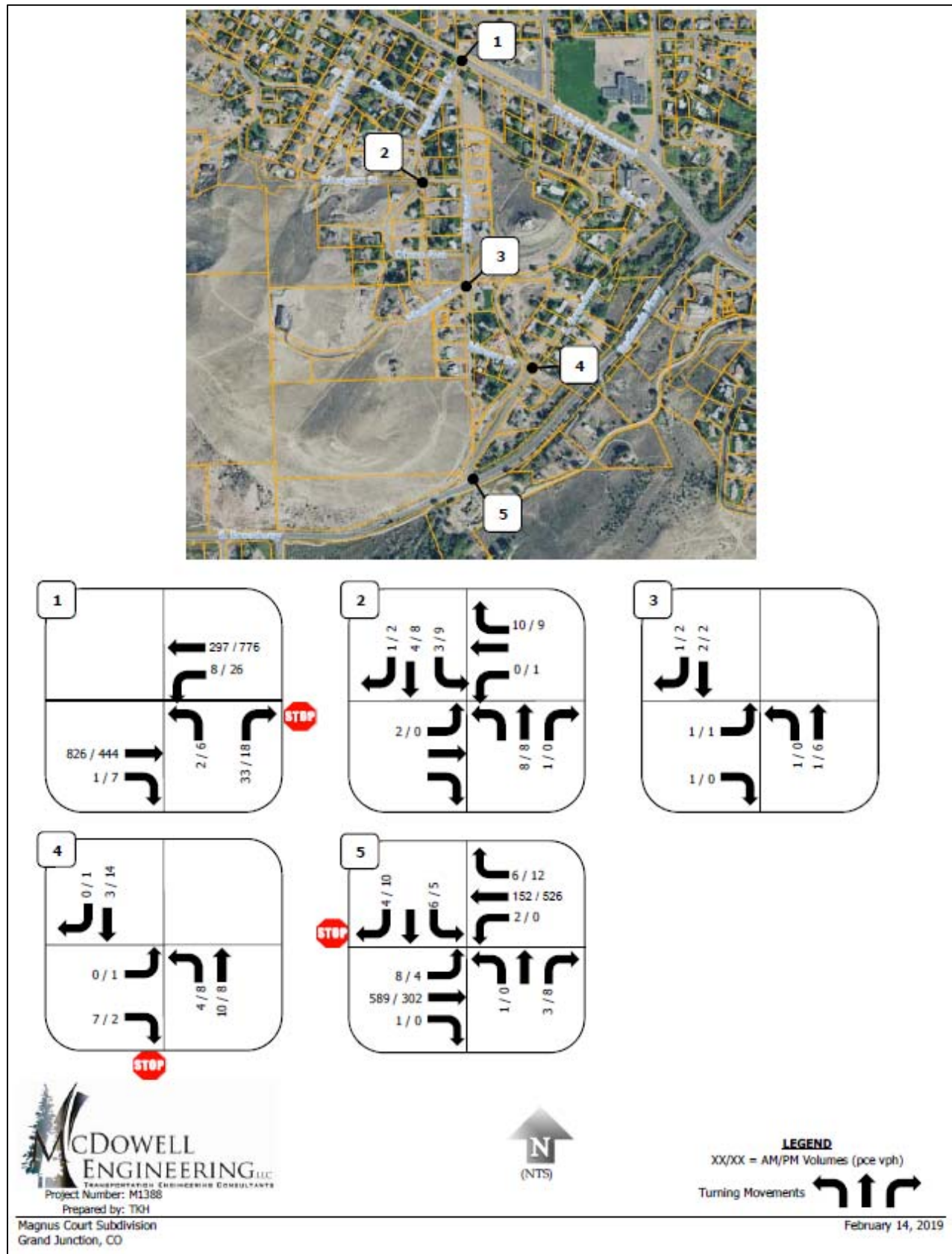
3.2 Planned or Existing Land Development Projects

All but five of the properties within the neighborhood that Magnus Court Subdivision will be part of have been fully built out. The traffic analysis assumed that the proposed subdivision and the five vacant residential lots will complete the full buildout of the neighborhood.

3.3 Background Traffic Growth

Excerpts from the Grand Valley Metropolitan Planning Organization's Year-2040 traffic model were obtained from Mesa County Regional Transportation Planning Office Staff and can be seen in the **Appendix**. According to County staff, this model was designed primarily for volume projections for collector and arterial roadways. Therefore, the projected traffic volumes for the segment of SH 340 at the Reed Mesa Drive intersection and the segment of Redlands Parkway at the South Broadway intersection were used to determine the 2040 background volumes for those respective roads. The 2019 background volumes for the neighborhood streets, including the adjustment for the undeveloped lots, was carried forward since there will be no additional growth. The Projected Year 2040 background traffic can be seen in *Figure 6*.

Figure 6: Design year background traffic (2040)



3.1 Background Quality of Service

Using *Highway Capacity Manual, 6th Edition* (HCM) methodology, Synchro 8.0 was used to determine the existing Level of Service (LOS) at the study area intersections. LOS for unsignalized intersections is defined by the following criteria:

Table 1: HCM Level of Service Criteria

LOS	Expected Delay to Minor Street Traffic	Average Signal Delay (seconds/vehicle)	Average Stop-Controlled Delay (seconds/vehicle)
A	Little or no delay.	0-10	0-10
B	Short traffic delays.	>10-20	>10-15
C	Average traffic delays.	>20-35	>15-25
D	Long traffic delays.	>35-55	>25-35
E	Very long traffic delays.	>55-80	>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.	>80	>50

Table 2 shows the resulting LOS as determined by HCM analysis.

Table 2: 2019 Background Traffic Level of Service

#	Int.	Traffic Control	Approach	Year 2019 Level of Service (Delay in Seconds)		Year 2040 Level of Service (Delay in Seconds)	
				AM	PM	AM	PM
1	Broadway & Reed Mesa Dr.	NB Stop	WB	A (0.4)	A (0.7)	A (0.4)	A (0.7)
			NB	B (13.4)	B (13.4)	C (17.6)	C (16.4)
2	Mudgett Ave. & Reed Mesa Dr.	EB/WB Stop	EB	A (8.7)	A (0.0)	A (8.7)	A (0.0)
			WB	A (8.4)	A (8.4)	A (8.4)	A (8.4)
			NB	A (0.0)	A (0.0)	A (0.0)	A (0.0)
			SB	A (2.7)	A (3.5)	A (2.7)	A (3.5)
3	22 1/4 Rd & Magnus Dr.	EB Stop	EB	A (8.4)	A (8.6)	A (8.4)	A (8.6)
			NB	A (3.6)	A (0.0)	A (3.6)	A (0.0)
4	Mowry & S. Broadway	EB Stop	EB	A (8.4)	A (8.5)	A (8.4)	A (8.5)
			NB	A (2.1)	A (3.7)	A (2.1)	A (3.7)
5	S. Broadway & Redlands Pkwy	NB/SB Stop	EB	A (0.3)	A (0.2)	A (0.2)	A (0.2)
			WB	A (0.1)	A (0.0)	A (0.1)	A (0.0)
			NB	B (10.5)	A (9.2)	B (14.0)	B (10.1)
			SB	B (11.2)	B (11.4)	B (14.5)	C (15.0)

Reed Mesa Drive & SH 340: As can be seen in *Table 2*, the intersection of Reed Mesa Drive & SH 340 is anticipated to function at an acceptable LOS C or better through Year 2040.

Mudgett Avenue & Reed Mesa Drive: As can also be seen in *Table 2*, this intersection is anticipated to operate at an acceptable LOS of A through Year 2040.

22 ¼ Road & Magnus Drive: As can also be seen in *Table 2*, this intersection is anticipated to operate at an acceptable LOS of A through Year 2040.

Mowry & S. Broadway: As can also be seen in *Table 2*, this intersection is anticipated to operate at an acceptable LOS of A through Year 2040.

South Broadway & Redlands: As can be seen in *Table 2*, this intersection is anticipated to function at an acceptable LOS C or better through Year 2040.

4.0 Project Traffic

4.1 Trip Generation

The proposed Magnus Court Subdivision will have 72 single-family residential lots. Under the Institute of Transportation Engineers *Trip Generation Manual 10th Edition*, this development is categorized as Land Use Code #210, Single-Family Detached Housing. Upon full development, the subdivision is projected to generate a total of 710 trips over the course of an average weekday. Included within this would be a total of 57 morning peak hour trips and 75 evening peak hour trips. Refer to *Table 3* for all rates used and further breakdown of these trips.

4.2 Trip Distribution

Magnus Court Subdivision will be part of an existing neighborhood that has two connections to the arterial roadway system: via Reed Mesa Drive onto SH 340 and via South Broadway onto Redlands Parkway to the northeast and South Broadway to the southwest. These are labeled as Intersection 1 and Intersection 5, respectively, on the figures 5 through 13.

The major traffic movement for the proposed residential subdivision will be to and from the city of Grand Junction via SH 340 or Redlands Parkway. From Magnus Court to the roundabout at the intersection of SH 340 and Redlands Parkway it is about the same distance via either Intersection 1 or Intersection 5. The travel distance balance point is about 50 feet north of the intersection of Magnus Court and 22 $\frac{1}{4}$ Road. The travel time balance point is about 100 feet south of the intersection, according to Google Maps. Because of this close balance it could be assumed that 50% of the traffic going toward the city will travel via Intersection 1 and 50% via Intersection 5. However, for analysis purposes both a 40% northbound/60% southbound and a 60% northbound/40% southbound split will be used.

For traffic traveling from the city to the subdivision using Intersection 1 will be more difficult because of the left turn from SH 340 onto Reed Mesa Drive. It will be assumed that 75% of the traffic from the city to the subdivision will use Intersection 5 and 25% will use Intersection 1.

For traffic traveling from the subdivision to westbound SH 340 the shortest route is via Intersection 1. However, because of the difficulty making the left turn out onto SH 340 during a peak hour, some drivers may opt to exit the neighborhood via Intersection 5, drive to the SH 340 and Redlands Parkway roundabout then head west on SH 340. To account for this, an additional 5% of the traffic will be routed via Intersection 5; making it a 35% northbound/65% southbound split for that scenario.

The AM and PM project traffic distribution for the 35% northbound/65% southbound scenario is shown in *Figure 7* and *Figure 8*.

The AM and PM project traffic volumes for the 35% northbound/65% southbound scenario are derived by multiplying project volumes from *Table 3* by the percentages in *Figure 7* and *Figure 8*, as shown in *Figure 9*.

The AM and PM project traffic distribution for the 60% northbound/40% southbound scenario is shown in *Figure 10* and *Figure 11*.

The AM and PM project traffic volumes for the 60% northbound/40% southbound scenario are derived by multiplying project volumes from *Table 3* by the percentages in *Figure 10* and *Figure 11*, as shown in *Figure 12*.

4.3 Trip Mode Split and Assignment

For the purposes of the traffic analyses, all trips to and from Magnus Court Subdivision are conservatively assumed to be vehicle trips. However, there is also a potential for bicycle and pedestrian travel to and from the subdivision.

All the lots within the subdivision will be less than 2 miles travel distance from Broadway Elementary School and less than 3 miles travel distance from Redlands Middle School, so elementary and middle school aged students living in the subdivision will not be eligible to ride the bus to school. Some of those students may walk or ride their bikes to school. There are not any sidewalks or trails within the neighborhood, so the students will need to walk and bike on the roads or gravel shoulders. Although having sidewalks is preferable, the low traffic volumes and low speeds on the neighborhood streets allows them to function as shared space with all users. Once students reach SH 340, they can safely cross the highway at the signalized crosswalk located 200 feet east of Reed Mesa Drive. Upon reaching the north side of SH 340 they will be on a sidewalk which they can take east to the elementary school or west to the middle school.

There is pedestrian and bicycle trail along the southeast side of Redlands Parkway. Commuters and recreational users from Magnus Court Subdivision will be able to easily access the trail via the neighborhood streets.

Public transit is not currently available in this area. For the purpose of the traffic analyses it is assumed that public transit will not become available prior to the 2040 design year.

4.4 Site Design and Traffic Circulation Evaluation

Due to the relatively small traffic volumes anticipated within the subdivision and the lack of projected congestion at the site accesses, no undue vehicular delay is expected within the Magnus Court Subdivision development. The site design shall conform to *Mesa County Standard Specifications for Road and Bridge Construction, 1995* as well as the current edition of the *Manual on Uniform Traffic Control Devices*.

Table 3: Project Trip Generation



**McDOWELL
ENGINEERING LLC**
TRANSPORTATION ENGINEERING CONSULTANTS

M1388
TKH
February 14, 2019

Table 3 - Project Trip Generation
Magnus Court Subdivision
Grand Junction, CO
Estimated Project-Generated Traffic

ITE Code	Units	AM Peak Hour	PM Peak Hour	Avg. Weekday Avg. Saturday	Average Weekday Trips (vpd)	Morning Peak Hour		Evening Peak Hour	
						Inbound	Outbound	Inbound	Outbound
<i>Existing Land Use</i>	1 Unit	0.77	1.02	9.52	10	26%	0	64%	1
<i>Proposed Land Use</i>	74 Unit	0.77	1.02	9.52	710	26%	15	64%	48
Additional Traffic Generated by the Proposed Land Use					700	15	41	47	27

¹ Values obtained from Trip Generation, 10th Edition, Institute of Transportation Engineers, 2017

¹ Values obtained from Trip Generation, 10th Edition, Institute of Transportation Engineers, 2017

Figure 7: AM Project Traffic Distribution (35% NB, 65% SB)

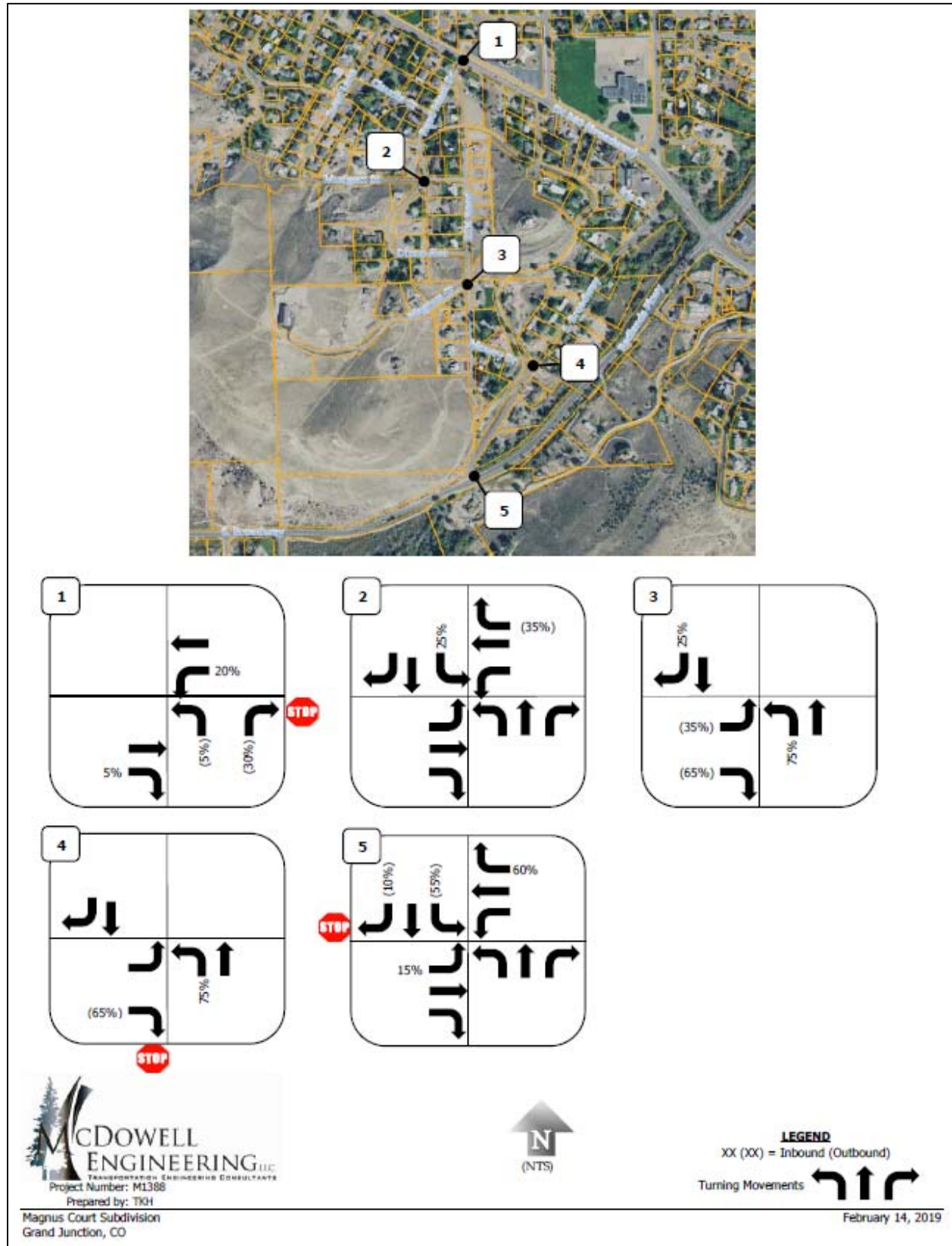


Figure 8: PM Project Traffic Distribution (35% NB, 65% SB)

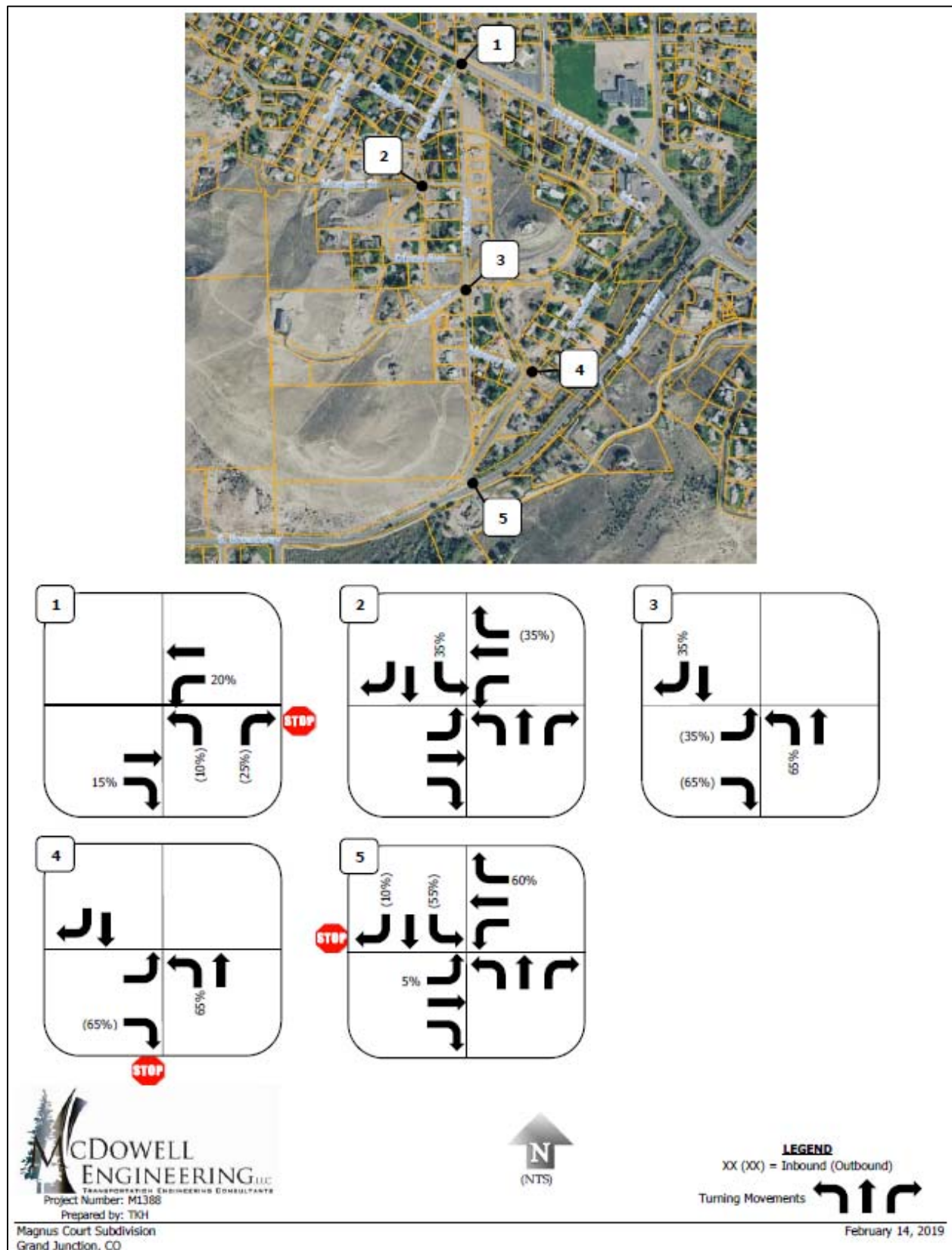


Figure 9: Project Traffic (35% NB, 65% SB)

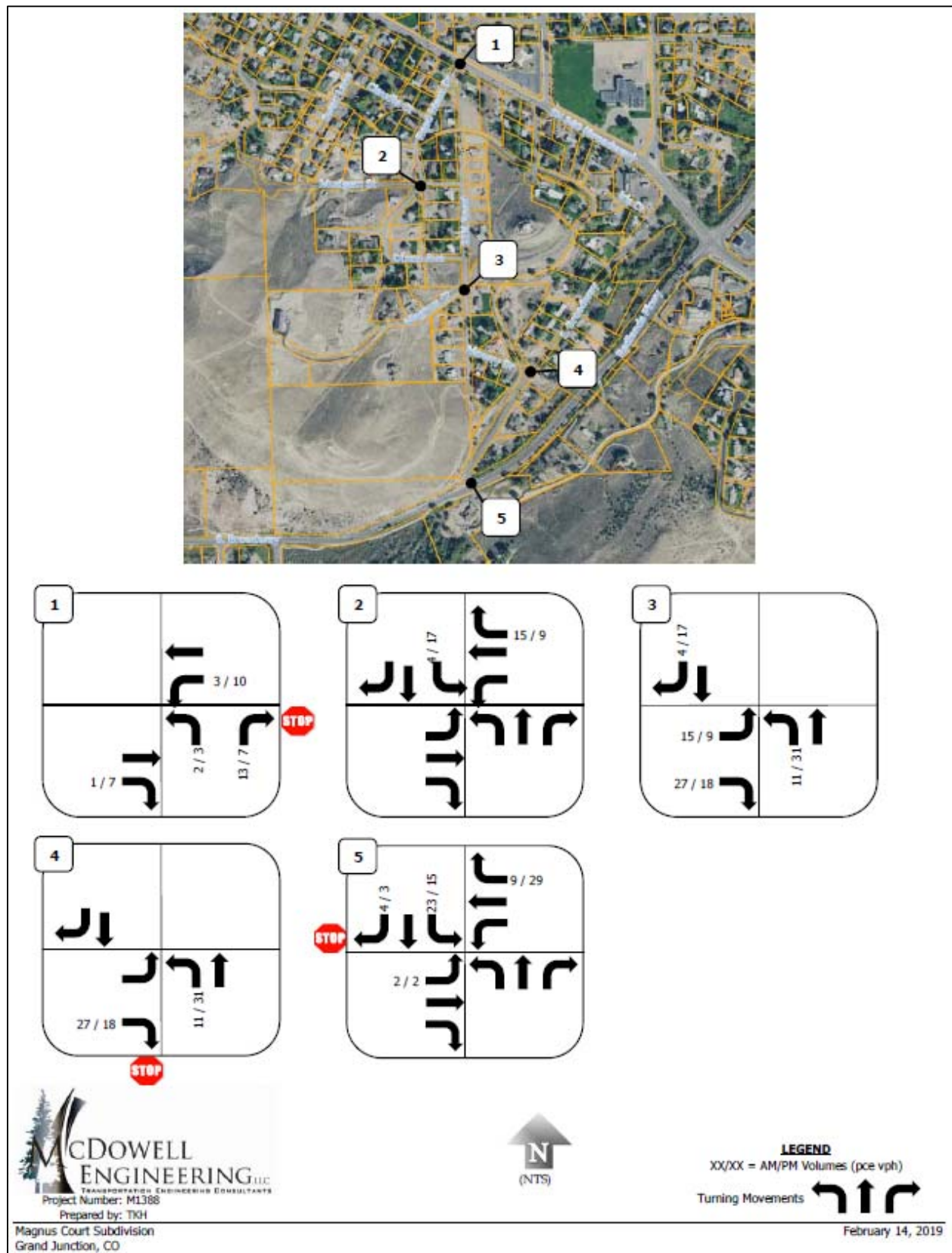


Figure 10: AM Project Traffic Distribution (60% NB, 40% SB)

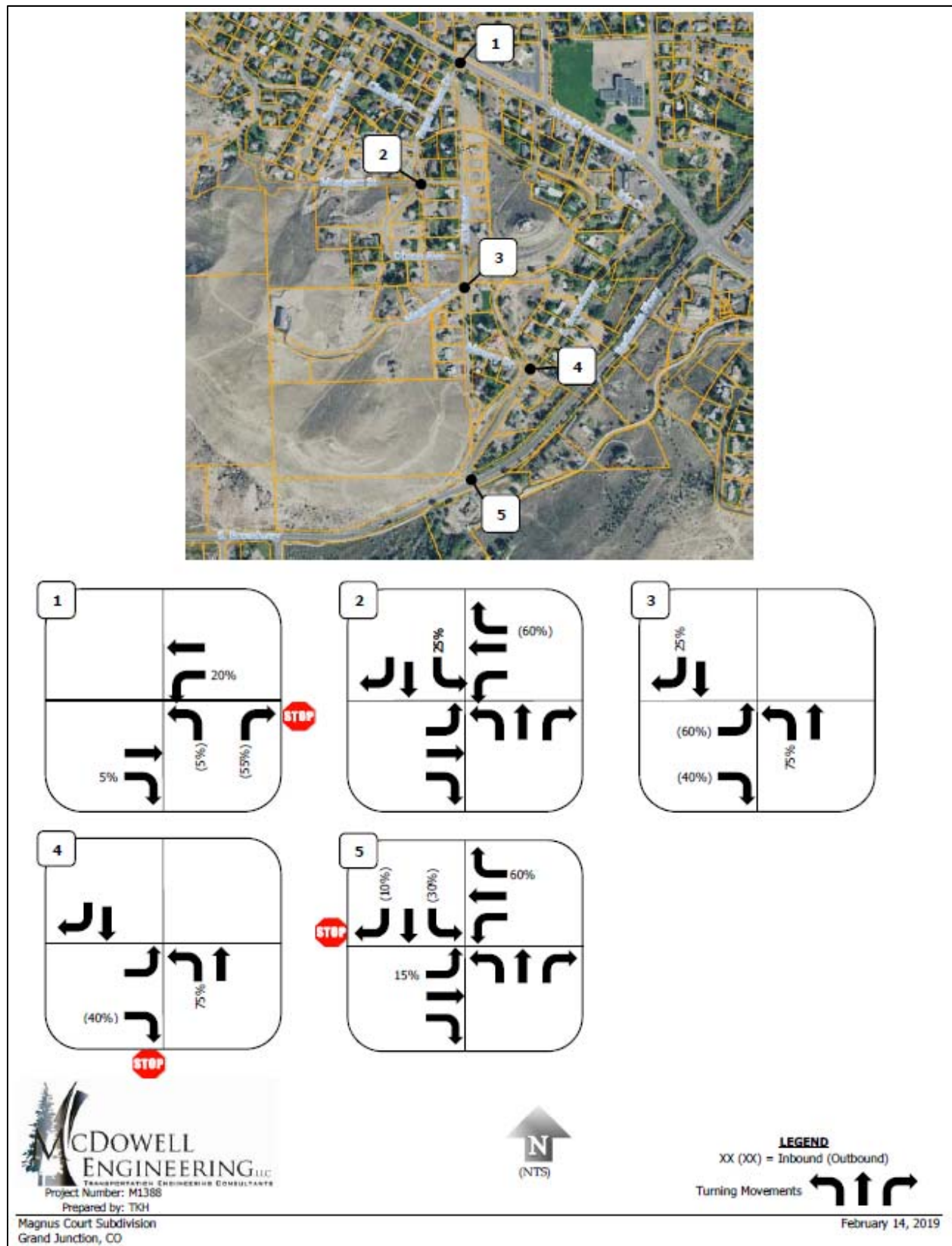


Figure 11: PM Project Traffic Distribution (60% NB, 40% SB)

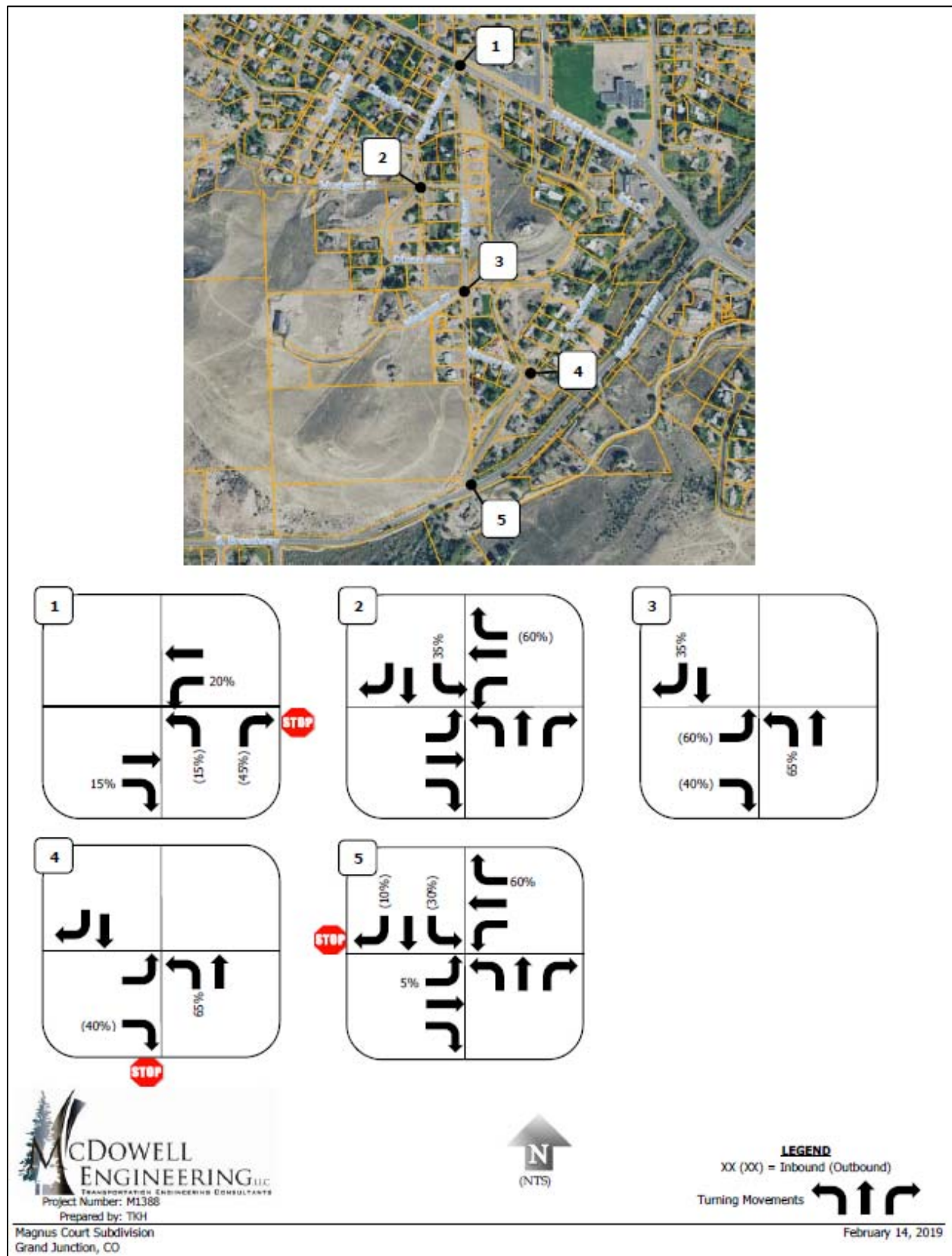
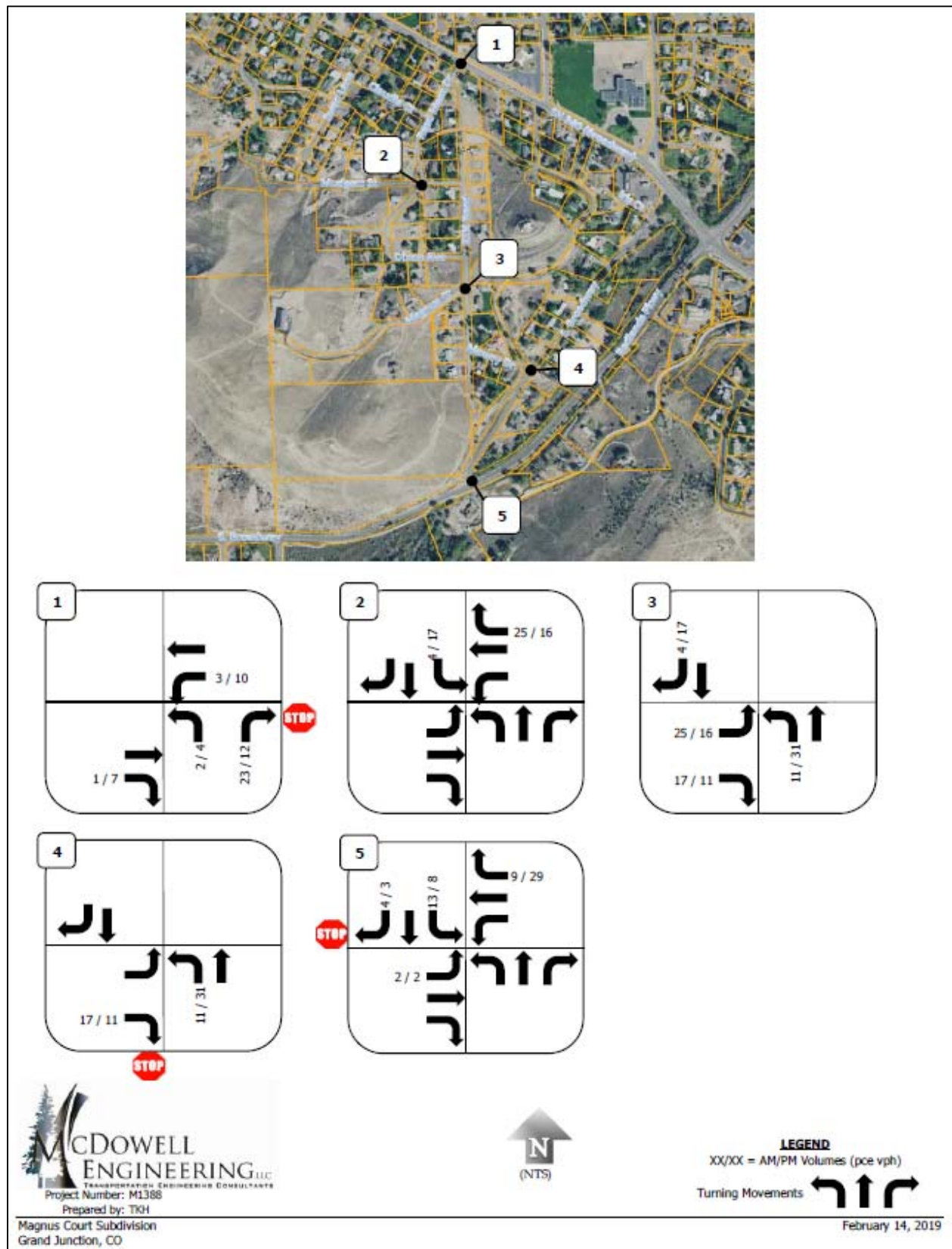


Figure 12: Project Traffic (60% NB, 40% SB)



4.5 Total Traffic

The total traffic through the studied intersections is the combination of the background traffic and the traffic generated by the new subdivision. Although it will probably take a few years for the subdivision to build out, for a conservative analysis it is assumed that the full development will occur within the initial year. The initial year total traffic volumes for the 35% northbound/65% southbound scenario shown in *Figure 13* are the sums of the volumes from *Figure 5* and *Figure 9*. The initial year total traffic volumes for the 60% northbound/40% southbound scenario shown in *Figure 14* are the sums of the volumes from *Figure 5* and *Figure 12*.

The 2040 design year total traffic volumes for the 35% northbound/65% southbound scenario shown in *Figure 15* are the sums of the volumes from *Figure 6* and *Figure 9*. The 2040 design year total traffic volumes for the 60% northbound/40% southbound scenario shown in *Figure 16* are the sums of the volumes from *Figure 6* and *Figure 12*.

Figure 13: Initial Year Total Traffic (2019) (35% NB, 65% SB)

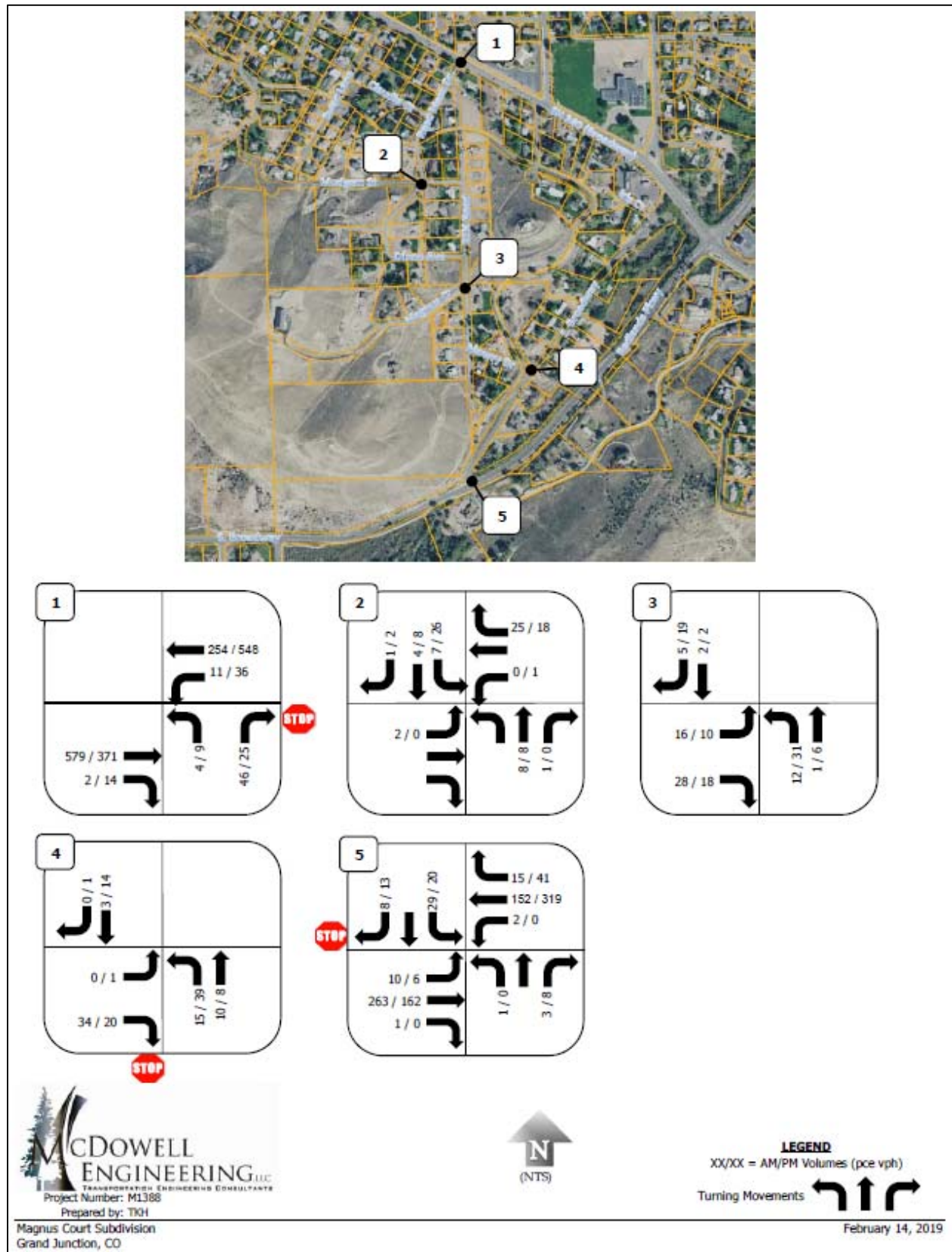


Figure 14: Initial Year Total Traffic (2019) (60% NB, 40% SB)

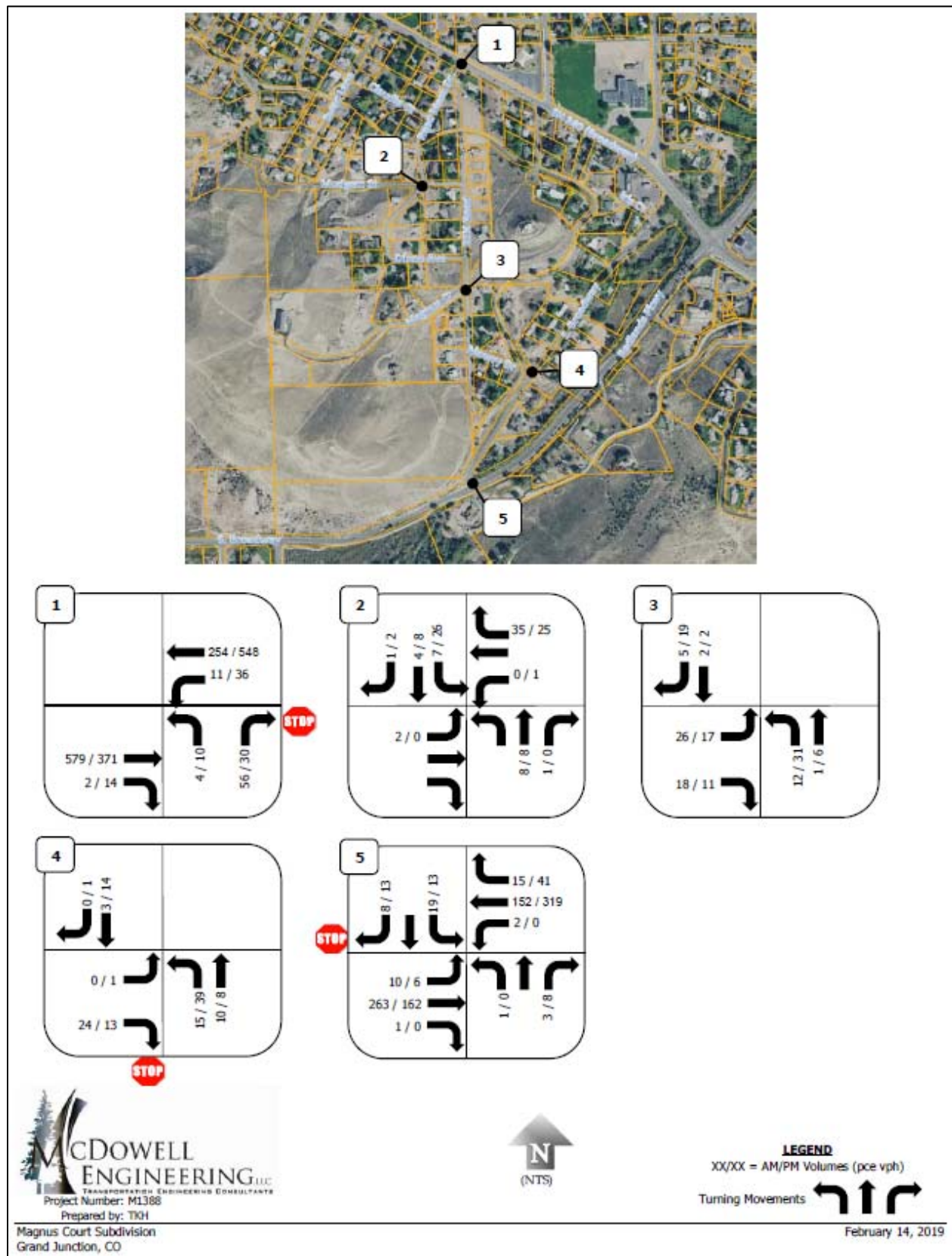


Figure 15: Design Year Total Traffic (2040) (35% NB, 65% SB)

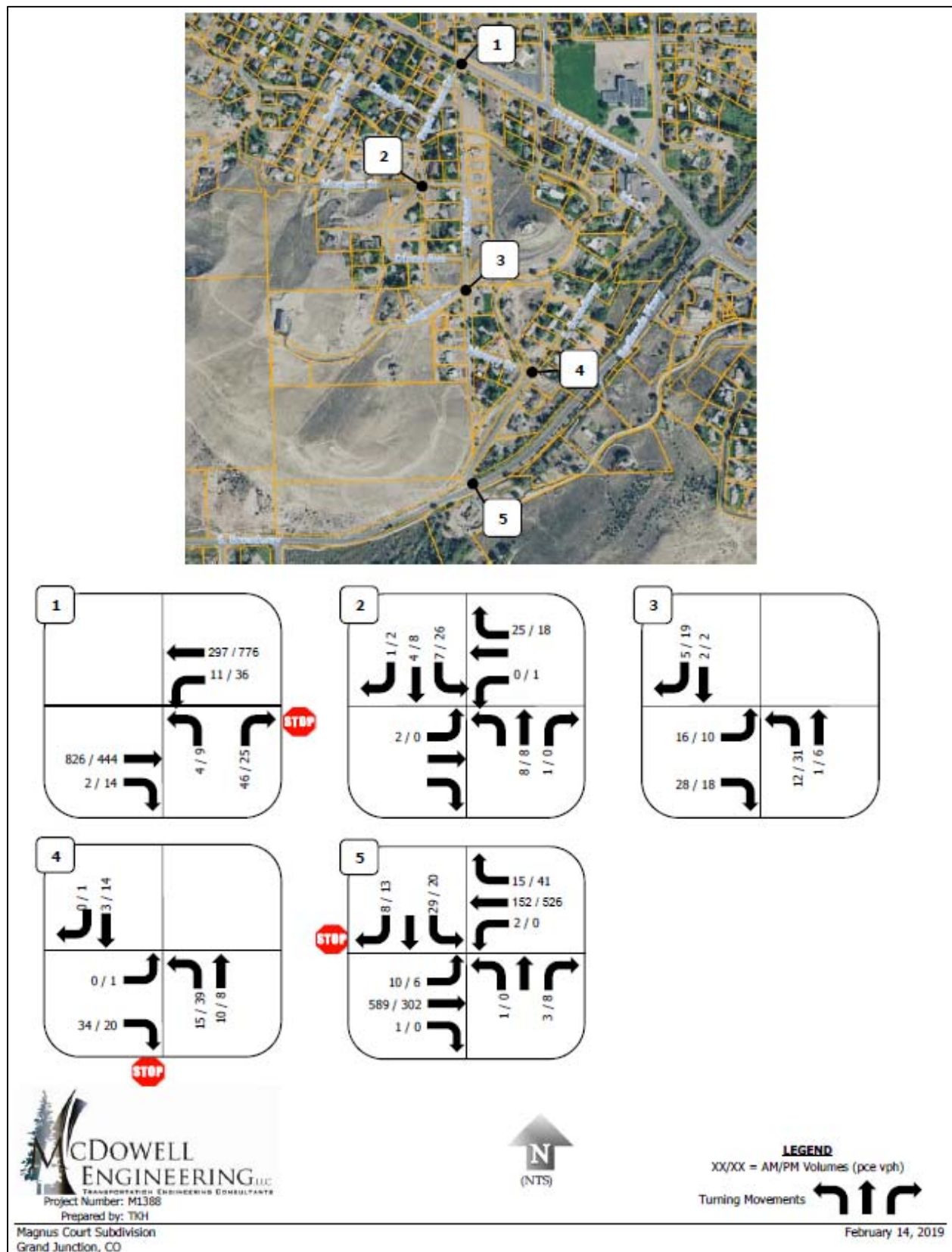
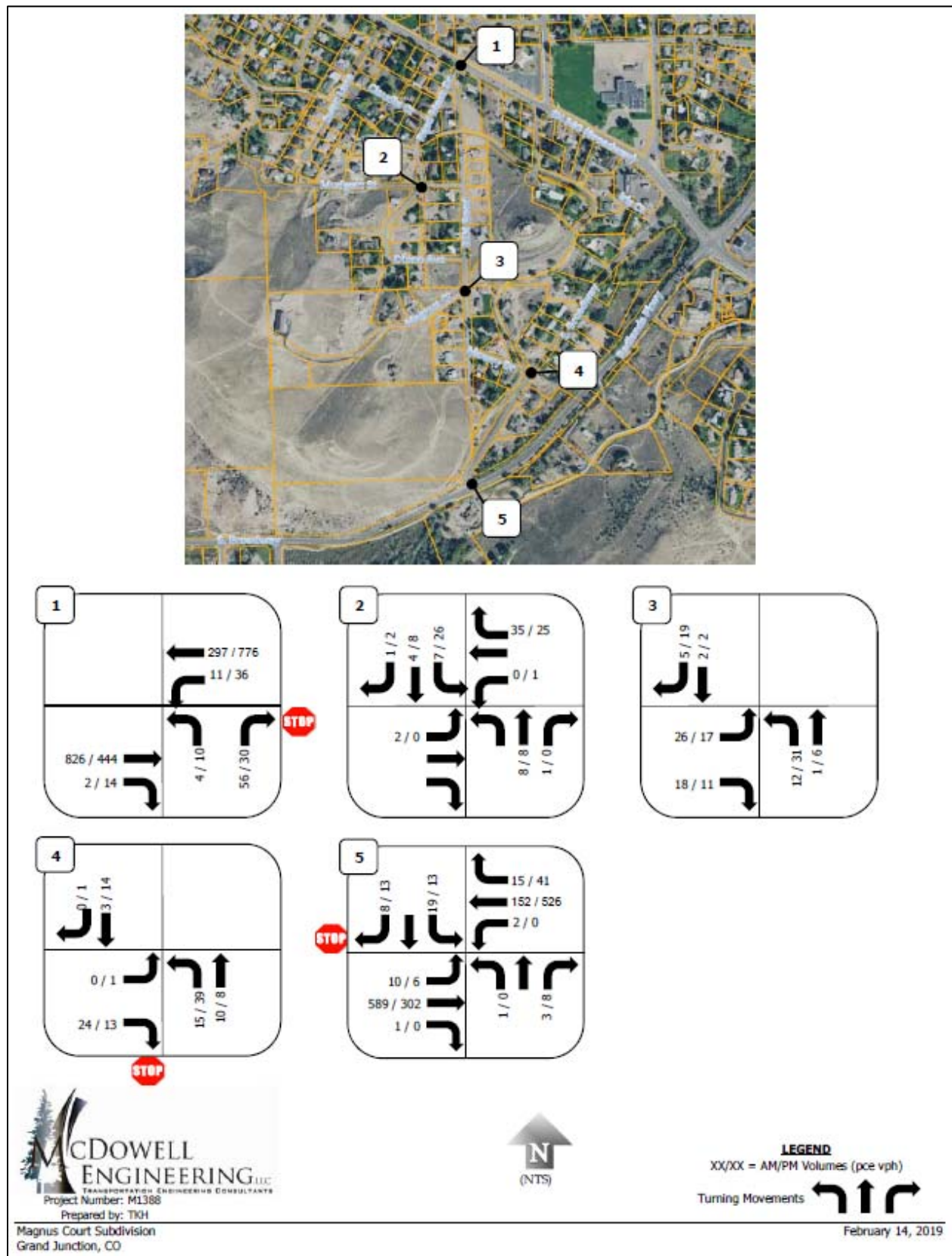


Figure 16: Design Year Total Traffic (2040) (60% NB, 40% SB)



5.0 Transportation Impact Analysis

5.1 Level of Service Analysis

An HCM analysis for total traffic conditions was performed for the two major intersections for Years 2019 and 2040. The results of this analysis can be seen in *Table 4*:

Table 4: Total Traffic Level of Service (LOS)

#	Int.	Traffic Control	Approach	(60% NB, 40% SB)				(35% NB, 65% SB)			
				Year 2019 Level of Service (Delay in Seconds)		Year 2040 Level of Service (Delay in Seconds)		Year 2019 Level of Service (Delay in Seconds)		Year 2040 Level of Service (Delay in Seconds)	
				AM	PM	AM	PM	AM	PM	AM	PM
1	Broadway & Reed Mesa Dr.	NB Stop	WB	A (0.4)	A (0.5)	A (0.4)	A (0.4)	A (0.4)	A (0.5)	A (0.4)	A (0.4)
			NB	B (14.1)	B (14.1)	C (19.1)	C (17.4)	B (13.9)	B (14.0)	C (18.7)	C (17.5)
2	Mudgett Ave. & Reed Mesa Dr.	EB/WB Stop	EB	A (8.8)	A (0.0)	A (8.8)	A (0.0)	A (8.8)	A (0.0)	A (8.8)	A (0.0)
			WB	A (8.5)	A (8.5)	A (8.5)	A (8.5)	A (8.4)	A (8.5)	A (8.4)	A (8.5)
			NB	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)
			SB	A (4.2)	A (5.3)	A (4.2)	A (5.3)	A (4.2)	A (5.3)	A (4.2)	A (5.3)
3	22 1/4 Rd & Magnus Dr.	EB Stop	EB	A (8.7)	A (8.9)	A (8.7)	A (8.9)	A (8.6)	A (8.7)	A (8.6)	A (8.7)
			NB	A (6.7)	A (6.1)	A (6.7)	A (6.1)	A (6.7)	A (6.1)	A (6.7)	A (6.1)
4	Mowry & S. Broadway	EB Stop	EB	A (8.4)	A (8.5)	A (8.4)	A (8.5)	A (8.4)	A (8.5)	A (8.4)	A (8.5)
			NB	A (4.4)	A (6.1)	A (4.4)	A (6.1)	A (4.4)	A (6.1)	A (4.4)	A (6.1)
5	S. Broadway & Redlands Pkwy	NB/SB Stop	EB	A (0.3)	A (0.3)	A (0.2)	A (0.2)	A (0.3)	A (0.3)	A (0.2)	A (0.2)
			WB	A (0.1)	A (0.0)	A (0.1)	A (0.0)	A (0.1)	A (0.0)	A (0.1)	A (0.0)
			NB	B (10.5)	A (9.2)	B (14.0)	B (10.1)	B (10.5)	A (9.2)	B (14.0)	B (10.1)
			SB	B (11.7)	B (12.0)	C (16.1)	C (16.8)	B (12.2)	B (12.5)	C (17.4)	C (18.1)

Reed Mesa Drive & SH 340: As can be seen in *Table 4*, the intersection of Reed Mesa Drive & SH 340 is anticipated to function at an acceptable LOS C or better through Year 2040 with or without the addition of project-generated traffic.

Mudgett Avenue & Reed Mesa Drive: As can also be seen in *Table 4*, this intersection is anticipated to operate at an acceptable LOS of A through Year 2040 with or without the addition of project-generated traffic.

22 ¼ Road & Magnus Drive: As can also be seen in *Table 4*, this intersection is anticipated to operate at an acceptable LOS of A through Year 2040 with or without the addition of project-generated traffic.

Mowry & S. Broadway: As can also be seen in *Table 4*, this intersection is anticipated to operate at an acceptable LOS of A through Year 2040 with or without the addition of project-generated traffic.

South Broadway & Redlands: As can be seen in *Table 4*, this intersection is anticipated to function at an acceptable LOS C or better through Year 2040 with or without the addition of project-generated traffic.

5.2 Turn Lane Analysis

Reed Mesa Drive and SH 340: The turn lane analysis for the intersection of Reed Mesa Drive and SH 340 (Intersection 1) is based on the criteria in the *State of Colorado, State Highway Access Code* (SHAC). This section of SH 340 has an access classification of NR-B and a speed limit of 40 mph. According to SHAC §3.11(4) a left turn lane with storage length plus taper is required for any access with a projected peak hour left ingress turning volume greater than 25 vph and a right turn lane with storage length plus taper is required for any access with a projected peak hour right ingress turning volume greater than 50 vph. As shown in *Figure 16*, the projected peak hour turning volumes in 2040 are 36 left turns and 14 right turns. A left-turn deceleration lane is required. A right-turn deceleration lane is not required. Acceleration lanes are not required.

A westbound SH 340 to southbound Reed Mesa Drive left-turn deceleration lane is required. The deceleration lane shall be 410 feet long, which includes 370 feet for deceleration and 40 feet of storage.

By volume, the proposed Magnus Court project is anticipated to contribute 10 of 36 total vph to this movement. The traffic from the proposed development puts the volume over the 25 vph threshold for the westbound left turn lane construction.

South Broadway and Redlands Parkway: The turn lane analysis for the intersection of South Broadway and Redlands Parkway (Intersection 5) is based on the criteria in the *City of Grand Junction, Transportation Engineering Design Standards* (TEDS). Charts in TEDS §29.28.170 give the thresholds for left- and right-turn deceleration lanes based on a combination of the through volumes and turning volumes. According to the right-turn warrant chart a right-turn deceleration lane is required when the through traffic is 500 vph and the turning volume is 35 vph. As shown in *Figure 15* the projected 2040 peak hour volumes affecting the need for a right-turn lane are 526 vph westbound through and 41 vph right turns. Therefore, a westbound to northbound right-turn deceleration lane is required at this intersection.

A southwest bound Redland Parkway to northbound South Broadway right-turn deceleration lane is required. The deceleration lane shall be 435 feet long and shall be constructed with a bay taper at the entrance.

By volume, the proposed Magnus Court project is anticipated to contribute an average of a 66 percent of the total traffic using the westbound right turn lane. The traffic from the proposed development puts the volume over the threshold for the westbound right turn lane construction.

According to the left-turn warrant chart a left-turn deceleration lane is required when the through traffic is greater than 300 vph and the turning volume is 12 vph. As shown in *Figure 15* the projected 2040 peak hour volumes affecting the need for a left-turn lane are 589 vph eastbound through and 10 vph left turns. Therefore, an eastbound to northbound left-turn deceleration lane is not required at the intersection of South Broadway and Redlands Parkway.

5.3 State Highway Access Permit

Reed Mesa Drive and SH 340: According to SHAC §2.6(3) a new State Highway Access Permit is required when the proposed land use will increase traffic at the highway access by 20% or more. *Table 5* identifies the anticipated percent increase in traffic on the south leg of the Reed Mesa Drive and SH 340 intersection.

Table 5: Percent Traffic Increase on Reed Mesa Drive at SH 340

#	Int.	Alternative	Year 2019 Background Traffic		Project Traffic (vph)		Total Traffic (Year 2019) (vph)		Percent Traffic Increase		Average % Impact
			AM	PM	AM	PM	AM	PM	AM	PM	
1	Broadway & Reed Mesa Dr.	35% NB, 65% SB Distribution	44	57	19	27	63	84	43.2%	47.4%	45.3%
		60% NB, 40% SB Distribution	44	57	29	33	73	90	65.9%	57.9%	61.9%

The proposed Magnus Court project is anticipated to increase traffic volumes on the south leg of the Reed Mesa Drive and SH 340 intersection by 45 to 62 percent, dependent upon the assumed project distribution. Therefore, a new State Highway Access Permit will be required for this intersection.

5.4 Sight Distance

5.4.1 Reed Mesa Drive and SH 340

Adequate sight distance is available in both directions at the intersection of Reed Mesa Drive and SH 340. According to SHAC Table 4-1, the design sight distance for vehicles approaching an intersection on a 40-mph highway is 325 feet. For vehicles entering a 40-mph highway from a side street a sight distance of 400 feet is required for passenger vehicles and 520 feet for single unit trucks, according to SHAC Table 4-2. All the required sight distances are exceeded at this intersection. Views from the intersection are shown below. The trees on the south side of SH 340, west of the intersection, will need to be routinely trimmed to maintain the open sight triangle in that direction.



Looking west from Reed Mesa Drive



Looking east from Reed Mesa Drive

5.4.2 South Broadway and Redlands Parkway

The sight distance at the intersection of South Broadway and Redlands Parkway will need to be improved. There is existing vegetation blocking the view to the northeast. The interfering bushes and trees will need to be trimmed and/or removed. Grading may also be required. The minimum sight distance for a 45-mph road is 550 feet according to TEDS §24.28.140.

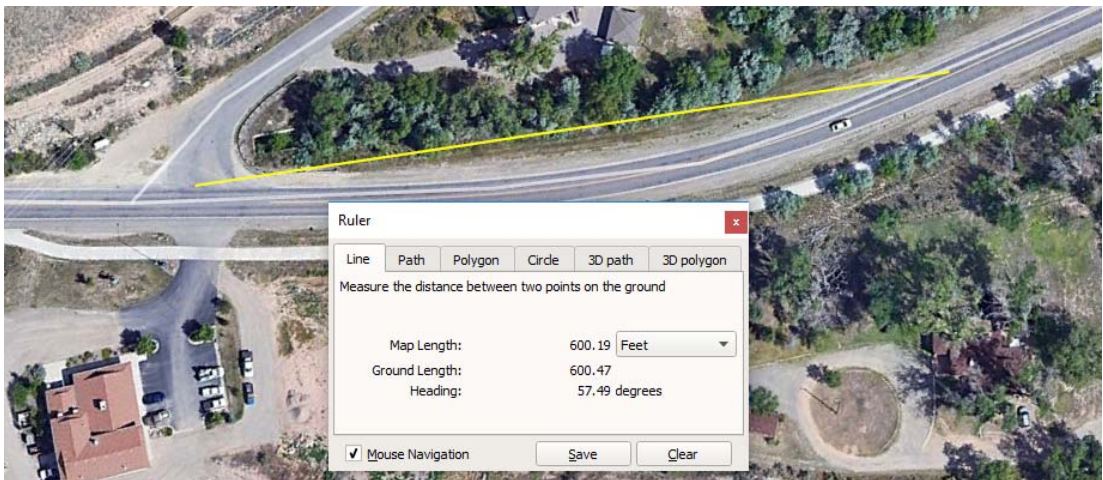


Looking NE from S. Broadway



Looking SW from S, Broadway

As shown below, it appears a sight distance of 600 feet to the northeast can be achieved with vegetation removal along the northwest side of the Redland Parkway. Grading may also be required.



Potential sight distance with vegetation removal NE of S. Broadway

The sight distance to the southwest from the intersection of South Broadway and Redlands Parkway is greater than 800 feet.

5.4.3 Magnus Court and 22½ Road

Magnus Court connects to 22½ Road 100 feet south of the crest of a vertical curve on 22½ Road. The rise in grade may be enough to block the line of sight for either or both eastbound vehicles on Magnus Court entering 22½ Road and southbound vehicles on 22½ Road approaching the intersection. The sight distance needed is 275 feet, assuming a design speed of 25 mph. The actual sight distance will need to be determined. If it is not adequate the crest on 22½ Road will need to be lowered and/or the elevation of the Magnus Court intersection will need to be raised.



Looking north at the intersection of Magnus Court and 22 $\frac{1}{4}$ Road

5.4.4 Other Local Intersections

Additional stop signs and stop bar markings would increase the driver awareness of the intended stop-control at each intersection. It is also anticipated to improve driver compliance and reduce future crashes.⁶

6.0 Recommendations and Conclusions

6.1 Reed Mesa Drive and SH 340

A westbound SH 340 to southbound Reed Mesa Drive left-turn deceleration lane is required. The deceleration lane shall be 410 feet long, which includes 370 feet for deceleration and 40 feet of storage.

By volume, the proposed Magnus Court project is anticipated to contribute 10 of 36 total vph to this movement. The traffic from the proposed development puts the volume over the 25 vph threshold for the westbound left turn lane construction.

A new State Highway Access Permit will be required for this intersection.

The existing signalized pedestrian crosswalk is within the area of the recommended left-turn lane. It is recommended that the signalized crosswalk be relocated to the west side of the Reed Mesa Drive and SH 340 intersection. To accommodate this recommended that the driveway onto SH 340 from 2219 Broadway be closed. The closure would need to be done with the issuance of CDOT Form 138 by CDOT.

According to SHAC §4.4(1) accesses should not be permitted within an auxiliary lane or taper. The existing driveways to 2225 Broadway, 2227 Broadway and 2229 Broadway are within the area of the recommended left-turn lane. 2225 Broadway is a corner lot with access onto Reed Mesa Drive. In concurrence with CDOT and the City of Grand Junction it is recommended that the driveway from 2225 Broadway onto SH 340 be closed. The closure would need to be done with the issuance of CDOT Form 138 by CDOT. It is recommended that no modifications be made to the driveways for 2227 Broadway and 2229 Broadway since they do not have access to any local street.

The left-turn lane shall be designed in accordance with the information and criteria in *Table 6*.

6.2 Magnus Court and 22¼ Road

Magnus Court and the intersection of Magnus Court and 22¼ Road will be reconstructed to current City of Grand Junction standards. The current alignment of Magnus Court intersects 22¼ Road at a skew. It is recommended that the new alignment of the reconstructed street be squared up as much as possible.

Because of a vertical curve in 22¼ Road, the sight distance to the north at the Magnus Court and 22¼ Road intersection might not be adequate. The actual sight distance will need to be determined during the design process. If it is not adequate the crest on 22¼ Road will need to be lowered and/or the elevation of the intersection will need to be raised.

6.3 South Broadway and Redlands Parkway

A southwest bound Redland Parkway to northbound South Broadway right-turn deceleration lane is required. The deceleration lane shall be 435 feet long and shall be constructed with a bay taper at the entrance.

By volume, the proposed Magnus Court project is anticipated to contribute an average of a 66 percent of the total traffic using the westbound right turn lane. The traffic from the proposed development puts the volume over the threshold for the westbound right turn lane construction.

Vegetation along the northwest side of Redlands Parkway shall be trimmed and/or removed to provide at least 550 feet of sight distance. Grading may also be required.

6.4 Other Local Intersections

Additional stop signs and stop bar markings would increase the driver awareness of the intended stop-control at each intersection. It is also anticipated to improve driver compliance and reduce future crashes.⁶

Table 6: Auxiliary Lane Design

Intersection location	SH 340 A, MM 9.12
Intersection description	Reed Mesa Drive & Broadway (SH 340)
Highway Access Category	NR-A
Posted Speed Limit(s)	40 mph both directions
Existing highway lane width(s)	12' both directions
Intersection control	Side street stop
Auxiliary Lane Type	Left-turn deceleration
Travel directions	WB SH 340 to SB Reed Mesa Drive
Auxiliary Lane Component(s) - SHAC Table 4-5	deceleration length + storage
Taper length included within stated acceleration or deceleration length?	Yes
Deceleration length - SHAC Table 4-6	370'
Transition Taper Ratio - SHAC Table 4-6	12:1
Straight transition taper or bay taper? SHAC §4.6(5)	Straight
Auxiliary lane width - SHAC §4.8(3)	12'
Auxiliary lane separator width - SHAC §4.8(6)	0' [1]
Highway grade	< 3%
Upgrade or downgrade in direction of travel	Downgrade
Grade adjustment factor - SHAC Table 4-7	No adjustment
Turning Vehicles Per Peak Hour	36 pce-vph
Required storage length - SHAC Table 4-8	40'
Total auxiliary lane length	410'
Highway approach to intersection on straight alignment or curve?	Straight alignment
Use straight ratio redirect taper?	Yes
Use non-concentric curve design?	No
Straight redirect taper ratio - SHAC Table 4-9	30:1
Use redirect taper / transition taper overlap - CDOT Roadway Design Guide Fig. 9-10A	Yes
Widen highway equally on both sides? SHAC §4.8(6)(c)	No [2]

[1] SHAC §4.8(6)(a) requires a 16' wide median consisting of a 12' lane and a 4' painted separator. The painted separator allows opposing left-turning vehicles to be offset from each other, giving the drivers greater sight distance to make safer turns. Since this is a T intersection there will be no opposing left turns. Therefore, the 4' separator is not needed. It is recommended that a *State Highway Access Code - Design Waiver* (Form 112) be submitted requesting the turn lane be constructed without the separator.

[2] SHAC §4.8(6)(c) states that the highway should be widened equally on both sides. However, the north side of the highway is constrained with the existing curb, gutter and sidewalk adjacent to the edge of the right of way. There is room within the existing right of way along south side of the highway for the required widening. It may be possible to narrow the paved shoulder along the north side of the highway to 3' from the edge of gutter to the edge line, consistent with the existing striping on SH 340 to the west.

7.0 Appendix

Reference Documents:

1. *10th Edition Trip Generation Manual*. Institute of Transportation Engineers, 2017.
2. *Highway Capacity Manual*. Transportation Research Board, 2010.
3. *Mesa County Standard Specifications for Road and Bridge Construction*. Mesa County, 1995.
4. *Manual of Uniform Traffic Control Devices*. US Department of Transportation Federal Highway Administration, 2009.
5. *Trip Generation Handbook, An ITE Recommended Practice*. Institute of Transportation Engineers, 2001.
6. *Stop Sign-Controlled Intersections: Enhanced Signs and Markings*. United States Department of Transportation Federal Highway Administration, June 2009.

Included Documents:

1. *Transportation Impact Study Base Assumptions – City of Grand Junction*
2. *Mesa County Traffic Model Projections*
3. *Traffic Counts*
4. *HCM 2010 Level of Service Calculations*

Transportation Impact Study

Base Assumptions

Project Information

Project Name: Magnus Court Subdivision

Project Location: Northwest of S. Broadway and Redlands Parkway:

Parcels: 2945-182-00-018 (2215 Manus Court), 2947-261-00-003, 2945-182-00-046, 2945-182-00-026

TIS Assumptions

Study Area Boundaries: North: SH 340 (Broadway)

South: S. Broadway

East: Redlands Parkway

West: Magnus Court

Study Years: 2019, 2040

Future Traffic Growth Rate: SH 340 - 20-yr factor = 1.22 (CDOT OTIS)

S. Broadway at Redlands Pkwy

No growth will be assumed for the neighborhood accessed via Reed Mesa Drive at Broadway (Intersection 1) and S Broadway at Riverside Parkway (Intersection 6)

Study Intersections: 1. Reed Mesa Drive & SH 340 (Broadway)

2. Mudgett Street & Reed Mesa Drive

3. Dixon Avenue & 22 $\frac{1}{4}$ Road

4. Magnus Court & 22 $\frac{1}{4}$ Road

5. Mowry Drive & S. Broadway

6. S. Broadway & Redlands Parkway

Time Period For Study: ☒ AM ☒ PM ☐ Sat. noon ☐

Trip Generation Rates: ITE Land Use: 210 Single Family Home

Trip Adjustment Factors: Pass by: none

Captive Market: none

Overall Trip Distribution: See attached page.

Mode Split Assumptions: 100% vehicle; 0% bike, ped or transit

Committed Roadway Improvements: ?

Other Traffic Studies: ?

Areas Requiring Special Study: Trail improvement options to be discussed.

Prepared by: McDowell Engineering

Date: January 15, 2019

Magnus Court Subdivision - Traffic Impact Study



Printed: 1/10/2019

1 inch = 500 feet

Magnus Court Subdivision traffic directional distribution

Magnus Court Subdivision will be part of a neighborhood that has two connections to the arterial roadway system: via Reed Mesa Drive onto SH 340 and via South Broadway onto Redlands Parkway to the northeast and South Broadway to the southwest. These are labeled as Intersection 1 and Intersection 6, respectively, on the Area Map.

The major traffic movement for the proposed residential subdivision will be to and from the city of Grand Junction via SH 340 or Redlands Parkway. From Magnus Court to the roundabout at the intersection of SH 340 and Redlands Parkway it is about the same distance via either Intersection 1 or Intersection 6. The travel distance balance point is about 50 feet north of the intersection of Magnus Court and 22 $\frac{1}{4}$ Road. The travel time balance point is about 100 feet south of the intersection, according to Google Maps. Because of this close balance it could be assumed that 50% of the traffic going toward the city will travel via Intersection 1 and 50% via Intersection 6. However, for analysis purposes both a 40/60 and a 60/40 split will be used.

For traffic traveling from the city to the subdivision using Intersection 1 will be more difficult because of the left turn from SH 340 onto Reed Mesa Drive. It will be assumed that 75% of the traffic from the city to the subdivision will use Intersection 6 and 25% will use Intersection 1.

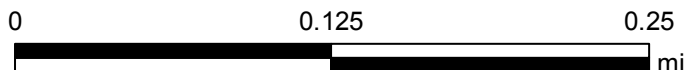
For traffic traveling from the subdivision to westbound SH 340 the shortest route is via Intersection 1. However, because of the difficulty making the left turn out onto SH 340 during a peak hour, some drivers may opt to exit the neighborhood via Intersection 6, drive to the SH 340 and Redlands Parkway roundabout then head west on SH 340. It will be assumed that 80% of the traffic from the subdivision to westbound SH 340 will go via Intersection 1 and 20% via Intersection 6.

All the eastbound traffic coming from west of Reed Mesa Drive on SH 340 to the subdivision will be assumed to enter the neighborhood via Intersection 1.

All the subdivision traffic to and from South Broadway west of the Intersection 6 will be assumed to enter and exit the neighborhood via Intersection 6.

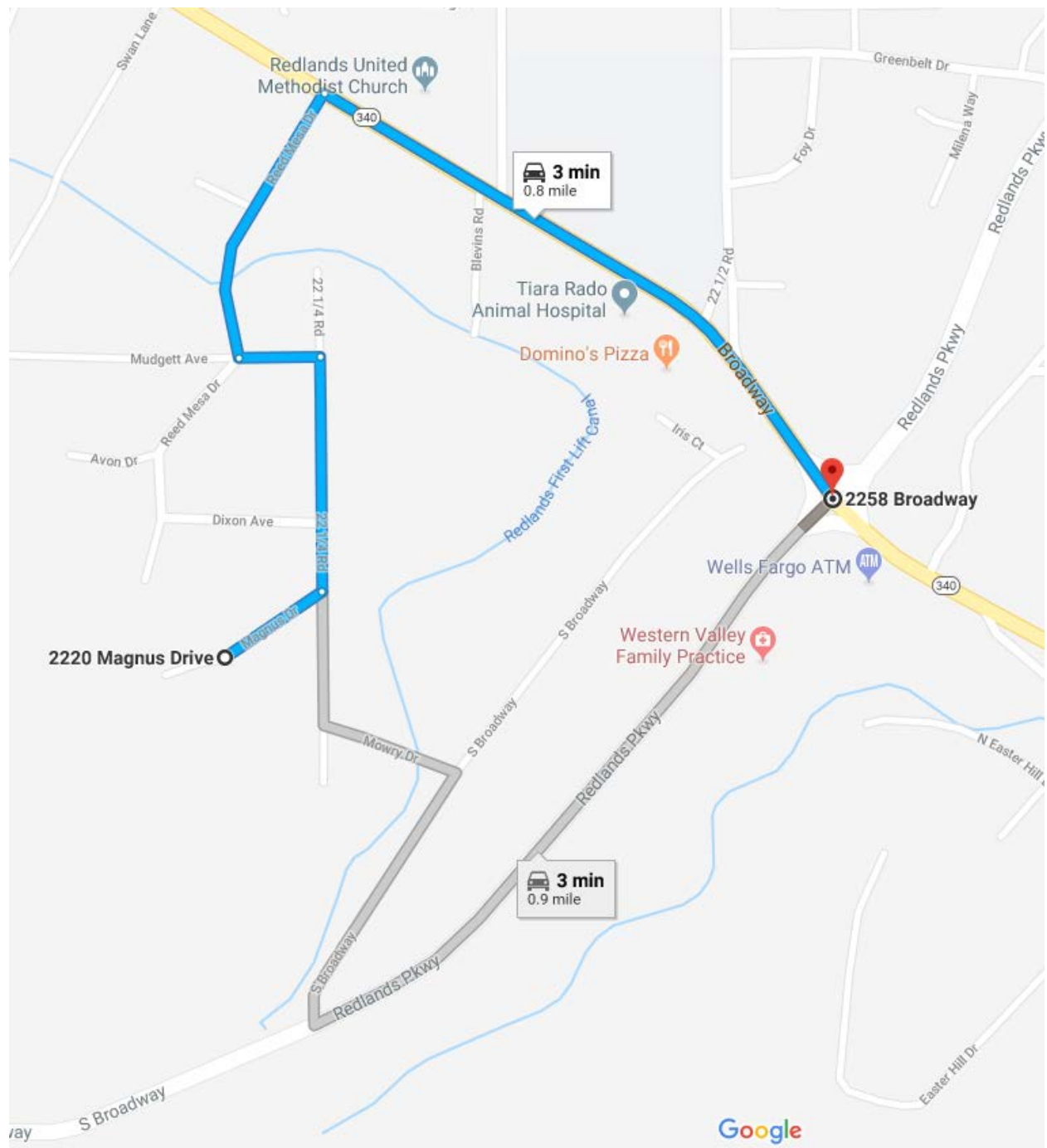
After the traffic counts have been made, the percentages of vehicles turning left and right, in and out of Intersection 1 and Intersection 6 will be determined. The same directional splits will be used for the buildout condition.

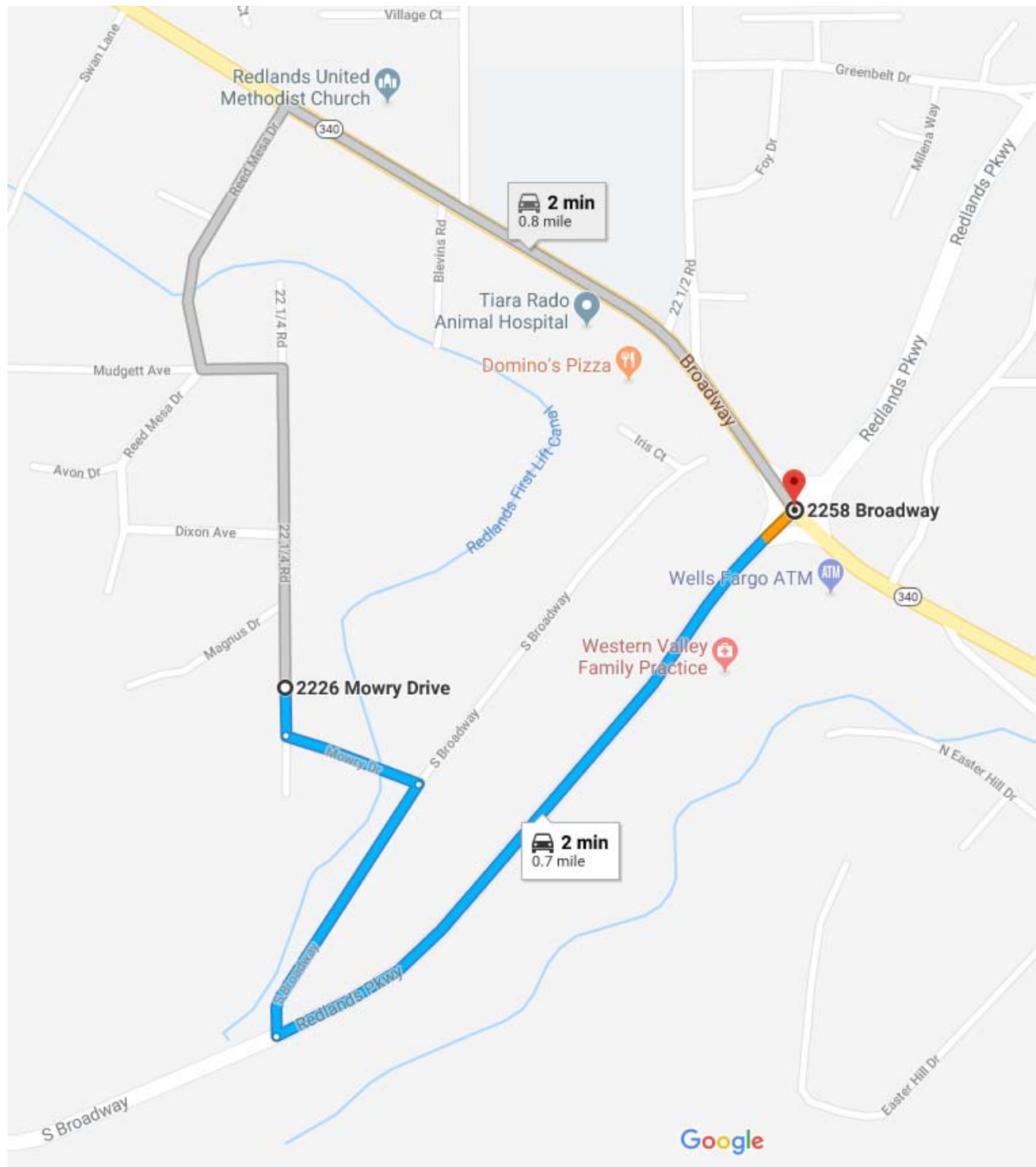
Magnus Court Subdivision - Neighborhood



Printed: 1/10/2019

1 inch = 400 feet





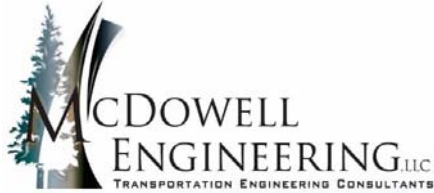


Table 1 - Project Trip Generation
Magnus Subdivision - check on traffic shortcut through gas station property
Mesa County, Colorado
Estimated Project-Generated Traffic

													Morning Peak Hour				Evening Peak Hour			
													Inbound		Outbound		Inbound		Outbound	
ITE Code	Land Use Description	Units		AM Peak Hour (vph/unit)	PM Peak Hour (vph/unit)	% Trips	Trips	% Trips	Trips	% Trips	Trips	% Trips	Trips	% Trips	Trips	% Trips	Trips			
Existing Land Use																				
944	Gasoline/Service Station ¹	4	Fueling Positions	10.53	14.41	50%	21	50%	21	51%	29	49%	28							
933	Fast-Food Restaurant without Drive Through ^{1, 2}	2	ksf	13.00	21.00	50%	13	50%	13	50%	21	50%	21							
Totals						34		34		50		49								
20% allowable increase						7		7		10		10								
210	Single-Family Detached Housing ¹	11	Dwelling Unit	0.76	1.00	26%	2	74%	6	54%	6	46%	5							
		12	"	0.76	1.00	26%	2	74%	7	54%	6	46%	6							
		13	"	0.76	1.00	26%	3	74%	7	54%	7	46%	6							
		14	"	0.76	1.00	26%	3	74%	8	54%	8	46%	6							
		15	"	0.76	1.00	26%	3	74%	8	54%	8	46%	7							
		16	"	0.76	1.00	26%	3	74%	9	54%	9	46%	7							
		17	"	0.76	1.00	26%	3	74%	10	54%	9	46%	8							
		18	"	0.76	1.00	26%	4	74%	10	54%	10	46%	8							
		19	"	0.76	1.00	26%	4	74%	11	54%	10	46%	9							
		20	"	0.76	1.00	26%	4	74%	11	54%	11	46%	9							
		21	"	0.76	1.00	26%	4	74%	12	54%	11	46%	10							
		22	"	0.76	1.00	26%	4	74%	12	54%	12	46%	10							

¹ Values obtained from *Trip Generation, 10th Edition*, Institute of Transportation Engineers, 2017.

² Used the lowest instead of the average rates

Kari McDowell Schroeder

From: Kent Harbert
Sent: Thursday, January 17, 2019 9:26 AM
To: Rick Dorris
Cc: Paul Jagim; Dana Brosig; daniel.roussin@state.co.us; Kari McDowell Schroeder
Subject: Re: Magnus Subdivision, base assumptions

Thanks, Rick.

The numbers on the neighborhood map are the existing uses, split into a north and a south group. The proposed development will add 72 lots on Magnus Court and 2 lots on the south end of 22 $\frac{1}{4}$ Road.

On Thu, Jan 17, 2019 at 9:08 AM Rick Dorris <rickdo@gjcity.org> wrote:

Kent,

The methodology sounds fine. I agree with Mark about the cut through but I expect it will be very small.

The design team needs to address the sight distance issue where Magnus joins 22 $\frac{1}{4}$ Road and possibly other intersections. Can be you or another team member.

You summary counts 35 lots on the 2215 Magnus court parcel and parcel to the south. Their pre-application proposal was for 72 lots and also included parcel 2947-261-00-003 to the west. Regardless of whether this parcel is included with the project, the trip gen needs to account for its development.

Thanks,

Rick Dorris, PE, CFM

Development Engineer

City of Grand Junction

250 N. 5th Street

Grand Junction, CO 81501

work: 970-256-4034

email: rickdo@gjcity.org

From: Kent Harbert [mailto:kent@mcdowelleng.com]

Sent: Tuesday, January 15, 2019 5:02 PM

To: Rick Dorris <rickdo@gjcity.org>; Paul Jagim <paulj@gjcity.org>; Dana Brosig <dana.brosig@mesacounty.us>;
daniel.roussin@state.co.us

Cc: Kari McDowell Schroeder <kari@mcdowelleng.com>

Subject: Magnus Subdivision, base assumptions

All,

Please review the attached base assumptions for the proposed Magnus Subdivision.

--

Thanks, Kent

T. Kent Harbert, PE, PTOE

Transportation / Traffic Engineer

970.812.6768

kent@mcdowelleng.com

In cooperation with:

Eagle • Broomfield • Grand Junction

www.mcdowelleng.com

Kari McDowell Schroeder

From: Kent Harbert
Sent: Friday, January 25, 2019 12:05 PM
To: Rick Dorris; Paul Jagim; Dana Brosig; Roussin - CDOT, Daniel; mark.bunnell@state.co.us
Cc: Kari McDowell Schroeder
Subject: Re: Magnus Subdivision, base assumptions
Attachments: Magnus Ct - Area Map, intersections v2.pdf

All,

In a discussion with Paul Jagim, we decided that it was not necessary to count both the intersection of Dixon Avenue and 22½ Road and the intersection of Magnus Court and 22½ Road because of their close proximity to each other and the anticipated low volumes. The intersection of Dixon Avenue and 22½ Road will not be counted.

On Tue, Jan 15, 2019 at 5:01 PM Kent Harbert <kent@mcdowelleng.com> wrote:

All,

Please review the attached base assumptions for the proposed Magnus Subdivision.

--

Thanks, Kent

T. Kent Harbert, PE, PTOE

Transportation / Traffic Engineer

970.812.6768

kent@mcdowelleng.com

In cooperation with:

Eagle • Broomfield • Grand Junction

www.mcdowelleng.com

--

Thanks, Kent

Kari McDowell Schroeder

From: Kent Harbert
Sent: Friday, February 1, 2019 4:35 PM
To: Dana Brosig
Cc: Rick Dorris; Paul Jagim; Roussin - CDOT, Daniel; mark.bunnell@state.co.us; Kari McDowell Schroeder
Subject: Re: Magnus Subdivision, base assumptions

Ok, thanks.

On Fri, Feb 1, 2019 at 3:23 PM Dana Brosig <dana.brosig@mesacounty.us> wrote:

Kent-

I looked into it more. You are right that the City did annex the end of the road but Mesa County continues to maintain it as it is such a small section. We would like the City to annex 22 1/4 Rd to Magnus Ct and Mowry Dr and start maintaining those sections as part of this subdivision.

We won't require a PAL for access off of 22 1/4 Rd.

Thanks,

Dana Brosig P.E.
Development Engineer
Mesa County Planning Department
(970) 255-5035

On Fri, Jan 25, 2019 at 12:04 PM Kent Harbert <kent@mcdowelleng.com> wrote:

All,

In a discussion with Paul Jagim, we decided that it was not necessary to count both the intersection of Dixon Avenue and 22¼ Road and the intersection of Magnus Court and 22¼ Road because of their close proximity to each other and the anticipated low volumes. The intersection of Dixon Avenue and 22¼ Road will not be counted.

On Tue, Jan 15, 2019 at 5:01 PM Kent Harbert <kent@mcdowelleng.com> wrote:

All,

Please review the attached base assumptions for the proposed Magnus Subdivision.

--

Thanks, Kent

T. Kent Harbert, PE, PTOE

Transportation / Traffic Engineer

970.812.6768

kent@mcdowelleng.com

In cooperation with:

Eagle • Broomfield • Grand Junction

www.mcdowelleng.com

--

Thanks, Kent

T. Kent Harbert, PE, PTOE

Transportation / Traffic Engineer

970.812.6768

kent@mcdowelleng.com

In cooperation with:

Eagle • Broomfield • Grand Junction

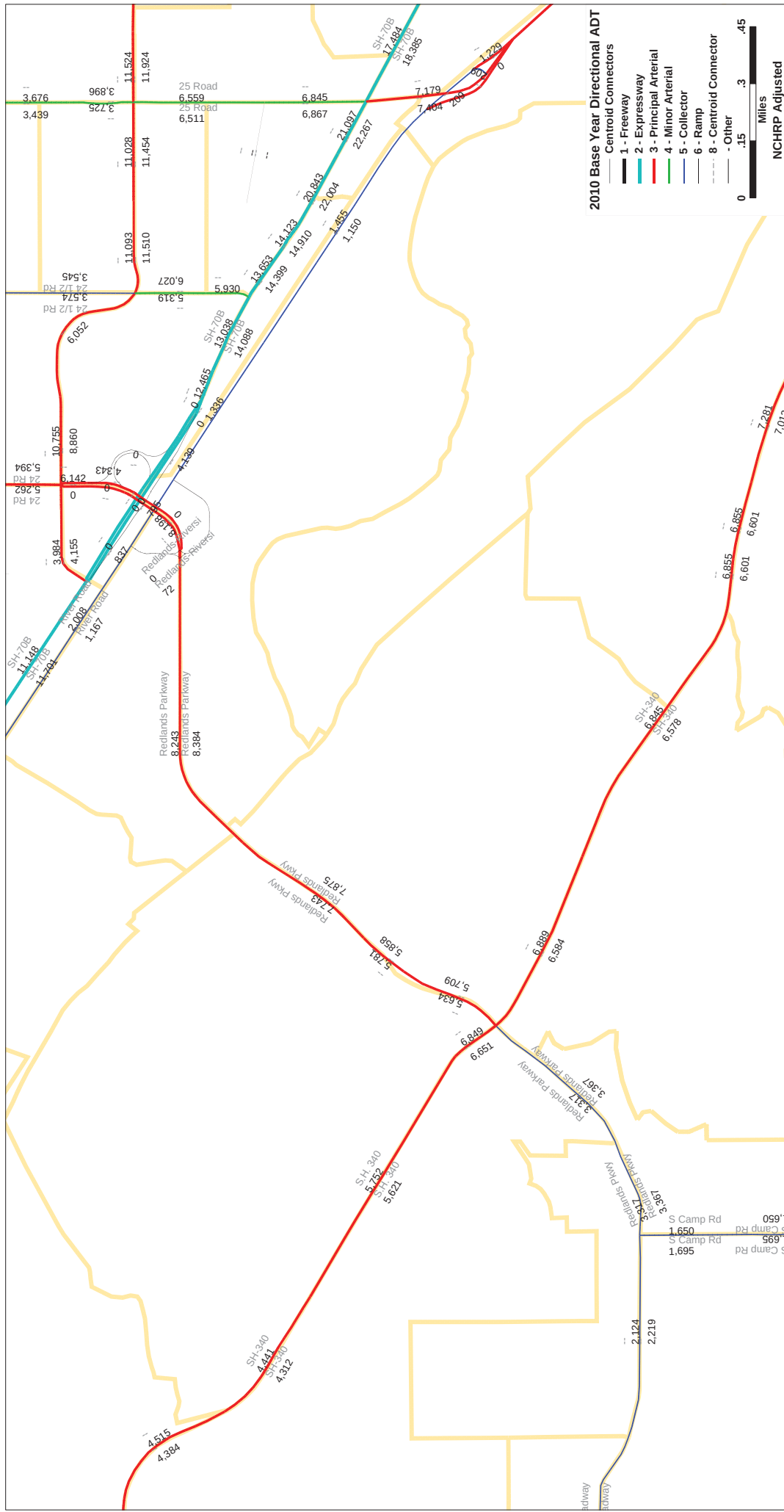
www.mcdowelleng.com

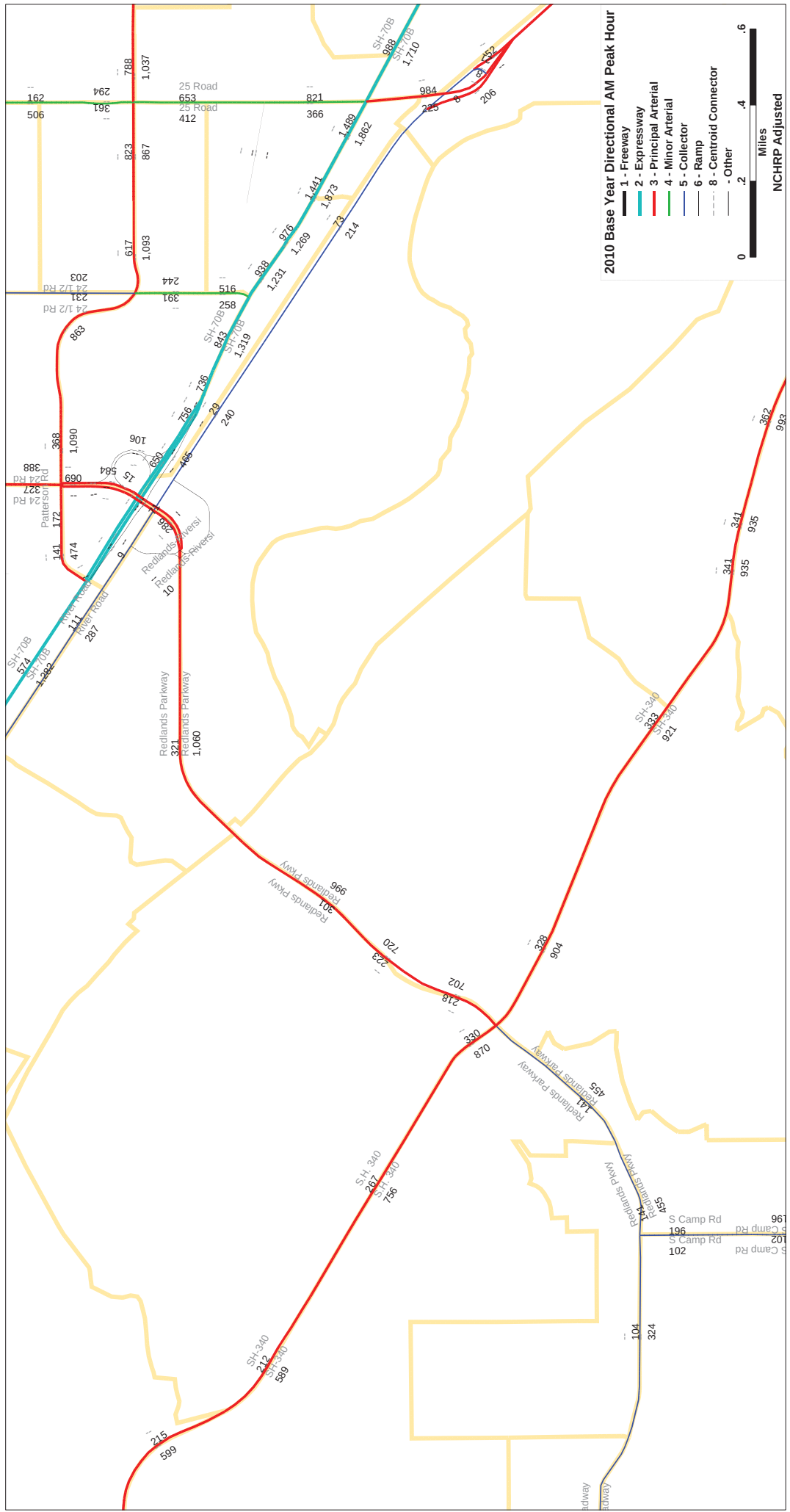
--

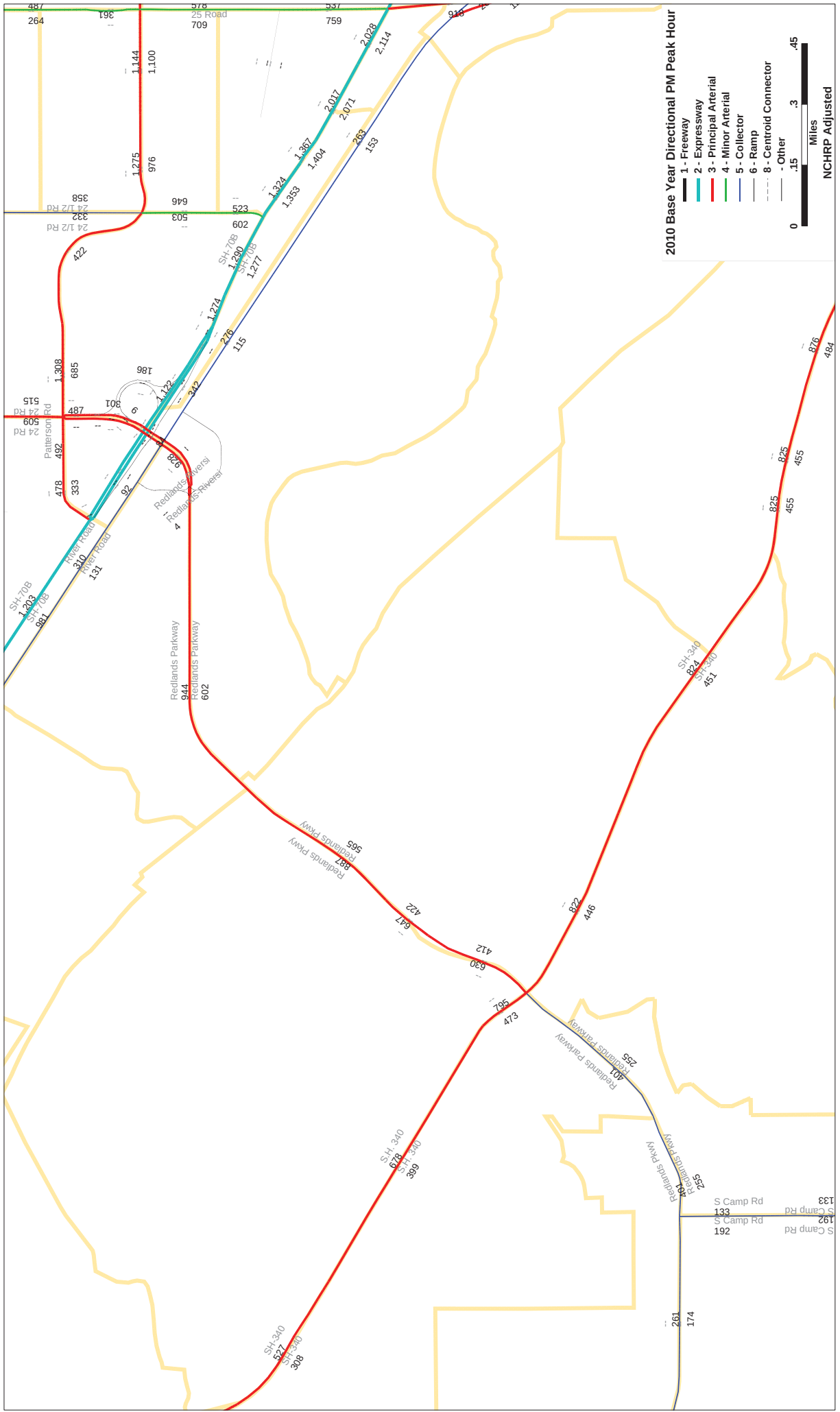
Thanks, Kent

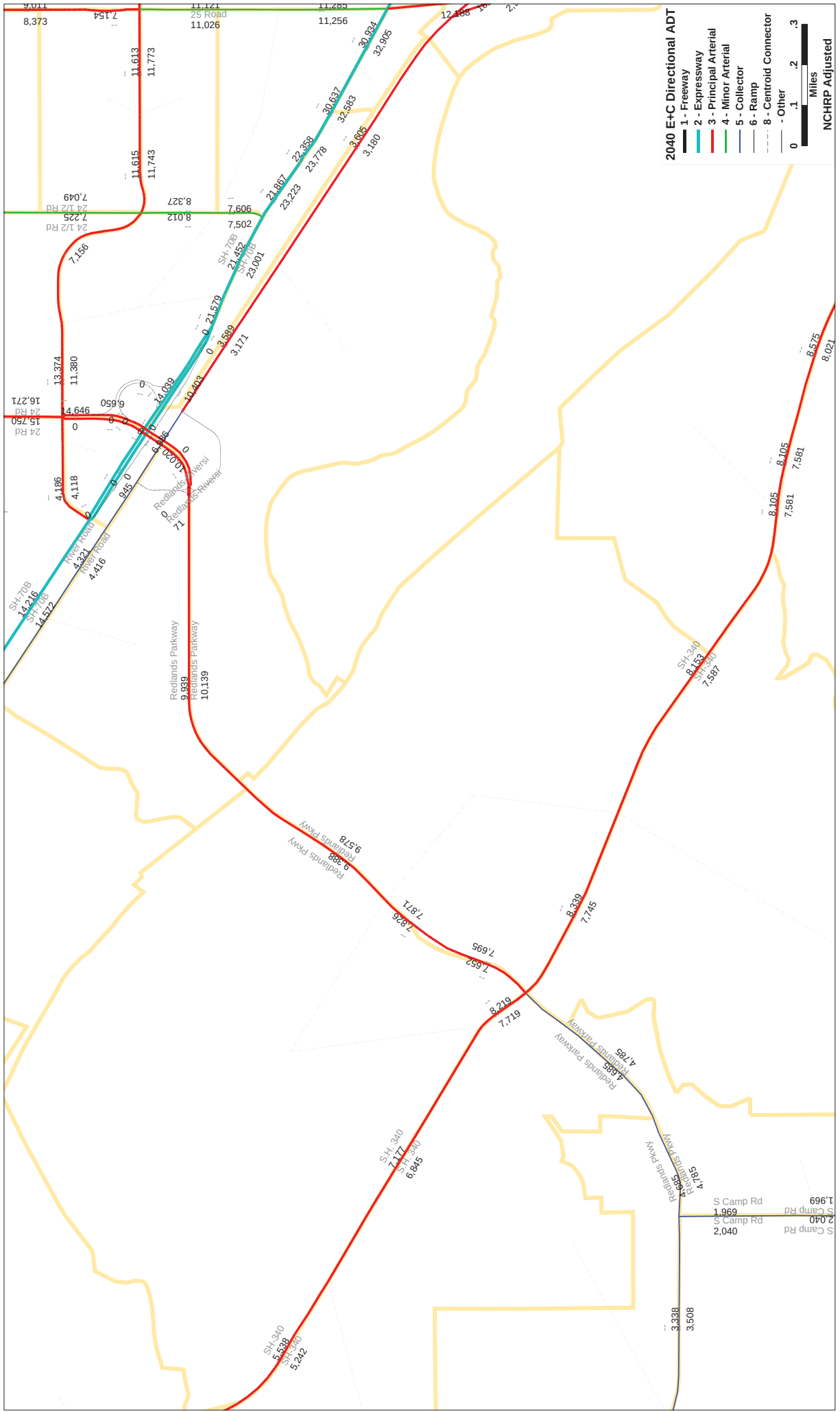
T. Kent Harbert, PE, PTOE

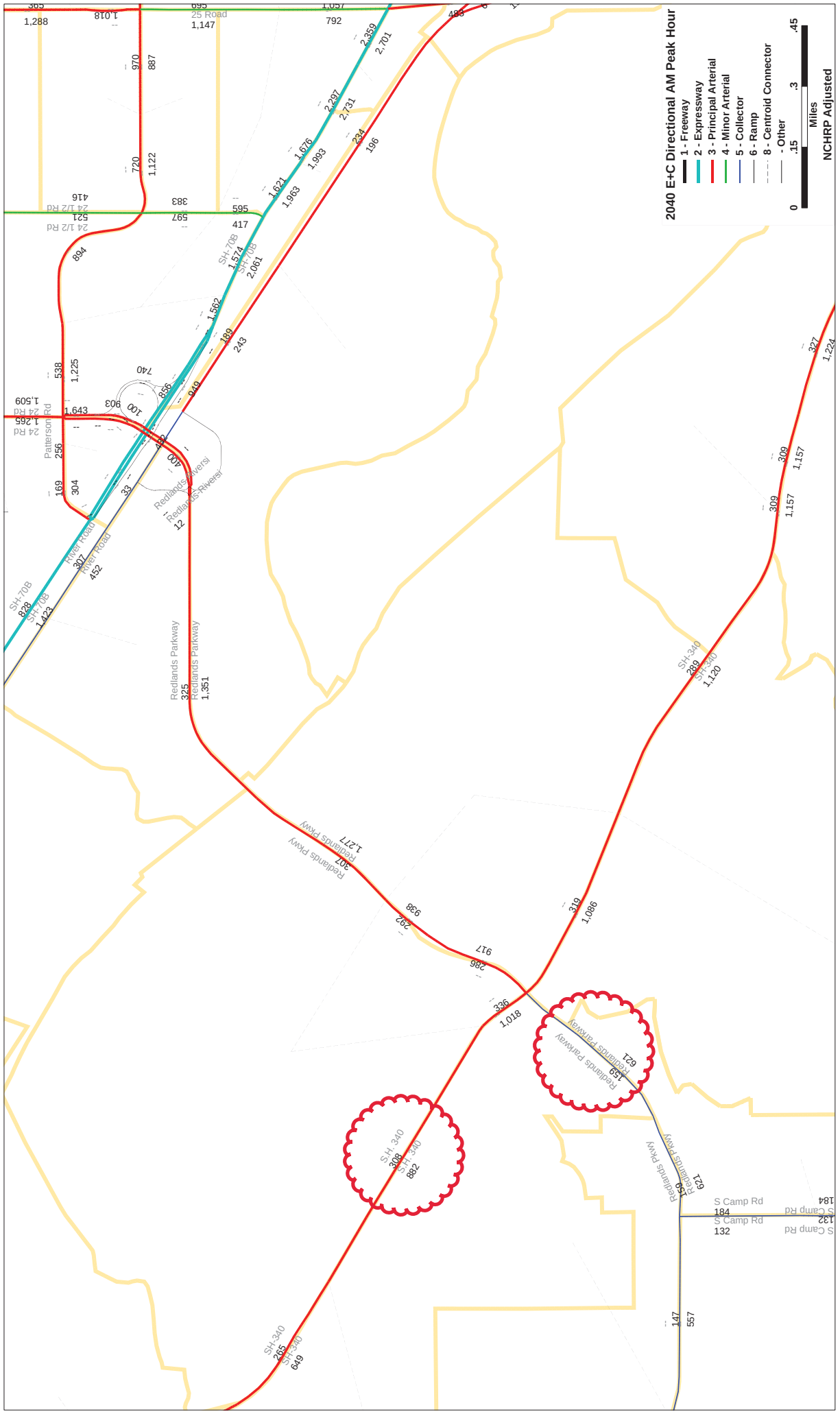
Transportation / Traffic Engineer

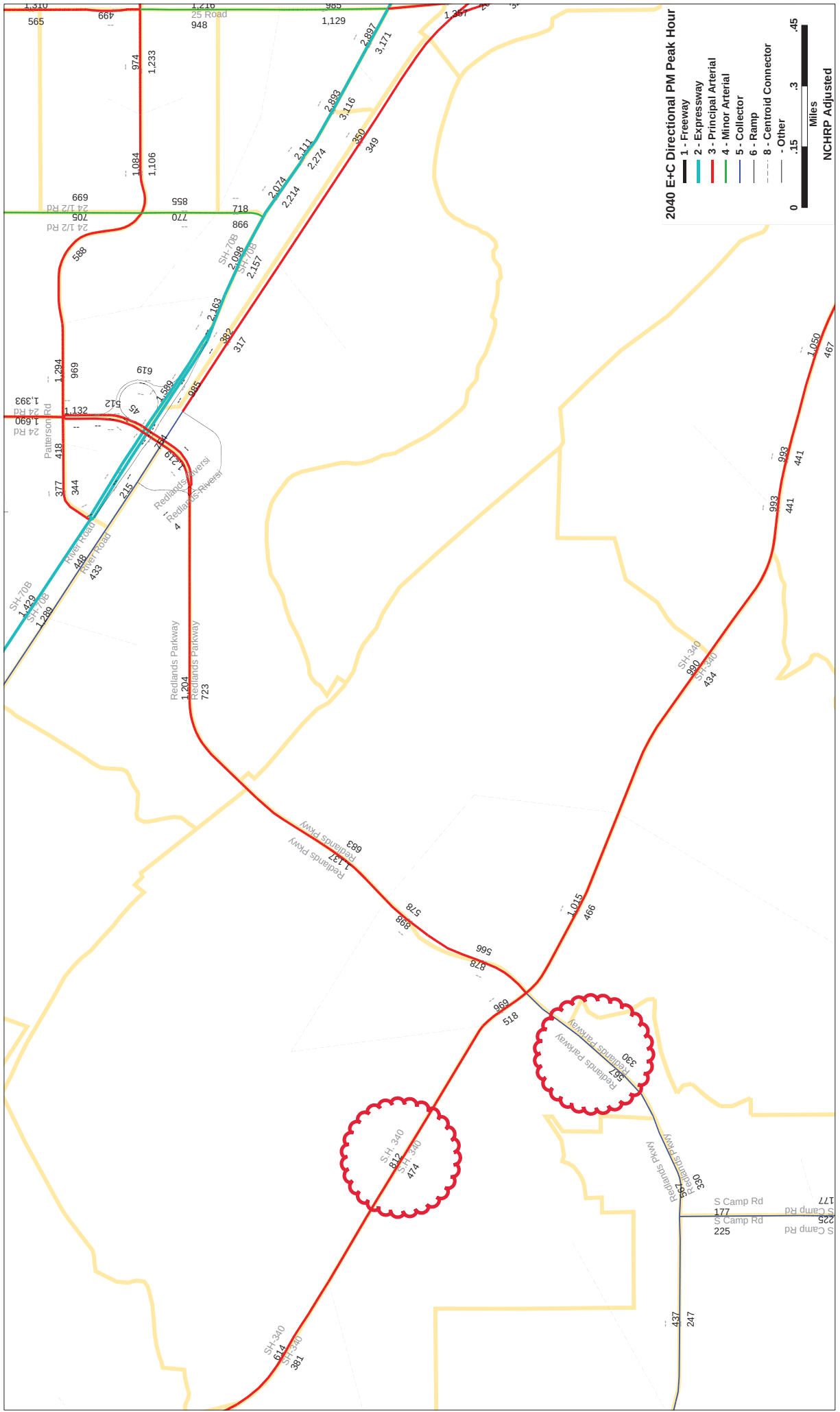




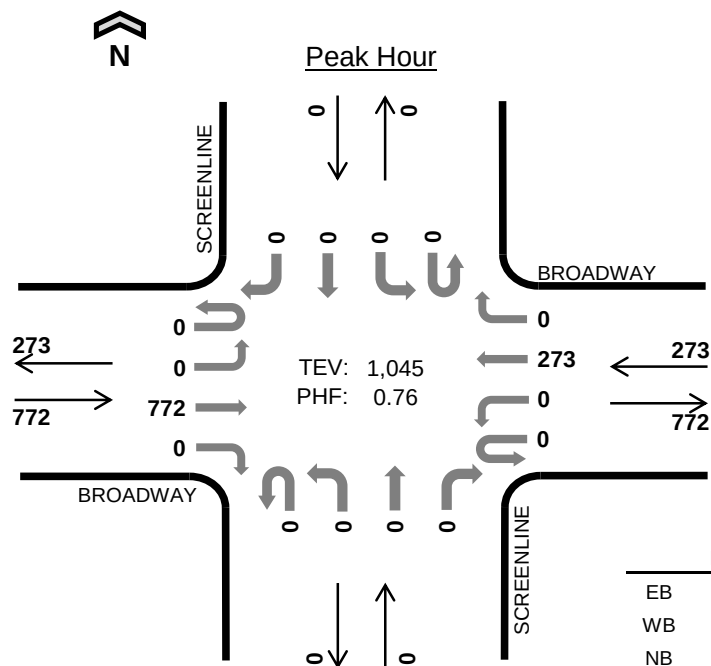




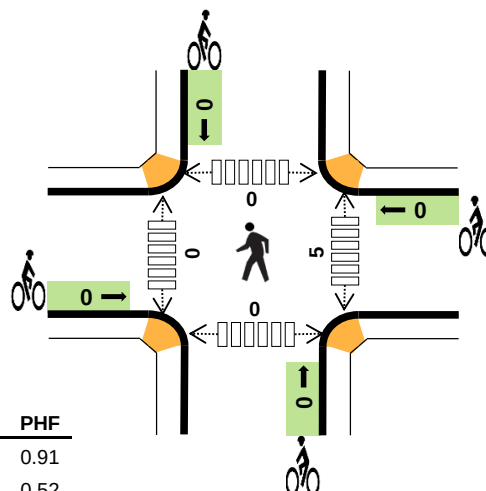




SCREENLINE BROADWAY



Date: Tue, Jan 29, 2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:00 AM to 8:00 AM



	HV %:	PHF
EB	0.9%	0.91
WB	2.9%	0.52
NB	-	-
SB	-	-
TOTAL	1.4%	0.76

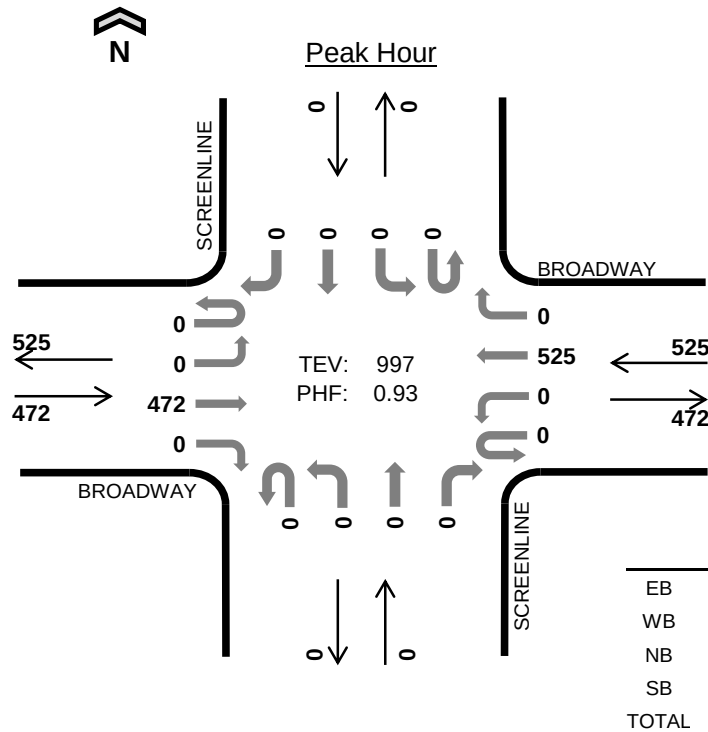
Two-Hour Count Summaries

Interval Start	BROADWAY Eastbound				BROADWAY Westbound				SCREENLINE Northbound				SCREENLINE Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	212	0	0	0	132	0	0	0	0	0	0	0	0	0	344	0
7:15 AM	0	0	203	0	0	0	41	0	0	0	0	0	0	0	0	0	244	0
7:30 AM	0	0	186	0	0	0	38	0	0	0	0	0	0	0	0	0	224	0
7:45 AM	0	0	171	0	0	0	62	0	0	0	0	0	0	0	0	0	233	1,045
8:00 AM	0	0	126	0	0	0	51	0	0	0	0	0	0	0	0	0	177	878
8:15 AM	0	0	131	0	0	0	67	0	0	0	0	0	0	0	0	0	198	832
8:30 AM	0	0	179	0	0	0	82	0	0	0	0	0	0	0	0	0	261	869
8:45 AM	0	0	137	0	0	0	94	0	0	0	0	0	0	0	0	0	231	867
Count Total	0	0	1,345	0	0	0	567	0	0	0	0	0	0	0	0	0	1,912	0
Peak Hour	0	0	772	0	0	0	273	0	0	0	0	0	0	0	0	0	1,045	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	4	5	0	0	9	0	0	0	0	0	4	0	0	0	4
7:15 AM	2	1	0	0	3	0	0	0	0	0	1	0	0	0	1
7:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
7:45 AM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0
8:00 AM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0
8:15 AM	3	1	0	0	4	0	0	0	0	0	0	0	0	0	0
8:30 AM	3	2	0	0	5	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	14	12	0	0	26	0	0	0	0	0	5	0	0	0	5
Peak Hour	7	8	0	0	15	0	0	0	0	0	5	0	0	0	5

SCREENLINE BROADWAY



Three-Hour Count Summaries

Interval Start	BROADWAY Eastbound				BROADWAY Westbound				SCREENLINE Northbound				SCREENLINE Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	126	0	0	0	120	0	0	0	0	0	0	0	0	0	246	0
3:15 PM	0	0	101	0	0	0	135	0	0	0	0	0	0	0	0	0	236	0
3:30 PM	0	0	129	0	0	0	119	0	0	0	0	0	0	0	0	0	248	0
3:45 PM	0	0	116	0	0	0	151	0	0	0	0	0	0	0	0	0	267	997
Peak Hour	0	0	472	0	0	0	525	0	0	0	0	0	0	0	0	0	997	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:00 PM	1	1	0	0	2	0	0	0	0	0	1	0	0	0	1
3:15 PM	3	2	0	0	5	0	0	0	0	0	1	0	0	0	1
3:30 PM	4	0	0	0	4	0	4	0	0	4	0	0	0	0	0
3:45 PM	0	2	0	0	2	1	1	0	0	2	3	0	0	0	3
Peak Hour	8	5	0	0	13	1	5	0	0	6	5	0	0	0	5

Three-Hour Count Summaries																		
Interval Start	BROADWAY				BROADWAY				SCREENLINE				SCREENLINE				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	0	88	0	0	0	96	0	0	0	0	0	0	0	0	0	184	0
2:15 PM	0	0	81	0	0	0	123	0	0	0	0	0	0	0	0	0	204	0
2:30 PM	0	0	88	0	0	0	128	0	0	0	0	0	0	0	0	0	216	0
2:45 PM	0	0	146	0	0	0	113	0	0	0	0	0	0	0	0	0	259	863
3:00 PM	0	0	126	0	0	0	120	0	0	0	0	0	0	0	0	0	246	925
3:15 PM	0	0	101	0	0	0	135	0	0	0	0	0	0	0	0	0	236	957
3:30 PM	0	0	129	0	0	0	119	0	0	0	0	0	0	0	0	0	248	989
3:45 PM	0	0	116	0	0	0	151	0	0	0	0	0	0	0	0	0	267	997
4:00 PM	0	0	83	0	0	0	139	0	0	0	0	0	0	0	0	0	222	973
4:15 PM	0	0	90	0	0	0	134	0	0	0	0	0	0	0	0	0	224	961
4:30 PM	0	0	97	0	0	0	149	0	0	0	0	0	0	0	0	0	246	959
4:45 PM	0	0	103	0	0	0	161	0	0	0	0	0	0	0	0	0	264	956
Count Total	0	0	1,248	0	0	0	1,568	0	0	0	0	0	0	0	0	0	2,816	0
Peak Hour	0	0	472	0	0	0	525	0	0	0	0	0	0	0	0	0	997	0
Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.																		
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)					Total		
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total			
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	1	4	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	7	1	0	0	8	0	0	0	0	0	5	0	0	0	5	5	5	5
3:00 PM	1	1	0	0	2	0	0	0	0	0	1	0	0	0	1	1	1	1
3:15 PM	3	2	0	0	5	0	0	0	0	0	1	0	0	0	1	1	1	1
3:30 PM	4	0	0	0	4	0	4	0	0	4	0	0	0	0	0	0	0	0
3:45 PM	0	2	0	0	2	1	1	0	0	2	3	0	0	0	3	3	3	3
4:00 PM	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	3	0	0	0	3	1	0	0	0	1	0	0	0	0	0	0	0	0
4:30 PM	2	2	0	0	4	1	0	0	0	1	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	23	18	0	0	41	3	5	0	0	8	10	0	0	0	10	10	10	10
Peak Hour	8	5	0	0	13	1	5	0	0	6	5	0	0	0	5	5	5	5

REED MESA DR BROADWAY

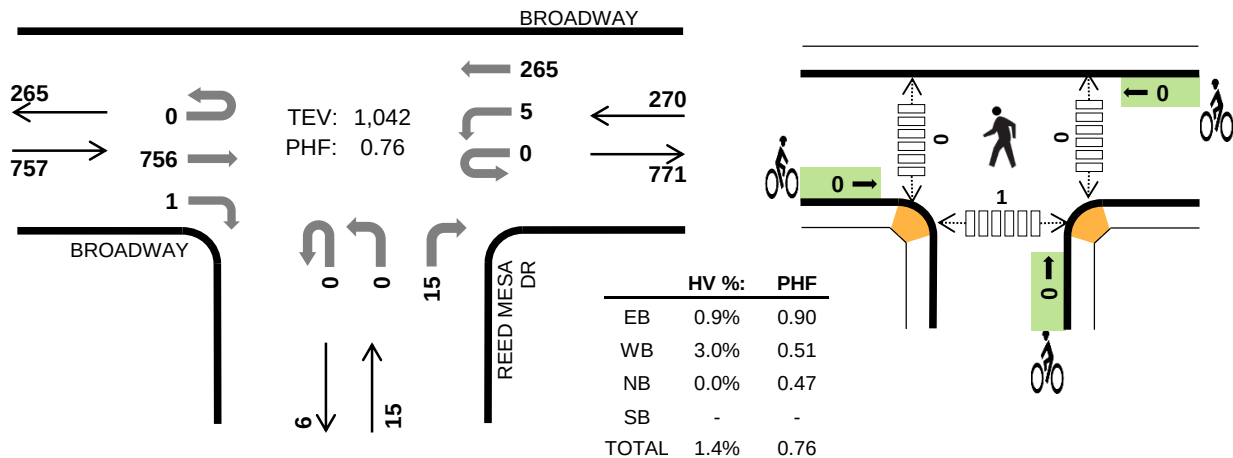


Peak Hour

Date: Tue, Jan 29, 2019

Count Period: 7:00 AM to 9:00 AM

Peak Hour: 7:00 AM to 8:00 AM



Two-Hour Count Summaries

Interval Start	BROADWAY Eastbound				BROADWAY Westbound				REED MESA DR Northbound				0 Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	210	1	0	1	131	0	0	0	0	1	0	0	0	0	344	0
7:15 AM	0	0	198	0	0	1	39	0	0	0	0	5	0	0	0	0	243	0
7:30 AM	0	0	185	0	0	0	39	0	0	0	0	1	0	0	0	0	225	0
7:45 AM	0	0	163	0	0	3	56	0	0	0	0	8	0	0	0	0	230	1,042
8:00 AM	0	0	119	0	0	0	54	0	0	0	0	6	0	0	0	0	179	877
8:15 AM	0	0	129	0	0	0	67	0	0	2	0	3	0	0	0	0	201	835
8:30 AM	0	0	168	0	0	4	77	0	0	0	0	13	0	0	0	0	262	872
8:45 AM	0	0	130	1	0	6	90	0	0	0	0	4	0	0	0	0	231	873
Count Total	0	0	1,302	2	0	15	553	0	0	2	0	41	0	0	0	0	1,915	0
Peak Hour	0	0	756	1	0	5	265	0	0	0	0	15	0	0	0	0	1,042	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	4	5	0	0	9	0	0	0	0	0	0	0	5	1	6
7:15 AM	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
7:45 AM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0
8:00 AM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0
8:15 AM	3	1	0	0	4	0	0	0	0	0	0	0	0	0	0
8:30 AM	3	3	0	0	6	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	14	13	0	0	27	0	0	0	0	0	0	0	5	1	6
Peak Hr	7	8	0	0	15	0	0	0	0	0	0	0	5	1	6

REED MESA DR BROADWAY

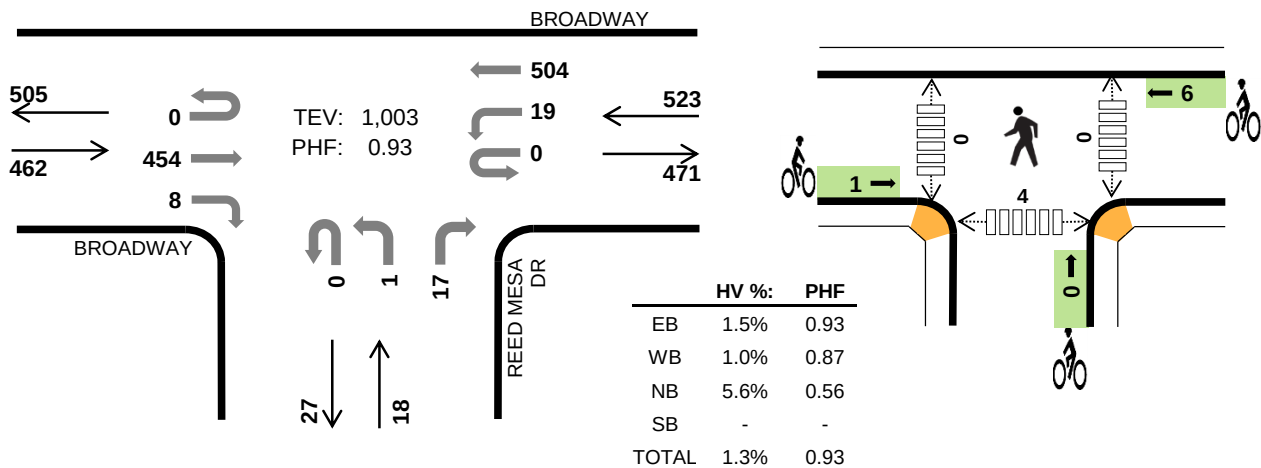


Peak Hour

Date: Tue, Jan 29, 2019

Count Period: 2:00 PM to 5:00 PM

Peak Hour: 3:00 PM to 4:00 PM



Three-Hour Count Summaries

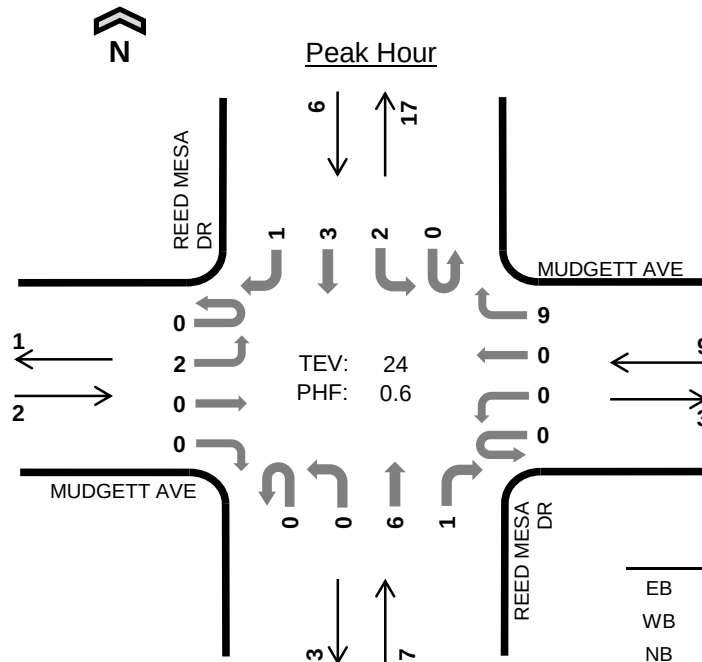
Interval Start	BROADWAY				BROADWAY				REED MESA DR				0				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
3:00 PM	0	0	123	1	0	3	117	0	0	1	0	2	0	0	0	0	247	0
3:15 PM	0	0	98	1	0	2	129	0	0	0	0	3	0	0	0	0	233	0
3:30 PM	0	0	121	2	0	2	119	0	0	0	0	8	0	0	0	0	252	0
3:45 PM	0	0	112	4	0	12	139	0	0	0	0	4	0	0	0	0	271	1,003
Peak Hour	0	0	454	8	0	19	504	0	0	1	0	17	0	0	0	0	1,003	0

Note: For all three-hour count summary, see next page.

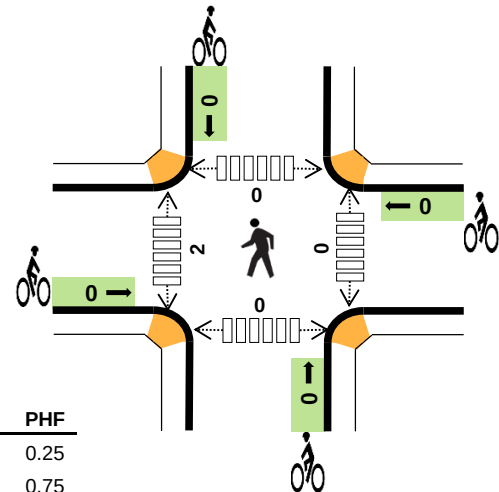
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
3:00 PM	1	1	0	0	2	0	1	0	0	1	0	0	5	0	5
3:15 PM	2	2	1	0	5	0	0	0	0	0	0	0	0	0	0
3:30 PM	4	0	0	0	4	0	4	0	0	4	0	0	1	1	2
3:45 PM	0	2	0	0	2	1	1	0	0	2	0	0	4	3	7
Peak Hour	7	5	1	0	13	1	6	0	0	7	0	0	10	4	14

Three-Hour Count Summaries																		
Interval Start	BROADWAY				BROADWAY				REED MESA DR				0				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	0	84	1	1	1	94	0	0	0	0	3	0	0	0	0	184	0
2:15 PM	0	0	77	2	0	1	120	0	0	1	0	4	0	0	0	0	205	0
2:30 PM	0	0	85	0	0	3	126	0	0	1	0	3	0	0	0	0	218	0
2:45 PM	1	0	145	1	0	5	109	0	0	0	0	2	0	0	0	0	263	870
3:00 PM	0	0	123	1	0	3	117	0	0	1	0	2	0	0	0	0	247	933
3:15 PM	0	0	98	1	0	2	129	0	0	0	0	3	0	0	0	0	233	961
3:30 PM	0	0	121	2	0	2	119	0	0	0	0	8	0	0	0	0	252	995
3:45 PM	0	0	112	4	0	12	139	0	0	0	0	4	0	0	0	0	271	1,003
4:00 PM	0	0	79	0	0	3	135	0	0	1	0	4	0	0	0	0	222	978
4:15 PM	0	0	88	2	0	3	133	0	0	3	0	2	0	0	0	0	231	976
4:30 PM	0	0	92	0	0	6	141	0	0	1	0	6	0	0	0	0	246	970
4:45 PM	0	0	100	1	0	3	156	0	0	0	0	2	0	0	0	0	262	961
Count Total	1	0	1,204	15	1	44	1,518	0	0	8	0	43	0	0	0	0	2,834	0
Peak Hour	0	0	454	8	0	19	504	0	0	1	0	17	0	0	0	0	1,003	0
Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.																		
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)					Total		
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total			
2:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	1	5	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	7	1	0	0	8	0	0	0	0	0	0	0	0	13	1	14	0	14
3:00 PM	1	1	0	0	2	0	1	0	0	1	0	0	0	0	5	0	5	0
3:15 PM	2	2	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	4	0	0	0	4	0	4	0	0	0	0	4	0	0	1	1	2	0
3:45 PM	0	2	0	0	2	1	1	0	0	0	0	2	0	0	4	3	7	0
4:00 PM	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	3	0	0	0	3	1	0	0	0	0	1	0	0	0	1	0	1	0
4:30 PM	2	2	0	0	4	1	0	0	0	0	1	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0
Count Total	22	18	2	0	42	3	6	0	0	9	0	0	0	0	25	5	30	0
Peak Hr	7	5	1	0	13	1	6	0	0	7	0	0	0	0	10	4	14	0

REED MESA DR MUDGETT AVE



Date: Tue, Jan 29, 2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	0.0%	0.25
WB	0.0%	0.75
NB	0.0%	0.58
SB	0.0%	0.38
TOTAL	0.0%	0.60

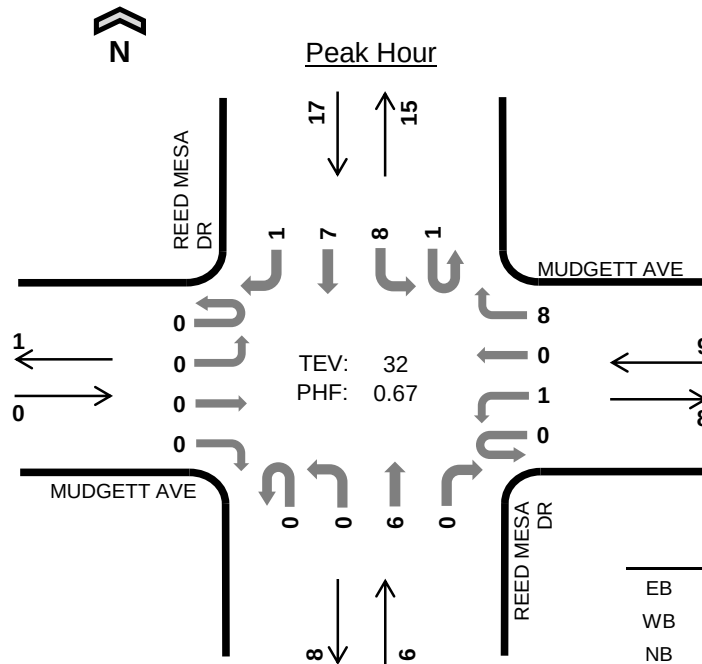
Two-Hour Count Summaries

Interval Start	MUDGETT AVE Eastbound				MUDGETT AVE Westbound				REED MESA DR Northbound				REED MESA DR Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	2	0
7:15 AM	0	0	0	0	0	0	0	3	0	0	1	0	0	2	0	0	6	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	2	0	0	3	0	0	1	0	1	7	15
8:00 AM	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	4	17
8:15 AM	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	3	14
8:30 AM	0	0	0	0	0	0	0	3	0	0	2	1	0	1	3	0	10	24
8:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	1	2	1	6	23
Count Total	0	2	0	0	0	1	0	12	0	0	10	1	0	5	5	2	38	0
Peak Hour	0	2	0	0	0	0	0	9	0	0	6	1	0	2	3	1	24	0

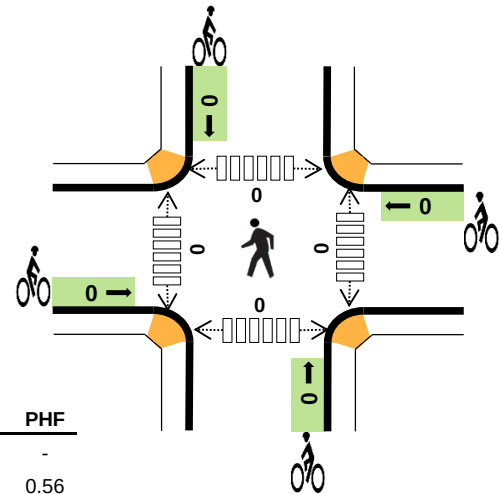
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2

REED MESA DR MUDGETT AVE



Date: Tue, Jan 29, 2019
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM



	HV %:	PHF
EB	-	-
WB	0.0%	0.56
NB	16.7%	0.75
SB	5.9%	0.71
TOTAL	6.3%	0.67

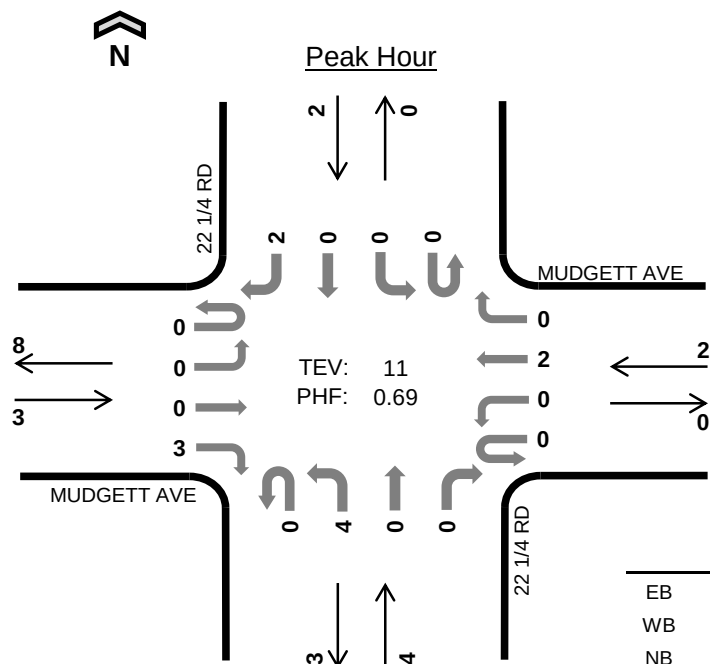
Two-Hour Count Summaries

Interval Start	MUDGETT AVE Eastbound				MUDGETT AVE Westbound				REED MESA DR Northbound				REED MESA DR Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	1	0	0	0	0	5	0	0	1	0	0	7	0
4:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0
4:30 PM	0	1	0	0	0	0	0	1	0	0	1	0	0	1	1	0	5	0
4:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1	0	4	17
5:00 PM	0	0	0	0	0	0	0	2	0	0	2	0	0	0	3	1	8	18
5:15 PM	0	0	0	0	0	0	0	4	0	0	2	0	1	3	2	0	12	29
5:30 PM	0	0	0	0	0	0	0	1	0	0	2	0	0	4	1	0	8	32
5:45 PM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	3	31
Count Total	0	1	0	0	0	2	0	11	0	0	13	0	1	10	9	1	48	0
Peak Hour	0	0	0	0	0	1	0	8	0	0	6	0	1	8	7	1	32	0

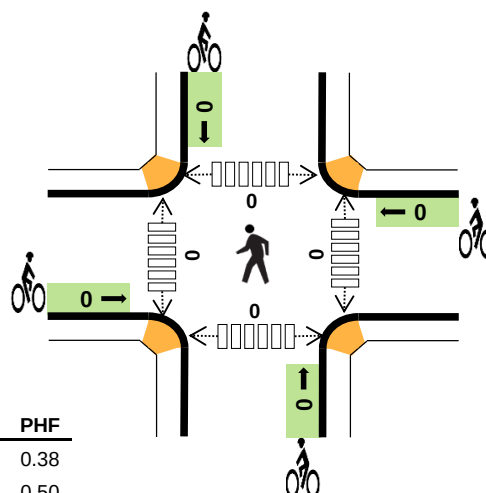
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0

22 1/4 RD MUDGETT AVE



Date: Tue, Jan 29, 2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	0.0%	0.38
WB	0.0%	0.50
NB	0.0%	0.50
SB	0.0%	0.50
TOTAL	0.0%	0.69

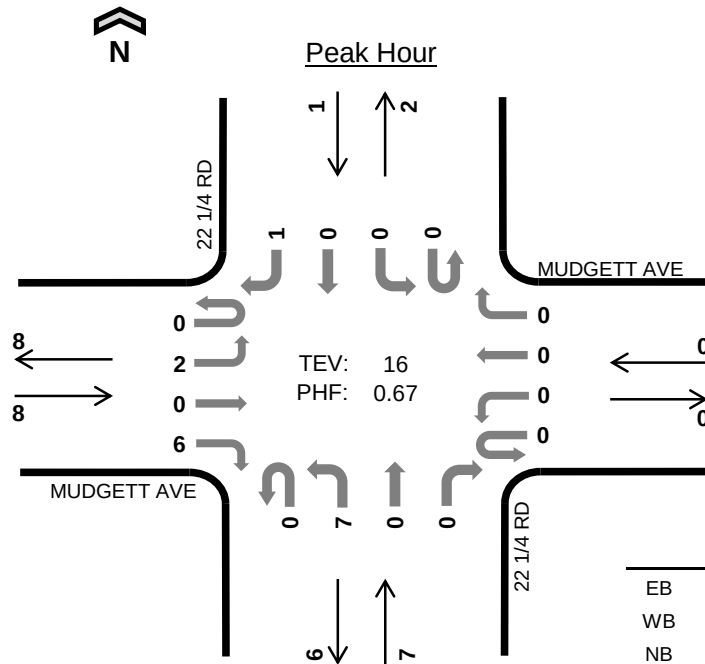
Two-Hour Count Summaries

Interval Start	MUDGETT AVE Eastbound				MUDGETT AVE Westbound				22 1/4 RD Northbound				22 1/4 RD Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2	0
7:15 AM	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	1	5	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	3	10
8:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	10
8:15 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	7
8:30 AM	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	1	4	11
8:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9
Count Total	0	0	0	6	0	0	2	0	0	6	1	0	0	0	0	4	19	0
Peak Hour	0	0	0	3	0	0	2	0	0	4	0	0	0	0	0	2	11	0

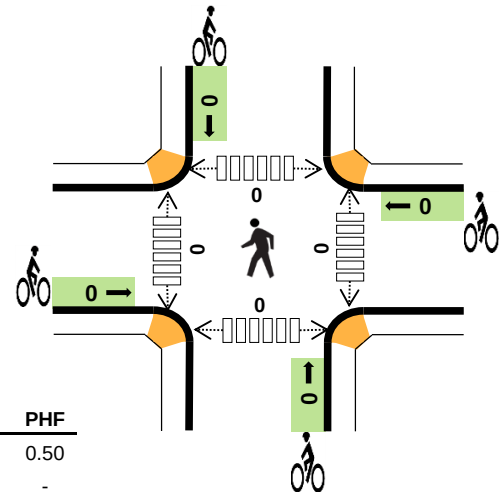
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

22 1/4 RD MUDGETT AVE



Date: Tue, Jan 29, 2019
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM



	HV %:	PHF
EB	0.0%	0.50
WB	-	-
NB	0.0%	0.88
SB	0.0%	0.25
TOTAL	0.0%	0.67

Two-Hour Count Summaries

Interval Start	MUDGETT AVE Eastbound				MUDGETT AVE Westbound				22 1/4 RD Northbound				22 1/4 RD Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	3	0
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0
4:30 PM	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2	0
4:45 PM	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	3	9
5:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	8
5:15 PM	0	1	0	2	0	0	0	0	0	2	0	0	0	0	0	1	6	13
5:30 PM	0	1	0	3	0	0	0	0	0	1	0	0	0	0	0	0	5	16
5:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	14
Count Total	0	2	0	8	0	0	0	0	0	10	1	0	0	0	0	2	23	0
Peak Hour	0	2	0	6	0	0	0	0	0	7	0	0	0	0	0	1	16	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

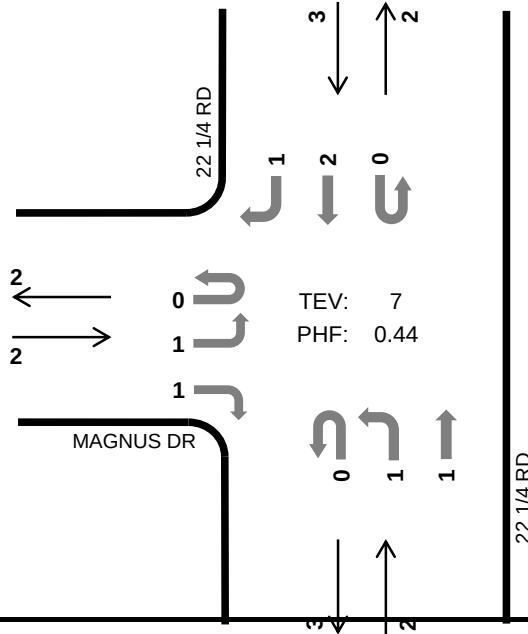
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

22 1/4 RD MAGNUS DR

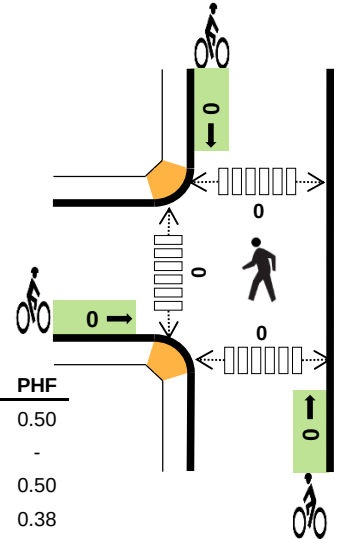


Peak Hour

Date: Tue, Jan 29, 2019
 Count Period: 7:00 AM to 9:00 AM
 Peak Hour: 8:00 AM to 9:00 AM



	HV %:	PHF
EB	0.0%	0.50
WB	-	-
NB	0.0%	0.50
SB	0.0%	0.38
TOTAL	0.0%	0.44



Two-Hour Count Summaries

Interval Start	MAGNUS DR				0				22 1/4 RD				22 1/4 RD				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
7:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	2	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2
8:30 AM	0	0	0	1	0	0	0	0	0	1	0	0	0	0	2	0	4	6
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	7
Count Total	0	1	0	2	0	0	0	0	0	1	2	0	0	0	3	1	10	0
Peak Hour	0	1	0	1	0	0	0	0	0	1	1	0	0	0	2	1	7	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

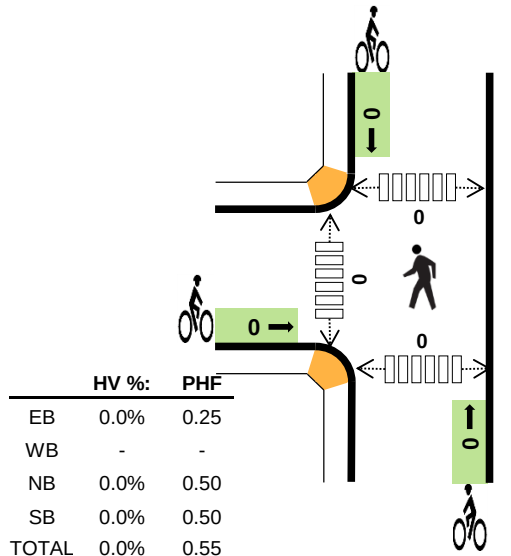
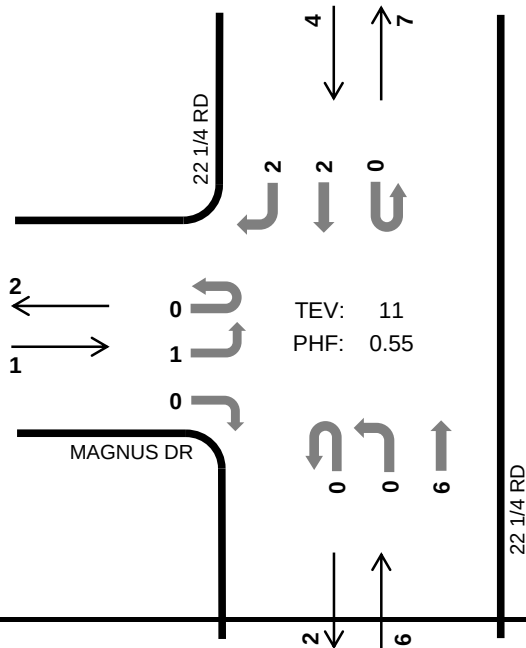
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	1	0	1	2	0	0	0	2
Peak Hr	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2

22 1/4 RD MAGNUS DR



Peak Hour

Date: Tue, Jan 29, 2019
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM



	HV %:	PHF
EB	0.0%	0.25
WB	-	-
NB	0.0%	0.50
SB	0.0%	0.50
TOTAL	0.0%	0.55

Two-Hour Count Summaries

Interval Start	MAGNUS DR				0				22 1/4 RD				22 1/4 RD				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
4:45 PM	0	1	0	0	0	0	0	0	0	0	3	0	0	0	1	0	5	9
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	9
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
5:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	4	11
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Count Total	0	2	0	0	0	0	0	0	0	0	9	0	0	0	2	2	15	0
Peak Hour	0	1	0	0	0	0	0	0	0	0	6	0	0	0	2	2	11	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Peak Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

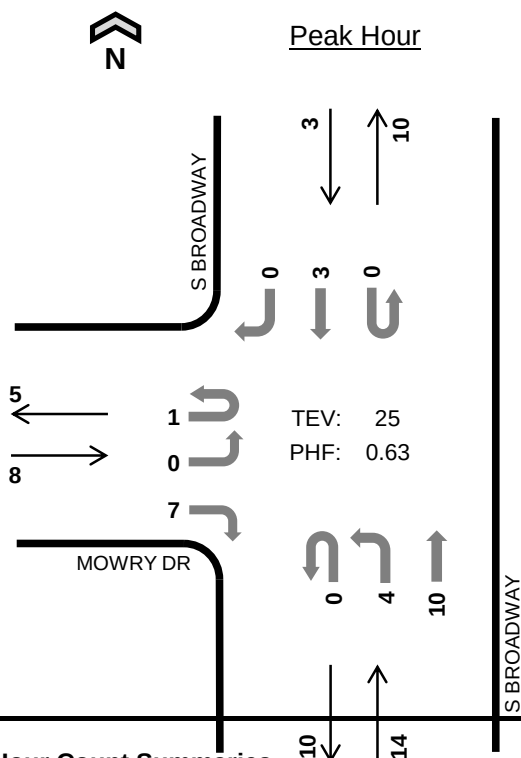
S BROADWAY MOWRY DR



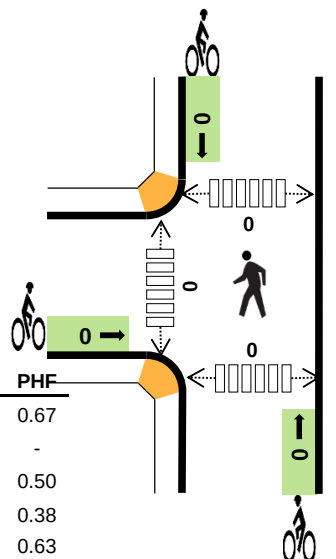
Date: Tue, Jan 29, 2019

Count Period: 7:00 AM to 9:00 AM

Peak Hour: 7:45 AM to 8:45 AM



	HV %:	PHF
EB	0.0%	0.67
WB	-	-
NB	0.0%	0.50
SB	0.0%	0.38
TOTAL	0.0%	0.63



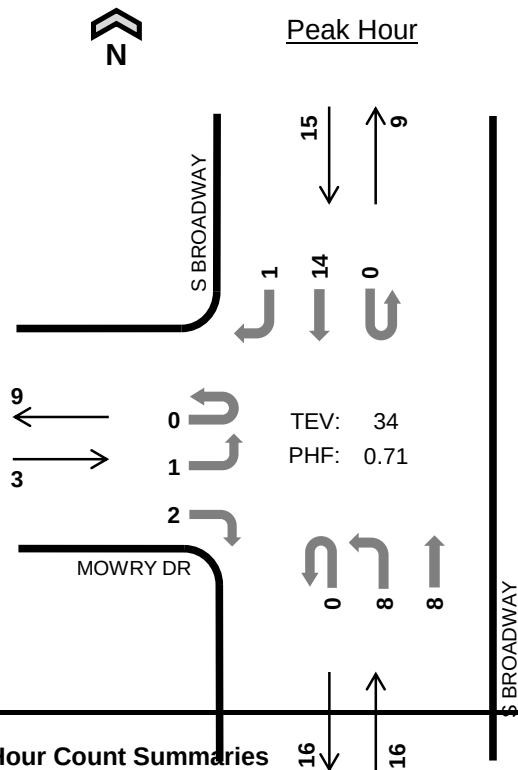
Two-Hour Count Summaries

Interval Start	MOWRY DR				0				S BROADWAY				S BROADWAY				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	3	0
7:15 AM	0	0	0	4	0	0	0	0	0	0	1	0	0	0	0	0	5	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	3	0
7:45 AM	0	0	0	2	0	0	0	0	0	1	2	0	0	0	1	0	6	17
8:00 AM	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	3	17
8:15 AM	1	0	0	1	0	0	0	0	0	0	2	0	0	0	2	0	6	18
8:30 AM	0	0	0	3	0	0	0	0	0	2	5	0	0	0	0	0	10	25
8:45 AM	0	0	0	0	0	0	0	0	0	1	3	0	0	0	2	0	6	25
Count Total	1	0	0	13	0	0	0	0	0	6	16	0	0	0	6	0	42	0
Peak Hour	1	0	0	7	0	0	0	0	0	4	10	0	0	0	3	0	25	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
Peak Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour: 4:45 PM to 5:45 PM



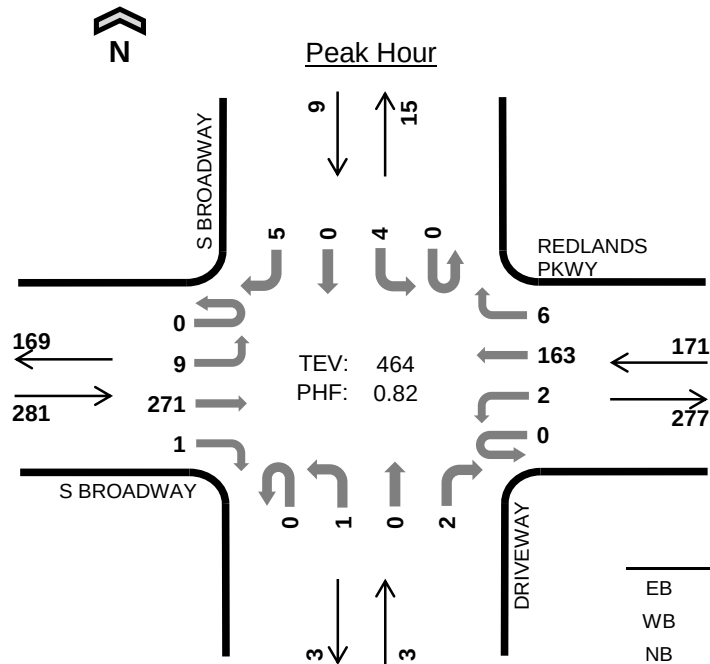
	HV %:	PHF
EB	0.0%	0.75
WB	-	-
NB	0.0%	0.67
SB	0.0%	0.63
TOTAL	0.0%	0.71

Interval Start	MOWRY DR				0				S BROADWAY				S BROADWAY				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	1	0	0	0	0	0	2	1	0	0	0	1	1	6	0
4:15 PM	0	0	0	1	0	0	0	0	0	0	2	0	0	0	3	0	6	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0
4:45 PM	0	0	0	1	0	0	0	0	0	3	2	0	0	0	5	1	12	28
5:00 PM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	24
5:15 PM	0	0	0	1	0	0	0	0	0	3	3	0	0	0	5	0	12	30
5:30 PM	0	1	0	0	0	0	0	0	0	1	2	0	0	0	4	0	8	34
5:45 PM	0	1	0	1	0	0	0	0	0	3	2	0	0	0	3	0	10	32
Count Total	0	2	0	5	0	0	0	0	0	13	13	0	0	0	25	2	60	0
Peak Hour	0	1	0	2	0	0	0	0	0	8	8	0	0	0	14	1	34	0

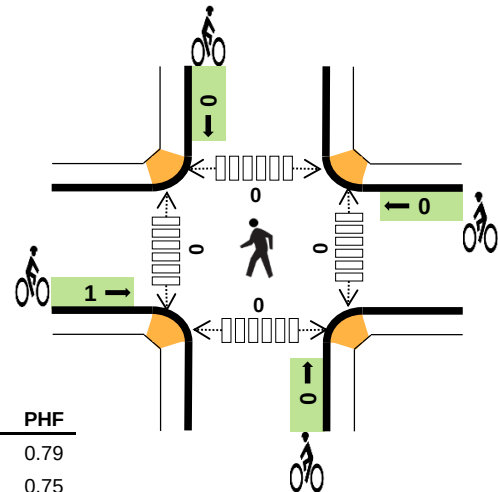
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

[illegible]

S BROADWAY REDLANDS PKWY



Date: Tue, Jan 29, 2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM



	HV %:	PHF
EB	0.4%	0.79
WB	3.5%	0.75
NB	0.0%	0.38
SB	0.0%	0.75
TOTAL	1.5%	0.82

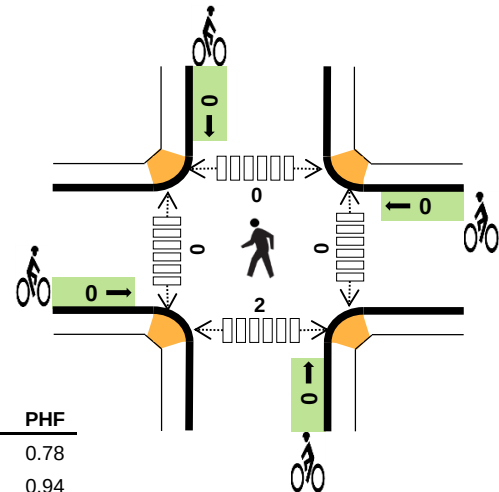
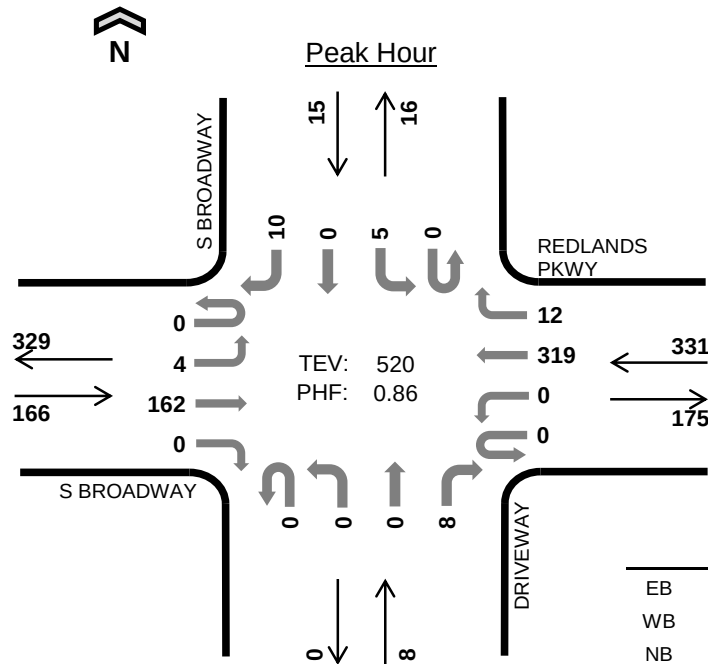
Two-Hour Count Summaries

Interval Start	S BROADWAY Eastbound				REDLANDS PKWY Westbound				DRIVEWAY Northbound				S BROADWAY Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	82	0	0	1	16	0	0	0	0	0	0	3	0	0	102	0
7:15 AM	0	1	69	0	0	0	25	0	0	0	0	0	0	3	0	0	98	0
7:30 AM	0	1	108	0	1	0	27	0	0	0	1	1	0	2	0	1	142	0
7:45 AM	0	2	78	0	0	1	27	1	0	0	0	1	0	2	0	1	113	455
8:00 AM	0	1	55	0	0	1	25	1	0	1	0	1	0	1	0	0	86	439
8:15 AM	0	2	51	1	0	0	47	0	0	0	0	1	0	1	0	2	105	446
8:30 AM	0	3	79	0	0	0	53	4	0	0	0	0	0	2	0	1	142	446
8:45 AM	0	3	86	0	0	1	38	1	0	0	0	0	0	0	0	2	131	464
Count Total	0	13	608	1	1	4	258	7	0	1	1	4	0	14	0	7	919	0
Peak Hour	0	9	271	1	0	2	163	6	0	1	0	2	0	4	0	5	464	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	2	1	0	0	3	0	0	0	0	0	0	1	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0
7:45 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	3	0	0	3	1	0	0	0	1	0	0	0	0	0
8:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
Count Total	6	9	0	0	15	1	0	0	0	1	0	1	0	0	1
Peak Hour	1	6	0	0	7	1	0	0	0	1	0	0	0	0	0

S BROADWAY REDLANDS PKWY



	HV %:	PHF
EB	0.6%	0.78
WB	0.0%	0.94
NB	0.0%	0.33
SB	0.0%	0.63
TOTAL	0.2%	0.86

Two-Hour Count Summaries

Interval Start	S BROADWAY Eastbound				REDLANDS PKWY Westbound				DRIVEWAY Northbound				S BROADWAY Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	3	59	0	0	0	64	0	0	0	0	0	0	2	0	0	128	0
4:15 PM	0	0	39	0	0	0	62	1	0	0	0	2	0	1	0	2	107	0
4:30 PM	0	0	44	1	0	0	60	0	0	0	0	0	0	1	0	3	109	0
4:45 PM	0	0	34	0	0	0	78	5	0	0	0	2	0	2	0	4	125	469
5:00 PM	0	0	50	0	0	0	79	2	0	0	0	0	0	0	0	0	131	472
5:15 PM	0	3	50	0	0	0	85	3	0	0	0	6	0	2	0	3	152	517
5:30 PM	0	1	28	0	0	0	77	2	0	0	0	0	0	1	0	3	112	520
5:45 PM	0	0	25	0	0	0	66	5	0	0	0	0	0	1	0	3	100	495
Count Total	0	7	329	1	0	0	571	18	0	0	0	10	0	10	0	18	964	0
Peak Hour	0	4	162	0	0	0	319	12	0	0	0	8	0	5	0	10	520	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	4	1	0	0	5	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
4:30 PM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0
4:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	6	4	0	0	10	0	0	0	0	0	0	0	0	2	2
Peak Hour	1	0	0	0	1	0	0	0	0	0	0	0	0	2	2

1: Reed Mesa Dr & Broadway
2019 BG AM.syn

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	579	1	8	254	2	33
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	629	1	9	276	2	36
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			630		923	630
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			630		923	630
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		99	93
cM capacity (veh/h)			952		297	482
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	630	285	38			
Volume Left	0	9	2			
Volume Right	1	0	36			
cSH	1700	952	465			
Volume to Capacity	0.37	0.01	0.08			
Queue Length 95th (ft)	0	1	7			
Control Delay (s)	0.0	0.4	13.4			
Lane LOS		A	B			
Approach Delay (s)	0.0	0.4	13.4			
Approach LOS			B			
Intersection Summary						
Average Delay		0.6				
Intersection Capacity Utilization		40.5%	ICU Level of Service	A		
Analysis Period (min)		15				

1: Reed Mesa Dr & Broadway
2019 BG PM.syn

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	371	7	26	548	6	18
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	403	8	28	596	7	20
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			411		1059	407
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			411		1059	407
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		97	97
cM capacity (veh/h)			1148		242	644
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	411	624	26			
Volume Left	0	28	7			
Volume Right	8	0	20			
cSH	1700	1148	455			
Volume to Capacity	0.24	0.02	0.06			
Queue Length 95th (ft)	0	2	5			
Control Delay (s)	0.0	0.7	13.4			
Lane LOS		A	B			
Approach Delay (s)	0.0	0.7	13.4			
Approach LOS			B			
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utilization		60.0%		ICU Level of Service		B
Analysis Period (min)		15				

1: Reed Mesa Dr & Broadway
2040 BG AM.syn

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	826	1	8	297	2	33
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	898	1	9	323	2	36
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			899		1239	898
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			899		1239	898
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		99	89
cM capacity (veh/h)			756		192	338
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	899	332	38			
Volume Left	0	9	2			
Volume Right	1	0	36			
cSH	1700	756	324			
Volume to Capacity	0.53	0.01	0.12			
Queue Length 95th (ft)	0	1	10			
Control Delay (s)	0.0	0.4	17.6			
Lane LOS		A	C			
Approach Delay (s)	0.0	0.4	17.6			
Approach LOS			C			
Intersection Summary						
Average Delay		0.6				
Intersection Capacity Utilization		53.5%	ICU Level of Service	A		
Analysis Period (min)		15				

1: Reed Mesa Dr & Broadway
2040 BG PM.syn

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	444	7	26	776	6	18
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	483	8	28	843	7	20
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			490		1386	486
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			490		1386	486
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			97		96	97
cM capacity (veh/h)			1073		154	581
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	490	872	26			
Volume Left	0	28	7			
Volume Right	8	0	20			
cSH	1700	1073	343			
Volume to Capacity	0.29	0.03	0.08			
Queue Length 95th (ft)	0	2	6			
Control Delay (s)	0.0	0.7	16.4			
Lane LOS		A	C			
Approach Delay (s)	0.0	0.7	16.4			
Approach LOS			C			
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utilization		71.8%		ICU Level of Service		C
Analysis Period (min)		15				

1: Reed Mesa Dr & Broadway
2019 T AM NB.syn

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	579	2	11	254	4	56
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	629	2	12	276	4	61
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			632		930	630
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			632		930	630
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		99	87
cM capacity (veh/h)			951		293	481
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	632	12	276	65		
Volume Left	0	12	0	4		
Volume Right	2	0	0	61		
cSH	1700	951	1700	462		
Volume to Capacity	0.37	0.01	0.16	0.14		
Queue Length 95th (ft)	0	1	0	12		
Control Delay (s)	0.0	8.8	0.0	14.1		
Lane LOS		A		B		
Approach Delay (s)	0.0	0.4		14.1		
Approach LOS				B		
Intersection Summary						
Average Delay			1.0			
Intersection Capacity Utilization			40.9%		ICU Level of Service	A
Analysis Period (min)			15			

1: Reed Mesa Dr & Broadway
2019 T PM NB.syn

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	379	14	36	548	10	30
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	412	15	39	596	11	33
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			427		1093	420
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			427		1093	420
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			97		95	95
cM capacity (veh/h)			1132		229	634
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	427	39	596	43		
Volume Left	0	39	0	11		
Volume Right	15	0	0	33		
cSH	1700	1132	1700	439		
Volume to Capacity	0.25	0.03	0.35	0.10		
Queue Length 95th (ft)	0	3	0	8		
Control Delay (s)	0.0	8.3	0.0	14.1		
Lane LOS		A		B		
Approach Delay (s)	0.0	0.5		14.1		
Approach LOS				B		
Intersection Summary						
Average Delay			0.8			
Intersection Capacity Utilization			38.8%		ICU Level of Service	A
Analysis Period (min)			15			

1: Reed Mesa Dr & Broadway
2019 T AM SB.syn

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	579	2	11	254	4	46
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	629	2	12	276	4	50
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			632		930	630
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			632		930	630
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		99	90
cM capacity (veh/h)			951		293	481
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	632	12	276	54		
Volume Left	0	12	0	4		
Volume Right	2	0	0	50		
cSH	1700	951	1700	458		
Volume to Capacity	0.37	0.01	0.16	0.12		
Queue Length 95th (ft)	0	1	0	10		
Control Delay (s)	0.0	8.8	0.0	13.9		
Lane LOS		A		B		
Approach Delay (s)	0.0	0.4		13.9		
Approach LOS				B		
Intersection Summary						
Average Delay			0.9			
Intersection Capacity Utilization			40.6%		ICU Level of Service	A
Analysis Period (min)			15			

1: Reed Mesa Dr & Broadway
2019 T PM SB.syn

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	371	14	36	548	9	25
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	403	15	39	596	10	27
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			418		1085	411
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			418		1085	411
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			97		96	96
cM capacity (veh/h)			1141		232	641
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	418	39	596	37		
Volume Left	0	39	0	10		
Volume Right	15	0	0	27		
cSH	1700	1141	1700	437		
Volume to Capacity	0.25	0.03	0.35	0.08		
Queue Length 95th (ft)	0	3	0	7		
Control Delay (s)	0.0	8.3	0.0	14.0		
Lane LOS		A		B		
Approach Delay (s)	0.0	0.5		14.0		
Approach LOS				B		
Intersection Summary						
Average Delay			0.8			
Intersection Capacity Utilization			38.8%		ICU Level of Service	A
Analysis Period (min)			15			

1: Reed Mesa Dr & Broadway
2040 T AM NB.syn

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	826	2	11	297	4	56
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	898	2	12	323	4	61
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			900		1246	899
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			900		1246	899
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		98	82
cM capacity (veh/h)			755		189	338
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	900	12	323	65		
Volume Left	0	12	0	4		
Volume Right	2	0	0	61		
cSH	1700	755	1700	321		
Volume to Capacity	0.53	0.02	0.19	0.20		
Queue Length 95th (ft)	0	1	0	19		
Control Delay (s)	0.0	9.8	0.0	19.1		
Lane LOS		A		C		
Approach Delay (s)	0.0	0.4		19.1		
Approach LOS				C		
Intersection Summary						
Average Delay			1.0			
Intersection Capacity Utilization			53.9%		ICU Level of Service	A
Analysis Period (min)			15			

1: Reed Mesa Dr & Broadway
2040 T PM NB.syn

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	444	14	36	776	10	30
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	483	15	39	843	11	33
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			498		1412	490
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			498		1412	490
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			96		93	94
cM capacity (veh/h)			1066		147	578
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	498	39	843	43		
Volume Left	0	39	0	11		
Volume Right	15	0	0	33		
cSH	1700	1066	1700	333		
Volume to Capacity	0.29	0.04	0.50	0.13		
Queue Length 95th (ft)	0	3	0	11		
Control Delay (s)	0.0	8.5	0.0	17.4		
Lane LOS		A		C		
Approach Delay (s)	0.0	0.4		17.4		
Approach LOS				C		
Intersection Summary						
Average Delay			0.8			
Intersection Capacity Utilization			50.8%		ICU Level of Service	A
Analysis Period (min)			15			

1: Reed Mesa Dr & Broadway
2040 T AM SB.syn

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	826	2	11	297	4	46
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	898	2	12	323	4	50
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			900		1246	899
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			900		1246	899
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		98	85
cM capacity (veh/h)			755		189	338
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	900	12	323	54		
Volume Left	0	12	0	4		
Volume Right	2	0	0	50		
cSH	1700	755	1700	318		
Volume to Capacity	0.53	0.02	0.19	0.17		
Queue Length 95th (ft)	0	1	0	15		
Control Delay (s)	0.0	9.8	0.0	18.7		
Lane LOS		A		C		
Approach Delay (s)	0.0	0.4		18.7		
Approach LOS				C		
Intersection Summary						
Average Delay			0.9			
Intersection Capacity Utilization			53.6%		ICU Level of Service	A
Analysis Period (min)			15			

1: Reed Mesa Dr & Broadway
2040 T PM SB.syn

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	444	14	36	776	9	25
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	483	15	39	843	10	27
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			498		1412	490
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			498		1412	490
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			96		93	95
cM capacity (veh/h)			1066		147	578
Direction, Lane #	EB 1	WB 1	WB 2	NB 1		
Volume Total	498	39	843	37		
Volume Left	0	39	0	10		
Volume Right	15	0	0	27		
cSH	1700	1066	1700	325		
Volume to Capacity	0.29	0.04	0.50	0.11		
Queue Length 95th (ft)	0	3	0	10		
Control Delay (s)	0.0	8.5	0.0	17.5		
Lane LOS		A		C		
Approach Delay (s)	0.0	0.4		17.5		
Approach LOS				C		
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utilization			50.8%		ICU Level of Service	A
Analysis Period (min)			15			

2: Mudgett Ave & Reed Mesa Dr
2019 BG AM.syn

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	2	0	0	0	0	10	0	8	1	3	4	1
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2	0	0	0	0	11	0	9	1	3	4	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	21	21	5	21	21	9	5			10		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	21	21	5	21	21	9	5			10		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	99	100			100		
cM capacity (veh/h)	981	871	1078	991	871	1072	1616			1610		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	2	11	10	9								
Volume Left	2	0	0	3								
Volume Right	0	11	1	1								
cSH	981	1072	1616	1610								
Volume to Capacity	0.00	0.01	0.00	0.00								
Queue Length 95th (ft)	0	1	0	0								
Control Delay (s)	8.7	8.4	0.0	2.7								
Lane LOS	A	A		A								
Approach Delay (s)	8.7	8.4	0.0	2.7								
Approach LOS	A	A										
Intersection Summary												
Average Delay			4.2									
Intersection Capacity Utilization			13.3%	ICU Level of Service					A			
Analysis Period (min)			15									

2: Mudgett Ave & Reed Mesa Dr
2019 BG PM.syn

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	1	0	9	0	8	0	9	8	2
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	1	0	10	0	9	0	10	9	2
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	38	38	10	38	39	9	11			9		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	38	38	10	38	39	9	11			9		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	99	100			99		
cM capacity (veh/h)	954	849	1072	962	848	1073	1608			1611		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	0	11	9	21								
Volume Left	0	1	0	10								
Volume Right	0	10	0	2								
cSH	1700	1061	1608	1611								
Volume to Capacity	0.00	0.01	0.00	0.01								
Queue Length 95th (ft)	0	1	0	0								
Control Delay (s)	0.0	8.4	0.0	3.5								
Lane LOS	A	A		A								
Approach Delay (s)	0.0	8.4	0.0	3.5								
Approach LOS	A	A										
Intersection Summary												
Average Delay			4.1									
Intersection Capacity Utilization			17.7%		ICU Level of Service					A		
Analysis Period (min)			15									

2: Mudgett Ave & Reed Mesa Dr
2040 BG AM.syn

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	2	0	0	0	0	10	0	8	1	3	4	1
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2	0	0	0	0	11	0	9	1	3	4	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	21	21	5	21	21	9	5			10		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	21	21	5	21	21	9	5			10		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	99	100			100		
cM capacity (veh/h)	981	871	1078	991	871	1072	1616			1610		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	2	11	10	9								
Volume Left	2	0	0	3								
Volume Right	0	11	1	1								
cSH	981	1072	1616	1610								
Volume to Capacity	0.00	0.01	0.00	0.00								
Queue Length 95th (ft)	0	1	0	0								
Control Delay (s)	8.7	8.4	0.0	2.7								
Lane LOS	A	A		A								
Approach Delay (s)	8.7	8.4	0.0	2.7								
Approach LOS	A	A										
Intersection Summary												
Average Delay			4.2									
Intersection Capacity Utilization			13.3%		ICU Level of Service				A			
Analysis Period (min)			15									

2: Mudgett Ave & Reed Mesa Dr
2040 BG PM.syn

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	1	0	9	0	8	0	9	8	2
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	1	0	10	0	9	0	10	9	2
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	38	38	10	38	39	9	11			9		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	38	38	10	38	39	9	11			9		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	99	100			99		
cM capacity (veh/h)	954	849	1072	962	848	1073	1608			1611		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	0	11	9	21								
Volume Left	0	1	0	10								
Volume Right	0	10	0	2								
cSH	1700	1061	1608	1611								
Volume to Capacity	0.00	0.01	0.00	0.01								
Queue Length 95th (ft)	0	1	0	0								
Control Delay (s)	0.0	8.4	0.0	3.5								
Lane LOS	A	A		A								
Approach Delay (s)	0.0	8.4	0.0	3.5								
Approach LOS	A	A										
Intersection Summary												
Average Delay			4.1									
Intersection Capacity Utilization			17.7%		ICU Level of Service					A		
Analysis Period (min)			15									

2: Mudgett Ave & Reed Mesa Dr
2019 T AM NB.syn

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	2	0	0	0	0	35	0	8	1	7	4	1
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2	0	0	0	0	38	0	9	1	8	4	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	29	30	5	29	30	9	5			10		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	29	30	5	29	30	9	5			10		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	96	100			100		
cM capacity (veh/h)	941	859	1078	976	859	1072	1616			1610		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	2	38	10	13								
Volume Left	2	0	0	8								
Volume Right	0	38	1	1								
cSH	941	1072	1616	1610								
Volume to Capacity	0.00	0.04	0.00	0.00								
Queue Length 95th (ft)	0	3	0	0								
Control Delay (s)	8.8	8.5	0.0	4.2								
Lane LOS	A	A		A								
Approach Delay (s)	8.8	8.5	0.0	4.2								
Approach LOS	A	A										
Intersection Summary												
Average Delay			6.3									
Intersection Capacity Utilization			16.6%		ICU Level of Service					A		
Analysis Period (min)			15									

2: Mudgett Ave & Reed Mesa Dr
2019 T PM NB.syn

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	1	0	25	0	8	0	26	8	2
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	1	0	27	0	9	0	28	9	2
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	75	75	10	75	76	9	11			9		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	75	75	10	75	76	9	11			9		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	97	100			98		
cM capacity (veh/h)	880	801	1072	903	800	1073	1608			1611		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	0	28	9	39								
Volume Left	0	1	0	28								
Volume Right	0	27	0	2								
cSH	1700	1065	1608	1611								
Volume to Capacity	0.00	0.03	0.00	0.02								
Queue Length 95th (ft)	0	2	0	1								
Control Delay (s)	0.0	8.5	0.0	5.3								
Lane LOS	A	A		A								
Approach Delay (s)	0.0	8.5	0.0	5.3								
Approach LOS	A	A										
Intersection Summary												
Average Delay			5.9									
Intersection Capacity Utilization			18.6%	ICU Level of Service					A			
Analysis Period (min)			15									

2: Mudgett Ave & Reed Mesa Dr
2019 T AM SB.syn

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	2	0	0	0	0	25	0	8	1	7	4	1
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2	0	0	0	0	27	0	9	1	8	4	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	29	30	5	29	30	9	5			10		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	29	30	5	29	30	9	5			10		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	97	100			100		
cM capacity (veh/h)	951	859	1078	976	859	1072	1616			1610		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	2	27	10	13								
Volume Left	2	0	0	8								
Volume Right	0	27	1	1								
cSH	951	1072	1616	1610								
Volume to Capacity	0.00	0.03	0.00	0.00								
Queue Length 95th (ft)	0	2	0	0								
Control Delay (s)	8.8	8.4	0.0	4.2								
Lane LOS	A	A		A								
Approach Delay (s)	8.8	8.4	0.0	4.2								
Approach LOS	A	A										
Intersection Summary												
Average Delay			5.8									
Intersection Capacity Utilization			16.6%	ICU Level of Service					A			
Analysis Period (min)			15									

2: Mudgett Ave & Reed Mesa Dr
2019 T PM SB.syn

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	1	0	18	0	8	0	26	8	2
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	1	0	20	0	9	0	28	9	2
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	75	75	10	75	76	9	11			9		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	75	75	10	75	76	9	11			9		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	98	100			98		
cM capacity (veh/h)	886	801	1072	903	800	1073	1608			1611		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	0	21	9	39								
Volume Left	0	1	0	28								
Volume Right	0	20	0	2								
cSH	1700	1063	1608	1611								
Volume to Capacity	0.00	0.02	0.00	0.02								
Queue Length 95th (ft)	0	1	0	1								
Control Delay (s)	0.0	8.5	0.0	5.3								
Lane LOS	A	A		A								
Approach Delay (s)	0.0	8.5	0.0	5.3								
Approach LOS	A	A										
Intersection Summary												
Average Delay			5.6									
Intersection Capacity Utilization			18.6%		ICU Level of Service					A		
Analysis Period (min)			15									

2: Mudgett Ave & Reed Mesa Dr
2040 T AM NB.syn

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	2	0	0	0	0	35	0	8	1	7	4	1
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2	0	0	0	0	38	0	9	1	8	4	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	29	30	5	29	30	9	5			10		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	29	30	5	29	30	9	5			10		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	96	100			100		
cM capacity (veh/h)	941	859	1078	976	859	1072	1616			1610		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	2	38	10	13								
Volume Left	2	0	0	8								
Volume Right	0	38	1	1								
cSH	941	1072	1616	1610								
Volume to Capacity	0.00	0.04	0.00	0.00								
Queue Length 95th (ft)	0	3	0	0								
Control Delay (s)	8.8	8.5	0.0	4.2								
Lane LOS	A	A		A								
Approach Delay (s)	8.8	8.5	0.0	4.2								
Approach LOS	A	A										
Intersection Summary												
Average Delay			6.3									
Intersection Capacity Utilization			16.6%		ICU Level of Service					A		
Analysis Period (min)			15									

2: Mudgett Ave & Reed Mesa Dr
2040 T PM NB.syn

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	1	0	25	0	8	0	26	8	2
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	1	0	27	0	9	0	28	9	2
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	75	75	10	75	76	9	11			9		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	75	75	10	75	76	9	11			9		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	97	100			98		
cM capacity (veh/h)	880	801	1072	903	800	1073	1608			1611		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	0	28	9	39								
Volume Left	0	1	0	28								
Volume Right	0	27	0	2								
cSH	1700	1065	1608	1611								
Volume to Capacity	0.00	0.03	0.00	0.02								
Queue Length 95th (ft)	0	2	0	1								
Control Delay (s)	0.0	8.5	0.0	5.3								
Lane LOS	A	A		A								
Approach Delay (s)	0.0	8.5	0.0	5.3								
Approach LOS	A	A										
Intersection Summary												
Average Delay			5.9									
Intersection Capacity Utilization			18.6%		ICU Level of Service				A			
Analysis Period (min)			15									

2: Mudgett Ave & Reed Mesa Dr
2040 T AM SB.syn

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	2	0	0	0	0	25	0	8	1	7	4	1
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2	0	0	0	0	27	0	9	1	8	4	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	29	30	5	29	30	9	5			10		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	29	30	5	29	30	9	5			10		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	97	100			100		
cM capacity (veh/h)	951	859	1078	976	859	1072	1616			1610		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	2	27	10	13								
Volume Left	2	0	0	8								
Volume Right	0	27	1	1								
cSH	951	1072	1616	1610								
Volume to Capacity	0.00	0.03	0.00	0.00								
Queue Length 95th (ft)	0	2	0	0								
Control Delay (s)	8.8	8.4	0.0	4.2								
Lane LOS	A	A		A								
Approach Delay (s)	8.8	8.4	0.0	4.2								
Approach LOS	A	A										
Intersection Summary												
Average Delay			5.8									
Intersection Capacity Utilization			16.6%		ICU Level of Service				A			
Analysis Period (min)			15									

2: Mudgett Ave & Reed Mesa Dr
2040 T PM SB.syn

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	1	0	18	0	8	0	26	8	2
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	1	0	20	0	9	0	28	9	2
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	75	75	10	75	76	9	11			9		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	75	75	10	75	76	9	11			9		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	98	100			98		
cM capacity (veh/h)	886	801	1072	903	800	1073	1608			1611		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	0	21	9	39								
Volume Left	0	1	0	28								
Volume Right	0	20	0	2								
cSH	1700	1063	1608	1611								
Volume to Capacity	0.00	0.02	0.00	0.02								
Queue Length 95th (ft)	0	1	0	1								
Control Delay (s)	0.0	8.5	0.0	5.3								
Lane LOS	A	A		A								
Approach Delay (s)	0.0	8.5	0.0	5.3								
Approach LOS	A	A										
Intersection Summary												
Average Delay			5.6									
Intersection Capacity Utilization			18.6%		ICU Level of Service					A		
Analysis Period (min)			15									

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	1	1	1	1	2	1
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	1	1	1	2	1
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	6	3	3			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	6	3	3			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	1015	1081	1619			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	2	2	3			
Volume Left	1	1	0			
Volume Right	1	0	1			
cSH	1047	1619	1700			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	8.4	3.6	0.0			
Lane LOS	A	A				
Approach Delay (s)	8.4	3.6	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay		3.4				
Intersection Capacity Utilization		13.3%		ICU Level of Service		A
Analysis Period (min)		15				

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	1	0	0	6	2	2
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	0	0	7	2	2
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	10	3	4			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	10	3	4			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	1010	1081	1617			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	1	7	4			
Volume Left	1	0	0			
Volume Right	0	0	2			
cSH	1010	1617	1700			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	8.6	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	8.6	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay		0.8				
Intersection Capacity Utilization		13.3%		ICU Level of Service		A
Analysis Period (min)		15				

3: 22 1/4 Rd & Magnus Dr
2040 BG AM.syn

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	1	1	1	1	2	1
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	1	1	1	2	1
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	6	3	3			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	6	3	3			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	1015	1081	1619			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	2	2	3			
Volume Left	1	1	0			
Volume Right	1	0	1			
cSH	1047	1619	1700			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	8.4	3.6	0.0			
Lane LOS	A	A				
Approach Delay (s)	8.4	3.6	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay		3.4				
Intersection Capacity Utilization		13.3%		ICU Level of Service		A
Analysis Period (min)		15				

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	1	0	0	6	2	2
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	0	0	7	2	2
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	10	3	4			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	10	3	4			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	1010	1081	1617			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	1	7	4			
Volume Left	1	0	0			
Volume Right	0	0	2			
cSH	1010	1617	1700			
Volume to Capacity	0.00	0.00	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	8.6	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	8.6	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay		0.8				
Intersection Capacity Utilization		13.3%		ICU Level of Service		A
Analysis Period (min)		15				

3: 22 1/4 Rd & Magnus Dr
2019 T AM NB.syn

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	26	18	12	1	2	5
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	28	20	13	1	2	5
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	32	5	8			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	32	5	8			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	97	98	99			
cM capacity (veh/h)	974	1078	1613			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	48	14	8			
Volume Left	28	13	0			
Volume Right	20	0	5			
cSH	1014	1613	1700			
Volume to Capacity	0.05	0.01	0.00			
Queue Length 95th (ft)	4	1	0			
Control Delay (s)	8.7	6.7	0.0			
Lane LOS	A	A				
Approach Delay (s)	8.7	6.7	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay		7.4				
Intersection Capacity Utilization		17.4%		ICU Level of Service		A
Analysis Period (min)		15				

3: 22 1/4 Rd & Magnus Dr
2019 T PM NB.syn

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	17	11	31	6	2	19
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	18	12	34	7	2	21
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	86	12	23			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	86	12	23			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	98	99	98			
cM capacity (veh/h)	895	1068	1592			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	30	40	23			
Volume Left	18	34	0			
Volume Right	12	0	21			
cSH	956	1592	1700			
Volume to Capacity	0.03	0.02	0.01			
Queue Length 95th (ft)	2	2	0			
Control Delay (s)	8.9	6.1	0.0			
Lane LOS	A	A				
Approach Delay (s)	8.9	6.1	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay		5.5				
Intersection Capacity Utilization		18.7%		ICU Level of Service		A
Analysis Period (min)		15				

3: 22 1/4 Rd & Magnus Dr
2019 T AM SB.syn

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	16	28	12	1	2	5
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	17	30	13	1	2	5
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	32	5	8			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	32	5	8			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	98	97	99			
cM capacity (veh/h)	974	1078	1613			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	48	14	8			
Volume Left	17	13	0			
Volume Right	30	0	5			
cSH	1038	1613	1700			
Volume to Capacity	0.05	0.01	0.00			
Queue Length 95th (ft)	4	1	0			
Control Delay (s)	8.6	6.7	0.0			
Lane LOS	A	A				
Approach Delay (s)	8.6	6.7	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay		7.3				
Intersection Capacity Utilization		17.4%		ICU Level of Service		A
Analysis Period (min)		15				

3: 22 1/4 Rd & Magnus Dr
2019 T PM SB.syn

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	10	18	31	6	2	19
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	11	20	34	7	2	21
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	86	12	23			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	86	12	23			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	98	98			
cM capacity (veh/h)	895	1068	1592			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	30	40	23			
Volume Left	11	34	0			
Volume Right	20	0	21			
cSH	999	1592	1700			
Volume to Capacity	0.03	0.02	0.01			
Queue Length 95th (ft)	2	2	0			
Control Delay (s)	8.7	6.1	0.0			
Lane LOS	A	A				
Approach Delay (s)	8.7	6.1	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay		5.5				
Intersection Capacity Utilization		18.7%		ICU Level of Service		A
Analysis Period (min)		15				

3: 22 1/4 Rd & Magnus Dr
2040 T AM NB.syn

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	26	18	12	1	2	5
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	28	20	13	1	2	5
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	32	5	8			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	32	5	8			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	97	98	99			
cM capacity (veh/h)	974	1078	1613			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	48	14	8			
Volume Left	28	13	0			
Volume Right	20	0	5			
cSH	1014	1613	1700			
Volume to Capacity	0.05	0.01	0.00			
Queue Length 95th (ft)	4	1	0			
Control Delay (s)	8.7	6.7	0.0			
Lane LOS	A	A				
Approach Delay (s)	8.7	6.7	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay		7.4				
Intersection Capacity Utilization		17.4%		ICU Level of Service		A
Analysis Period (min)		15				

3: 22 1/4 Rd & Magnus Dr
2040 T PM NB.syn

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	17	11	31	6	2	19
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	18	12	34	7	2	21
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	86	12	23			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	86	12	23			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	98	99	98			
cM capacity (veh/h)	895	1068	1592			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	30	40	23			
Volume Left	18	34	0			
Volume Right	12	0	21			
cSH	956	1592	1700			
Volume to Capacity	0.03	0.02	0.01			
Queue Length 95th (ft)	2	2	0			
Control Delay (s)	8.9	6.1	0.0			
Lane LOS	A	A				
Approach Delay (s)	8.9	6.1	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay		5.5				
Intersection Capacity Utilization		18.7%		ICU Level of Service		A
Analysis Period (min)		15				

3: 22 1/4 Rd & Magnus Dr
2040 T AM SB.syn

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	16	28	12	1	2	5
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	17	30	13	1	2	5
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	32	5	8			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	32	5	8			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	98	97	99			
cM capacity (veh/h)	974	1078	1613			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	48	14	8			
Volume Left	17	13	0			
Volume Right	30	0	5			
cSH	1038	1613	1700			
Volume to Capacity	0.05	0.01	0.00			
Queue Length 95th (ft)	4	1	0			
Control Delay (s)	8.6	6.7	0.0			
Lane LOS	A	A				
Approach Delay (s)	8.6	6.7	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay		7.3				
Intersection Capacity Utilization		17.4%		ICU Level of Service		A
Analysis Period (min)		15				

3: 22 1/4 Rd & Magnus Dr
2040 T PM SB.syn

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	10	18	31	6	2	19
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	11	20	34	7	2	21
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	86	12	23			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	86	12	23			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	98	98			
cM capacity (veh/h)	895	1068	1592			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	30	40	23			
Volume Left	11	34	0			
Volume Right	20	0	21			
cSH	999	1592	1700			
Volume to Capacity	0.03	0.02	0.01			
Queue Length 95th (ft)	2	2	0			
Control Delay (s)	8.7	6.1	0.0			
Lane LOS	A	A				
Approach Delay (s)	8.7	6.1	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay		5.5				
Intersection Capacity Utilization		18.7%		ICU Level of Service		A
Analysis Period (min)		15				

4: S Broadway & Mowry Dr
2019 BG AM.syn

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	7	4	10	3	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	8	4	11	3	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	23	3	3			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	23	3	3			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	99	100			
cM capacity (veh/h)	991	1081	1619			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	8	15	3			
Volume Left	0	4	0			
Volume Right	8	0	0			
cSH	1081	1619	1700			
Volume to Capacity	0.01	0.00	0.00			
Queue Length 95th (ft)	1	0	0			
Control Delay (s)	8.4	2.1	0.0			
Lane LOS	A	A				
Approach Delay (s)	8.4	2.1	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay		3.7				
Intersection Capacity Utilization		14.0%		ICU Level of Service		A
Analysis Period (min)		15				

4: S Broadway & Mowry Dr
2019 BG PM.syn

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	1	2	8	8	14	1
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	2	9	9	15	1
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	42	16	16			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	42	16	16			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	99			
cM capacity (veh/h)	964	1064	1601			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	3	17	16			
Volume Left	1	9	0			
Volume Right	2	0	1			
cSH	1028	1601	1700			
Volume to Capacity	0.00	0.01	0.01			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	8.5	3.7	0.0			
Lane LOS	A	A				
Approach Delay (s)	8.5	3.7	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay		2.5				
Intersection Capacity Utilization		17.5%		ICU Level of Service		A
Analysis Period (min)		15				

4: S Broadway & Mowry Dr
2040 BG AM.syn

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	7	4	10	3	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	8	4	11	3	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	23	3	3			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	23	3	3			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	99	100			
cM capacity (veh/h)	991	1081	1619			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	8	15	3			
Volume Left	0	4	0			
Volume Right	8	0	0			
cSH	1081	1619	1700			
Volume to Capacity	0.01	0.00	0.00			
Queue Length 95th (ft)	1	0	0			
Control Delay (s)	8.4	2.1	0.0			
Lane LOS	A	A				
Approach Delay (s)	8.4	2.1	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay		3.7				
Intersection Capacity Utilization		14.0%		ICU Level of Service		A
Analysis Period (min)		15				

4: S Broadway & Mowry Dr
2040 BG PM.syn

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	1	2	8	8	14	1
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	2	9	9	15	1
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	42	16	16			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	42	16	16			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	99			
cM capacity (veh/h)	964	1064	1601			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	3	17	16			
Volume Left	1	9	0			
Volume Right	2	0	1			
cSH	1028	1601	1700			
Volume to Capacity	0.00	0.01	0.01			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	8.5	3.7	0.0			
Lane LOS	A	A				
Approach Delay (s)	8.5	3.7	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay		2.5				
Intersection Capacity Utilization		17.5%		ICU Level of Service		A
Analysis Period (min)		15				

4: S Broadway & Mowry Dr
2019 T AM NB.syn

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	24	15	10	3	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	26	16	11	3	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	47	3	3			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	47	3	3			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	98	99			
cM capacity (veh/h)	953	1081	1619			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	26	27	3			
Volume Left	0	16	0			
Volume Right	26	0	0			
cSH	1081	1619	1700			
Volume to Capacity	0.02	0.01	0.00			
Queue Length 95th (ft)	2	1	0			
Control Delay (s)	8.4	4.4	0.0			
Lane LOS	A	A				
Approach Delay (s)	8.4	4.4	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay		6.0				
Intersection Capacity Utilization		18.0%		ICU Level of Service		A
Analysis Period (min)		15				

4: S Broadway & Mowry Dr
2019 T PM NB.syn

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	1	13	39	8	14	1
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	14	42	9	15	1
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	109	16	16			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	109	16	16			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	99	97			
cM capacity (veh/h)	864	1064	1601			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	15	51	16			
Volume Left	1	42	0			
Volume Right	14	0	1			
cSH	1046	1601	1700			
Volume to Capacity	0.01	0.03	0.01			
Queue Length 95th (ft)	1	2	0			
Control Delay (s)	8.5	6.1	0.0			
Lane LOS	A	A				
Approach Delay (s)	8.5	6.1	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay		5.3				
Intersection Capacity Utilization		19.2%		ICU Level of Service		A
Analysis Period (min)		15				

4: S Broadway & Mowry Dr
2019 T AM SB.syn

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	34	15	10	3	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	37	16	11	3	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	47	3	3			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	47	3	3			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	97	99			
cM capacity (veh/h)	953	1081	1619			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	37	27	3			
Volume Left	0	16	0			
Volume Right	37	0	0			
cSH	1081	1619	1700			
Volume to Capacity	0.03	0.01	0.00			
Queue Length 95th (ft)	3	1	0			
Control Delay (s)	8.4	4.4	0.0			
Lane LOS	A	A				
Approach Delay (s)	8.4	4.4	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay		6.4				
Intersection Capacity Utilization		18.0%		ICU Level of Service		A
Analysis Period (min)		15				

4: S Broadway & Mowry Dr
2019 T PM SB.syn

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	1	20	39	8	14	1
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	22	42	9	15	1
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	109	16	16			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	109	16	16			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	98	97			
cM capacity (veh/h)	864	1064	1601			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	23	51	16			
Volume Left	1	42	0			
Volume Right	22	0	1			
cSH	1052	1601	1700			
Volume to Capacity	0.02	0.03	0.01			
Queue Length 95th (ft)	2	2	0			
Control Delay (s)	8.5	6.1	0.0			
Lane LOS	A	A				
Approach Delay (s)	8.5	6.1	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay		5.6				
Intersection Capacity Utilization		19.2%		ICU Level of Service		A
Analysis Period (min)		15				

4: S Broadway & Mowry Dr
2040 T AM NB.syn

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	24	15	10	3	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	26	16	11	3	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	47	3	3			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	47	3	3			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	98	99			
cM capacity (veh/h)	953	1081	1619			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	26	27	3			
Volume Left	0	16	0			
Volume Right	26	0	0			
cSH	1081	1619	1700			
Volume to Capacity	0.02	0.01	0.00			
Queue Length 95th (ft)	2	1	0			
Control Delay (s)	8.4	4.4	0.0			
Lane LOS	A	A				
Approach Delay (s)	8.4	4.4	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay		6.0				
Intersection Capacity Utilization		18.0%		ICU Level of Service		A
Analysis Period (min)		15				

4: S Broadway & Mowry Dr
2040 T PM NB.syn

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	1	13	39	8	14	1
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	14	42	9	15	1
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	109	16	16			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	109	16	16			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	99	97			
cM capacity (veh/h)	864	1064	1601			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	15	51	16			
Volume Left	1	42	0			
Volume Right	14	0	1			
cSH	1046	1601	1700			
Volume to Capacity	0.01	0.03	0.01			
Queue Length 95th (ft)	1	2	0			
Control Delay (s)	8.5	6.1	0.0			
Lane LOS	A	A				
Approach Delay (s)	8.5	6.1	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay		5.3				
Intersection Capacity Utilization		19.2%		ICU Level of Service		A
Analysis Period (min)		15				

4: S Broadway & Mowry Dr
2040 T AM SB.syn

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	34	15	10	3	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	37	16	11	3	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	47	3	3			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	47	3	3			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	97	99			
cM capacity (veh/h)	953	1081	1619			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	37	27	3			
Volume Left	0	16	0			
Volume Right	37	0	0			
cSH	1081	1619	1700			
Volume to Capacity	0.03	0.01	0.00			
Queue Length 95th (ft)	3	1	0			
Control Delay (s)	8.4	4.4	0.0			
Lane LOS	A	A				
Approach Delay (s)	8.4	4.4	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay		6.4				
Intersection Capacity Utilization		18.0%		ICU Level of Service		A
Analysis Period (min)		15				

4: S Broadway & Mowry Dr
2040 T PM SB.syn

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	1	20	39	8	14	1
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	22	42	9	15	1
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	109	16	16			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	109	16	16			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	98	97			
cM capacity (veh/h)	864	1064	1601			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	23	51	16			
Volume Left	1	42	0			
Volume Right	22	0	1			
cSH	1052	1601	1700			
Volume to Capacity	0.02	0.03	0.01			
Queue Length 95th (ft)	2	2	0			
Control Delay (s)	8.5	6.1	0.0			
Lane LOS	A	A				
Approach Delay (s)	8.5	6.1	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay		5.6				
Intersection Capacity Utilization		19.2%		ICU Level of Service		A
Analysis Period (min)		15				

5: Redlands Pkwy & S Broadway
2019 BG AM.syn

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	8	263	1	2	152	6	1	0	3	6	0	4
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	286	1	2	165	7	1	0	3	7	0	4
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	172			287			481	480	286	480	477	168
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	172			287			481	480	286	480	477	168
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			100	100	100	99	100	100
cM capacity (veh/h)	1405			1275			490	481	753	491	483	876
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	296	174	4	11								
Volume Left	9	2	1	7								
Volume Right	1	7	3	4								
cSH	1405	1275	664	596								
Volume to Capacity	0.01	0.00	0.01	0.02								
Queue Length 95th (ft)	0	0	0	1								
Control Delay (s)	0.3	0.1	10.5	11.2								
Lane LOS	A	A	B	B								
Approach Delay (s)	0.3	0.1	10.5	11.2								
Approach LOS			B	B								
Intersection Summary												
Average Delay			0.6									
Intersection Capacity Utilization			28.6%	ICU Level of Service						A		
Analysis Period (min)			15									

5: Redlands Pkwy & S Broadway
2019 BG PM.syn

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	4	162	0	0	319	12	0	0	8	5	0	10
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	176	0	0	347	13	0	0	9	5	0	11
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	360			176			549	545	176	547	538	353
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	360			176			549	545	176	547	538	353
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	99	99	100	98
cM capacity (veh/h)	1199			1400			438	444	867	442	448	690
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	180	360	9	16								
Volume Left	4	0	0	5								
Volume Right	0	13	9	11								
cSH	1199	1400	867	582								
Volume to Capacity	0.00	0.00	0.01	0.03								
Queue Length 95th (ft)	0	0	1	2								
Control Delay (s)	0.2	0.0	9.2	11.4								
Lane LOS	A		A	B								
Approach Delay (s)	0.2	0.0	9.2	11.4								
Approach LOS			A	B								
Intersection Summary												
Average Delay			0.5									
Intersection Capacity Utilization			29.7%	ICU Level of Service					A			
Analysis Period (min)			15									

5: Redlands Pkwy & S Broadway
2040 BG AM.syn

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	8	589	1	2	152	6	1	0	3	6	0	4
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	640	1	2	165	7	1	0	3	7	0	4
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	172			641			835	834	641	834	832	168
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	172			641			835	834	641	834	832	168
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			100	100	99	98	100	100
cM capacity (veh/h)	1405			943			284	301	475	284	302	876
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	650	174	4	11								
Volume Left	9	2	1	7								
Volume Right	1	7	3	4								
cSH	1405	943	406	389								
Volume to Capacity	0.01	0.00	0.01	0.03								
Queue Length 95th (ft)	0	0	1	2								
Control Delay (s)	0.2	0.1	14.0	14.5								
Lane LOS	A	A	B	B								
Approach Delay (s)	0.2	0.1	14.0	14.5								
Approach LOS			B	B								
Intersection Summary												
Average Delay			0.4									
Intersection Capacity Utilization			45.7%	ICU Level of Service						A		
Analysis Period (min)			15									

5: Redlands Pkwy & S Broadway
2040 BG PM.syn

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	4	302	0	0	526	12	0	0	8	5	0	10
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	328	0	0	572	13	0	0	9	5	0	11
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	585			328			926	922	328	924	915	578
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	585			328			926	922	328	924	915	578
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	99	98	100	98
cM capacity (veh/h)	990			1231			243	269	713	246	271	515
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	333	585	9	16								
Volume Left	4	0	0	5								
Volume Right	0	13	9	11								
cSH	990	1231	713	378								
Volume to Capacity	0.00	0.00	0.01	0.04								
Queue Length 95th (ft)	0	0	1	3								
Control Delay (s)	0.2	0.0	10.1	15.0								
Lane LOS	A		B	B								
Approach Delay (s)	0.2	0.0	10.1	15.0								
Approach LOS			B	B								
Intersection Summary												
Average Delay			0.4									
Intersection Capacity Utilization			40.6%		ICU Level of Service				A			
Analysis Period (min)			15									

5: Redlands Pkwy & S Broadway
2019 T AM NB.syn

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	10	263	1	2	152	15	1	0	3	19	0	8
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	11	286	1	2	165	16	1	0	3	21	0	9
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	182			287			486	494	286	481	478	165
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	182			287			486	494	286	481	478	165
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			100	100	100	96	100	99
cM capacity (veh/h)	1394			1275			483	472	753	490	482	879
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	SB 1							
Volume Total	298	167	16	4	29							
Volume Left	11	2	0	1	21							
Volume Right	1	0	16	3	9							
cSH	1394	1275	1700	660	564							
Volume to Capacity	0.01	0.00	0.01	0.01	0.05							
Queue Length 95th (ft)	1	0	0	0	4							
Control Delay (s)	0.3	0.1	0.0	10.5	11.7							
Lane LOS	A	A		B	B							
Approach Delay (s)	0.3	0.1		10.5	11.7							
Approach LOS				B	B							
Intersection Summary												
Average Delay			1.0									
Intersection Capacity Utilization			32.4%	ICU Level of Service					A			
Analysis Period (min)			15									

5: Redlands Pkwy & S Broadway
2019 T PM NB.syn

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	6	162	0	0	319	41	0	0	8	13	0	13
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	7	176	0	0	347	45	0	0	9	14	0	14
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	391			176			550	580	176	545	536	347
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	391			176			550	580	176	545	536	347
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			100	100	99	97	100	98
cM capacity (veh/h)	1167			1400			435	423	867	443	449	696
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	SB 1							
Volume Total	183	347	45	9	28							
Volume Left	7	0	0	0	14							
Volume Right	0	0	45	9	14							
cSH	1167	1400	1700	867	542							
Volume to Capacity	0.01	0.00	0.03	0.01	0.05							
Queue Length 95th (ft)	0	0	0	1	4							
Control Delay (s)	0.3	0.0	0.0	9.2	12.0							
Lane LOS	A			A	B							
Approach Delay (s)	0.3	0.0		9.2	12.0							
Approach LOS				A	B							
Intersection Summary												
Average Delay			0.8									
Intersection Capacity Utilization			31.6%		ICU Level of Service				A			
Analysis Period (min)			15									

5: Redlands Pkwy & S Broadway
2019 T AM SB.syn

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	10	263	1	2	152	15	1	0	3	29	0	8
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	11	286	1	2	165	16	1	0	3	32	0	9
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	182			287			486	494	286	481	478	165
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	182			287			486	494	286	481	478	165
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			100	100	100	94	100	99
cM capacity (veh/h)	1394			1275			483	472	753	490	482	879
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	SB 1							
Volume Total	298	167	16	4	40							
Volume Left	11	2	0	1	32							
Volume Right	1	0	16	3	9							
cSH	1394	1275	1700	660	542							
Volume to Capacity	0.01	0.00	0.01	0.01	0.07							
Queue Length 95th (ft)	1	0	0	0	6							
Control Delay (s)	0.3	0.1	0.0	10.5	12.2							
Lane LOS	A	A		B	B							
Approach Delay (s)	0.3	0.1		10.5	12.2							
Approach LOS				B	B							
Intersection Summary												
Average Delay			1.3									
Intersection Capacity Utilization		34.1%		ICU Level of Service					A			
Analysis Period (min)		15										

5: Redlands Pkwy & S Broadway
2019 T PM SB.syn

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	6	162	0	0	319	41	0	0	8	20	0	13
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	7	176	0	0	347	45	0	0	9	22	0	14
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	391			176			550	580	176	545	536	347
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	391			176			550	580	176	545	536	347
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			100	100	99	95	100	98
cM capacity (veh/h)	1167			1400			435	423	867	443	449	696
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	SB 1							
Volume Total	183	347	45	9	36							
Volume Left	7	0	0	0	22							
Volume Right	0	0	45	9	14							
cSH	1167	1400	1700	867	517							
Volume to Capacity	0.01	0.00	0.03	0.01	0.07							
Queue Length 95th (ft)	0	0	0	1	6							
Control Delay (s)	0.3	0.0	0.0	9.2	12.5							
Lane LOS	A			A	B							
Approach Delay (s)	0.3	0.0		9.2	12.5							
Approach LOS				A	B							
Intersection Summary												
Average Delay			1.0									
Intersection Capacity Utilization			32.0%		ICU Level of Service				A			
Analysis Period (min)			15									

5: Redlands Pkwy & S Broadway
2040 T AM NB.syn

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	10	589	1	2	152	15	1	0	3	19	0	8
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	11	640	1	2	165	16	1	0	3	21	0	9
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	182			641			841	848	641	835	833	165
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	182			641			841	848	641	835	833	165
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			100	100	99	93	100	99
cM capacity (veh/h)	1394			943			280	295	475	283	301	879
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	SB 1							
Volume Total	652	167	16	4	29							
Volume Left	11	2	0	1	21							
Volume Right	1	0	16	3	9							
cSH	1394	943	1700	404	354							
Volume to Capacity	0.01	0.00	0.01	0.01	0.08							
Queue Length 95th (ft)	1	0	0	1	7							
Control Delay (s)	0.2	0.1	0.0	14.0	16.1							
Lane LOS	A	A		B	C							
Approach Delay (s)	0.2	0.1		14.0	16.1							
Approach LOS				B	C							
Intersection Summary												
Average Delay			0.8									
Intersection Capacity Utilization		49.4%		ICU Level of Service		A						
Analysis Period (min)		15										

5: Redlands Pkwy & S Broadway
2040 T PM NB.syn

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	6	302	0	0	526	41	0	0	8	13	0	13
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	7	328	0	0	572	45	0	0	9	14	0	14
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	616			328			927	958	328	922	913	572
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	616			328			927	958	328	922	913	572
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			100	100	99	94	100	97
cM capacity (veh/h)	964			1231			241	256	713	246	272	520
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	SB 1							
Volume Total	335	572	45	9	28							
Volume Left	7	0	0	0	14							
Volume Right	0	0	45	9	14							
cSH	964	1231	1700	713	334							
Volume to Capacity	0.01	0.00	0.03	0.01	0.08							
Queue Length 95th (ft)	1	0	0	1	7							
Control Delay (s)	0.2	0.0	0.0	10.1	16.8							
Lane LOS	A			B	C							
Approach Delay (s)	0.2	0.0		10.1	16.8							
Approach LOS				B	C							
Intersection Summary												
Average Delay			0.7									
Intersection Capacity Utilization			42.5%	ICU Level of Service					A			
Analysis Period (min)			15									

5: Redlands Pkwy & S Broadway
2040 T AM SB.syn

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	10	589	1	2	152	15	1	0	3	29	0	8
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	11	640	1	2	165	16	1	0	3	32	0	9
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	182			641			841	848	641	835	833	165
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	182			641			841	848	641	835	833	165
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			100	100	99	89	100	99
cM capacity (veh/h)	1394			943			280	295	475	283	301	879
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	SB 1							
Volume Total	652	167	16	4	40							
Volume Left	11	2	0	1	32							
Volume Right	1	0	16	3	9							
cSH	1394	943	1700	404	331							
Volume to Capacity	0.01	0.00	0.01	0.01	0.12							
Queue Length 95th (ft)	1	0	0	1	10							
Control Delay (s)	0.2	0.1	0.0	14.0	17.4							
Lane LOS	A	A		B	C							
Approach Delay (s)	0.2	0.1		14.0	17.4							
Approach LOS				B	C							
Intersection Summary												
Average Delay			1.1									
Intersection Capacity Utilization			51.2%			ICU Level of Service			A			
Analysis Period (min)			15									

5: Redlands Pkwy & S Broadway
2040 T PM SB.syn

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	6	302	0	0	526	41	0	0	8	20	0	13
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	7	328	0	0	572	45	0	0	9	22	0	14
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	616			328			927	958	328	922	913	572
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	616			328			927	958	328	922	913	572
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			100	100	99	91	100	97
cM capacity (veh/h)	964			1231			241	256	713	246	272	520
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	SB 1							
Volume Total	335	572	45	9	36							
Volume Left	7	0	0	0	22							
Volume Right	0	0	45	9	14							
cSH	964	1231	1700	713	311							
Volume to Capacity	0.01	0.00	0.03	0.01	0.12							
Queue Length 95th (ft)	1	0	0	1	10							
Control Delay (s)	0.2	0.0	0.0	10.1	18.1							
Lane LOS	A			B	C							
Approach Delay (s)	0.2	0.0		10.1	18.1							
Approach LOS				B	C							
Intersection Summary												
Average Delay			0.8									
Intersection Capacity Utilization		42.9%		ICU Level of Service		A						
Analysis Period (min)		15										

Scott Peterson

From: Scott Peterson
Sent: Friday, November 1, 2019 9:49 AM
To: Ted
Subject: Extension Request - Magnus Court Subdivision - Annexation - ODP

Ted,

Your request for a 90-day extension to respond to the Round 1 Review Comments for City file #'s ANX-2019-137 & PLD-2019-374 has been approved in accordance with Section 21.02.070 (a) (4) (iv) of the Zoning & Development. Therefore, please respond to Round 1 Review Comments by no later than February 2, 2020 for these two applications.

Thank you.

Scott Peterson
Senior Planner
City of Grand Junction
scottp@gjcity.org
(970) 244-1447

City of Grand Junction

Response to Review Comments

Date: Nov. 1, 2019

Comment Round No. 1

Page No. 1 of 13

ANX-2019-137

Project Name: Magnus Court Subd. (Annexation – ODP)

File No: PLD-2019-374

Project Location: Magnus Court

Check appropriate ☒ **if comments were mailed, emailed, and/or picked up.**

Property Owner(s): JLC Magnus LLC – Attn: Mike Thomas

Mailing Address: 1985 W. Beaver Road, Suite 200, Troy MI 48084

☒ **Email:** Thomco2008@aol.com

Telephone: (248) 568-6200

Date Picked Up:

Signature:

Representative(s): Ciavonne Roberts & Associates – Attn: Ted Ciavonne

Mailing Address: 222 N. 7th Street, Grand Junction, CO 81501

☒ **Email:** ted@ciavonne.com

Telephone: (970) 241-0745

Date Picked Up:

Signature:

Developer(s):

Mailing Address:

Email:

Telephone:

Date Picked Up:

Signature:

CITY CONTACTS

Project Manager: Scott D. Peterson, Senior Planner

Email: scottp@gjcity.org

Telephone: (970) 244-1447

Dev. Engineer: Rick Dorris

Email: rickdo@gjcity.org

Telephone: (970) 256-4034

City of Grand Junction REQUIREMENTS

(with appropriate Code citations)

CITY PLANNING

1. Proposal is for approval of an Outline Development Plan (ODP – Rezone to PD, Planned Development) with a default zone district of R-2 (Residential – 2 du/ac) in order to develop up to 74 single-family detached lots and also to set specific Performance Standards for the residential development all on 69.67 +/- acres (Unplatted). Total proposed residential density would be 1.06 dwelling units/acre. Existing zoning for the properties are County RSF-4 (Residential Single Family – 4 du/ac), City R-E (Residential Estate) and City R-2 (Residential Single Family – 2 du/ac). Comprehensive Plan Future Land Use Map identifies the properties as Residential Low (.5 – 2 du/ac) and Rural. Proposed Annexation will need to be reviewed by the City Council (Public Hearing). Outline Development Plan application will need to be reviewed by Planning Commission and City Council to approve a new PD Ordinance for the property (Public Hearing). FYI. No Comprehensive Plan Future Land Use Map Amendment would be necessary for this application since the proposed

default zone district of R-2 is an allowed zoning district within both the Residential Low (.5 – 2 du/ac) and Rural categories utilizing the Blended Land Use Map. No additional response required.

Code Reference: Section 21.02.150 (b) of the Zoning and Development Code.

Applicant's Response: We are acknowledging the R-2 zone as our default zone, however, since we have over 65% Open Space the R-8 zone district standards will be implemented per the Cluster Development provisions of the Zoning and Development Code.

Document Reference: Code Section 21.03.060 (5)

2. Outline Development Plan – Aerial Photo drawing (Sheet 1-1):

- a. Incorporate proposed lot and right-of-way layout on this sheet. Complete. This includes the current representations of changes approved via TEDS exceptions.
- b. Show slopes greater than 30% on this sheet. We have shown slopes greater than 30% in 'red'.
- c. Label existing street names on all applicable sheets. Complete.
- d. Active Transportation Corridor Plan indicates a "Canal Path" adjacent to the Redlands Canal located at the northwest corner of the property. At time of final development of the area included within this filing, applicant will need to construct and dedicate a minimum of a 15' wide Trail Easement located within an HOA tract and construct a 10' wide concrete trail within this area. We have no issue with creating the trail easement, but the construction of approximately 50 linear feet of concrete trail, in the middle of a 4000' foot long Redlands Canal service road ... when no other concrete trail exists either side of this for thousands of feet ... and when it is likely 'trespass' to even get to this location makes constructing this trail unacceptable.

Please label trail easement on ODP drawing. Complete.

- e. Since the existing off-street trail system will be a community benefit as part of the Planned Development Zone District, on ODP drawing, clearly identify location of trails within the development that will remain and the type of surface proposed, such as gravel. As indicated on the Illustrative drawing (Revised 11-1-19), some trails are HOA owned and maintained trails that will reside within HOA open space tracts, and some will be public trails that make current 'trespass' trails legitimate. Due to the terrain, the slopes, equipment access to the trails, etc. we are proposing only soft surface trails – no pavement. At time of the Final Subdivision Plan, a minimum 15' wide public Pedestrian/Trail Easement will also be required to be dedicated over the trails within the subdivision in support of the community benefit for the proposed PD zone district. Proposed Public Benefit recognized legitimizing the existing trespass trails for the public, but not the new trails internal to private HOA tracts. There are two locations where the fire department requested turnarounds (hammerheads) and these two locations will provide access from the proposed public streets to the existing but legitimized public trail network.

- f. Since the applicant is proposing to utilize the Planned Development zone district, applicant may propose to utilize the deviations from the development default bulk standards for building setbacks, etc., rather than utilizing the Cluster Development provisions as identified in Section 21.03.060 of the Zoning and Development Code (Section 21.05.040 (g) of the Zoning & Development Code).

Applicant is proposing over 45.7 +/- acres of open space under this proposal which would equate to 65% of open space within the development. Since the applicant is proposing over 45 acres of open space, the applicant could request to utilize the R-8 bulk standards as far as building setbacks, etc. Please address further with City Project Manager and clarify what bulk standards the applicant intends to utilize. We agree with this approach, and have tried to indicate we have an R-2 Default Zone, but are using the R-8 bulk standards per the Cluster Provisions. There may be specific lots where we will have setbacks that are stricter than the R-8 bulk standards, which we can note on the Final Plat.

- g. Label proposed Shared Drive-Ways and open space areas as separate Tracts. We have noted on the submitted Illustrative, but these will technically be determined and noted on the Final Plat.
- h. Revise drawings as applicable to reflect TEDS Approval, City file number TED-2019-59. Complete.

- i. Sheet 1-1 indicates Pods, A, B & C, however, no pods appear on drawing. Revise as necessary. **Reference to Pods omitted.**
 - j. Revise Table 1 and other text on Sheet 1-1 to the correct Default Zone District of R-2 (or discuss further with City Project Manager proposed default zone options). **We have incorporate R-2 as the Default Zone, but are using the R-8 bulk standards per the Cluster Provisions of the code.**
 - k. Revise Table 2 on Sheet 1-1 to identify land uses that would be allowed for the subdivision, such as single-family detached, etc. **Table revised to only allow detached single family.**
 - l. Revise Phasing Schedule on Sheet 1-1 to the correct date of completion. City Manager suggests that the year 2020 be utilized for Phase 1 and so on.
- Code Reference: V-14 of the SSIDS Manual.
- Applicant's Response: Table Revised**
- Document Reference: ODP – Sheet 1-1**

3. Slope Analysis Sheet:

a. Proposed streets and roads shall not have a slope greater than 30% unless the Planning Commission and City Council approve (Section 21.07.020 (f) (7) (i) of the Zoning and Development Code). Please address further if this is proposed. Slope Analysis Sheet identifies a portion of Magnus right-of-way as having a 30% slope. **(1) virtually ALL of the 30% slopes in all of the ROW 's are man-made; (2) there are very few of these slopes; (3) Code clearly states that PC and CC must approve crossing 30% slopes IF THESE ARE DEEMED AS CRITICAL. We do not view these as 'critical', however we will be prepared to make such a request if they are deemed as such. Specifically (Section 21.07.020 (f) (7) (i) states:**

(i) Streets, roads, driveways and other vehicular routes shall not traverse property having a slope greater than 30 percent unless, after review by the Planning Commission and approval by the City Council, it is determined that:

(A) Appropriate engineering measures will be taken to minimize the impact of cuts, fills, erosion and stormwater runoff consistent with the purposes of this section; and

- **We have already invested the design time into the proposed roads, and maintain that appropriate engineering measures have been taken to minimize cuts and fills and to appropriately handle storm water runoff;**

(B) The developer has taken reasonable steps to minimize the amount of hillside cuts and taken measures to mitigate the aesthetic impact of cuts through the use of landscaping and other mitigation measures acceptable to the Director.

- **Cuts and Fills have been minimized. Specific mitigation will be addressed at time of Final Plan.**

a. Existing vegetation, where streets are to be located, shall be preserved to the greatest extent possible. As much as possible street alignment should follow the natural terrain.

- **The proposed road alignment follows natural terrain "as much as possible";**

b. Upon the favorable recommendation of the Director sidewalk construction may be waived by the Planning Commission when the Planning Commission finds that sidewalk construction would result in excessive grading and/or cut/fill of slopes.

- **A TEDS Exception has been secured that reduces street width and removes sidewalk on one side;**

c. Vertical or drive-over, curb and gutter, as determined by the Director, shall be installed along all public streets.

- **Curb and gutter is proposed.**

b. Provide a Legend Block for the purpose of explaining why are some lots are crosshatched?

Example: Lots 3, 43, 53, 55, 68. Reason is that these lots exceed 20.01% slope. The five lots noted do exceed 20.01%, as follows: Lot 3 = 23.3%; Lot 43 = 24.6%; Lot 53 = 20.5%; Lot 55 = 20.9%, and Lot 68 = 22.2%.

c. What would be the building envelope for proposed Lot 43? Section 21.07.020 (f) (5) of the Zoning & Development Code allows the Director to allow some incursion hillside disturbance when the incursions do not exceed 20 feet. In the case of Lot 43, the existing slope averages 24.6% due to a manmade slope greater than 30% but less than 20 feet in grade difference. For this reason, the building envelope would be no different than any other lot. See 'd.' below for additional information.

d. Proposed Lots 3, 43, 53, 55, 68 do not meet with either the minimum lot size of 15,000 sq. ft. or the minimum lot width of 200' at the front setback line (Section 21.07.020 (f) (3) of the Zoning & Development Code). Revise as applicable. We are seeking support for common sense on these five lots. Code allows both Planning Commission and City Council input and approval for development of lots on slopes greater than 30% (which these are not) ... and specifically addresses lots that are less than 20.01% ... but remains ambiguous on lots that are between 20.01% and 30%.

We believe that the doubling of lot frontage from 100' to 200' when the average slope goes from 20% to 20.1% is baseless. We are prepared to ask both Planning Commission and City Council to interpret this code to allow them to approve a 10' increase in lot width commensurate with each additional degree in slope between 20% and 30%. Thus an average slope of 20.01 to 21% would require a minimum lot width of 110 feet; 21.01% to 22% would be a minimum lot width of 120 feet ... etc. up to 29.01% to 30 % being the minimum lot width of 200 feet.

e. Proposed Lots 34, 35, 36 do not meet with the minimum lot width of 100' at the front setback line (Section 21.07.020 (f) (3) of the Zoning & Development Code). Revise as applicable. Section 21.03.030 (b) (2) allows the Director to approve irregularly shaped lots; this has been applied to wedge shaped lots on cul-de-sacs fairly consistently for years. For this reason we request such a determination, which then allows the lots to remain as currently drawn.

Code Reference: Section 21.07.020 (f) of the Zoning & Development Code.

Applicant's Response: See above.

Document Reference:

4. Elevations Sheet:

a. Proposed subdivision area is located within a mapped ridgeline protection area as identified within Section 21.07.020 (g) of the Zoning & Development Code. Please label existing ridgeline area and the location of the required 200' building and fence setback from the ridgeline for clarity on the plan (Sheet 1). However, the 200' setback shall not apply if the applicant can provide adequate visual representation that any new structure, fence, etc., will not be visible from the centerline of Redlands Parkway/S. Broadway and/or Escondido Circle. See Section 21.07.020 (g) (2) of the Zoning and Development Code for mitigation techniques (in no case shall the setback be less than 30' from the ridgeline). Please describe further and depict the ridgeline location on the Elevation Sheets. Section 21.07.020 (g) (2) states that structures will not be visible **OR** that mitigation will be provided ... specifically:

(2) This setback shall not apply if the applicant produces adequate visual representation that a proposed new structure will not be visible on the skyline as viewed from the centerline of the mapped roads **or that mitigation will be provided**. Mitigation techniques might include:

- (i) Earth tone colors to blend with the surrounding area;
- (ii) The use of nonreflective materials;
- (iii) Vegetation to screen and soften the visual impact of the structure; and/or
- (iv) A reduction of building height or the "stepping" of the building height; or
- (v) Other means that minimize the appearance from the road corridor.

The above noted mitigation techniques will be applied to any structures that fall within the ridgeline criteria. Based on our visual analysis the following lots are subject to this mitigation criteria:

- (Section A) Lot 12 – partial roof
- (Section B) Lot 13 – partial 2nd floor

It is important to note a number of points concerning the specific 'visible' lots noted above:

- The 'boxes' representing the homes are 60' deep and set on the front setback. It is unlikely that any home will be this deep;
- The 'boxes' representing the homes are a minimum 12' tall at the front wall at the front setback. Most residential homes will have 10' ceilings;
- The roofs on the 'boxes' representing the homes are at a 3:1 pitch. We expect flatter roofs on most homes;
- The 'boxes' representing the homes are set 'on-grade'. Driveway access will likely dictate the FFE on all homes, which will in many cases result in retaining walls that allow the home's FFE to be lower than existing grade.

In Summary – the criteria used for the visual analysis of homes is basically 'worst' case'. All concerns can be dealt with architecturally.

b. Elevation B drawing is cause for concern on how this property will be properly mitigated. Please address further.

Code Reference: Section 21.07.020 (g) of the Zoning and Development Code.

Applicant's Response: Utilizing the mitigation techniques noted above, this particular lot may require height restrictions (restricted to a single story on the back portion of the structure), however it may also be sunk into the existing grade enough that this will not be necessary. Additional tools include utilizing earth tone colors, and non-reflective materials.

Document Reference: Provided Sections

5. Illustrative Sheet:

Add to Legend Block what the blue shading represents. Proposed right-of-way vacation? **Yes. See #6 below.**

Applicant's Response: The blue shading represents existing Magnus Court ROW that can be disposed of with the redesign / relocation of what we are calling Magnus Loop. A small section, maintaining the name Magnus Court, will remain as access to existing lots and structures.

Document Reference: Illustrative Sheet

6. Magnus Court Right-of-Way Vacation (Portion of):

Applicant is requesting that portions of Magnus Court be vacated as part of the proposed subdivision development. Further review and discussion will be made prior to Final Subdivision Plan application. Proposed vacation request will require both Planning Commission and City Council review and approval.

Code Reference: Section 21.02.100 of the Zoning & Development Code.

Applicant's Response: **Understood.**

Document Reference: **NA**

7. General Project Report:

As part of the Planned Development request, does applicant wish to have a phasing schedule that would be within 10 years, rather than 6 as currently proposed (Section 21.02.080 (n) (2) (i) of the Zoning and Development Code)? Please revise if necessary. Any remaining development after 10 years, the applicant would need to come back to the Planning Commission and City Council to request a new phasing schedule in accordance with this section of the Code at the time. In the meantime, I would suggest that the first few phases be approved as a 3-year interval per filing.

Proposed phasing schedule will be included within the proposed PD Ordinance so that each phase will have a specified timeframe so the project can be tracked over time.

Applicant's Response: Understood. The Phasing Plan has been adjusted.

Document Reference: Phasing Plan and General Project Report

8. Planning Commission/City Council Public Hearings (ODP):

Once ODP and other review items have been completed and addressed by the applicant from the respective review agencies, Project Manager will schedule Annexation & Outline Development Plan applications for the next available Planning Commission and City Council meetings.

Code Reference: Section 21.02.150 of the Zoning and Development Code.

Applicant's Response: Understood.

9. Public Correspondence Received:

As of this date, City Project Manager has not received any other email or letter from the public concerning the proposed development, other than the email that was previously submitted by the Guenther's dated October 24, 2018.

Applicant's Response: Understood.

CITY DEVELOPMENT ENGINEER

This project was previously issued an alternative street and TEDS exception. See letter dated June 4, 2019 to Mr. Ted Ciavonne. This submittal is to create a PLD which also acts as a preliminary plan. No construction will occur. It does not contain many engineering documents; consequently, specific engineering comments are limited. The submittal does contain a TIS which was evaluated and comments are provided. There are some engineering issues that must be answered now because this is also a preliminary plan, see comments herein. There are many challenges with this project that will be evaluated with future submittals when further engineering has been performed.

FEES

Review Comment: Transportation Capacity Payment (TCP) – To be determined and collected at the time of planning clearance for individual building permits.

Storm Drainage Fee (in lieu of detention) – None, detention provided.

Inspection Fee – Current fee is \$110 per unit.

Fee in Lieu of Utility Undergrounding – The overhead utilities on Magnus Court will need to be installed underground to make the street construction work.

Applicant's Response: Understood.

Document Reference:

Review Comment: This project is part of the Reed Mesa sewer improvement district. It should have sunset by now but check with Debi Overholt at 244-1520 to confirm.

Applicant's Response: It has sunset.

Document Reference:

GENERAL

Review Comment: The streets are expected to be steep and at the limits of the TEDS. The City doesn't remove snow on local streets. It may be necessary for the HOA to provide for private snow removal.

Applicant's Response: Snow removal will be addressed in the CCR's.

Document Reference:

Review Comment: Water pressures will likely need to be boosted with a pump. The project needs to demonstrate, with this submittal, adequate fire flow can be created.

Applicant's Response: Boosting water pressure with a pump has been discussed with Ute Water by our Civil Engineer, Mark Austin, and it is NOT a technical issue. We request that this \$8K-\$10k report be required at the time of Final Plan Submittals, and not prior to approval of the ODP and PD zone. We want to first know we have an approved Planned Development.

Document Reference:

Review Comment: The engineer will need to determine if the existing 6" sanitary can handle the additional 74 lots. This needs to be answered now since the PLD is also a preliminary plan.

Applicant's Response: The City designed this sewer line in-house, and installed it in 2007. At minimum it should have been designed to handle flows for densities associated with the Future Land Use Plan, and more reasonably should have been designed for the zoning that was in place at the time. We ask the City to research their design criteria for this line.

Document Reference:

Review Comment: This project will impact the neighborhood and/or the traveling public. The Developer's team needs to create a notification and coordination plan up front to minimize impact to the neighborhood. Items to include are (but not limited to) the traveling public/neighbors, school buses and children, mail carriers, and how far the notification is sent. Advanced warning signs similar to those used by CDOT may be required on busy streets.

Applicant's Response: Understood

Document Reference:

Review Comment: The plans need to be revised to show the street and turnaround configuration required by the TEDS exception.

Applicant's Response: Completed

Document Reference:

PLANS

Review Comment: Drainage at Magnus and 22 ¼ Road is currently an issue. This project will need to resolve it.

Applicant's Response: This project can display strategies to take care of its drainage, potentially reducing the existing problems on 22¼ Road, however, this project should not be held accountable for existing off-site drainage problems.

Document Reference:

Review Comment: Because the PLD is also considered a preliminary plan, the City needs to be comfortable the streets can meet TEDS and the project grading will work. Provide a grading plan demonstrating this.

Applicant's Response: This project has already proven the above and secured the appropriate TEDS Exceptions.

Document Reference:

DRAINAGE REPORT

Review Comment: The drainage report describes collecting runoff in a WQ and detention basin. The outfall would be piped to Goat Wash near South Broadway and 22 ¼

Road. If I understand correctly, this will significantly reduce flooding problems for the existing parcels north of the project. The capacity of Goat Wash must be evaluated but this is expected to be inconsequential in the big picture.

Applicant's Response: We agree that our "improvements" will significantly reduce flooding problems occurring offsite. We will look at the Goat Wash capacity at final design. We want to first know we have an approved Planned Development.

Document Reference:

STORMWATER

Review Comment: All normal stormwater reports, permits, and agreements are required.

Applicant's Response: Understood

Document Reference:

GEOTECHNICAL REPORT

Review Comment: The test pit report was only a series of pit logs with no lab analysis or geotechnical recommendations. It identifies many areas of bentonite. The report will be evaluated when complete. Given the soil types and topography, non-standard street and earthwork methods are anticipated.

Applicant's Response: A more significant Geotechnical Report has been completed, and is provided with these responses.

Document Reference:

TRANSACTION SCREEN ANALYSIS

Review Comment: A TSA will be needed.

Applicant's Response: Understood. This will be provided at Final Plan.

TRAFFIC IMPACT STUDY

Review Comment: The conclusions in the TIS seem reasonable and appropriate.

Applicant's Response: Noted

Review Comment: What phase of the project triggers the right turn lane on Redlands Parkway?

Applicant's Response: The westbound right deceleration lane at the intersection of South Broadway and Redlands Parkway will likely be triggered by the final construction phase of the project. Per TEDS 29.28.170, the auxiliary lane is required with the addition of 79% of the project traffic, or approximately 58 homes.

Review Comment: Sight distance at 22 ¼ Road and Magnus must be evaluated and is likely too short. 22 ¼ Road may need to be lowered. This will be the developer's responsibility.

Applicant's Response: The necessary sight distance mitigation was acknowledged in the traffic report. The existing crest curve on 22¼ Road will likely need to be lowered 4' to 5' to accommodate an acceptable 155' sight distance for a 25 mph roadway. The civil engineer shall use a K-value of 12 for a design speed on 22¼ Road of 25 mph per Table 3-34 of the AASHTO *Green Book*.

Review Comment: The report mentions stop signs and stop bars within the existing neighborhood to increase driver awareness. Identify what and where.

Applicant's Response: Stop Signs are recommended at the following locations.

Intersection	Stop Sign & Bar Location
Reed Mesa Drive & SH 340 (Broadway)	Reed Mesa NB
Mudgett Street & Reed Mesa Drive	4-way stop
Mudgett Drive & 22¼ Road	22¼ Road SB
Dixon Avenue & 22¼ Road	Dixon Avenue EB
Magnus Court & 22¼ Road	Magnus Court EB
Mowry Drive & 22¼ Road	22¼ Road NB
Mowry Drive & South Broadway	Mowry Drive EB
South Broadway & Redlands Parkway	South Broadway SB

Review Comment: Please have McDowell Engineering present at the public hearings to present the TIS methodology and conclusions.

Applicant's Response: McDowell Engineering will attend the hearings.

Document Reference:

CITY SURVEYOR – Peter Krick – peterk@gjcity.org (970) 256-4003

The Improvement Survey for 2215 Magnus Court indicates and identifies a “gap” between Magnus Court right of way and the North line of the surveyed parcel. How will this gap be rectified and corrected?

Applicant's Response: The developer has had a survey and metes and bounds description of the gap prepared by a registered surveyor; has researched the chain of successor heirs and secured the names and contact information for each; has caused to have Quit Claim Deeds prepared for the signature of each extant heir; and is distributing the Quit Claim Deeds to each extant heir for signature. Once the signed Quit Claim Deeds have been returned to the developer by the total of extant heirs, an attorney will be retained to satisfy Mesa County protocols required to eliminate the gap.

Document Reference:

CITY FIRE DEPARTMENT – Steve Kollar – stevenk@gjcity.org (970) 549-5852

GJFD has no objects to the general outline of the development. The ODP documents appear to reflect previous conceptual designs and do not take into account the recent TEDS exception and Alternative Streets design. The next phase of review should include the following information:

Fire Flow. Fire flow form has been submitted for this project indicating fire flows off site. This project is located on significant slopes/grades and preliminary plans show a proposed water pressure booster station. In order to assess fire flow requirements, the petitioner will need to submit a water supply/fire flow analysis prepared by a qualified engineer indicating minimum fire flows have been achieved at the most remote location in the subdivision. All homes will have a fire sprinkler system installed and water supplies must also be able to meet minimum design calculations. The engineer of record must submit supportive design documents and a signed statement (stamped) indicating that adequate water supplies are present to properly support the sprinkler systems of each home in the subdivision. This may involve contacting a state certified fire sprinkler designer.

Fire Hydrants and Water Mains.

All residential lots must be located within 250 feet of a fire hydrant served by an 8-inch water main minimum. Magnus Loop should be reviewed to determine if the 250 foot criteria have been met. Please adjust accordingly if needed.

Fire Apparatus Access.

The subdivision layout and all apparatus roads should be designed and submitted for review in accordance with the approved TEDs Exception and Alternative Streets Plans to include the fire mitigation plan discussed as a part of the TEDS Review. Please submit a Fire Department Site Plan identified in SIDDS to include GJFD TRUCK 1 apparatus turning radius illustrations and the location of parked vehicles on the streets. Locations of no parking signs should also be included on all applicable streets, fire apparatus turnarounds, entry road median areas and shared driveway locations.

Please contact Steve Kollar at the Grand Junction Fire Department at 970-549-5800 should there be any questions.

Applicant's Response: Although some of the above comments have been addressed, all of these comments must be addressed at time of Final Plan.

Document Reference:

CITY ADDRESSING – Pat Dunlap – patd@gjcity.org (970) 256-4030

1. Magnus Court Subdivision is an acceptable subdivision name.
2. The northern part of the road must remain Magnus Court. Lots 1-7, 61-63, and 72 will be addressed on Magnus Court.
3. Magnus Loop is an acceptable road name for the part of the road that circles around to the south from Magnus Court on the east and back to Magnus Court on the west. Lots 8-32 and Lots 41-60 will be addressed on Magnus Loop.
4. Alternate addresses will be available for Lots 7, 31, 32, 63, and 72.
5. Please provide names for Cul A and Cul B to address off of.
6. Addresses will be available after the subdivision is approved.

Applicant's Response: We will determine names by the time of Final Plan.

Document Reference:

OUTSIDE REVIEW AGENCY COMMENTS

(Non-City Agencies)

Review Agency: Mesa County Building Department

Contact Name: Darrell Bay

Email / Telephone Number: Darrell.bay@mesacounty.us (970) 244-1651

MCBD has no objections to this project.

The following must be provided to our office in paper form;

The city approved Soil report, Drainage plan & TOF tabulation sheet

Applicant's Response: This information will be determined and available at time of Final Plan.

Review Agency: Xcel Energy

Contact Name: Brenda Boes

Email / Telephone Number: Brenda.k.boes@xcelenergy.com (970) 244-2698

Xcel has no objections, however, Developer does need to be aware that depending on added load, a gas main reinforcement may be needed at Developers expense.

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.

Applicant's Response: Understood

Review Agency: Ute Water Conservancy District

Contact Name: Jim Daugherty

Email / Telephone Number: jdaugherty@utewater.org (970) 242-7491

- With regard to the proposed pump station facilities, please provide for review: hydraulic design (fire flow and domestic service), mechanical equipment, electrical and backup power considerations, instrumentation and controls, building concept (structural, hvac), yard piping, and etc. Are you planning to dedicate a lot to the District for proposed facilities?

- Show the crossing for the water main transition at lots 27 & 26.

- Street B, ends in a cul-de-sac on one drawing and a differing configuration on another sheet. If the proposed water main is not in ROW shorten its length to be so.

- Water main in the existing Magnus ROW is 8-inch, correct labeling on drawing(s).

- ALL FEES AND POLICIES IN EFFECT AT TIME OF APPLICATION WILL APPLY.

- If you have any questions concerning any of this, please feel free to contact Ute Water.

Applicant's Response: These comments will be addressed at time of Final Plan.

Review Agency: 5-2-1 Drainage Authority

Contact Name: Mark Barslund

Email / Telephone Number: markb@gjcity.org (970) 256-4106

This project will require both state CDPHE and 5-2-1 Construction Stormwater permits, to include the original O&M agreement in 4 pages, not double-sided; a Construction Stormwater Management Plan, and a completed 5-2-1 permit application with fees, payable by check, based on the area of disturbance on page 4. All appropriate forms and templates can be found on the 5-2-1 Drainage Authority website.

Applicant's Response: Understood

Review Agency: Urban Trails Committee

Contact Name: Kris Ashbeck

Email / Telephone Number: kristena@gjcity.org (970) 244-1491

1. For purposes of identifying the location of this development, adjacent street names on ODP and Utility Composite would be helpful.
2. Also - show the entire property on the Utility Composite. **Standard required drawing scales does not allow this.**
3. Per SSID, the ODP is to include proposed circulation concept - streets, roads, walkways as well as land use areas of open space versus residential and major environmental features such as slopes. **All of this information was addressed in the original submittal, and has been re-addressed above. The information cannot be legibly portrayed on a single drawing, and has therefore been separated into understandable drawings.**
4. While there are no active transportation corridors that are indicated within the property, there are several characteristics of the area, adjacent properties and an adjacent active transportation corridor that should be acknowledged and indicated on the initial planning documents: **The submitted Traffic Impact Study provides numerous graphics and significant narrative about the transportation network.**
 - a) There appear to be two tracts that may be used as pedestrian access to the undeveloped areas but not certain - between lots 21 and 22 and 29 and 30. Clarify on the plan. **This is mostly correct. The two areas you note will be part of ROW, as they will also be constructed for fire apparatus turn-around. The remainder of them are part of the huge overall open space tract.**
 - b) Suggest a third access at the end of the cul-de-sac, perhaps between lots 35 and 36 since this is the direction of the adjacent active transportation corridor that crosses the northwest corner of the site. **We believe the proposed public access between Lots 29 and 30 is sufficient.**
 - c) Contact the Museums of the West to coordinate where best to locate trails (or keep existing trails) that would tie into their trails that exist on the adjacent Museum properties. **We have acknowledged the existing trail connections, which at present are trespass trails, and have no intentions of altering them nor further scaring the hillside.**
 - d) Show a connection to the active transportation corridor at the northwest corner of the site. **This suggested connection has close to 200 vertical feet in elevation difference, with cliffs, +40% slopes, rockfall areas, and drainages. We suggest utilizing the exiting trespass trails for his connection. In absence of this we will leave such design to 'others'**
5. Similar to other nearby developments (e.g. Redlands Mesa) and other areas (e.g. Spyglass), any trails on undeveloped areas will be expected to be available for public use.
Applicant's Response: We have attempted to be clear about those trails that are 'Public' and those that are HOA / Private. The trespass trails being legitimized by this project will be Public.

Review Agency: Colorado Department of Transportation (CDOT)

Contact Name: Dan Roussin

Email / Telephone Number: Daniel.roussin@state.co.us (970) 683-6284

Thanks for the opportunity review the Magnus Court Subdivision in the Redlands. This development plan to have 74 single family residence in the subdivision. The access to the development will be off 22 1/4 Road and then to Reed Mesa Road. This development does increase the traffic by 20% at Reed Mesa Road and SH 340; therefore, a new access permit will be required at Reed Mesa Road.

CDOT also reviewed the traffic study and has the following comments on the study:

1. The recommended left turn lane off of Highway 340 appears to be in conflict with the existing pedestrian crosswalk and signal. Consultant needs to provide suggestions with regard to the

operations and location of the crosswalk. **Additional language has been added to Section 6.1**

2. The study needs to address the existing single family home access off of 340 just east of the Reed Mesa Drive intersection with respect to possible safety issues caused by the addition of a left turn lane. **Additional language has been added to Section 6.1**

3. It appears that the numbers used in the 2040 BG AM analysis don't match those shown in Figure 15. **The numbers used in the 2040 BG AM analysis should be from Figure 6.**

Once CDOT receives the access application, CDOT will do a more thorough review of the application. If you have any questions, please let me know.

Applicant's Response: Comments noted above.

REVIEW AGENCIES

(Responding with "No Comment" or have not responded as of the due date)

The following Review Agencies have responded with "No Comment."

1. Bureau of Reclamation

The following Review Agencies have not responded as of the comment due date.

1. Mesa County Engineering
2. Regional Transportation Planning Office (RTPO)
3. Colorado Geological Survey
4. Redlands Water & Power
5. Mesa County Valley School District #51
6. City Transportation Engineer

The Petitioner is required to submit electronic responses, labeled as "**Response to Comments**" for the following agencies:

1. **City Planning**
2. **City Development Engineer**
3. **City Fire Department**
4. **City Addressing**
5. **Urban Trails Committee**
6. **Colorado Geological Survey**
7. **5-2-1 Drainage Authority**
8. **Ute Water Conservancy District**
9. **Colorado Department of Transportation (CDOT)**

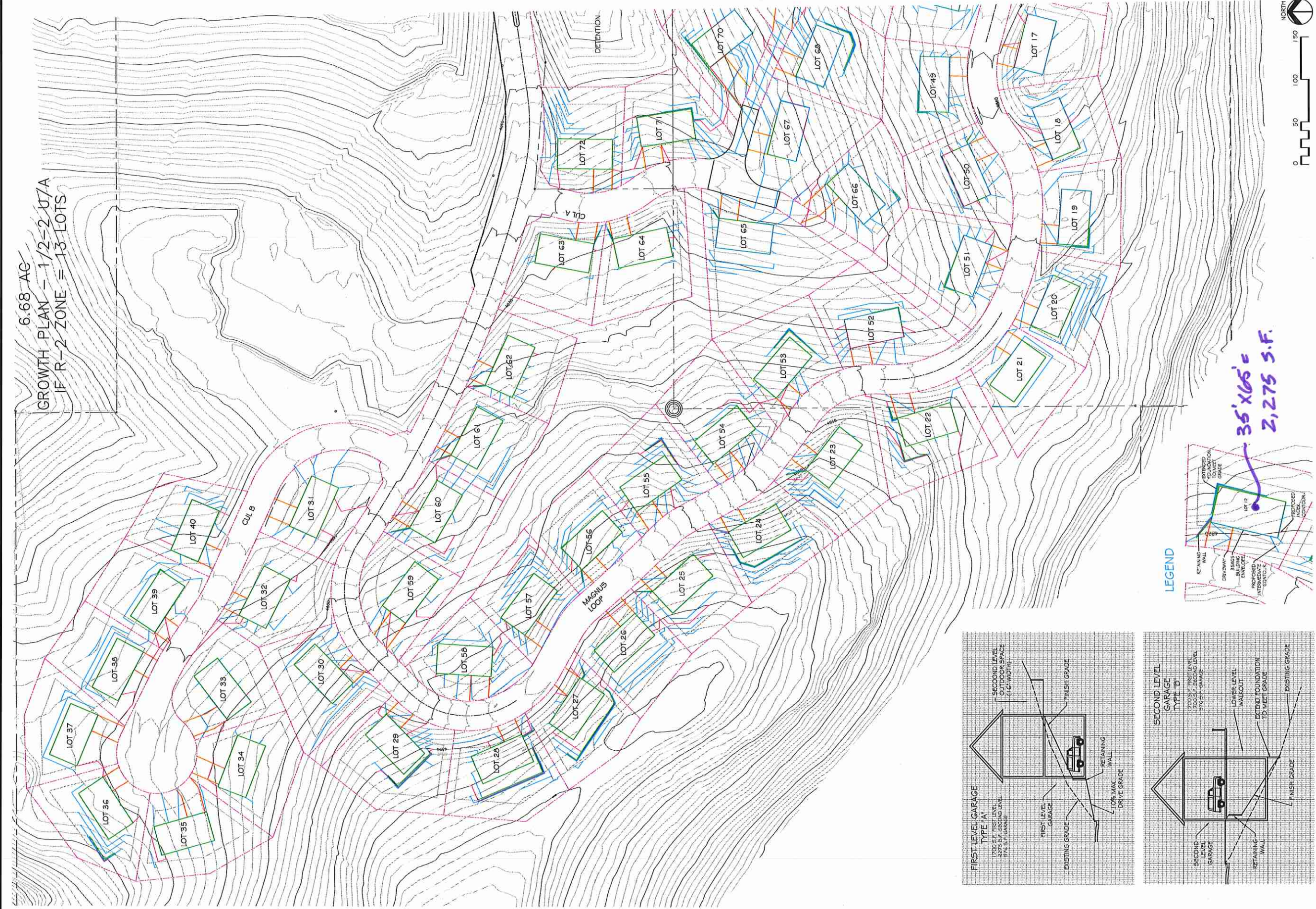
Date due: **November 2, 2019 (Extended to 2/2/20)**

Please provide a written response for each comment and, for any changes made to other plans or documents indicate specifically where the change was made.

I certify that all of the changes noted above have been made to the appropriate documents and plans and there are no other changes other than those noted in the response.


Applicant's Signature


Date



DRAWN BY	XX
CHECKED	XX
JOB NO.	0000
DATE	00-00-2011
REVISIONS	

MAGNUS COURT GRAND JUNCTION

CLAYTON, ROBERTS & ASSOCIATES, INC.
LAND PLANNING AND
LANDSCAPE ARCHITECTURE
2221 N. 7TH STREET
GRAND JUNCTION, CO 81501
970-241-0745 P
970-241-0765 F
WWW.CRAYON.COM

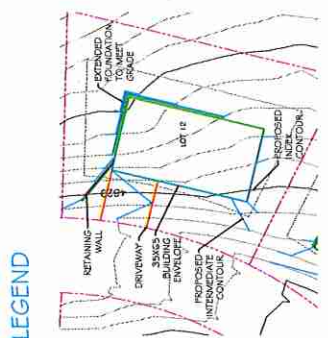
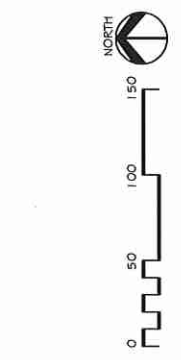
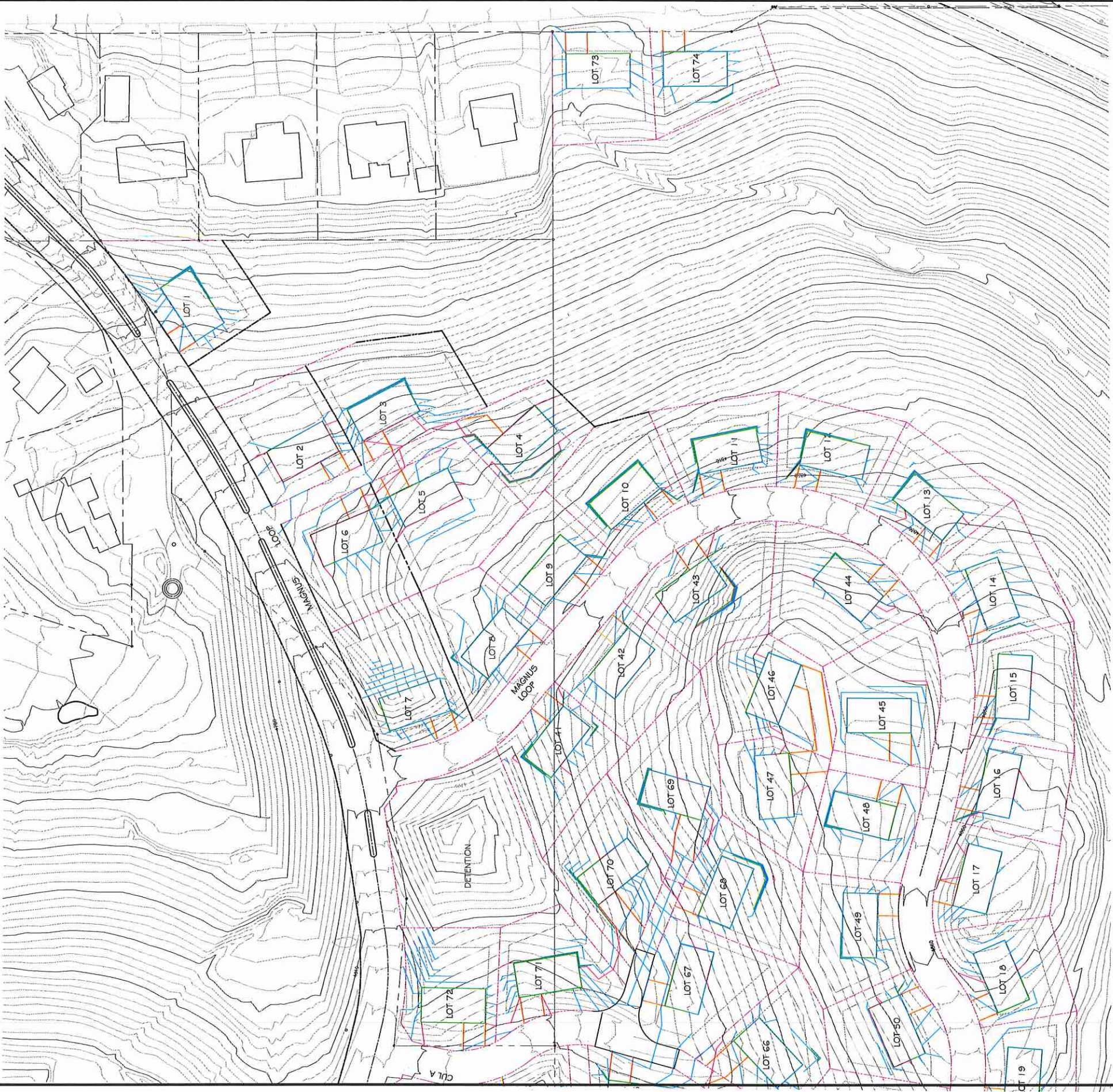
MAGNUS COURT

PRELIMINARY

LOT GRADING
WEST

SHEET NO.

1



LEGEND

DRAWN BY XX CHECKED XX JOB NO. 0000 DATE 00-00-2011 REVISIONS	
MAGNUS COURT GRAND JUNCTION	
 CLAVONNE, ROBERTS & ASSOCIATES, INC. LAND PLANNING AND LANDSCAPE ARCHITECTURE 222 N. 7TH STREET GRAND JUNCTION, CO 81501 970.241.0765 P WWW.CLAVONNE.COM	
MAGNUS COURT	
PRELIMINARY	
LOT GRADING EAST	
SHEET NO. 2	

Response to City of Grand Junction Review Comments

Date: December 21, 2019

Comment Round No. 2

Page No. 1 of 9
ANX-2019-137

Project Name: Magnus Court Subd. (Annexation – ODP)

File No: PLD-2019-374

Project Location: Magnus Court

Check appropriate ☒ if comments were mailed, emailed, and/or picked up.

Property Owner(s): JLC Magnus LLC – Attn: Mike Thomas

Mailing Address: 1985 W. Beaver Road, Suite 200, Troy MI 48084

☒ Email: Thomco2008@aol.com

Telephone: (248) 568-6200

Date Picked Up:

Signature:

Representative(s): Ciavonne Roberts & Associates – Attn: Ted Ciavonne

Mailing Address: 222 N. 7th Street, Grand Junction, CO 81501

☒ Email: ted@ciavonne.com

Telephone: (970) 241-0745

Date Picked Up:

Signature:

Developer(s):

Mailing Address:

Email:

Telephone:

Date Picked Up:

Signature:

CITY CONTACTS

Project Manager: Scott D. Peterson, Senior Planner

Email: scottp@gjcity.org

Telephone: (970) 244-1447

Dev. Engineer: Rick Dorris

Email: rickdo@gjcity.org

Telephone: (970) 256-4034

City of Grand Junction REQUIREMENTS

(with appropriate Code citations)

CITY PLANNING

1. Outline Development Plan – Aerial Photo drawing (Sheet 1-1):

a. Label proposed street names on all applicable sheets. See City Addressing comments for additional information.

Applicant's Response: See City Addressing Responses below

b. Active Transportation Corridor Plan indicates a "Canal Path" adjacent to the Redlands Canal located at the northwest corner of the property. At time of final subdivision development, applicant will need to dedicate a minimum of a 15' wide Trail Easement located within an HOA tract. Label Trail Easement on Illustrative drawing. Applicant would not have to construct the required 10' wide concrete trail at time of final subdivision development, however, a cost estimate would need to be provided at time of final subdivision development and the applicant would be required to pay a cash-

in-lieu to the City and the City would construct on the required trail at a later date once other adjoining properties are further developed and public trail connections provided.

Applicant's Response: This 15' Trail Easement was, and is, noted on the ODP Document, but we have now included it on the Illustrative. I suspect that this Trail Easement Tract will make far more sense to be dedicated to the City rather than the HOA when the time comes.

c. Revise Phasing Schedule on Sheet 1-1 to the correct date of completion. See Review Comment #5 for additional information.

Code Reference: V-14 of the SSIDS Manual.

Applicant's Response: Complete

Document Reference: Sheet 1-1

2. Slope Analysis Sheet:

a. Slope Analysis Sheet identifies a portion of Magnus right-of-way as having a 30% slope.

Proposed streets and roads shall not have a slope greater than 30% unless the Planning Commission and City Council approve (Section 21.07.020 (f) (7) (i) of the Zoning and Development Code). Please address further if this is proposed, however, it is assumed that at Final Subdivision Plan Development, that these grades would be eliminated so that the street would not be at 30% grade. Please verify if this is a valid statement.

Applicant's Response: The grading of the street system has been previously submitted to support the plan, to receive TEDS exceptions, and to confirm all roads meet City and Fire grading acceptance ... and so "no" the roads will not be at 30%. The very limited areas where you see proposed road ROW crossing a 30% slope, these are man-made slopes and not natural grades. AS we understand the code, there are no roads that require PC or CC approval within this project.

b. Proposed Lots 3, 43, 53, 55, 68 do not meet with either the minimum lot size of 15,000 sq. ft. or the minimum lot width of 200' at the front setback line (Section 21.07.020 (f) (3) of the Zoning & Development Code). Revise as applicable or provide an asterisk or footnote that these five (5) lots will be combined into a larger lot if proposed Zoning Code Amendment to modify this section of the Code would not be approved.

Applicant's Response: We choose to go with the asterisk and note.

c. Proposed Lots 34, 35, 36, & 37 do not meet with the minimum lot width of 100' at the front setback line (Section 21.07.020 (f) (3) of the Zoning & Development Code), however, Community Development Director has classified these four (4) lots as irregular shaped lots per Section 21.03.030 (b) (2) of the Zoning & Development Code). No further response required.

Code Reference: Section 21.07.020 (f) of the Zoning & Development Code.

Applicant's Response: Understood

Document Reference: Slope Sheet

3. Elevations Sheets:

a. Label existing ridgeline area and the location of the required 200' building setback from the ridgeline for clarity on all Elevation Sheets. In no case shall the setback be less than 30' from the ridgeline. Also label Rear Yard Setback on all drawings. *This comment is a carry-over from the 1st Round of Review Comments and was not adequately addressed.*

Applicant's Response: We have gone in and labeled the sections per your descriptions above. We note that the Rear Setback of the pertinent lots was noted in the previous responses.

b. Please provide an Elevation Drawing from Escondido Circle.

Applicant's Response: The existing homes on lots within Escondido Circle BLOCK the 90 degree perpendicular view that the Ridgeline Code requires.

c. On Elevation Drawings A & B, provide a footnote that Lots 12 & 13 will need to be mitigated in accordance with Section 21.07.020 (g) (2) of the Zoning and Development Code since they can be seen from the centerline of the mapped road.

Code Reference: Section 21.07.020 (g) of the Zoning and Development Code.

Applicant's Response: Notes provided

Document Reference: Elevation Drawings

4. Illustrative Sheet:

a. In the Legend Block, what is the difference between Dedicated HOA Open Space (yellow) and Dedicated Open Space (green)? Shouldn't it be all HOA Open Space or is the applicant requesting proposed Tract D be granted to another entity such as the City or Museum of Western Colorado? Please differentiate.

Applicant's Response: Yes, the applicant is requesting that proposed Tract D be granted to another entity such as the City or Museum of Western Colorado. The differentiation is in the color: HOA is yellow; the remainder would not be HOA unless no one else wants it.

b. In the Legend Block, add the icon for the Fire Department Turn-Around since the turn-arounds are shown on the drawing.

Applicant's Response: Complete

c. Aerial photos of the site indicate an existing pedestrian (trespass) trail that links to the property to the north. In keeping with the proposed community benefit of the Planned Development zoning, can a new trail be developed around Lots 34 through 36 within Tract D to keep or relocate this pedestrian link? If so, please add trail to be located within Tract D.

Applicant's Response: That particular trespass trail is 'from' and 'to' private property, and we will not be responsible for encouraging trespass to neighboring properties. Its current alignment is significantly destroyed by the proposed plan.

d. Since the existing off-street trail system will be a community benefit as part of the Planned Development Zone District, on Illustrative Sheet, clearly identify trails within the development that will remain and the type of surface proposed, such as gravel, etc. As an example, approved TEDS exception required the construction of concrete trails. Please label these locations for clarity. At time of Final Subdivision Plan, a minimum 15' wide public Pedestrian/Trail Easement will also be required to be dedicated over the trails within the subdivision in support of the community benefit for the proposed PD zone district.

Applicant's Response: In Round 1 Review Comments we indicated that all trails will be soft surface. We acknowledge that the TEDS Exception for going to a narrower ROW had to do with lessening the terrace on a hillside and alternative pedestrian trails. At the time I do not believe anyone realized the terrain and slopes that the alternative trails are negotiating. These, in most cases, will be (or remain) hiking trails. We ask for significant consideration from the TEDS Committee for soft surface trails.

Document Reference:

5. Phasing Plan (Sheet 1-1):

Since application will not proceed to public hearings until first quarter 2020, City Project Manager suggests the phasing schedule be adjusted to the following schedule in order to give the applicant enough time to complete each phase of development and complete the project within a 10-year timeframe as the Zoning Code allows.

Phase 1 (Reviewed and approved by): December 31, 2023

Phase 2 (Reviewed and approved by): December 31, 2026

Phase 3 (Reviewed and approved by): December 31, 2028

Phase 4 (Reviewed and approved by): December 31, 2030

Code Reference: Section 21.02.080 (n) (2) (i) of the Zoning and Development Code.

Applicant's Response: Complete
Document Reference: Phasing Plan

6. Planning Commission/City Council Public Hearings (ODP):

Once ODP and other review items have been completed and addressed by the applicant from the respective review agencies, Project Manager will schedule Annexation & Outline Development Plan applications for the next available Planning Commission and City Council meetings. Tentative dates would be Planning Commission on February 25, 2020 and City Council on April 1, 2020.

Code Reference: Section 21.02.150 of the Zoning and Development Code.

Applicant's Response: Understood

Document Reference:

CITY DEVELOPMENT ENGINEER

GENERAL

Review Comment: The City is agreeable to delaying the water system design report until final design.

Applicant's Response: Comment Noted

Document Reference:

Review Comment: The response is correct that sewer lines should have been designed for the future land use plan in place at the time, but this needs to be verified by the design team to ensure capacity is present.

Applicant's Response: This report will be provided once the final zoning is determined on the property. However, the Future Land Use Plan map allows for the density being proposed by this application and typically the Comprehensive Plan looks to place density where existing infrastructure can support it.

The capacity of the 8-inch sewer main at the project area clearly will have the capacity to support 80 additional homes as this line currently services approximately 8 homes.

We would have expected a comments from City / Persigo Sewer if capacity issues in this area are a problem as they would be in a better position to respond and generally the CDPHE requires sanitation districts to begin looking at additional capacity studies once lines start get to these levels.

Document Reference: NA

Review Comment: The ODP is the official approved document, a Preliminary Plan, and the record for the future. It needs to be more complete showing everything agreed to with the TEDS exception, and prior communication, so the details are on one or more concise drawings in case we get run over by a bus. Items that need to be shown and called out include, but are not limited to, those listed below.

- Street sections and locations. – Beyond what was provided for the TEDS Exception Approval, how would we further 'commit' to this?
- Sidewalk locations – This is being worked out in Final Design, forthcoming when we receive approval of the annexation, ODP, and PD Zone.

- Trails behind lots, the TEDS exception requires they be concrete. See 4d above.
- Identify where parking is not allowed and that the HOA shall enforce it. - Beyond what was provided for the TEDS Exception Approval, how can we further 'commit' to this? This is being worked out in Final Design, forthcoming when we receive approval of the annexation, ODP, and PD Zone.
- Fire Department turn-arounds. This has been shown and labeled on all pertinent drawings, and is noted in the legend on the ODP.
- A note that states all houses will be sprinkled. This was a commitment to the TEDS Exception Approval. The ODP is not the appropriate place to restate it; Final Plan, Plat and CCR's are appropriate.
- Storm sewer alignment from the detention basin to Goat Wash. The ODP is not the appropriate place to restate it; Final Plan, Plat and CCR's are appropriate.
- A note stating engineered foundations are required on all lots. The ODP is not the appropriate place to restate it; Final Plan, Plat and CCR's are appropriate.
- A note stating lot specific grading and drainage plans are required on all lots. The ODP is not the appropriate place to restate it; Final Plan, Plat and CCR's are appropriate.
- A note stating the HOA will be required to provide snow removal on streets within the subdivision. The ODP is not the appropriate place to restate it; Final Plan, Plat and CCR's are appropriate.
- A note stating street lights are required only at intersections and the entrance to shared driveways. This was a commitment to the TEDS Exception Approval. The ODP is not the appropriate place to restate it; Final Plan, Plat and CCR's are appropriate.

Applicant's Response: I ask City Staff to review recent PD's including, Mosaic, Halndras / Merkel Pod 5, and Dos Rios, and see if any of the above detail was required at this time in the process. Similar to the Geotechnical Comments below, we ask for a statement "The comments ABOVE are for documentation purposes. They can be addressed at final design."

Document Reference:

PLANS

Review Comment: At this time, it is unclear whether runoff at the 22 1/4 Road and Magnus intersection will be increased or decreased but regardless the neighbors will perceive the project made drainage worse. According to the response regarding sight distance, 22 1/4 Road will need to be lowered 4' to 5' which further changes drainage. The project will need to improve drainage at this intersection.

Applicant's Response: The current application is for zoning and this intersection work is something that can be addressed in the design phase of the application process.

Document Reference:

GEOTECHNICAL REPORT

The comments below are for documentation purposes. They can be addressed at final design.

Review Comment: The report states: "HBET recommends that slope stability evaluation and analyses, if necessary, be conducted on individual lots as part of site-specific geotechnical investigations." On which lots should these investigations be performed?

Applicant's Response: Will be addressed at final design.

Document Reference:

Review Comment: Engineered foundations and lot specific grading and drainage plans will be required on all lots. Address up front lot grading they have performed.

Applicant's Response: Will be addressed at final design.

Document Reference:

Review Comment: The report states: "it may be necessary to use detached sidewalks, underdrains, or other mechanisms to limit the potential for excess moisture to infiltrate into the subgrade." This will need to be addressed at final design.

Applicant's Response: Will be addressed at final design.

Document Reference:

Review Comment: The report recommends substantial engineering oversight during all phases of site development. The City agrees and will require such.

Applicant's Response: Will be addressed at final design.

Document Reference:

TRAFFIC IMPACT STUDY

Review Comment: Have McDowell Engineering present the traffic analysis (not just attend the hearing) as part of the Developer's presentation at Planning Commission and City Council. This needs to be done in the hearing prior to public comment to answer as many questions up front as possible.

Applicant's Response: They have made this commitment.

Document Reference:

Review Comment: The City will be responsible for construction of the turn lanes at Reed Mesa on Broadway and at South Redlands at on Redlands Parkway.

Applicant's Response: Understood

Document Reference:

Review Comment: The stop signs described in the study involve several in the County. The Developer will need to coordinate this with Mesa County.

Applicant's Response: Understood

Document Reference:

CITY SURVEYOR – Peter Krick – peterk@gjcity.org (970) 256-4003

No additional comments or suggestions.

Applicant's Response: No Response Necessary

Document Reference:

CITY FIRE DEPARTMENT – Steve Kollar – stevenk@gjcity.org (970) 549-5852

GJFD has no objects to the general outline of the development (ODP). Please see previous comments for final site plan review.

Please contact Steve Kollar at the Grand Junction Fire Department at 970-549-5800 should there be any questions.

Applicant's Response: No Response Necessary

Document Reference:

CITY ADDRESSING – Pat Dunlap – patd@gjcity.org (970) 256-4030

1. All of the maps still show the upper part of Magnus Court as Magnus Loop. The Loop will start at Lots 29 and 58 then continues east until it meets up again with Magnus Court. Please make this change.

Applicant's Response: There has been some Lot renumbering, but we believe we understand and have made the corrections.

2. It would be helpful for me to evaluate street names now instead of just before you're ready to plat the subdivision. Please provide name for Cul A and Cul B to address from.

Applicant's Response: We have taken a shot at Road names, BUT we cannot emphasize enough that this is Annexation, ODP, and PD Zone ... and we need to know we have an approved project before we get any further into the detail of street names.

3. On the Outline Development Plan, Sheet 1-1, General Note 2 states: "This PD zone will have default zone, R-2 with R-8 Cluster provision standards." Isn't that backwards? Shouldn't it be R-2 Cluster with R-8 as the default zone? That is what Table 1 shows.

Applicant's Response: It is correct as stated, which is also per Scott Peterson's advice.

4. On the Outline Development Plan, Sheet 1-1, Table 3 is overlaid on Table 1. Please rearrange data in Table 2 so that OPEN SPACE info is under Table 2 to allow you to bring Table 3 and ROAD STANDARDS lower on the page.

Applicant's Response: Complete

Document Reference:

OUTSIDE REVIEW AGENCY COMMENTS

(Non-City Agencies)

Review Agency: Ute Water Conservancy District

Contact Name: Jim Daugherty

Email / Telephone Number: jdaugherty@utewater.org (970) 242-7491

- Provide Final Plan for further review.
- ALL FEES AND POLICIES IN EFFECT AT TIME OF APPLICATION WILL APPLY.
- If you have any questions concerning any of this, please feel free to contact Ute Water.

Applicant's Response: Understood

Review Agency: 5-2-1 Drainage Authority

Contact Name: Mark Barslund

Email / Telephone Number: markb@gjcity.org (970) 256-4106

Any disturbance of (1) one acre or more will require both state CDPHE and 5-2-1 Drainage Authority Construction Stormwater permits. See submittal forms and templates on the 5-2-1 website for guidance.

Applicant's Response: Understood

Review Agency: Colorado Geological Survey - FROM ROUND 1 REVIEW

Contact Name: Karen Berry

Email / Telephone Number: kaberry@mines.edu (303) 384-2640

Thank you for submitting the Magnus Court Subdivision for review. The proposed development consists of 74 single-single-family lots on 20.5 acres. The development will also have about 46 acres of open space. Parts of the site contain slopes as steep as 30 percent. In addition, parts of the site have been disturbed with sparse vegetation over most of the site. Rock outcrops are present along steep slopes and the northeast section of the development

The plans contain sections of a geotechnical report done by Huddleston-Berry. The section submitted with the application contained logs of test pits and a test pit location map done by the applicant's consultant. The logs show that the upper 2 to 12 ft of the subdivision is underlain by silty sand, sandy clay, sandstone and shale bedrock. Logs indicate the shale contains bentonite.

No soils tests were included with the test pit logs and no geologic hazard information or geotechnical analyses and recommendations were submitted. Similar areas near the proposed subdivision have been prone to settlement, expansive soils, accelerated erosion, and landslides. Steep areas underlain by shale are most prone to landslides.

It is important that a full geologic hazard and geotechnical analysis be completed before the number of lots and lot layout is set. The reports should also evaluate plans to place lots in drainages. To the extent possible, grading on steep slopes should be avoided. In addition, discharge of concentrated flow onto steep slopes should be avoided. Given the size of lots, its highly likely that mitigation of some potential hazards and constraints cannot be done on a lot by lot basis and should be constructed as part of the public improvements.

CGS recommends that a geologic hazard and geotechnical evaluation be completed before the number of lots and lot layout is finalized. Without the detailed information and reports outlined above, CGS cannot determine if the proposed subdivision is feasible as currently planned and all geologic hazard and soil constraints have been identified and mitigated.

Applicant's Response: It does not appear that CGW received the Updated Geologic Report that was submitted as part of Response To Comments #1. As this is a large document that was submitted previously, I have NOT re-included it with this Round 2 Comments. This information is already in excess of what is required for an ODP and PD Rezone. Additional testing will be required on a lot by lot basis, and/or addressed at Final Design.

REVIEW AGENCIES

(Responding with "No Comment" or have not responded as of the due date)

The following Review Agencies have responded with "No Comment."

1. Urban Trails Committee

The following Review Agencies have not responded as of the comment due date.

1. Colorado Department of Transportation (CDOT)
2. Colorado Geological Survey

The Petitioner is required to submit electronic responses, labeled as **"Response to Comments"** for the following agencies:

1. **City Planning**
2. **City Development Engineer**
3. **City Addressing**
4. **Colorado Geological Survey**

Date due: **March 11, 2020**

Please provide a written response for each comment and, for any changes made to other plans or documents indicate specifically where the change was made.

I certify that all of the changes noted above have been made to the appropriate documents and plans and there are no other changes other than those noted in the response.



Applicant's Signature

Date

City of Grand Junction Review Comments

Date: January 27, 2020

Comment Round No. 3

Page No. 1 of 4

ANX-2019-137

Project Name: Magnus Court Subd. (Annexation – ODP)

File No: PLD-2019-374

Project Location: Magnus Court

Check appropriate ☒ if comments were mailed, emailed, and/or picked up.

Property Owner(s): JLC Magnus LLC – Attn: Mike Thomas

Mailing Address: 1985 W. Beaver Road, Suite 200, Troy MI 48084

☒ **Email:** Thomco2008@aol.com **Telephone:** (248) 568-6200

☐ **Date Picked Up:** _____ **Signature:** _____

Representative(s): Ciavonne Roberts & Associates – Attn: Ted Ciavonne

Mailing Address: 222 N. 7th Street, Grand Junction, CO 81501

☒ **Email:** ted@ciavonne.com **Telephone:** (970) 241-0745

☐ **Date Picked Up:** _____ **Signature:** _____

Developer(s):

Mailing Address:

Email:

Telephone:

☐ **Date Picked Up:** _____ **Signature:** _____

CITY CONTACTS

Project Manager: Scott D. Peterson, Senior Planner

Email: scottp@gjcity.org **Telephone:** (970) 244-1447

Dev. Engineer: Rick Dorris

Email: rickdo@gjcity.org **Telephone:** (970) 256-4034

City of Grand Junction REQUIREMENTS (with appropriate Code citations)

CITY PLANNING

1. Elevations Sheets:

FYI. On Elevation Drawing I, City Staff will recommend mitigation techniques as part of the Planning Clearance issuance for Lot 36 such as earth tone colors and the use of nonreflective materials, etc. However, full compliance with Section 21.07.020 (g) (2) of the Zoning and Development Code will not be required since the existing house located on Escondido Circle will block the view.

Code Reference: Section 21.07.020 (g) of the Zoning and Development Code.

Applicant's Response:

Document Reference:

2. Illustrative Sheet:

Applicant is proposing soft-surface trails for the existing off-street trail system, with the exception of the areas that were approved under the TEDS exception which required the construction of concrete trails in certain areas. See City Development Engineer review comments for additional information. At time of Final Subdivision Plan, a minimum 15' wide public Pedestrian/Trail Easement will also be required to be dedicated over the trails within the subdivision in support of the community benefit for the proposed PD zone district.

Applicant's Response:

Document Reference:

3. Planning Commission/City Council Public Hearings (ODP):

Planning Commission and City Council review and approval required for proposed Annexation and Outline Development Plan (ODP) requests. City Project Manager will **tentatively** schedule application(s) for the following public hearing schedule:

- a. City Council Referral of Petition, Land Use Jurisdiction and 1st Reading of Annexation: **February 19, 2020** (Consent Agenda – no need to attend meeting).
- b. Planning Commission review of Outline Development Plan (ODP) and zoning designation to PD (Planned Development): **February 25, 2020** (Please plan on attending meeting in case the Planning Commission has any questions).
- c. City Council review of ODP and zoning designation to PD (Planned Development) (1st Reading): **March 18, 2020** (Consent Agenda – no need to attend meeting).
- d. City Council review of Annexation, Outline Development (ODP) and PD zoning designation (2nd Reading): **April 1, 2020** (Please plan on attending meeting in case the City Council has any questions).

Please plan on attending the February 25th Planning Commission meeting and the April 1st City Council meeting. The Consent Agenda meetings you do not need to attend as that is only scheduling the hearing date and the item is placed on the Consent Agenda with no public testimony taken. Both the Planning Commission and City Council meetings begin at 6:00 PM at City Hall in the City Council Chambers.

If applicant cannot make the above scheduled public hearing dates, please notify City Project Manager and we can reschedule for later meeting dates.

Code Reference: Section 21.02.150 of the Zoning and Development Code.

Applicant's Response:

Document Reference:

CITY DEVELOPMENT ENGINEER

GENERAL

Review Comment: The City's utility department confirmed the 6" sewer can handle the additional homes. No additional sewer analysis is needed.

Applicant's Response:

Document Reference:

Review Comment: The ODP will be the official approved document. In the past on some projects it has also been a Preliminary Plan. If this project wants to move ahead with it only being an ODP then the items below will simply be referenced in City documents and don't need to be included on the plan. A preliminary plan would then need to be submitted at the next step in the process. If the desire is for it to also be a preliminary plan, the items below need to be included on the drawings.

- Street sections and locations.
- Sidewalk locations.
- Trails behind lots, the TEDS exception requires they be concrete.
- Identify where parking is not allowed and that the HOA shall enforce it.
- Fire Department turn-arounds.
- A note that states all houses will be sprinkled.
- Storm sewer alignment from the detention basin to Goat Wash.
- A note stating engineered foundations are required on all lots.
- A note stating lot specific grading and drainage plans are required on all lots.
- A note stating the HOA will be required to provide snow removal on streets within the subdivision.
- A note stating street lights are required only at intersections and the entrance to shared driveways.

Applicant's Response:

Document Reference:

CITY ADDRESSING – Pat Dunlap – patd@gjcity.org (970) 256-4030

1. Thank you for fixing Magnus Court and Magnus Loop. That is what I meant.
2. Thank you for the street names for the cul-de-sacs. Bonds Court and Cooke Court are acceptable road names. I appreciate that you have provided those for me.
3. Cluster statement: Thank you for clarifying that for me.
4. Thank you for making adjustments on Sheet 1-1. It is much better.

Applicant's Response:

Document Reference:

REVIEW AGENCIES

(Responding with “No Comment” or have not responded as of the due date)

The following Review Agencies have responded with “No Comment.”

1. N/A.

The following Review Agencies have not responded as of the comment due date.

1. Colorado Geological Survey

The Petitioner is required to submit electronic responses, labeled as “**Response to Comments**” for the following agencies:

1. **City Planning**
2. **City Development Engineer**

Date due: **April 27, 2020**

Please provide a written response for each comment and, for any changes made to other plans or documents indicate specifically where the change was made.

I certify that all of the changes noted above have been made to the appropriate documents and plans and there are no other changes other than those noted in the response.

Applicant's Signature

Date

MAGNUS COURT ANNEXATION SCHEDULE

February 19, 2020	Referral of Petition (30 Day Notice), Introduction of a Proposed Ordinance, Exercising Land Use
February 25, 2020	Planning Commission considers Zone of Annexation
March 18, 2020	Introduction of a Proposed Ordinance on Zoning by City Council
April 1, 2020	Acceptance of Petition and Public Hearing on Annexation and Zoning by City Council
May 3, 2020	Effective date of Annexation

ANNEXATION SUMMARY

File Number:		ANX-2019-137
Location:		West end of Magnus Court
Tax ID Numbers:		2945-182-00-046 & 2947-261-00-003
# of Parcels:		2
Existing Population:		0
# of Parcels (owner occupied):		0
# of Dwelling Units:		0
Acres land annexed:		45.543
Developable Acres Remaining:		45.173
Right-of-way in Annexation:		0.37
Previous County Zoning:		RSF-4 (Residential Single Family – 4 du/ac)
Proposed City Zoning:		PD (Planned Development)
Current Land Use:		Vacant land
Future Land Use:		Residential Low (.5 – 2 du/ac) & Rural
Values:	Assessed:	\$123,980
	Actual:	\$427,500
Address Ranges:		2217 – 2221 Magnus Court
Special Districts:	Water:	Ute Water Conservancy District
	Sewer:	City of Grand Junction
	Fire:	Grand Junction Rural Fire District
	Irrigation/Drainage:	Redlands Water & Power Company
	School:	Fruita Monument HS / Redlands Middle / Broadway Elementary
	Pest:	Grand River Mosquito Control District

CITY OF GRAND JUNCTION, COLORADO

ORDINANCE NO. _____

**AN ORDINANCE ZONING THE MAGNUS COURT ANNEXATION
TO PD (PLANNED DEVELOPMENT) WITH AN R-2 (RESIDENTIAL – DU/AC)
DEFAULT ZONE DISTRICT**

LOCATED AT THE WEST END OF MAGNUS COURT

Recitals

The property owners have requested annexation of two properties that total 45.543-acres into the City limits in anticipation of future residential subdivision development.

After public notice and public hearing as required by the Grand Junction Zoning & Development Code, the Grand Junction Planning Commission recommended approval of zoning the Magnus Court Annexation to the PD (Planned Development) zone district with a default zone of R-2 (Residential – 2 du/ac), finding that it conforms with the designations of Residential Low (.5 – 2 du/ac) and Rural as shown on the Future Land Use Map of the Comprehensive Plan and the Comprehensive Plan's goals and policies and is generally compatible with land uses located in the surrounding area.

After public notice and public hearing, the Grand Junction City Council finds that the PD (Planned Development) zone district with a default zone of R-2 (Residential – 2 du/ac), is in conformance with at least one of the stated criteria of Section 21.02.140 of the Grand Junction Zoning & Development Code.

**BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION
THAT:**

MAGNUS COURT ANNEXATION

The following properties be zoned PD (Planned Development) zone district with a default zone of R-2 (Residential – 2 du/ac).

A certain parcel of land lying in the North Half (N-1/2) of Government Lot 1 of Section 18, Township 1 South, Range 1 West of the Ute Principal Meridian and all of Government Lot 1 of Section 26, Township 11 South, Range 101 West of the 6th Principal Meridian, County of Mesa, State of Colorado and being more particularly described by metes and bounds as follows:

BEGINNING at the Northwest corner of said Government Lot 1 of Section 26 and assuming the North line of said Government Lot 1 of Section 26 bears N 89°47'19" E with all other bearings contained herein being relative thereto; thence from said Point of

Beginning, N 89°47'19" E, along the North line of said Government Lot 1, a distance of 1,435.80 feet to a point being the Northeast corner of said Government Lot 1; thence S 00°44'28" E, along the East line of said Government Lot 1, a distance of 119.82 feet, more or less, to a point being the Northwest corner of Government Lot 1 of said Section 18; thence S 00°19'18" E, along the West line of Government Lot 1 of said Section 18, a distance of 258.91 feet, more or less, to a point on the North right of way for Magnus Court, as same is recorded in Book 1378, Page 534, Public Records of Mesa County, Colorado; thence S 56°04'41" E, along the North right of way for said Magnus Court, a distance of 335.68 feet, more or less, to a point being the Northwest corner of Gummin Annexation, City of Grand Junction Ordinance No. 4034, as same is recorded in Book 4366, Page 382, Public Records of Mesa County, Colorado; thence S 19°22'30" W, along the West line of said Gummin Annexation, a distance of 51.66 feet; thence S 00°08'08" E, continuing along the West line of said Gummin Annexation, a distance of 163.40 feet to a point on the South line of the N-1/2 of said Government Lot 1 of Section 18; thence S 89°50'09" W, along said South line and the North line of the CR Nevada Annexation, City of Grand Junction Ordinance No. 3890, as same is recorded in Book 4160, Page 213, Public Records of Mesa County, Colorado, a distance of 259.55 feet to a point being on the East line of said Government Lot 1 of Section 26; thence S 00°19'18" E, along the East line of said Government Lot 1 of Section 26, a distance of 546.03 feet to a point being the Southeast corner of said Government Lot 1 of Section 26; thence S 89°47'00" W, along the South line of said Government Lot 1 of Section 26, a distance of 1,434.62 feet to a point being the Southwest corner of said Government Lot 1 of Section 26; thence N 00°24'33" W, along the West line of said Government Lot 1 of Section 26, a distance of 1,325.11 feet, more or less, to the Point of Beginning.

CONTAINING 45.543 Acres or 1,983,885 Square Feet, more or less, as described.

INTRODUCED on first reading this _____ day of _____, 2020 and ordered published in pamphlet form.

ADOPTED on second reading this _____ day of _____, 2020 and ordered published in pamphlet form.

ATTEST:

President of the Council

City Clerk

CITY OF GRAND JUNCTION, COLORADO

ORDINANCE NO.

AN ORDINANCE ZONING MAGNUS COURT SUBDIVISION TO PD (PLANNED DEVELOPMENT) WITH A DEFAULT ZONE OF R-2 (RESIDENTIAL, 2 DU/AC) AND AN OUTLINE DEVELOPMENT PLAN FOR 74 RESIDENTIAL UNITS ON 69.67 ACRES

LOCATED AT MAGNUS COURT & 2215 MAGNUS COURT #A

Recitals:

The applicants, CR Nevada Associates LLC, JLC Magnus LLC and Bonds LLC, proposes to develop 74 single-family detached lots to be located at the west end of Magnus Court and 2215 Magnus Court #A on a total of 69.67-acres to be constructed within four phases.

The request for an Outline Development Plan as a Planned Development with a default R-2 (Residential—2 du/ac) has been submitted in accordance with the Zoning and Development Code (Code).

This Planned Development zoning ordinance will establish the standards, default zoning, deviations and conditions of approval for the Outline Development Plan for Magnus Court Subdivision.

In public hearings, the Planning Commission and City Council reviewed the request for the proposed Outline Development Plan and determined that the Plan satisfied the criteria of the Code and is consistent with the purpose and intent of the Comprehensive Plan. Furthermore, it was determined that the proposed Plan has achieved “long-term community benefits” by providing;

#1. Greater quality and quantity of public and/or private open space. The Applicant is proposing over 46-acres as open space or 65% of the project site. The open space will be either granted to the homeowner’s association or possibly portions deeded to a public entity such as the City of Grand Junction or Museum of Western Colorado and is adjacent to 43-acres of open space currently owned and maintained by the Museum of Western Colorado.

#2. Other recreational amenities. The site currently contains numerous hiking trails that have been created over the years that have been utilized by the public but are located on private property. As part of the ODP request, the Applicant is proposing to grant public access to the trail network through the conveyance of easements or open space tracts throughout the project. Further, connections to the trail system will include both connections that are internal and external to the project.

#3. Protection and/or Preservation of natural resources, habitat areas and natural features. With over 46-acres remaining as open space, the proposed development preserves environmentally sensitive areas, natural features and rock-outcroppings.

After reviewing the application for a rezone to PD with an R-2 default zone district and an Outline Development Plan for the proposed Magnus Court, PLD-2019-374, the following findings of fact have been made:

1. The Planned Development is in accordance with all criteria in Section 21.02.150 (b)(2) of the Grand Junction Zoning and Development Code.
2. Pursuant to Section 21.05.010, the Planned Development has been found to have long term community benefits including:
 - a. Greater quality and quantity of public and/or private open space;
 - b. Other Recreational Amenities; and
 - c. Protection and/or Preservation of natural resources, habitat areas and natural features.
3. The Planned Development is consistent with the vision, goals and policies of the Comprehensive Plan.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION THAT THE OUTLINE DEVELOPMENT PLAN AS A PLANNED DEVELOPMENT FOR MAGNUS COURT SUBDIVISION IS APPROVED WITH THE FOLLOWING STANDARDS AND DEFAULT ZONE:

A. This Ordinance applies to the following described properties:

PARCEL 1

WARRANTY DEED RECORDED JULY 31, 2008 AT RECEPTION NO. 2451023:

A PARCEL OF LAND SITUATED IN THE NW1/4 OF THE NW 1/4 OF SECTION 18,
TOWNSHIP 1 SOUTH, RANGE 1
WEST

OF THE UTE MERIDIAN, BEING MORE PARTICULARLY DESCRIBED AS
FOLLOWS:

BEGINNING AT THE SOUTHWEST COMER OF THE N1/2 OF LOT 1 IN SAID
SECTION 18;

THENCE NORTH 00°12' WEST 339.68 FEET;

THENCE SOUTH 55°55' EAST 314.35 FEET;

THENCE SOUTH 163.54 FEET

THENCE WEST 259.1 FEET TO THE POINT OF BEGINNING.

INCLUDING THE PORTION LYING WESTERLY OF LINE DESCRIBED IN
BOUNDARY LINE AGREEMENT AS RECORDED AT RECEPTION NUMBER 2756698
OF THE MESA COUNTY RECORDS.
COUNTY OF MESA, STATE OF COLORADO.

PARCEL 2

WARRANTY DEED RECORDED AUGUST 30, 2016 AT RECEPTION NO. 2772258:

A TRACT OF LAND LOCATED IN THE N½ OF LOT 1 IN SECTION 18, TOWNSHIP 1 SOUTH, RANGE 1 WEST OF THE UTE MERIDIAN, AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT 25 FEET WEST AND 267.8 FEET SOUTH 51°38' WEST AND 31.9 FEET SOUTH OF THE NORTHEAST CORNER OF SAID LOT 1 OF SAID SECTION 18 AND RUNNING THENCE SOUTH 51°38' WEST 92.1 FEET;
THENCE SOUTH 73°53' WEST 88.9 FEET;
THENCE WEST 136.3 FEET;
THENCE SOUTH 41°00' WEST 181.7 FEET;
THENCE SOUTH 55°00' WEST 108.6 FEET;
THENCE SOUTH 80°00' WEST 168.8 FEET;
THENCE NORTH 85°00' WEST 149.1 FEET;
THENCE SOUTH TO THE SOUTH BOUNDARY LINE OF THE N½ OF SAID LOT 1;
THENCE EAST ALONG THE SAID SOUTH BOUNDARY OF LOT 1 TO A POINT DUE SOUTH OF THE POINT OF BEGINNING;
THENCE NORTH TO THE POINT OF BEGINNING,

INCLUDING THE PORTION LYING EASTERLY OF LINE DESCRIBED IN BOUNDARY LINE AGREEMENT AS RECORDED AT RECEPTION NUMBER 2756698 OF THE MESA COUNTY RECORDS.
COUNTY OF MESA, STATE OF COLORADO.

PARCEL 3

WARRANTY DEED RECORDED JULY 21, 2005 IN BOOK 3947 AT PAGE 217 AT RECEPTION NO. 2265192:

The S1/2. of Lot 1 in Section 18, Township 1 South, Range 1 West of the Ute Meridian, County of Mesa, State of Colorado,
EXCEPTING THEREFROM that portion lying within the lines of South Broadway;
AND ALSO EXCEPT A parcel of land for road right-of-way and utility purposes situated in Lot 1, Section 18, Township 1 South, Range 1 West of the Ute Principal Meridian, Mesa County, Colorado, being more particularly described as follows:
Beginning at the Mesa County Survey Monument for the Southeast Corner of said Lot 1, thence South 89°34'25' West, (Bearings based on North 00°08'18' West on the East line of said Lot 1) 24.79 feet along the South line of said Lot 1 to a point on the Easterly right-of-way line of South Broadway as constructed, being on a 705.00 foot radius non-tangent curve to the left, the radius point of which bears North 53°06'40' West, thence 42.75 feet along the arc of said curve, the chord of which bears North 35°09'06" East 42.74 feet through a central angle of 03°28'28" along said right-of-way line to a point on the East line of said Lot 1, thence South 00°08'18" East 34.77 feet to the Point of Beginning.

PARCEL 4

Lot 1 Section 26, Township 11 South, Range 101 West of the 6th Principal Meridian,
County of Mesa, State of Colorado

Said parcels contain 69.67-acres more or less.

- B. This Property is zoned PD (Planned Development) with the following standards and requirements:

Default Zone & Zone District Standards:

The request includes establishing a default R-2 zone district. However, because the Applicant intends to utilize the Cluster Development provision and, under current Code is required to utilize the Hillside Development standards, the R-8 bulk standards will apply due to the applicant providing over 65 percent open space (46-acres) within the proposed ODP. No deviations are being requested from the bulk standards by the Applicant as part of the ODP application. Minimum lot size and lot width are currently determined by the Hillside Development standards which require, as an example, lots with an average slope of 10 percent to 20 percent and 20 percent to 30 percent shall have a minimum lot size of 10,000 square feet and 15,000 square feet and have a minimum lot width of 100 feet and 200 feet at the front setback line respectfully. The ODP will meet or exceed all other Zoning Code requirements as identified.

Establishment of Uses:

The Plan allows only single-family detached dwelling units and associated accessory land uses.

Density:

The proposed density for the ODP is 1.06 dwelling units per acre (74 dwelling units on 69.67-acres). The Comprehensive Plan Future Land Use Map designates these properties as Residential Low (.5 – 2 du/ac) and Rural. The Applicant is requesting a default zone of R-2, which has no minimum density and a maximum density of 2 dwelling units/acre.

Access:

With the ODP application, a Traffic Impact Study (TIS) was submitted. The TIS projected project traffic and added that to the existing background traffic. The main external access points are Highway 340 (Broadway) and Reed Mesa Drive and South Broadway and Redlands Parkway. According to the CDOT access code, a westbound left turn lane is currently warranted, albeit by only 1 trip (current threshold is 25 trips – proposed impact of the project would be 26 trips) on Broadway to turn south on Reed Mesa Drive. With project traffic the left turn lane need is greater. Under current City policy, this required turn lane improvement would not be the Applicant's responsibility to provide.

The TIS also indicates, a southbound right turn lane on Redlands Parkway to turn north on South Broadway is warranted after 58 homes are built. Also, under current policy this improvement would be a City capital project and not an improvement required to be completed by the developer. The City's past approach for these improvements would be to monitor traffic and safety concerns and then budget and construct the improvement as they become necessary.

Level of service is a traffic engineering term used to define vehicle delay at an intersection. A is the best while F is the worst. Each grade is based on the amount of anticipated vehicle wait time in seconds. Existing traffic through the neighborhood is light and all intersections currently operate at a level of service A. The TIS projects all interior intersections will still operate at level of service A in 2040 after the full build-out of the project. The intersection of Mowry Drive and South Broadway is currently unsigned (stop signs). The TIS proposes installing stop signs at all intersections to improve driver awareness and safety. These intersections are in the County and the Applicant would be responsible to coordinate with the County and install the signs.

The industry standard for traffic volume on local residential streets is 1000 Average Daily Trips (ADT). This volume equates to 500 round trips daily. The existing total daily traffic in the neighborhood was not counted but, based on peak hour counts, is estimated to be approximately 500 ADT on Reed Mesa Drive at Broadway and 300 ADT on South Broadway at Redlands Parkway. After project buildout the estimates are 800 and 600 respectively.

The only public access available to this property is from Magnus Court. Three (3) separate Alternative Street Requests were reviewed and approved by the City's engineering team regarding the proposed ODP for this site. The first request considered was to develop the streets with 31.5 feet of right-of-way, sidewalk on one side only, 21 feet of asphalt width and parking only on one side.

The second Alternative Street Request considered the allowance of 72 lots from a single point of access. To address the access, the Applicant created three (3) dedicated fire turn-around locations, a divided entrance (median) street with a 16-foot lane width on each side (50-foot ROW) to the first loop street, a widened street section (40-foot ROW) past the second intersection, and a structurally sufficient street section for all areas. Included in the approval of this alternative street request is the requirement for the homes to all provide sprinkler fire suppression systems.

A third Alternative Street Request was considered and approved to allow street lights only at street and shared driveway intersections in-lieu of City standard that requires placement every 250 feet.

Open Space and Pedestrian Amenities:

The Applicant is proposing over 46-acres as open space or 65 percent of the project site. The Applicant intends to either grant the open space to the homeowner's association or to a public entity such as the City of Grand Junction or the Museum of Western Colorado, in full or in part. Final determination of any dedication will be made at time of Final Subdivision Plan review and any request for the City to accept dedication of open space would be a decision of City Council with a recommendation from the City's Parks and Recreation Board. The site currently contains numerous hiking trails that connect to the Riggs Hill trails. The trails on site have been created over the years that have been utilized by the public, but the trails are located on private property. As part of the ODP request, the Applicant is proposing to grant public access/trail easements through the project, and consistent with a number of the historic trail aligns in support of the community benefit for the proposed PD zone district.

Currently no trails are identified on the City's Active Transportation Corridor Plan except for a future trail located adjacent to the Redlands First Lift Canal at the extreme northwest corner of the property. The applicant will also be granting an access/trail easement in this area as required by the City's Active Transportation Corridor Plan.

Phasing:

The Applicant is proposing to develop the subdivision within a total of four (4) phases. Each phase is proposed to be developed within 2 -3 years to account for construction and full market absorption before commencement of the next filing. The following phasing schedule is proposed (approval of final plat):

Filing One (20 Lots): By December 31, 2023
Filing Two (20 Lots): By December 31, 2026
Filing Three (17 Lots): By December 31, 2028
Filing Four (17 Lots): By December 31, 2030

Pursuant to Section 21.02.150 (B) (4) (iii) Validity, the effective period of the ODP/phasing schedule shall be determined concurrent with ODP approval. However, the phasing schedule is limited to a period of performance between one year but not more than 10 years in accordance with Section 21.02.080 (n) (2) (i). Therefore, the proposed phasing schedule is in compliance with the maximum 10-year phasing plan in accordance with this section of the Code.

Lot Layout:

All proposed lots are single-family detached lots and range between 10,095 square feet to 18,413 square feet in size. Due to the steepness of some of the site terrain (over 10 percent grade), the Hillside Development Standards apply to the ODP and impact the allowable minimum square footage and lot width as identified within Section 21.07.020 (f) (3) of the Code. As an example, lots with an average slope of 10 percent to 20 percent and 20 percent to 30 percent shall have a minimum lot size of 10,000 square feet and 15,000 square feet and have a minimum lot width of 100 feet and 200 feet at the front setback line respectfully.

All proposed lots except for five (5) lots are in compliance with this section of Code. City staff has identified that the inability to modify lot dimensions in a PD zone district is atypical in how PDs are managed in other communities. As such, staff is preparing to propose a Code text amendment that would result in the modification of the City's Planned Development standards allowing for a PD to be modify all lot dimensions and related bulk standards – including those related to the Hillside Development Standards. The Applicant is aware that five (5) of the proposed ODP and future subdivision lots (Lots 3, 43, 53, 55 and 68) are not in compliance with today's Code and has provided a footnote within the Outline Development Plan stating that these five (5) lots will be combined into a larger lot to meet the requirements if the proposed zoning code amendment to modify the Hillside Development Standards of the Code would not be approved.

The Applicant is also proposing to utilize the Cluster Development standards as provided in Section 21.03.060 as the proposal includes preserving over 65 percent of the site as open space. With this percentage of open space, the proposal has the ability to include bulk standards from the R-8 (Residential – 8 du/ac) zone district including

such standards as lot sizes and building setbacks. However, in this proposed ODP minimum lot size and lot width for this development are be determined by the Hillside Development Standards as identified in the Code. The purpose of cluster developments is to encourage the preservation of environmentally sensitive areas, open space and agricultural lands, while encouraging and providing the ability to develop at a density range supported by the Comprehensive Plan and those densities that are consistent with the property's zoning designation.

Landscaping:

Landscaping per Code requirements with the use of xeric plant materials will be provided within proposed center medians and homeowners association tracts of land as appropriate.

Introduced for first reading on this _____ day of _____, 2020 and ordered published in pamphlet form.

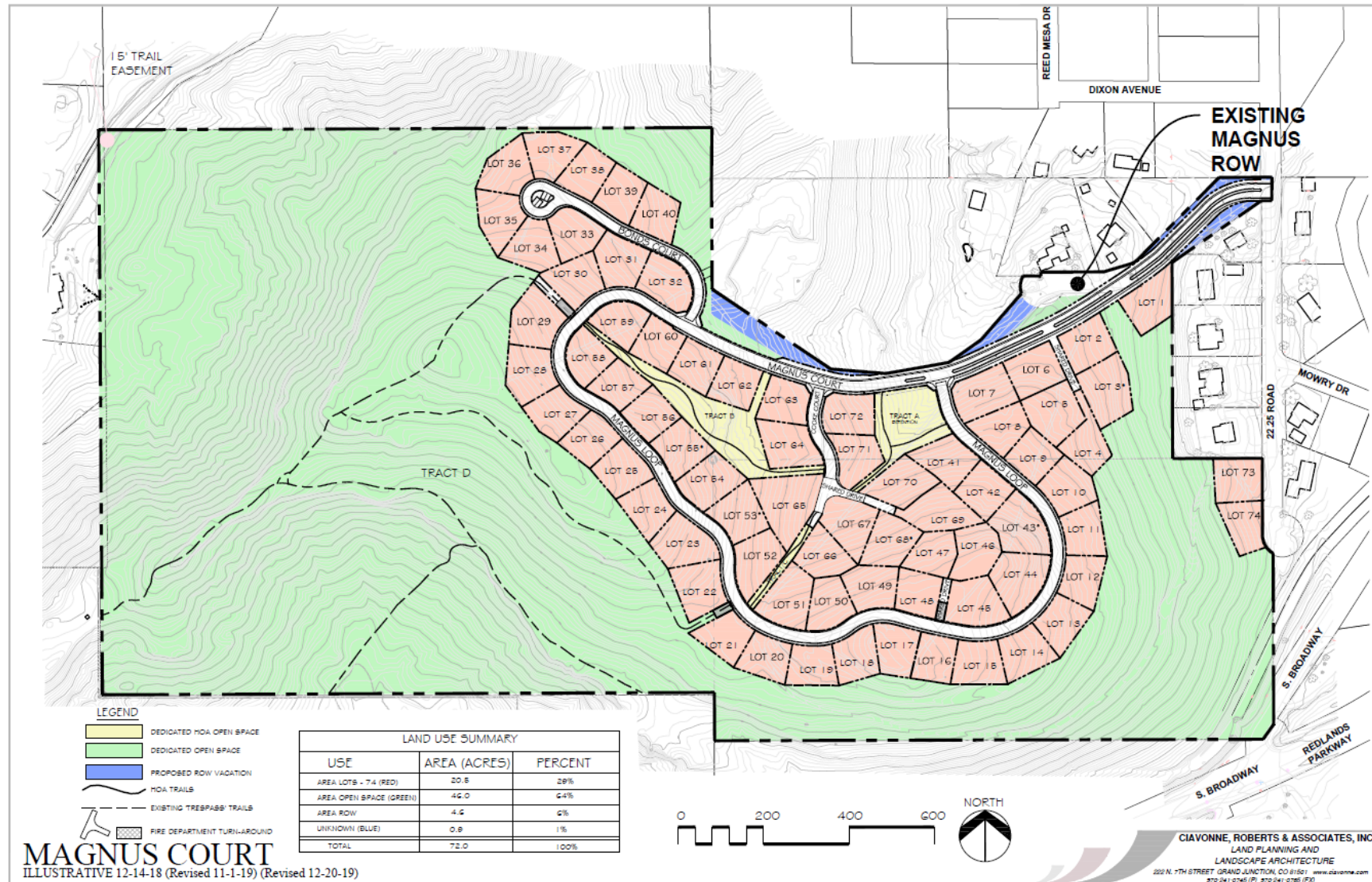
PASSED and ADOPTED this _____ day of _____, 2020 and ordered published in pamphlet form.

ATTEST:

President of City Council

City Clerk

EXHIBIT A – OUTLINE DEVELOPMENT PLAN





Grand Junction Planning Commission

Regular Session

Item #4.

Meeting Date: February 25, 2020

Presented By: Jace Hochwalt, Associate Planner

Department: Community Development

Submitted By: Jace Hochwalt, Associate Planner

Information

SUBJECT:

Consider a request by EcoGen Laboratories, LLC for a Conditional Use Permit (CUP) to allow for a hazardous occupancy within an I-2 (General Industrial) zone district for the property located 1101 3rd Avenue.

RECOMMENDATION:

Staff recommends approval of the request.

EXECUTIVE SUMMARY:

The Applicant, EcoGen Laboratories, LLC, is requesting approval of a Conditional Use Permit for the property located at 1101 3rd Avenue in a I-2 zone district to allow for storage and use of hazardous materials related to hemp manufacturing and processing. The proposed storage and utilization of hazardous materials constitutes a Hazardous occupancy per the International Building Code and International Fire Code.

BACKGROUND OR DETAILED INFORMATION:

The Applicant, EcoGen Laboratories, LLC, is requesting approval of a Conditional Use Permit to allow for storage and utilization of hazardous materials, and the conversion of existing buildings to Hazardous (H) occupancy classifications on site. This request is for the property situated at 1101 3rd Avenue, formerly known as the Grand Junction Steel site, which has sat vacant for nearly a decade. There are currently two buildings situated on site. A site plan of the buildings can be seen in the attachment labeled Maps and Plans, Exhibit A. Building A refers to an existing ±100,000 square foot building previously utilized by GJ Steel as a manufacturing and production facility. Building B refers to an existing ±8,000 square foot structure previously used as an

office building. The Applicant plans to use both Buildings A and B for indoor manufacturing and processing uses related to hemp manufacturing, production, and extraction. Indoor manufacturing is an allowed use by right within the I-2 (General Industrial) zone district. However, the processing and extraction portion of the Applicant's operations utilize flammable and hazardous materials. Because of the types and quantities of flammable and hazardous liquids, a Hazardous (H) Occupancy classification is required under the International Fire Code (IFC) and International Building Code (IBC).

The overall campus encompasses 21 parcels, all with an I-2 (General Industrial) zoning designation, and a total land area of ±19.55 acres. The proposed CUP does not cover the entire campus, but instead refers to the existing two buildings (referred to as Building A and Building B), as well as three outdoor control areas for the placement of flammable liquid storage tanks exterior to Buildings A and B as identified on the Applicant's site plan. Though not subject to this request or review, the Applicant has identified future plans and uses that may require either a new or modified CUP. These would be considered at a future time.

The Applicant's request includes:

- Hazardous Occupancy for Building A of approximately 100,000 square feet.
- Two outdoor control areas for flammable liquid storage abutting Building A (one on the north end of the building, and one on the south end of the building). There will be flammable liquid storage tanks that will be placed within these areas that will range in size between 50 and 5,000 gallons per tank.
- Hazardous Occupancy for Building B of approximately 8,000 square feet.
- One outdoor control area for flammable liquid storage abutting the north side of Building B. There will flammable liquid storage tanks that will be placed in this area that will range in size between 50 and 5,000 gallons per tank.

All Building and Fire Code regulations regarding tank distance requirements from buildings, outdoor control area spacing, quantity of liquids stored, and modification of existing buildings to meet occupancy classification requirements will be required prior to the issuance of a certificate of occupancy. These detailed reviews will occur at the time of the Mesa County Building Department and Grand Junction Fire Department plan review, following the determination of this Conditional Use Permit.

The immediate area surrounding the subject site comprises light and heavy industrial uses, and all adjacent zoning is I-2 (General Industrial). Uses adjacent to the east include manufacturing and production facilities including General Shale, Capco and

Ferguson Plumbing, as well as several lots used for industrial outdoor storage. Uses to the south include the Whitewater Building Materials industrial facility, Waste Management of Grand Junction, and numerous other industrial storage and manufacturing facilities. To the west are industrial manufacturers and suppliers including Munro Pumps and Alsco Incorporated. To the north is a masonry and landscape supply yard and manufacturing building.

NOTIFICATION REQUIREMENTS

A Neighborhood Meeting was held on January 2nd, 2020 consistent with the requirements of Section 21.02.080(e) of the Zoning and Development Code. A total of eight citizens attended the meeting along with the Applicant and city staff. The Applicant discussed the proposed request, their plans to operate the business if the CUP is approved, and how they plan to expand the entire campus in the future. There were no concerns expressed at that time and attendees expressed general support in seeing a new use on the long-vacant site. No other public comments have been received to date.

Notice was completed consistent to the provisions in Section 21.02.080(g) of the City's Zoning and Development Code. The subject property was posted with application signs on February 7, 2020. Mailed notice of the application submittal, in the form of notification cards, was sent to surrounding property owners within 500 feet of the subject property and notice of the public hearing was published in the Grand Junction Sentinel.

ANALYSIS

The review of a Conditional Use Permit is subject to both the General Approval Criteria for all permits requiring a public hearing (Section 21.02.080(d)) as well as the specific review criteria for Conditional Use Permits.

(d) General Approval Criteria. No permit may be approved unless all of the following criteria are satisfied:

(1) Compliance with the Comprehensive Plan and any applicable adopted plan.

The site is currently zoned I-2 (General Industrial), with the Comprehensive Plan Future Land Use Map identifying the site as Industrial. The proposal furthers Goal 6 of the Comprehensive Plan which states: "Land use decisions will encourage preservation and appropriate reuse." The Applicant plans to renovate and reuse the existing buildings on site for hemp processing and manufacturing. In addition, the proposed land use furthers Goal 12 of the Comprehensive Plan, which states: "Being a regional provider of goods and services the City and County will sustain, develop and enhance a healthy, diverse economy." As the hemp industry continues to grow in the Grand Valley, this proposal will help diversify the local economy, and do so in a sustainable way by reusing formerly vacant buildings and a site that exceeds 19 acres in size.

Additionally, the site falls within the Rail District of the Greater Downtown Plan. The proposal is supported by Goal 1 of the Rail District Goals, which states: "Preserve the opportunity for heavy industrial and rail service that supports it." The proposal of storage, processing, and manufacturing is considered an industrial use, and the Applicant intends on utilizing the rail spur at the south end of the property. Therefore, staff finds this request is in compliance with the Comprehensive Plan and Greater Downtown Plan.

(2) Compliance with this zoning and development code.

Building A and Building B currently exist and meet the required bulk standards of the I-2 zone district. Currently, no further expansion of the buildings is being proposed, however, chemical and solvent storage tanks will be situated on site, within outdoor control areas. The review of these tanks will take place through a site plan process at a future date. Prior to site plan approval, the Grand Junction Fire Department will require a fire and building code compliance design analysis, which will dictate the specific location, number, and size of these tanks. The proposed use of manufacturing and production with the storage and use of hazardous materials is allowable in an I-2 zone district with an approved Conditional Use Permit. The property on which Building B sits does not meet minimum lot size in an I-2 zone district of 1 acre, however, the current property (.79 acres) is not being affected with this request and the request does not increase the non-conformity. Therefore, staff finds this request is in compliance with the Zoning and Development Code.

(3) Conditions of any prior approvals.

There are no conditions of prior approvals regarding this site/property, therefore staff finds this criterion to be met.

(4) Public facilities and utilities shall be available concurrent with the development.

Public facilities and utilities including water, sewer, electric, and gas are available to serve this development. Utility agencies were included in the review process and had either no objections or no comments for the proposed CUP. Staff therefore finds this criterion has been met.

(5) Received all applicable local, State and federal permits.

The Colorado Department of Agriculture requires registration for the growing and production of industrial hemp, the commodity utilized in the Applicant's processing. The Applicant has represented they are compliance with the State's registration requirements. The Applicant will also need to obtain a building permit from the Mesa

County Building Department, as well as an approved fire clearance from the City's Fire Department. Staff recommends these permits be required conditions of approval in order to demonstrate compliance with this criterion.

Pursuant to Section 21.02.110 (a) of the Grand Junction Zoning and Development Code, a Conditional Use review is to provide an opportunity to utilize property for an activity which under usual circumstances could be detrimental to other permitted uses, and which normally is not permitted within the same district. A Conditional Use may be permitted under circumstances particular to the proposed location and subject to conditions that provide protection to adjacent land uses. A Conditional Use is not a use by right; it is one that is otherwise prohibited within a given zone district without approval of a Conditional Use Permit. The application shall demonstrate that the proposed development will comply with the following:

(1) District Standards. The underlying zoning districts standards established in Chapter 21.03 of the Grand Junction Municipal Code, except density when the application is pursuant to GJMC 21.08.020(c) ;

The site is zoned I-2 (General Industrial). The purpose of the I-2 zone is "To provide areas of heavy and concentrated fabrication, manufacturing and industrial uses which are compatible with adjacent uses, easy semi-tractor trailer access to the State highway system and/or railroads and the availability of public services and facilities." Performance standards for the I-2 zone district include the following:

(i) Retail Sale Area. Areas devoted to retail sales shall not exceed 10 percent of the gross floor area of the principal structure, and 5,000 square feet on any lot or parcel.

The Applicant has indicated that there are not retail sales associated with this proposal. If in the future the Applicant does decide to have retail sales, they will not exceed 10 percent of the gross floor area of the principal structure, and 5,000 square feet on any lot or parcel.

(ii) Vibration, Smoke, Odor, Noise, Glare, Wastes, Fire Hazards and Hazardous Materials. No person shall occupy, maintain or allow any use in an I-2 district without continuously meeting the following minimum standards regarding vibration, smoke, odor, noise, glare, wastes, fire hazards and hazardous materials. Conditional use permits for uses in this district may establish higher standards and conditions.

(A) Vibration. Except during construction or as authorized by the City, an activity or operation which causes any perceptible vibration of the earth to an ordinary person on any other lot or parcel shall not be permitted.

Uses with this proposal include outdoor chemical storage and indoor processing. The

Applicant has acknowledged this criterion and represented there will be no perceptible vibration associated with this proposal.

(B) Noise. The owner and occupant shall regulate uses and activities on the property so that sound never exceeds 65 decibels at any point on the property line.

Uses with this proposal include outdoor chemical storage and indoor processing. Associated sound with the processing will be limited to inside the facility. The Applicant has acknowledged this criterion and represented there will be no noise that exceeds 65 decibels associated with this proposal.

(C) Glare. Lights, spotlights, high temperature processes or otherwise, whether direct or reflected, shall not be visible from any lot, parcel or right-of-way.

There is no lighting plan proposed with this request and the Applicant has represented that they do not intend to introduce glare, reflection, or lights that would exceed existing conditions on the property. Any future lighting proposed will be reevaluated with a new site plan review to meet applicable codes.

(D) Solid and Liquid Waste. All solid waste, debris and garbage shall be contained within a closed and screened dumpster, refuse bin and/or trash compactor. Incineration of trash or garbage is prohibited. No sewage or liquid wastes shall be discharged or spilled on the property.

The Applicant has indicated that all solid waste, debris and garbage will be contained. There will be no incineration of trash or garbage, and there will be no sewage or liquid wastes discharged or spilled on the property. The chemicals and solvents stored on site are separated into three phases for the processing purposes. There is the supply stock, which are the chemicals and solvents shipped on site and stored in sealed and approved storage tanks. There is the in-use stock which represents the solvents and chemicals being utilized for extraction and processing purposes. Lastly, there is the recaptured stock which represents the chemicals and solvents that are spent after being utilized in the processing phase. Much of this product will be reused for future processing and extraction, however the product not reused will be sealed in approved storage tanks and removed by a third party for recycling or disposal. As such, staff finds that this criterion has been met.

(E) Hazardous Materials. Information and materials to be used or located on the site, whether on a full-time or part-time basis, that are required by the SARA Title III Community Right to Know shall be provided at the time of any City review, including site plan. Information regarding the activity or at the time of any change of use or expansion, even for existing uses, shall be provided to the Director.

The EPA's Emergency Planning and Community Right to Know Act (EPCRA) was passed in 1986 in response to concerns regarding the environmental and safety hazards posed by the storage and handling of toxic chemicals. The EPCRA should increase the public's knowledge and access to information on chemical and individual facilities, their uses, and releases into the environment. Communities can use this information to improve chemical safety and protect public health and the environment.

Under Occupational Safety and Health Administration (OSHA) regulations, employers must maintain a material safety data sheet (MSDS) for any hazardous chemicals stored or used in the workplace. Facilities that have MSDSs for chemicals held above certain threshold quantities to submit either copies of their MSDSs or a list of these chemicals to the local fire department (amongst other entities). If the facility owner or operator chooses to submit a list of chemicals, the list must include the chemical or common name of each substance and must identify the applicable hazard categories.

The regulation allows facilities to file trade secrets in their reports while only the specific chemical identity may be claimed as a trade secret, though a generic class for the chemical must be provided pursuant to federal regulations.

The Applicant has not disclosed the type of chemicals they will be storing and utilizing on the site but has identified one of the attributes of the chemicals related to the physical hazards, which is flammability. The Applicant has expressed that the materials being used are Class 1A and 1B Flammable Liquids per the National Fire Protection Association (NFPA). Prior to site-plan approval, the Grand Junction Fire Department will require a fire and building code compliance design analysis. The analysis shall identify/list all hazardous materials, including but not limited to, flammable liquids, combustible liquids, combustible dust and fibers, corrosives, compressed gases, material quantities, storage, container types, dispensing, use and handling locations and operations. The analysis shall detail how the facility complies with IFC/IBC requirements. Staff recommends a condition that the Applicant shall be responsible for meeting all conditions as required by the Grand Junction Fire Department and Mesa County Building Department as applicable from the International Fire Code and International Building Code for the storage and use of hazardous materials.

(iii) Outdoor Storage and Display. Portable display of retail merchandise may be permitted as provided in GJMC 21.04.040(h). Outdoor storage and displays shall not be allowed in the front yard setback; Screening shall be maintained in the frontage adjacent to arterial and collector streets and along that portion of the frontage on local streets which adjoin any zone except I-1 or I-2; Unless required to buffer from an adjoining district, screening along all other property lines is not required; and Screening of dumpsters is not required.

No outdoor display or storage is proposed in the front yard setback of any of the

associated parcels. Additionally, no screening is necessary, however the site has an existing 6-foot perimeter chain link fence with opaque screening. Staff finds this criterion has been met.

(2) Specific Standards. The use-specific standards established in Chapter 21.04 GJMC;

The use falls under the industrial manufacturing and production portion of the code. There are no use-specific standards for this use, therefore staff finds this criterion has been met.

(3) Availability of Complementary Uses. Other uses complementary to, and supportive of, the proposed project shall be available including, but not limited to: schools, parks, hospitals, business and commercial facilities, and transportation facilities.

The site is surrounded by several complementary light and heavy industrial businesses and uses. Parks and schools, which are generally not perceived as complementary to heavy industrial uses, are over half a mile away. The site is proximate to Riverside Parkway and I-70 Business Loop, both of which are classified as Primary Arterials within the Grand Junction Circulation Plan. Additionally, the site is served by a rail spur on the southern portion of the site. Staff believes there are complementary uses proximate to this project and good transportation facilities are in place. Staff therefore finds this criterion has been met.

(4) Compatibility with Adjoining Properties. Compatibility with and protection of neighboring properties through measures such as:

(i) Protection of Privacy. The proposed plan shall provide reasonable visual and auditory privacy for all dwelling units located within and adjacent to the site. Fences, walls, barriers and/or vegetation shall be arranged to protect and enhance the property and to enhance the privacy of on-site and neighboring occupants;

The property is surrounded by I-2 (General Industrial) zoning and other light and heavy industrial uses. There are no residential uses near the subject property. The property is currently enclosed with a 6-foot tall chain-link fence that contains opaque screening to maintain security of the site. Staff believes this criterion has been met.

(ii) Protection of Use and Enjoyment. All elements of the proposed plan shall be designed and arranged to have a minimal negative impact on the use and enjoyment of adjoining property;

The subject property is zoned I-2 (General Industrial) as are all the adjacent properties. Uses with this proposal include outdoor chemical storage and indoor processing.

Attendees of the neighborhood meeting held on January 2, 2020 conveyed no concerns with the proposal. The surrounding area allows for similar industrial uses and as such, staff believes that negative impacts and the enjoyment of adjoining properties will not be compromised. Staff has found this criterion has been met.

(iii) Compatible Design and Integration. All elements of a plan shall coexist in a harmonious manner with nearby existing and anticipated development. Elements to consider include; buildings, outdoor storage areas and equipment, utility structures, building and paving coverage, landscaping, lighting, glare, dust, signage, views, noise, and odors. The plan must ensure that noxious emissions and conditions not typical of land uses in the same zoning district will be effectively confined so as not to be injurious or detrimental to nearby properties.

For the purpose of this CUP, there are no planned additions of the existing structures. Interior modifications to the buildings will be made as required by the International Fire Code and International Building Code to meet appropriate occupancy classification standards. The Applicant is proposing three outdoor control areas on site, which will include flammable liquid storage tanks that vary in size from 50 gallons to 5,000 gallons. These tanks will be situated to the sides of existing buildings with minimal visual impact. The Applicant has represented there will be no glare, dust, signage, or view impacts from this proposal. Primary processing operations will be situated indoors while chemical storage will occur outdoors and adjacent to existing buildings. The Applicant has represented that noise generated from proposed operations will be compatible to that of other industrial operations in the immediate and surrounding area.

Hemp processing and storage is an outright allowed use in the I-2 zone district. However, because of the quantity of chemicals and solvents to be stored and utilized on site, a hazardous use occupancy classification is required. All storage of chemicals and solvents will be contained within sealed and approved tanks, which will emit minimal odors. Additionally, the processing will take place indoors, and odors from this processing will be primarily confined indoors. The Applicant has represented that any odor associated with the proposal will not be unreasonable or excessive in relation to adjacent industrial uses including adjacent manufacturing operations, nearby chemical plants and petroleum fuel depots, and transportation activities such as trucking and railroad operations. Staff recommends that if odors become a nuisance as identified in Chapter 8.08 of the Grand Junction Municipal Code, mitigation measures will be required.

STAFF RECOMMENDATION AND FINDINGS OF FACT

After reviewing the Conditional Use Permit application, for EcoGen Laboratories, LLC, CUP-2020-60, the following findings of fact have been made with the condition of approval as provided:

1. In accordance with Section 21.02.080(d) of the Zoning and Development Code, the application has satisfied the criteria for general approval.

2. In accordance with Section 21.02.110 of the Zoning and Development Code, the application has demonstrated compliance with the criteria for a Conditional Use Permit.

Condition 1. The Applicant shall be responsible for meeting all conditions as required by the Grand Junction Fire Department and Mesa County Building Department as applicable from the International Fire Code and International Building Code for the storage and use of hazardous materials.

Condition 2. If odors become a nuisance as identified in Chapter 8.08 of the Grand Junction Municipal Code, mitigation measures will be required.

SUGGESTED MOTION:

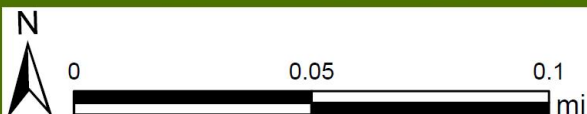
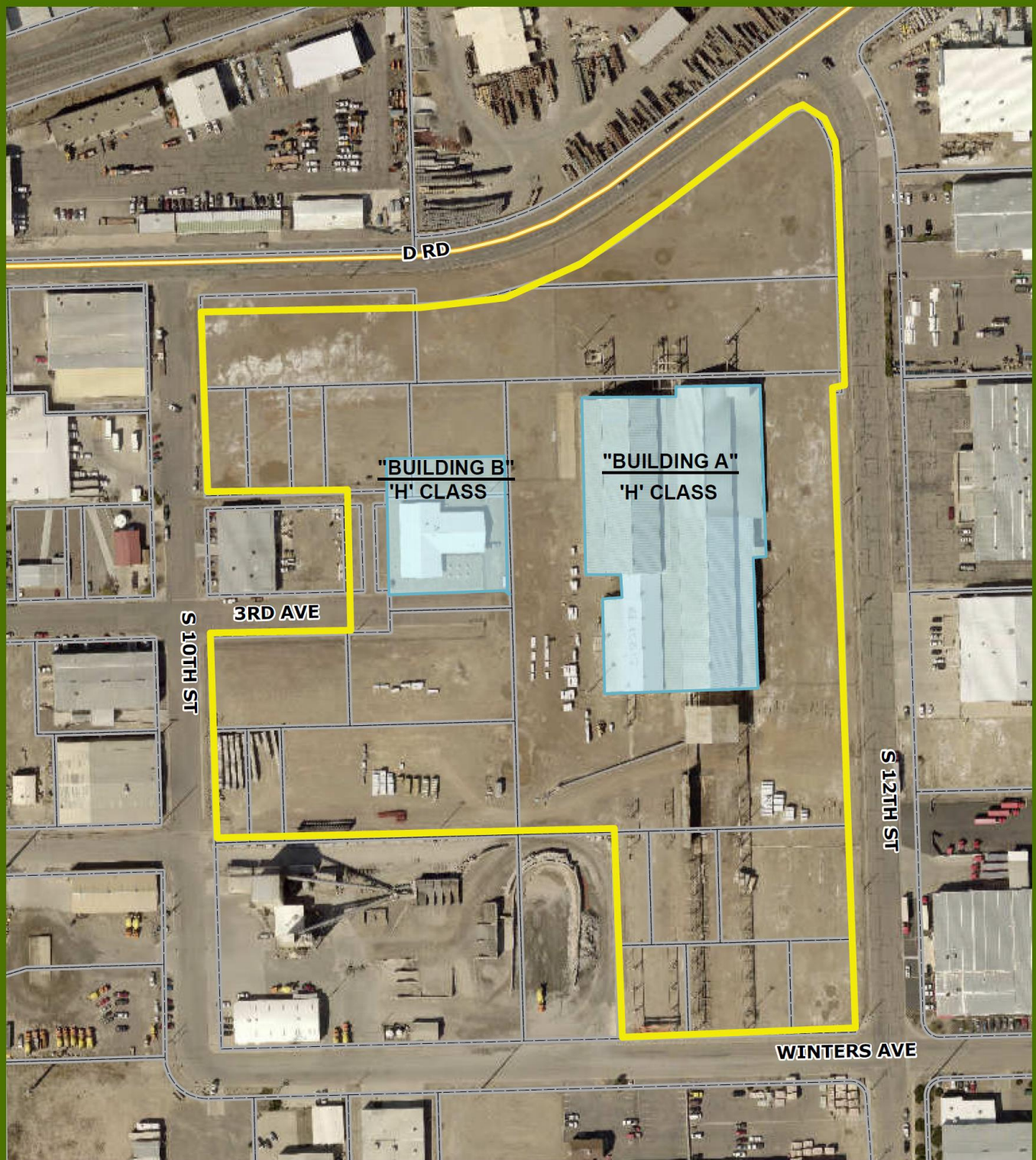
Madam Chairman, on the application for a Conditional Use Permit for EcoGen Laboratories, LLC located at 1101 3rd Avenue, CUP-2020-60, I move that the Planning Commission recommend conditional approval with the findings of fact and conditions as listed in the staff report.

Attachments

1. Plans and Maps
2. Application Packet
3. Supplemental Storage Tank Information

Exhibit 1

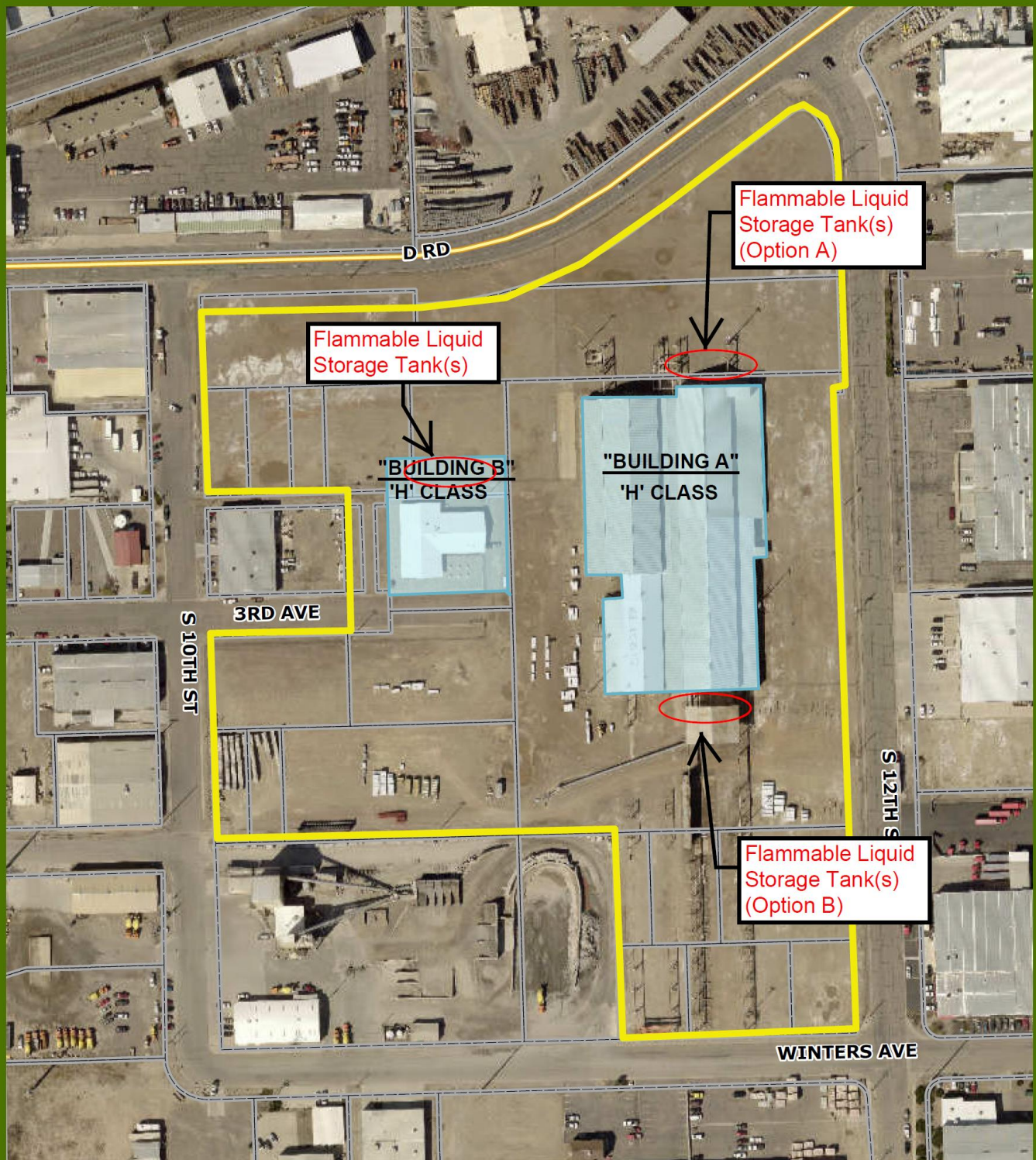
EcoGen Campus - Hazardous Use Plan



Printed: 1/28/2020
1 inch equals 188 feet
Scale: 1:2,257

Exhibit 2

EcoGen Campus - Hazardous Use Plan



0 0.05 0.1
mi

Printed: 1/28/2020
1 inch equals 188 feet
Scale: 1:2,257

CITY OF
Grand Junction
COLORADO
GEOGRAPHIC INFORMATION SYSTEM

Exhibit 3

Aerial Photo Map



Exhibit 4

Zoning Map

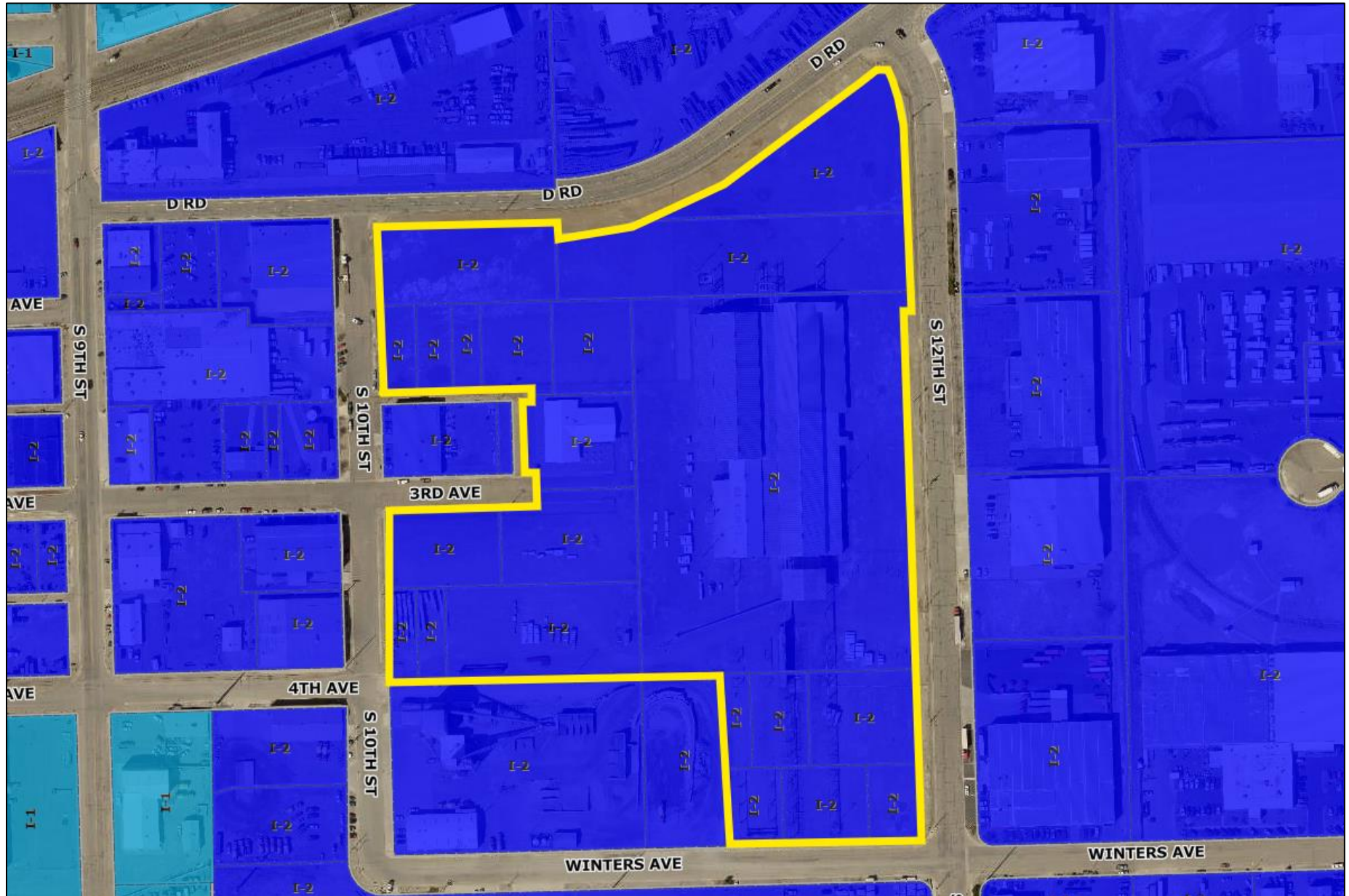
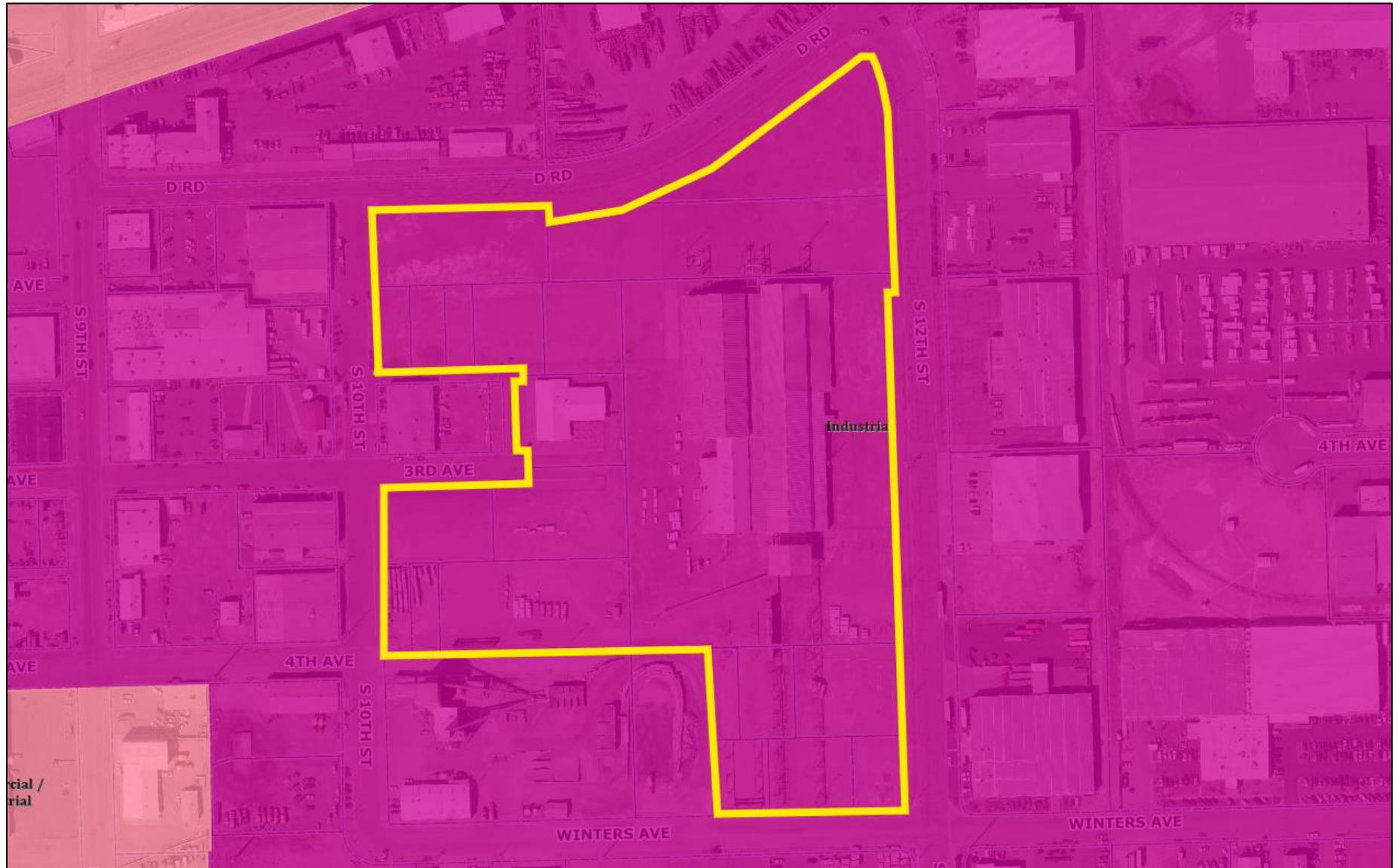


Exhibit 5

Future Land Use Map





Development Application

We, the undersigned, being the owner's of the property adjacent to or situated in the City of Grand Junction, Mesa County, State of Colorado, as described herein do petition this:

Petition For: Conditional Use Permit for Hazard Use Classification (Only)

Please fill in blanks below only for Zone of Annexation, Rezones, and Comprehensive Plan Amendments:

Existing Land Use Designation: _____

Existing Zoning: _____

Proposed Land Use Designation: _____

Proposed Zoning: _____

Property Information

Site Location: 1101 Thrid Ave

Site Acreage: 19.55 ac

Site Tax No(s): (too big for this space - see below)

Site Zoning: I-2

Project Description: Parcels #: 2945-231-[00-016,040][04-002][05-001][06-001:005,011][11-002:006][12-004:007,010,012]
C.U.P. Request for a multi use 'campus' related to hemp industry operations.

Property Owner Information

Applicant Information

Representative Information

Name: IPE Holdings, LLC

Name: EcoGen Laboratories, LLC

Name: _____

Street Address: 640 ROUND HILL DR

Street Address: 2356 Rim Rock Ave Ste 400-324

Street Address: _____

City/State/Zip: Grand Junction, CO

City/State/Zip: Grand Junction, CO

City/State/Zip: _____

Business Phone #: _____

Business Phone #: _____

Business Phone #: _____

E-Mail: jrm@one-mac.com

E-Mail: keith@ecogenlabs.com

E-Mail: _____

Fax #: _____

Fax #: _____

Fax #: _____

Contact Person: Jim McConnell

Contact Person: Keith Ehlers

Contact Person: _____

Contact Phone #: 970-261-4415

Contact Phone #: 970-210-7680

Contact Phone #: _____

NOTE: Legal property owner is owner of record on date of submittal.

We hereby acknowledge that we have familiarized ourselves with the rules and regulations with respect to the preparation of this submittal, that the foregoing information is true and complete to the best of our knowledge, and that we assume the responsibility to monitor the status of the application and the review comments. We recognize that we or our representative(s) must be present at all required hearings. In the event that the petitioner is not represented, the item may be dropped from the agenda and an additional fee may be charged to cover rescheduling expenses before it can again be placed on the agenda.

Signature of Person Completing the Application: [Signature] Date: 12-27-19

Signature of Legal Property Owner: IPE Holdings LLC by James R McConnell, SOLE MEMBER Date: 12/27/19

EcoGen Campus
EcoGen Laboratories, LLC

Conditional Use Permit (CUP) Request

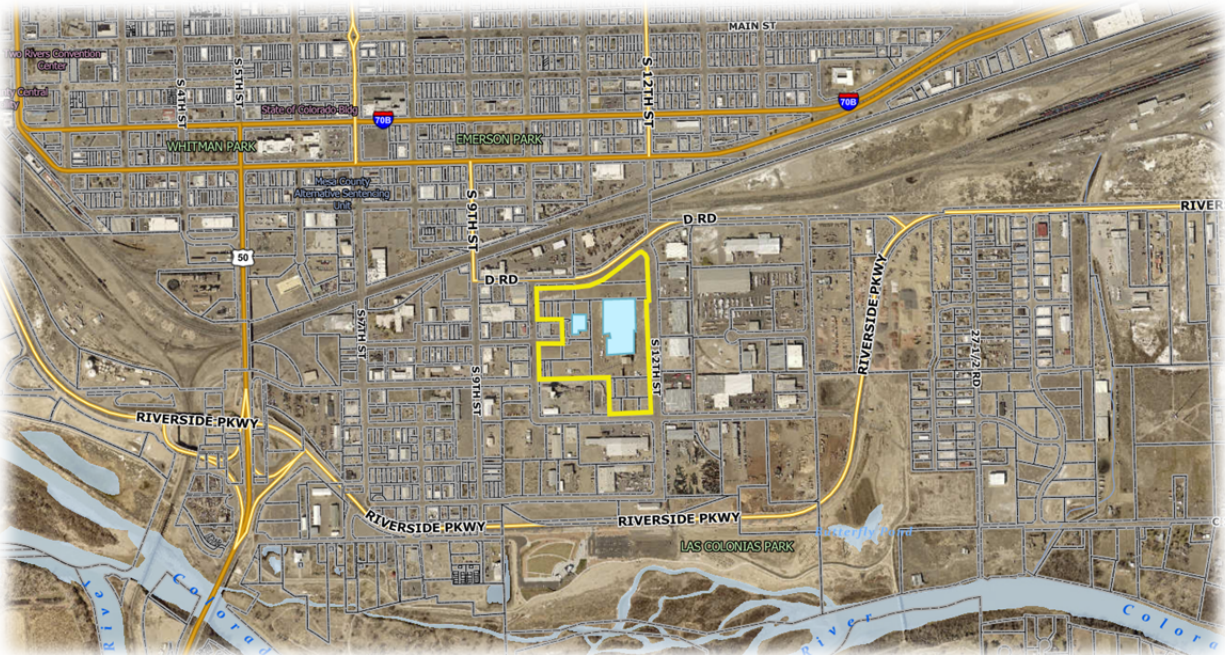
General Project Report

1. Project Overview.

The Applicant, EcoGen Laboratories, LLC, is proposing a Conditional Use Permit (CUP) for an infill development of a 19.55 acre site located at 1101 Third Avenue. The site has remained relatively unimproved for several decades. More specifically, the proposal is to utilize the interior of existing buildings for manufacturing/processing uses consistent with allowed uses in the I-2 zoning, but high throughput capacity of the process uses a volume of common flammable liquids that triggers the otherwise allowed use to require a CUP. The proposed use will also require the internal elements of the buildings to be modified to satisfy health and safety considerations within the relevant building and fire codes and will be reviewed by the local building and fire authorities.

This request for a CUP is the first step toward developing the EcoGen Campus which will serve as the North American headquarters of EcoGen Laboratories, LLC, a large hemp industry business. EcoGen is a vertically integrated business in the hemp industry that encompasses operations ranging from seed to sale that primarily operates throughout North America, but also has a presence in several international markets.

Ultimately, the proposed site will consolidate satellite facilities and operations to a central campus, and certain elements of that campus may require additional Site Plan and CUP approvals from the City via separate applications. This proposal for the first step of development of the EcoGen Campus will result in the site primarily remaining an I-2 zone, except for repurposing the existing buildings to include the proposed manufacturing and processing uses that trigger a CUP review. There are no new buildings being proposed with this CUP, and there will be minimal visual or other impacts from the proposed use since it merely remodeling the interior of existing buildings and adding exterior storage tanks (visually similar to propane tanks) in accordance relative permitting and code requirements.



2. Existing Conditions.

The infill property is located within the City's designated 'Redevelopment Area' at 1101 Third Ave. on twenty-one parcels having a contiguous area of 19.55 acres. The site is zoned I-2 with a future land use designation of Industrial. The site is nearly surrounded by sewer, water, and storm drain which have been updated in recent years by the City of Grand Junction to service this region. There are 7 fire hydrants within the right of way adjacent to this property or located internally on the site. Gas and Electric are available by Xcel Energy.

The site has two existing buildings, one of which is approximately 100,000s.f. and the other approximately 8,000s.f. (covering about 2.5 acres total). The remainder of the property is primarily vacant land that has historically been used for outdoor industrial/manufacturing uses, and outdoor storage. The site also enjoys the operational use of a rail spur that consumes about 1.25 acres of the site.

The site is encumbered by nearly three acres of easements that are remnants of the historical platting of downtown grid-patterned lots, alleys, and roads. Discussions with stakeholders related to those easements, including the City of Grand Junction, have indicated the easements may no longer be necessary and could be eligible for vacation in the future.



3. Conditional Use Permit Request

A map showing the proposed uses within the existing buildings labeled 'Building A' and 'Building B' can be found on the 'EcoGen – Hazardous Use Plan' included with this proposal.

Building A is the large existing building on the site consisting of approximately 100,000sf. The building is best described as heavy duty steel skeleton with a metal roof and walls. The majority of the building will be non-hazardous uses such as: guest reception, operations offices, fabrication shop, formulation, white label, distribution, edibles manufacturing, growing, hemp receipt/sorting, and genetics research. However, a portion of the building will be repurposed for processing (5,000-20,000sf), and extraction (5,000-20,000sf). The size of the hazardous elements and the interior remodel of the hazardous uses will meet or exceed all relative permitting requirements of building, fire, etc.

Building B is the small existing building on the site consisting of approximately 8,000sf. The building is constructed with concrete masonry block (CMU) exterior walls and steel roof trusses making it ideal to

repurpose for hazardous uses. About 40% of the building will be non-hazardous elements of the manufacturing process, but the remaining 60% will be repurposed for elements of the process that utilize hazardous materials. The size of the hazardous elements and the interior remodel of the hazardous uses will meet or exceed all relative permitting requirements of building, fire, etc.

The existing I-2 zoning of the site permits nearly all of the anticipated uses as an 'Allowed Use' without the need for a CUP. However, the City of Grand Junction Land Development Code requires a CUP review process in I-2 zoning for certain elements in the spectrum of proposed uses at the EcoGen Campus. For example, elements of EcoGen's hemp operations such as research, extraction, processing, and testing utilize controlled amounts of hazardous materials similar to how other common industrial businesses utilize alcohols, gasoline, industrial sealants/paint, chemical storage, solvents, etc. Some of these processes use trace amounts of solvents during research and testing of product materials or processing methods, while others have larger amounts of solvents on hand that are necessary for the commercial scale and throughput volumes of the proprietary hydrocarbon extraction process utilized by the applicant. A CUP approval is only the first step in the process to develop these uses. EcoGen will be subject to the building permit review process with Mesa County Building Department, and the occupancy permit review process by the City Fire Department. The Mesa County Building Department and the City Fire Department employ international safety codes to ensure that the building construction, storage facilities, and handling protocol of any hazardous materials are designed in accordance with health, safety, and welfare standards set forth in their respective codes. In other words, once the land use approvals have been granted, a detailed review how those uses are implemented will be conducted by the expert safety officials at the City Fire Department and Mesa County Building Department to ensure the appropriate safety measures are in place.

The repurposing of existing buildings related to this proposal will be primarily internal to the existing buildings, thus having minimal or no impact on the external attributes of the site. The changes that might be seen on the site will be limited to updated utility equipment and outdoor storage tanks that look similar to propane tanks.

D. Development Schedule

The Applicant anticipates development of the site to begin construction as soon as possible.

E. *City of Grand Junction LDC – 21.02.110(c) Conditional use permit (CUP) Approval Criteria.* The application shall demonstrate that the proposed development will comply with the following:

(1) District Standards. The underlying zoning districts standards established in Chapter 21.03 GJMC, except density when the application is pursuant to GJMC 21.08.020(c); [Applicant Response: There are no anticipated deviations to the District Standards at this time. If any deviations from the district standards arise throughout the development the Applicant will pursue the appropriate review and approval processes through the City of Grand Junction.](#)

(2) Specific Standards. The use-specific standards established in Chapter 21.04 GJMC; [Applicant Response: The application meets or exceeds the use-specific standards established in Chapter 21.04, and will satisfy all required building and fire code elements.](#)

(3) Availability of Complementary Uses. Other uses complementary to, and supportive of, the proposed project shall be available including, but not limited to: schools, parks, hospitals, business and commercial facilities, and transportation facilities; [Applicant Response: The selection of the proposed site location and use configuration was positively influenced by the complementary surroundings of the industrial neighborhood. Relationships with the companies in the surrounding industrial area to provide goods and services for the proposed uses will be mutually beneficial. The walkable proximity to parks, mass transit, and downtown eateries is highly desirable for the workforce this project will provide opportunities for. Additionally, the proposal will utilize the rail spur on the property for delivering and receiving bulk materials from around the country.](#)

(4) Compatibility with Adjoining Properties. Compatibility with and protection of neighboring properties through measures such as: **Applicant Response:** The neighborhood meeting that was held as part of this application revealed evidence of the projects compatibility with adjoining properties. There was a turnout of neighboring business owners who unanimously made comments indicating their support of the proposed uses and the revitalization of the proposed property. Additionally, several of the the neighboring businesses have begun enjoying a business relationship with the applicant for goods and services being bought and sold between each other, and this will increase once approved.

(i) Protection of Privacy. The proposed plan shall provide reasonable visual and auditory privacy for all dwelling units located within and adjacent to the site. Fences, walls, barriers and/or vegetation shall be arranged to protect and enhance the property and to enhance the privacy of on-site and neighboring occupants; **Applicant Response:** There are no residential dwelling units adjacent to the proposed site. The proposed development configuration encourages parking and infrastructure to be located internally on the site, in most cases, where it is generally screened by proposed uses upon buildout. Additionally, the existing 6' fence is proposed to have semi-opaque screening material installed as soon as possible, and the City's perimeter landscaping requirements will be constructed in accordance with the Land Development Code.

(ii) Protection of Use and Enjoyment. All elements of the proposed plan shall be designed and arranged to have a minimal negative impact on the use and enjoyment of adjoining property; **Applicant Response:** The proposed development configuration was overwhelmingly supported by the neighboring property owners and businesses. The development plan has been generated with a heavy consideration toward enhancing and revitalizing the area. The diversification of uses and the arrangement of the elements being proposed compliment the design specifications called for in the Land Development Code (such as landscaping) in a manner that promotes a positive impact on the use, enjoyment, and value of the neighboring properties.

(iii) Compatible Design and Integration. All elements of a plan shall coexist in a harmonious manner with nearby existing and anticipated development. Elements to consider include: buildings, outdoor storage areas and equipment, utility structures, building and paving coverage, landscaping, lighting, glare, dust, signage, views, noise, and odors. The plan must ensure that noxious emissions and conditions not typical of land uses in the same zoning district will be effectively confined so as not to be injurious or detrimental to nearby properties. **Applicant Response:** The proposed use on the site is typically an "Allowed Use" in the industrial zoning of the property per the Land Development Code that shares similar intensity and industrial nature with neighboring properties. However, the CUP has been triggered because of the volume of flammable materials used or encountered in the processing stage due to the large scale throughput volume of this facility. One of the attractive attributes of the proposed site is its compatibility with the surrounding area's industrial atmosphere. The flammable (hazardous) materials utilized by elements of the proposed uses are not uncommon to industrial areas. The proposed use will not change the outward appearance of the site and will remain harmonious with current conditions in the surrounding area and will not be injurious or detrimental to nearby properties.

The Applicant has made great effort to thoroughly research, plan, and communicate our intentions with the City Staff, local business leaders, and the community prior to this application. The intent of the pre-planning effort was to ensure we are providing a thorough submittal of a compatible project to the area with all the information you may need to facilitate an efficient review and approval process, but please do not hesitate to contact us for any discussion, questions, or request for additional information.

Thank you for consideration of this request.

Regards,

A handwritten signature in blue ink, appearing to read 'Keith Ehlers', with a long horizontal flourish extending to the right.

Keith Ehlers - EcoGen Laboratories, Inc.

Jace Hochwalt

From: Keith Ehlers <keith@ecogenlabs.com>
Sent: Thursday, January 30, 2020 12:47 PM
To: Jace Hochwalt
Subject: EcoGen - H Occupancy CUP
Attachments: EcoGen_CUP_Hazard Use Plan.pdf; 1101 Bldg-H_Floorplan.pdf; Big Bldg-H_Floorplan.pdf

**** - EXTERNAL SENDER. Only open links and attachments from known senders. DO NOT provide sensitive information. Check email for threats per risk training. - ****

Hello Jace,

Please find responses to Staff's comments/questions below regarding the CUP application for Hazardous use in the I-2 Zone:

1. You mention the addition of exterior storage tanks. Include the approximate location of these tanks on the site plan. Also include information regarding the tank sizes, approximate number of tanks, and brief description and purpose of the tanks. It is my assumption that these tanks play a role in the reasoning behind the "h" classification, so more clarity should be provided.

Applicant Response: The attached site plan shows the anticipated location options for the external storage tanks, but ultimately the tanks will be located in a safe manner that meets relevant regulations and is in an appropriate proximity to the portion of the building where the associated use of the stored material gets built out. The storage is needed for supply and recapture of material used in the EcoGen process as well as storage of the bi-product produced. Not all of the tanks will store material associated with the 'H Classified' use tied to this CUP. There will be 3-5 tanks for Building A that range in size from 50-5,000 gallons and will likely be located at the north end and/or south end of the building depending on the proximity to the use of the stored material within the building. There will be 3-5 tanks for Building B that range in size from 50-5,000 gallons and will likely be located north of the sewer line easement at the north end of the building depending on the proximity to the use of the stored material within the building.

2. I think the criteria discussion is fine. With that said, Criteria 4 (iii) related to compatible design and integration can use more clarity. Discuss in further depth the potential noise (if any) and odor (and if/how there will be any odor mitigation techniques employed by the applicant).

Applicant Response: The proposed processes occur indoors and do not generate noise levels beyond those typical of an industrial area. It certainly does not reach levels in excess of the existing industrial uses in the vicinity such as the concrete plant, railroad, rock shop, or the truck traffic associated with many of the existing industrial uses. The odor associated with the process is also negligible and compatible with other odors generated by industrial uses in this industrial area. That's not to say that an odor related to cannabis won't be detected under certain circumstances, but it will not be a nuisance or be incompatible with the surrounding industrial uses that can be detected in the area that stem from existing chemical plants, printing presses, railroad activity, trucking, manufacturing operations, petroleum/fuel depots, etc. The applicant is aware there is a fear based stigma held by some that anything related to cannabis might end up producing an overpowering odor like some of the initial large grow operations in Denver and other communities, but the proposed

manufacturing process is nothing like those facilities and odors that are released are often tied to the valuable product the manufacturing process of Hemp is designed to capture.

3. Provide a sketched floor plan of both buildings. This should define the approximate area of the designated locations of the “h” occupancies.

Applicant Response: Attached are floorplan concepts of the two existing buildings that will have “H” occupancies within. The floorplans provided at the request of Planning Staff are for conceptual reference only. The floorplans, as well as the location/size of the H occupancies, may vary once the CUP is established and the applicant engages final design, but ultimately the Building and Fire Codes adopted by the City of Grand Junction will regulate size, locations, and design that will address health, safety, and welfare of the site.

Regards,

Keith Ehlers

Facility Development & Entitlement Director

EcoGen Laboratories, Inc.

c: 970.210.7680

e: keith@ecogenlabs.com

<https://www.youtube.com/watch?v=OIOLGfUur8g&authuser=1>



NOTICE OF CONFIDENTIALITY: This email, and any attachments thereto, is intended for use only by the addressee(s) named herein and may contain confidential information, legally privileged information and attorney-client work product. If you are not the intended recipient of this email, you are hereby notified that any dissemination, distribution or copying of this email, and any attachments thereto, is strictly prohibited. If you have received this email in error, please notify the sender by email, telephone or fax, and permanently delete the original and any of any email and printout thereof.

OWNERSHIP STATEMENT - CORPORATION OR LIMITED LIABILITY COMPANY

(a) IPE HOLDINGS, LLC ("Entity") is the owner of the following property:

(b) ATTACHED ALTA SURVEY

A copy of the deed(s) evidencing the owner's interest in the property is attached. Any documents conveying any interest in the property to someone else by the owner are also attached.

I am the (c) SOLE MEMBER for the Entity. I have the legal authority to bind the Entity regarding obligations and this property. I have attached the most recent recorded Statement of Authority of the Entity.

☒ My legal authority to bind the Entity both financially and concerning this property is unlimited.

☐ My legal authority to bind the Entity financially and/or concerning this property is limited as follows:

☒ The Entity is the sole owner of the property.

☐ The Entity owns the property with other(s). The other owners of the property are:

On behalf of Entity, I have reviewed the application for the (d) CONDITIONAL Use Permit

I have the following knowledge or evidence of a possible boundary conflict affecting the property:

(e) SEE ALTA SURVEY

I understand the continuing duty of the Entity to inform the City planner of any changes regarding my authority to bind the Entity and/or regarding ownership, easement, right-of-way, encroachment, lienholder and any other interest in the land.

I swear under penalty of perjury that the information in this Ownership Statement is true, complete and correct.

Signature of Entity representative: James R. McConnell

Printed name of person signing: JAMES R. McCONNELL

State of Colorado)

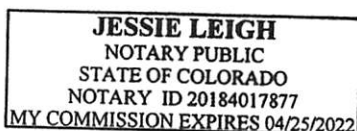
County of Mesa) ss.

Subscribed and sworn to before me on this 27th day of December, 20 19

by James R. McConnell

Witness my hand and seal.

My Notary Commission expires on 04/25/2022



Jessie Leigh
Notary Public Signature

I, the undersigned, do hereby certify that the foregoing is a true and correct copy of the original as the same appears to me.

[Signature]

Witness my hand and the seal of my office this _____ day of _____, 2017.

Notary Public, State of Colorado

My commission expires on _____, 2018.

My office is located at _____

My office is located at _____

My office is located at _____

My office is located at _____

My office is located at _____

My office is located at _____

My office is located at _____

My office is located at _____

My office is located at _____

My office is located at _____

My office is located at _____

My office is located at _____

My office is located at _____

My office is located at _____

My office is located at _____

My office is located at _____

My office is located at _____

MY COMMISSION EXPIRES 06/25/2022
NOTARY ID 2018017877
STATE OF COLORADO
NOTARY PUBLIC
JESSIE LEIGH

Instructions

An ownership statement must be provided for each and every owner of the property.

- (a) Insert complete name of owner as it appears on deed by which it took title. If true name differs from that on the deed, please provide explanation by separate document
- (b) Insert legally sufficient description of land for which application has been made to the City for development. Include the Reception number or Book and Page for recorded information. Assessor's records and tax parcel numbers are not legally sufficient description. Attach additional sheet(s) as necessary, and reference attachment(s) here. If the legal description or boundaries do not match those on the plat, provide an explanation.
- (c) Insert title/capacity within the Entity of person who is signing.
- (d) Insert the type of development application request that has been made. Include all pending applications affecting the property.
- (e) Insert name of all other owners, if applicable.
- (f) Insert the type of development application request(s) that has/have been made. Include all pending development applications affecting the property.
- (g) Explain the conflict and/or possible conflict and describe the information and/or evidence available concerning the conflict and/or possible conflict. Attach copies of written evidence.

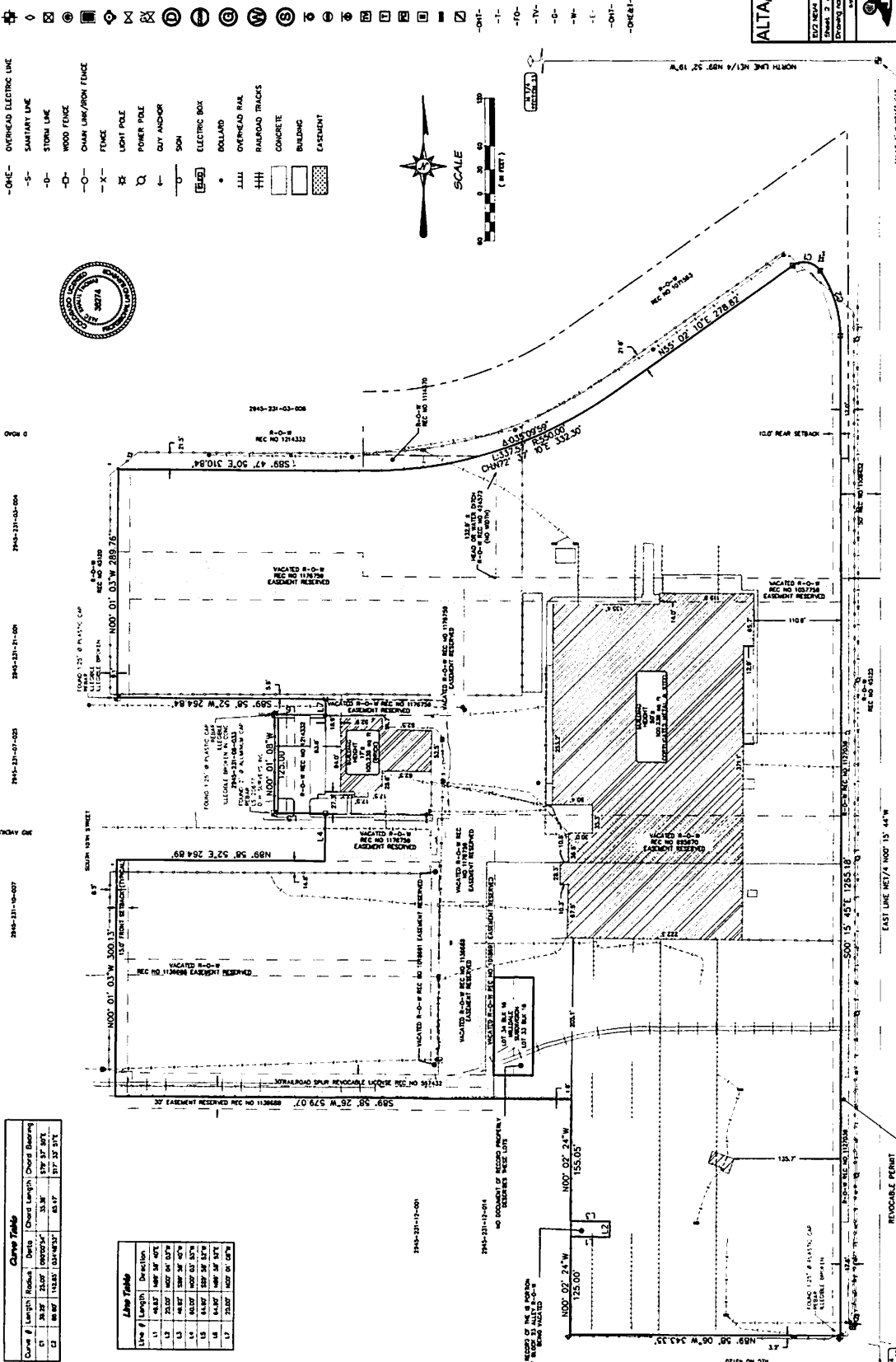
ALTA/NSPS LAND TITLE SURVEY

1101 3rd Ave

E1/2 NE1/4 SECTION 23, T.15S, R.1W, UTE MERIDIAN

Curve #	Length	Radius	Delta	Chord Length	Chord Bearing
C1	38.52'	25.00'	100.00°	35.36'	S77°17'30"E
C2	88.80'	112.50'	100.00°	85.47'	S77°17'30"E

Line #	Length	Bearing
1	11.17'	S89°58'26"W
2	11.17'	S89°58'26"W
3	11.17'	S89°58'26"W
4	11.17'	S89°58'26"W
5	11.17'	S89°58'26"W
6	11.17'	S89°58'26"W
7	11.17'	S89°58'26"W
8	11.17'	S89°58'26"W
9	11.17'	S89°58'26"W
10	11.17'	S89°58'26"W
11	11.17'	S89°58'26"W
12	11.17'	S89°58'26"W
13	11.17'	S89°58'26"W
14	11.17'	S89°58'26"W
15	11.17'	S89°58'26"W
16	11.17'	S89°58'26"W
17	11.17'	S89°58'26"W



LEGEND

- O-E- OVERHEAD ELECTRIC LINE
- S- SANITARY LINE
- D- STORM LINE
- O- CHAIN LINK/IRON FENCE
- X- FENCE
- Q- LIGHT POLE
- Q- POWER POLE
- Q- DAY AND/OR
- Q- SON
- [E] ELECTRIC BOX
- DOLLARD
- /// OVERHEAD RAIL
- /// RAILROAD TRACKS
- CONCRETE
- BUILDING
- EASEMENT
- FOUND MONUMENT AS NOTED
- PUBLISHED POSITION
- FOUND PO REBAR
- SEWER CLEANOUT
- AREA INLET
- FIRE HYDRANT
- WATER VALVE
- GAS VALVE
- STORM MANHOLE
- TELEPHONE MANHOLE
- GAS MANHOLE
- WATER MANHOLE
- SANITARY MANHOLE
- GAS METER
- WATER METER
- ELECTRIC METER
- CABLE TV PEDestal/PULL BOX
- TELEPHONE PEDestal/PULL BOX
- FIBER OPTIC PEDestal/PULL BOX
- ELECTRIC PEDestal/PULL BOX
- TRAFFIC PEDestal/PULL BOX
- ELECTRICAL TRANSFORMER
- UNDERGROUND TELEPHONE
- UNDERGROUND TELEPHONE
- FIBEROPTIC LINE
- CABLE TV LINE
- GAS LINE
- WATER LINE
- UNDERGROUND ELECTRIC LINE
- OVERHEAD ELECTRIC LINE
- OVERHEAD ELECTRIC & TELEPHONE

LAND SURVEY DEPOSITS

NEED COUNTY Surveyor's Office
 Date _____
 Reception No. _____
 Book _____
 Page _____

ALTA/NSPS LAND TITLE SURVEY
 1101 3RD AVE

Sheet	2 of 2	Date	10/20/2024	Job No	1101-001
Drawing Code	Drawn	ACT	Checked	TPJ	

UTAH RIVER CITY
 C O R P O R A T I O N
 744 Hudson Court, Suite 110
 Grand Junction, CO 81505
 Phone: 870.241.4722
 Fax: 870.241.4841
 www.rivercity.com

OPERATING DECLARATION
OF
THE SOLE MEMBER OF
IPE HOLDINGS, LLC

THIS DECLARATION is effective as of December 29, 2011, by the James R. McConnell Living Trust ("Member"), the sole member of IPE Holdings, LLC, a Colorado limited liability company (the "Company").

ARTICLE I. FORMATION

1.1 **Formation.** The Company was formed on December 29, 2011, by filing Articles of Organization with the Colorado Secretary of State pursuant to the Colorado Limited Liability Company Act (the "Act").

1.2 **Company Name.** The name of the Company is "IPE Holdings, LLC."

1.3 **Office and Agent.** The address of the registered agent of the Company is 640 Round Hill Drive, Grand Junction, Colorado 81506, and its initial registered agent is James R. McConnell. The Company may subsequently change its registered agent's address or registered agent in accordance with the Act.

1.4 **Terms.** The Company will continue until its dissolution (under Article XI) and liquidation (under Article XII).

ARTICLE II. PURPOSES AND POWERS

2.1 **Principal Purpose.** The principal purpose of the Company is to transact all lawful business for which a limited liability company may be organized under the Act.

2.2 **Powers.** Subject to the other provisions of this Declaration, the purposes of the Company may be accomplished through the powers set forth in section 7-80-104, C.R.S., as it may be amended from time to time, and through all lawful powers, activities and rights which are necessary, convenient or advisable to the conduct of its business.

ARTICLE III. MEMBER

3.1 **Initial Member.** The name and address of the initial Member of the Company is:

James R. McConnell Living Trust
640 Round Hill Drive
Grand Junction, Colorado 81506

3.2 **New Member.** New Members may be admitted to the Company only upon the consent of the Member.

ARTICLE IV. CAPITAL OF THE COMPANY

4.1 **Capital Account.** A capital account will be maintained for the Member. Subject to the other provisions of this Declaration, the capital account of the Member equals:

- (a) The initial capital contributed by the Member,
- (b) Increased by any additional capital contribution of the Member and the Member's share of net profits, and
- (c) Decreased by the Member's net losses and distributions.

If property other than cash or its equivalent is contributed or distributed, such property will be valued at its net fair market value at the time of contribution or distribution. Other appropriate charges and credits will be made to capital accounts in accordance with generally accepted accounting principles consistently applied.

4.2 **Initial Contributions.** The Member agrees to contribute to the Company property or cash as follows within thirty (30) days following the formation of the Company:

James R. McConnell Living Trust

See attached Exhibit A

4.3 **Withdrawal of Capital.** The Member may not receive any part of the Member's capital contribution out of the Company assets unless all of the following conditions are satisfied:

(a) The Company has paid, or there remains sufficient assets in the Company to pay, all liabilities of the Company (exclusive of any liability to the Member on account of its capital contributions);

(b) Such return of capital is provided for in this Declaration or the Member consent; and

(c) This Declaration is amended to set forth the withdrawal or reduction, or the Articles are canceled.

4.4 No Interest on Capital. The Member shall not be entitled to receive interest on the capital contributions or the capital account.

4.5 Loans by Member. The Company may borrow money from the Member for Company purposes. Any such amount will be repaid on demand or upon such terms as the Company and the Member may agree (provided that the interest rate will at least equal the rate required to avoid imputed interest for federal income tax purposes). Any such advance or loan will be treated as indebtedness of the Company, and will not be treated as a capital contribution by the Member.

4.6 No Drawing Accounts. The Company will not maintain a drawing account for the Member. All distributions to the Member will be governed by Article VI (relating to distributions), and by other pertinent provisions of this Declaration.

ARTICLE V. PROFITS AND LOSSES

5.1 Determination. The determination of the net profits and losses of the Company (and the amount of each item of income, gain, loss and deduction) will be made in accordance with the Company's method of accounting and, to the extent otherwise applicable, in accordance with generally accepted accounting principles consistently applied.

5.2 Profits and Losses. The profits and losses of the Company for each fiscal year will be allocated to the Member. Upon formation of the Company, the ownership interests are as follows:

<u>Member</u>	<u>Ownership Interest</u>
James R. McConnell Living Trust	100%
TOTAL	100%

5.3 Tax Allocations. For federal and state income tax purposes, all items of Company income, gain, loss, deduction or credit (except as provided in the following sentences) will, to the extent possible, be allocated to the Member in the same manner as profits and losses. In accordance with Section 704(c) of the Internal Revenue Code (the "Code") and applicable regulations, all such items with respect to appreciated or depreciated property contributed to the Company will be allocated to the Member so as to take account of the variation between the tax basis of the property to the Company and its fair market value at the time of contribution. The Member contemplates that the Company may incur nonrecourse debt (in which no Member bears the economic risk of loss) or Member nonrecourse debt (in which one or more Members separately bear the economic risk of loss). If such debt is incurred, the Member shall amend this Declaration to comply with the Treasury Regulations under Section 704(b) and Section 752 of the Code so that items of loss or deduction attributable to those liabilities will be allocated in proportion to ownership interests (with respect to nonrecourse debt) or to those Members bearing the economic risk of loss (with respect to Member nonrecourse debt). Absent any such written amendment, this Declaration shall be deemed amended in an equitable manner as is necessary to comply with the Treasury Regulations under Section 704(b) and Section 752 of the Code. In making such determination, the Company may rely on the written advice (a copy of which shall be furnished to each Member) of the Company's accountants or tax counsel with respect to required or permissible allocations and capital account adjustments.

ARTICLE VI. DISTRIBUTIONS

At such times as determined by the Member, the Company will distribute its net profits and losses to the Member.

ARTICLE VII. MANAGEMENT OF THE COMPANY

7.1 **Management.** Management of the Company is vested exclusively in its Member.

7.2 **Unanimous Vote.** All decisions of the Company will be made by the unanimous vote or consent of the Member.

7.3 **Reimbursement.** The Member shall be reimbursed by the Company for all expenses incurred on behalf of the Company.

7.4 **No Compensation.** No Member will be paid compensation for services rendered other than such Member's share of Company profits.

ARTICLE VIII. LIABILITY OF THE MEMBER

8.1 **Limited Liability.** The Member of the Company shall not be liable under a judgment, decree or order of a court, or in any other manner, for any debt, obligation or liability of the Company.

8.2 **Capital Contribution.** The Member is liable to the Company for:

8.2(1) The initial capital contribution agreed to be made under Article IV;

8.2(2) Capital that has been wrongfully or erroneously returned to the Member in violation of the Act, the Articles, this Declaration; and

8.2(3) Any money or other property wrongfully paid or conveyed to the Member on account of the Member's capital contribution.

8.3 **Return of Capital.** When the Member has rightfully received the return of all or part of the Member's capital contribution, the Member is nevertheless liable to the Company to return such capital, with reasonable interest, to the extent needed by the Company to discharge its liability to its creditors who extended credit or whose claims arose prior to such return of capital.

8.4 **Liability Limitation.** The Member will not be liable to the Company for any loss, liability or damage suffered or incurred by the Company, directly or indirectly, because of any act or omission made by the Member.

ARTICLE IX. INDEMNIFICATION

9.1 **Indemnification.** The Company will indemnify and hold harmless the Member from a loss, liability or damage actually and reasonably incurred or suffered by the Member by reason of any act performed or omitted to be performed, or alleged to have been performed or omitted, by the Member in connection with the business of the Company; provided that, if the Member's actions or omission to act caused the loss, liability or damage incurred or suffered the Member may not receive indemnification or avoid liability with respect to any claim, issue or matter as to which there is a final determination that the Member acted in bad faith, gross negligence or willful misconduct. A final determination means an order of any court or arbitration panel that is not appealed. This right of indemnification includes any judgment, award, settlement, cost, expenses and reasonable attorneys' fees incurred in connection with the defense of any actual or threatened claim or action based on any such act or omission.

9.2 **Payment.** Any such indemnification will only be paid from the assets of the Company, and will be made promptly following the fixing of the loss, liability or damage incurred or suffered by final judgment of any court, arbitration, settlement, contract, or otherwise (provided that attorneys' fees and costs may be paid as incurred).

ARTICLE X. ACCOUNTING AND REPORTING

10.1 **Fiscal Year.** For income tax and accounting purposes, the fiscal year of the Company will end on December 31 in each year (unless subsequently changed as provided in the Code).

10.2 **Accounting Method.** For income tax and accounting purposes, the Company will use the method of accounting determined by its accountant or as the Company otherwise determines, if permitted by the Code.

10.3 **Returns.** The Company will cause the preparation and timely filing of all tax returns required to be filed by the Company pursuant to the Code, as well as all other tax returns required in each jurisdiction in which the Company does business.

10.4 **Tax Elections.** The Company may make or revoke any tax election; provided that, the Company will make the election under Section 754 of the Code (relating to the optional adjustment to the tax basis of Company property) upon the written request of the Member.

10.5 **Reports.** The Company books will be closed at the end of each fiscal year and statements prepared showing the financial condition of the Company and its profits or losses

from operations. Copies of these statements will be given to the Member. In addition, as soon as practicable after the close of each fiscal year, and in any event within ninety (90) days after the end of each fiscal year, the Company will provide the Member with all necessary tax reporting information.

10.6 Banking. The Company may establish one or more bank accounts and safe deposit boxes. The Company may authorize the persons to sign checks on and withdraw funds from such bank accounts and to have access to such safe deposit boxes, and may place such limitations and restrictions on such authority as the Company deems advisable.

ARTICLE XI. DISSOLUTION OF THE COMPANY

The Company may be dissolved at any time by the Member.

ARTICLE XII. LIQUIDATION

12.1 Liquidation. Upon dissolution of the Company, the Company shall file a statement of intent to dissolve with the Colorado Secretary of State as provided in the Act and immediately wind up its affairs and liquidate. A reasonable time shall be allowed for the orderly liquidation of the Company and the discharge of liabilities to creditors so as to enable the Company to minimize any losses attendant upon liquidation. Any gain or loss on disposition of any Company assets in liquidation shall be credited or charged to the Member's capital accounts in accordance with Articles IV and V.

12.2 Priority of Payment. The assets of the Company shall be distributed in liquidation of the Company in the following order:

12.2(1) To creditors by the payment or provisions for payment of the debts and liabilities of the Company (other than loans or advances that may have been made by the Member to the Company) and the expenses of liquidation;

12.2(2) To the setting up of any reserves that are reasonably necessary for any contingent or unforeseen liabilities or obligations of the Company;

12.2(3) To the repayment of any loans or advances that may have been made by the Member to the Company (proportionally if the amount available for such repayment is insufficient for payment in full);

12.2(4) To the payment to the Member of its capital account as adjusted for liquidating profits and losses; and

12.2(5) The balance, if any, to the Member.

12.3 Distributions to Member. Distributions in liquidation due to the Member may be made by either or a combination of the following methods: (a) selling the Company assets and distributing the net proceeds, or (b) distributing the Company assets to the Members at their net fair market value in kind. Any liquidating distribution in kind to the Member may be made either by a pro rata distribution of undivided interests or, by non pro rata distribution of specific assets at fair market value on the effective date of distribution. Any distribution in kind may be made subject to, or require assumption of, liabilities to which such property may be subject, but only upon the express written agreement of the Member. Appropriate and customary prorrations and adjustments shall be made incident to any distribution in kind.

12.4 Deficit Capital Account. Except as otherwise specifically provided in Sections 8.2 or 8.3, nothing contained in this Declaration shall impose on the Member an obligation to make an additional capital contribution in order to restore a deficit capital account upon liquidation of the Company. The Member shall look solely to the assets of the Company for the return of the Member's capital contribution.

12.5 Articles of Dissolution. When all debts, liabilities and obligations of the Company have been provided for or paid, and all remaining assets distributed to the Member as provided in Section 12.3, the Company shall file articles of dissolution with the Colorado Secretary of State pursuant to the Act.

ARTICLE XIII. GENERAL PROVISIONS

13.1 Amendment. This Declaration may be amended at any time and from time to time, but only by a written instrument signed by the Member.

13.2 Binding Effect. Except as otherwise provided in this Declaration, this Declaration will be binding upon, and will inure to the benefit of, the Member and its successors and assigns. Any such successor-in-interest or assignee will succeed to the benefits and burdens of such persons' predecessor-in-interest in proportion to the ownership interest transferred. No provision of this Declaration shall be enforceable by any creditor of the Company for such creditor's benefit.

13.3 Entire Agreement. This Declaration sets forth the entire agreement and understanding with respect to the transactions contemplated by it, and supersedes all prior agreements, arrangements and understandings relating to its subject matter.

13.4 Multiple Counterparts. This Declaration may be signed in one or more identical counterparts, and all of such counterparts, when taken together, will be deemed to constitute the original of this Declaration.

13.5 Headings. The section and other headings contained in this Declaration are inserted only as a matter of convenience and for reference, and do not affect, define or limit the scope, meaning, intent or interpretation of the text of this Declaration.

13.6 Miscellaneous. The laws of the State of Colorado will govern this Declaration and the construction of any of its terms. If any provision is unenforceable or invalid for any reason, the remainder of this Declaration will continue in effect. All pronouns (and any variation) will be deemed to refer to the masculine, feminine, neuter, singular or plural as the context may require or permit. The words "and" and "or" shall include the conjunctive and disjunctive, as the context may require or permit. The word "include" (and any variation) is used in an illustrative sense rather than a limiting sense.

DATED effective as of December 29, 2011, notwithstanding the actual date of signing.

Member:

James R. McConnell Living Trust

By:  _____
James R. McConnell, Trustee

QUITCLAIM DEED

GRANTORS, Tumac Industries, Inc., a Colorado corporation, whose legal address is 640 Round Hill Drive, Grand Junction, Colorado 81506,

for the consideration of Ten Dollars and Other Valuable Consideration, in hand paid, hereby Sells and Quitclaims to IPE Holdings, LLC, a Colorado limited liability company, whose legal address is 640 Round Hill Drive, Grand Junction, Colorado 81506, County of Mesa and State of Colorado, the following real property, in the County of Mesa and State of Colorado, to wit:

See Exhibit A attached hereto and made a part hereof

also known by street and number as: 1101 3rd Avenue, Grand Junction, Colorado 81501; 1061 2nd Avenue, Grand Junction, Colorado 81501; 1192 Winters Avenue, Grand Junction, Colorado 81501

assessor's schedule or parcel number: 2945-231-00-016; 2945-231-00-040; 2945-231-04-002; 2945-231-05-001; 2945-231-06-001; 2945-231-06-002; 2945-231-06-003; 2945-231-06-004; 2945-231-06-005; 2945-231-06-011; 2945-231-11-002; 2945-231-11-003; 2945-231-11-004; 2945-231-11-005; 2945-231-11-006; 2945-231-12-004; 2945-231-12-005; 2945-231-12-006; 2945-231-12-007; 2945-231-12-010; 2945-231-12-012

with all its appurtenances.

Effective this 29th day of December, 2011.

Tumac Industries, Inc.,
a Colorado corporation

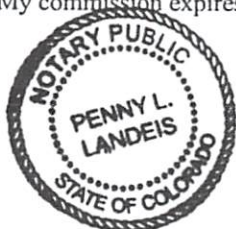
By: James R. McConnell
James R. McConnell, President

STATE OF COLORADO)
) ss.
COUNTY OF MESA)

The foregoing instrument was acknowledged before me this 29th day of December, 2011, by James R. McConnell, President of Tumac Industries, Inc., a Colorado corporation.

Witness my hand and official seal.

My commission expires: 11-16-2014



Danny L. Landeis
Notary Public

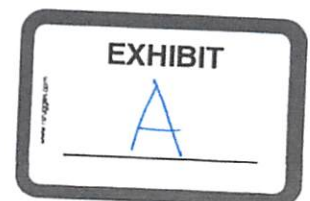


EXHIBIT "A"

PARCEL A

Parcel No. 1:

Lots 21 through 32, inclusive,
Block 8,

MILLDALE SUBDIVISION,
County of Mesa, State of Colorado,

the plat of which is recorded in Plat Book 2 at Page 30;

EXCEPTING THEREFROM the North 20 feet thereof as conveyed to the City of Grand Junction by Deed recorded January 25, 1980, in Book 1241 at Page 337.

Parcel No. 2:

Lots 1 through 24, inclusive,
Block 14,

MILLDALE SUBDIVISION,
County of Mesa, State of Colorado,

the plat of which is recorded in Plat Book 2 at Page 30;

EXCEPTING THEREFROM the West 20 feet of Lot 23 of said Block 14 as conveyed to the City of Grand Junction by Deed recorded January 25, 1980, in Book 1241 at Page 337.

Parcel No. 3:

Lots 1 through 32, inclusive,
Block 15,

MILLDALE SUBDIVISION,
County of Mesa, State of Colorado,

the plat of which is recorded in Plat Book 2 at Page 30;

EXCEPTING THEREFROM the East 10 feet of Lots 17 and 18 in said Block 15 as conveyed to the City of Grand Junction by Deed recorded March 7, 1977, in Book 1097 at Page 63.

Parcel No. 4:

Lots 1 through 32, inclusive,
Block 16,

MILLDALE SUBDIVISION,
County of Mesa, State of Colorado,

the plat of which is recorded in Plat Book 2 at Page 30;

EXCEPTING THEREFROM the East 10 feet of Lots 17 and 18 in said Block 16 as conveyed to the City of Grand Junction by Deed recorded March 7, 1977, in Book 1097 at Page 63.

Parcel No. 5:

Lots 1 through 32, inclusive,
Block 17,

MILLDALE SUBDIVISION,
County of Mesa, State of Colorado,

the plat of which is recorded in Plat Book 2 at Page 30.

Parcel No. 6:

Lots 5 through 30, inclusive,
Block 23,

MILLDALE SUBDIVISION,
County of Mesa, State of Colorado,

the plat of which is recorded in Plat Book 2 at Page 30;

EXHIBIT "A"

EXCEPTING THEREFROM the East 10 feet of Lots 17 and 18 in said Block 23 as conveyed to the City of Grand Junction by Deed recorded March 7, 1977, in Book 1097 at Page 63.

Parcel No. 7:

All that part of Second Avenue lying East of the East right of way line of Tenth Street and West of the West right of way line of Twelfth Street as shown by the plat of Milldale Subdivision, County of Mesa, State of Colorado, the plat of which is recorded in Plat Book 2 at Page 30, as vacated by Ordinances of the City of Grand Junction recorded November 26, 1973, in Book 1005 at Page 725 and November 17, 1978, in Book 1174 at Page 547.

Parcel No. 8:

All that part of Third Avenue lying West of the West right of way line of Twelfth Street as delineated by that Deed to the City of Grand Junction, recorded March 7, 1977, in Book 1097 at Page 63 and East of a line which starts at a point on the South line of Lot 22 of Block 14 of Milldale Subdivision, County of Mesa, State of Colorado, the plat of which is recorded in Plat Book 2 at Page 30, which is 15 feet East of the Southwest corner of said Lot 22 and proceeds directly South to a point on the North line of Lot 11 of Block 17 of said Milldale Subdivision which is 15 feet East of the Northwest corner of said Lot 11, as vacated by Ordinances of the City of Grand Junction recorded June 6, 1957, in Book 710 at Page 422 and November 17, 1978, in Book 1174 at Page 547, Mesa County, Colorado.

Parcel No. 9:

All that part of Fourth Avenue (formerly Crawford Avenue) lying West of the West right of way line of Twelfth Street as delineated by that Deed to the City of Grand Junction recorded March 7, 1977 in Book 1097 at Page 63 and East of the East right of way line of Tenth Street as shown by the plat of Milldale Subdivision, County of Mesa, State of Colorado, the plat of which is recorded in Plat Book 2 at Page 30, as vacated by Ordinances of the City of Grand Junction recorded April 15, 1977, in Book 1101 at Page 809 and July 8, 1977, in Book 1111 at Page 738;

EXCEPTING THEREFROM the South half of that portion thereof lying East of the East right of way line of said Tenth Street and West of a line running from the South Corner common to Lots 30 and 31 in Block 16 of said Milldale Subdivision and the North Corner common to Lots 4 and 5 of Block 23 of said Milldale Subdivision.

Parcel No. 10:

All that part of Eleventh Street as shown on the plat of Milldale Subdivision, County of Mesa, State of Colorado, the plat of which is recorded in Plat Book 2 at Page 30, lying North of the Centerline of Fourth Avenue (formerly Crawford Avenue) and South of the South line of the Northeast Quarter of the Northeast Quarter of the Northeast Quarter of Section 23, Township 1 South, Range 1 West of the Ute Meridian in Mesa County, Colorado, as vacated by Ordinances of the City of Grand Junction recorded February 2, 1972, in Book 971 at Page 407, and July 8, 1977, in Book 1111 at Page 738 and November 17, 1978, in Book 1174 at Page 547 and that Ordinance of the City of Grand Junction filed September 30, 1965, under Reception Number 902193.

Parcel No. 11:

All that part of the Northeast Quarter of the Northeast Quarter of the Northeast Quarter of Section 23, Township 1 South, Range 1 West of the Ute Meridian in Mesa County, Colorado, described as follows:
Commencing at a point on the Westerly line of said tract which is also the Northeast corner of Lot 21 in Block 8 of Milldale Subdivision, County of Mesa, State of Colorado, the plat of which is recorded in Plat Book 2 at Page 30; thence along said Westerly line, South 00°24'00" West 20 feet to the True Point of Beginning;
thence along the arc of a curve to the left, the radius of which is 550 feet, the long chord of which bears North 82°39'02" East 148.32 feet; thence along the arc of a 550.00 foot radius curve to the left for an arc distance of 188.80 feet, the long chord of said curve bears North 64°04'03" East, for a distance of 187.87 feet; thence, North 55°14'00" East 278.82 feet; thence along the arc of a 25.00 foot radius curve to the right for an arc distance of 39.27 feet, the long chord of said curve bears South 79°46'00" East for a distance of 35.36 feet; thence along the arc of a 142.85 foot radius curve to the right for an arc distance of 86.52 feet, the long chord of said curve bears South 17°24'57" East for a distance of 85.20 feet; thence South 00°03'55" East, to a point 40 feet West (measured perpendicularly) of the Southeast corner of the Northeast Quarter of the Northeast Quarter of the Northeast

EXHIBIT "A"

Quarter of the aforesaid Section 23; thence along the Southerly line of the Northeast Quarter of the Northeast Quarter of the Northeast Quarter of said Section 23, to the Southwest corner thereof; thence along the Westerly line thereof, Northerly to the true point of beginning.

Parcel No. 12:

All that portion of the East-West Alley in Block 14 of Milldale Subdivision, County of Mesa, State of Colorado, the plat of which is recorded in Plat Book 2 at Page 30, which lies East of a line which commences at a point on the South line of Lot 11 of Block 14 of said Milldale Subdivision 15 feet East of the Southwest corner of said Lot 11 and proceeds to a point on the North line of Lot 22 of Block 14 of said Milldale Subdivision which is 15 feet East of the Southwest corner of said Lot 22, as vacated by Ordinance of the City of Grand Junction recorded November 17, 1978, in Book 1174 at Page 547.

Parcel No. 13:

All of the East-West Alleys in Blocks 15 and 16 of Milldale Subdivision, County of Mesa, State of Colorado, the plat of which is recorded in Plat Book 2 at Page 30, as vacated by Ordinance of the City of Grand Junction recorded June 6, 1957, in Book 710 at Page 422; EXCEPTING THEREFROM the Easterly 10 feet thereof as conveyed to the City of Grand Junction by Deed recorded March 7, 1977, in Book 1097 at Page 63, Mesa County, Colorado.

Parcel No. 14:

All of the East-West Alley in Block 17 of Milldale Subdivision, County of Mesa, State of Colorado, the plat of which is recorded in Plat Book 2 at Page 30, as vacated by Ordinance of the City of Grand Junction recorded July 8, 1977, in Book 1111 at Page 738, Mesa County, Colorado.

Parcel No. 15:

All that portion of the East-West Alley in Block 23 of Milldale Subdivision, County of Mesa, State of Colorado, the plat of which is recorded in Plat Book 2 at Page 30, described as follows: Commencing at a point 10 feet West of the Southeast corner of Lot 17 of Block 23 of Milldale Subdivision; thence West along the South line of Lots 7 through 17, both inclusive, of Block 23 of Milldale Subdivision to the Southeast corner of Lot 6 of Block 23 of Milldale Subdivision; thence South to the Northeast corner of Lot 29 of Block 23 of Milldale Subdivision; thence East along the North line of Lots 18 through 28, both inclusive, of Block 23 of Milldale Subdivision to a point 10 feet West of the Northeast corner of Lot 18 of Block 23 of Milldale Subdivision; thence North to the point of beginning.

Parcel No. 16:

Lots 33 and 34 in Block 15 of Milldale Subdivision, County of Mesa, State of Colorado, the plat of which is recorded in Plat Book 2 at Page 30.

Parcel No. 17:

Lots 33 and 34 in Block 15 of Milldale Subdivision, County of Mesa, State of Colorado, the plat of which is recorded in Plat Book 2 at Page 30.

EcoGen Campus C.U.P.

NEIGHBORHOOD MEETING NOTES

- A neighborhood meeting was held on January 2nd, 2020 at 5:30 pm at the proposed site located at 1101 Third Ave.
- There were 8 attendees at the meeting primarily consisting of neighboring property/business owners.
- The applicant's representative, Keith Ehlers, began the meeting with introductions and the background of the applicant, EcoGen Laboratories, that emphasized the scale of the business, its workforce, and the proposed buildout.
- The applicant's representative then discussed each of the elements shown on the Development Plan map that was on display.
- The attendees didn't have many questions other than wanting to know when construction would start and asking how they could help the project.
- Support for the project from the attendees was overwhelming. None of the attendees expressed any concerns, nor did the applicant receive any written letters expressing concerns or opposition from anyone unable to attend. The attendees made statements that they "aren't afraid of the industry", and are "excited to see this property revitalized".
- A sign in sheet of the attendees is attached.

JAN 2, 2020

ECOGEN CAMPUS: NEIGHBORHOOD MEETING

970-312-6571 ROB GOLDEN - Munro Supply - RobGolden@munrosupply.com
970-210-7680 KEITH EHLERS - EcoGen
242-7538 Mark Gardner - Whitewater Bldg. Mat.
970-433-1704 Matt Johns - Munro Supply mjohns@munrosupply.com
970-250-0033 Brian Crawford Crawford Trucking LLC
970 216 3032 Doug Watson - EcoGen
970-263-2258 Kate Powell - Munro Companies - kpowell@munrocompanies.com
970-256-4008 Jace Hochwalt - City of Grand Junction

Grand Junction Fire Department New Development Fire Flow Form

Instructions to process the application: Step 1) Applicant's engineer should first fill out all items in Section A. Step 2) Deliver/mail this form to the appropriate water purveyor.¹ The water supplier signs and provides the required information of Section B. Step 3) Deliver/mail the completed and fully signed form to the City or County Planning Department.²

SECTION A

Date: 12-27-19
Project Name: EcoGen Campus
Project Street Address: 1101 Third Ave (19.55 contiguous acres)
Assessor's Tax Parcel Number: There are 21 total parcels.
Project Owner Name: IPE Holdings, LLC
City or County project file #: none at this time
Name of Water Purveyor: City of Grand Junction

Applicant Name/Phone Number: EcoGen Labs, LLC - Keith Ehlers
Applicant E-mail: keith@ecogenlabs.com 970-210-7680

1. If the project includes one or more one or two-family dwelling(s):
 - a. The maximum fire area (see notes below) for each one or two family dwelling will be _____ square feet.
 - b. All dwelling units will ☐, will not ☐ include an approved automatic sprinkler system.Comments: _____
2. If the project includes a building other than one and two-family dwelling(s):
 - a. List the fire area and type of construction (See International Building Code [IBC] for all buildings used to determine the minimum fire flow requirements:
Current classification of big building is F-2, and smaller building is B. Future remodel may include H classification.
 - b. List each building that will be provided with an approved fire sprinkler system:
The two existing buildings will have fire sprinkler systems where necessary.
3. List the minimum fire flow required for this project (based on Appendix B and C in the International Fire Code [IFC]):
Unknown at this time.

Comments: This form is required for the land use application of a conditional use permit to determine if this site will be permitted for the full buildout of the proposed EcoGen Campus. The site is surrounded by water lines and 7 hydrants.

Note:

Fire Area: The aggregate floor area enclosed and bounded by fire walls, fire barriers, exterior walls or horizontal assemblies of a building. Areas of the building not provided with surrounding walls shall be included in the fire area if such areas are included within the horizontal projection of the roof or floor next above.

Fire Flow Rule: The City's Fire Code³ sets minimum fire flows for all structures. In general, at least 1000 g.p.m. at 20 p.s.i. is required for residential one or two family dwellings up to 3,600 square feet (sf) of fire area. For dwellings greater than 3,600 sf of fire area or all commercial structures, the minimum fire flow is 1,500 gpm at 20 p.s.i. (See Fire Flow Guidance Packet⁴). Inadequate fire flows are normally due to water supply pipes that are too small or too little water pressure, or a combination of both.

Applicant/Project Engineer: Refer to City of Grand Junction most recently adopted IFC, Appendix B and C, [IFC 2012], to determine the minimum fire flow required for this project, based on the Water Purveyor's information (*i.e.*, location, looping and size of water lines; water pressure at the site, *etc.*) and the type, density and location of all structures. Base your professional judgment on the City approved utility plans and Water Provider information shown on this Form. Each time the utility plans/other information relating to treated water changes, resubmit this form just as you did the first time.

End of Section A. Section B continues on the next page

Grand Junction Fire Department New Development Fire Flow Form

SECTION B

[To be completed by the Water Supplier]

Attach fire flow test data for the hydrants

Failure to attach the fire flow test data and/or diagram may delay your project review.

1. Circle the name of the water supplier: Ute Clifton Grand Junction

2. List the approximate location, type and size of supply lines for this project, or attach a map with the same information:

Hyd # C4-262-017 3037 gpm C4-262-016 3460 gpm
C4-262-018 2840 gpm C3-262-015 2514 gpm

3. Attach the fire flow test data @ 20 p.s.i. for the fire hydrants nearest to the development/project that must be use to determine available fire flow. Test data is to be completed within the previous 12 months or year. Identify the fire hydrants used to determine the fire flow:

Average Flow 2962 gpm @ 20 PSI

[Or: 1. attach a map or diagram with the same information, or 2. attach a map/diagram with flow modeling information.]

4. If new lines are needed (or if existing lines must be looped) to supply the required fire flows, or if more information is needed to state the available minimum g.p.m. @ 20 p.s.i. residual pressure, please list what the applicant/developer must do or obtain: _____

Print Name and Title of Water Supplier Employee completing this Form:

Ron Key Water Service Supervisor

Date: 12-30-18

Contact phone/E-mail of Water Supplier: _____

Note: Based on the facts and circumstances, the Fire Chief may require the applicant/developer to engage an engineer⁵ to verify/certify that the proposed water system improvements, as reflected in the approved utility plans submitted in support of the application/development, will provide the minimum fire flows to all structures in this project. If required, a State of Colorado Licensed Professional Engineer shall submit a complete stamped-seal report to the Grand Junction Fire Department. All necessary support documentation shall be included.

¹ There are three drinking water suppliers: Ute Water 970-242-7491, Clifton Water 970-434-7328 and City of Grand Junction water 970-244-1572.

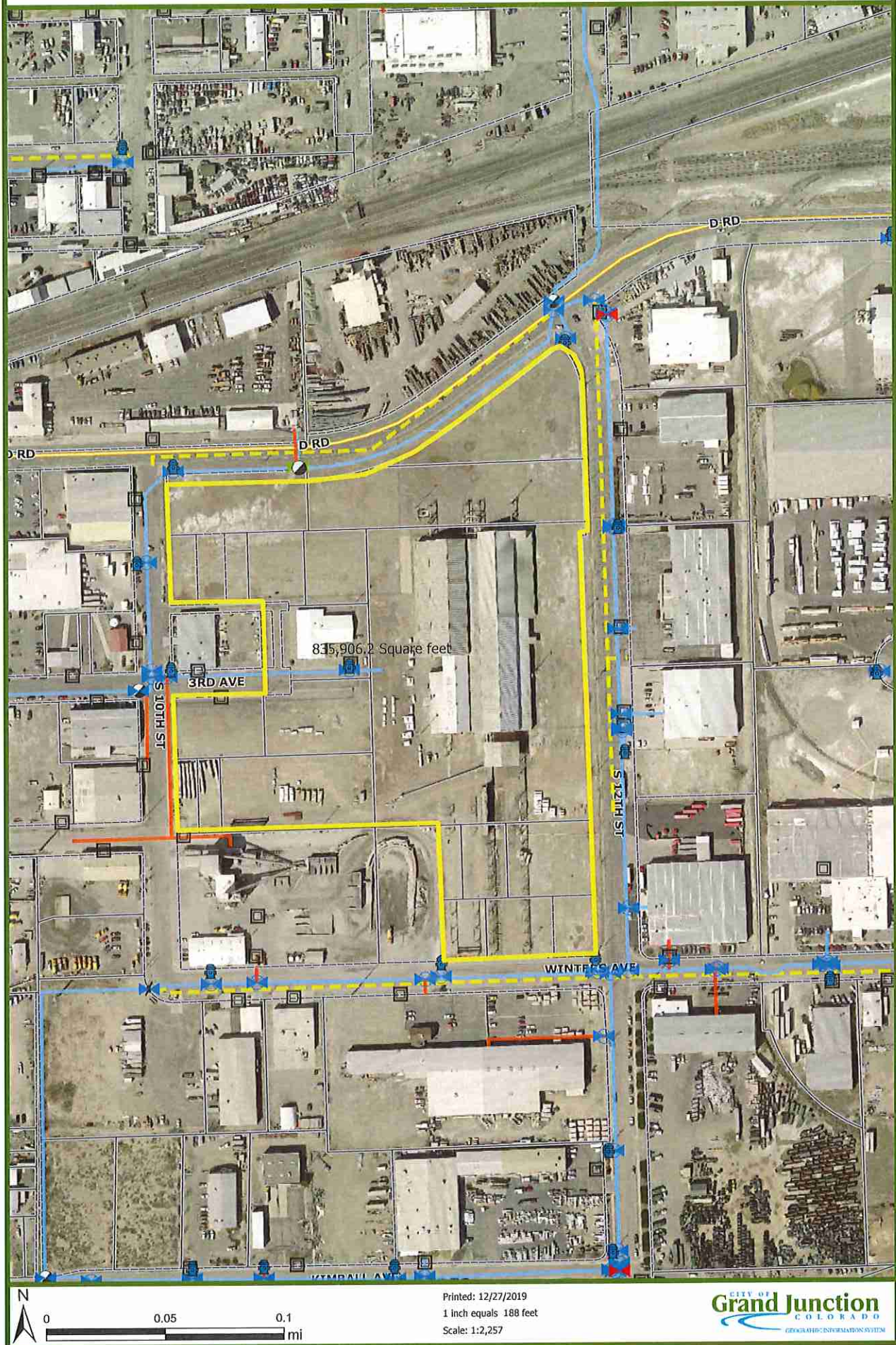
² Address: City – 250 N 5th St, Grand Junction, CO 81501; County – PO Box 20000, Grand Junction, CO 81502

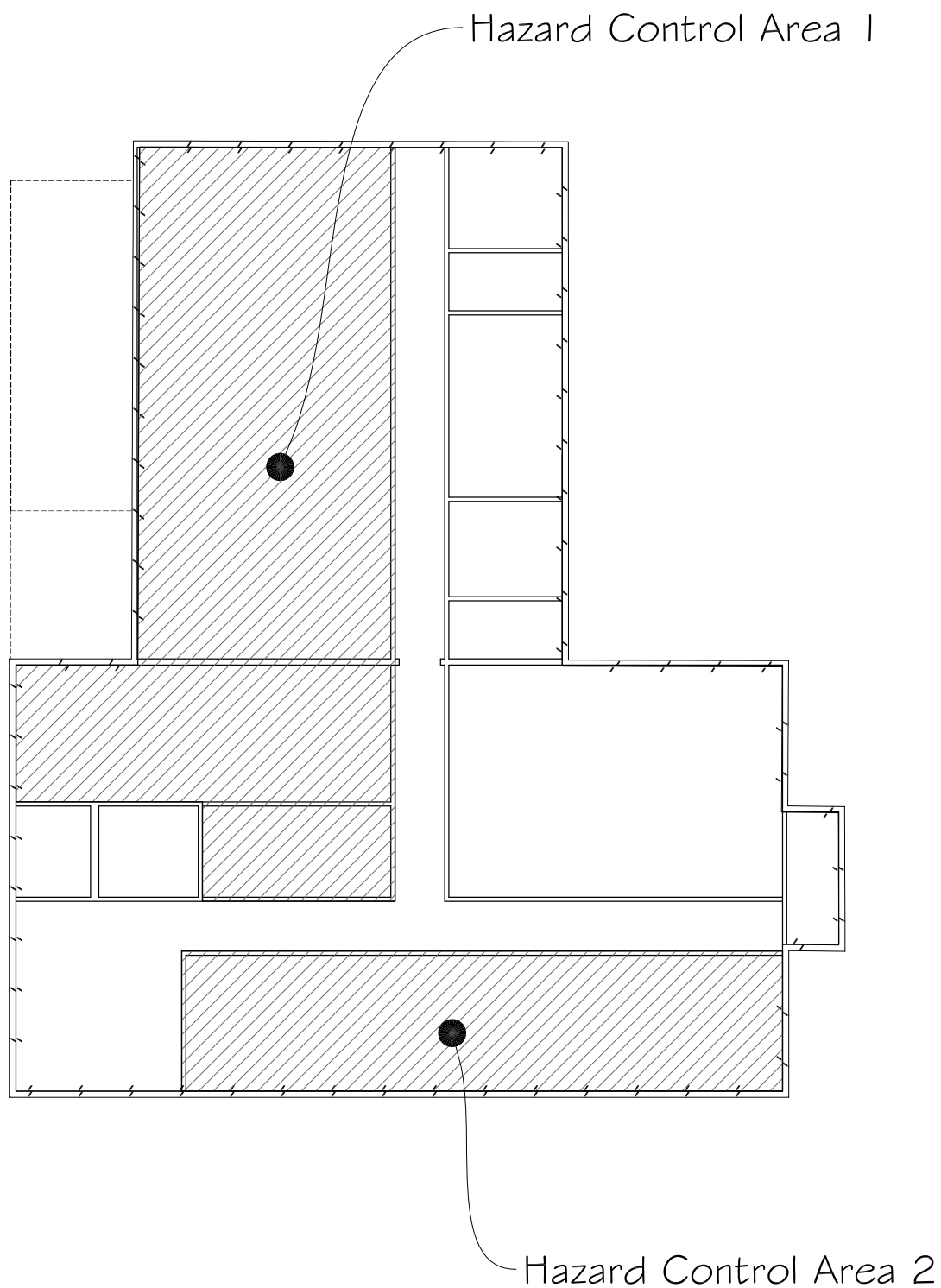
³ International Fire Code, 2012 Edition

⁴ <http://www.gjcity.org/residents/public-safety/fire-department/fire-prevention-and-contractors/>

⁵ City Code defines engineer as one who is licensed as a P.E. by the state of Colorado.

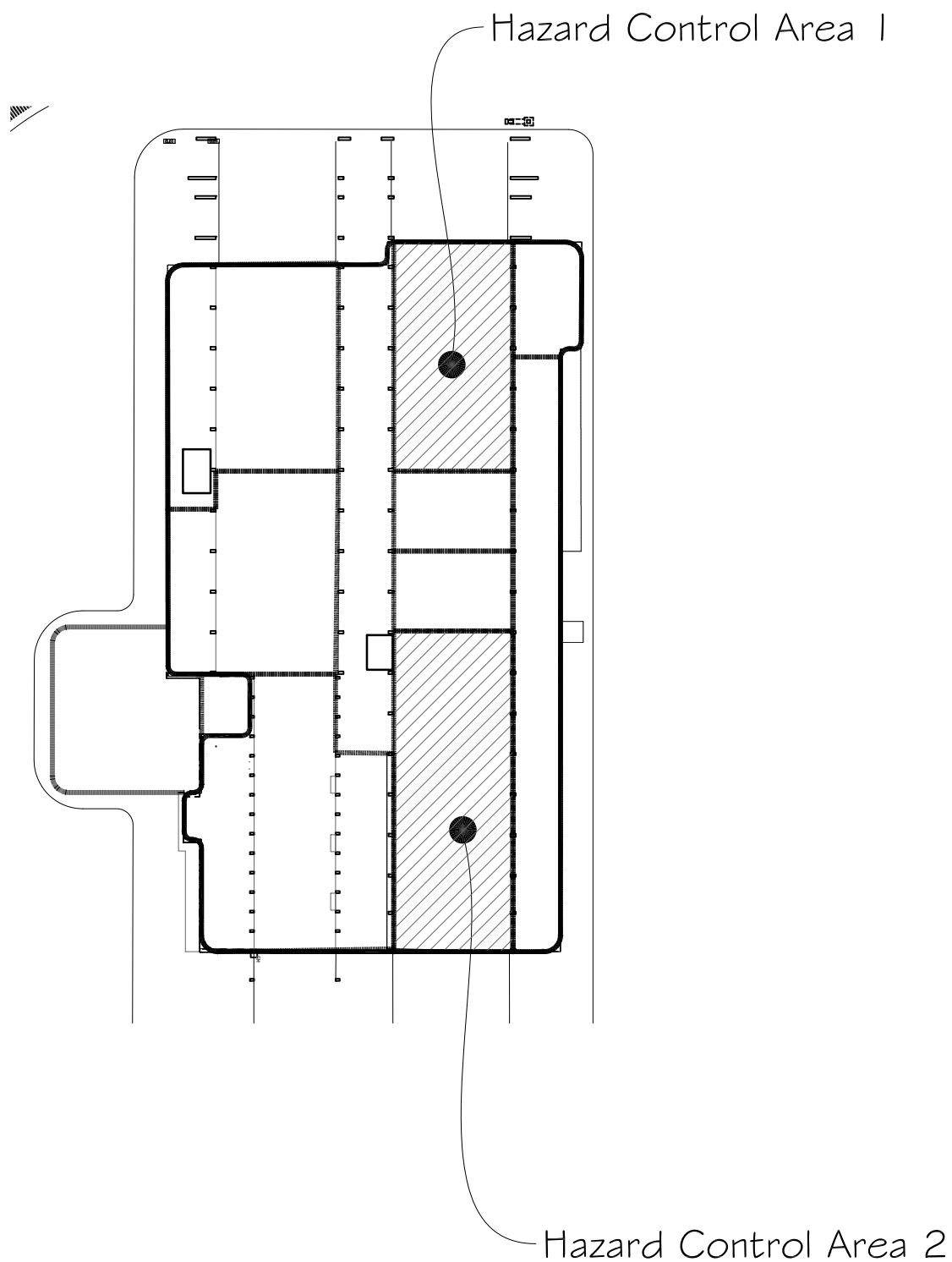
City Water Infrastructure





Hazard Control Area - Floorplan
1101 Building - EcoGen Campus





Hazard Control Area - Floorplan
Big Building - EcoGen Campus



Industrial Pretreatment Division
Persigo Wastewater Plant
2145 River Road
Grand Junction, CO 81505
970-256-4180

INDUSTRIAL PRETREATMENT SURVEY

FOR ALL INDUSTRIAL and COMMERCIAL (Non-Residential) BUSINESSES

The United States Environmental Protection Agency (USEPA) requires the City of Grand Junction (City) Industrial Pretreatment Program to regulate industrial and commercial facilities in our service area that generate wastewater that may be significant to the Persigo Wastewater Treatment Facility. To support this requirement, the City performs business and facility surveys and inspections to obtain information regarding facility operations and chemical usage, and to evaluate the significance of a facility's wastewater discharge to the publicly owned sewer system. This survey is a screening tool to determine if additional City requirements are required and to add local commercial and industrial businesses to the City's Industrial Pretreatment database.

Facility Name: EcoGen Campus (formerly known as the Grand Junction Steel Property)

Facility Location: 19.55 Acres (21 contiguous parcels) owned by IPE Holdings, LLC at 1101 Third Ave, GJ 81501

Mailing Address: _____

Facility Owner: EcoGen Laboratories, LLC

Name	Title	Phone #
Facility Contact: <u>Keith Ehlers</u>	<u>Facility Development Director</u>	<u>970-210-7680</u>
Name	Title	Phone #

e-mail address: keith@ecogenlabs.com

Contractor Contact: _____

Name	Phone #	e-mail
------	---------	--------

1. Provide a brief description of new project (ex: new building construction, painting, roofing, remodel, etc.)

Some historical uses will continue under the same use classifications at this time, but ultimately the applicatn is proposing a redevelopment of the 19.55 acre site and will remodel/re-purpose the existing structures in the future. See attached conceptual 'Development Plan' map for potential use information.

2. Provide a brief description of the operations at this facility including primary products and services (ex: restaurant, retail, garage, office, medical, etc.) See attached conceptual 'Development Plan' map for potential use information.

3. Please answer the following questions to determine if other Pretreatment applications may be required to be completed for your project or facility. *All Questions Must Be Answered*****

Yes	No	Industrial Pretreatment Survey Form
x		Is this facility an office or retail store?
		Will this facility discharge only domestic wastewater or sewage that is typically only found in a residential home? (Note: <i>Domestic wastewater</i> is wastewater generated <i>only</i> from typical bathroom and breakroom facilities, such as toilets and breakroom sinks, hand sinks and showers. <i>All other industrial or commercial wastewater is considered process wastewater.</i>)

X		Will there be any changes to the existing plumbing? If Yes, briefly describe the change: Additional bathrooms and workspace wash sinks will be added in future phases.
X		Is this facility under new ownership or lease agreement?
	X	Has this facility stopped operation or been closed for a period of 12 months or longer?

Yes	No	Food Service
See Note Below		Is this a food service or food processing facility (ex: restaurant, coffee shop, fast food, catering, etc.) or has any of the following: bar, bistro, bakery, butcher shop, cannery, etc?
	X	Does this facility have a commercial kitchen?

NOTE: Possible Food Grade Processing of bulk ingredients, and possible edible product manufacturing.

Yes	No	Vehicle/Equipment
	X	Does this facility service or clean any vehicles or equipment (ex: engines, parts, valves)?
X		Does this facility do any materials or metal fabrication (ex: grinding, polishing, cutting, welding, forging, tumbling, etc.)?
	X	Are there any floor drains in the shop area?

Yes	No	Medical
	X	Does this facility provide medical services?
	X	Does this facility provide dental services?
		Does this facility operate a laboratory? NOTE: What is your definition of a "laboratory". This facility will eventually have a small product testing office.

Yes	No	Recreational Vehicle Dump Station
	X	Does this facility provide a Recreational Vehicle Septage Dump Station?

Yes	No	Other Industrial Discharge
X	X	Does this facility discharge or produce any processed industrial or commercial wastewater other than the types listed above?

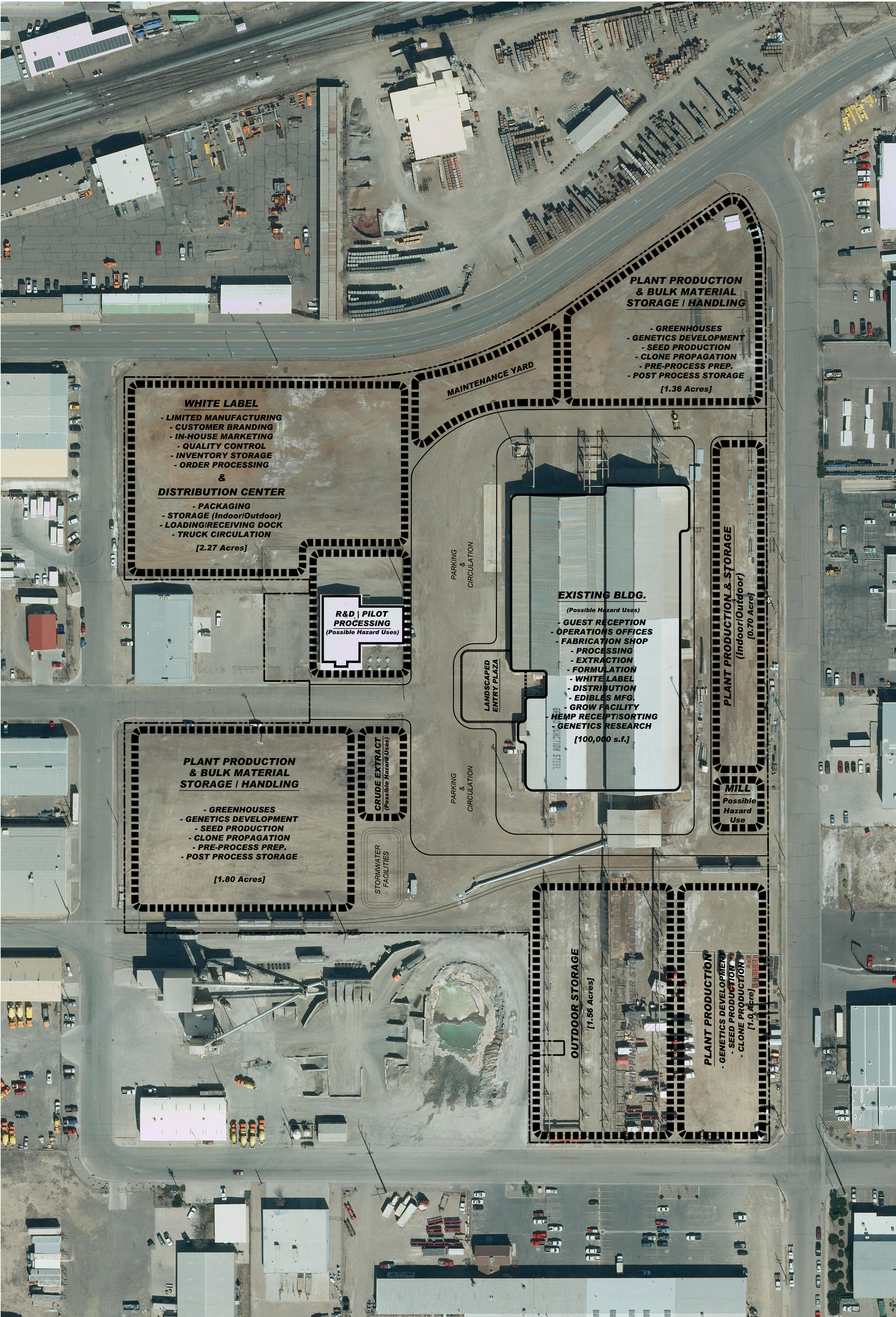
Yes	No	Material Use
X		Will this facility use, store or generate any flammable, toxic, corrosive or hazardous materials?

CERTIFICATION STATEMENT

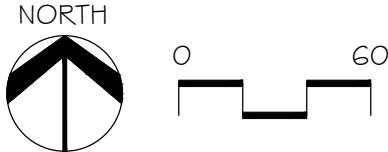
I certify under penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gather and evaluate the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information, the information submitted is, to the best of my knowledge and belief, true, accurate, and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations. *By submitting this survey, I certify that I am the owner/officer/manager of the property or that I have the authority to submit this survey on behalf of the owner.*

Printed Name & Title: Keith Ehlers - Facilities Development & Entitlement Director

Signature:  **Date:** 12-27-19



EcoGen Campus - Development Plan



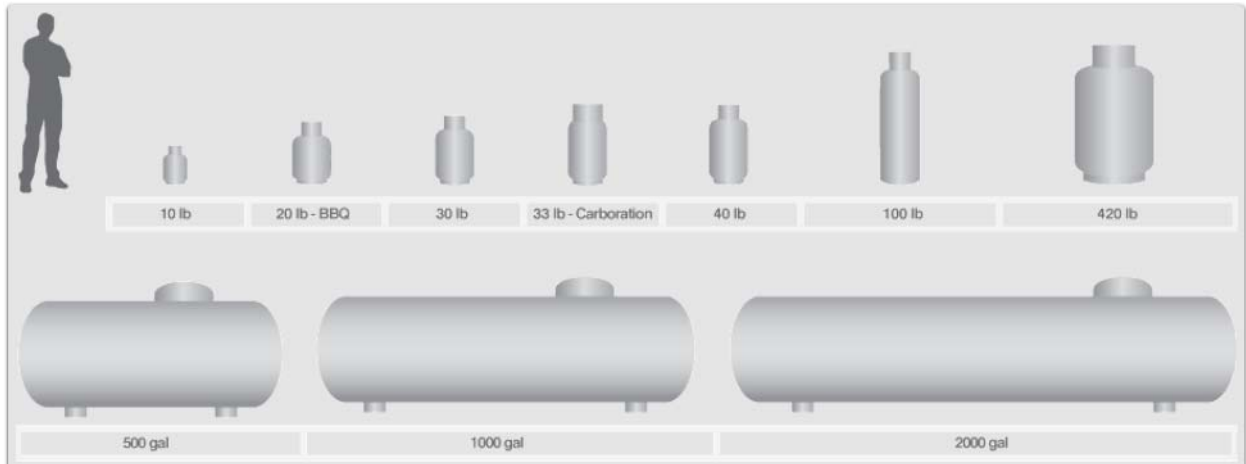
Please accept the following additional information from the Applicant in response to inquiries from Staff regarding storage tanks associated the CUP at the EcoGen Campus:

1. STORAGE TANK LOCATION

The Master Plan for the EcoGen Campus could require multiple locations for tanks storing various flammable and non-flammable liquids within reasonable proximity of their associated use. However, in no case is it anticipated that any single location would require more than 3,500sf of area to accommodate the storage needs. Locations of the storage would satisfy relative Building and Fire Codes that dictate the setbacks from property lines and structures (depending on building specifications). The bulk of the storage associated with the the use within the existing building labeled “Building B” in this proposal would likely be located on the north side of the building at a distance required by Fire and/or Building Code. The bulk of the storage associated with the the use within the existing building labeled “Building a” in this proposal would likely be located at sites on the north, east, and south side of the building at distances required by Fire and/or Building Code.

2. STORAGE TANK SIZE REFERENCE:

Examples of storage tank sizes that could be used for the proposed CUP are shown below. The 420 gallon tank would likely be the most common, but sizes up to 5,000gal are proposed.



420 Gal Tank.



275 Gal IBC Tank



5,000 Gal Tank

Jace Hochwalt

From: Keith Ehlers <keith@ecogenlabs.com>
Sent: Thursday, February 13, 2020 5:35 PM
To: Jace Hochwalt
Cc: Tamra Allen
Subject: RE: Additional EcoGen Questions

**** - EXTERNAL SENDER. Only open links and attachments from known senders. DO NOT provide sensitive information. Check email for threats per risk training. - ****

Hi Jace,

Please see responses to your comments below in **BLUE**.

Keith Ehlers

Facility Development & Entitlement Director
EcoGen Laboratories, Inc.
c: 970.210.7680
e: keith@ecogenlabs.com

<https://www.youtube.com/watch?v=OIOLGfUur8g&authuser=1>



From: Jace Hochwalt [mailto:jaceh@gjcity.org]
Sent: Wednesday, February 12, 2020 6:08 PM
To: Keith Ehlers
Cc: Tamra Allen
Subject: Additional EcoGen Questions

Hi Keith,

If you could get me answers on the questions/comments below by tomorrow, that would be great.

- Please reflect the approximate square footage of the areas that will hold the chemical storage tanks. It would be ideal to have this shown on a site plan. **This item was addressed via separate email sent this afternoon. Please let me know if you didn't receive it for any reason.**

- Please elaborate in more depth on solid/liquid waste disposal. Will waste be stored on site, what will be stored, and how will it be stored? If not, how will it be taken off site, and where will it go? As a note, Persigo has the following comment related to the project *“Hazardous and flammable substances are prohibited from being discharged to the City sanitary sewer system and no chemicals, materials, or substances, including but not limited to paints, solvents, boiler or water treatment chemicals, sludges, chemicals, or wastes, shall be stored in proximity to a floor drain or other sewer openings. Containers shall be clearly labeled and stored in a place where the chemicals, materials, substances or wastes, in case of leakage or rupture of the container, cannot enter the wastewater collection system. The storage of any chemicals, materials, substances or wastes that leak or have potential to leak or discharge into the wastewater collection system which may create an explosion hazard or in any way have a deleterious effect to the POTW or constitute a nuisance or a hazard to POTW personnel, the general public, the environment, or the receiving stream shall be prohibited.”* **Disposal of solid/liquid waste will conform to standards of the City of Grand Junction and any other relevant jurisdiction. The materials being used on site are not exotic, nor uncommon. They are utilized by allowed uses within industrial zones that do not require a CUP. The only reason a CUP is requested in this case is because of the volume of the solvents utilized in a high throughput manufacturing and processing line. Very little of the material is consumed or wasted by the process so the on-site volumes represent a supply stock, in-use stock, and a recaptured stock. The supply stock is brought in by licensed suppliers and the recaptured stock is removed from the site using a similar licensed disposal company who takes it for off-site recycling and/or disposal.**
- Please indicate what physical and health hazards may exist from the use. See the charts below and identify. I realize quantity of chemicals (and maybe even type of chemicals) may not be defined until the building/fire permitting process, but any potential hazards on the list below should be called out. **The materials being used are Class 1A and 1B Flammable Liquids per NFPA Classification so they would be relative to the Physical Hazard of Flammable from the Chart below. Proposed operations occurring under adherence to the extensive requirements of the Fire and Building Code along with other workplace regulatory entities would not expose users or the surroundings to unusual health hazards, but in an unanticipated event health hazards might include eye and skin irritation, or aspiration hazards.**

Physical Hazards
Flammable (gases, aerosols, liquids, or solids)
Gas under pressure
Explosive
Self-heating
Pyrophoric (liquid or solid)
Oxidizer (liquid, solid, or gas)
Organic peroxide
Self-reactive
In contact with water emits flammable gas
Corrosive to metal
Hazard Not Otherwise Classified (HNOC)

Health Hazards
Carcinogenicity
Acute toxicity (any route of exposure)
Reproductive toxicity
Skin Corrosion or Irritation
Respiratory or Skin Sensitization
Serious eye damage or eye irritation
Specific target organ toxicity (single or repeated exposure)
Germ cell mutagenicity
Aspiration Hazard
Hazard Not Otherwise Classified (HNOC)

- Regarding “compatible design and integration” (Criteria 4, iii) we need more description, particularly regarding odor. Hemp storage and processing are allowed uses outright, as long as the H occupancy isn’t required. However, because the storage and use of chemicals (and particular quantity of chemicals), this proposal acknowledges that an H occupancy will be required. So in short, the question falls to, what odors will be produced by the chemicals and chemical process of extraction? Are there any health hazards associated with the odors? Will there be any mitigation or filtration inside the buildings regarding these odors? This will likely be a question asked at Commission, and we need information to support this. **Very little of the chemical solvents are consumed by the process. The on site volumes represent a supply stock, in-use stock, and a recaptured stock. The supply stock will be stored in sealed containers until is pumped into a primarily closed loop system in the process and once it has gone through the process it is recaptured and sent to sealed storage tanks that**

get removed by a third party to be recycled or disposed of. It is the size and scale of the process elements that trigger volume requirements at the supply, process, and recapture stages to exceed the the standard 'use by right' levels. The process uses raw hemp material and an identifiable odor (not a nuisance odor) of hemp may be detected on occasion, however, odors related to the chemicals or their use in the process are not likely to be detectible and will not be an unreasonable nuisance. Any odors from the proposed use will certainly not be excessive in relation to the other existing industrial uses in the area.

We will be in touch tomorrow or Friday as I button up this staff report. I will follow up with any further questions/concerns but these are the big ones at the moment.

Thanks,

Jace Hochwalt, AICP
Associate Planner
City of Grand Junction
Phone: 970-256-4008

NOTICE OF CONFIDENTIALITY: This email, and any attachments thereto, is intended for use only by the addressee(s) named herein and may contain confidential information, legally privileged information and attorney-client work product. If you are not the intended recipient of this email, you are hereby notified that any dissemination, distribution or copying of this email, and any attachments thereto, is strictly prohibited. If you have received this email in error, please notify the sender by email, telephone or fax, and permanently delete the original and any of any email and printout thereof.

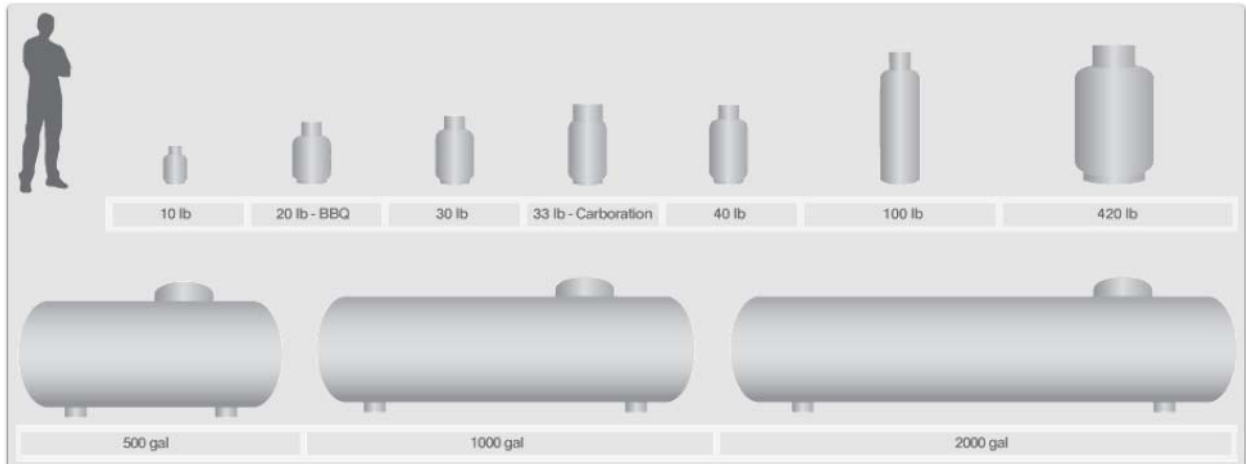
Please accept the following additional information from the Applicant in response to inquiries from Staff regarding storage tanks associated the CUP at the EcoGen Campus:

1. STORAGE TANK LOCATION

The Master Plan for the EcoGen Campus could require multiple locations for tanks storing various flammable and non-flammable liquids within reasonable proximity of their associated use. However, in no case is it anticipated that any single location would require more than 3,500sf of area to accommodate the storage needs. Locations of the storage would satisfy relative Building and Fire Codes that dictate the setbacks from property lines and structures (depending on building specifications). The bulk of the storage associated with the the use within the existing building labeled “Building B” in this proposal would likely be located on the north side of the building at a distance required by Fire and/or Building Code. The bulk of the storage associated with the the use within the existing building labeled “Building a” in this proposal would likely be located at sites on the north, east, and south side of the building at distances required by Fire and/or Building Code.

2. STORAGE TANK SIZE REFERENCE:

Examples of storage tank sizes that could be used for the proposed CUP are shown below. The 420 gallon tank would likely be the most common, but sizes up to 5,000gal are proposed.



420 Gal Tank.



275 Gal IBC Tank



5,000 Gal Tank