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CITY COUNCIL AGENDA
WEDNESDAY, JUNE 3, 2020
250 NORTH 5TH STREET
5:15 PM – PRE-MEETING – FIRST FLOOR BREAK ROOM
6:00 PM – REGULAR MEETING – CITY HALL AUDITORIUM

Beginning May 20, 2020 and thereafter, in-person citizen comments are reinstated. Persons attending meetings will be asked to practice social distancing and wear masks. The temporary process of submitting comments on meeting agenda items by telephone or on-line has ended. If you need to contact City Council or City staff prior to a City Council meeting, e-mail addresses and other contact information is available at www.gjcity.org. If you wish to address Council in person you will be further advised of the process at the meeting.

Call to Order, Pledge of Allegiance, Moment of Silence

Appointments

Ratification of Appointment to Riverview Technology Corporation

Citizen Comments

Individuals may comment regarding items scheduled on the Consent Agenda and items not specifically scheduled on the agenda. This time may be used to address City Council about items that were discussed at a previous City Council Workshop.

City Manager Report

Council Reports

CONSENT AGENDA

The Consent Agenda includes items that are considered routine and will be approved by a single motion. Items on the Consent Agenda will not be discussed by City Council, unless an item is removed for individual consideration.

1. Approval of Minutes

a. Summary of the May 18, 2020 Workshop

b. Minutes of the May 20, 2020 Regular Meeting

c. Minutes of the May 27, 2020 Executive Session

d. Minutes of the May 27, 2020 Special Meeting

2. Set Public Hearings

All ordinances require two readings. The first reading is the introduction of an ordinance and generally not discussed by City Council. Those are listed in Section 2 of the agenda. The second reading of the ordinance is a Public Hearing where public comment is taken. Those are listed below.

a. Quasi-judicial

i. Introduction of an Ordinance Zoning the Magnus Court Annexation PD (Planned Development) for Two (2) Properties and Introduction of an Ordinance Rezoning Two (2) Properties from R-E (Residential Estate) and R-2 (Residential – 2 Dwelling Units Per Acre) to PD (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 Magnus Court and Include the Property Addressed as 2215 Magnus Court #A and Set a Public Hearing for June 15, 2020

ii. Introduction of an Ordinance to Vacate Alley Public Right-of-Way within the R-5 Block Subdivision Amended on the Southeast Corner of 7th Street and Grand Avenue and Set a Public Hearing for June 17, 2020

3. Contracts

a. Contract for the Juniata Reservoir Aeration Project

4. Resolutions

a. A Resolution Authorizing the City Manager to Submit a Grant Application for the Multimodal Options Fund (MMOF) Grant Program

b. A Resolution Imposing a Ban on the Use, Sale, Exchange, Barter or Trade of or in Fireworks and Issuance of Temporary Permits for the Same

REGULAR AGENDA

If any item is removed from the Consent Agenda by City Council, it will be considered here.

5. Public Hearings

a. Legislative

i. A. An Emergency Ordinance Regarding Neighborhood Meetings and Alternative Hearing Procedures for Land Use Applications

- OR IF NOT APPROVED -

B. An Ordinance Regarding Neighborhood Meetings and Alternative Hearing Procedures for Land Use Applications

ii. Public Finance Agreement, First Amendment to Loan Agreements and Amending Ordinance 4881 Concerning the City of Grand Junction Dos Rios General Improvement District

iii. An Ordinance to Make a Supplemental Appropriation of $300,000 from the City General Fund Reserve to Support the #GJStrong Fund in the City of Grand Junction, Colorado - **Continued from May 20, 2020**

6. Non-Scheduled Citizens & Visitors

This is the opportunity for individuals to speak to City Council about items on tonight's agenda and time may be used to address City Council about items that were discussed at a previous City Council Workshop.

7. Other Business

8. Adjournment

Grand Junction City Council

Regular Session

Item #

Meeting Date: June 3, 2020

Presented By: Wanda Winkelmann, City Clerk

Department: City Clerk

Submitted By: Wanda Winkelmann, City Clerk

Information

SUBJECT:

Ratification of Appointment to Riverview Technology Corporation

RECOMMENDATION:

Ratify Appointment recommended by the Riverview Technology Corporation (RTC) Board.

EXECUTIVE SUMMARY:

On May 19, 2020 the Board of Directors of the Riverview Technology Corporation put forward their recommendation.

BACKGROUND OR DETAILED INFORMATION:

N/A

FISCAL IMPACT:

N/A

SUGGESTED MOTION:

I move to (ratify/not ratify) the appointment of Shelly S. Dackonish to the Riverview Technology Corporation for a term expiring February 1, 2022.

Attachments

None

CITY COUNCIL WORKSHOP SUMMARY
May 18, 2020

Meeting Convened: 5:32 p.m. in the City Hall Auditorium

Meeting Adjourned: 6:24 p.m.

City Councilmembers present: Kraig Andrews, Chuck McDaniel, Phyllis Norris, Phil Pe'a, Anna Stout, Rick Taggart (via phone), and Mayor Duke Wortmann.

Staff present: City Manager Greg Caton, City Attorney John Shaver, Community Development Director Tamra Allen, Principal Planner/CDBG Administrator Kris Ashbeck, Public Works Director Trent Prall, General Services Director Jay Valentine, Senior Assistant to the City Manager Greg LeBlanc, and City Clerk Wanda Winkelmann.

Mayor Wortmann called the meeting to order.

Agenda Topic 1. Discussion Topics

a. Board and Commission Assignments for City Council

City Manager Caton explained that each year City Council liaisons are assigned to various boards and commissions. Councilmember Stout suggested that the current assignments continue for another year because many boards and commissions haven't been meeting due to COVID-19 and it would be helpful to have the consistency of the same liaison once meetings resume. Support was expressed for this suggestion. Three changes discussed include Councilmember McDaniel being assigned as the liaison to the Horizon Drive BID, Mayor Wortmann being assigned as the liaison to the Forestry Board with Councilmember McDaniel as alternate, and Councilmember Phil Pe'a as the liaison to Visit Grand Junction.

These assignments will be formally adopted by City Council at the May 20 Regular meeting via resolution.

b. Consider Expenditure of HUD CDBG-CV Funds Allocated to the City of Grand Junction in the Amount of $275,976

CDBG Administrator Ashbeck stated the U.S. Department of Housing and Urban Development (HUD) notified the City of Grand Junction of its special allocation of CDBG funds in the amount of $275, 976 to be used to address impacts of COVID-19. A review team comprised of City and Western Colorado Community Foundation Staff reviewed the applications and provided initial funding recommendations as included in the packet materials.

Discussion ensued regarding the twelve applications received. Support was expressed to accept the staff recommendations with the following exceptions:

1. Fund the $4,405 request from the Center for Independence from the General fund.
2. Provide the minimum request of $7,500 to EUREKA! McConnell Science Museum.
3. Provide additional funding to the Riverside Education Center.

City Council will formally adopt these requests at the May 20 Regular meeting.

Agenda Topic 2. City Council Communication

Councilmember McDaniel requested that the May 20 City Council Meeting agenda item regarding a $300,000 supplemental appropriation to support the #GJSTrong Fund be carried to the next meeting. It was suggested that this item be added to each City Council meeting agenda until Council authorizes the appropriation or it is no longer needed.

Because it is a "good news" item, Councilmember Norris requested that the contract extension for the Junior College World Series be highlighted during the Discussion Agenda on May 20.

Councilmember McDaniel reported citizens in his neighborhood have expressed concern over the lack of a neighborhood meeting regarding a plan amendment. City Attorney Shaver noted the developer does plan to hold a neighborhood meeting.

Councilmember Stout forwarded a concern from a citizen in the area of 7th Street and Riverside regarding alleged theft on the property.

Agenda Topic 3. Next Workshop Topics

City Manager Caton noted that an Executive Session will be held on May 27.

Discussion ensued about broadband and the workshop held on the topic earlier this year.

4. Other Business

There was none.

Adjournment

The Workshop adjourned at 6:24 p.m.

GRAND JUNCTION CITY COUNCIL

MINUTES OF THE REGULAR MEETING

May 20, 2020

Call to Order, Pledge of Allegiance, Moment of Silence

The City Council of the City of Grand Junction convened into regular session on the 20th day of May 2020 at 6:01 p.m. Those present were Councilmembers Kraig Andrews, Chuck McDaniel, Phyllis Norris, Phillip Pe'a, Anna Stout and Council President Duke Wortmann. Councilmember Rick Taggart was absent.

Also present were City Manager Greg Caton, City Attorney John Shaver, City Clerk Wanda Winkelmann and Deputy City Clerk Janet Harrell.

Council President Wortmann called the meeting to order. Councilmember Pe'a led the Pledge of Allegiance which was followed by a moment of silence.

Proclamations

Proclaiming May 17 - 23, 2020 as Emergency Medical Services Week in the City of Grand Junction

Councilmember Norris read the proclamation. City of Grand Junction Fire Department Chief Ken Watkins thanked City Council.

Appointments

Appointment to the 2020 Parks, Recreation, and Open Space (PROS) Master Plan Advisory Committee

Councilmember Andrews moved to appoint the following to the 2020 Parks, Recreation and Open Space (PROS) Master Plan Advisory Committee: Micah Adams, Bennett Boeschenstein, Kevin Bray, Paul Cain. Cindy Enos-Martinez, Josh Niernberg, Shaun Howe, Derek Wagner, Barbara Zind, Ted Ciavonne, Libby Collins, Kylie Holley, Joy Hudack, Andreya Krieves, Diane Schwenke, Danette MacMillan, William Findlay, Brandon Stam and Kyle Gardner. Councilmember Norris seconded the motion. Motion carried by unanimous voice vote.

Certificates of Appointment

To the Horizon Drive Association Business Improvement District

Councilmember Andrews recognized the new Horizon Drive Association Business Improvement District Board members Brian Burford and Kevin Harrison.

Citizen Comments

There were none.

City Manager Report

City Manager Greg Caton provided an update on the City's revenue and how the COVID-19 crises is affecting the 2020 Budget.

Council Reports

Councilmember Stout reported no board/commission meetings have been held since her last report.

Councilmember Andrews announced the legislative session will start next week.

Councilmember McDaniel encouraged citizens to join the May 28th Joint City of Grand Junction/Mesa County/Grand Junction Regional Airport Authority Board Meeting via Zoom when the co-sponsorship grant process will be discussed.

Councilmember Norris attended Grand Valley Transit (GVT) meetings where they decided to implement public health requirements of mask wearing and six-foot distancing. The distancing requirement reduces the number of allowed passengers and therefore affects revenue. However, GVT received $5.4 million in COVID-19 funds which has helped maintain services.

Mayor Wortmann attended the Grand Junction Economic Partnership meeting where it was announced companies are still looking at the area with four to make announcements soon.

CONSENT AGENDA

Councilmember Norris moved to adopt Consent Agenda items #1 - #6. Councilmember Andrews seconded the motion. Motion carried by unanimous roll call vote.

1. Approval of Minutes

a. Minutes of the May 6, 2020 Regular Meeting

b. Minutes of the May 11, 2020 Special Meeting

2. Set Public Hearings

a. Legislative

i. Introduction of an Ordinance Amending the Grand Junction Municipal Code Title 21 Zoning and Development Code Regarding the Requirements for Conducting Neighborhood Meetings and Set a Public Hearing for June 1,

2020

b. Quasi-judicial

i. Introduction of an Ordinance Amending the Comprehensive Plan Changing the Future Land Use Map Designation for a Property of 5.26 Acres from the Commercial and Commercial/Industrial Future Land Use Designations to the Downtown Mixed Use Future Land Use Designation and Rezoning said Property of 5.26 Acres from a C-2 (General Commercial) Zone District to a R-24 (Residential - 24 du/ac) Zone District Located at 630 South 7th Street and Set a Public Hearing for June 1, 2020

ii. A Resolution Referring a Petition to the City Council for the Annexation of Lands to the City of Grand Junction, Colorado, Setting a Hearing on Such Annexation, Exercising Land Use Control, and Introducing Proposed Annexation Ordinance for the Redlands 360 Annexation of 237.57 Acres, Located South of the Redlands Parkway/Highway 340 Intersection and Set a Public Hearing for July 1, 2020

iii. Introduction of an Ordinance to Vacate a 25-Foot-Wide by 400 Lineal Foot Portion of the Undeveloped 27 ½ Road Public Right-of-Way (ROW) Abutting the Eastern Property Line of the Property Located at Approximately 347 27 ½ Road and Set a Public Hearing for June 1, 2020

iv. Introduction of an Ordinance for a Comprehensive Plan Amendment from Residential High Mixed Use (16 – 24 du/ac) and Residential Medium (4 – 8 du/ac) to Village Center and a Rezone from R-E (Residential – Estate) to C-1 (Light Commercial) Located at 785 24 Road and Set a Public Hearing for June 1, 2020

v. Set a Hearing to Consider a Request by Grand Junction Land Company, LLC for Review of a Consolidated Service Plan for the Proposed Redlands 360 Metropolitan District Nos. 1-9

c. Public Finance Agreement, First Amendment to Loan Agreements and Amending Ordinance 4881 Concerning the City of Grand Junction Dos Rios General Improvement District

3. Continue Public Hearings

a. Quasi-judicial

i. A Resolution Accepting the Petition for Annexation of 45.543-Acres of Land and Ordinance Annexing the Magnus Court Annexation, Located on the West End of Magnus Court - Continued to June 15, 2020

4. Contracts

a. National Junior College Athletic Association (NJCAA), the Grand Junction Baseball Committee and City of Grand Junction Junior College World Series Contract Extension 2020-2044

Partnership between the Grand Junction Baseball Committee, the National Junior College Athletic Association (NJCAA) and the City of Grand Junction has resulted in the Junior College (JUCO) World Series being played in the City of Grand Junction for the past 63 years. Cancellation of this year's tournament is not only a major disappointment for the community that looks forward to this signature event, but it is also a significant economic blow. However, 2020's tournament is only one year. We are planning for many more successful tournaments in the years ahead. After lengthy negotiations, the parties have agreed to a 25-year contract extension. If approved by Council, we will be able to announce this news in the one year that we have not been able to hold the tournament.

Parks and Recreation Director Ken Sherbenou presented this item and introduced National Junior College World Series Vice Chairman of Operations Bruce Hill and Operations Administrator Darren Coltrinari; they thanked City Council and the City for their partnership with this contract extension.

b. Contract for 2020 CDBG - Safe Routes to Schools Project

5. Resolutions

a. Resolution Assigning City Councilmembers to Various Boards, Commissions, and Authorities

b. A Resolution for the Issuance of a Revocable Permit to the Grand Junction Housing Authority to Install a Free-Standing Monument Sign within the N 15th Street Right-of-Way Adjacent to 3032 N 15th Street

c. A Resolution Vacating a Publicly Dedicated 30-Foot-Wide Drainage Easement Located within Lots 1 through 11 and Tract F, Pear Park North Subdivision Filing 3 as Granted to the City of Grand Junction within the Original Tract C, Pear Park North Subdivision

6. Other Action Items

a. Grant Offer for CARES Act at the Grand Junction Regional Airport

REGULAR AGENDA

A Resolution 1) Amending the 2019 Program Year Action Plan as a Part of the Grand Junction Five-Year Consolidated Plan for the Community Development Block Grant (CDBG) Program to Include CDBG-CV Funds Received via the CARES Act and Allocate the Funds to Additional Activities; and 2) Amending the CDBG Citizen Participation Plan to Include Flexibilities Allowed by the Department of Housing and Urban Development (HUD)

City Council considered an amendment to the 2019 Action Plan to include $275,976 CDBG-CV funds and the activities and programs to which the funds will be allocated as new projects within the 2019 Plan related to COVID-19 recovery efforts. City Council also considered an amendment to the CDBG Citizen Participation Plan to allow flexibility by HUD for the expedited allocation and use of the CDBG-CV funds.

Principal Planner and CDBG Administrator Kris Ashbeck presented this item.

Clarification was made regarding the amended amount for Riverside Educational Center.

The public hearing opened at 6:36 p.m.

There were no public comments.

The public hearing closed at 6:36 p.m.

Councilmember Stout moved to adopt Resolution No. 28-20, a resolution amending the 2019 Program Year Action Plan as a part of the Grand Junction Five-year Consolidated Plan for the Community Development Block Grant (CDBG) Program and amending the CDBG Citizen Participation Plan pertaining to CDBG-CV funds. Councilmember Andrews seconded the motion. Motion carried by unanimous roll call vote.

An Ordinance to Make a Supplemental Appropriation of $300,000 from the City General Fund Reserve to Support the #GJStrong Fund in the City of Grand Junction, Colorado - Continued from May 6, 2020

The purpose of this item is to adopt an ordinance allocating $300,000 to the #GJStrong Fund provided to the Western Colorado Community Foundation for expenditure related to providing basic needs of food and shelter.

City Manager Greg Caton said staff recommend continuing this item.

Councilmember Stout moved to continue this item, an ordinance to make a supplemental appropriation of $300,000.00 from the City General Fund Reserve to support the #GJStrong Fund in the City of Grand Junction, Colorado to the next regular Council meeting on June 3, 2020. Councilmember Pe'a seconded the motion. Motion carried by

unanimous roll call vote.

An Emergency Ordinance Regarding Neighborhood Meetings and Alternative Hearing Procedures for Land Use Applications

Emergency ordinances require a unanimous vote by the full Council; due to the absence of Councilmember Taggart this item was not heard.

Introduction of an Ordinance Regarding Neighborhood Meetings and Alternative Hearing Procedures for Land Use Applications and Set a Public Hearing for June 3, 2020

The purpose of this item is to amend the Zoning and Development Code to permit 1) neighborhood meetings to be conducted virtually and 2) alternative hearing procedures for quasi-judicial hearings.

City Attorney John Shaver presented this item.

Cheryl Ungar submitted a comment in favor of this item on May 6, 2020.

Richard Inman and Dan and Cheryl Wenzinger submitted comments against this item on May 6, 2020.

Councilmember Andrews moved to introduce Ordinance No. 4923, an ordinance to amend the Grand Junction Municipal Code regarding Neighborhood Meetings and to allow for alternative hearing procedures for Land Use Applications in the City of Grand Junction, Colorado and set a public hearing for June 3, 2020. Councilmember Pe'a seconded the motion. Motion carried by unanimous roll call vote.

An Ordinance Amending the Grand Junction Municipal Code Title 21 Zoning and Development Code Regarding the Keeping of Roosters

Staff proposed amendments to sections of the Grand Junction Municipal Code (Code) Title 21 Zoning and Development Code to prohibit the keeping of roosters on properties of less than five (5) acres.

Associate Planner Lance Gloss presented this item.

Discussion included that this prohibition was designed to ease code enforcement issues and would not apply to phenotypic hens which crow like roosters.

The public hearing opened at 6:57 p.m.

There were no public comments.

The public hearing closed at 6:57 p.m.

Councilmember Pe'a moved to adopt Ordinance No. 4926, an ordinance amending Section 21.04.030 of the Grand Junction Municipal Code pertaining to animal regulations by implementing restrictions on the keeping of roosters on final passage and ordered final publication in pamphlet form. Councilmember Andrews seconded the motion. Motion carried by unanimous roll call vote.

An Ordinance Amending Title 21 of the Grand Junction Municipal Code to Modify and Clarify Provisions Governing the Planned Development (PD) Zone District

The Community Development Director proposed amendments to sections of the Grand Junction Municipal Code Title 21 Zoning and Development Code to modify and clarify provisions governing the Planned Development (PD) zone district. The amendments address deviation to standards allowed within a PD zone district and the schedule and validity of an approved Outline Development Plan (ODP).

Principal Planner Kris Ashbeck presented this item.

The public hearing opened at 7:04 p.m.

Ted Ciavonne of Ciavonne, Roberts and Associates spoke in favor of this item.

The public hearing closed at 7:05 p.m.

Councilmember Andrews moved to adopt Ordinance No. 4927, an ordinance to amend Title 21 of the Grand Junction Municipal Code to modify and clarify Planned Development (PD) Zone Regulations on final passage and ordered final publication in pamphlet form. Councilmember Norris seconded the motion. Motion carried by unanimous roll call vote.

An Ordinance Amending the Planned Development (PD) Zoning and Outline Development Plan (ODP) for Riverfront at Dos Rios, Located on the Northeast Bank of the Colorado River between Hale Avenue and Near the 5th Street/Highway 50 Viaduct

The City of Grand Junction as applicant requested approval of an amended Planned Development (PD) zoning ordinance and Outline Development Plan (ODP) to add approximately 8.4 acres of property to the Riverfront at Dos Rios Planned Development as well as an access point off the Riverside Parkway. In April 2019, the City approved Ordinance 4898 which included the ODP establishing uses, standards and general configuration of the proposed Riverfront at Dos Rios mixed use development on approximately 58.8 acres, located on the northeast bank of the Colorado River between Highway 50 and Hale Avenue. Since that time, the City acquired adjacent properties and there is a remnant parcel on the east side of Riverside Parkway also owned by the City that are requested to be included in the PD and ODP specifically located at 2600 Riverside Parkway; 603 Lawrence Avenue; 201, 205, 211 and 219 Hale Avenue; and 201 and 206 Lila Avenue.

Principal Planner Kris Ashbeck presented this item.

Discussion included that the newly acquired properties have been mitigated due to environmental issues and the City is still working through the "final/no action determination" process with the State; full environmental disclosures will be made available to future purchasers.

The public hearing opened at 7:15 p.m.

There were no public comments.

The public hearing closed at 7:15 p.m.

Councilmember Pe'a moved to adopt Ordinance No. 4928, an ordinance amending and replacing Ordinance 4849 to rezone to Planned Development (PD) and an Outline Development Plan (ODP) for the Riverfront at Dos Rios located on the northeast bank of the Colorado River between Highway 50 and Hale Avenue on final passage and ordered final publication in pamphlet form. Councilmember Andrews seconded the motion. Motion carried by unanimous roll call vote.

An Ordinance to Vacate Seven Portions of Public Right-of-Way and a Resolution to Vacate a Public Sanitary Sewer Easement within the Proposed Riverfront at Dos Rios Development

The City of Grand Junction as applicant requested 1) vacation of seven portions of public right-of-way that were previously platted or are adjacent to properties recently acquired by the City; and 2) vacation of a public sanitary sewer easement in order to facilitate development of the Riverfront at Dos Rios planned development.

Principal Planner Kris Ashbeck presented this item.

The public hearing opened at 7:21 p.m.

There were no public comments.

The public hearing closed at 7:21 p.m.

Councilmember Andrews moved to adopt Ordinance No. 4929, an ordinance vacating previously platted public rights-of-way within the Riverfront at Dos Rios Development located along the northeast bank of the Colorado River between Hale Avenue and near the 5th Street/Highway 50 Viaduct on final passage and ordered final publication in pamphlet form and Resolution No. 29-20, a resolution vacating public easement within the Riverfront at Dos Rios Development located along the northeast bank of the Colorado River between Hale Avenue and the 5th Street/Highway 50 Viaduct. Councilmember Pe'a seconded the motion. Motion carried by unanimous roll call vote.

An Ordinance to Vacate an Approximate 30-Foot-Wide by 675-Foot-Long Portion of 29 5/8 Road Abutting the Northeastern Property Line of the Property Located at 359 29 5/8 Road

The applicant, Terry DeHerrera, requested the vacation of an approximate 30-foot-wide by 675-foot-long portion of public right-of-way of 29 5/8 Road (0.525-acres) in anticipation of future residential subdivision development for the proposed Goose Downs Subdivision to be located at 359 29 5/8 Road. The request to vacate is consistent with the City's Comprehensive and Circulation Plans.

Senior Planner Scott Peterson presented this item.

Discussion included that this section retained the name of the closest street (29 5/8 Rd) even though it is not a straight through street and remains unpaved.

The public hearing opened at 7:29 p.m.

There were no public comments.

The public hearing closed at 7:29 p.m.

Councilmember Pe'a moved to adopt Ordinance No. 4930, an ordinance vacating a portion of the 29 5/8 Road right-of-way as identified within Reception Number 1988158 located adjacent to 359 29 5/8 Road on final passage and ordered final publication in pamphlet form. Councilmember Andrews seconded the motion. Motion carried by unanimous roll call vote.

A Resolution of Notice of Intent to Create an Improvement District - Victor Drive Sanitary Sewer Improvement District SS-20 and Set a Public Hearing for July 1, 2020

A successful petition has been submitted and signed requesting a Sewer Improvement District be created through the Septic System Elimination Program (SSEP) to construct a new sewer line on Victor Drive to serve two properties not currently connected into the sewer system.

Utilities Director Randi Kim presented this item.

The public hearing opened at 7:34 p.m.

There were no public comments.

The public hearing closed at 7:34 p.m.

Councilmember Andrews moved to adopt Resolution 30-20, a resolution declaring the intention of the City Council of the City of Grand Junction, Colorado to create within said City Victor Drive Sanitary Sewer Improvement District SS-20, authorizing the City Utility Engineer to prepare details and specifications for the same, and giving notice of a hearing and set a public hearing for July 1, 2020. Councilmember Pe'a seconded the motion.

Motion carried by unanimous roll call vote.

Non-Scheduled Citizens & Visitors

There were none.

Other Business

Councilmember Stout relayed citizen health safety concerns about City parks, specifically that of the new Las Colonias River Park.

City Manager Greg Caton said staff continues to educate the public regarding current health protocols.

Adjournment

The meeting adjourned at 7:39 p.m.

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Wanda Winkelmann, MMC
City Clerk

GRAND JUNCTION CITY COUNCIL

SPECIAL SESSION MINUTES

May 27, 2020

The City Council of the City of Grand Junction, Colorado met in Special Session on Wednesday, May 27, 2020 at 5:00 p.m. in the Municipal Court Hearing Room, City Hall, 250 North 5th Street. Those present were Councilmembers Kraig Andrews, Chuck McDaniel, Phyllis Norris, Phil Pe'a, Anna Stout, Rick Taggart, and Mayor Duke Wortmann.

Staff present for the Executive Session were City Manager Greg Caton, City Attorney John Shaver, Community Development Director Tamra Allen, Finance Director Jodi Romero, and Grand Junction Economic Partnership Executive Director Robin Brown.

Executive Session

Councilmember Norris moved to go into Executive Session:

EXECUTIVE SESSION TO DISCUSS MATTERS THAT MAY BE SUBJECT TO NEGOTIATIONS, DEVELOPING STRATEGY FOR NEGOTIATIONS, AND/OR INSTRUCTING NEGOTIATORS PURSUANT TO COLORADO REVISED STATUTE 24-6-402(4)(e)(I) REGARDING AN ECONOMIC DEVELOPMENT INCENTIVE FOR BONSAI DESIGN LLC AND PROPERTY(IES) LOCATED IN LAS COLONIAS BUSINESS PARK, AT OR NEAR 1850 RIVERFRONT DRIVE/LAS COLONIAS DRIVE, GRAND JUNCTION, COLORADO

Councilmember Pe'a seconded the motion. Motion carried unanimously.

The City Council convened into Executive Session at 5:04 p.m.

Councilmember Stout moved to adjourn. Councilmember Andrews seconded. Motion carried unanimously.

The meeting adjourned at 6:18 p.m.

Wanda Winkelmann
City Clerk

GRAND JUNCTION CITY COUNCIL
MINUTES OF THE SPECIAL MEETING

May 27, 2020

Call to Order, Pledge of Allegiance, Moment of Silence

The City Council of the City of Grand Junction convened into special session on the 27th day of May 2020 at 6:30 p.m. Those present were Councilmembers Kraig Andrews, Chuck McDaniel, Phyllis Norris, Phillip Pe'a, Anna Stout, Rick Taggart and Council President Duke Wortmann.

Also present were City Manager Greg Caton, City Attorney John Shaver, City Clerk Wanda Winkelmann and Deputy City Clerk Janet Harrell.

Council President Wortmann called the meeting to order. Councilmember Norris led the Pledge of Allegiance which was followed by a moment of silence.

REGULAR AGENDA

Execute Subordination Agreement for the Bonsai Project in Las Colonias Business Park and Authorize the City Manager to Sign the Deposit Account Assignment and Control Agreement for the Bonsai Project

Bonsai (Bonsai Development, LLC) is securing financing for its project in the Las Colonias Business Park and the lender requires subordination of the land leases to process the construction loan.

To collateralize the Bonsai project the City Council approved a Cooperative Agreement relating to the construction of the Bonsai project. Escrow instructions (Deposit Account Assignment and Control Agreement) concerning funding the Cooperative Agreement are necessary to close the Bonsai loan.

City Attorney John Shaver presented this item.

Councilmember Taggart disclosed that his stepson Tyler Milyard is employed by Western Constructors who is the builder and offered a personal guarantee for the Bonsai construction project.

Richard Swingle gave a PowerPoint presentation about the agreement and stated this item needs more discussion.

Bonsai owner Thad Shrader spoke about the project and his commitment to Grand Junction.

Further discussion with Mr. Shrader included the original agreement's business performance requirements, what issues and parties were responsible for construction delays, that the original completion date for the zip line construction has passed, and what assurances the City can have that the zip line (an agreed upon key feature) will be built and what is needed in order for the City to confidently move ahead with this agreement.

Councilmember Norris moved to authorize the City Manager to a) sign a subordination agreement relative to Bonsai for securing construction financing for its development project in Las Colonias Business Park and b) sign the Deposit Account Assignment and Control Agreement (Escrow Instructions) to collateralize the Bonsai project as contemplated by the Cooperative Agreement dated March 29, 2018. Councilmember Taggart seconded the motion. Motion carried by roll call vote with Councilmember Andrews and Council President Wortmann voting NO.

Adjournment

The meeting adjourned at 7:09 p.m.

_____
Wanda Winkelmann, MMC
City Clerk

Grand Junction City Council

Regular Session

Item #2.a.i.

Meeting Date: June 3, 2020

Presented By: Scott D. Peterson, Senior Planner

Department: Community Development

Submitted By: Scott D. Peterson, Senior Planner

Information

SUBJECT:

Introduction of an Ordinance Zoning the Magnus Court Annexation PD (Planned Development) for Two (2) Properties and Introduction of an Ordinance Rezoning Two (2) Properties from R-E (Residential Estate) and R-2 (Residential – 2 Dwelling Units Per Acre) to PD (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 Magnus Court and Include the Property Addressed as 2215 Magnus Court #A and Set a Public Hearing for June 15, 2020

RECOMMENDATION:

The Planning Commission heard this item at their May 26, 2020 meeting and voted (6-1) to recommend approval of the request.

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 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 June 15, 2020.

The Planning Commission previously reviewed this application on February 25, 2020, however, after public comment, the Planning Commission voiced concerns regarding the proposed development, focusing largely on traffic impacts and the existing road infrastructure and pedestrian safety that the proposed development might bring to the area. Because of these and other concerns raised by the public, the Planning Commission recommended denial of the request. The Applicant has resubmitted in an effort to to respond to a number of the concerns expressed in the February 25 public hearing.

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 the required turn lane improvement (or "safety improvement') would not be the responsibility of the Applicant to construct. CDOT will require an access permit for this intersection based on their access code. Information received from CDOT indicates that a left hand turn lane will be required to be constructed, one existing access point on the south along Broadway will be required to be closed and the pedestrian signal will be required to be moved to the west of the Reed Mesa intersection.

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 the Applicant would not be required to construct this improvement. 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 utilizing Transportation Impact Fees.

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 including the intersections at 22 ¼ Road and Mowry Drive, Dixon Avenue, Mudgett Street and Reed Mesa Drive will continue to operate at a 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 1,000 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 700 and 800 respectively based on the traffic addendum discussed below.

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.

During the February 25, 2020 Planning Commission hearing, concern was expressed by both Planning Commissioners and the public regarding the adequacy of infrastructure in the area. As included in the resubmittal and sent directly to the City, is a letter dated March 13, 2020 from the County's Deputy Public Works Director Scott Mai providing information regarding the condition of streets and discussing other issues, the County provided the following:

- “We encourage this infill project and subsequent annexation to the City of Grand Junction…”
- The County would not require street improvements be made to 22 ¼ Road since the “current quality of the road would meet requirements of the County for this type of local road.”
- “the idea of a trail or sidewalk to carry pedestrian traffic out to Highway 340 would be something they would support. “The County would be willing to team with the City and developer to share in the cost of the trail or sidewalk improvements.”
- The County would also support the Magnus Court Planned Development as the project will reduce some existing drainage issues in the area….”

In the applicant’s revised submittal, an Addendum to the Traffic Impact Study was submitted that states the proposed site-generated traffic from the Magnus Court subdivision is anticipated to be 700 vehicles per day. This includes 56 vehicles per hour during the morning peak hour and 74 vehicles during the evening peak hour. The original study used a distribution of 35% to the north and 65% to the south. The revised analysis used 15% to the north and 85% to the south due to the long school zone at Reed Mesa and the likelihood travelers will favor South Broadway to Redlands Parkway over Reed Mesa to Broadway. However, the resulting Level of Service at both intersections was the same.

The Addendum also provides that the development anticipated traffic would compose of 19 – 33% of the total traffic on Reed Mesa Drive. More project traffic is anticipated to use South Broadway which is anticipated to compose 61 – 66% of the total traffic on South Broadway. The anticipated addition to total project traffic generated will occur over a period of a number of years as the development builds out, therefore, the additional traffic impacts will not be immediate.

Though not related to access, the County’s letter also indicated that the Magnus Court development will reduce some existing drainage issues in the area. Mesa County is currently in the “process of working on a feasibility study in an adjacent neighborhood to solve some of these issues and the Magnus Court development would intercept some of the drainage that is causing the problem.” Mesa County will provide the applicant with information regarding their feasibility study as it progresses and along with the developer’s Engineer, can provide solid numbers showing how the Magnus Court development would deal with drainage through the area.

Information was also submitted by the Applicant of a Walking and Bicycling Audit for Broadway Elementary School that was conducted in 2016 by the City of Grand Junction and Mesa County staff, that indicated that it was recognized that Broadway (Hwy. 340) has particular shortcomings, noting that there are no continuous sidewalks or curbing surrounding Broadway Elementary with the exception of a sidewalk on the northside of Broadway, however, there is no sidewalk to cross to the south side of

Broadway, nor sidewalk anywhere on the southside of Broadway. The audit also stated that only 9 – 23% walked to school within a two-mile area as the majority of students were either driven to school or rode the bus. The Audit did not prioritize any pedestrian improvements south of Broadway. The applicant did provide that they would be "willing to invest in" pedestrian improvements, in partnership with the City, County and/or CDOT on the south (improved) side of Broadway generally from Reed Mesa Drive to the signalized pedestrian crossing.

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 allowing approximately 8,600 feet of trail as part of the development. The alignment of the trails are consistent with a number of the existing trail alignments.

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 of 90 lineal feet in this area as required by the City's Active Transportation Corridor Plan.

In the revised submittal, the applicant has updated their site plan and illustrative drawings to include a total of 1.62 miles of trails within the subdivision, specifically adding a trail connection around the subdivision perimeter to the east from Lot 21 with a connection to Magnus Court and second trail section; a trail loop around the perimeter of lots adjacent to Bonds Court. The applicant's proposed trail system will also connect into the Riggs Hill area trail system which is presently owned and maintained by the Museum of Western Colorado.

Depending on who will be owning the subdivision's open space land, whether it will be the proposed homeowner's association, City of Grand Junction or Museum of Western Colorado, future maintenance responsibilities for the trails would fall onto the respective property owner.

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.

In the revised submittal, the Applicant represented that though the proposal would be for approval of the four filings spread-out over a 10-year period, the applicant's internal plans would be to develop the site within two phases. As represented, the Applicant's intention is to complete the project in fewer phases and that all heavy mass grading and required heavy equipment would be mobilized on-site and remain in place until the earthwork is completed for that phase so there would not be daily traffic from heavy equipment. As reflected by the Applicant, this hope to complete the project with fewer phases would be driven by the overall market conditions. Also, the Applicant intends to construct and install the domestic water line for all phases during the first five months of on-site construction.

Lot Layout:
All proposed lots are single-family detached lots and range between 10,095 to 18,413 square feet in size; while some of the site terrain is over 10 percent grade, preliminary lot and grading plans have been prepared by the Applicant and reviewed and approved by a City Development Engineer to ensure that all lots will reasonably minimize impacts of development. That approval includes five lots ranging in slope from 20.9 to 24.6 percent that are neither the width nor size prescribed by 21.07.020; however, because the project is proposed as a Planned Development, project specific standards may be approved.

Similar to other developments with varied terrain, individual lot-specific grading and drainage plans, which will include designating building envelopes, are required for all lots within the development.

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. 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 minimum requirement in order to be considered as a cluster development would be 20%, the applicant is therefore providing an additional 45% of open space. The Applicant is proposing for the open space to either be granted to the homeowner's association or to be considered for acceptance as public open space by either the City of Grand

Junction or the Museum of Western Colorado. The abutting open space is owned and maintained by the Museum of Western Colorado and is 43 acres in size.

#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 existing 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. The project is proposing construction and dedication of 8,600 feet of public trail system.

#7. Protection and/or Preservation of natural resources, habitat areas and natural features. With over 46-acres remaining as open space intended to be open to the public 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 this code section would apply the R-8 bulk standards based on the applicant providing over 65 percent open space (46-acres) within the proposed ODP. 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 May 15, 2020. The notice of this public hearing was published May 19, 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 (Redlands Area Plan) 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.

Redlands Area Plan was adopted in 2002 by both the City of Grand Junction and Mesa County and provides a guide to help achieve community goals for both existing and new development within the Redlands. The Plan discusses numerous goals and policies specifically, to provide an urban level of service for all utility, solid waste, drainage and emergency response with adequate capacity to serve future populations. Some of the key goals from the plan provide:

- All new development should follow the Hillside Development and Ridgeline regulations,
- Protect paleontological resources
- Keep with the darkness of the night sky.

As the Redlands Plan relates to the Magnus Court development, the proposed project has taken steps to mitigate the impacts of development such as clustering the development away from hillsides and ridgelines as necessary, limiting cuts and fill impacts. The applicant also received a TEDS exception to allow streetlights only at street and shared drive-way intersections, in keeping with the darkness of the night sky.

Additionally, a goal of the Redlands Plan is “To promote the cost-effective provision of services for businesses and residents by all service providers.” In the Plan, two policies follow that support this goal; 1) “Provide an urban level of services, all utility,

solid waste, drainage and emergency response on the Redlands…" and 2) "Design and construct water and sanitary sewer systems with adequate capacity to serve future populations." This goal and these two policies support infill development, developable land such as Magnus Court, that is ready to extend existing utility connections into their site, served by existing service providers already in the area. Adequate emergency services are available a short distance away from the Redlands Fire Station.

Therefore, staff has found the proposed Magnus Court development is in compliance with the adopted Redlands Area Plan.

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. Staff has found this criterion has been met for only two of the parcels, therefore the criteria has not 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.

Mesa County's Deputy Public Works Director Scott Mai provided that no improvements would need to be made to 22 ¼ Road since the "current quality of the road would meet requirements of the County for this type of local road." The County's letter also indicated that the Magnus Court development will reduce some existing drainage issues in the area. Mesa County is currently in the "process of working on a feasibility study in an adjacent neighborhood to solve some of these issues and the Magnus Court development would intercept some of the drainage that is causing the problem."

Information was also submitted by the Applicant of a Walking and Bicycling Audit for Broadway Elementary School that was conducted in 2016 by the City of Grand Junction and Mesa County staff, that indicated that it was recognized that Broadway (Hwy. 340) has particular shortcomings, noting that there are no continuous sidewalks or curbing surrounding Broadway Elementary with the exception of a sidewalk on the northside of Broadway, however, there is no sidewalk to cross to the south side of Broadway, nor sidewalk anywhere on the southside of Broadway. The audit also provided that only 9 – 23% walked to school within a two-mile area as the majority of students were either driven to school or rode the bus. The Audit did not prioritize or acknowledge the need for pedestrian improvements south of Broadway.

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 (approximately 3 miles) 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 ODP is a suburban infill development project access by an established street network and in close proximity to public facilities and services. The Applicant is requesting the approval of the planned development zone district to provide for a holistically designed project that addresses the presence of unique geological features and steep slopes while preserving significant open space. However, because the PD is a zone category based on specific design and is applied on a case-by-case basis, staff finds this criterion is not applicable to this request, and, therefore has not 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. In the revised submittal, the applicant has updated their site plan and illustrative drawings to include a total of 1.62 miles of trails within the subdivision, specifically adding a trail connection around the subdivision perimeter to the east from Lot 21 with a connection to Magnus Court and second trail section; a trail loop around the perimeter of lots adjacent to Bonds Court. The applicant's proposed trail system will also connect into the Riggs Hill area trail system which is presently owned and maintained by the Museum of Western Colorado. 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.

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 ODP 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 ODP, 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 fond 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 ODP is from Magnus Court itself. In review of the project both the Applicant and City Engineering staff have 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. Mesa County has indicated that access to the site via 22 ¼ Road meets the requirements of the County for this type of road. Subject to CDOT's permitting process, access improvements will be required at Reed Mesa Drive and Broadway.
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 as the Applicant is 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. 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.

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 and PLD-2019-374, the following findings of fact 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.

Therefore, Staff recommends approval of the request.

FISCAL IMPACT:

Fire
The property is currently in the Grand Junction Rural Fire Protection District (Rural District) and Redlands Sub-District, both served by the Grand Junction Fire Department through a contract with the Rural District. The district collects mill levies of 5.223 and 4.904 generating a total of $1,256 per year in property taxes that are then passed on to the City of Grand Junction per the contract. If annexed, the Rural District mill levy will be removed, and the City's 8 mills will generate property tax revenue of $960 per year. Property tax will need to pay for not only fire and emergency medical services, but also other City services provided to the area.

No changes in fire protection and emergency medical response are expected due to this annexation. Primary response is from Fire Station 5 at 2155 Broadway and from that location response times are within National Fire Protection Association guidelines. Fire Station 5 has the capacity to handle the increase in calls for service resulting from this annexation and development. At buildout, an annual incident volume of 6-10 calls for service is predicted.

Utilities
Water and sewer services are available to this property.
This property is within the Ute Water District service area. An 8-inch water serves this property along Magnus Court.

The property is currently within the Persigo 201 Sewer Service Area. A 6-inch sewer line is available on Magnus Ct, which ultimately connects to a 15-inch interceptor line at South Broadway. This sewer line should have sufficient capacity to serve an additional 74 sewer taps. The developer will be required to extend sewer to serve the development and the builder will be required to pay Plant Investment Fees. Therefore, there is not fiscal impact to the Persigo Sewer Enterprise Fund.

Police
In an effort to determine/anticipate what the impact may be to the GJPD in providing police services to this proposed annexation, calls for service during 2018 and 2019 were reviewed. A review of that data revealed that there were only 10 calls for service in 2018 and 5 calls for service in 2019 to that surrounding area which is lower in residential density. Based on that information, it is anticipated that any calls for service by GJPD for this location will equal to .8% of an officer. Considering this, the Police Department does not anticipate a need for an increase in personnel or equipment in order to provide law enforcement services to this proposed annexation. However, this annexation along with any future annexations/developments will have a cumulative impact that will eventually require an increase in law enforcement personnel and equipment in order to provide adequate services.

Public Works
Currently there are no public works improvements associated with this annexation. Future subdivision development would require the dedication of additional right-of-way and construction of at least 1500 feet of local road (Magnus Court) to 22 ¼ Road in order to serve the development. The future subdivision proposes a total of 74 single-family detached lots in conjunction with adjacent parcels. The single family homes will generate approximately 700 average daily trips (ADT) in vehicular traffic onto adjacent roadways.

A left turn lane from Broadway onto Reed Mesa Road is currently warranted. Broadway is State Highway 340 and under CDOT jurisdiction while Reed Mesa Road is predominately within Mesa County jurisdiction. CDOT has issued an access permit for the project that requires the construction of the left hand turn land that includes widening of the highway to accommodate the turn lane as well as relocation of the pedestrian signal to a point west of Reed Mesa Road. Total estimated cost for just the Broadway improvements based on preliminary design is $425,000.

A deceleration lane becomes warranted toward the end of the project buildout on South Broadway at the intersection of Redlands Parkway and is estimated at $100,000.

Current City policy does not require the developer to make safety improvements that would include both the left hand turn lane on Broadway and the deceleration lane on

South Broadway. The policy is scheduled to change effective January 1, 2021 but would not impact this project due to it being submitted prior to the effective date. However, the City's contribution to these safety improvements has historically been based on both availability of funding and prioritization of capital improvements. Transportation Impact Fees (or TCP) intended to be utilized on overall transportation system capacity improvements is estimated at $400,000 for the buildout of the project.

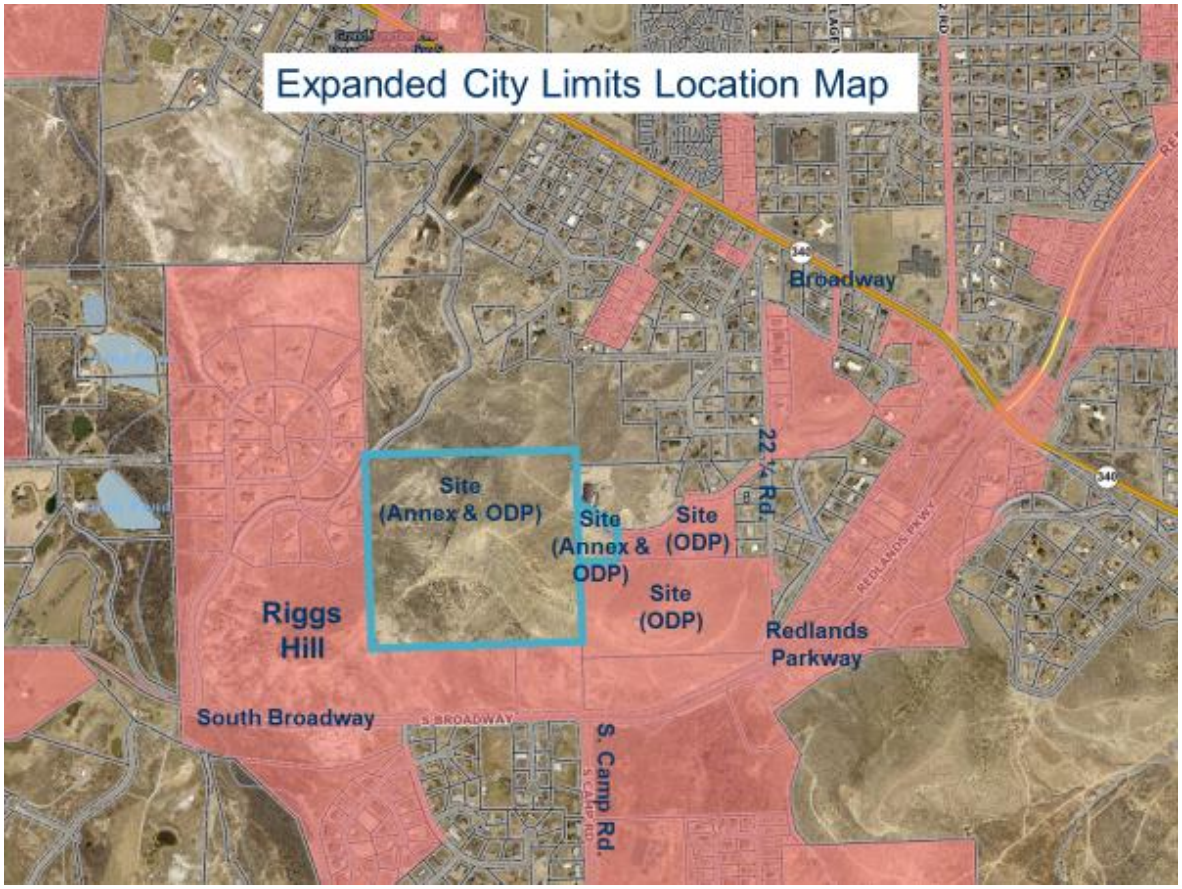
Internal to the subdivision, new roads would include Magnus Court, Magnus Loop and Bonds Court which will total approximately 129,000 square feet of asphalt and 9200 feet of curb and gutter. Three street lights are anticipated at the intersection with 22 ¼ Rd, Magnus Loop/Magnus Court and Magnus Court and Bonds Court. Future chip seal costs for the subdivision are estimated at $37,000 in 2026. As the roads are local there would be no striping or snow removal.Total estimated cost of street sweeping, street lighting, and signage is estimated at $1,400/year.

SUGGESTED MOTION:

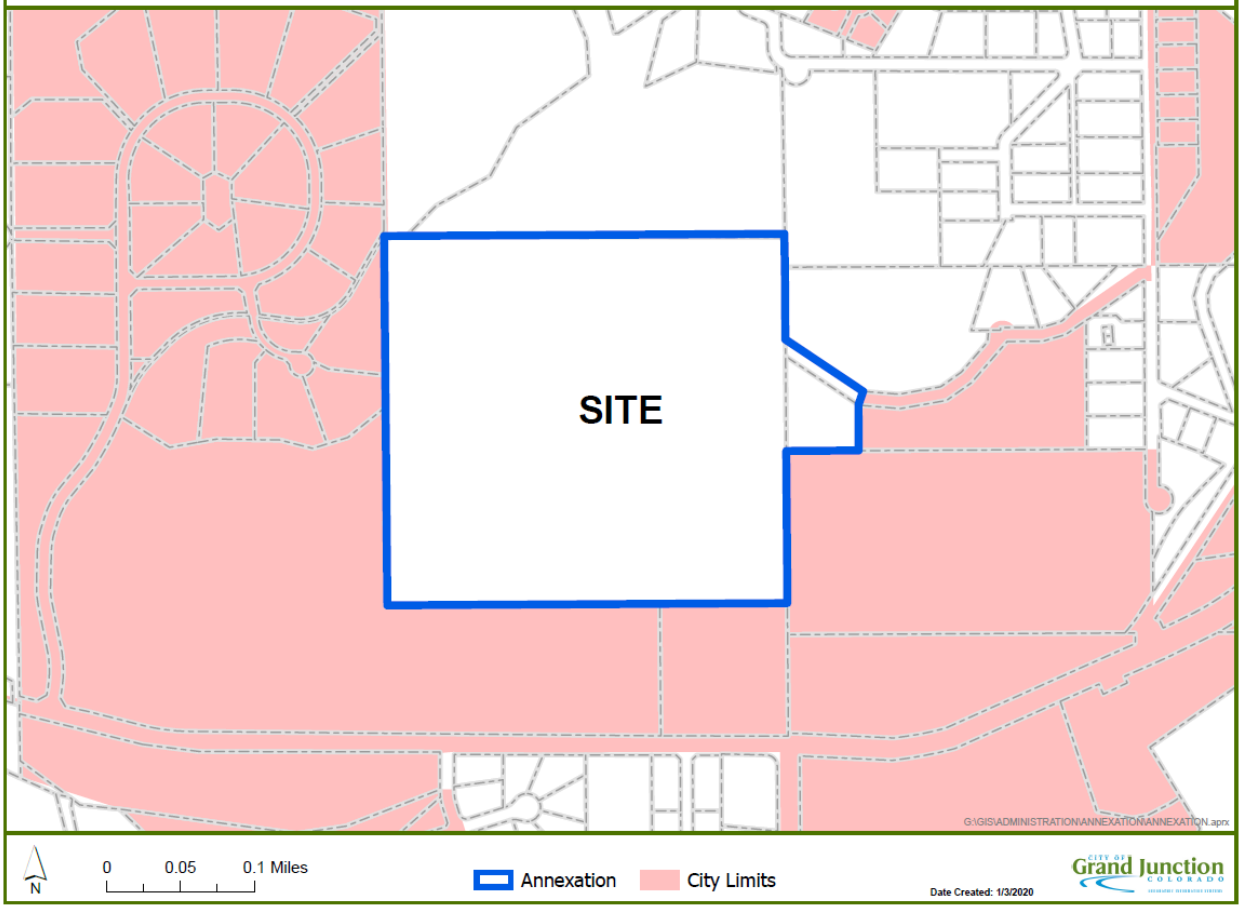
I move to introduce an ordinance zoning the Magnus Court Annexation PD (Planned Development) for two (2) Properties and introduce an Ordinance rezoning two (2) Properties from R-E (Residential Estate) and R-2 (Residential – 2 dwelling units per acre) to PD (Planned Development) with an associated Outline 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 and Set a Public Hearing for June 15, 2020.

Attachments

1. ODP - Site Location, Aerial Photo, Zoning Maps, etc
2. Ridgeline - Elevation View Section Sheets(3)
3. Development Application dated June 25, 2019
4. Mesa County Public Works Letter - Magnus Court Development(4)
5. Post Planning Commission - Resubmittal Documents - April 2020
6. Public Correspondence Received - All Comments
7. Zone of Annexation Ordinance
8. ODP Ordinance
9. Magnus Court Annexation and Outline Development Plan - Planning Commission Minutes - 2020 - May 26


Expanded City Limits Location Map
Broadway
22 ¼ Rd.
Site
(Annex & ODP)
Site
(Annex & ODP)
Site
(ODP)
Site
(ODP)
Riggs
Hill
Redlands
Parkway
South Broadway
S. Camp Rd.

MAGNUS COURT ANNEXATION



N

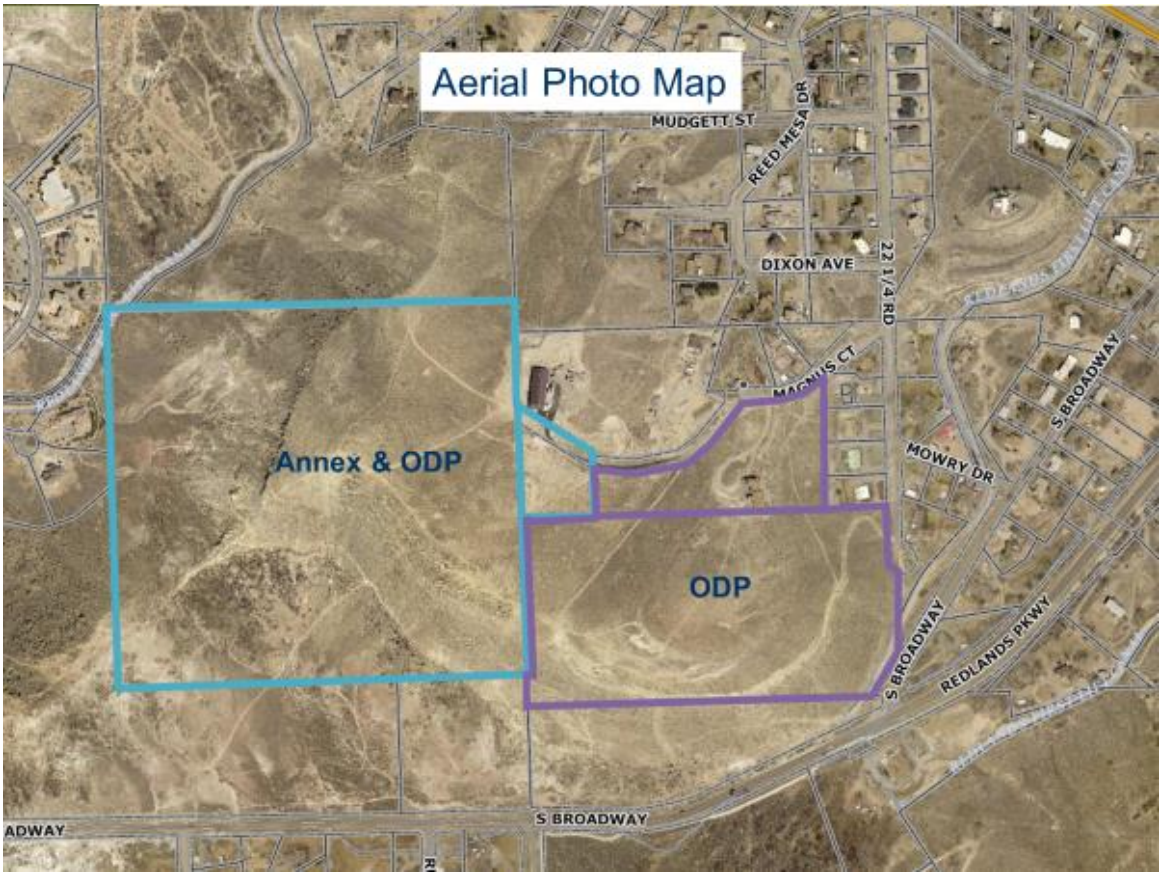
0 0.05 0.1 Miles

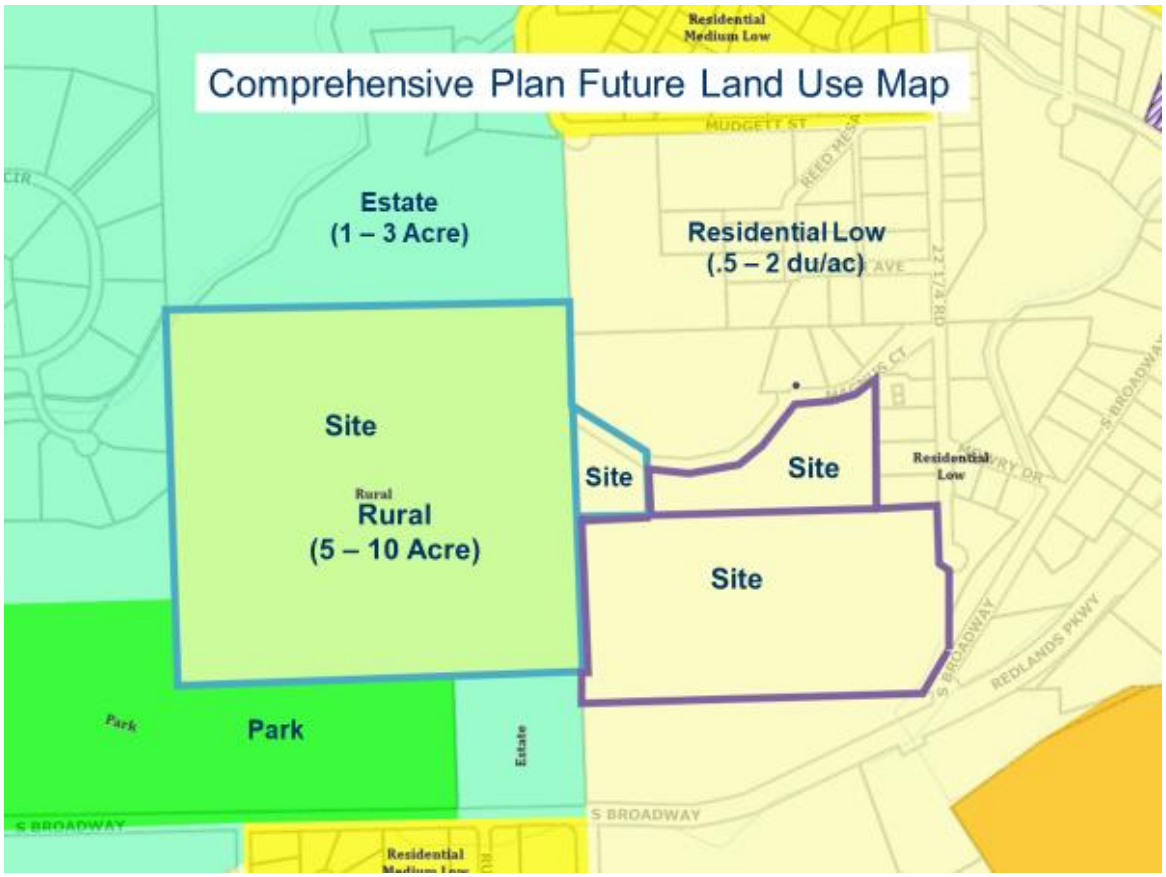
Annexation

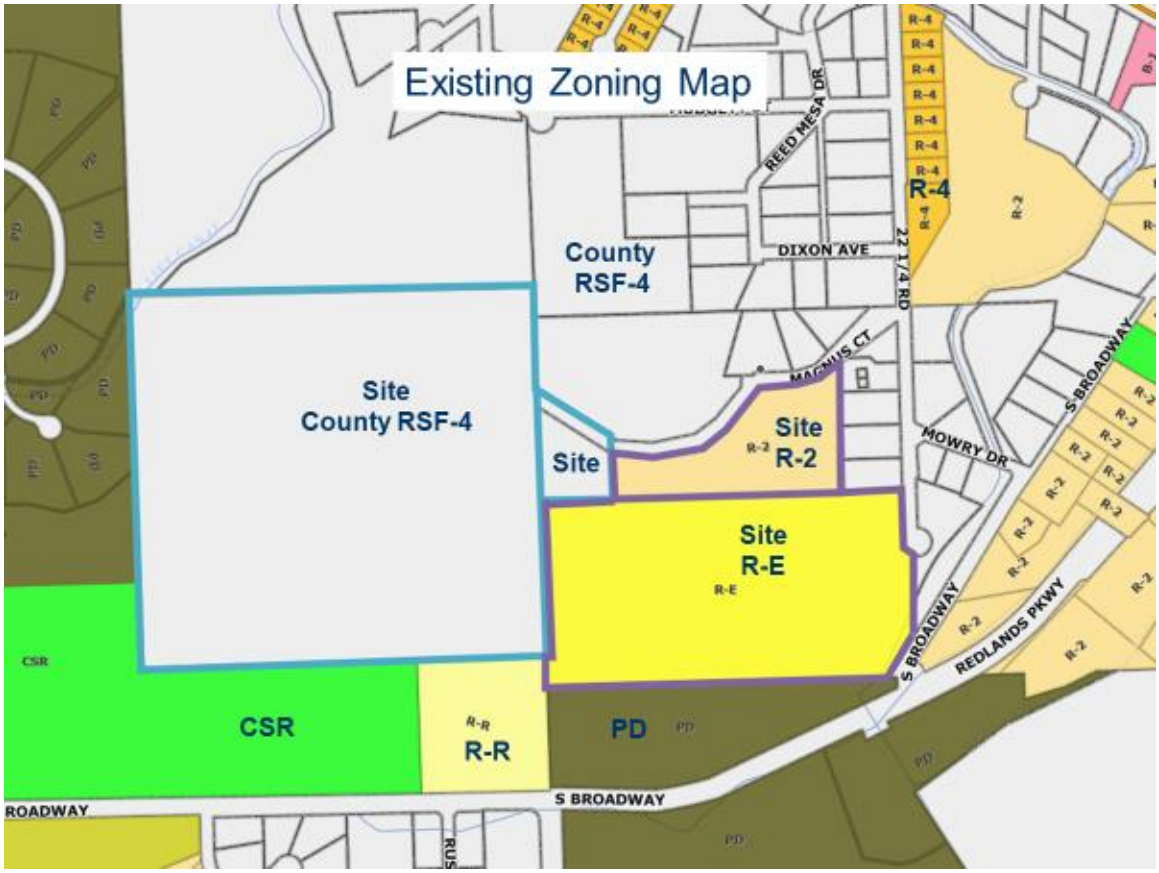
City Limits

Date Created: 1/3/2020

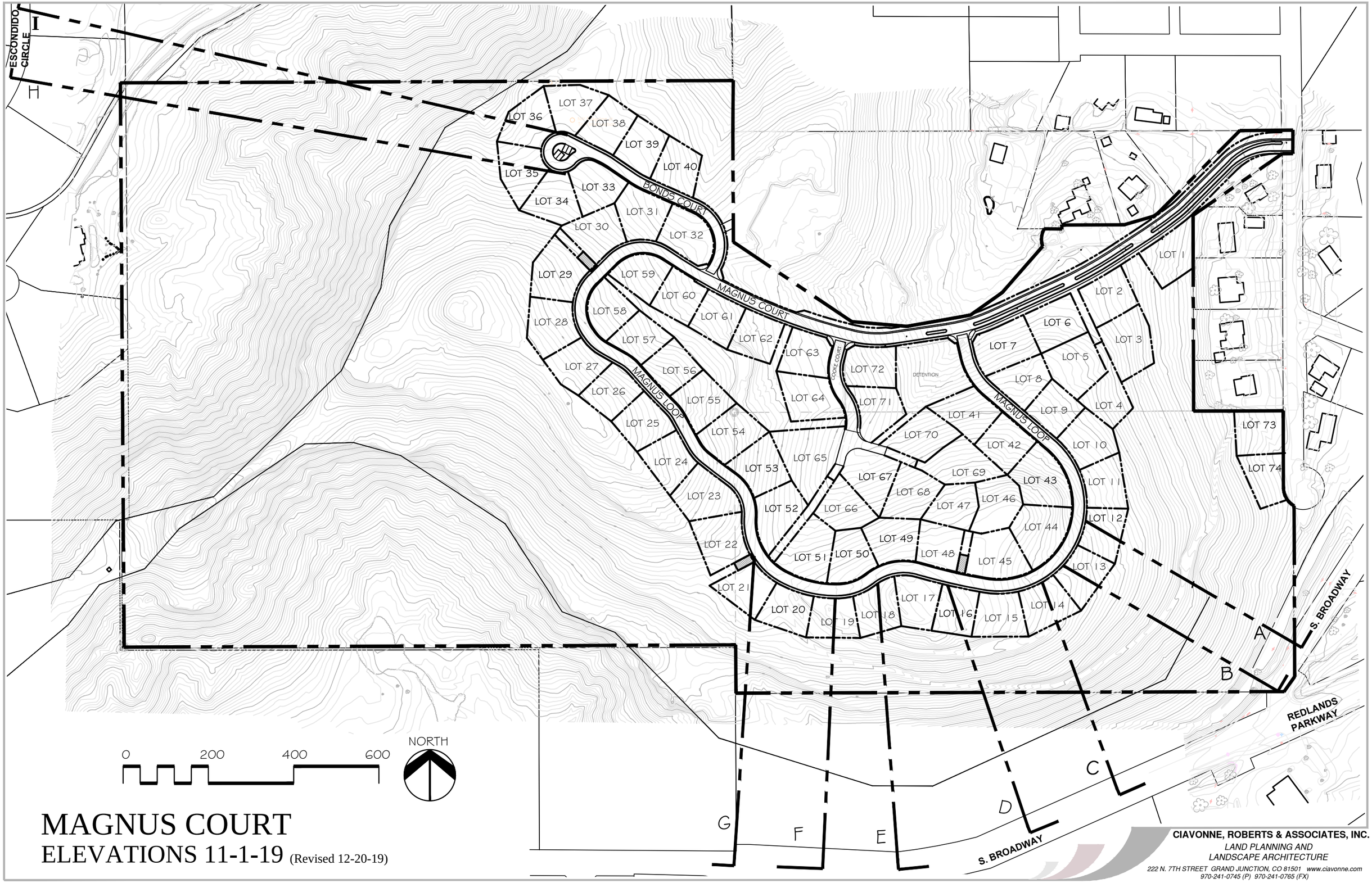
CITY OF Grand Junction COLORADO


Aerial Photo Map
MUDGETT ST
REED MESA DR
DIXON AVE
22 1/4 RD
MAGNUS CT
S BROADWAY
MOWRY DR
Annex & ODP
ODP
S BROADWAY
REDLANDS PKWY
S BROADWAY
ADWAY


Comprehensive Plan Future Land Use Map
Residential Medium Low
MUDGETT ST
Estate (1 – 3 Acre)
Residential Low (.5 – 2 du/ac)
Site
Rural
Rural (5 – 10 Acre)
Site
Site
Site
Residential Low
Park
Park
Estate
S BROADWAY
S BROADWAY
REDLANDS PKWY
Residential

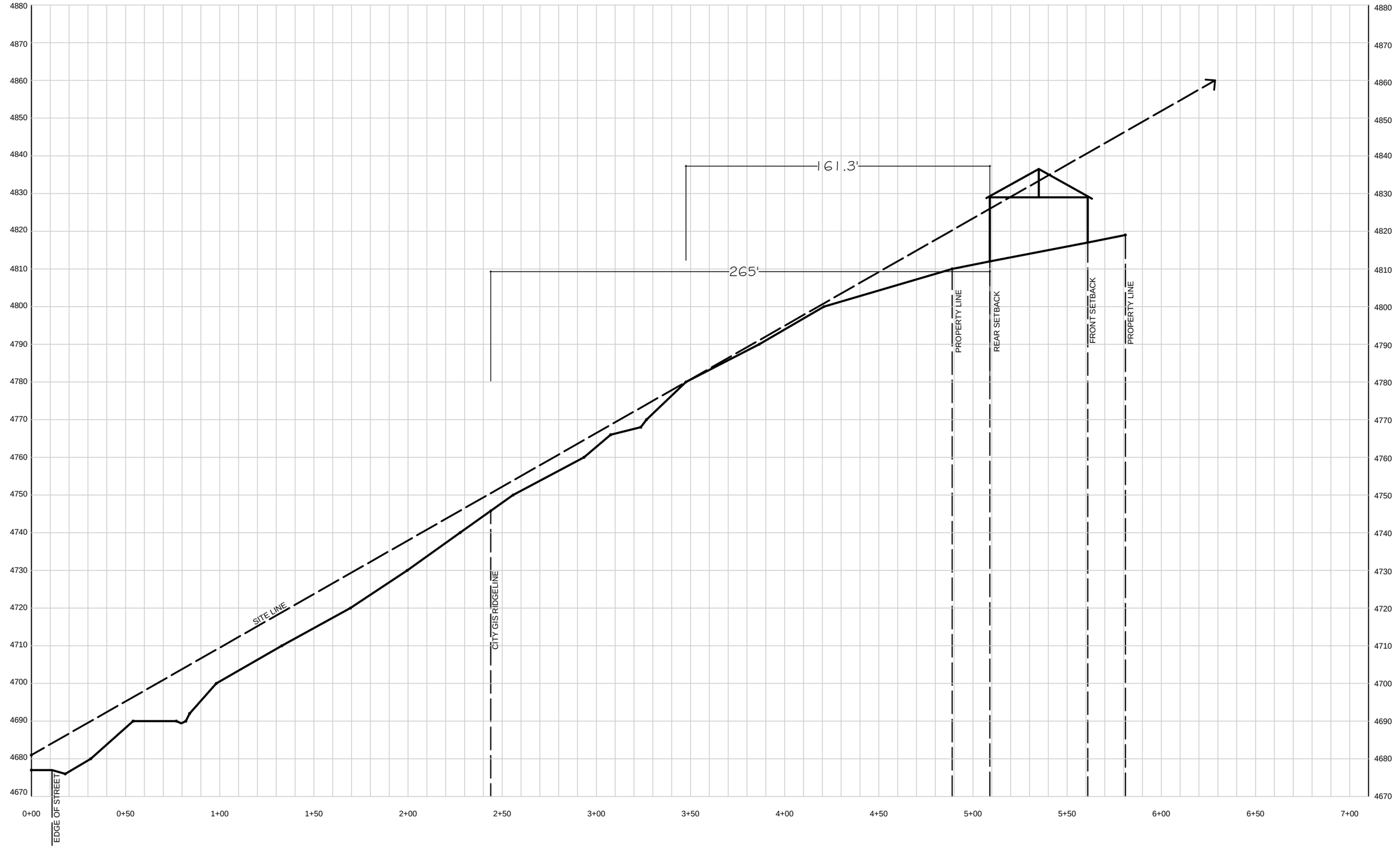

Existing Zoning Map
Site
County RSF-4
County
RSF-4
Site
R-2
Site
R-E
CSR
CSR
R-R
R-R
PD
S BROADWAY
REED MESA DR
DIXON AVE
22 1/4 RD
MAGNUS CT
MOWRY DR
S BROADWAY
REDLANDS PKWY
R-4
R-2

View of Magnus Court at the intersection with 22 ¼ Road



MAGNUS COURT
ELEVATIONS 11-1-19 (Revised 12-20-19)

CIAVONNE, ROBERTS & ASSOCIATES, INC.
LAND PLANNING AND
LANDSCAPE ARCHITECTURE
222 N. 7TH STREET GRAND JUNCTION, CO 81501 www.ciavonne.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

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LANDSCAPE ARCHITECTURE
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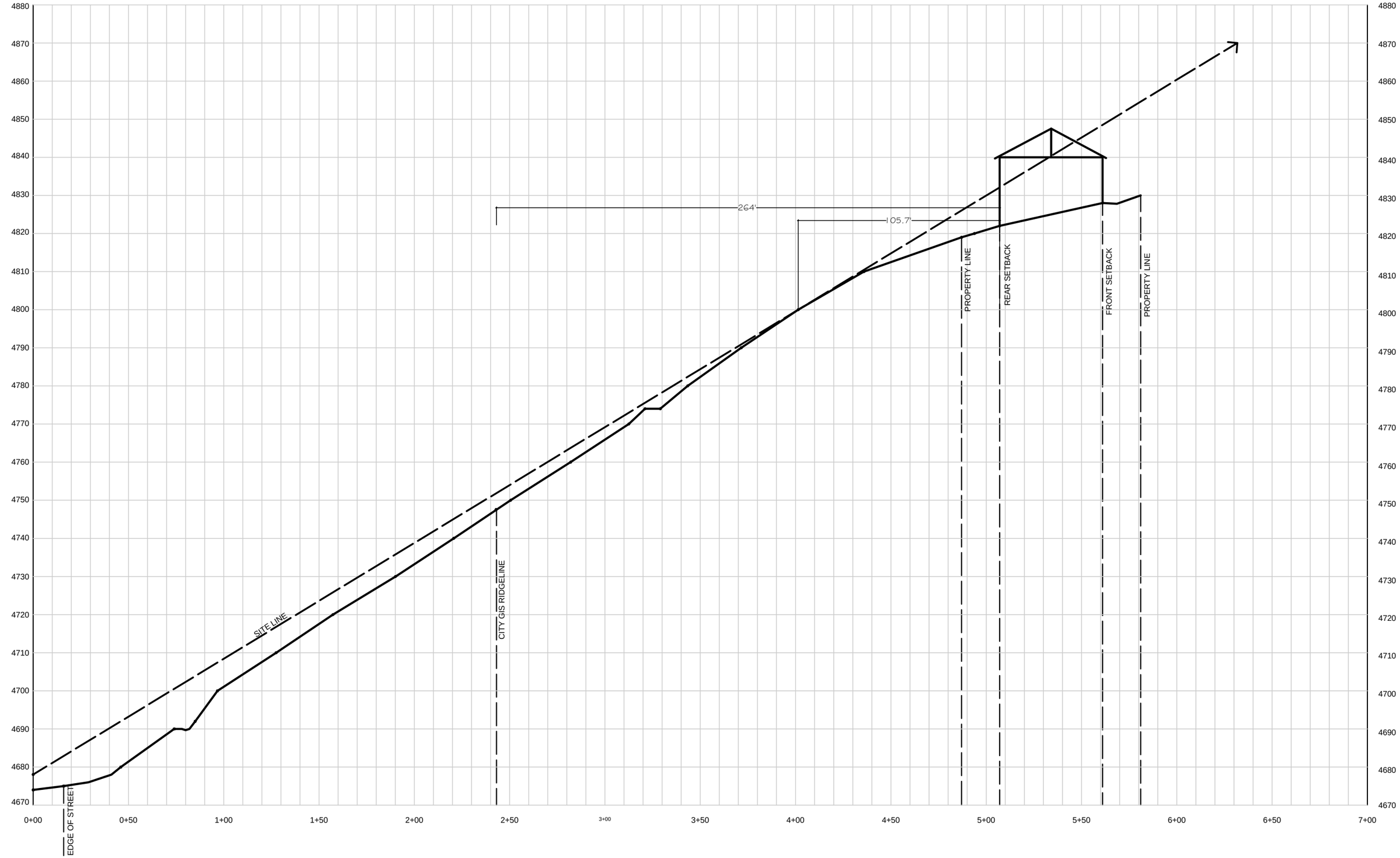

MAGNUS COURT - ELEVATIONS

ELEVATION 'B' - Lot 13

* NOTE: DEPENDING ON FINAL GRADING, LOT 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.

VERTICAL SCALE EXAGGERATED 2X

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LANDSCAPE ARCHITECTURE
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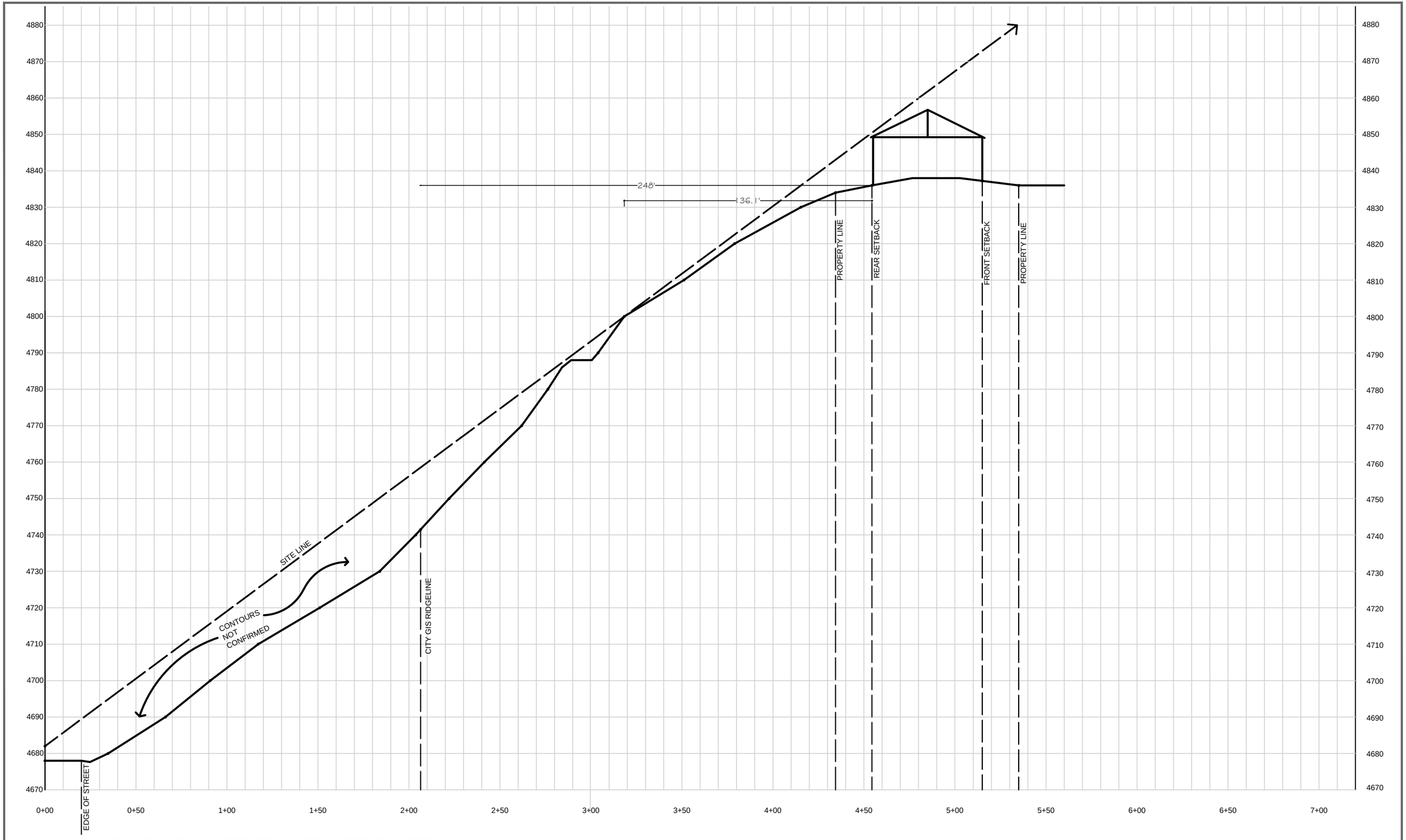
970-241-0745 (P) 970-241-0765 (FX)



MAGNUS COURT - ELEVATIONS

ELEVATION 'C' - Lot 14

VERTICAL SCALE EXAGGERATED 2X

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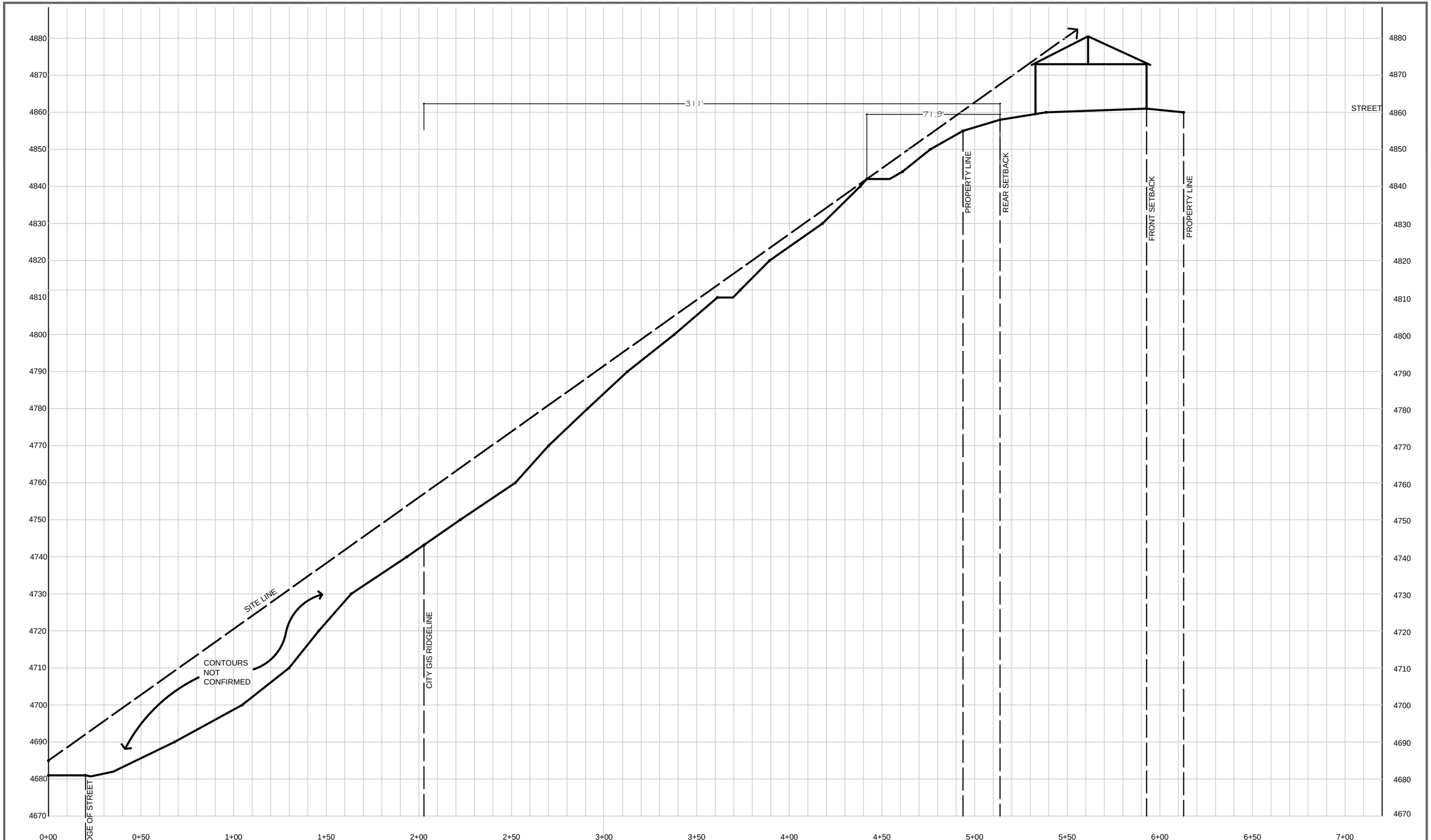
LAND PLANNING AND LANDSCAPE ARCHITECTURE
222 N. 7TH STREET GRAND JUNCTION, CO 81501 www.ciavonne.com
970-241-0745 (P) 970-241-0765 (FX)



MAGNUS COURT - ELEVATIONS

ELEVATION 'D' - Lot 16

VERTICAL SCALE EXAGGERATED 2X

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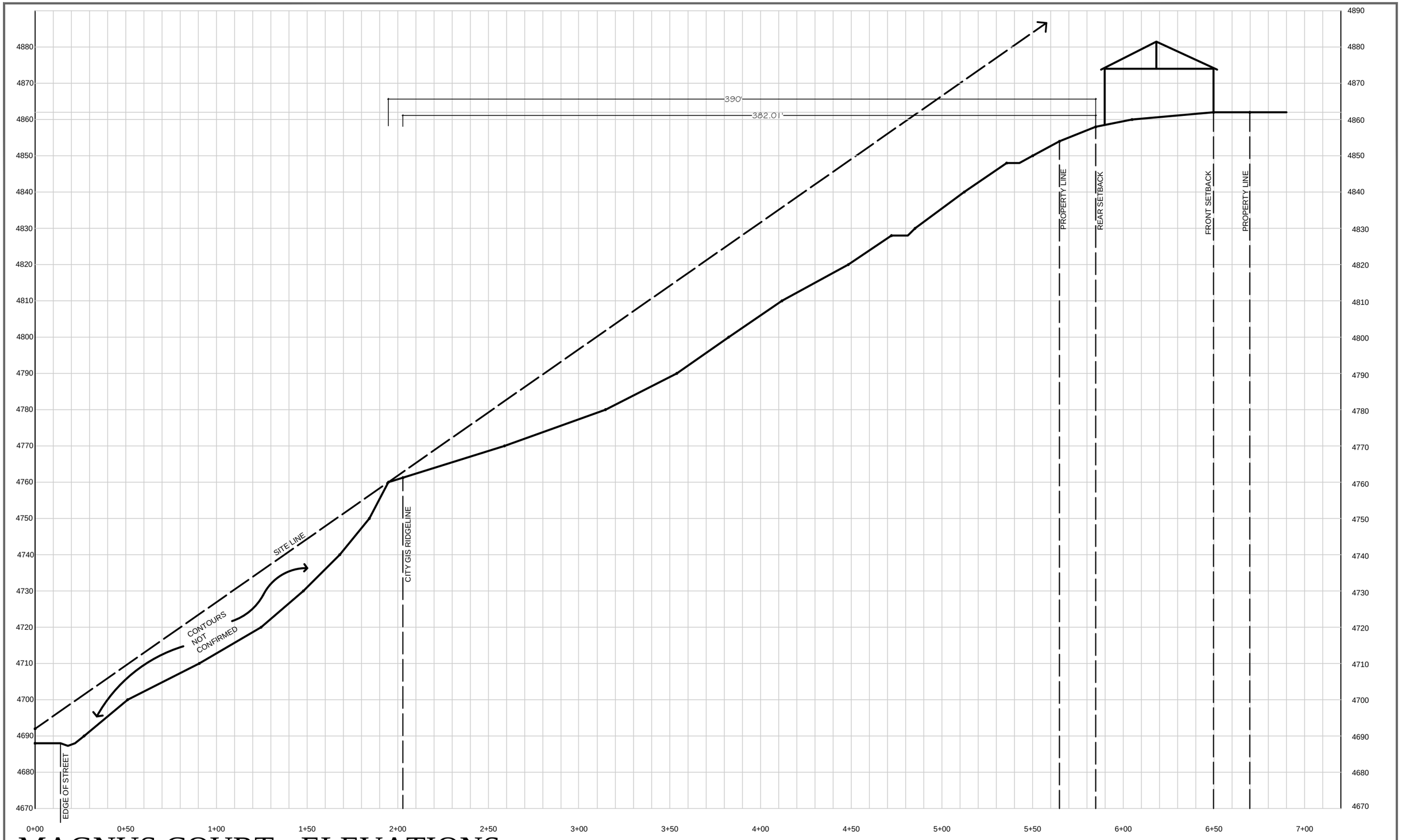
970-241-0745 (P) 970-241-0765 (FX)



MAGNUS COURT - ELEVATIONS

ELEVATION 'E' - Lot 18

VERTICAL SCALE EXAGGERATED 2X

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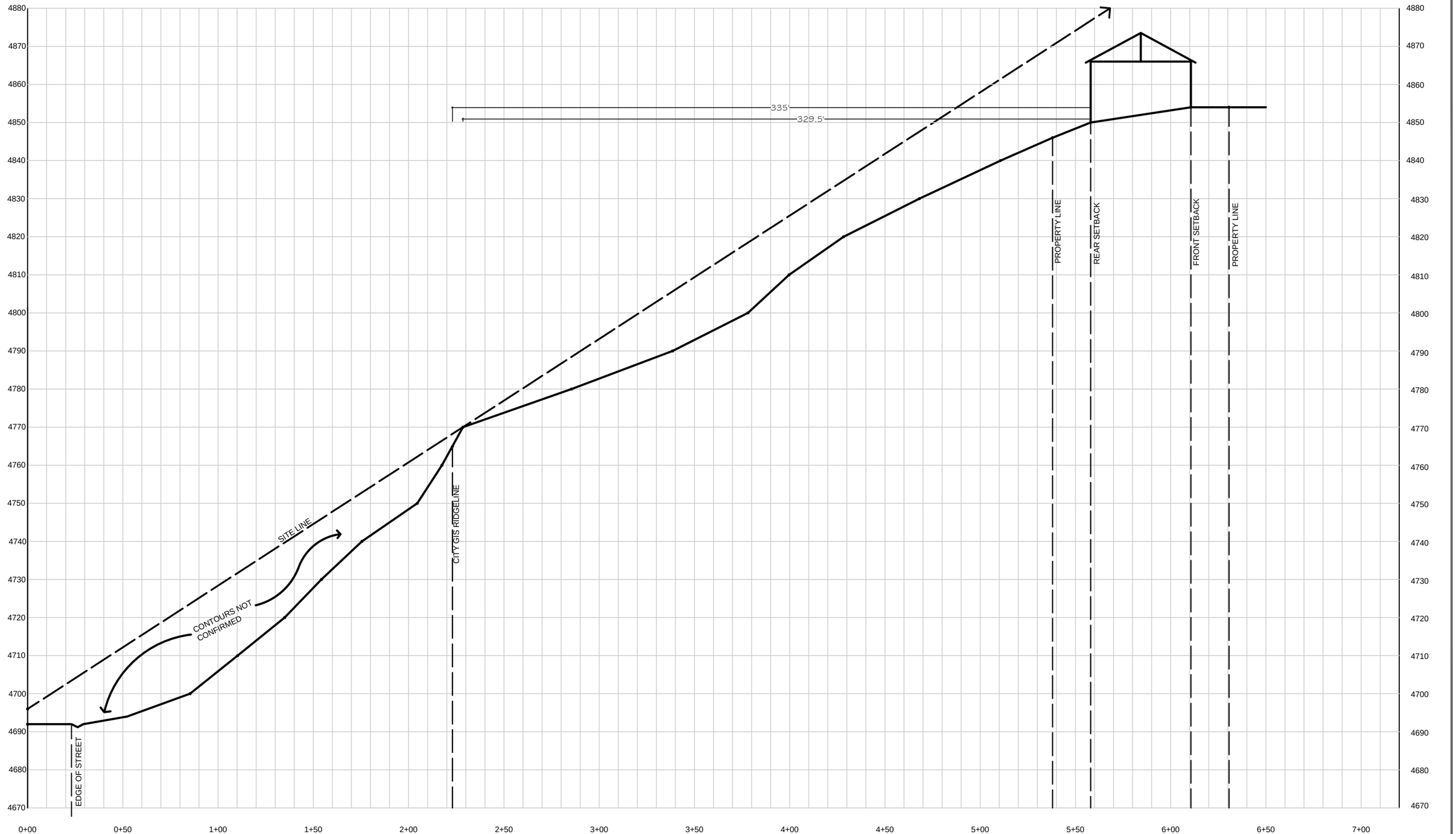
970-241-0745 (P) 970-241-0765 (FX)



MAGNUS COURT - ELEVATIONS

ELEVATION 'F' - Lot 19

VERTICAL SCALE EXAGGERATED 2X

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LANDSCAPE ARCHITECTURE
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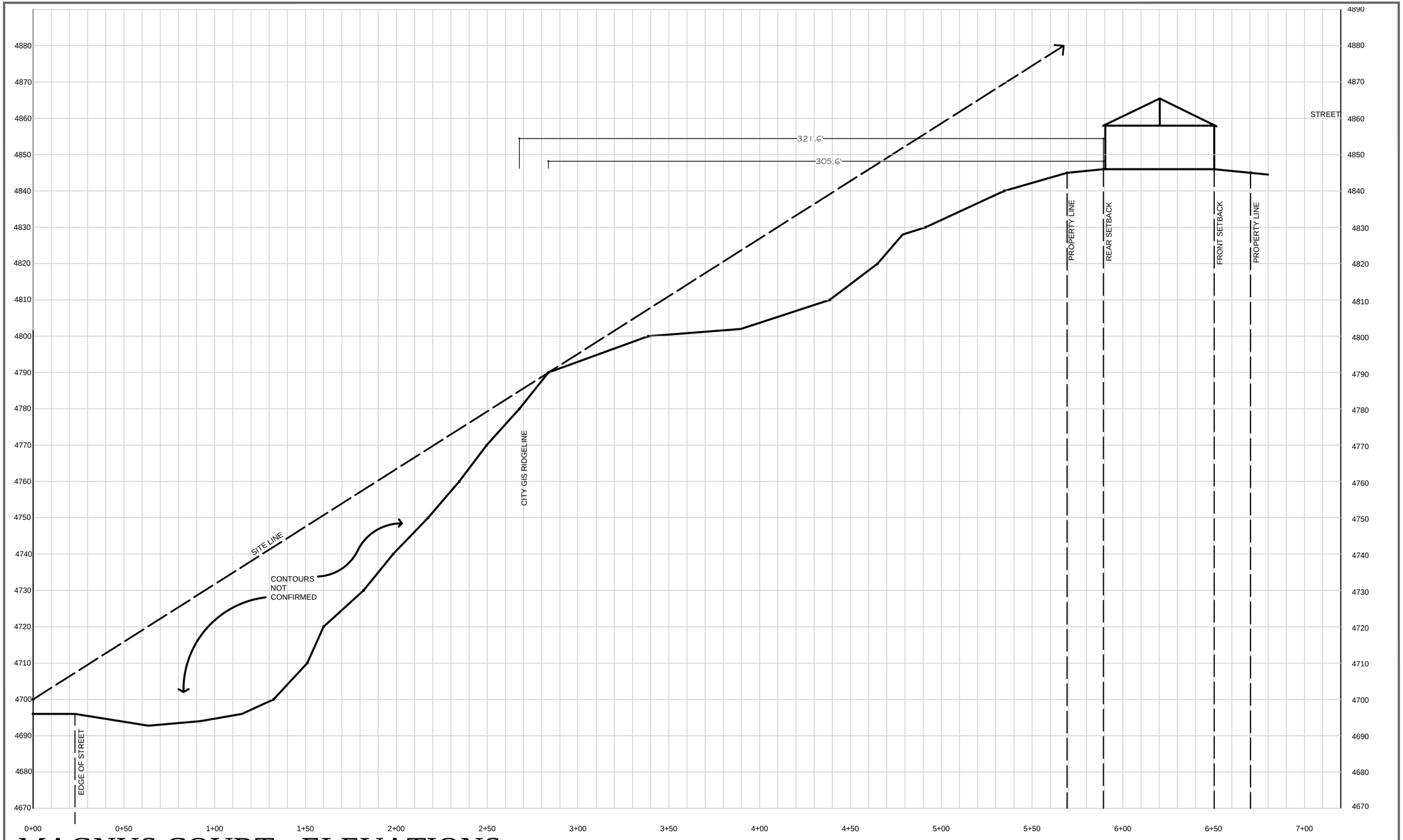

MAGNUS COURT - ELEVATIONS

ELEVATION 'G' - Lot 21

VERTICAL SCALE EXAGGERATED 2X

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LANDSCAPE ARCHITECTURE
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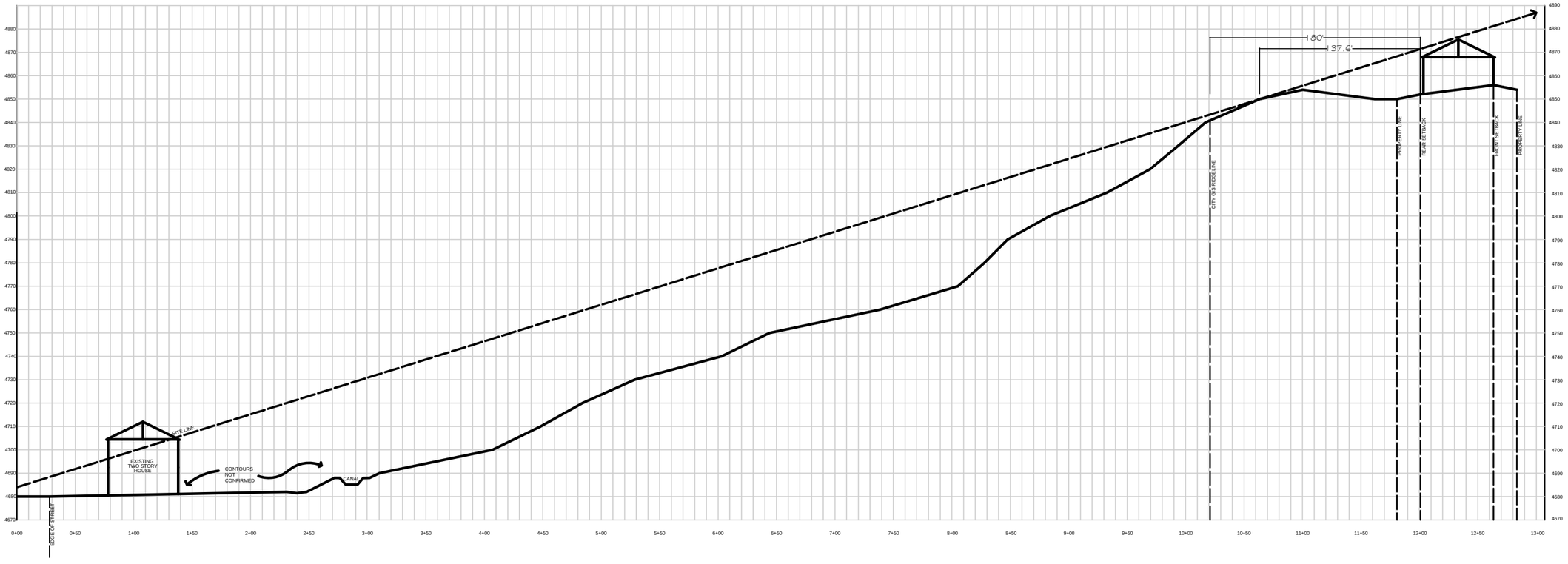

MAGNUS COURT - ELEVATIONS

ELEVATION 'H' - Escondido Circle to Lot 35

VERTICAL SCALE EXAGGERATED 2X

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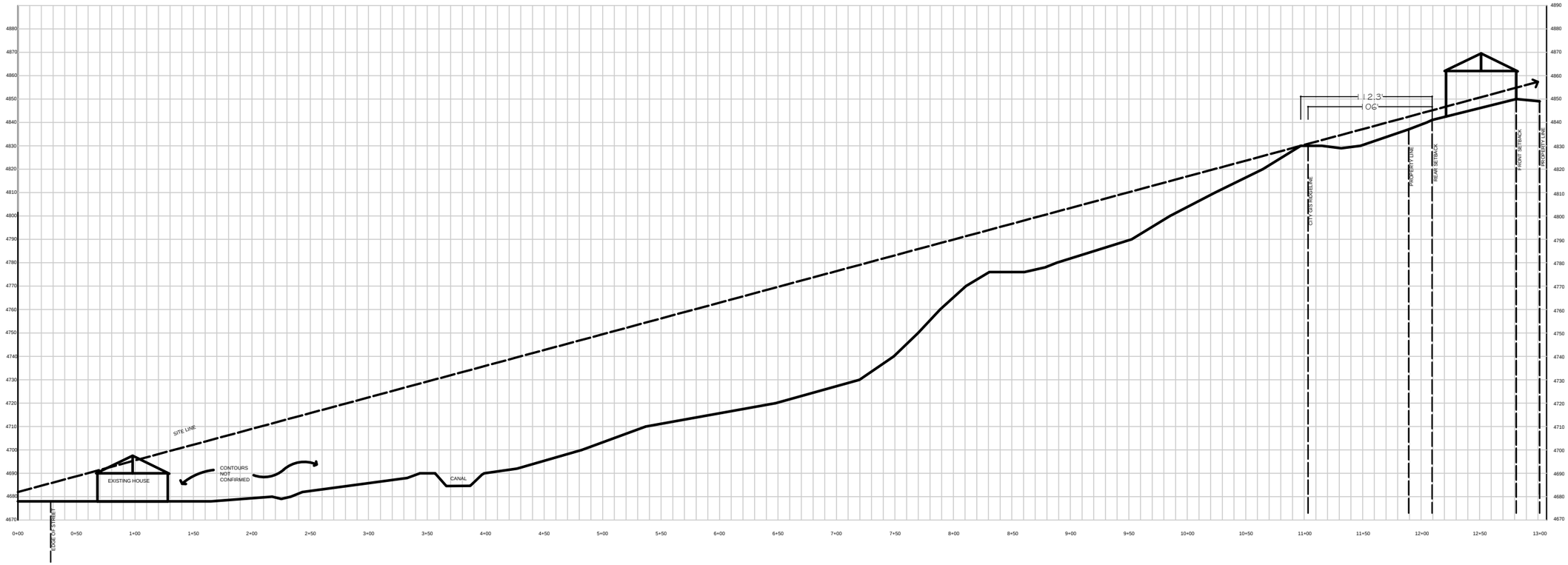
LANDSCAPE ARCHITECTURE
222 N. 7TH STREET GRAND JUNCTION, CO 81501 www.ciavonne.com
970-241-0745 (P) 970-241-0765 (FX)



MAGNUS COURT - ELEVATIONS

ELEVATION 'I' - Escondido Circle to Lot 36

VERTICAL SCALE EXAGGERATED 2X

CIAVONNE, ROBERTS & ASSOCIATES, INC.
LAND PLANNING AND
LANDSCAPE ARCHITECTURE
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970-241-0745 (P) 970-241-0765 (FX)

City of Grand Junction
COLORADO
PUBLIC WORKS & PLANNING

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		Applicant Information		Representative Information	
Name:	Bonds LLC	Name:	JLC Magnus LLC	Name:	Ciavonne, Roberts Assoc
Street Address:	PO Box 3915	Street Address:	1985 W Beaver Rd Ste-300 302	Street Address:	222 Nth 7th St
City/State/Zip:	G.J. CO 81502	City/State/Zip:	Troy, MI 48084	City/State/Zip:	GJ, CO 81501
Business Phone #:	248 568 6200	Business Phone #:	248 568 6200	Business Phone #:	241-0745
E-Mail:	thomco2008@aol.com	E-Mail:	thomco2008@aol.com	E-Mail:	ted@ciavonne.com
Fax #:	n/a	Fax #:	n/a	Fax #:	n/a
Contact Person:	Michael Thomas	Contact Person:	Michael Thomas	Contact Person:	Ted Ciavonne
Contact Phone #:	248 568 6200	Contact Phone #:	248 568 6200	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: [signature] Date: 1/7/19

Signature of Legal Property Owner: [signature] Date: 1/7/19

CITY OF Grand Junction COLORADO

PUBLIC WORKS & PLANNING

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		Applicant Information		Representative Information	
Name:	CR Nevada Associates LLC	Name:	CR Nevada Associates LLC	Name:	Ciavonne, Roberts Assoc
Street Address:	1985 W Beaver Rd Ste. 302	Street Address:	1985 W Beaver Rd Ste. 302	Street Address:	222 Nth 7th St
City/State/Zip:	Troy, MI 48084	City/State/Zip:	Troy, MI 48084	City/State/Zip:	GJ, CO 81501
Business Phone #:	248 568 6200	Business Phone #:	248 568 6200	Business Phone #:	241-0745
E-Mail:	thomco2008@aol.com	E-Mail:	thomco2008@aol.com	E-Mail:	ted@ciavonne.com
Fax #:	n/a	Fax #:	n/a	Fax #:	n/a
Contact Person:	Michael Thomas	Contact Person:	Michael Thomas	Contact Person:	Ted Ciavonne
Contact Phone #:	248 568 6200	Contact Phone #:	248 568 6200	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 Thomas Date:

Signature of Legal Property Owner: Date:

City of Grand Junction COLORADO

PUBLIC WORKS & PLANNING

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		Applicant Information		Representative Information	
Name:	Don C Desrosiers	Name:	JLC Magnus LLC	Name:	Ciavonne, Roberts Assoc
Street Address:	455 Wildwood Dr	Street Address:	1985 W Beaver Road Ste 200	Street Address:	222 Nth 7th St
City/State/Zip:	G.J. CO 81507	City/State/Zip:	Troy, MI 48084	City/State/Zip:	GJ, CO 81501
Business Phone #:	248 568 6200	Business Phone #:	248 568 6200	Business Phone #:	241-0745
E-Mail:	thomco2008@aol.com	E-Mail:	thomco2008@aol.com	E-Mail:	ted@ciavonne.com
Fax #:	n/a	Fax #:	n/a	Fax #:	n/a
Contact Person:	Michael Thomas	Contact Person:	Michael Thomas	Contact Person:	Ted Ciavonne
Contact Phone #:	248 568 6200	Contact Phone #:	248 568 6200	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 1/21/19

Signature of Legal Property Owner Date 21 Jan 19

CITY OF Grand Junction COLORADO

PUBLIC WORKS & PLANNING

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		Applicant Information		Representative Information	
Name:	JLC Magnus LLC	Name:	JLC Magnus LLC	Name:	Ciavonne, Roberts Assoc
Street Address:	1985 W Beaver Rd Ste. 302	Street Address:	1985 W Beaver Road Ste. 302	Street Address:	222 Nth 7th St
City/State/Zip:	Troy, MI 48084	City/State/Zip:	Troy, MI 48084	City/State/Zip:	GJ, CO 81501
Business Phone #:	248 568 6200	Business Phone #:	248 568 6200	Business Phone #:	241-0745
E-Mail:	thomco2008@aol.com	E-Mail:	thomco2008@aol.com	E-Mail:	ted@ciavonne.com
Fax #:	n/a	Fax #:		Fax #:	n/a
Contact Person:	Michael Thomas	Contact Person:	Michael Thomas	Contact Person:	Ted Ciavonne
Contact Phone #:	248 568 6200	Contact Phone #:	248 568 6200	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 T. Coalson Date: 1/7/19

Signature of Legal Property Owner: Jay T. Coalson 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 A 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

ZACHARY T. REAMS
NOTARY PUBLIC
STATE OF COLORADO
NOTARY ID #20134060860
My Commission Expires August 26, 2021

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, 2019

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

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, 2019

by Don C. Desrosiers

Witness my hand and seal.

My Notary Commission expires on 05.25.2022

REBECKA TEMMER
NOTARY PUBLIC
STATE OF COLORADO
NOTARY ID #20064020445
My Commission Expires May 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, 2019

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

$10.00 S $1.00 D $0.00 Sheila Reiner, Mesa County, CO CLERK AND RECORDER

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 December 12, 2012
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

SUSAN J. OTTMAN
NOTARY PUBLIC
STATE OF COLORADO
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

44.co

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 Gregg K. Kampf Diane C. Giglietti

as Authorized Agent
of Mesa State College Foundation

STATE OF COLORADO }
County of MESA } ss.

The foregoing instrument was acknowledged before me this 11 th day of July 2005 .

BY: Gregg K. Kampf as Authorized Agents of Mesa State College Foundation and Diane C. Giglietti

My Commission expires

SUSAN J. OTTMAN
NOTARY PUBLIC
STATE OF COLORADO
My Commission Expires 11/02/05
County of Mesa

Witness my hand and official seal.

Notary Public

*If in Denver, insert "City and"

No. 897.Rev. 12-85. WARRANTY DEED (Short Form)

Meridian Land Title, LLC 75044

RECEPTION #: 2451023, BK 4706 PG 267 07/31/2008 at 11:49:18 AM, 1 OF 1, R $5.00
S $1.00 D $15.50 Doc Code: WD Janice Rich, Mesa County, CO CLERK AND RECORDER

922079

WARRANTY DEED

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,
} ss.
County of **Mesa**

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

ARISSA DAVIS
NOTARY PUBLIC
STATE OF COLORADO
My Commission Expires 04/09/2011

Witness my hand and official seal.

Notary Public

*If in Denver, insert "City and".

Name and Address of Person Creating Newly Created Legal Description (§ 38-35-106.5, C.R.S.)

RECEPTION#: 2772258, at 8/30/2016 8:35:51 AM, 1 of 2
Recording: $16.00, Doc Fee $42.50 Sheila Reiner, Mesa County, CO. CLERK AND RECORDER

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 48084**, 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**

JULIANNA MCNEILL
NOTARY PUBLIC
STATE OF COLORADO
NOTARY ID #19934017213
My Commission Expires November 15, 2017

Notary Public
My commission expires 11-15-17
County of Mesa

When Recorded Return to: **JLC MAGNUS LLC**
1985 W. BIG BEAVER RD., STE #200 TROY, MI 48084

Land Title

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 I. 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
LOT 1 SEC 26 11S 101W

Situs Address

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
COLORADO RIVER WATER CONSER	0.2560000	$23.39
GRAND JUNCTION RURAL FIRE	5.9380000	$542.43
GRAND RIVER MOSQUITO CTRL	1.4520000	$132.64
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

Values	Actual	Assessed
35 AC NO MORE THAN 100 AC	$315,000	$91,350
Total	$315,000	$91,350

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
COLORADO RIVER WATER CONSER	0.2560000	$20.71
MESA CNTY ROAD & BRIDGE-GRA	0.2215000	$17.92
CITY OF GRAND JUNCTION	8.0000000	$647.12
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

Values	Actual	Assessed
10 AC NO MORE THAN 35 AC	$278,940	$80,890
Total	$278,940	$80,890

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
COLORADO RIVER WATER CONSER	0.2560000	$7.05
GRAND JUNCTION RURAL FIRE	5.9380000	$163.59
GRAND RIVER MOSQUITO CTRL	1.4520000	$40.00
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

Values	Actual	Assessed
1 AC NO MORE THAN 5 AC	$95,000	$27,550
Total	$95,000	$27,550

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
COLORADO RIVER WATER CONSER	0.2560000	$7.92
MESA CNTY ROAD & BRIDGE-GRA	0.2215000	$6.86
CITY OF GRAND JUNCTION	8.0000000	$247.60
GRAND RIVER MOSQUITO CTRL	1.4520000	$44.94
LIBRARY DISTRICT	3.0590000	$94.68
COUNTY - DEVELOP DISABLED	0.2840000	$8.79
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

Values	Actual	Assessed
SINGLE FAMILY LAND	$211,500	$15,230
SINGLE FAMILY IMP	$218,270	$15,720
Total	$429,770	$30,950

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 22¼ Road from either Broadway or South Broadway. Three of the four properties that make up the project are vacant, with the forth 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:
  - CR Nevada LLC – 19.55 acres, zoned RE in the City of Grand Junction
  - JLC Magnus LLC – 5.16 acres, zoned R2 in the City of Grand Junction
  - Desrosiers Property – 1.50 acres, zoned RSF-4 in Mesa County
  - 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:
  - to annex Desrosiers and Bonds as Planned Development Zones;
  - to rezone CR Nevada and JLC Magnus to Planned Development Zones;
  - 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);
  - to create an ODP with a PD Zone for Residential Use on 74 residential lots;

- 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:

- Section 21.02.100 – Vacation of public right-of-way or easement (Magnus Court);
- Section 21.02.160 – Annexation (Desrosiers and Bonds);
- 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 Bonds property;
- Section 21.02.140 – Rezone of CR Nevada and JLC Magnus to Planned Development (PD);
- 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):
  - 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;
  - 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).
  - 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:

- the development of properties within the City 201 boundary;
- the creation of a residential project meeting the intentions and densities of the Growth Plan;
- road and utility improvements that meet City standards, including drainage, pavement, walks;
- 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:

- Section 21.02.100 – Vacation of public right-of-way or easement (Magnus Court);
- Section 21.02.160 – Annexation (Desrosiers and Bonds);
- Section 21.02.140 – Zone of Annexation from County RSF-4 to City Planned Development (PD) for annexed area (Desrosiers and Bonds);
- Section 21.02.130 – Comprehensive Plan Amendment (CPA) from Rural to Estate for Bonds property;
- Section 21.02.140 – Rezone of CR Nevada and JLC Magnus to Planned Development (PD);
- Section 21.02.150 – Planned Development (PD) and Outline Development Plan (ODP) for entire development area, with underlying zoning of R4.
- Section 21.07.020(f) – Hillside Development standards implementation.
- 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 ope4n 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 … <u>unless</u>, 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, <u>as part of the PD Ordinance</u> we have widened any lot on slopes above 20% by a minimum of 10 feet and added a minimum of 500 SF <u>for each percentage in slope above 20%</u>. 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 1st day of January, 2019

Witness my hand and official seal.

ZACHARY T. REAMS
NOTARY PUBLIC
STATE OF COLORADO
NOTARY ID #20134060860
My Commission Expires August 26, 2021

Notary Public

2224 N 7th St, GJ, 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	PO Box 3915 Grand Junction, CO 81502
NAME	ADDRESS
Ronald P Bonds	1-7-19
SIGNATURE	DATE

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

REBECKA TEMMER
NOTARY PUBLIC
STATE OF COLORADO
NOTARY ID #20064020445
My Commission Expires May 25, 2022
County of Mesa

2454 Patterson Rd, #100, Grand Junction, CO 81505
Address

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 ¼ of the NW ¼ 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 ½ 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

455 Wildwood Drive Grand Junction, CO 81507
ADDRESS

SIGNATURE

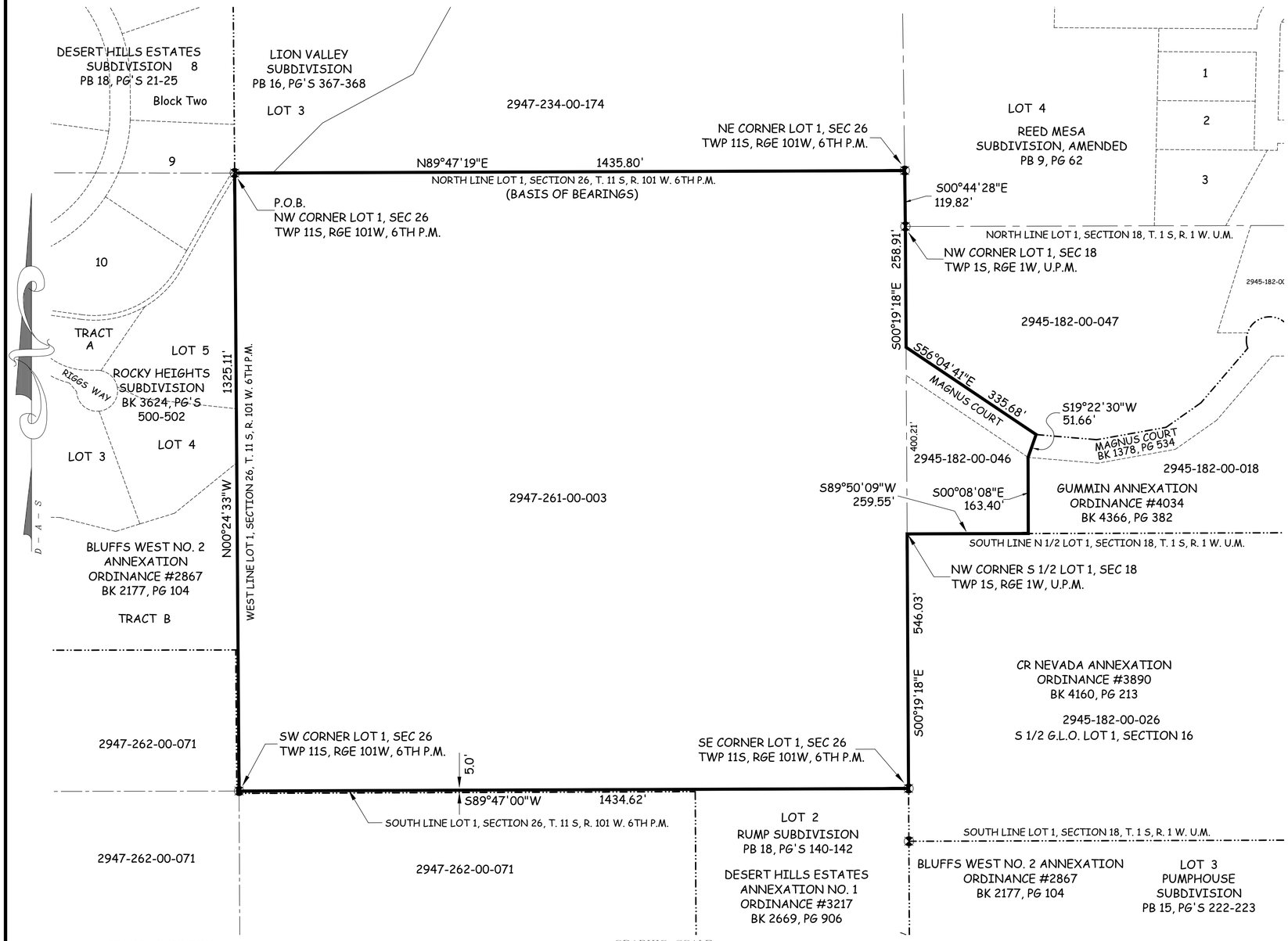
21 JAN 19
DATE

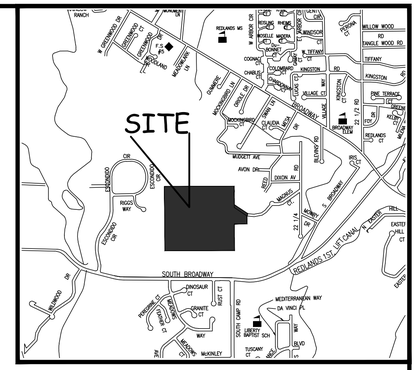
DON C DESROSIERS
Printed name of signatory

(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.

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

150' 0 75' 150' 300' 600'

(IN FEET)
1 inch = 150 ft.

LINEAL UNITS USED HEREIN = U.S. SURVEY FOOT, AS ESTABLISHED

ORDINANCE NO.
????

EFFECTIVE DATE
?????

THIS IS NOT A BOUNDARY SURVEY

PRELIMINARY

PETER T. KRICK, PLS No. 32824
Professional Land Surveyor for the City of Grand Junction

DATE: _____

COLORADO REGISTERED PETER T. KRICK No. 32824 PROFESSIONAL LAND SURVEYOR

Notice:
According to Colorado law you must commence any legal action based upon any defect in this survey within three years after you first discover 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.

DRAWN BY	P.T.K.	DATE	06-20-2019
DESIGNED BY		DATE	
CHECKED BY	P.T.K.	DATE	
APPROVED BY		DATE	

SCALE
1" = 150'

CITY OF Grand Junction COLORADO

PUBLIC WORKS
ENGINEERING DIVISION
SURVEY DEPARTMENT

MAGNUS COURT ANNEXATION

1 OF 1

Ciavonne, Roberts & Associates, Inc
LAND PLANNING AND LANDSCAPE ARCHITECTURE
222 North 7th Street Grand Junction, CO 81501
PH 970-241-0745 FX 970-241-0765 www.ciavonne.com

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, GJ	lisarattansmith@yahoo.com
Naomi Rintoul	515 22¼ Road	romers_rintoul@hotmail.com
Nuala Whitcomb	284 22¼ Rd	
John Whitcomb	484 22¼ RD	JFWHITCOMB@GMAIL.COM
Christy Phinnell	2220 magnus ct 81507	
Campbell Stanton & Susan	503 Redlesa D	spgarden@aol.com
Lori & Jay Thompson	495 Escondido Cir.	lorithompson@gmai
Arlen Engbarth	518 22¼ Rd	je11313@msn.com
Joe Davis	2216 Magnus	JmnJoe@Aol.COM
Mike & Karen Mahoney	2226 Mowry Dr.	Coffeegirl1429@gmail.com
Eileen Gavin & Denis Guenther	2229 Mowry Dr.	eileen.gavin1210@gmail.com
5 Brock Curry	493 Escondido Cs.	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:

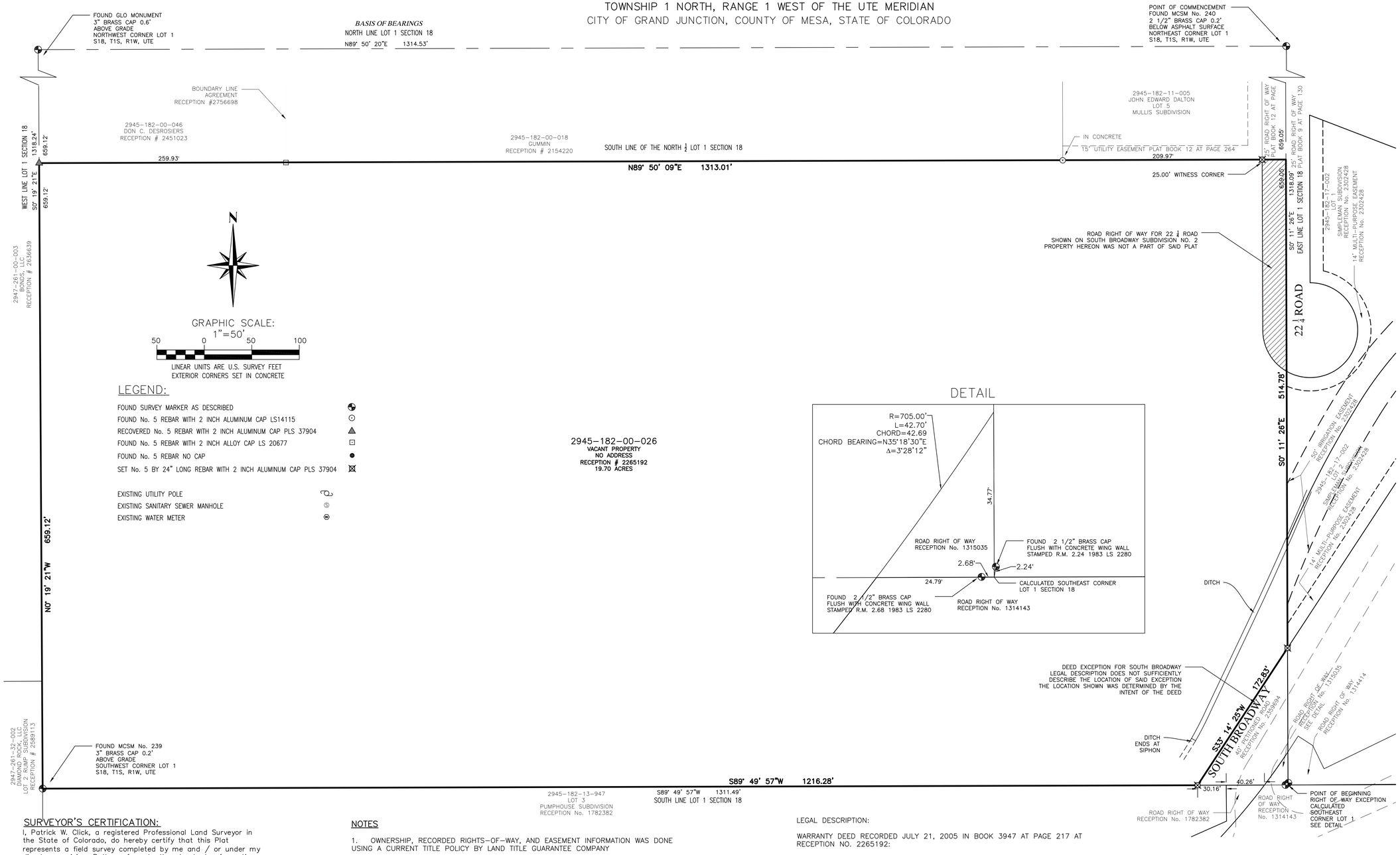
Please consider using some of the your development land and plan taking 22 1/4 Road to an intersection with Redlands Parkway. Your proposal already has two lots/homes along this route and, if, as you mentioned in your presentation, drainage is going to be needed along this route, why not go a bit extra 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

IMPROVEMENT SURVEY PLAT

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



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
PATRICK W. CLICK
37904
PROFESSIONAL LAND SURVEYOR
1/10/2019

COLORADO REGISTERED LAND SURVEYOR 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 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 DEED AS RECORDED AT RECEPTION NUMBER 2265192, OF THE MESA COUNTY RECORDS. ROTATED TO THE MESA COUNTY LOCAL COORDINATE SYSTEM.

LEGAL DESCRIPTION:

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 1West 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 1to 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.

IMPROVEMENT SURVEY PLAT

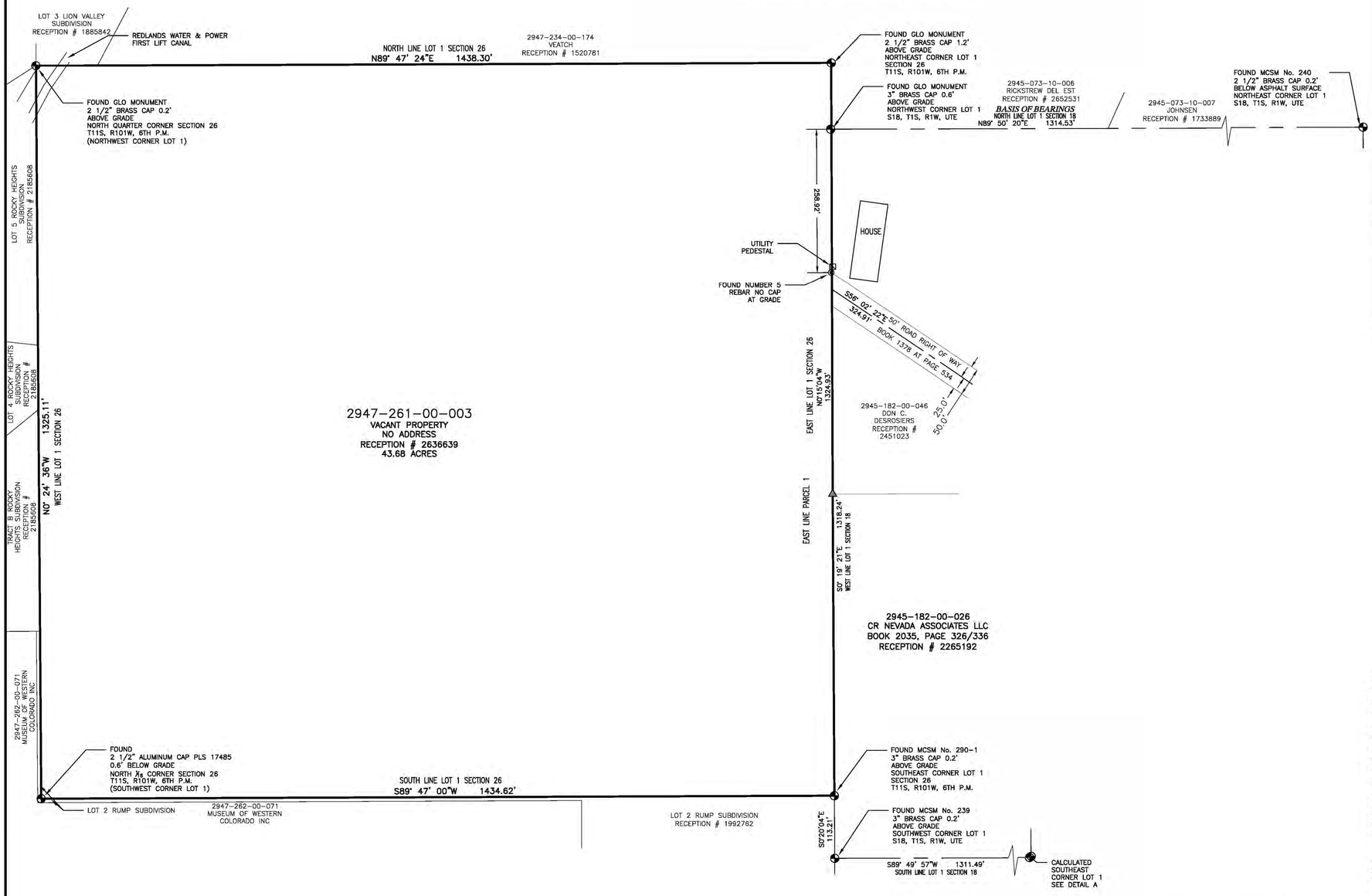
CR NEVADA ASSOCIATES LLC
SITUATED IN LOT 1 SECTION 18
TOWNSHIP 1 NORTH, RANGE 1 WEST OF THE UTE MERIDIAN
CITY OF GRAND JUNCTION, COUNTY OF MESA, STATE OF COLORADO

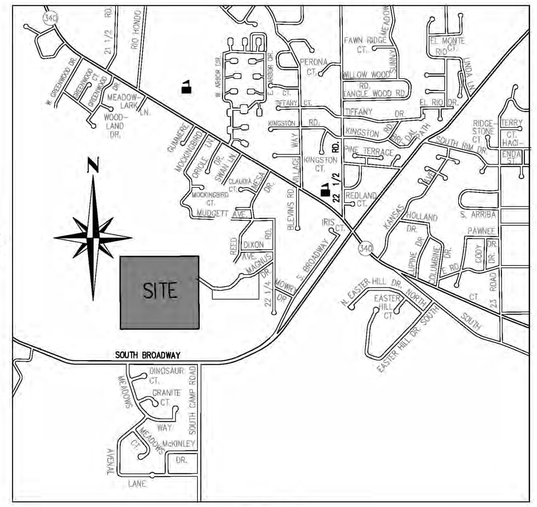
JOB #: 2015098 FIELD WORK: SL
DATE: 1/10/19 DRAWING NAME: GUMMIN SUB DRAWN BY: PC

POLARIS SURVEYING
PATRICK W. CLICK P.L.S.
3194 MESA AVE. #B
GRAND JUNCTION, CO 81504
PHONE/FAX (970)434-7038

IMPROVEMENT SURVEY PLAT

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

N

GRAPHIC SCALE:
1"=100'

100 0 100 200

LINEAR UNITS ARE U.S. SURVEY FEET

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.

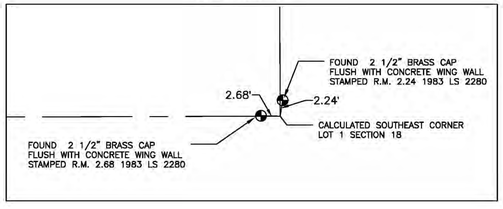
4. THIS SURVEY IS BASED ON THE DEED AS RECORDED AT RECEPTION NUMBER 2636639 OF THE MESA COUNTY RECORDS. ROTATED TO THE MESA COUNTY LOCAL COORDINATE SYSTEM.

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



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 PROFESSIONAL LAND SURVEYOR 37904

COLORADO REGISTERED LAND SURVEYOR PLS #37904

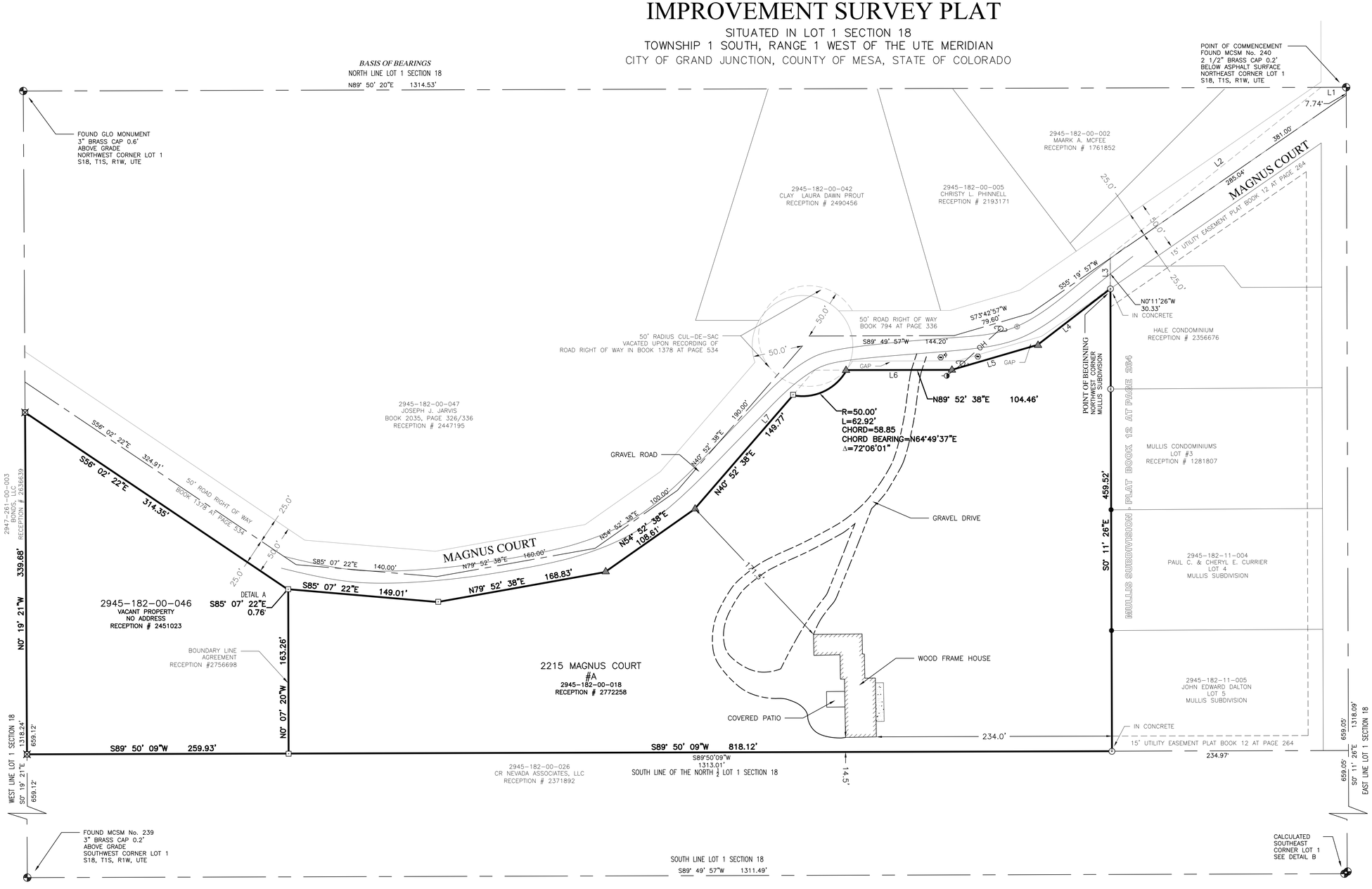
IMPROVEMENT SURVEY PLAT
BONDS LLC
LOT 1 SECTION 26
TOWNSHIP 11 SOUTH, RANGE 101 WEST OF THE 6TH PRINCIPAL MERIDIAN
COUNTY OF MESA, STATE OF COLORADO

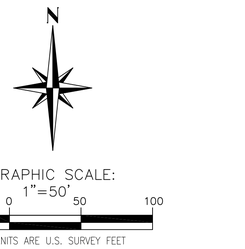
JOB #: 2015098 FIELD WORK: SL
DATE: 1/11/19 DRAWING NAME: 2016080BLA DRAWN BY: PC

POLARIS SURVEYING
PATRICK W. CLICK P.L.S.
3194 MESA AVE. #B
GRAND JUNCTION, CO 81504
PHONE/FAX (970)434-7038

IMPROVEMENT SURVEY PLAT

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





LEGEND:

- 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

LEGAL DESCRIPTIONS:

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.

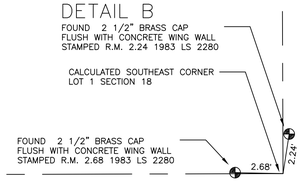
INCLUDING THE PORTION LYING WESTERLY OF LINE DESCRIBED IN BOUNDARY LINE AGREEMENT AS RECORDED AT RECEPTION NUMBER 2756698 OF THE MESA COUNTY RECORDS.
COUNTY OF MESA, STATE OF COLORADO.

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,

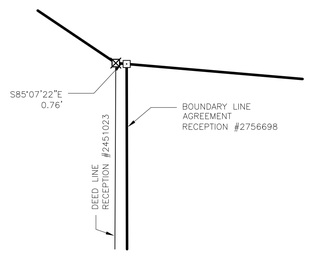
INCLUDING THE PORTION LYING EASTERLY OF LINE DESCRIBED IN BOUNDARY LINE AGREEMENT AS RECORDED AT RECEPTION NUMBER 2756698 OF THE MESA COUNTY RECORDS.
COUNTY OF MESA, STATE OF COLORADO.



RECORD DIMENSIONS FOR BOOK 3509 PAGE 852
ROTATED TO MESA COUNTY LOCAL COORDINATE SYSTEM

Line Table		
Line #	Direction	Length
L1	S89° 50' 20"W	25.00'
L2	S51° 30' 38"W	267.80'
L3	S00° 07' 22"E	31.90'
L4	S51° 30' 38"W	92.10'
L5	S73° 45' 38"W	88.90'
L6	S89° 52' 38"W	136.30'
L7	S40° 52' 38"W	181.70'

DETAIL A



NOTES

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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.

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

IMPROVEMENT SURVEY PLAT
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

JOB #: 2015098 FIELD WORK: SL
DATE: 1/11/19 DRAWING NAME: GUMMIN SUB DRAWN BY: PC

POLARIS SURVEYING
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, 2947-261-00-0[illegible]
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 Code[3] 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 engineer[4] 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

Company Name: Ute Water Conservancy District
Address: 2190 H 1/4 Rd
City: Grand Junction
State: Colorado
Zip: 81505

Work Order: 618
Operator: Robert/Dusty

Test Date: 9/15/17 10:00 am

NFPA Classification:

Blue	AA
4068.10	

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

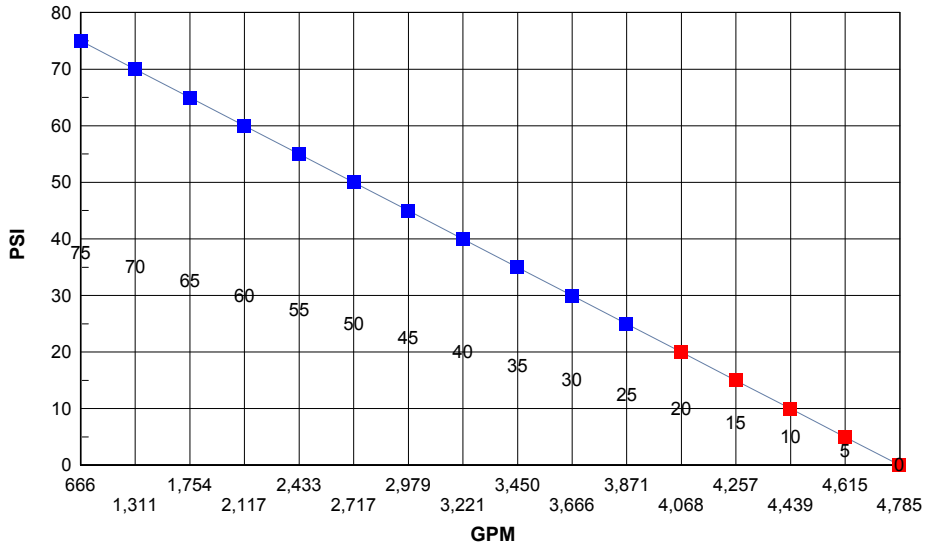
Vandal Proof:
Bury Depth: 0.00

	Flow Hydrant	Flow Device	Diameter	GPM	Gallon Used
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

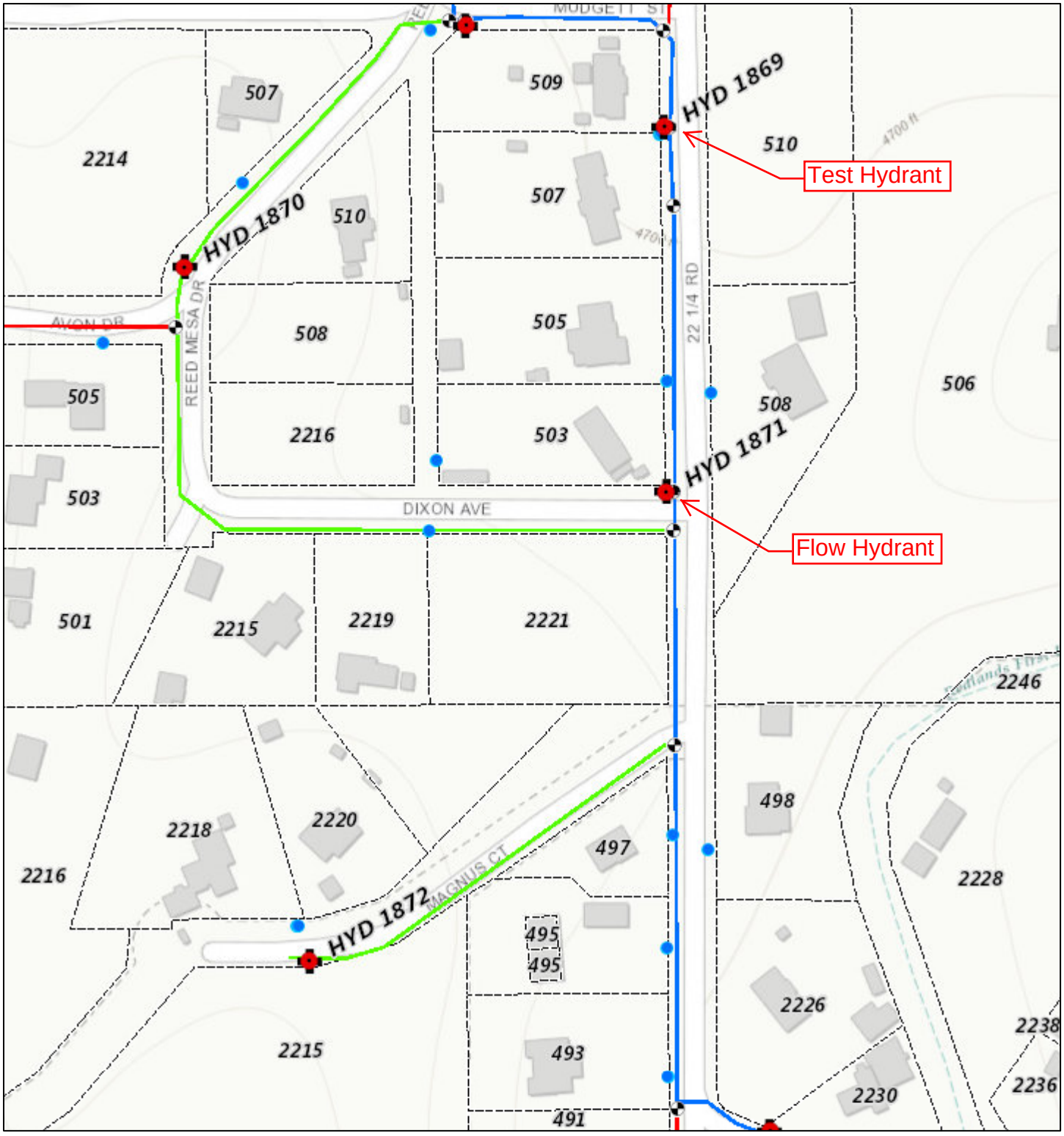
1869 Flow GPM



GPM rounded to nearest gallon

Values inside grid below flow line are PSI @ predicted flow

Magnus Sub



September 15, 2017

1:2,257

0 0.0175 0.035 0.07 mi

0 0.03 0.06 0.12 km

- Fire Hydrant
- Regulators
- Cathodic Station
- Curb Stop Valves
- Control Valves
- Meters
- Lateral Lines
- System Valves Maintenance
- Fill Station
- Sample Station
- Tanks
- USBR Pipeline
- Southside Canal

System Valves

- Gate Valve
- Ball Valve
- Butterfly Valve

Mains

- 12" Larger
- 6" thru 10"
- 1" thru 4"

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

RE, Garmin, INCREMENT P, Intermap, USGS, EPA, USDA | City of Grand Junction, County of Mesa, Esri, HERE, Garmin, INCREMENT P, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA |

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970-255-6818

TEST PIT NUMBER TP-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: LIQUID LIMIT	ATTERBERG LIMITS: PLASTIC LIMIT	ATTERBERG LIMITS: PLASTICITY INDEX	FINES CONTENT (%)
0.0		Sandy CLAY with Gravel and Organics (TOPSOIL), tan, dry										
		Sandy CLAY with Gravel (cl), tan, dry, medium stiff	GB 1									
2.5												
		SHALE, Sandstone lenses, trace Bentonite, red to gray, soft, highly weathered										
5.0			GB 2									
7.5												
10.0		Bottom of test pit at 11.5 feet										

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TEST PIT NUMBER TP-2

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: LIQUID LIMIT	ATTERBERG LIMITS: PLASTIC LIMIT	ATTERBERG LIMITS: PLASTICITY INDEX	FINES CONTENT (%)
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.										

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970-255-6818

TEST PIT NUMBER TP-3

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: LIQUID LIMIT	ATTERBERG LIMITS: PLASTIC LIMIT	ATTERBERG LIMITS: PLASTICITY INDEX	FINES CONTENT (%)
0.0		Sandy CLAY with Boulders and Organics (TOPSOIL), brown, dry										
		Sandy CLAY with Boulders (cl), brown, dry, medium stif to stiff										
2.5		SHALE, trace bentonite, red to gray, soft, highly weathered	GB 1									
5.0			GB 2									
7.5		**Backhoe bucket refusal at 8 0 ft**										

Bottom of test pit at 8 0 feet

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TEST PIT NUMBER TP-4

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: LIQUID LIMIT	ATTERBERG LIMITS: PLASTIC LIMIT	ATTERBERG LIMITS: PLASTICITY INDEX	FINES CONTENT (%)
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.										

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TEST PIT NUMBER TP-5

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: LIQUID LIMIT	ATTERBERG LIMITS: PLASTIC LIMIT	ATTERBERG LIMITS: PLASTICITY INDEX	FINES CONTENT (%)
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.										

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TEST PIT NUMBER TP-6

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: LIQUID LIMIT	ATTERBERG LIMITS: PLASTIC LIMIT	ATTERBERG LIMITS: PLASTICITY INDEX	FINES CONTENT (%)
0.0		Silty SAND with Organics (TOPSOIL), brown, dry										
		Sandy CLAY with Gravel (cl), brown, dry, medium stiff to stiff										
2.5			GB 1									
5.0		**Backhoe bucket refusal at 7.0 ft**										
		Bottom of test pit at 7.0 feet.										

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TEST PIT NUMBER TP-7

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: LIQUID LIMIT	ATTERBERG LIMITS: PLASTIC LIMIT	ATTERBERG LIMITS: PLASTICITY INDEX	FINES CONTENT (%)
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.										

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TEST PIT NUMBER TP-8

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: LIQUID LIMIT	ATTERBERG LIMITS: PLASTIC LIMIT	ATTERBERG LIMITS: PLASTICITY INDEX	FINES CONTENT (%)
0.0		Sandy GRAVEL and COBBLES with Organics (TOPSOIL), brown, dry										
		Sandy GRAVEL and COBBLES (gw), brown, dry, dense										
2.5												
5.0												
7.5		SHALE, trace Bentonite, red to gray, soft, highly weathered										
		Bottom of test pit at 9.0 feet.										

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TEST PIT NUMBER TP-9

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: LIQUID LIMIT	ATTERBERG LIMITS: PLASTIC LIMIT	ATTERBERG LIMITS: PLASTICITY INDEX	FINES CONTENT (%)
0.0		Sandy CLAY with Organics (TOPSOIL), brown, dry										
		Sandy CLAY (cl), trace gravel, brown, dry, medium stiff to stiff										
2.5		SANDSTONE, tan, medium hard to hard, highly to moderately weathered										
		Backhoe bucket refusal at 4.0 ft										
		Bottom of test pit at 4.0 feet.										

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TEST PIT NUMBER TP-10

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: LIQUID LIMIT	ATTERBERG LIMITS: PLASTIC LIMIT	ATTERBERG LIMITS: PLASTICITY INDEX	FINES CONTENT (%)
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	GB 1									
5.0			GB 2									
		Backhoe bucket refusal at 6.5 ft										
		Bottom of test pit at 6.5 feet.										

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970-255-6818

TEST PIT NUMBER TP-11

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: LIQUID LIMIT	ATTERBERG LIMITS: PLASTIC LIMIT	ATTERBERG LIMITS: PLASTICITY INDEX	FINES CONTENT (%)
0.0		Sandy CLAY with Organics (TOPSOIL), brown, dry to moist										
		Sandy CLAY (cl), trace gravel, tan to brown, dry, medium stiff to stiff	GB 1									
2.5		SHALE, trace Bentonite, red to gray, soft, highly weathered										
5.0		**Backhoe bucket refusal at 6.0 ft**										
		Bottom of test pit at 6.0 feet.										

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TEST PIT NUMBER TP-12

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: LIQUID LIMIT	ATTERBERG LIMITS: PLASTIC LIMIT	ATTERBERG LIMITS: PLASTICITY INDEX	FINES CONTENT (%)
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.										

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TEST PIT NUMBER TP-13

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 % (RQD)	BLOW COUNTS (N VALUE)	POCKET PEN. (tsf)	DRY UNIT WT. (pcf)	MOISTURE CONTENT (%)	ATTERBERG LIMITS: LIQUID LIMIT	ATTERBERG LIMITS: PLASTIC LIMIT	ATTERBERG LIMITS: PLASTICITY INDEX	FINES CONTENT (%)
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.										

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TEST PIT NUMBER TP-14

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: LIQUID LIMIT	ATTERBERG LIMITS: PLASTIC LIMIT	ATTERBERG LIMITS: PLASTICITY INDEX	FINES CONTENT (%)
0.0		Sandy CLAY with Organics (TOPSOIL), trace gravel and cobbles, brown, dry										
2.5		Sandy CLAY with Gravel (cl), tan to brown, dry, medium stiff										
		SANDSTONE, tan, medium hard to hard, moderately weathered										
		Backhoe bucket refusal at 4.0 ft										
		Bottom of test pit at 4.0 feet.										

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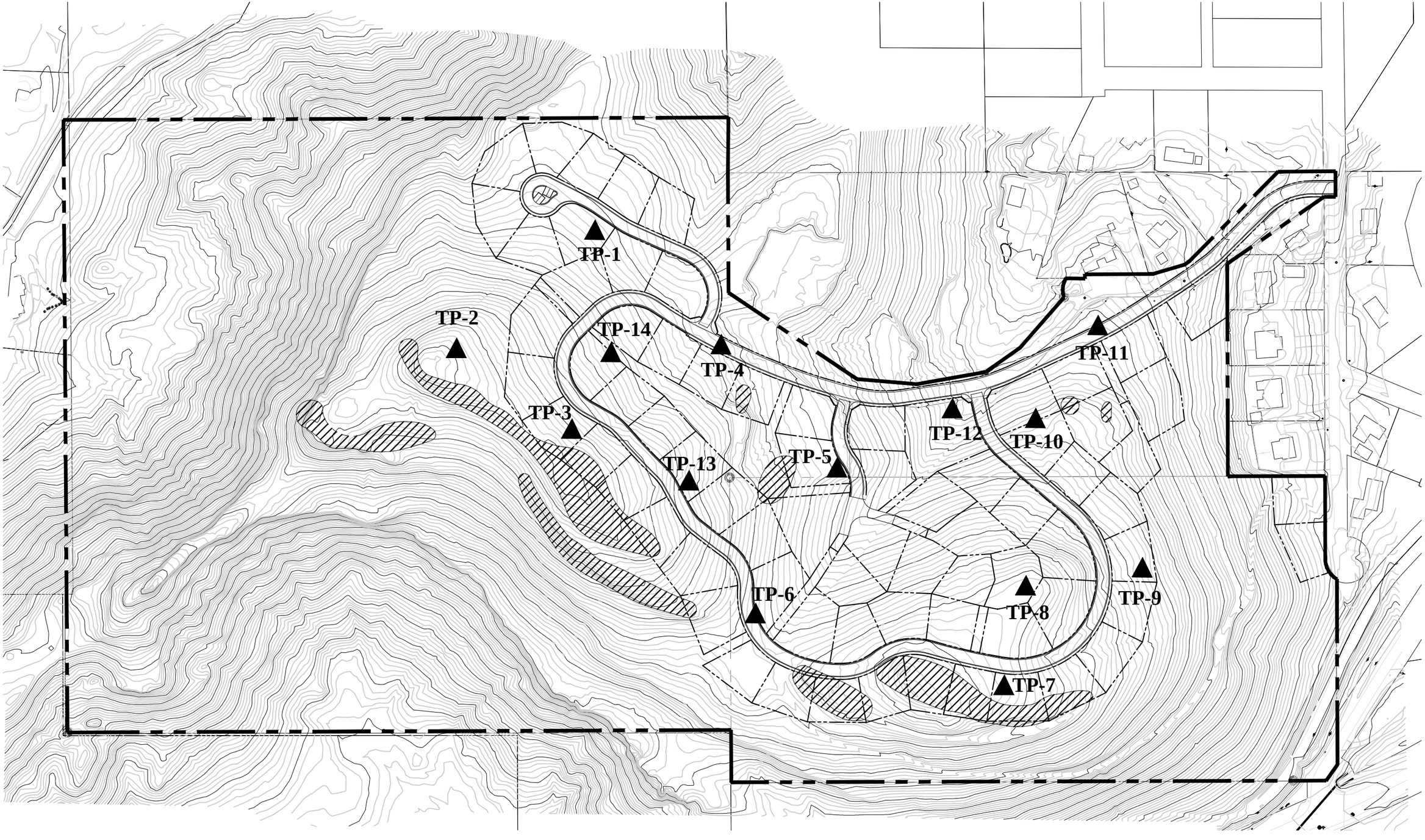

MAGNUS COURT
TEST PIT LOCATION MAP

- ROCK OUTCROP

0 200 400 600

NORTH

CIAVONNE, ROBERTS & ASSOCIATES, INC.
LAND PLANNING AND
LANDSCAPE ARCHITECTURE
222 N. 7TH STREET GRAND JUNCTION, CO 81501 www.ciavonne.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**

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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

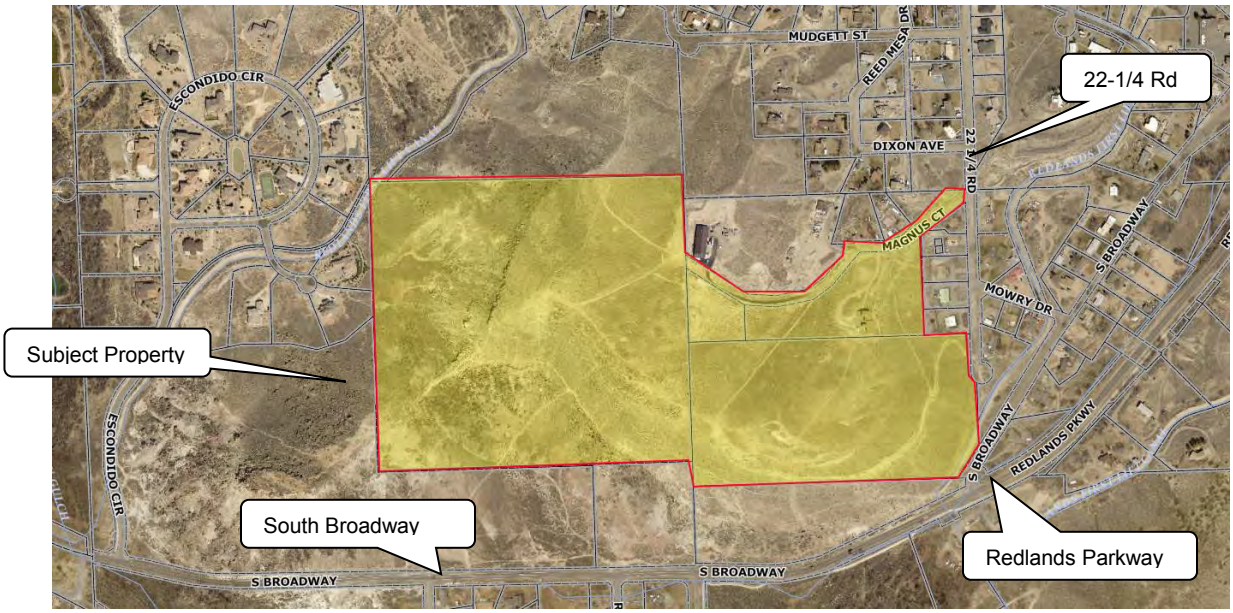
.....1. Identify Township, Range, and Section.

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.

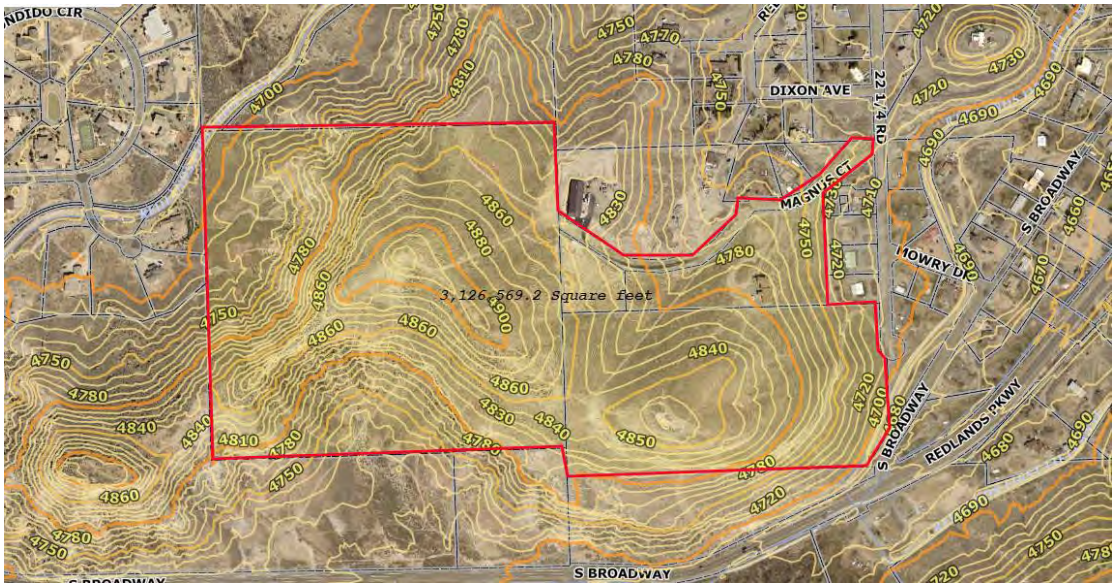
C. Property Description

.....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.

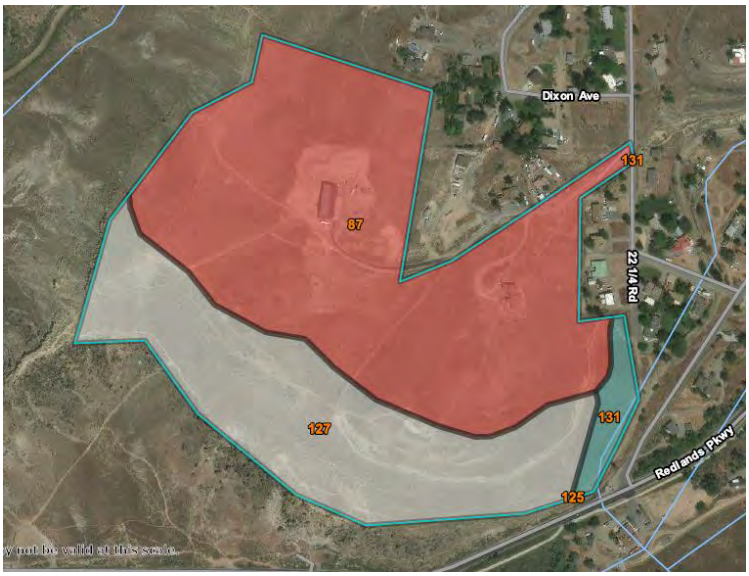
Southeastern Corner of the site looking west

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.

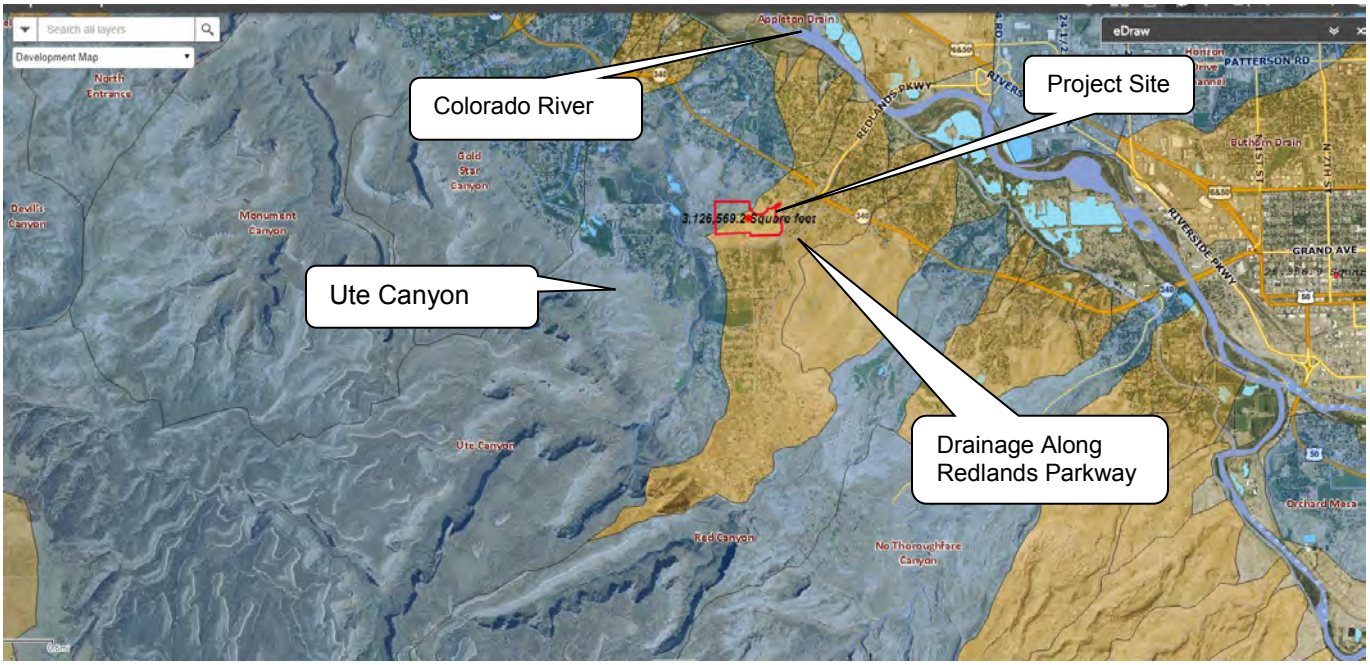
The topography and existing drainage channels within the project will be the biggest challenges to the project development.

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.

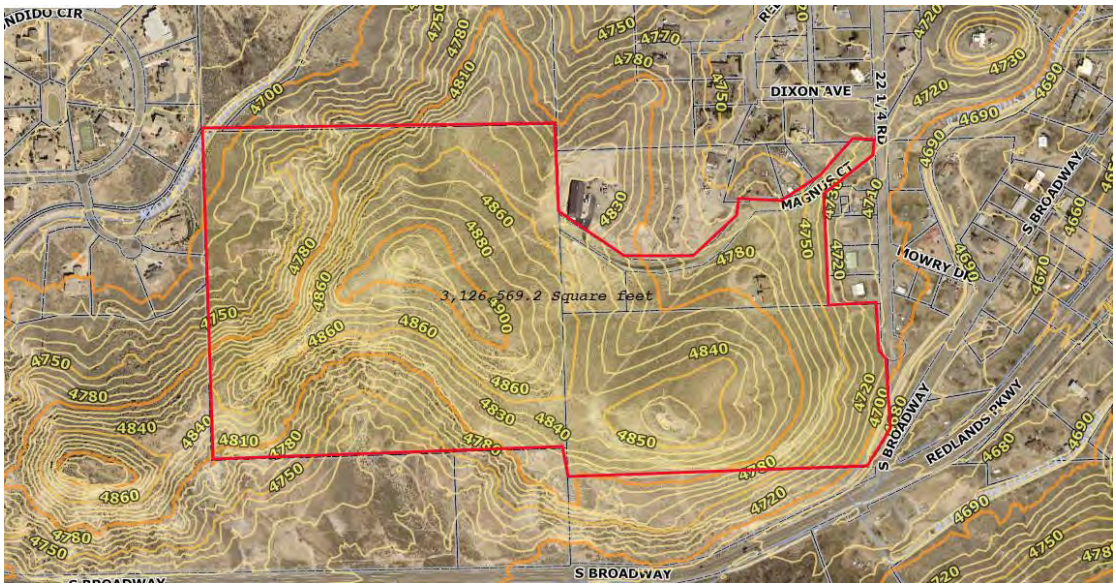
ACG is not aware of any drainage studies from the adjacent properties.

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.

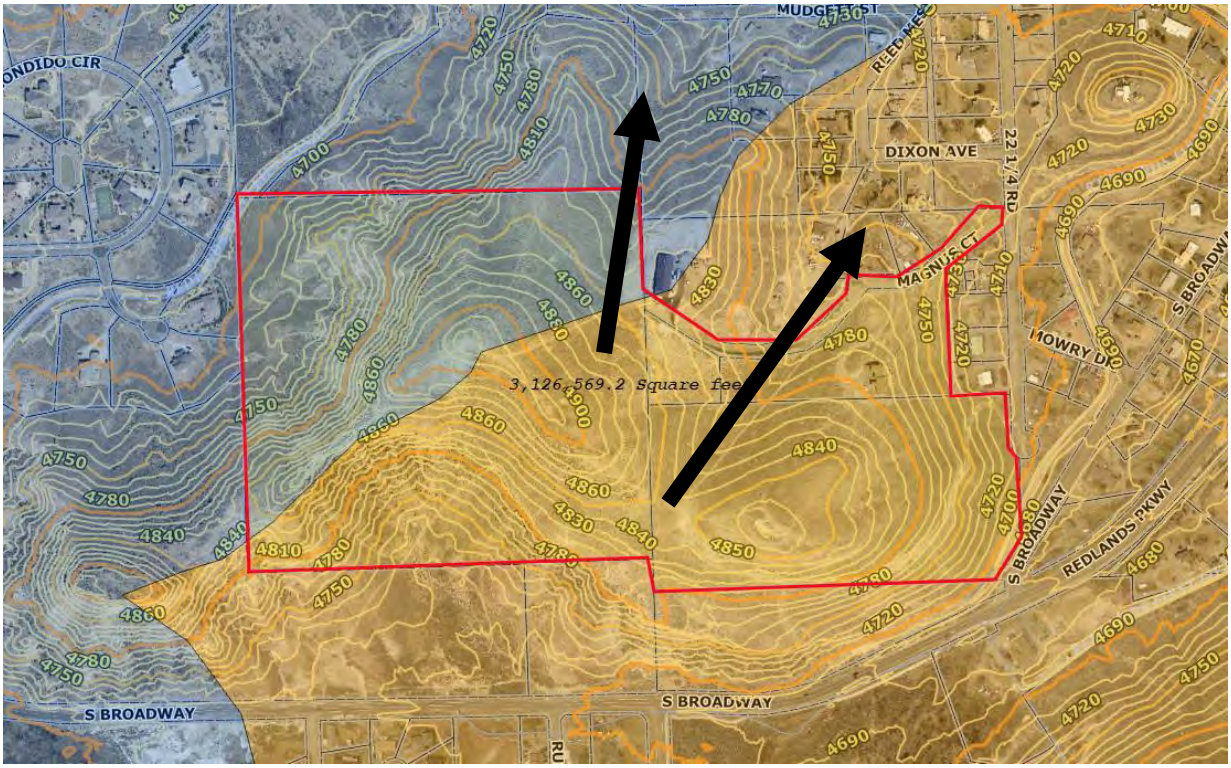
The 70-acre project site is located on a hilltop area which has significant topographic relief. The highest elevation within the project area is at an elevation of 4924 and the lowest elevation is at 4690, along the southeastern edge of the site.



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 asses 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, "_____.

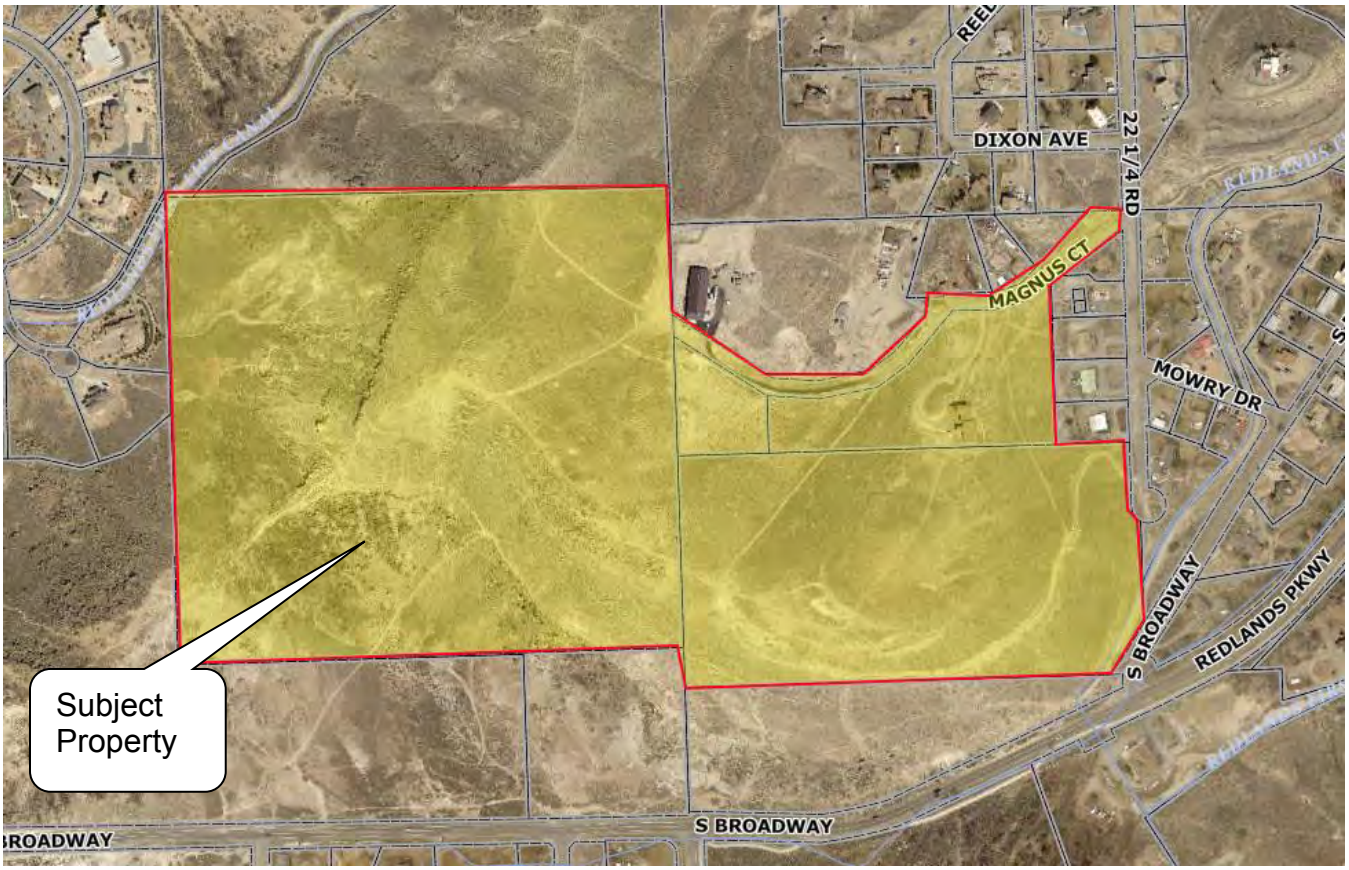
5. StormCAD V1.0, Haestad Methods, Inc., 37 Brookside Road, Waterbury, CT 06708

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 FIRMette

FEMA

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
	17.5 Water Surface Elevation
	Coastal Transect
	Base Flood Elevation Line (BFE)
	Limit of Study
	Jurisdiction Boundary
	Coastal Transect Baseline
	Profile Baseline
	Hydrographic Feature
MAP PANELS	Digital Data Available
	No Digital Data Available
	Unmapped

N

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

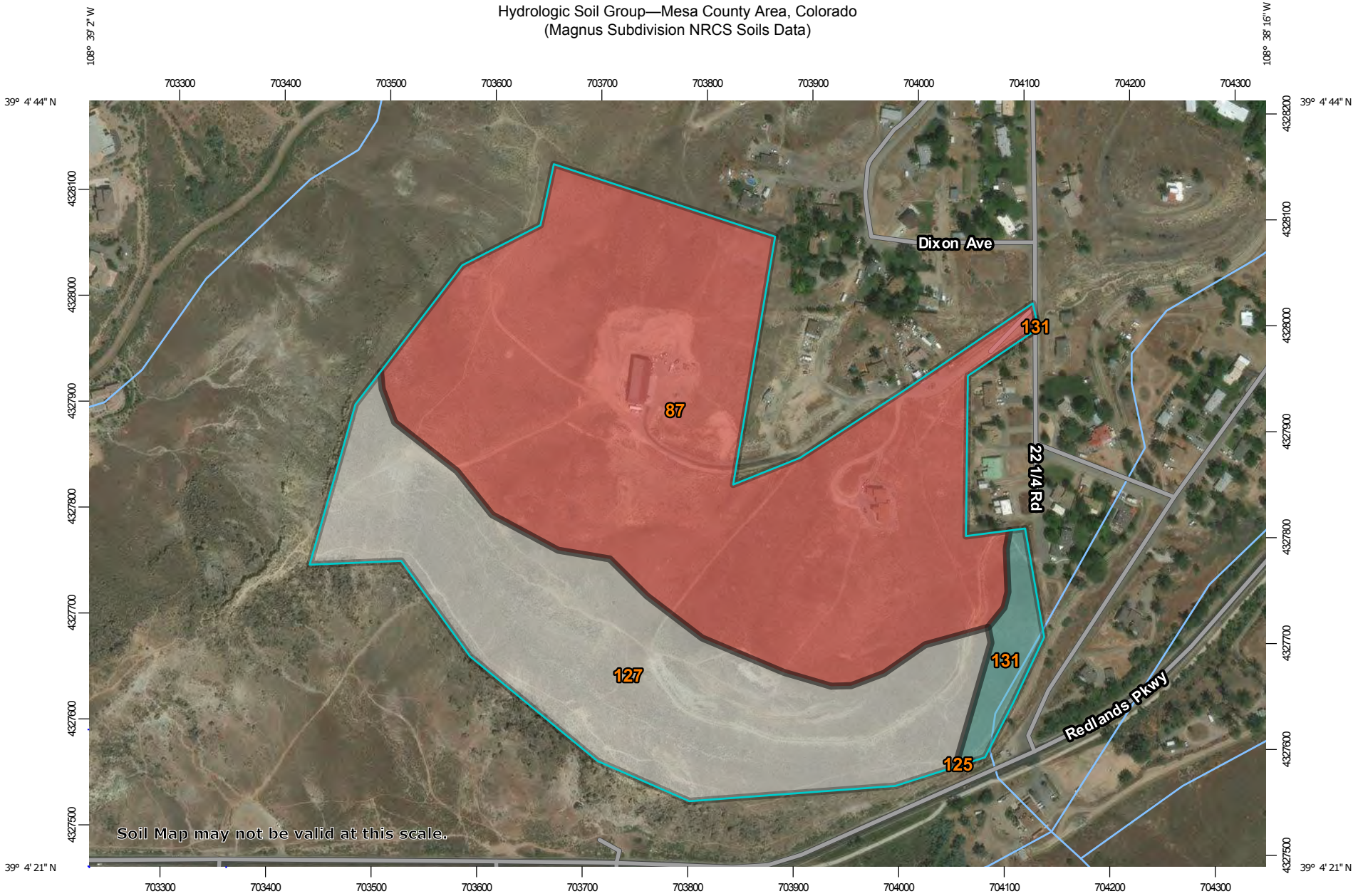
The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 2/22/2019 at 9:54:05 AM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded 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)



Map Scale: 1:5,100 if printed on A landscape (11" x 8.5") sheet.

N

Meters
0 50 100 200 300

Feet
0 200 400 800 1200

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 12N WGS84

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

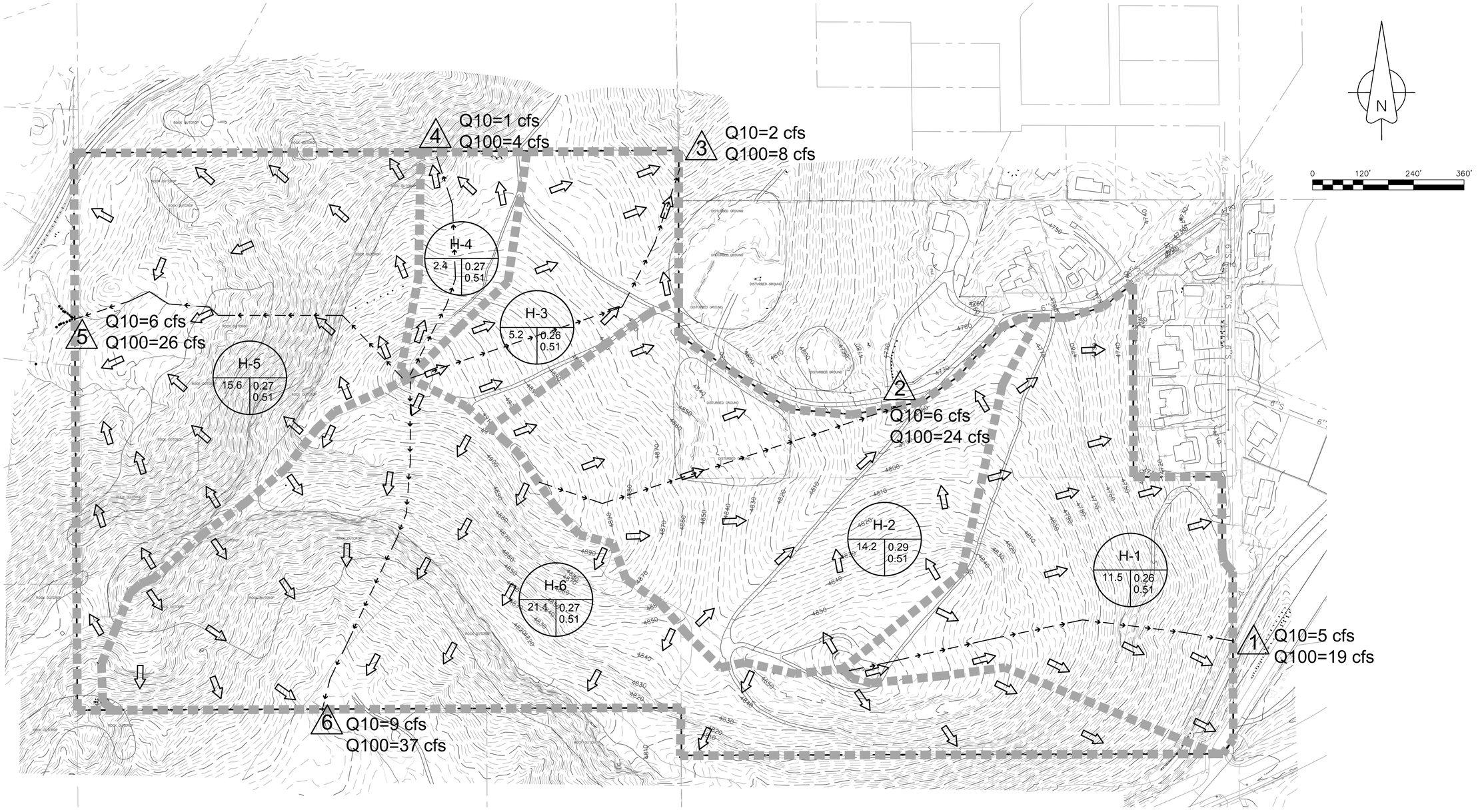
Aggregation Method: Dominant Condition

Component Percent Cutoff: None Specified

Tie-break Rule: Higher

APPENDIX D

Historic Drainage Conditions / Maps



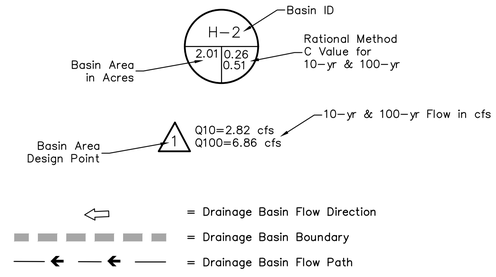
GENERAL NOTES:

1. 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.

2. 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.

3. 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.

4. 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.



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	REVISIONS		

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Land Planning • Civil Engineering • Development Services
123 North 7th Street, Suite 300 • Grand Junction, Colorado 81501
(970) 242-7540

MAGNUS SUBDIVISION
description
HISTORIC DRAINAGE PLAN
ADDRESS
prepared for
Client Name

DRAWN BY:	DESIGNED BY:	CHECKED BY:	APPROVED BY:
lms	lms		MRA

JOB NUMBER: 1304.0001
DATE: 02-22-19
SCALE: 1"=120'
SHEET NO:

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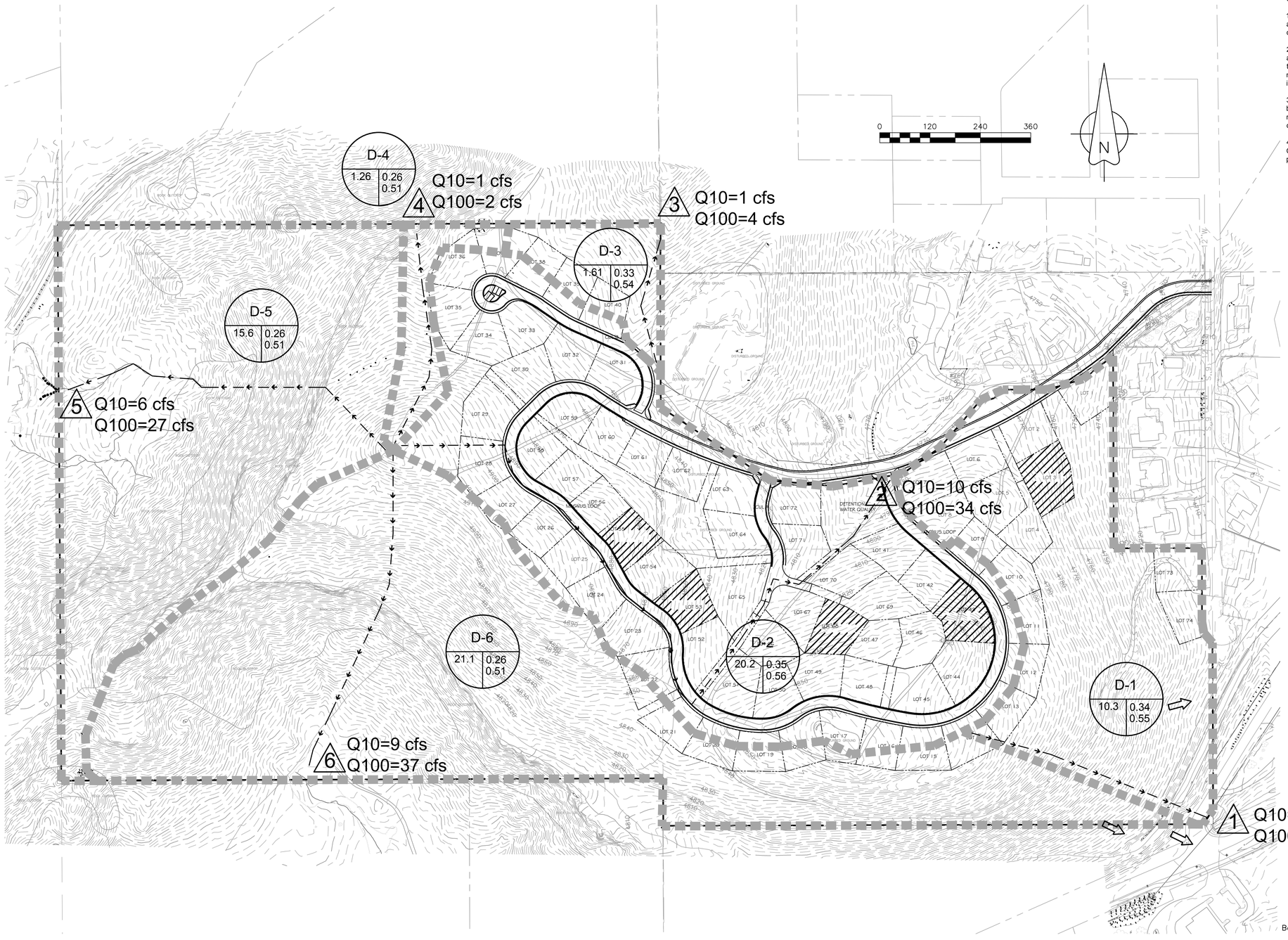
APPENDIX E

Proposed Site Plan



GENERAL NOTES:

1. 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.

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NO.	DESCRIPTION	DATE	BY
1	RESPONSE TO ROUND #1 COMMENTS	03-04-15	mra

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Land Planning • Civil Engineering • Development Services
123 North 7th Street, Suite 300 • Grand Junction, Colorado 81501
(970) 242-7540

MAGNUS SUBDIVISION
description
DEVELOPED DRAINAGE PLAN
805 BOOKCLIFF AVENUE
prepared for
Grand Junction Housing Authority

DRAWN BY:	lms
DESIGNED BY:	lms
CHECKED BY:	
APPROVED BY:	MRA
JOB NUMBER:	1179.0003
DATE:	01-05-15
SCALE:	1"=30'
SHEET NO.	APPENDIX E

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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		Roof		Gravel		Impervious		Undeveloped		R-3		Composite $i^{(3)}$	Composite $C^{(4)}$	Composite $CN^{(5)}$	$K^{(6)}$	Intitial Flow			Travel Time-Surface				Totals			
																				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 DISTRUBANCE																														
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 $C_{5\text{-}yr}$ Value Based on Soil Type and Imperviousness Value in (4)

(7) Initial or Overland Flow Time (minutes): $t_i = (1.8 * (1.1\text{-}K) * L_o^{1/2}) / S^{1/3}$ - 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

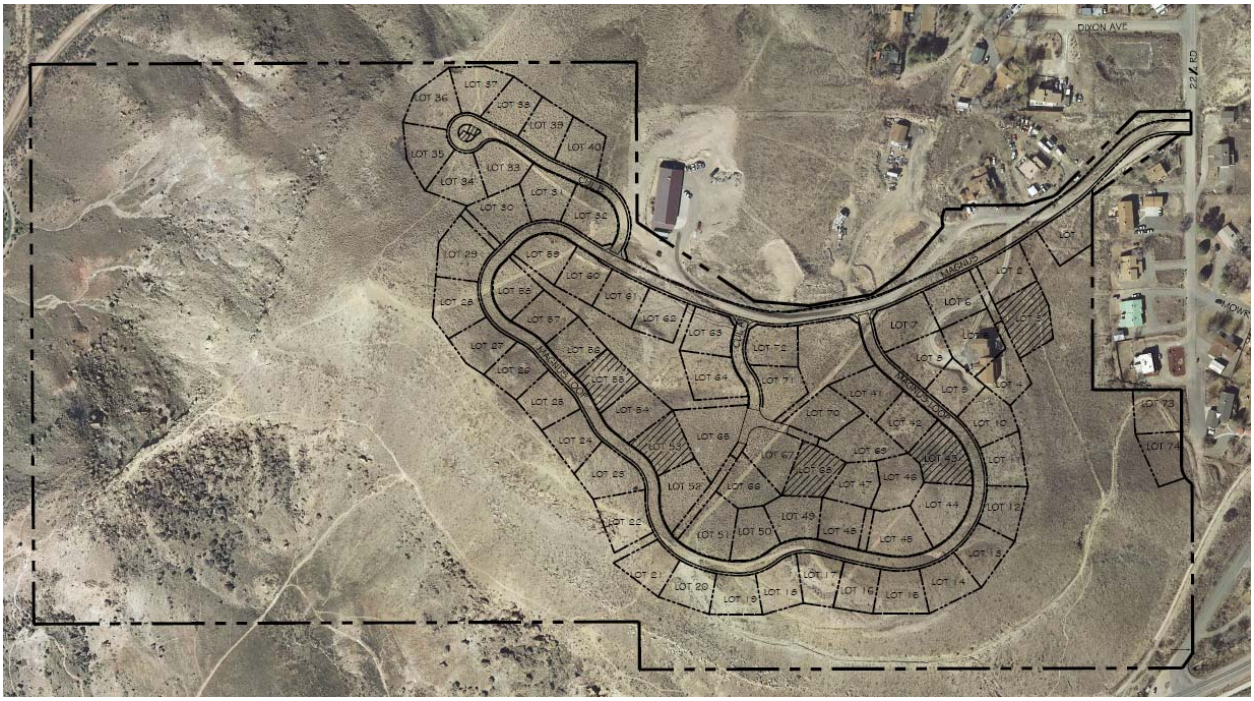
(14) Storm Runoff: $Q_{cfs} = C * I_{(in/hr)} * A_{(acres)}$ -- per SWMM Equation 710

Transportation Impact Study

for

Magnus Court Subdivision

Grand Junction, Colorado



February 25, 2019
Revised: July 10, 2019

PREPARED FOR:
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222 North 7th Street
Grand Junction, CO 81501
Contact: Ted Ciavonne

PREPARED BY:
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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

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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

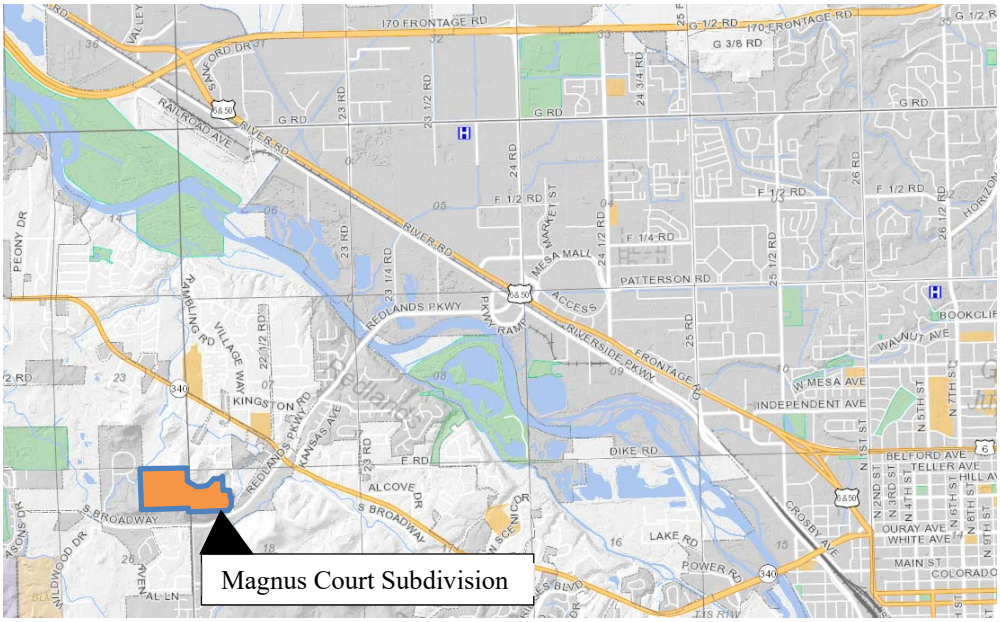
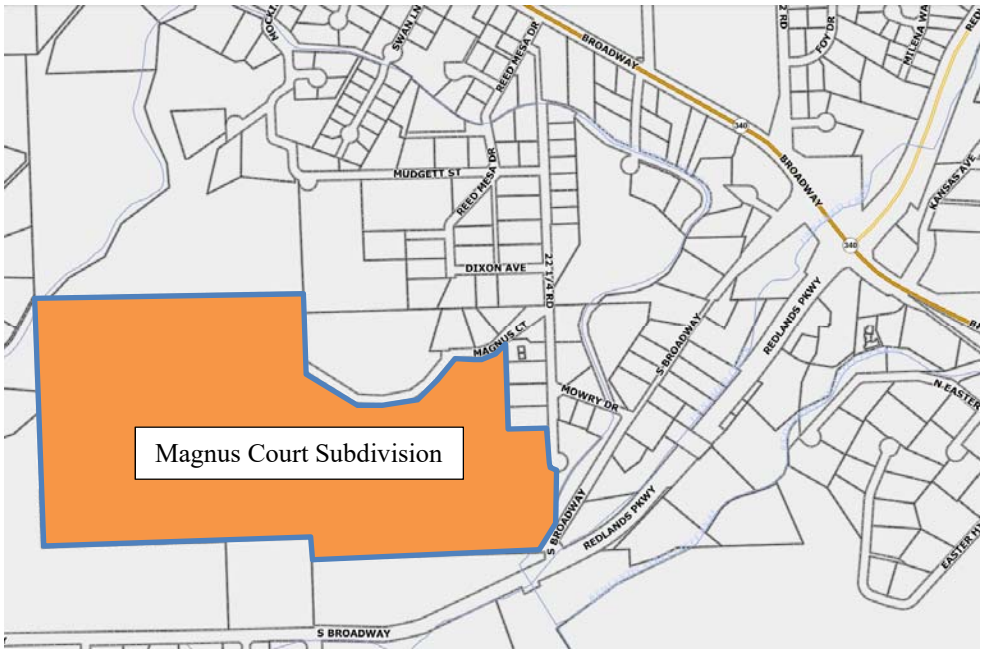


Figure 2: Area Map



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 22¼ Road then go north on 22¼ 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 22¼ Road can go south on 22¼ 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 & 22¼ 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.

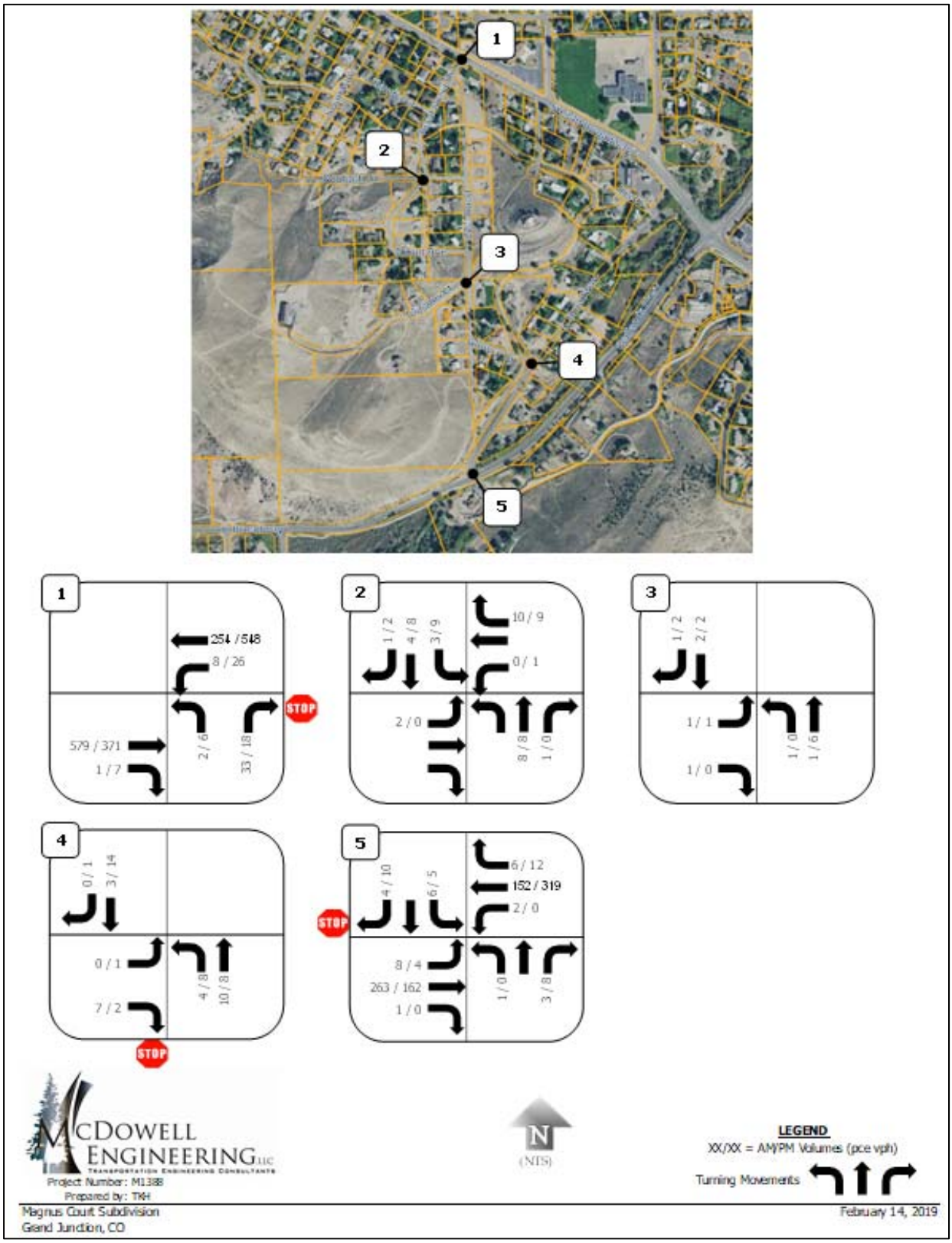
To be conservative, peak hours of the critical turning movements at intersections 1 and 5 were used for the traffic analysis, rather than the total traffic peak hour. The morning peak hour for turning movements at both intersections 1 and 5 was from 7:45 a.m. to 8:45 a.m. The evening peak hour for turning 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.

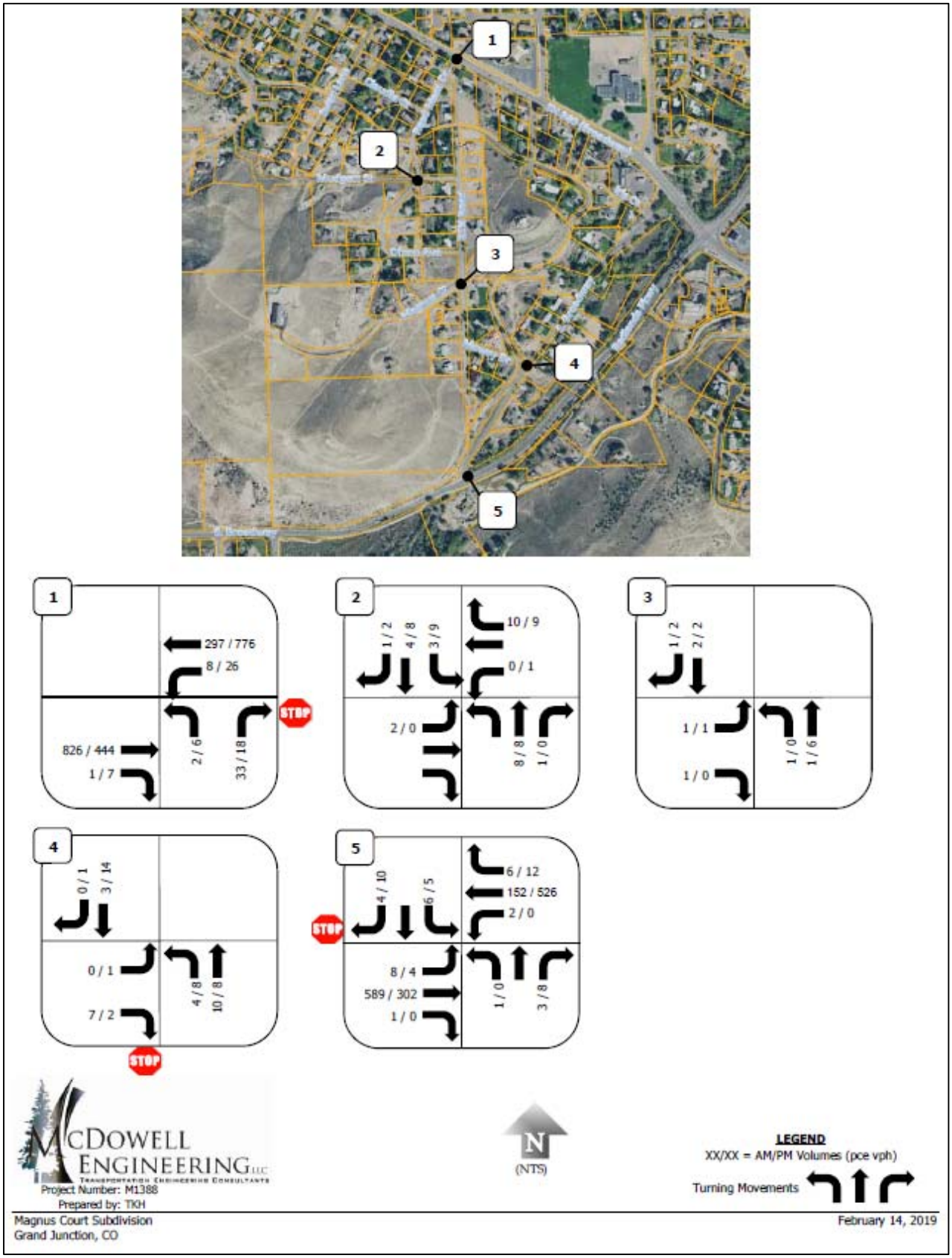
3.2 Planned or Existing Land Development Projects

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 the 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 or 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 22¼ 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

M1388
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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 Inbound % Trips	Morning Peak Hour Inbound Trips	Morning Peak Hour Outbound % Trips	Morning Peak Hour Outbound Trips	Evening Peak Hour Inbound % Trips	Evening Peak Hour Inbound Trips	Evening Peak Hour Outbound % Trips	Evening Peak Hour Outbound Trips
Existing Land Use															
#210 Single-Family Detached Housing[1]	1	Unit	0.77	1.02	9.52	9.91	10	26%	0	74%	1	64%	1	36%	0
Proposed Land Use															
#210 Single-Family Detached Housing[1]	74	Unit	0.77	1.02	9.52	9.91	710	26%	15	74%	42	64%	48	36%	27
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

Figure 7: AM Project Traffic Distribution (35% NB, 65% SB)

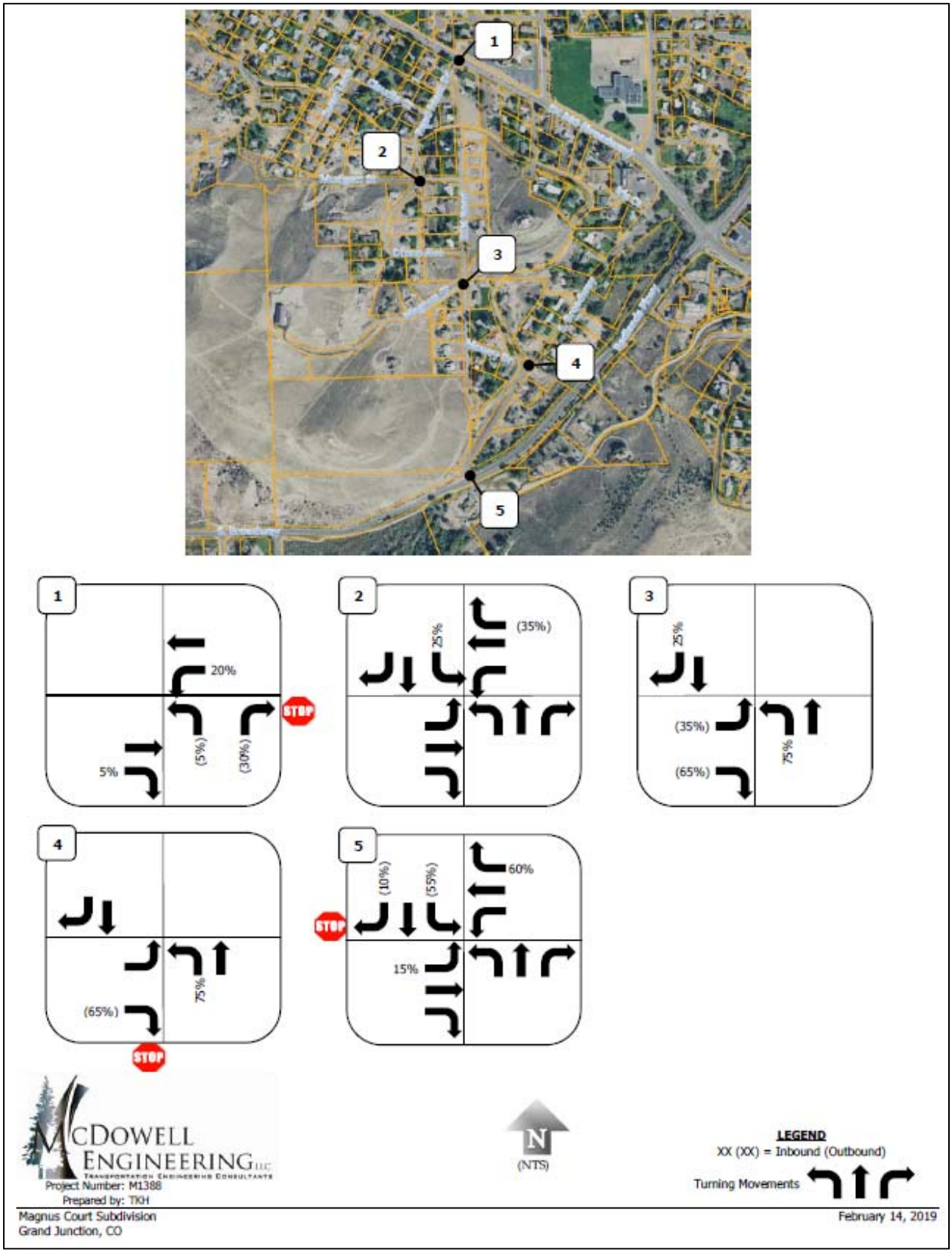


Figure 8: PM Project Traffic Distribution (35% NB, 65% SB)

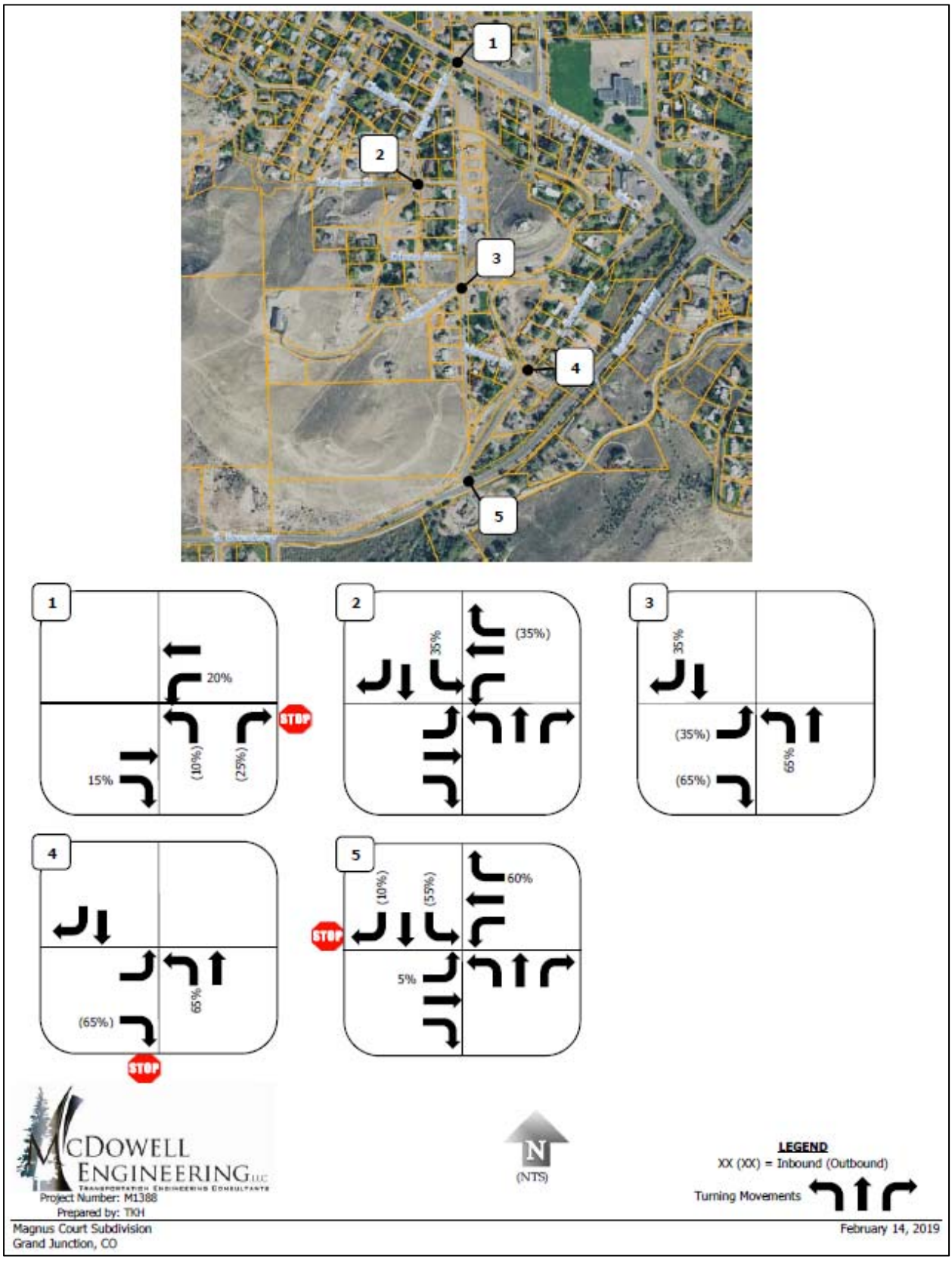


Figure 9: Project Traffic (35% NB, 65% SB)

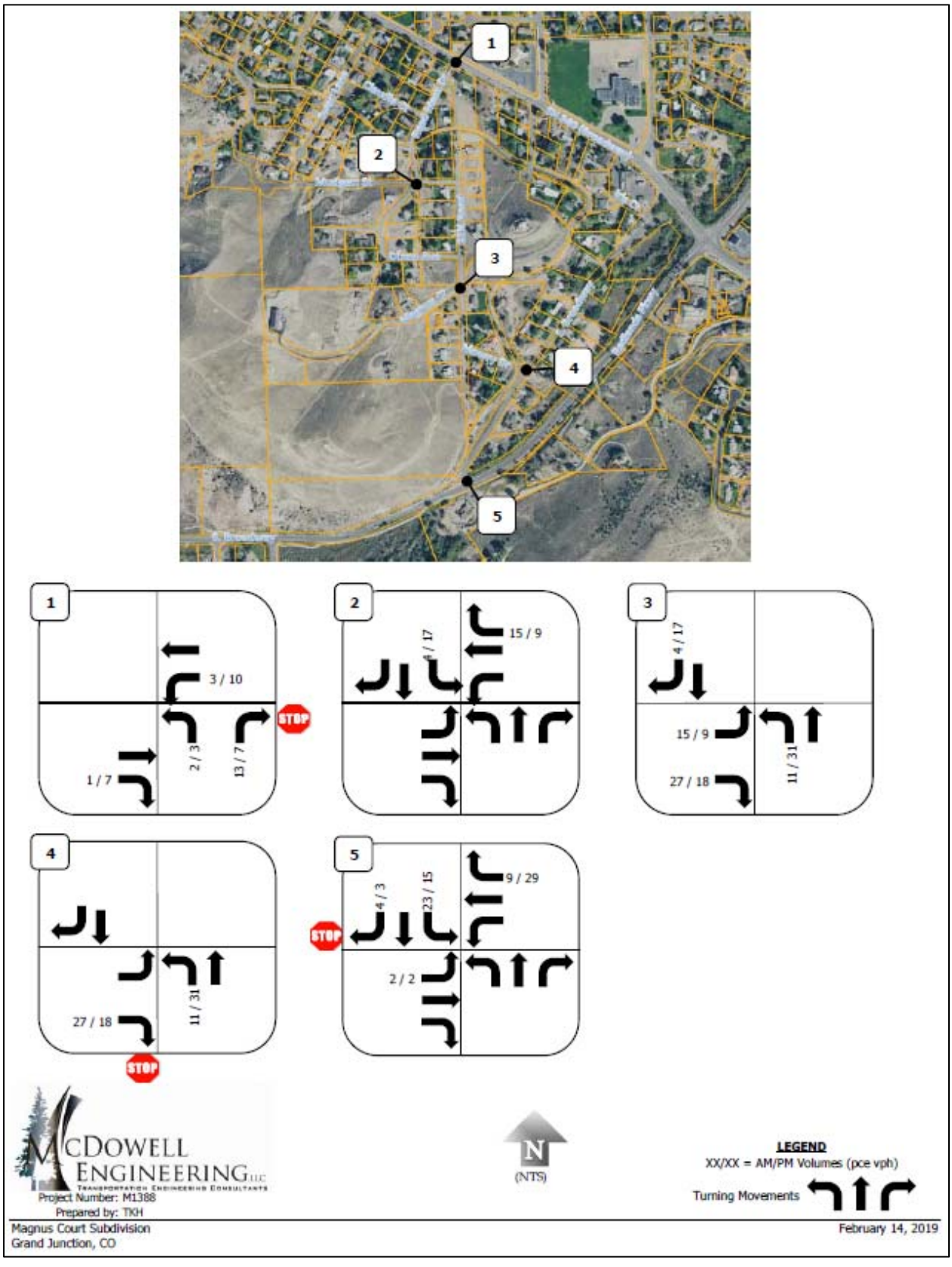


Figure 10: AM Project Traffic Distribution (60% NB, 40% SB)

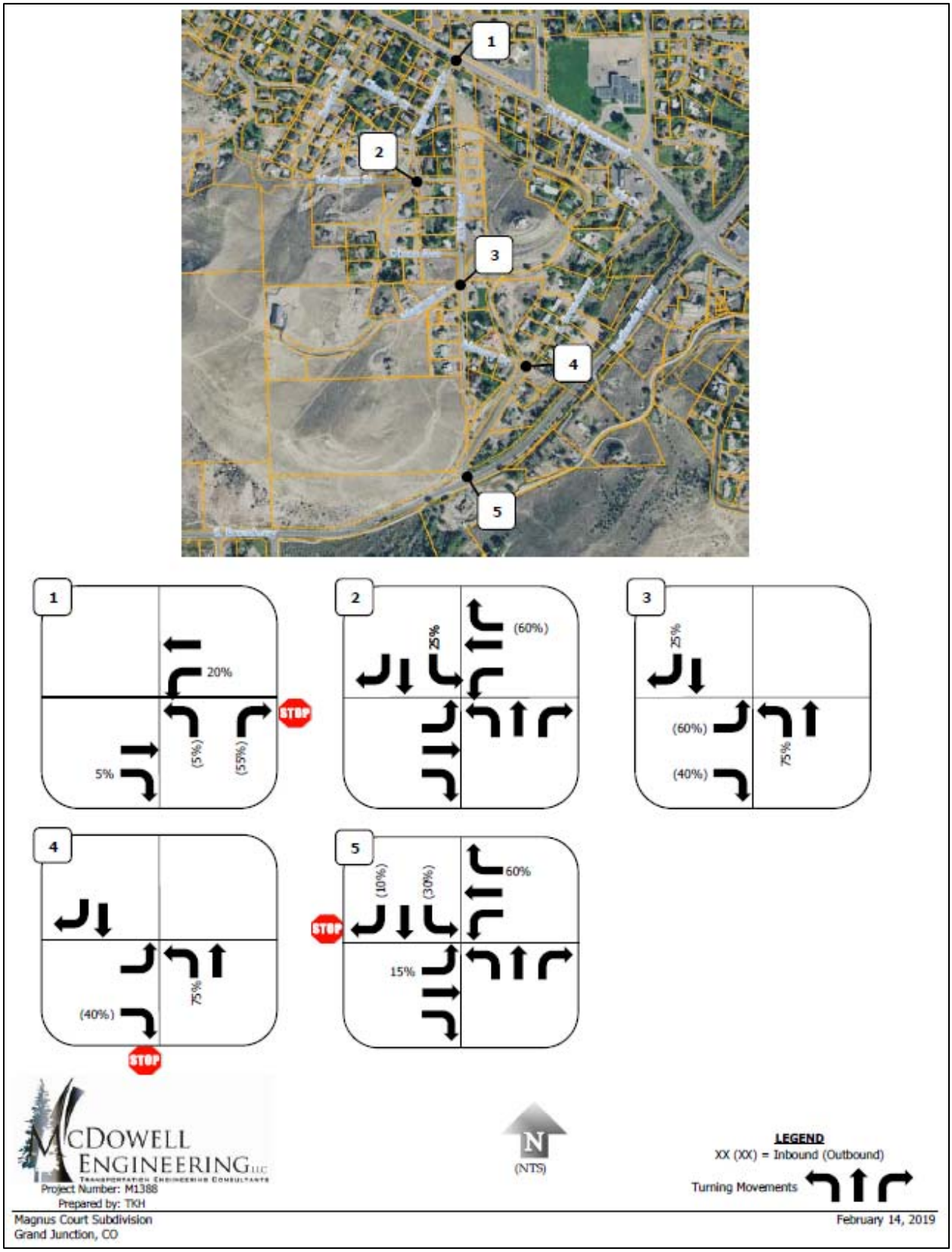


Figure 11: PM Project Traffic Distribution (60% NB, 40% SB)

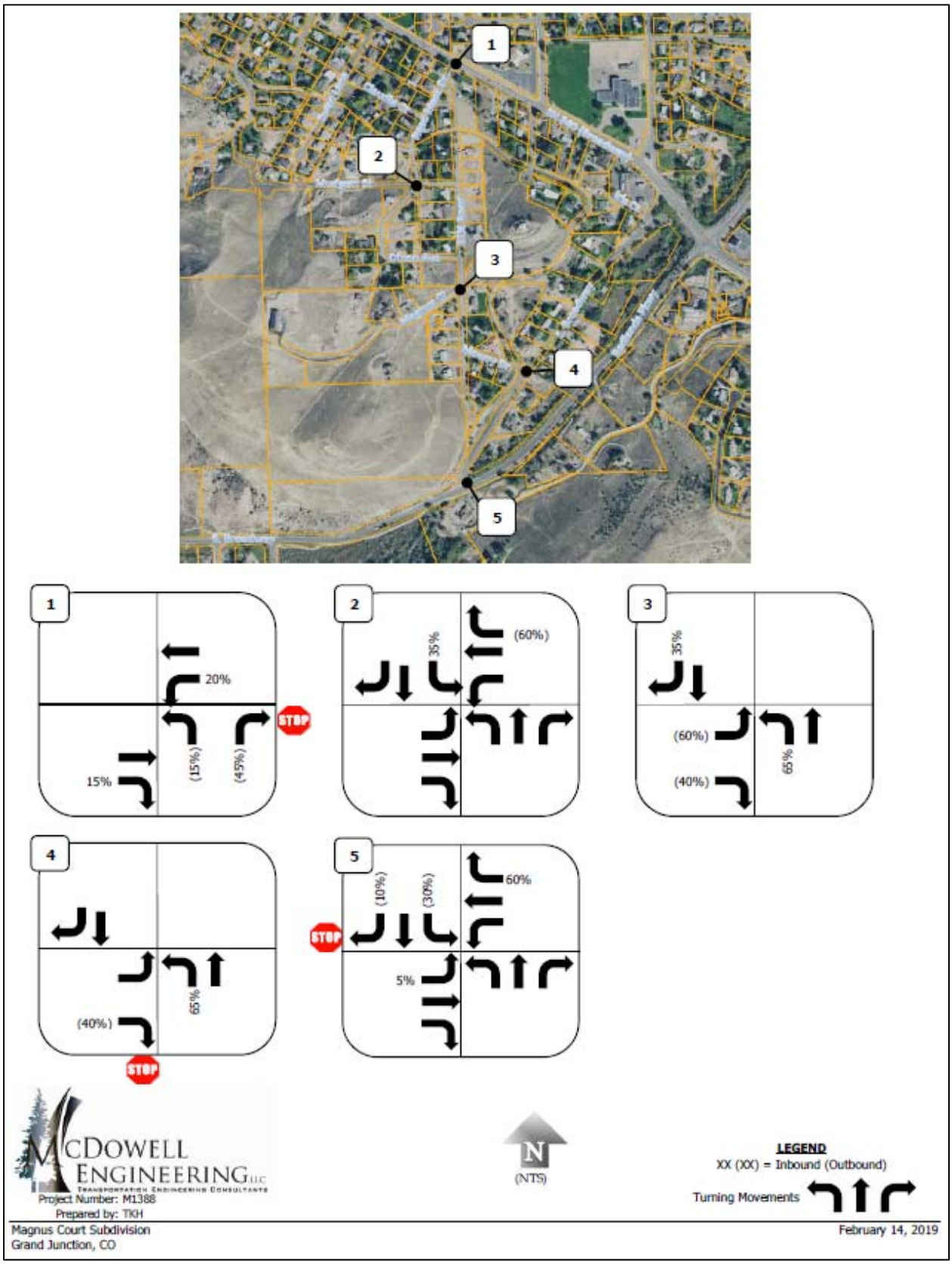
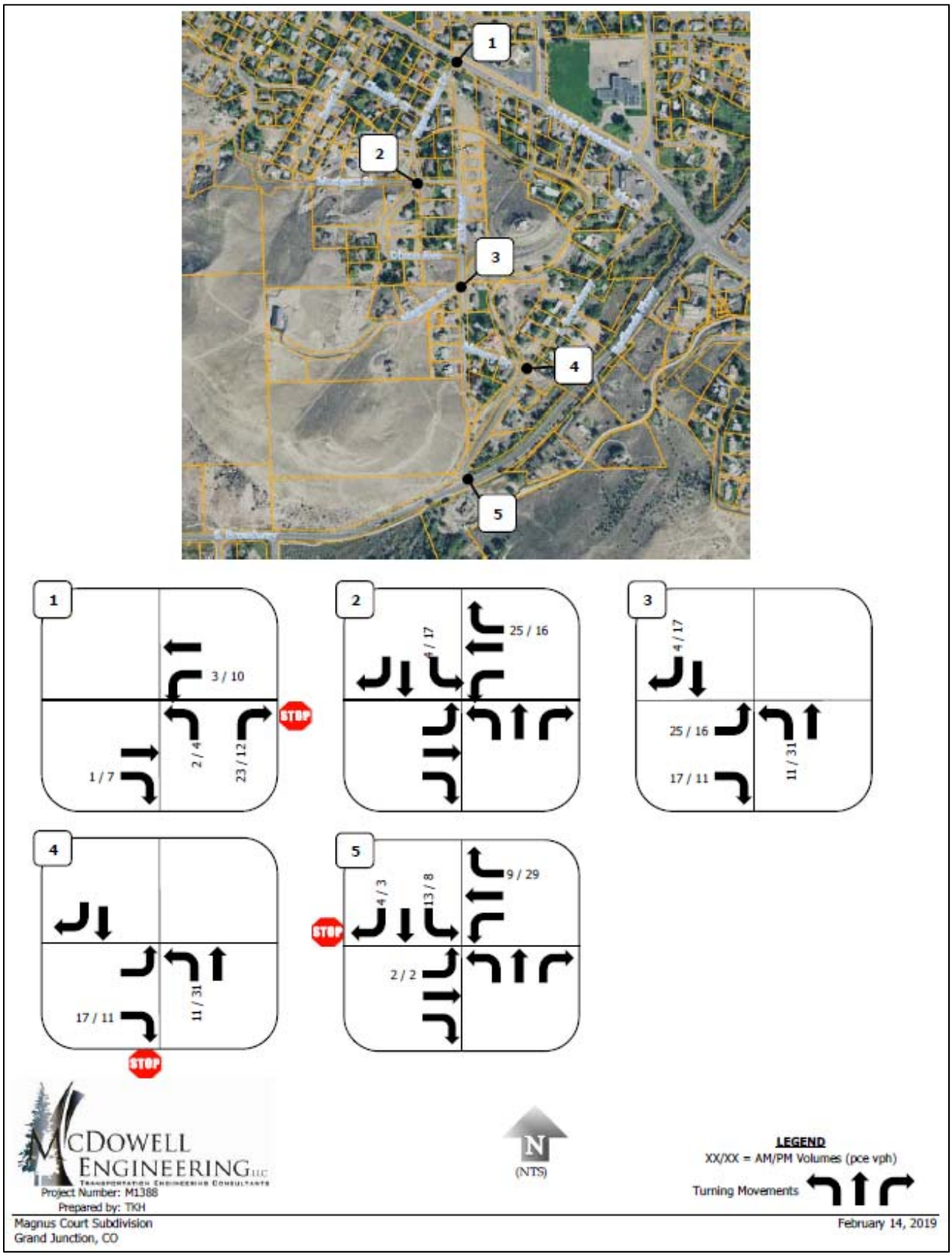


Figure 12: Project Traffic (60% NB, 40% SB)



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)

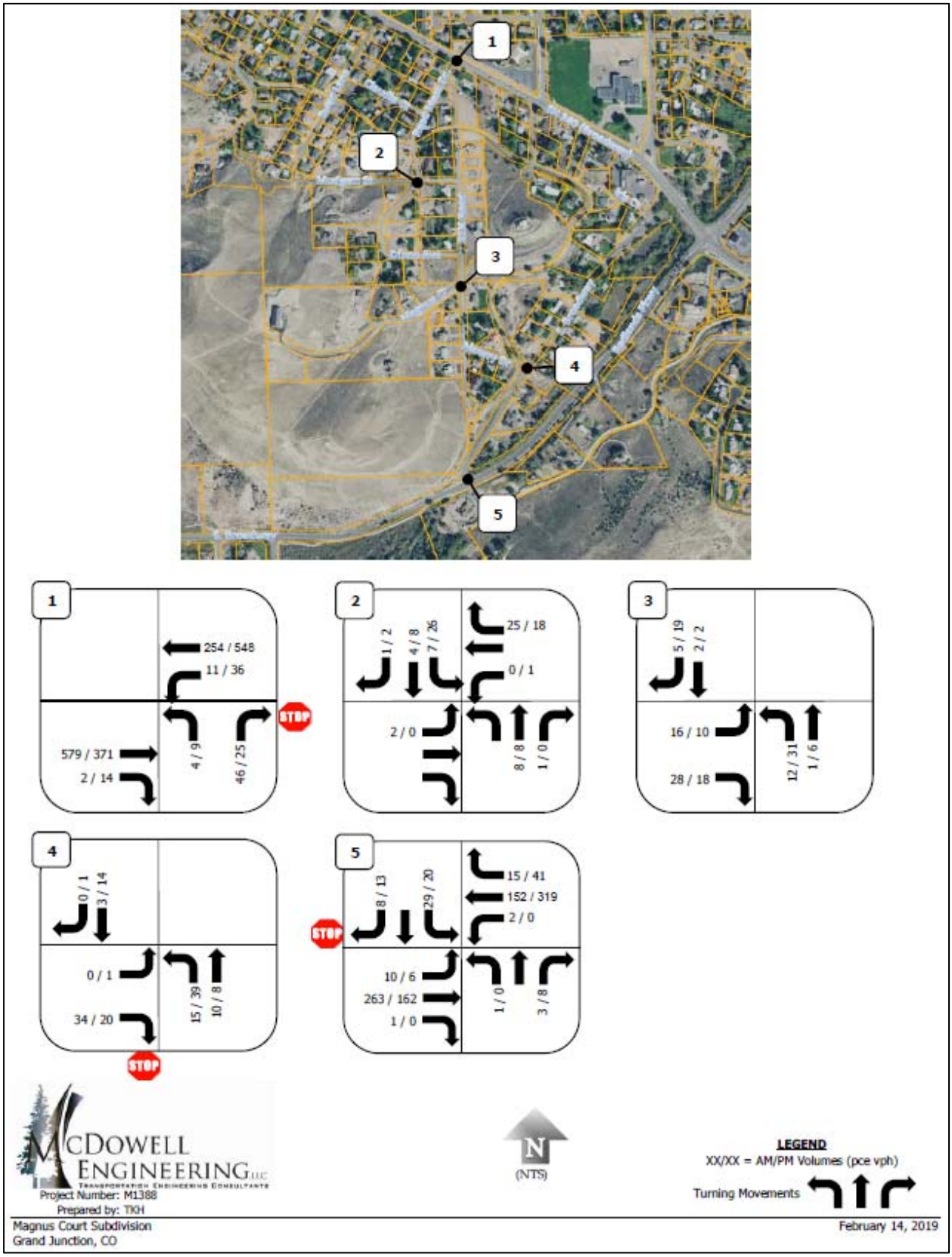


Figure 14: Initial Year Total Traffic (2019) (60% NB, 40% SB)

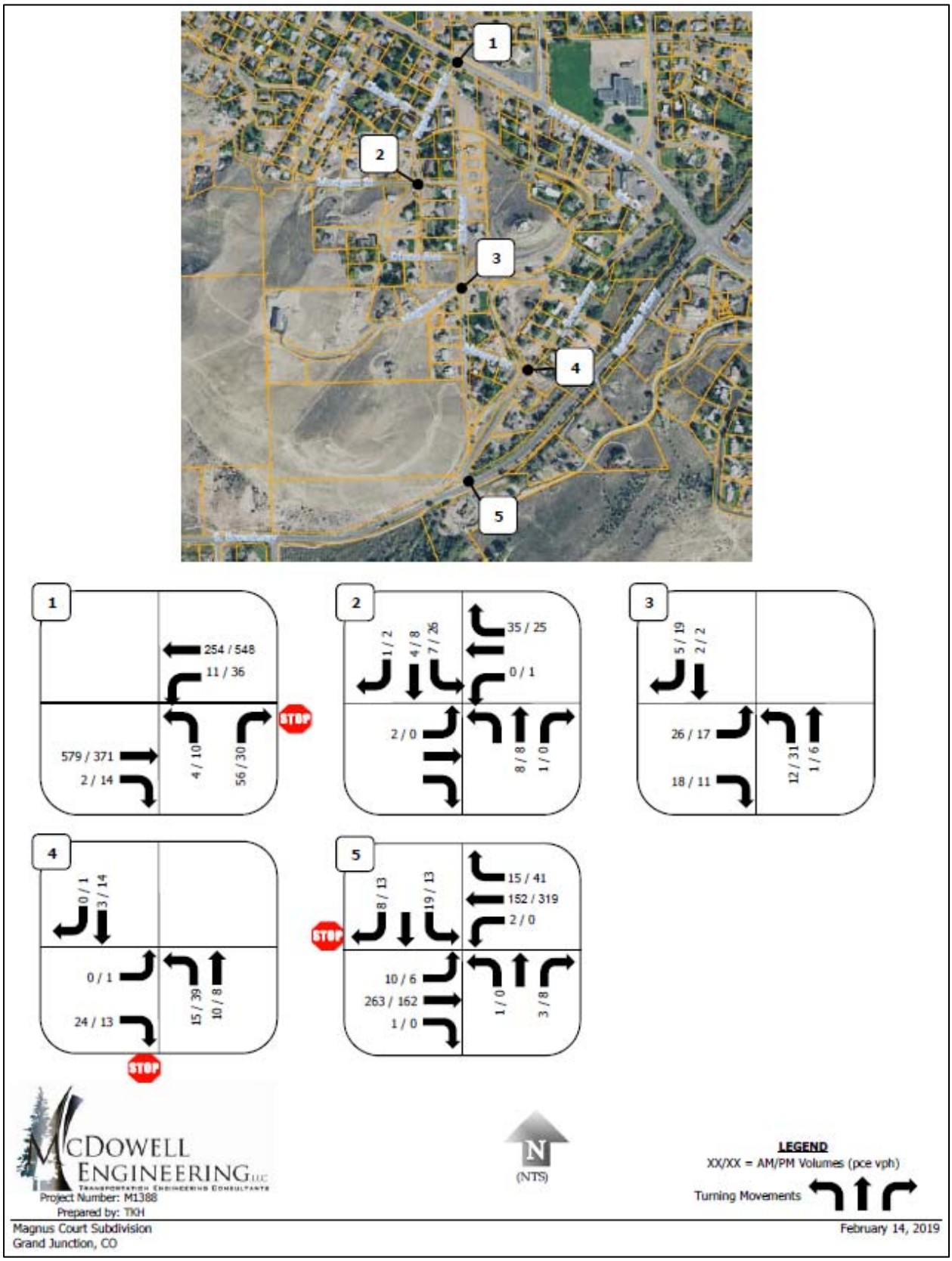


Figure 15: Design Year Total Traffic (2040) (35% NB, 65% SB)

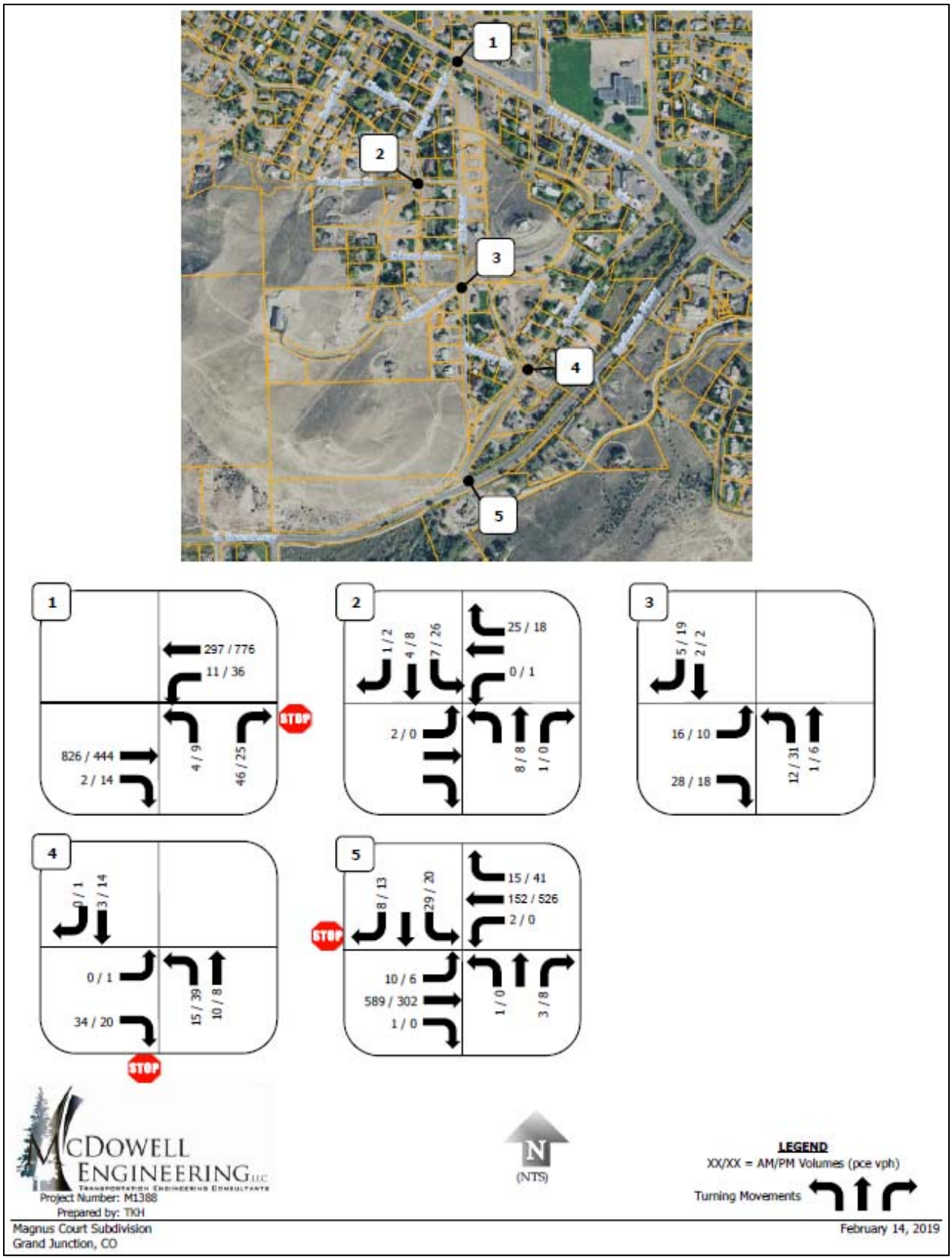
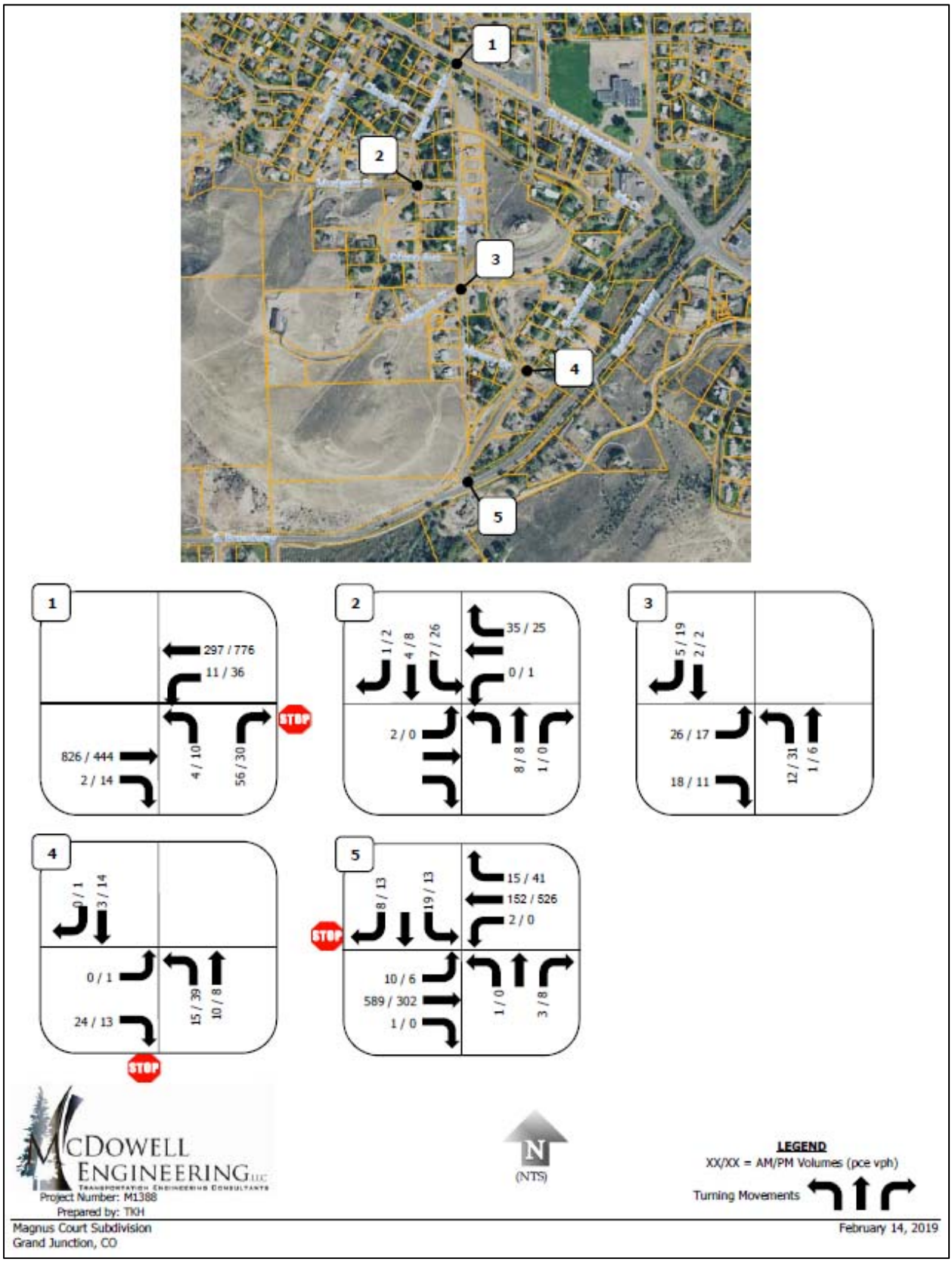


Figure 16: Design Year Total Traffic (2040) (60% NB, 40% SB)



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

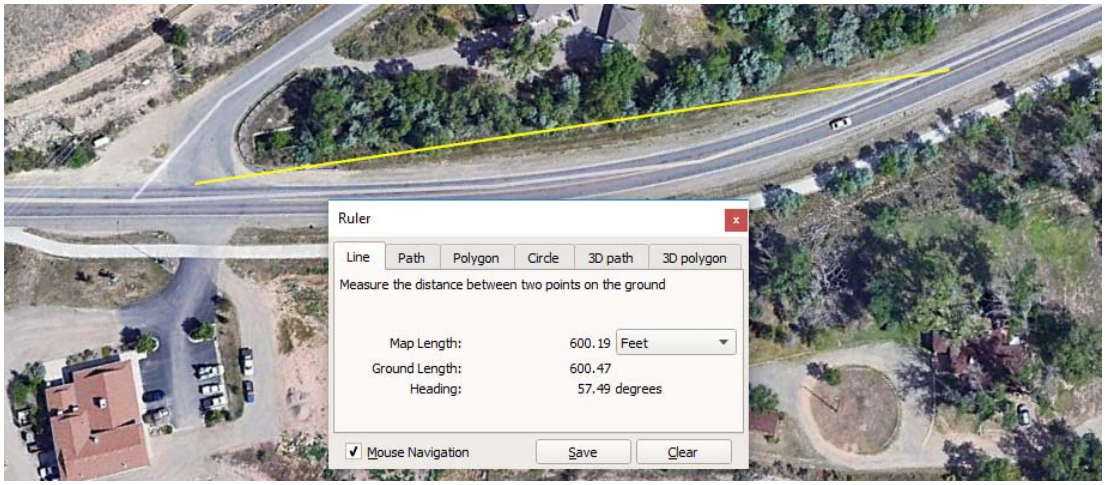
5.4.2 South Broadway and Redlands Parkway

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 22¼ Road

Magnus Court connects to 22¼ Road 100 feet south of the crest of a vertical curve on 22¼ Road. The rise in grade may be enough to block the line of sight for either or both eastbound vehicles on Magnus Court entering 22¼ Road and southbound vehicles on 22¼ 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 22¼ 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 22¼ 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 & 22¼ Road
	4. Magnus Court & 22¼ Road
	5. Mowry Drive & S. Broadway
	6. S. Broadway & Redlands Parkway
Time Period For Study:	_X_ AM _X_ 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

N

0 0.15 0.3 mi

Printed: 1/10/2019

1 inch = 500 feet

CITY OF Grand Junction COLORADO GEOGRAPHIC INFORMATION SYSTEM

Magnus Court Subdivision traffic directional distribution

Magnus Court Subdivision will be part of a neighborhood that the 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 or 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 22¼ 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

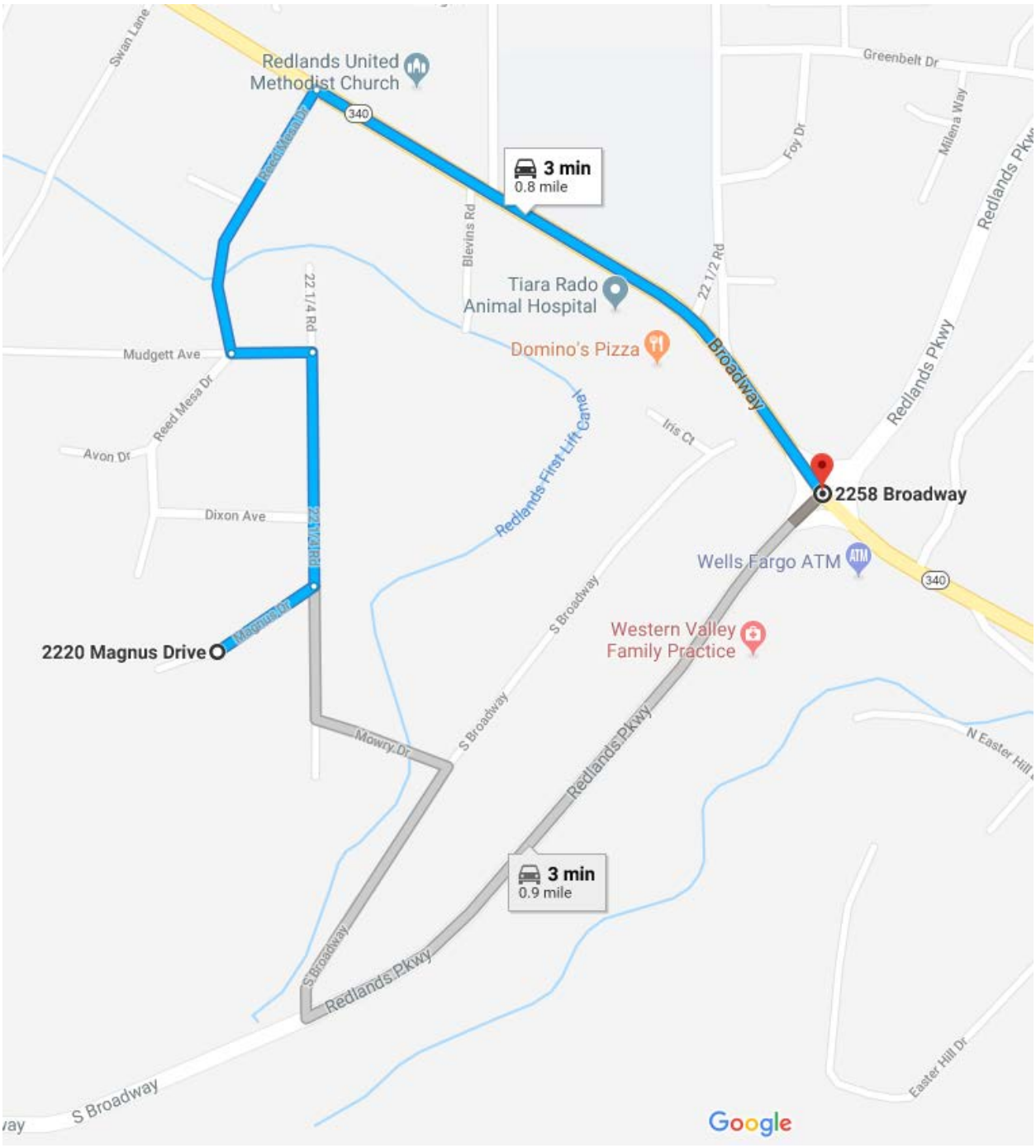
N

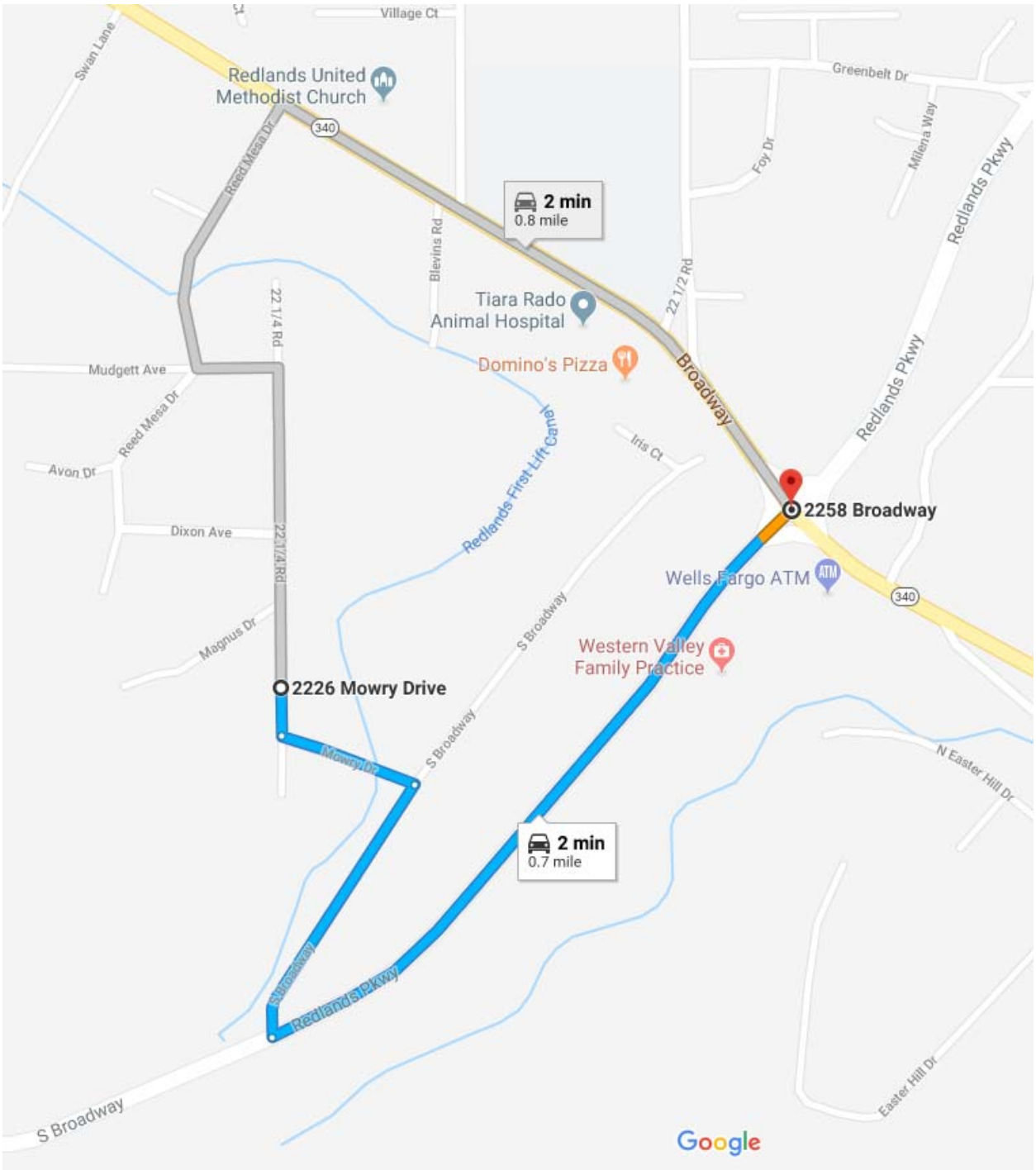
0 0.125 0.25 mi

Printed: 1/10/2019

1 inch = 400 feet

CITY OF Grand Junction COLORADO
GEOGRAPHIC INFORMATION SYSTEM


Redlands United Methodist Church
340
3 min
0.8 mile
Greenbelt Dr
Foy Dr
Milena Way
Redlands Pkwy
Blevins Rd
22 1/2 Rd
Tiara Rado Animal Hospital
Domino's Pizza
Broadway
Rocci Mesa Dr
22 1/4 Rd
Mudgett Ave
Reed Mesa Dr
Avon Dr
Redlands First Lift Canal
Iris Ct
2258 Broadway
Dixon Ave
Wells Fargo ATM
Magnus Dr
2220 Magnus Drive
S Broadway
Western Valley Family Practice
Mowry Dr
N Easter Hill
Redlands Pkwy
3 min
0.9 mile
Easter Hill Dr
Google


Village Ct
Swan Lane
Redlands United Methodist Church
340
Reed Mesa Dr
Greenbelt Dr
Foy Dr
Milena Way
Redlands Pkwy
2 min
0.8 mile
Blevins Rd
22 1/2 Rd
Tiara Rado Animal Hospital
Domino's Pizza
Broadway
22 1/4 Rd
Mudgett Ave
Reed Mesa Dr
Redlands First Lift Canal
Iris Ct
Avon Dr
2258 Broadway
Dixon Ave
Wells Fargo ATM
ATM
340
Magnus Dr
S Broadway
Western Valley Family Practice
2226 Mowry Drive
Mowry Dr
S Broadway
N Easter Hill Dr
2 min
0.7 mile
S Broadway
Redlands Pkwy
Easter Hill Dr
S Broadway
Google

McDOWELL ENGINEERING LLC
TRANSPORTATION ENGINEERING CONSULTANTS

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	14
	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 22¼ 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 ¼ 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 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:
>
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>
> 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

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--

Thanks, Kent

T. Kent Harbert, PE, PTOE

Transportation / Traffic Engineer

970.812.6768

kent@mcdowelleng.com

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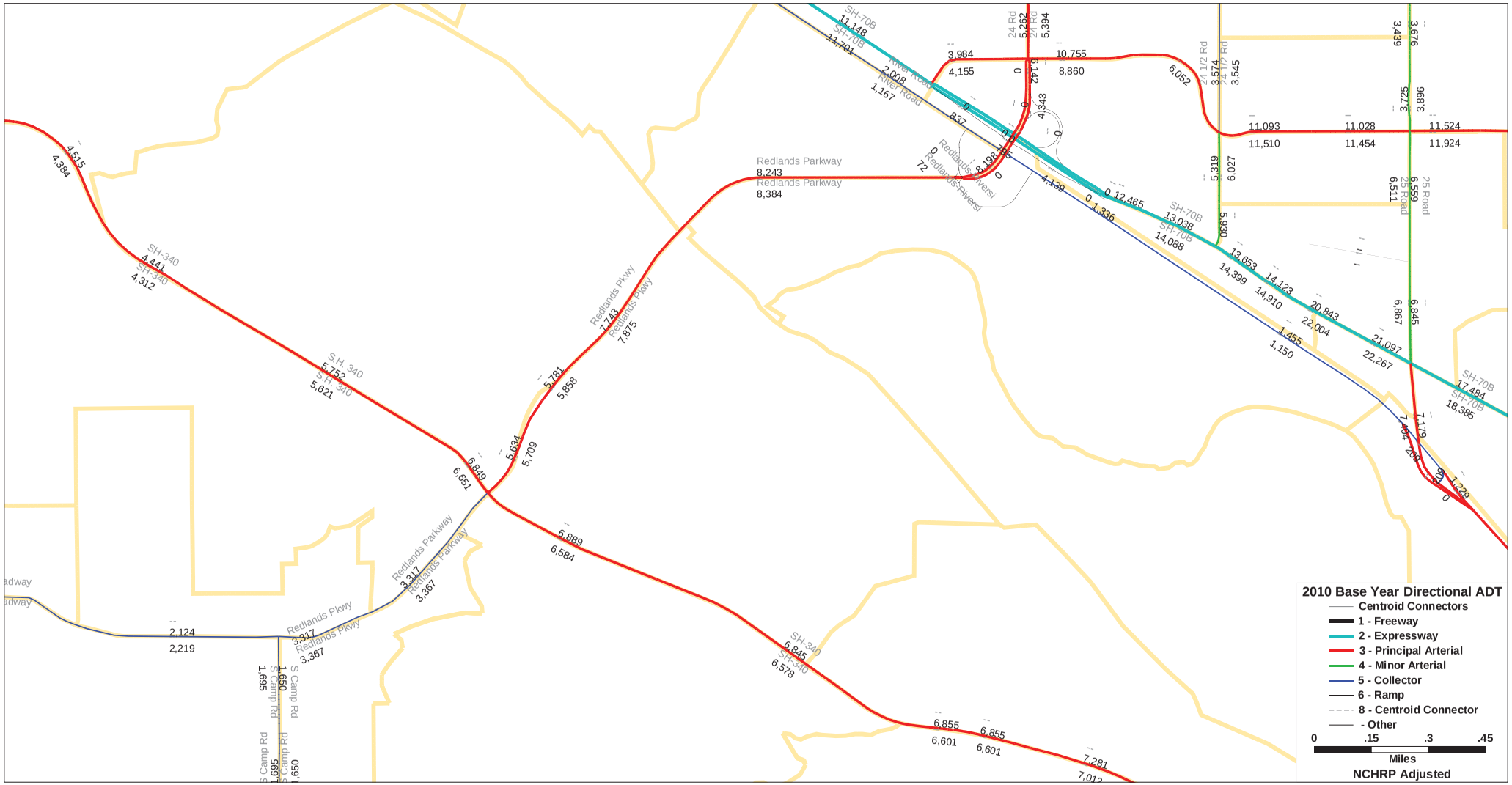
--

Thanks, Kent

T. Kent Harbert, PE, PTOE

Transportation / Traffic Engineer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2 - Expressway
3 - Principal Arterial
4 - Minor Arterial
5 - Collector
6 - Ramp
8 - Centroid Connector
- Other
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S.H. 340
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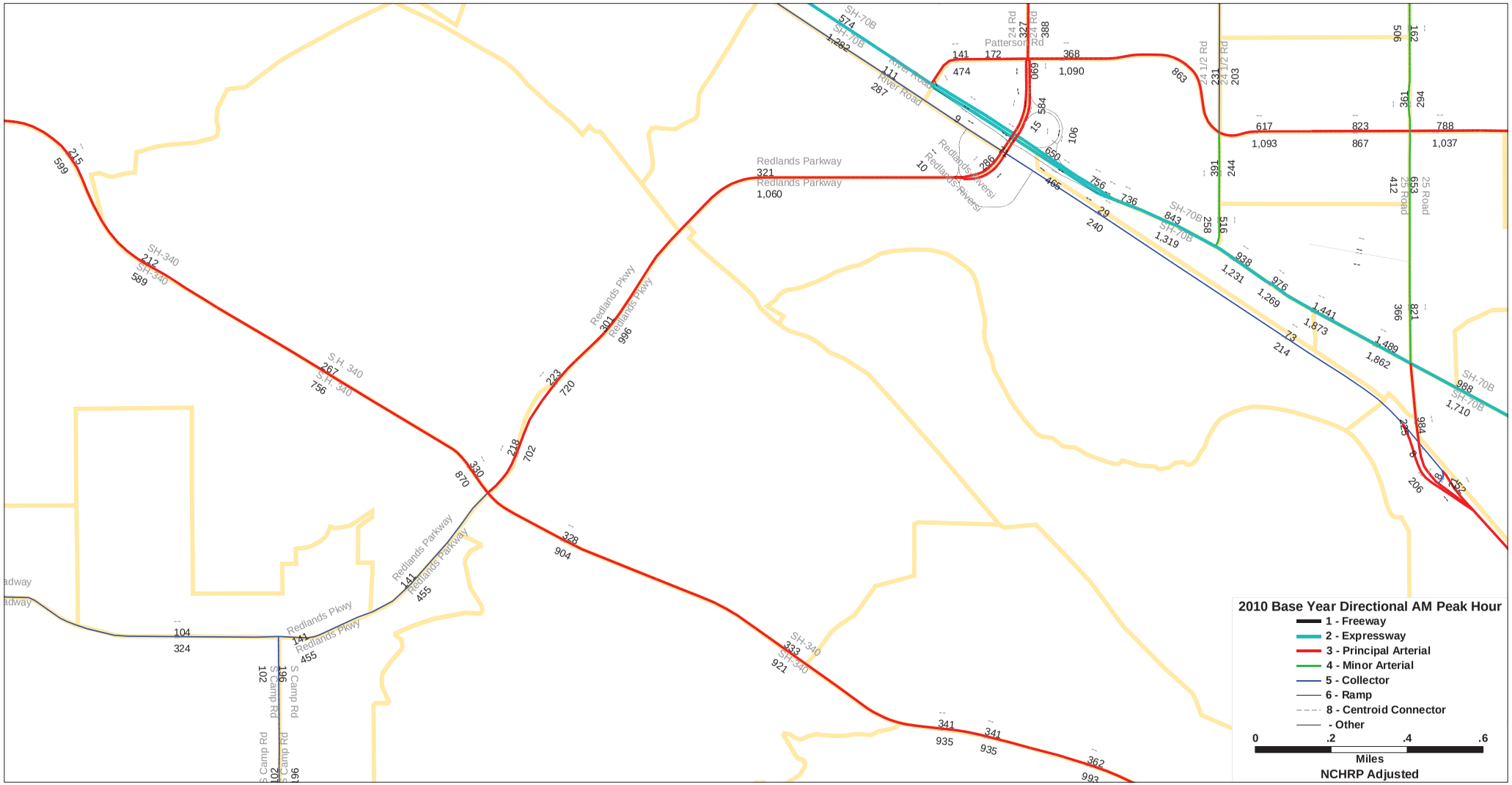
Redlands Pkwy
River Road
24 Rd
24 1/2 Rd
25 Road
S Camp Rd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Redlands Pkwy
SH-340
S.H. 340
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Patterson Rd
25 Road
2010 Base Year Directional AM Peak Hour
1 - Freeway
2 - Expressway
3 - Principal Arterial
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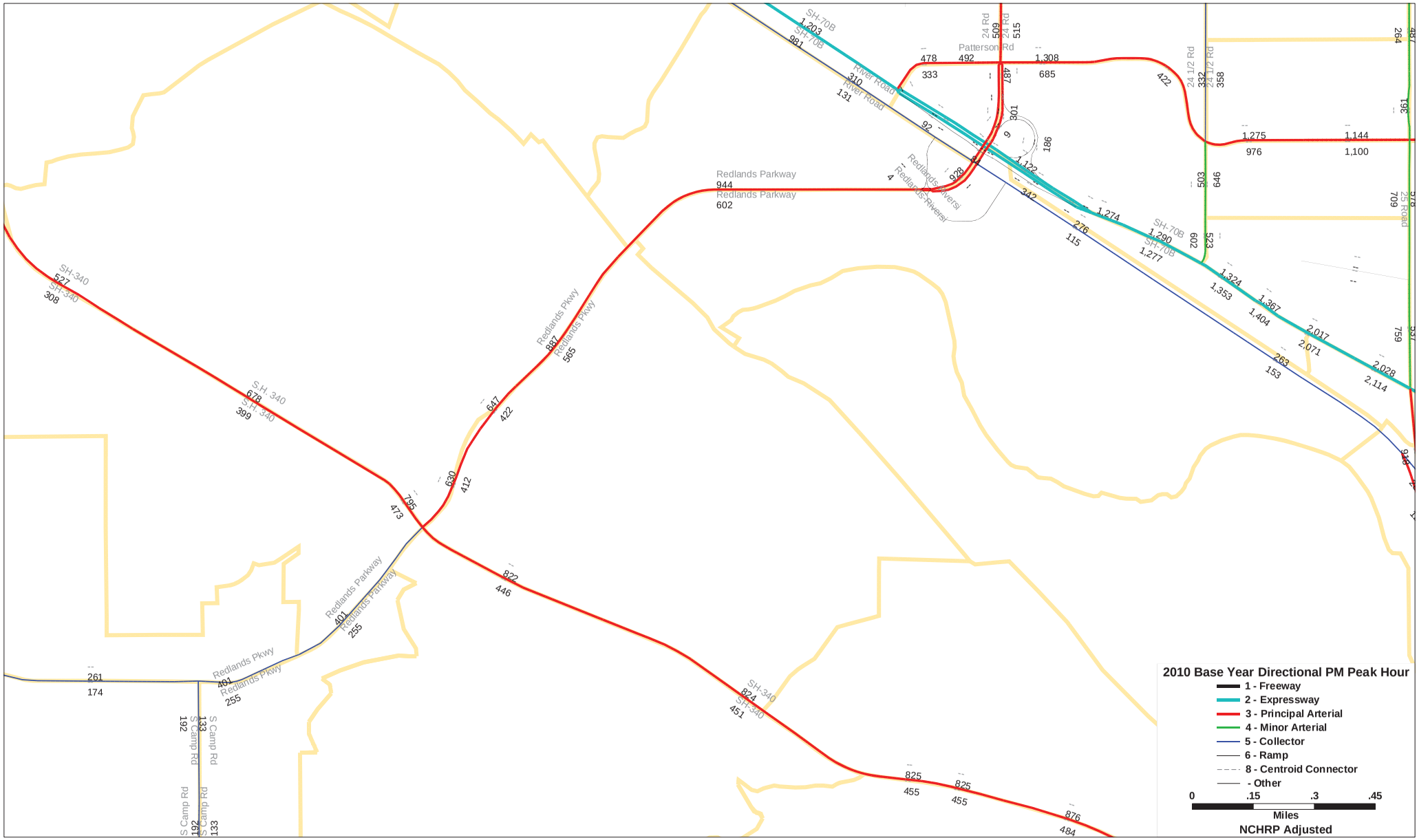
Miles
NCHRP Adjusted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Patterson Rd
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24 1/2 Rd
25 Road
Redlands Parkway
Redlands Pkwy
S.H. 340
SH-340
S Camp Rd
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8 - Centroid Connector
- Other
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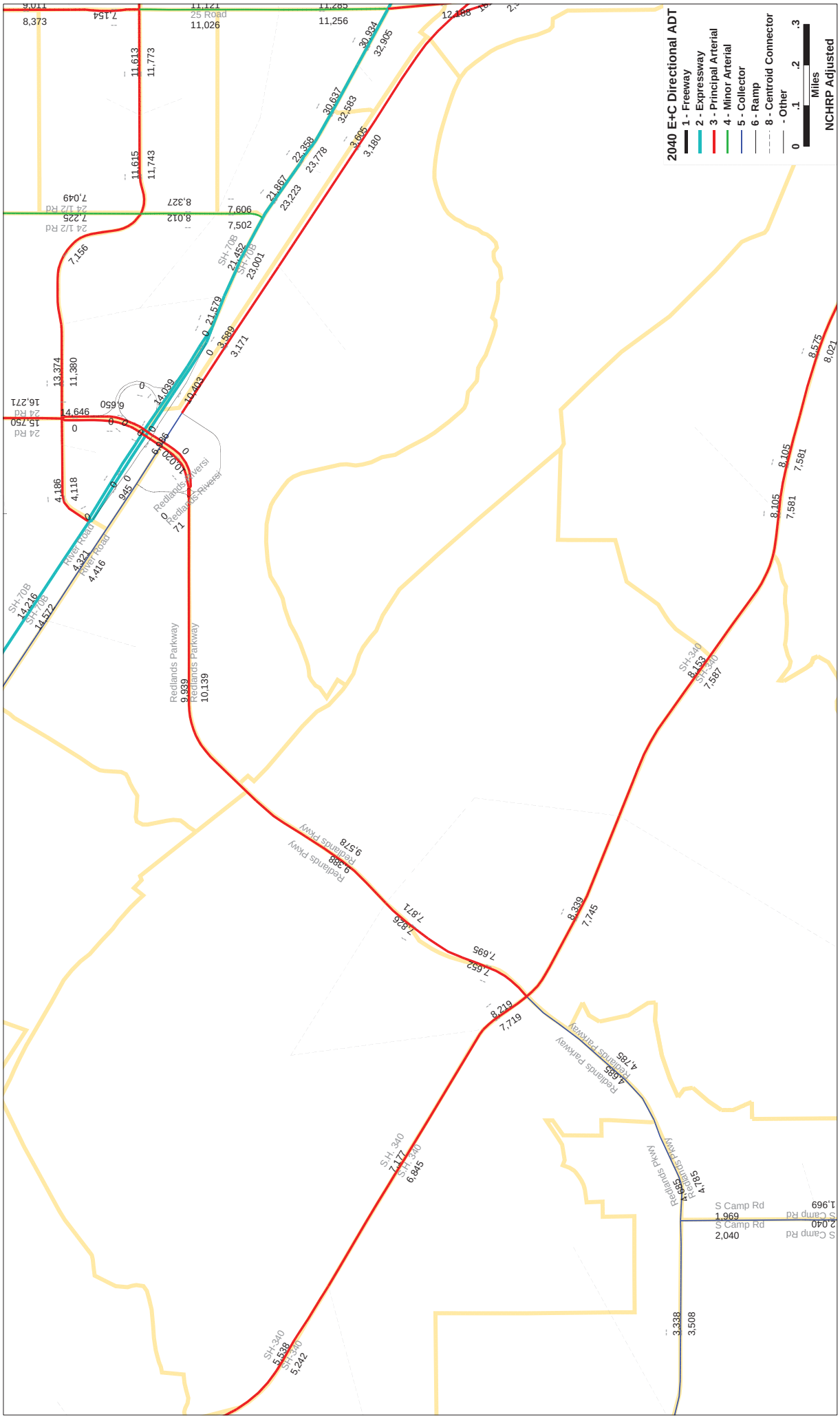
NCHRP Adjusted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4 - Minor Arterial
5 - Collector
6 - Ramp
8 - Centroid Connector
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Miles
NCHRP Adjusted
25 Road
24 1/2 Rd
24 Rd
S Camp Rd
Redlands Parkway
River Road
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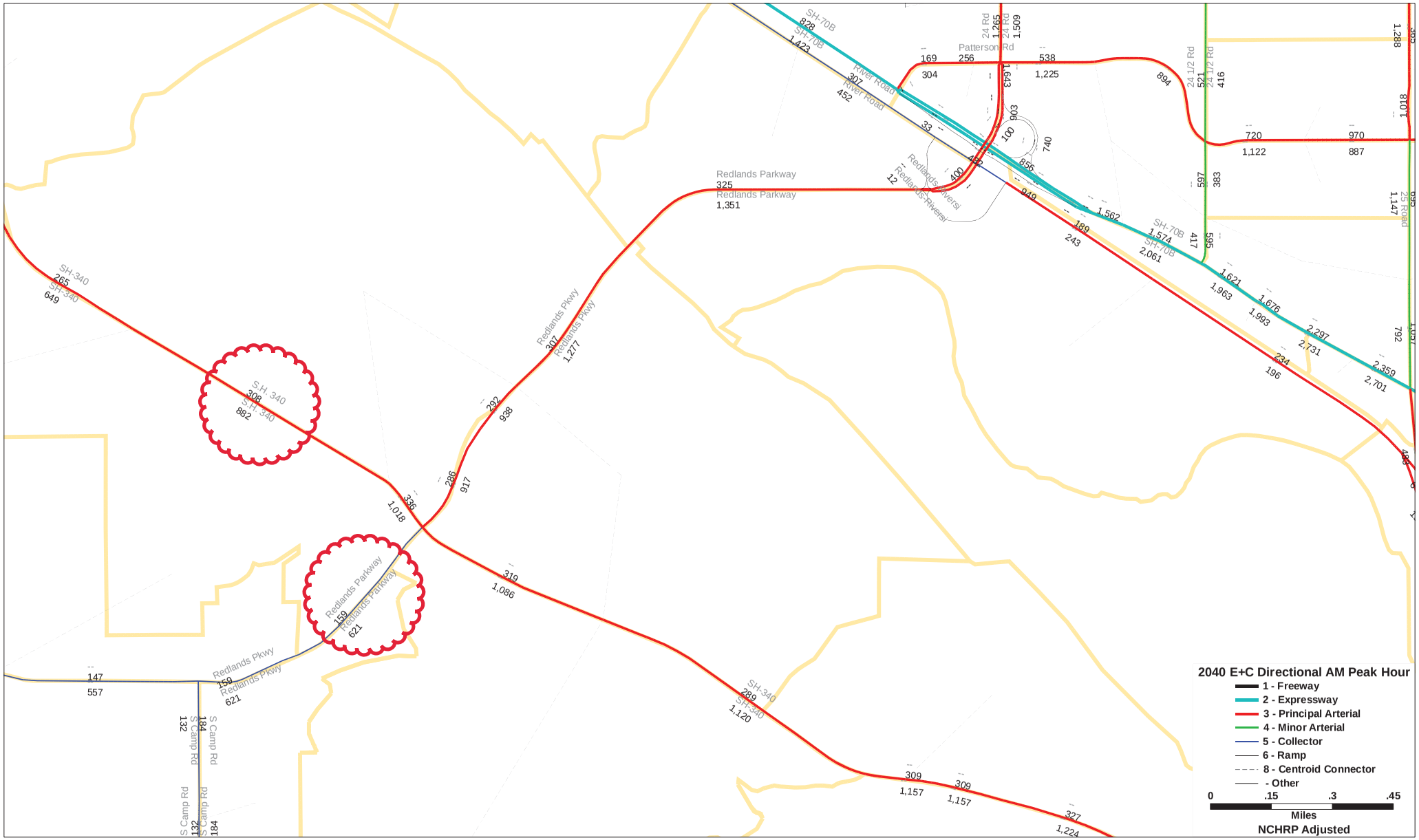
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S.H. 340
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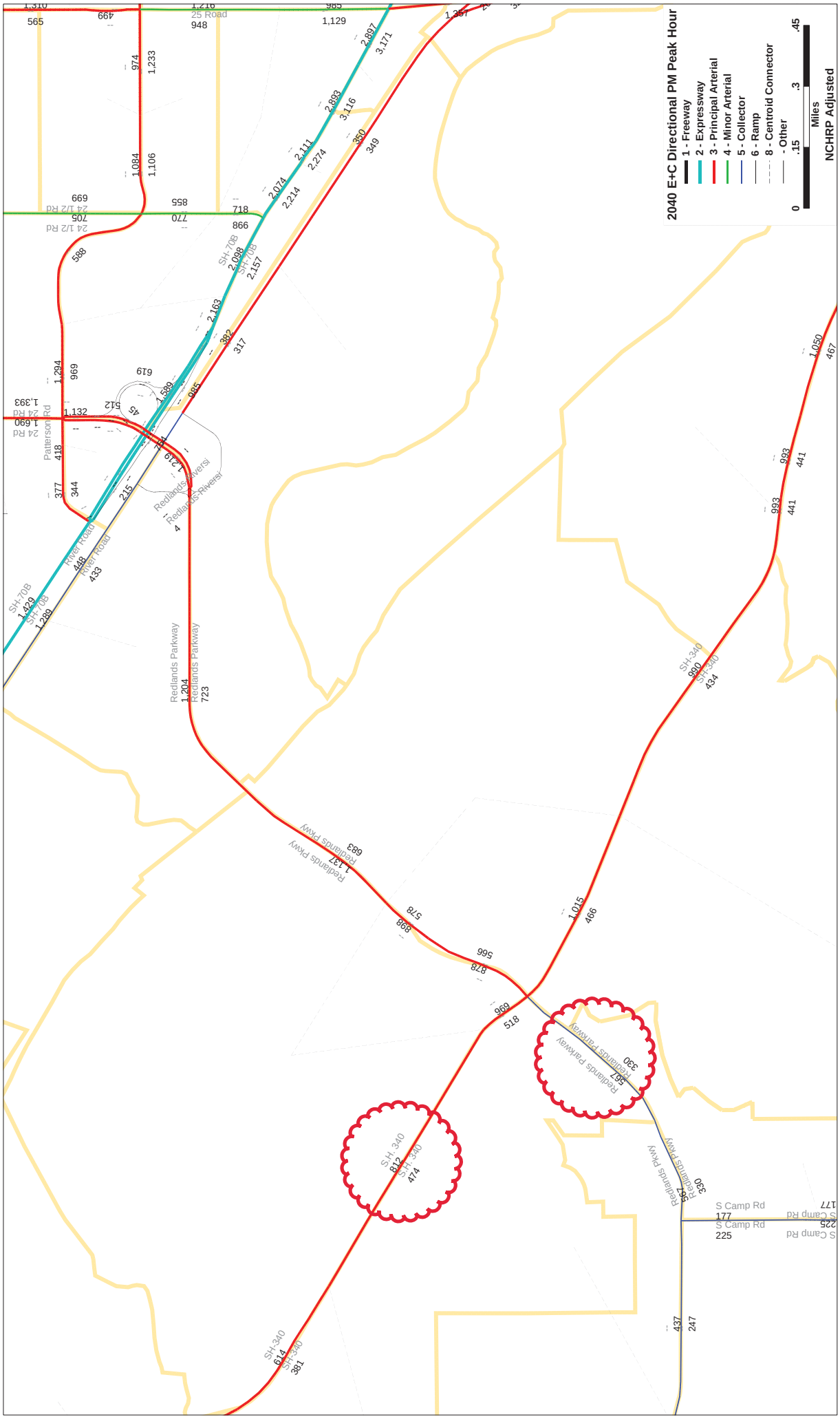
25 Road
S Camp Rd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3 - Principal Arterial
4 - Minor Arterial
5 - Collector
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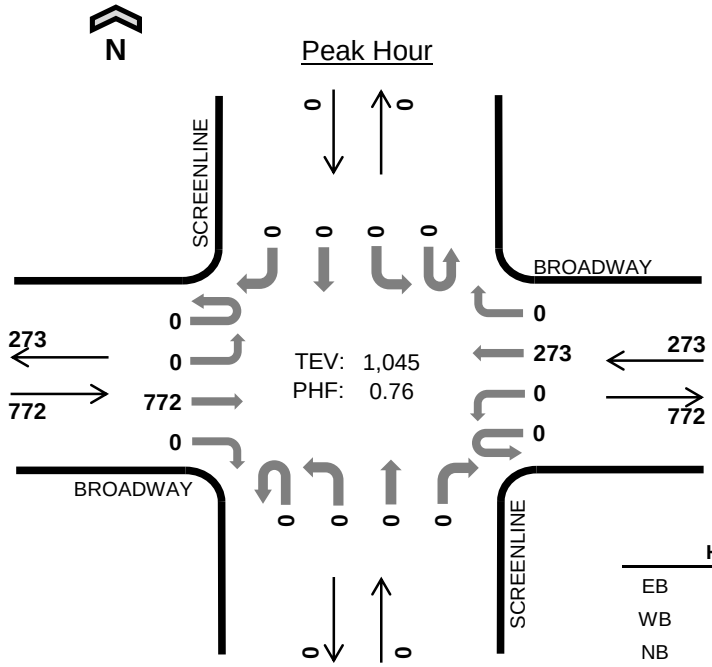
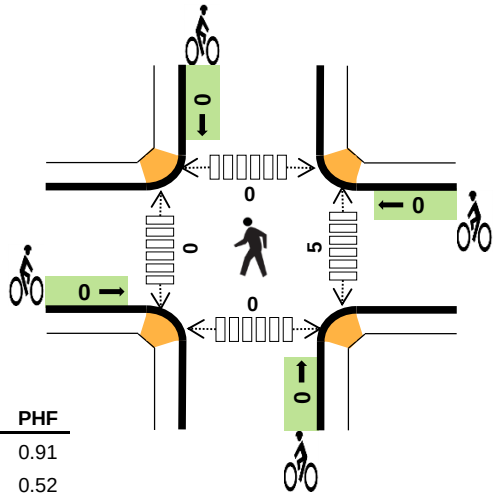
0 .15 .3 .45
Miles
NCHRP Adjusted
25 Road
24 Rd
24 1/2 Rd
Patterson Rd
SH-70B
River Road
Redlands Parkway
SH-340
S Camp Rd

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***

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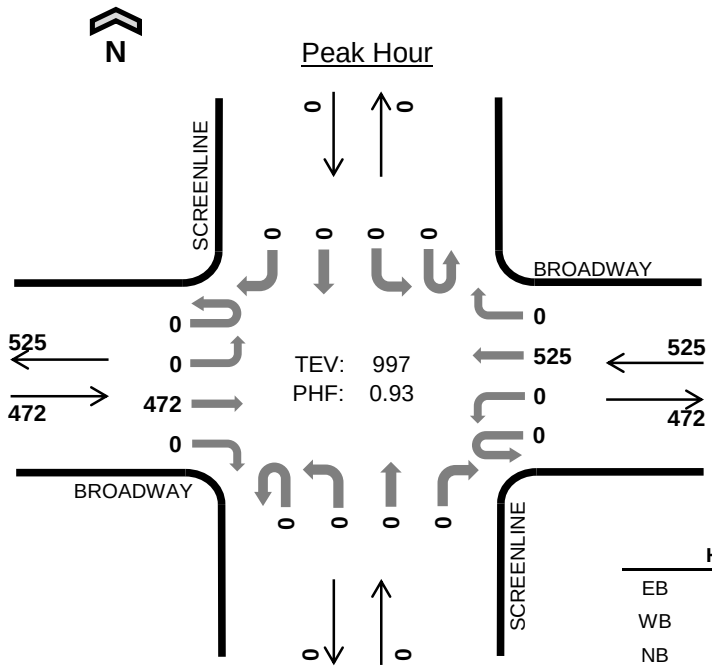
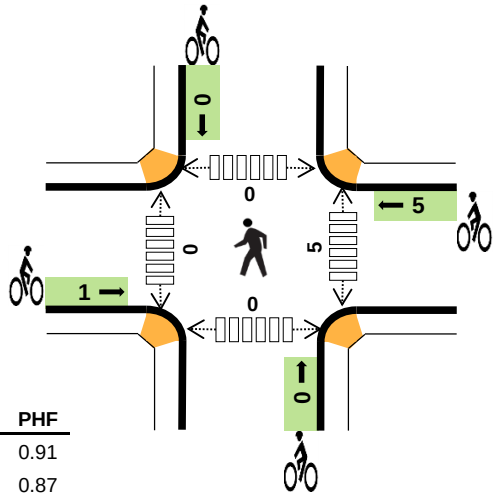
SCREENLINE
BROADWAY

Date: Tue, Jan 29, 2019
Count Period: 2:00 PM to 5:00 PM
Peak Hour: 3:00 PM to 4:00 PM





	HV %:	PHF
EB	1.7%	0.91
WB	1.0%	0.87
NB	-	-
SB	-	-
TOTAL	1.3%	0.93

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 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		
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)				
	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*
2:15 PM	1	3	0	0	*4*	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*
2:45 PM	7	1	0	0	*8*	0	0	0	0	*0*	5	0	0	0	*5*
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***
4:00 PM	1	3	0	0	*4*	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*
4:30 PM	2	2	0	0	*4*	1	0	0	0	*1*	0	0	0	0	*0*
4:45 PM	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*
Peak Hour	**8**	**5**	**0**	**0**	***13***	**1**	**5**	**0**	**0**	***6***	**5**	**0**	**0**	**0**	***5***

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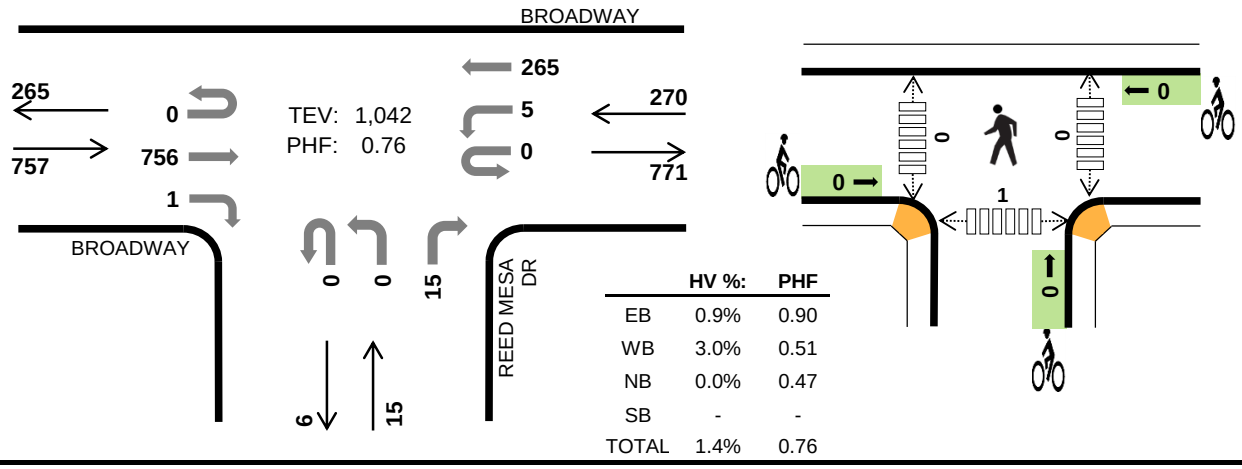
REED MESA DR
BROADWAY

N

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***

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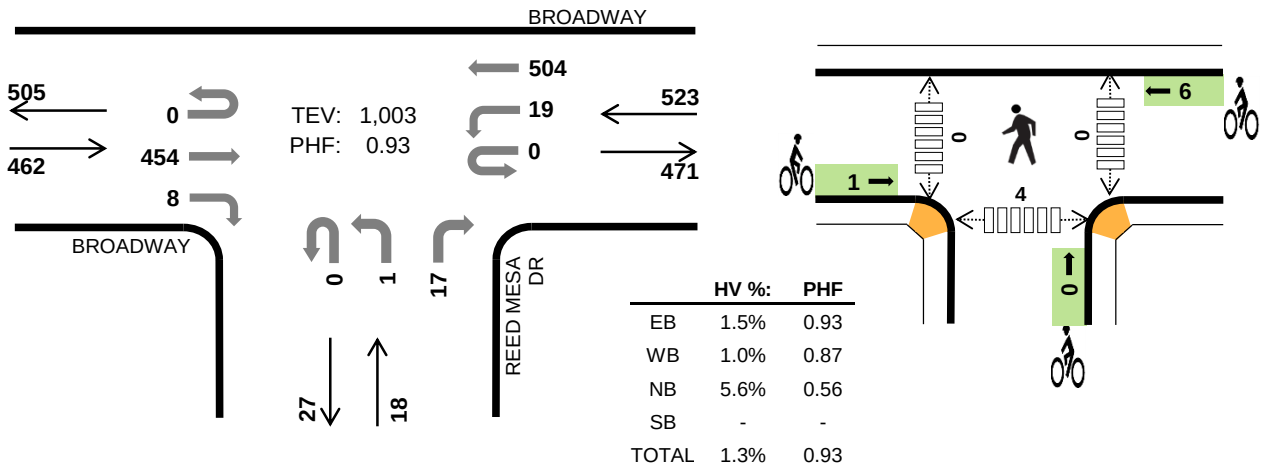
REED MESA DR
BROADWAY

N

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



	HV %:	PHF
EB	1.5%	0.93
WB	1.0%	0.87
NB	5.6%	0.56
SB	-	-
TOTAL	1.3%	0.93

Three-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		
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*

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Three-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		
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)				
	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*
2:15 PM	0	2	1	0	*3*	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*
2:45 PM	7	1	0	0	*8*	0	0	0	0	*0*	0	0	13	1	*14*
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***
4:00 PM	1	3	0	0	*4*	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	1	0	*1*
4:30 PM	2	2	0	0	*4*	1	0	0	0	*1*	0	0	0	0	*0*
4:45 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	1	0	*1*
Count Total	22	18	2	0	*42*	3	6	0	0	*9*	0	0	25	5	*30*
Peak Hr	**7**	**5**	**1**	**0**	***13***	**1**	**6**	**0**	**0**	***7***	**0**	**0**	**10**	**4**	***14***

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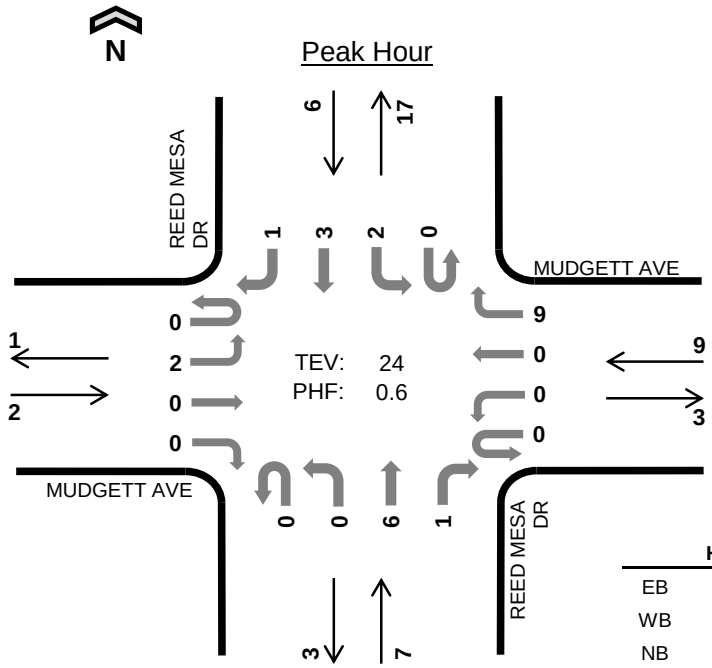
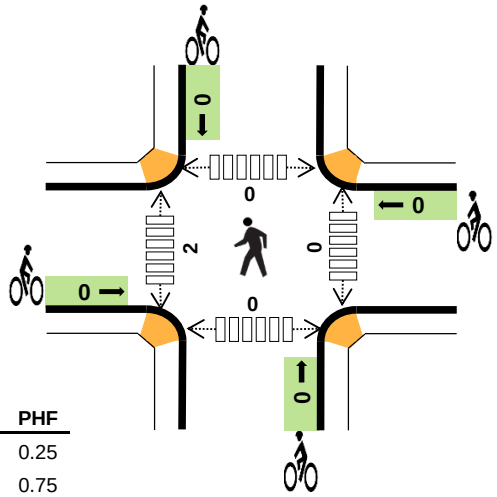
REED MESA DR
MUDGETT AVE



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

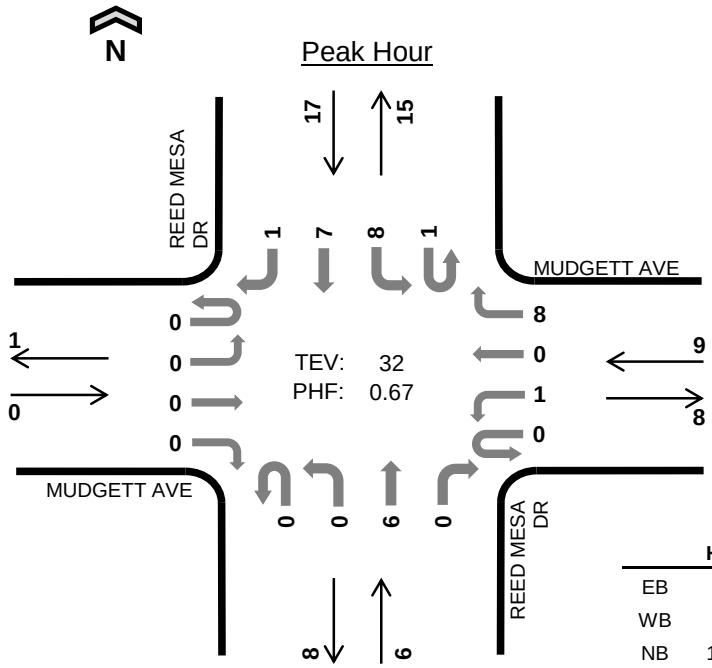
Interval Start	MUDGETT AVE Eastbound				MUDGETT AVE Westbound				REED MESA DR Northbound				REED MESA DR Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	2	0
7:15 AM	0	0	0	0	0	0	0	3	0	0	1	0	0	2	0	0	6	0
7:30 AM	0	0	0	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.

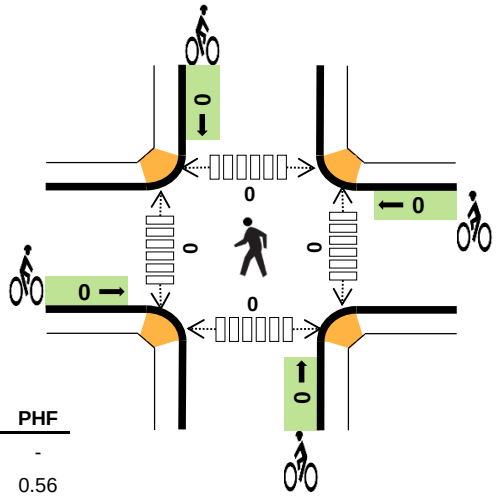
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	0	0	*0*	0	1	0	0	*1*	0	0	0	0	*0*
7:15 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	**0**	**0**	**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***

Mark Skaggs: (425) 250-0777 mark.skaggs@idaxdata.com

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**

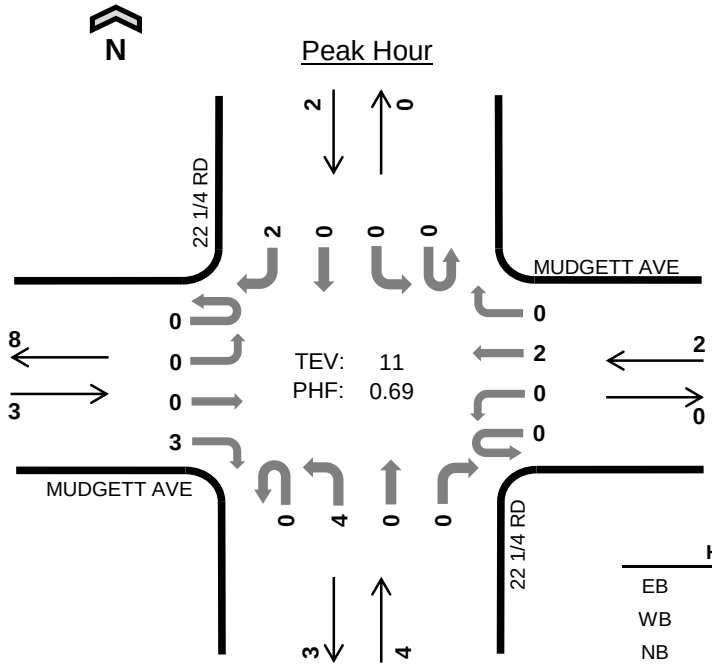
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

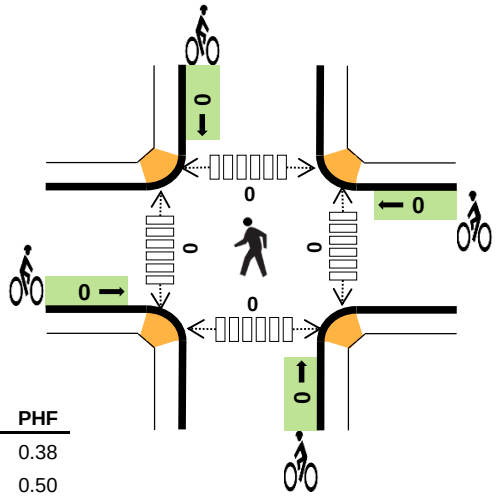
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
4:45 PM	**0**	**0**	**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***

Mark Skaggs: (425) 250-0777 mark.skaggs@idaxdata.com

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**

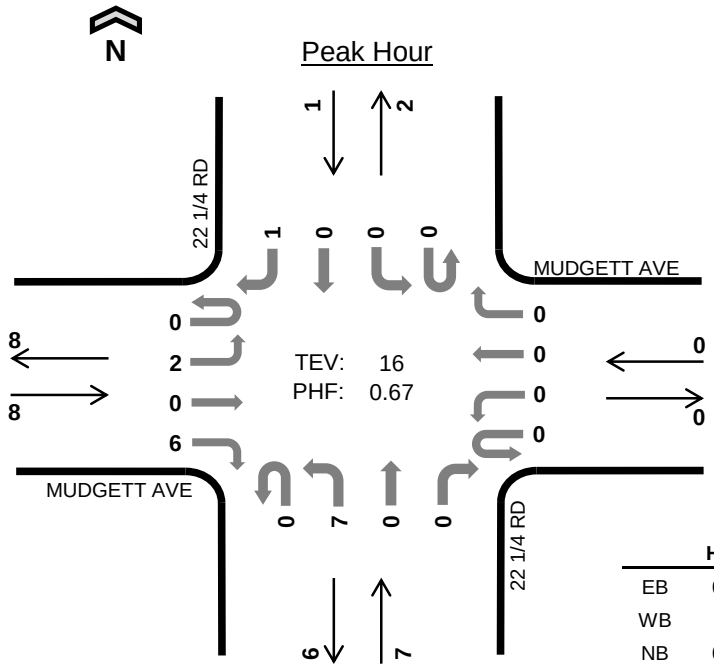
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

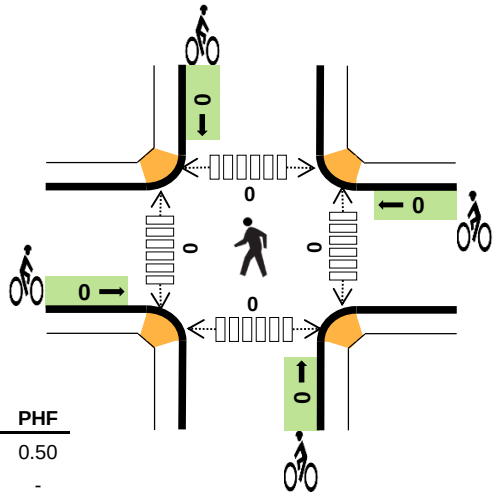
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	0	0	*0*	0	0	1	0	*1*	0	0	0	0	*0*
7:15 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	**0**	**0**	**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***

Mark Skaggs: (425) 250-0777 mark.skaggs@idaxdata.com

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.

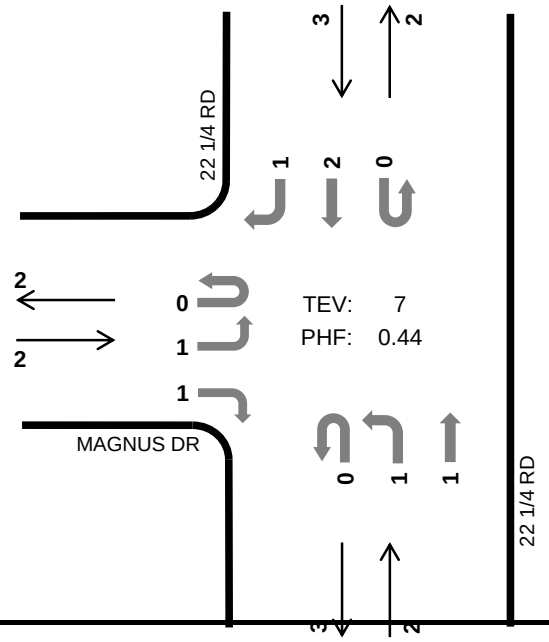
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
4:45 PM	**0**	**0**	**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***

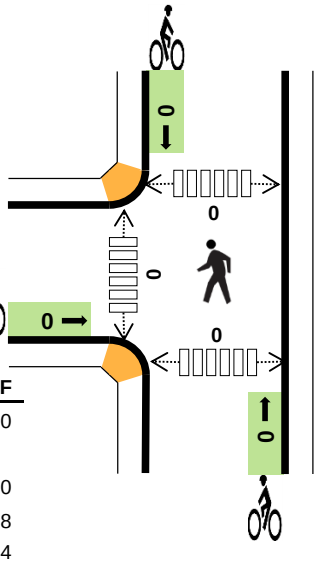
Mark Skaggs: (425) 250-0777 mark.skaggs@idaxdata.com

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 Eastbound				0 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	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.

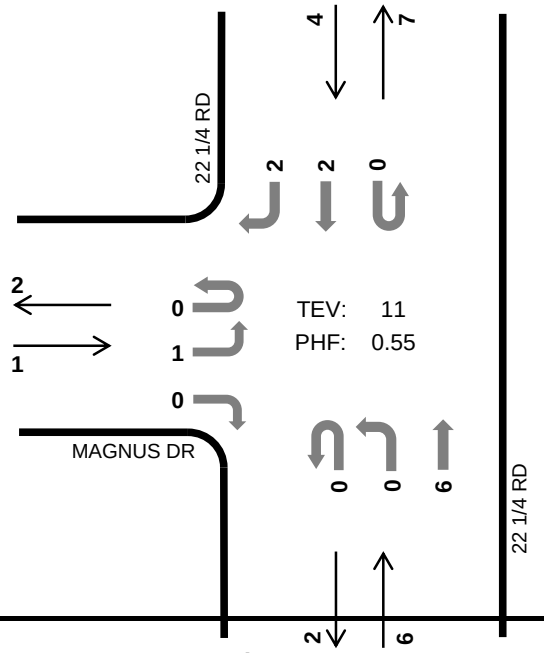
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	0	0	*0*	0	0	1	0	*1*	0	0	0	0	*0*
7:15 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	0	0	0	0	*0*	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***

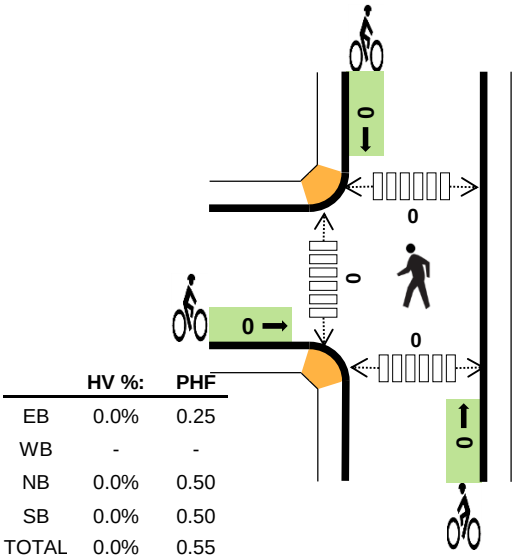
Mark Skaggs: (425) 250-0777 mark.skaggs@idaxdata.com

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 Eastbound				0 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	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.

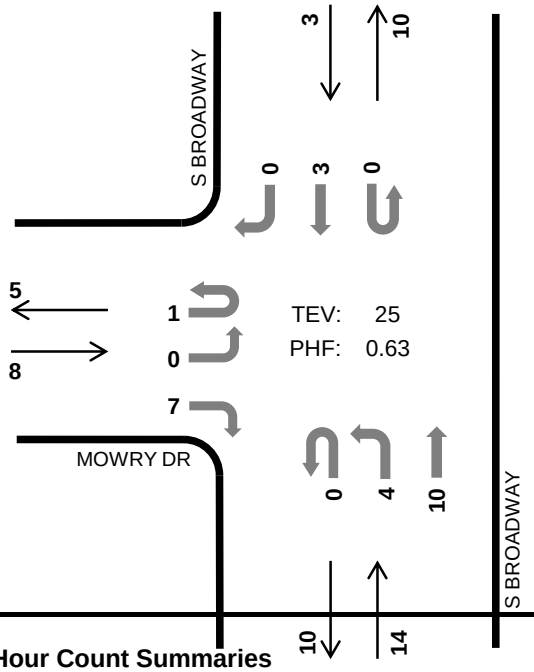
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	1	0	0	*1*
4:45 PM	**0**	**0**	**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***

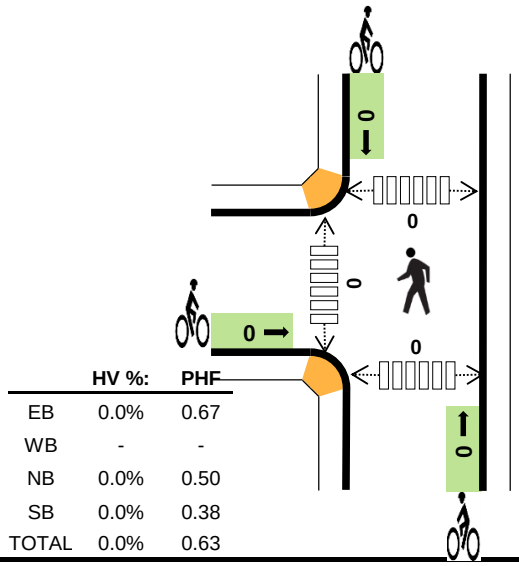
Mark Skaggs: (425) 250-0777 mark.skaggs@idaxdata.com

S BROADWAY
MOWRY DR

Peak Hour

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 Eastbound				0 Westbound				S BROADWAY 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	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.

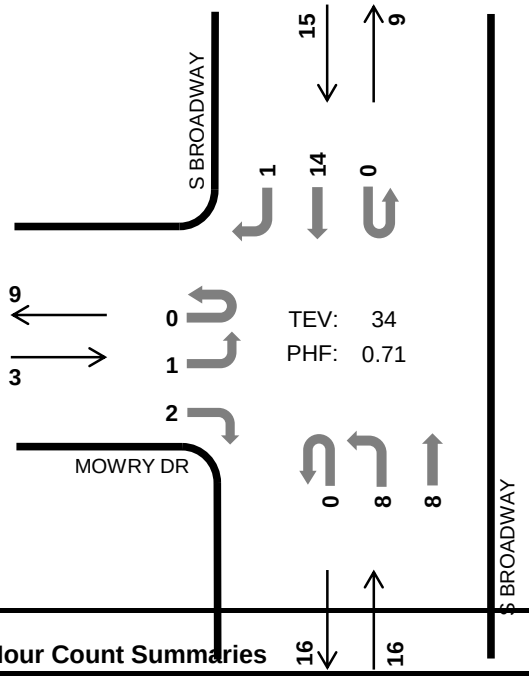
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	0	0	*0*	0	0	1	0	*1*	0	0	0	0	*0*
7:15 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	**0**	**0**	**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***

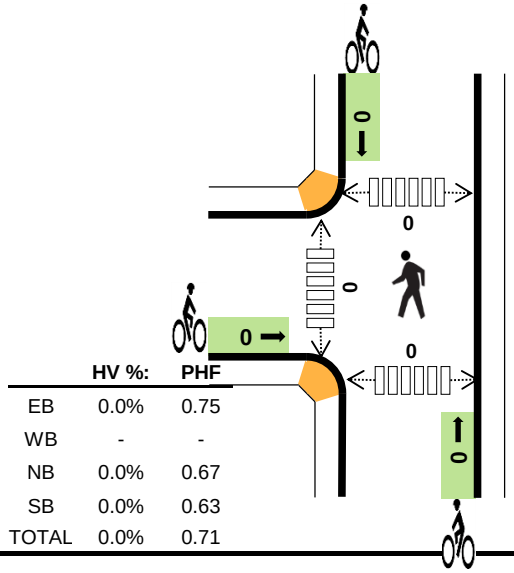
Mark Skaggs: (425) 250-0777 mark.skaggs@idaxdata.com

S BROADWAY
MOWRY 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%	0.75
WB	-	-
NB	0.0%	0.67
SB	0.0%	0.63
TOTAL	0.0%	0.71

Two-Hour Count Summaries

Interval Start	MOWRY DR Eastbound				0 Westbound				S BROADWAY 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	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**

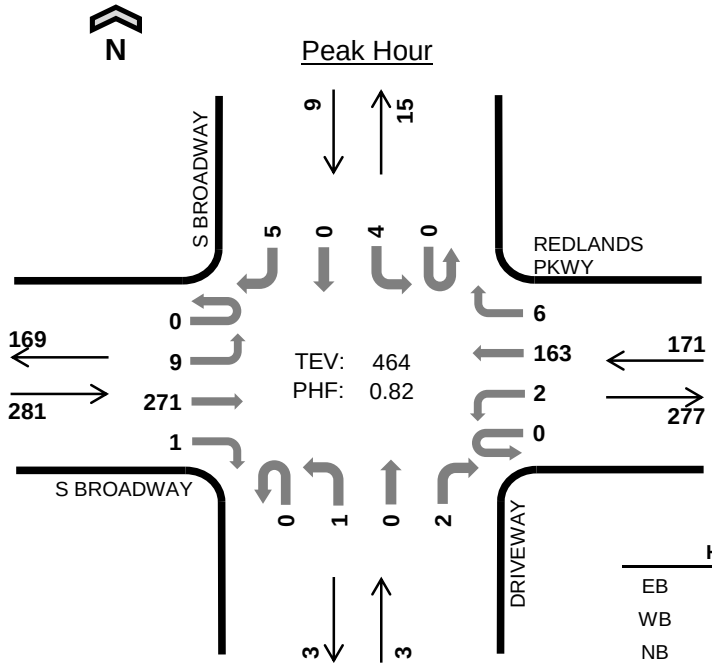
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

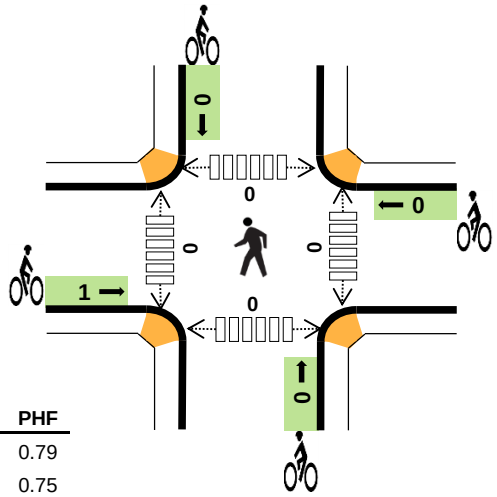
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
4:45 PM	**0**	**0**	**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 Hr	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***

Mark Skaggs: (425) 250-0777 mark.skaggs@idaxdata.com

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

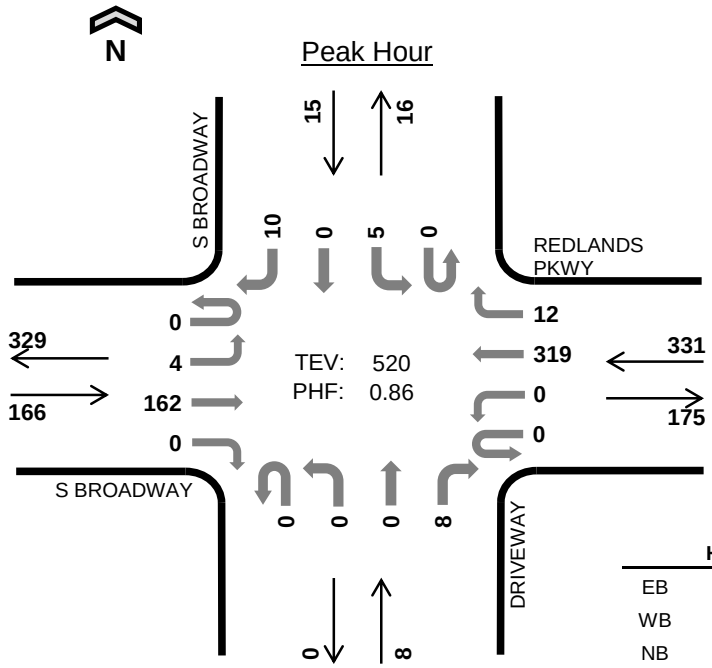
Interval Start	S BROADWAY Eastbound				REDLANDS PKWY Westbound				DRIVEWAY Northbound				S BROADWAY Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	82	0	0	1	16	0	0	0	0	0	0	3	0	0	102	0
7:15 AM	0	1	69	0	0	0	25	0	0	0	0	0	0	3	0	0	98	0
7:30 AM	0	1	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**

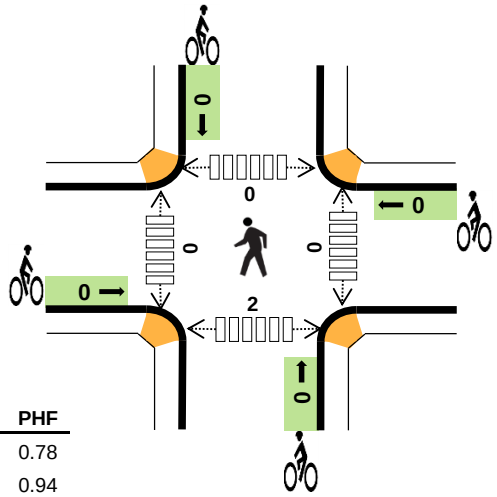
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

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

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	0.6%	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***

Mark Skaggs: (425) 250-0777 mark.skaggs@idaxdata.com

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		

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		

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		

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		

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		

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		

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		

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		

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		

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		

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

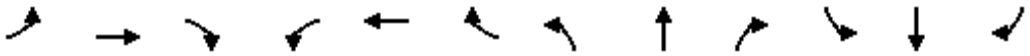
Direction, Lane #	EB 1	WB 1	WB 2	NB 1
Volume Total	900	12	323	54
Volume Left	0	12	0	4
Volume Right	2	0	0	50
cSH	1700	755	1700	318
Volume to Capacity	0.53	0.02	0.19	0.17
Queue Length 95th (ft)	0	1	0	15
Control Delay (s)	0.0	9.8	0.0	18.7
Lane LOS		A		C
Approach Delay (s)	0.0	0.4		18.7
Approach LOS				C

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	53.6%	ICU Level of Service	A
Analysis Period (min)	15		

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		



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		

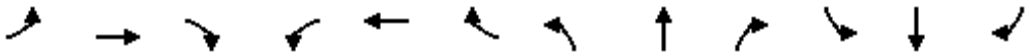
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	2	11	10	9
Volume Left	2	0	0	3
Volume Right	0	11	1	1
cSH	981	1072	1616	1610
Volume to Capacity	0.00	0.01	0.00	0.00
Queue Length 95th (ft)	0	1	0	0
Control Delay (s)	8.7	8.4	0.0	2.7
Lane LOS	A	A		A
Approach Delay (s)	8.7	8.4	0.0	2.7
Approach LOS	A	A		

Intersection Summary			
Average Delay	4.2		
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

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			



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		

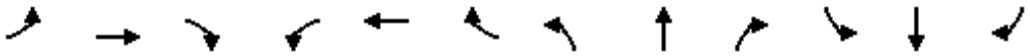
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	2	11	10	9
Volume Left	2	0	0	3
Volume Right	0	11	1	1
cSH	981	1072	1616	1610
Volume to Capacity	0.00	0.01	0.00	0.00
Queue Length 95th (ft)	0	1	0	0
Control Delay (s)	8.7	8.4	0.0	2.7
Lane LOS	A	A		A
Approach Delay (s)	8.7	8.4	0.0	2.7
Approach LOS	A	A		

Intersection Summary				
Average Delay	4.2			
Intersection Capacity Utilization	13.3%	ICU Level of Service	A	
Analysis Period (min)	15			

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		



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		

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		

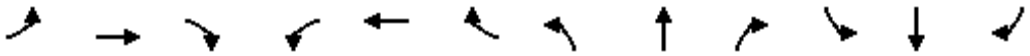
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	0	28	9	39
Volume Left	0	1	0	28
Volume Right	0	27	0	2
cSH	1700	1065	1608	1611
Volume to Capacity	0.00	0.03	0.00	0.02
Queue Length 95th (ft)	0	2	0	1
Control Delay (s)	0.0	8.5	0.0	5.3
Lane LOS	A	A		A
Approach Delay (s)	0.0	8.5	0.0	5.3
Approach LOS	A	A		

Intersection Summary			
Average Delay	5.9		
Intersection Capacity Utilization	18.6%	ICU Level of Service	A
Analysis Period (min)	15		

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		

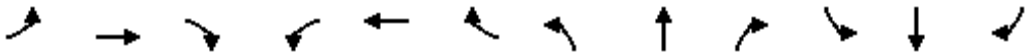
Intersection Summary			
Average Delay	5.8		
Intersection Capacity Utilization	16.6%	ICU Level of Service	A
Analysis Period (min)	15		



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	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		

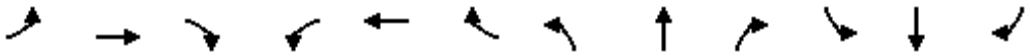
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	2	38	10	13
Volume Left	2	0	0	8
Volume Right	0	38	1	1
cSH	941	1072	1616	1610
Volume to Capacity	0.00	0.04	0.00	0.00
Queue Length 95th (ft)	0	3	0	0
Control Delay (s)	8.8	8.5	0.0	4.2
Lane LOS	A	A		A
Approach Delay (s)	8.8	8.5	0.0	4.2
Approach LOS	A	A		

Intersection Summary			
Average Delay	6.3		
Intersection Capacity Utilization	16.6%	ICU Level of Service	A
Analysis Period (min)	15		

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		

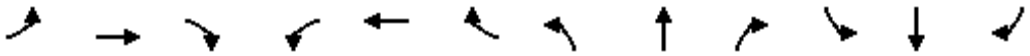
Intersection Summary			
Average Delay	5.9		
Intersection Capacity Utilization	18.6%	ICU Level of Service	A
Analysis Period (min)	15		



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		

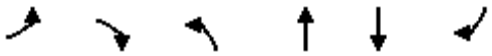
Intersection Summary			
Average Delay	5.8		
Intersection Capacity Utilization	16.6%	ICU Level of Service	A
Analysis Period (min)	15		



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		

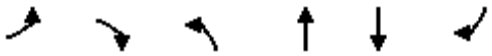
Intersection Summary				
Average Delay	5.6			
Intersection Capacity Utilization	18.6%	ICU Level of Service	A	
Analysis Period (min)	15			



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		

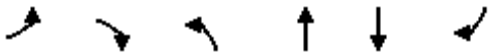
Intersection Summary			
Average Delay	3.4		
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		



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		

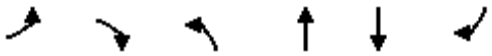
Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		



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		

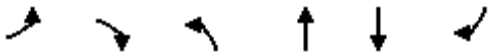
Intersection Summary			
Average Delay	3.4		
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		



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		

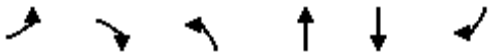
Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		



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		

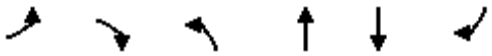
Intersection Summary			
Average Delay	7.4		
Intersection Capacity Utilization	17.4%	ICU Level of Service	A
Analysis Period (min)	15		



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		

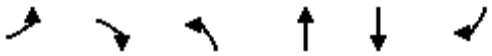
Intersection Summary			
Average Delay	5.5		
Intersection Capacity Utilization	18.7%	ICU Level of Service	A
Analysis Period (min)	15		



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		

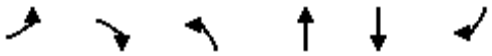
Intersection Summary			
Average Delay	7.3		
Intersection Capacity Utilization	17.4%	ICU Level of Service	A
Analysis Period (min)	15		



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		

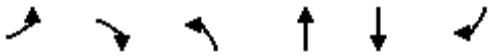
Intersection Summary			
Average Delay	5.5		
Intersection Capacity Utilization	18.7%	ICU Level of Service	A
Analysis Period (min)	15		



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		

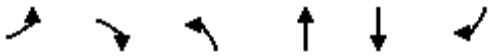
Intersection Summary			
Average Delay	7.4		
Intersection Capacity Utilization	17.4%	ICU Level of Service	A
Analysis Period (min)	15		



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		

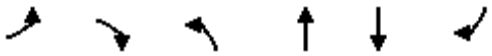
Intersection Summary			
Average Delay	5.5		
Intersection Capacity Utilization	18.7%	ICU Level of Service	A
Analysis Period (min)	15		



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		

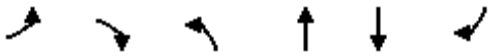
Intersection Summary			
Average Delay	7.3		
Intersection Capacity Utilization	17.4%	ICU Level of Service	A
Analysis Period (min)	15		



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		

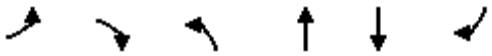
Intersection Summary			
Average Delay	5.5		
Intersection Capacity Utilization	18.7%	ICU Level of Service	A
Analysis Period (min)	15		



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		

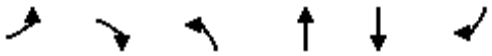
Intersection Summary			
Average Delay	3.7		
Intersection Capacity Utilization	14.0%	ICU Level of Service	A
Analysis Period (min)	15		



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		

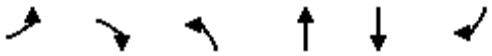
Intersection Summary			
Average Delay	2.5		
Intersection Capacity Utilization	17.5%	ICU Level of Service	A
Analysis Period (min)	15		



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		

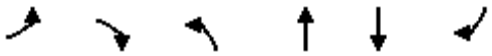
Intersection Summary			
Average Delay	3.7		
Intersection Capacity Utilization	14.0%	ICU Level of Service	A
Analysis Period (min)	15		



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		

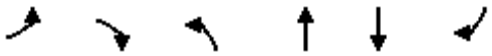
Intersection Summary			
Average Delay	2.5		
Intersection Capacity Utilization	17.5%	ICU Level of Service	A
Analysis Period (min)	15		



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		

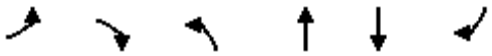
Intersection Summary			
Average Delay	6.0		
Intersection Capacity Utilization	18.0%	ICU Level of Service	A
Analysis Period (min)	15		



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		

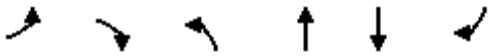
Intersection Summary			
Average Delay	5.3		
Intersection Capacity Utilization	19.2%	ICU Level of Service	A
Analysis Period (min)	15		



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		

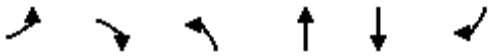
Intersection Summary			
Average Delay	6.4		
Intersection Capacity Utilization	18.0%	ICU Level of Service	A
Analysis Period (min)	15		



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		

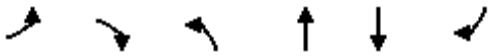
Intersection Summary			
Average Delay	5.6		
Intersection Capacity Utilization	19.2%	ICU Level of Service	A
Analysis Period (min)	15		



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		

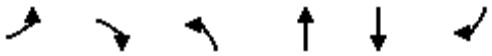
Intersection Summary			
Average Delay	6.0		
Intersection Capacity Utilization	18.0%	ICU Level of Service	A
Analysis Period (min)	15		



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		

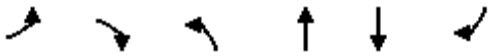
Intersection Summary			
Average Delay	5.3		
Intersection Capacity Utilization	19.2%	ICU Level of Service	A
Analysis Period (min)	15		



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		



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			

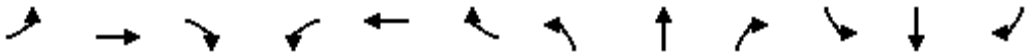
Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	23	51	16
Volume Left	1	42	0
Volume Right	22	0	1
cSH	1052	1601	1700
Volume to Capacity	0.02	0.03	0.01
Queue Length 95th (ft)	2	2	0
Control Delay (s)	8.5	6.1	0.0
Lane LOS	A	A	
Approach Delay (s)	8.5	6.1	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	5.6		
Intersection Capacity Utilization	19.2%	ICU Level of Service	A
Analysis Period (min)	15		

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

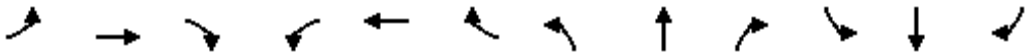
Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	28.6%	ICU Level of Service	A
Analysis Period (min)	15		



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		



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		

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

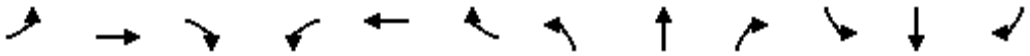
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	333	585	9	16
Volume Left	4	0	0	5
Volume Right	0	13	9	11
cSH	990	1231	713	378
Volume to Capacity	0.00	0.00	0.01	0.04
Queue Length 95th (ft)	0	0	1	3
Control Delay (s)	0.2	0.0	10.1	15.0
Lane LOS	A		B	B
Approach Delay (s)	0.2	0.0	10.1	15.0
Approach LOS			B	B

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	40.6%	ICU Level of Service	A
Analysis Period (min)	15		

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

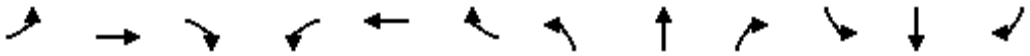
Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	32.4%	ICU Level of Service	A
Analysis Period (min)	15		



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

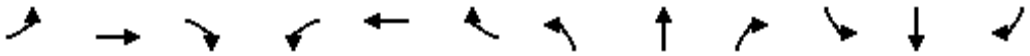
Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	31.6%	ICU Level of Service	A
Analysis Period (min)	15		



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			



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

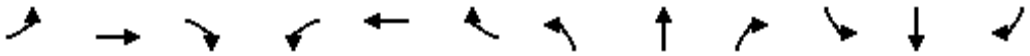
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	SB 1
Volume Total	183	347	45	9	36
Volume Left	7	0	0	0	22
Volume Right	0	0	45	9	14
cSH	1167	1400	1700	867	517
Volume to Capacity	0.01	0.00	0.03	0.01	0.07
Queue Length 95th (ft)	0	0	0	1	6
Control Delay (s)	0.3	0.0	0.0	9.2	12.5
Lane LOS	A			A	B
Approach Delay (s)	0.3	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		

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		



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		

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		

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 [X] **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
[X] **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
[X] **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 tails, 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 and 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** 11/1/19

6.68 AC
GROWTH PLAN – 1/2-2 U/A
IF R-2 ZONE = 13 LOTS

LOT 37
LOT 36
LOT 38
LOT 39
LOT 35
LOT 40
LOT 33
LOT 34
CUL B
LOT 32
LOT 31
LOT 30
LOT 29
LOT 59
LOT 60
LOT 58
LOT 61
LOT 28
LOT 62
LOT 57
LOT 27
MAGNUS LOOP
LOT 56
LOT 26
LOT 55
LOT 25
LOT 54
LOT 24
LOT 53
LOT 23
LOT 52
LOT 22
LOT 21
LOT 20
LOT 19
LOT 63
CUL A
LOT 72
DETENTION
LOT 64
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LOT 65
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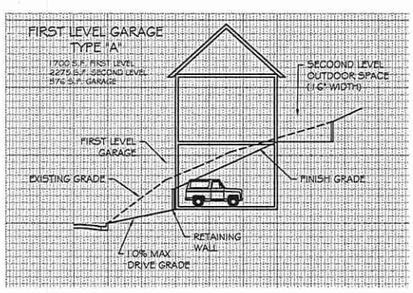
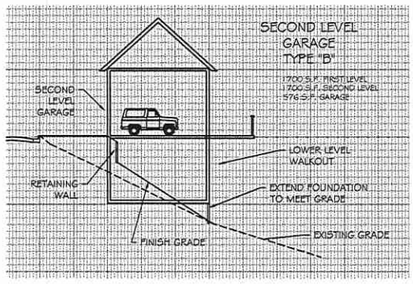
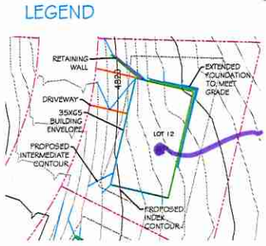
LOT 66
LOT 49
LOT 51
LOT 50
LOT 17
LOT 18





LEGEND



35'X65' =
2,275 S.F.

0 50 100 150 NORTH

SHEET NO.					
1	LOT GRADING WEST	PRELIMINARY	MAGNUS COURT	GRAVINNE, ROBERTS & ASSOCIATES, INC. LAND PLANNING AND LANDSCAPE ARCHITECTURE 970 241 0745 P 970 241 0751 F GRAND JUNCTION, CO 81501 2394 PATTERSON ROAD, SUITE 201 www.gravinne.com	MAGNUS COURT GRAND JUNCTION

DRAWN BY XX
CHECKED XX
JOB NO. 0000
DATE 00-00-2011
REVISIONS

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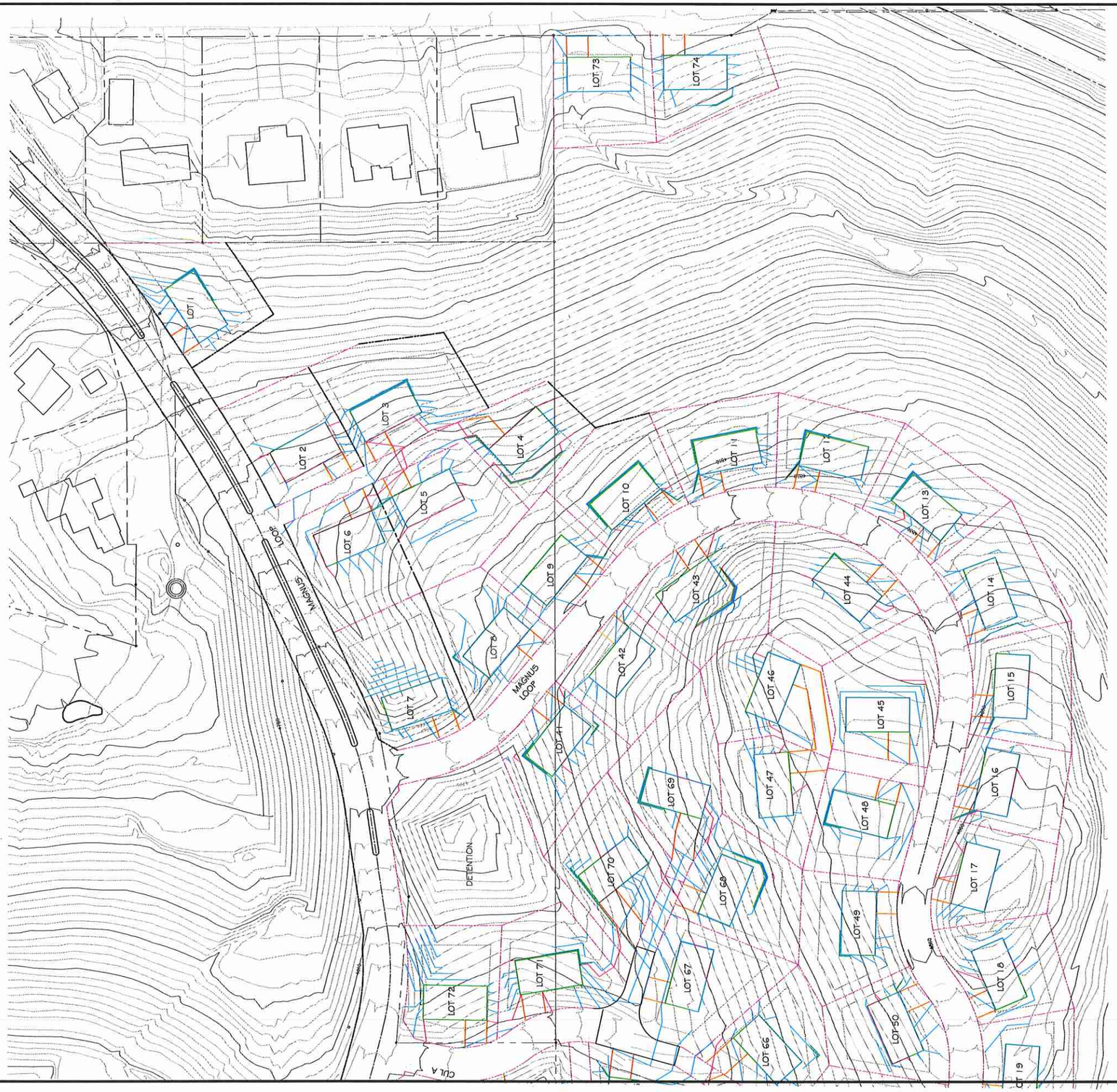

NORTH

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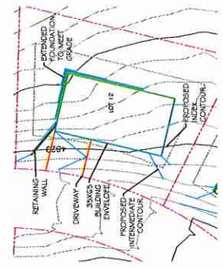

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REVISIONS	

MAGNUS COURT
GRAND JUNCTION

CIAVONNE, ROBERTS & ASSOCIATES, INC.
LAND PLANNING AND LANDSCAPE ARCHITECTURE
222 N. 7TH STREET
GRAND JUNCTION, CO 81501
970-241-0745 P
970-241-0765 F
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MAGNUS COURT

PRELIMINARY

LOT GRADING EAST

SHEET NO.
2

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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 [X] **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
[X] **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
[X] **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 ¼ 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 ¼ 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 is 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 Petersons 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

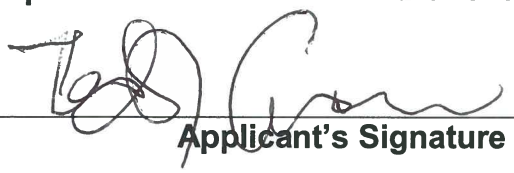
The Petitioner is required to submit electronic responses, labeled as "**Response to Comments**" for the following agencies:

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

12/21/19

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 [X] **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
[X] **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
[X] **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

MESA COUNTY
DEPARTMENT OF PUBLIC WORKS
Administration - Building - Engineering - Transportation
Planning - Solid Waste Management

200 S. Spruce Street • P.O. Box 20,000 • Grand Junction, Colorado 81502-5001
Ph (970) 244-1773 Fax (970) 255-7171
www.mesacounty.us

March 13, 2020

Tamra Allen
Community Development Director

Re: Magnus Court-County Comments

Dear Ms. Allen,

After reviewing drawings for the Magnus Court planned development, Mesa County has the following comments:

1. We encourage this infill project and subsequent annexation to the City of Grand Junction. With this in mind, we would expect the developer to follow City standards and we would have little to do with review of engineering drawings.
2. In regards to street improvements, Mesa County would not require improvements to the short section of County road as the current quality of the road would meet requirements of the County for this type of local road.
3. The idea of a trail or sidewalk to carry pedestrian traffic (especially school children) out to Highway 340 is something that the County would support. Our assumption is that this would be a Safe Routes to School type project. The County would be willing to team with the City of Grand Junction and the developer to share in the cost of the trail or sidewalk improvements. We would earmark $75,000 to be put toward this safe route with the understanding that the City and the developer would match those funds to get the project done.
4. The County would also support the Magnus Court planned development as the project will reduce some existing drainage issues in the area. We are in the process of working on a feasibility study in an adjacent neighborhood to solve some of these issues and this development would intercept some of the drainage that is causing the problem. We can provide information on our feasibility study as it progresses and I'm sure that the developer's engineer can provide solid numbers showing how the Magnus Court project deals with drainage through the area.

Thank you for the opportunity to comment on this development and although authority through the area rests with the City of Grand Junction, we would encourage approval of the subdivision.

Kindest regards,

Scott Mai
Deputy Public Works Director

Magnus Re-Submit – As Narrative, and or Exhibits

Submitted to Grand Junction Community Development

Mr. Peterson,
Based on the feedback at the Planning Commission Hearing on February 25, 2020, we are resubmitting this project with changes that hopefully show display that we listened to Planning Commission, the neighbors, and Staff, in addressing many of their concerns, and that this along with additional 'Significant Community Benefit' enables a new hearing. Specifically:

- A definitive approach to the five lots that are in conflict with the Hillside code criteria;
- A more thorough discussion on construction phasing in this ODP, construction phasing in reality, construction sequencing of equipment, and construction traffic on roadways;
- A summary of our design teams multiple meetings with Mesa County and the City of Grand Junction, with regards to pedestrian safety along various roadways;
    - and an alternative solution that has strong support from the City, County, and developer;
- A better understanding from Mesa County on how this project is viewed by their Staff and Directors:
    - Their view on the existing roads;
    - Their level of participation on a trail for Safer Routes to School;
    - The importance of the Magnus development in reducing existing drainage impacts to the surrounding neighborhoods;
- Clarification of automobile traffic impacts, when traffic occurs, and any need for additional improvements;
- Additional public use trails provided around the proposed subdivision.

This narrative, along with the attached exhibits, make up the basis for a new hearing with Planning Commission. Pertinent written and graphic information submitted previously is considered a part of this resubmittal.

- Stay with current Code rather than 'future code' on Lots that do not meet Hillside Regulations (Exhibit 1)
    - It proved wrong to assume that a forthcoming code change would be in place by the time we submitted; and when it was not, the idea of 'contingency' resulted in an arduous, prolonged, and unfortunate consumption of everyone's time at the Hearing.
    - The five lots of concern noted on the Slopes map are all isolated … that is to say they are surrounded by Lots that do meet the code grades; they are not bunched together in a single location. If the geometry had allowed it, a shifting of lot lines 10' or 20' one way might have allowed the average grade to be under 20.01%:

- Lot 3 is 23.3% and abuts Lots with 9.3% and 18.4%;
- Lot 43 is 24.6% and abuts Lots with 17.5% and 15.1%;
- Lot 53 is 20.5% and abuts 16.2% and 17.1%
- Lot 55 is 20.9% and abuts 17.1% and 16.8%
- Lot 68 is 22.2% and abuts 18.2% on both sides.

- Lots between 10% and 20% need to be 100 feet wide and 10,000 SF in area. The five lots of concern were made to be proportional to their slope:
  - Lot 3 at 23.3% was made to be 140 feet wide with 15,183 SF of area;
  - Lot 43 at 24.6% was made to be 165 feet wide with 14,621 SF of area;
  - Lot 53 at 20.5% was made to be 110 feet wide with 12,218 SF of area;
  - Lot 55 at 20.9% was made to be 110 feet wide with 11,7751SF of area;
  - Lot 68 at 22.2% was made to be 110 feet wide with 12,352 SF of area;
- Hopefully it is apparent that the slope deviations are a small deviation, and we have compensated in a proportionate enlargement of each lot.
- We provided a preliminary grading plan for the entire project, complete with road grades and individual lot grading on all 68 lots. We displayed to the City Development Engineer that the drainage works.
- It is curious that code speaks to criteria that allows lots on slopes GREATER than 30% , but is silent on slopes between 20% and 30%:
  - Development on slopes of greater than 30 percent is not permitted <u>unless, after review and recommendation by the Planning Commission and approval by the City Council, it is determined that</u>:

    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.

    - Specific to 'a.' above – We submitted individual lot grading plans detailing how <u>every</u> lot drains;

    - Specific to 'b' above – We asked for and received an Alternative Road section that creates a narrower terrace on any hillside, to reduce impacts; our engineer has graded this road to minimize cuts and fills; we have worked with the Fire Department on creating additional turn arounds and mechanisms that are sensitive to the land. Efforts will be made to reclaim the disturbed areas because the Stormwater Permit process requires

it, the City Review process requires it, the purchasing market requires it … but mostly because it is the right thing to do.

- With consideration for the additional information and clarifications provided above are asking Planning Commission to approve the five lots of concern, as part of their recommendation to City Council.

- Phasing (Exhibit 2) was another area of discussion with the neighborhood expressing concerns about this project having so many phases over so many years, the continuation of earthmoving equipment on site, the construction traffic on the roads, the impact to the roads.
  - Current City code requires a Phasing Plan for Planned Developments. From a submittal perspective it is purposeful to have more phases than you think you will need, spread over more time than you think it will take. Rephrased: there are incentives to maximize Phasing and spread it over 10 years. This is due to potential changes in the economy and trying to minimize having to come back to PC and CC to change or extend it.
  - If a Phasing Plan is being required, and it is, the developer is going to support the highest number of logical phases, four, over the longest period of time, 10 years.
  - With that said, the developer's internal plans provide for doing this project in two phases which is currently depicted as combining Phases 1 and 2, and combining Phase 3 and 4 as shown on the exhibit.
    - A picture was painted that mass numbers of construction vehicles would be going through the neighborhood on a daily basis. This will not be the case:
      - The developers intentions are that all the heavy mass grading and site balancing utilizing the heaviest equipment, will be utilized the first 90 days … this equipment mobilizes on site and stays their until done.
      - Moreover, the entirety of the domestic water line infrastructure will be installed at the front end during the first 5 months of site construction.
  - In summary, the Phasing Plan being submitted will NOT be changing; however, the REALITY is that all logic, incentives, and motivation is to get it done within a much shorter term.

- We met with the County and the City to discuss the condition of the roads, the safety of vehicular turns, and the safety of pedestrians, in particular kids walking to school. (Exhibits 3, 4, 5, and 6))

- The County (Engineering, Planning, and Director) all indicated that the quality of the roads was fine by accepted standards; and had nothing allocated in their capital funds to do improvements in this area.
- (Exhibit 3) The County provided a walking and bicycle Audit that was specific to Broadway Elementary. It was prepared by Jodie Kliska, a retired City Traffic Engineer, and the Team Members were County Engineers, and we understand Parents, and Teachers.
    - In this Audit it was recognized that Broadway (the road) has particular shortcomings, Noting:
        - (Exhibit 4) "There are no continuous sidewalks or curbing surrounding Broadway Elementary. There is no sidewalk to cross to the south side of Broadway"
        - It also noted that the "Responsible Parties" on this issue was Mesa County, City of Grand Junction, and CDOT;
    - (Exhibit 5) A two mile area was studied, and routes were mapped and scored from 'Least Favored' to 'Not Favored', to 'Favored', to 'Most Favored'.
        - This audit exhibit is cause to pause and realize:
            - that only 9% to 23% are walking these routes;
            - the majority drive or take the bus;
            - and so the "energy" (planning , funding, design, and construction) went into the north side of Broadway;
        - This is not justification for shortcomings on the south side; but it is a reality.
- The City did not support putting money towards improving the roads … somewhat for the same reason, that the roads are in good enough driving shape, and TCP dollars will go towards the intersection improvements.
- Mid-story Summary:
    - The County says the roads are fine, and have not allocated money for any improvements;
    - The City says the roads are fine, that they do not invest in County Roads;
    - A Professional Routes to Schools Audit does not prioritize anything south of Broadway.
- A solution came from the City, indicating they would have more support if improvements were put in along Broadway, between Reed Mesa and the crosswalk a block away put some energy into Broadway (Exhibit 6)
    - The City also received a great letter from the County, indicating they are willing to invest in improving pedestrian traffic, especially for school children;
    - The Developer is likewise willing to invest in it;

- We have not yet approached CDOT.
- So we have something happening. We are confident we have money for the 'solid line' in the drawing, but we do not know how far it might extend. There needs to be design work; possibly some easements, drainage, and being in a CDOT ROW we know the costs will be much higher.
    - So there are a number of things to work out, but with the approval of the Magnus project you will have Developer involvement in design and/or construction along with the City, County, and hopefully CDOT.

- (Exhibit 7) We need to go back to the Letter the County sent the City and review their comments … we have underlined what stands out:

  1. We encourage this infill project and subsequent annexation to the City of Grand Junction. With this in mind, we would expect the developer to follow City standards and we would have little to do with review of engineering drawings.

  2. In regards to street improvements, Mesa County would not require improvements to the short section of County road as the current quality of the road would meet requirements of the County for this type of local road.

  3. The idea of a trail or sidewalk to carry pedestrian traffic (especially school children) out to Highway 340 is something that the County would support. Our assumption is that this would be a Safe Routes to School type project. The County would be willing to team with the City of Grand Junction and the developer to share in the cost of the trail or sidewalk improvements. It would earmark up to $75,000 to be put toward this safe route with the understanding that the City and the developer would match up to this amount to get the project done.

  4. The County would also support the Magnus Court planned development as the project would reduce some existing drainage issues in the area. We are in the process of working on a feasibility study in an adjacent neighborhood to solve some of these issues and this development would intercept some of the drainage that is causing the problem. We can provide information on our feasibility study as it progresses and I'm sure that the developer's engineer can provide solid numbers showing how the Magnus Court project deals with drainage through the area.

- We have touched on the first three comments in this letter, but this fourth comment is particularly important : Magnus reduces exiting drainage issues to the surrounding neighborhoods;
    - (Exhibit 8) is from the City GIS site, depicting the development boundary in black, the top of the watershed in red that flows towards existing neighborhoods, and

some existing drainage paths that also go directly towards homes and neighborhoods.
    - Use the red line, the top of the watershed, as your orientation to the next slide.
  - (Exhibit 9) shows the proposed development on 'real' surveyed grades, and with the same red top of watershed line. But what the development provides, what the road network does, is intercept the vast majority of the water at the top of this watershed, direct it towards proposed stormwater facilities, and directs it towards the drainage along S. Broadway (Goat Wash).
    - The drainage interception is shown in green, including a swale above the homes on 22¼ Road
    - It is really only a small area by lots 37-40 that will contribute to the historical drainage.

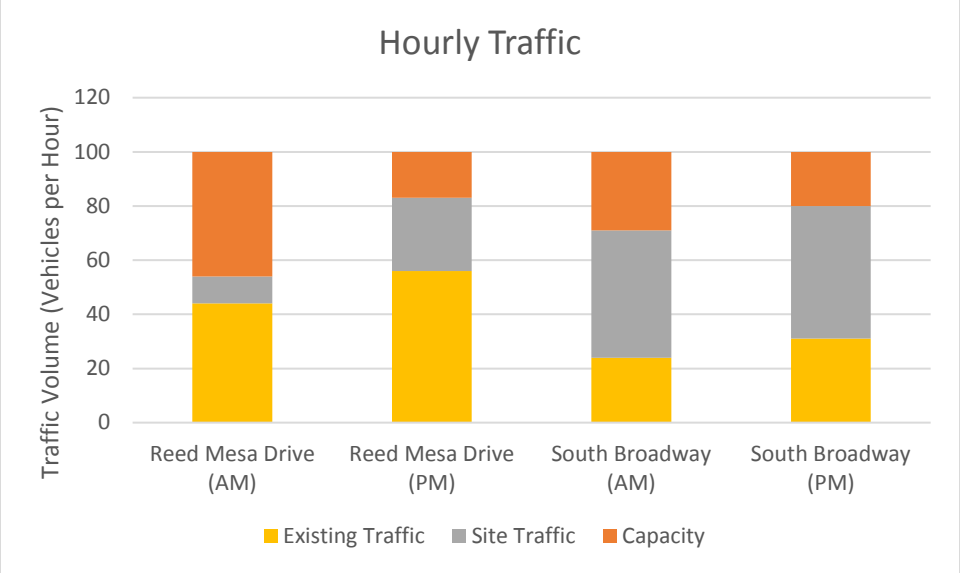
- Traffic (Exhibit 10 and 11)
  - The proposed site-generated traffic from the Magnus subdivision is anticipated to be 700 vehicles per day (vpd). This includes 56 vehicles per hour during the morning peak hour (vph) and 74vph during the evening peak hour.
  - Hourly data from our 2019 traffic counts on the existing neighborhood roads was used to approximate the existing daily traffic. Generally, industry standard assumes that 10% of the daily traffic occurs during the evening peak hour.

Existing Conditions	AM Peak Hour	PM Peak Hour	Approximate Daily Traffic
Reed Mesa Drive	44vph	56vph	500vpd
South Broadway	24vph	31vph	300vpd

  - The project's 700vpd is distributed between the Reed Mesa Drive and South Broadway accesses. Our presentation to the City used an approximate 50/50 distribution to generally split traffic between both accesses.
  - However, the traffic study included a more detailed analysis of the peak hour traffic anticipated to each intersection. This analysis incorporated adjustments for travel pattern changes based upon the time of day and congestion. Therefore, the hourly data is more accurate than a general daily comparison.
  - A revised traffic addendum was prepared. It addresses the traffic congestion on Broadway and the impact to the site traffic's directional distribution. The original study used a distribution of 35% to the north and 65% to the south. The modified analysis used 15% to the north and 85% to the south. The resulting Level of Service (LOS) was the same. The anticipated delays varied slightly.

Project Traffic	AM Peak Hour	PM Peak Hour	Approximate Daily Traffic
Reed Mesa Drive	10vph	27vph	200vpd
South Broadway	47vph	49vph	500vpd

- The resulting traffic volume impact graph has been updated accordingly. This graph uses the industry standard assumption that 10% of the daily traffic occurs during the evening peak hour. This assumption was applied to the local County Road standard of 1,000vpd, equating to 100vph.



- The project traffic is anticipated to compose of 19 – 33% of the total traffic on Reed Mesa Drive. More project traffic is anticipated to use South Broadway. The project traffic is anticipated to compose of 61 – 66% of the total traffic on South Broadway.
- The anticipated addition of total project traffic generated will occur over a number of years as the project builds out, and completed residences are occupied. Reiterating, the additional impacts are not immediate.
- Mesa County stated that they would not require improvements to the short section of County road as the current quality of the road would meet requirements of the County for this type of local road (<1,000vpd).
- However, the residents and applicant have identified a few improvements that would improve the safety of the local roadways.

- The applicant is pursuing multimodal improvements at the intersection of Reed Mesa Drive/Broadway and along Broadway in coordination with Mesa County, Grand Junction, and CDOT.
- The applicant would add stop signs at the unmarked intersections to clarify right of way to drivers.
- The applicant has also identified adding stop bars to the local roadways; however, it is the understanding of the applicant that the City does not prefer to add stop bars at each intersection.
- The applicant would improve return radii at intersections that will be impacted by construction vehicles.

- (Exhibit 12) There was a request for some additional trails which are depicted on this drawing, and labeled as 'Proposed Public Trail'.

Summary of Additional Community Benefits:

- Acknowledge intent for a smaller construction window / less phases / less construction traffic on streets;
- The continued involvement with a Safe School trail involving the City, County, CDOT and the Developer. This includes the Developer commitment to participate in design and/or funding;
- Drainage interception that relives existing off-site problems for existing neighborhoods, and aids towards long-term solutions;
- Clarification on Traffic distribution to the neighborhood, time of day, and time period;
- Additional Public Trails within the proposed subdivision.

Ciavonne, Roberts & Associates
222 North 7th Street
Grand Junction, CO 81501

April 24, 2020

Re: **Magnus Court Subdivision**
Transportation Impact Study Addendum
Grand Junction, Colorado

Purpose:

This memorandum was developed to update the original *Transportation Impact Study for Magnus Court Subdivision* dated July 10, 2019. It was observed that morning congestion on Broadway is impacting traffic egressing from Reed Mesa Drive more than originally analyzed in the original report. Based upon this observation, the directional distribution of traffic egressing the site was modified.

Additional clarity is given on the anticipated impact of the project traffic on the adjacent neighborhood roadway network.

Morning Congestion on Broadway Impacts:

More of the Magnus Court Subdivision residents are likely to exit the neighborhood via South Broadway (Intersection 5) rather than Reed Mesa Drive (Intersection 1) during the morning peak hour. The congestion is attributable to the Reed Mesa Drive / Broadway intersection being in the middle of the long school zone for Redlands Middle School and Broadway Elementary.

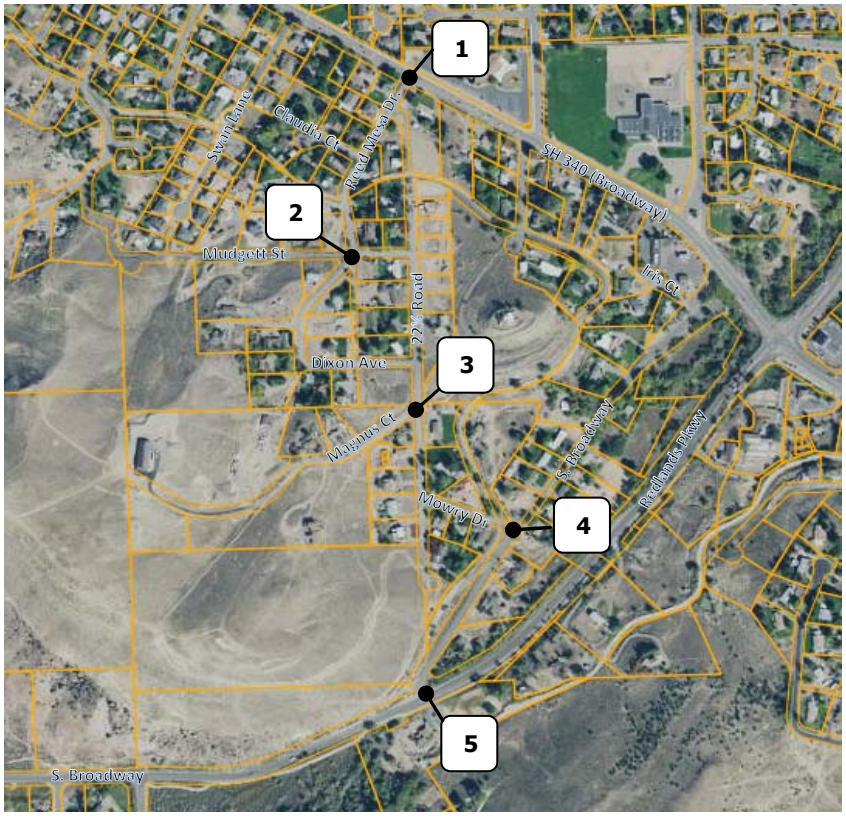
A new scenario was analyzed with northbound traffic reduced to 15% during the morning peak hour. The resultant trip distribution percentages and site-generated traffic volumes are shown in Figure 7A and Figure 9A, respectively. When the site-generated traffic is added to the initial background volumes from Figure 5 in the TIS, the initial year total traffic is shown in Figure 13A. When the site-generated traffic is added to the design year background volumes from Figure 6 in the TIS, the design year total traffic is shown in Figure 15A.

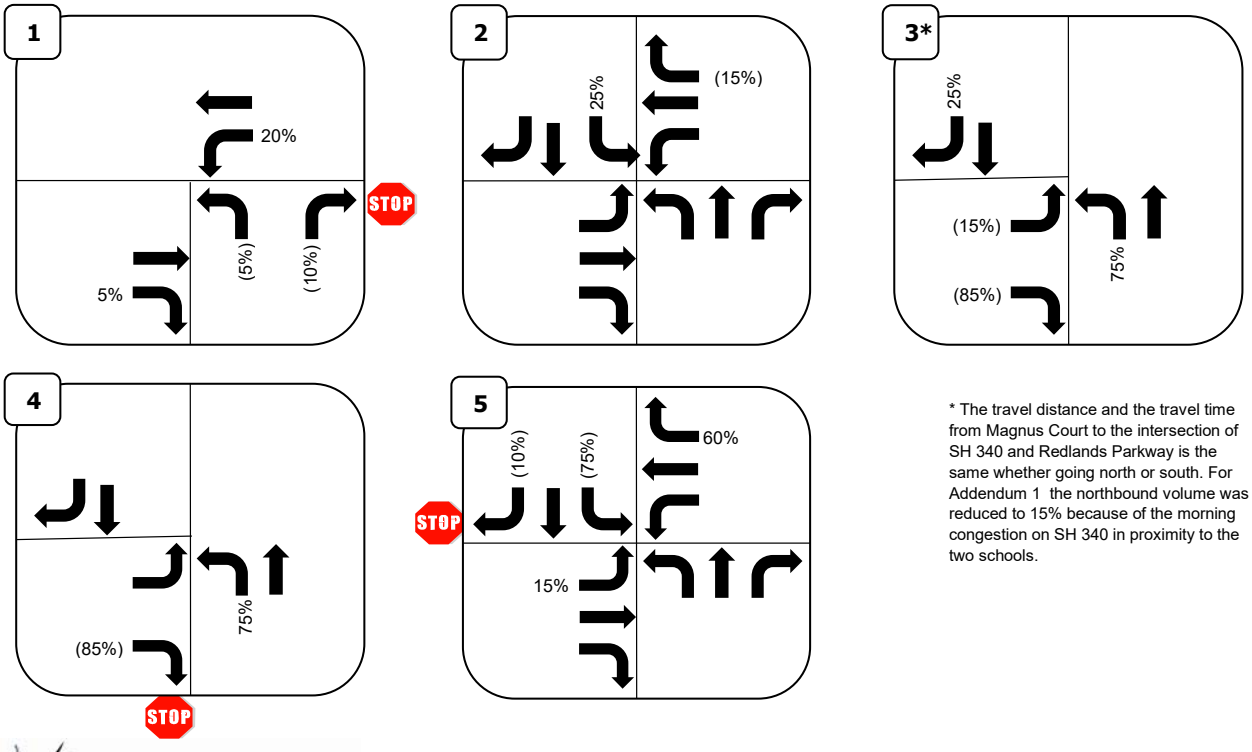
A level of service analysis was performed for the 15% NB, 85% SB Scenario using the *Highway Capacity Manual* methodology for both the initial year and the design year. The results are shown in Table 4A. Compared to the original 35% NB, 65% SB Scenario from Table 4 in the TIS, the 15% NB, 85% SB Scenario results in slightly shorter delay times at the Broadway & Reed Mesa Drive intersection and slightly longer delay times at the South Broadway & Redlands Parkway intersection. Even with the changes in the delay times, the levels of service remain the same.

Table 4A: Total Traffic Level of Service (15% NB, 65% SB Scenario)

#	Intersection	Traffic Control	Approach	Level of Service (Delay in Seconds)	
				2019	2040
1	Broadway & Reed Mesa Dr.	NB Stop	WB	A (0.4)	A (0.4)
			NB	B (13.8)	C (18.4)
2	Mudgett Ave. & Reed Mesa Dr.	EB/WB Stop	EB	A (8.8)	A (8.8)
			WB	A (8.4)	A (8.4)
			NB	A (0.0)	A (0.0)
			SB	A (4.2)	A (4.2)
3	22 1/4 Rd & Magnus Dr.	EB Stop	EB	A (8.6)	A (8.6)
			NB	A (6.7)	A (6.7)
4	Mowry & S. Broadway	EB Stop	EB	A (8.5)	A (8.5)
			NB	A (4.3)	A (4.3)
5	S. Broadway & Redlands Pkwy	NB/SB Stop	EB	A (0.3)	A (0.1)
			WB	A (0.1)	A (0.1)
			NB	B (10.5)	B (14.0)
			SB	B (12.5)	C (18.3)

Figure 7A: AM Project Traffic Distribution (15% NB, 85% SB)





* The travel distance and the travel time from Magnus Court to the intersection of SH 340 and Redlands Parkway is the same whether going north or south. For Addendum 1 the northbound volume was reduced to 15% because of the morning congestion on SH 340 in proximity to the two schools.

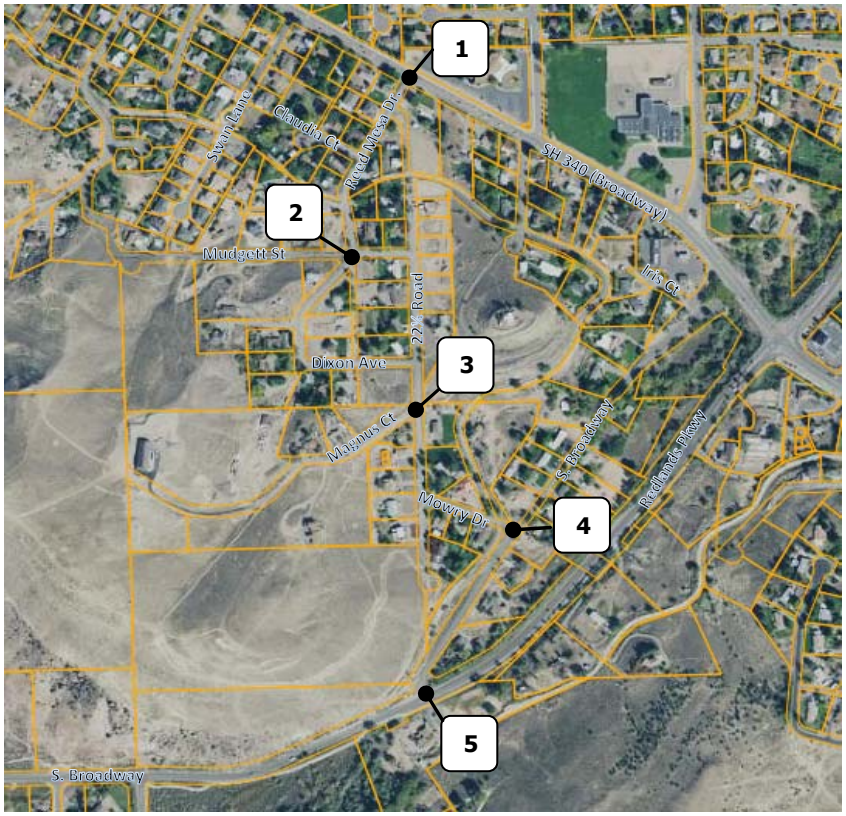
McDowell Engineering LLC
Transportation Engineering Consultants

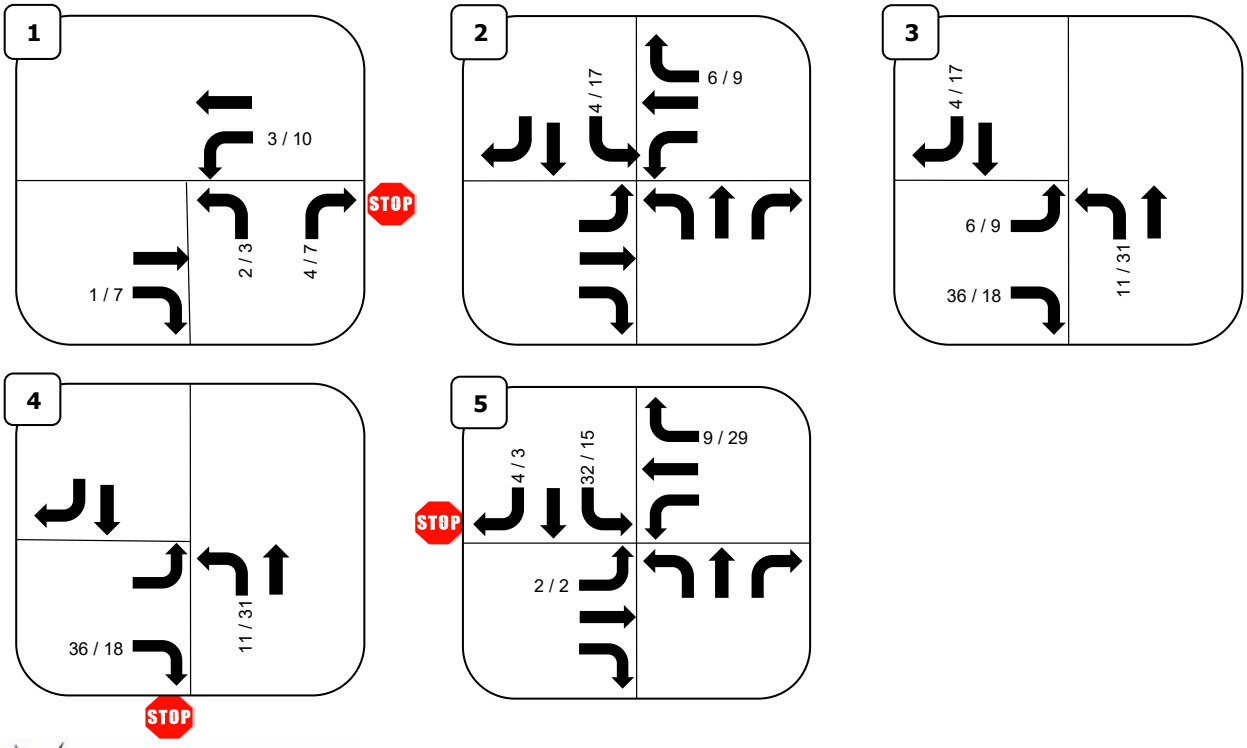
(NTS)

LEGEND
XX (XX) = Inbound (Outbound)
Turning Movements

Project Number: M1388
Prepared by: TKH

Figure 9A: Project Traffic (15% NB, 85% SB)





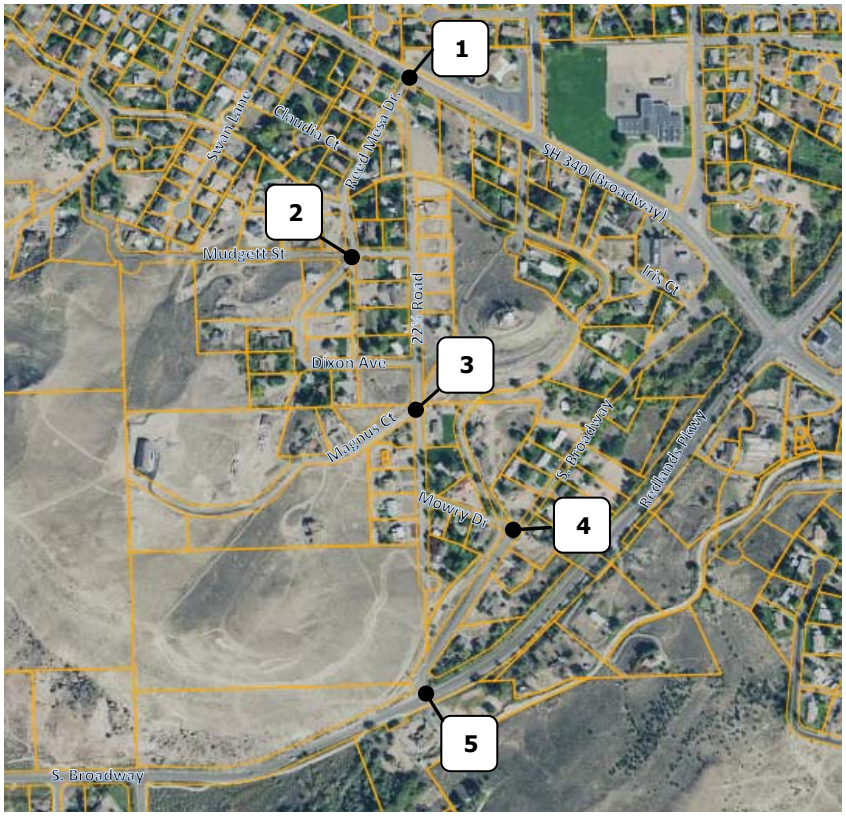
McDowell Engineering LLC
Transportation Engineering Consultants

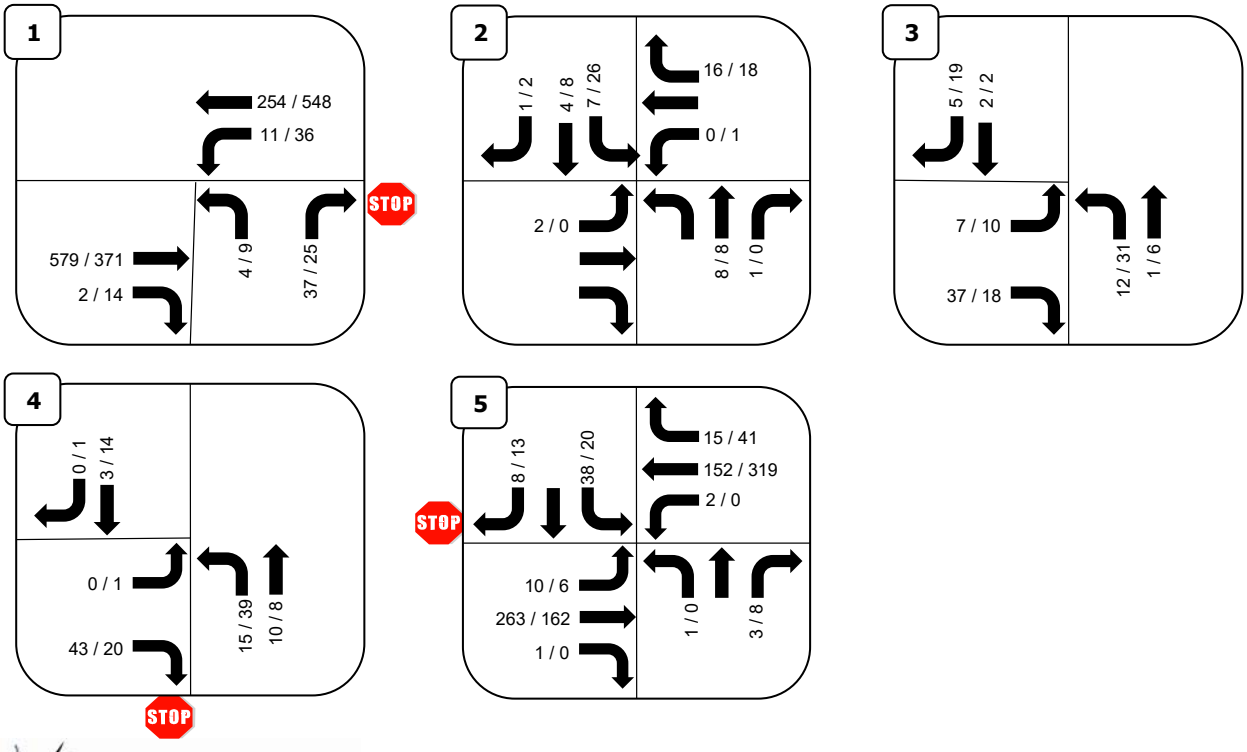
Project Number: M1388
Prepared by: TKH

N
(NTS)

LEGEND
XX/XX = AM/PM Volumes (pce vph)
Turning Movements

Figure 13A: Initial Year Total Traffic (2019) (15% NB, 85% SB)





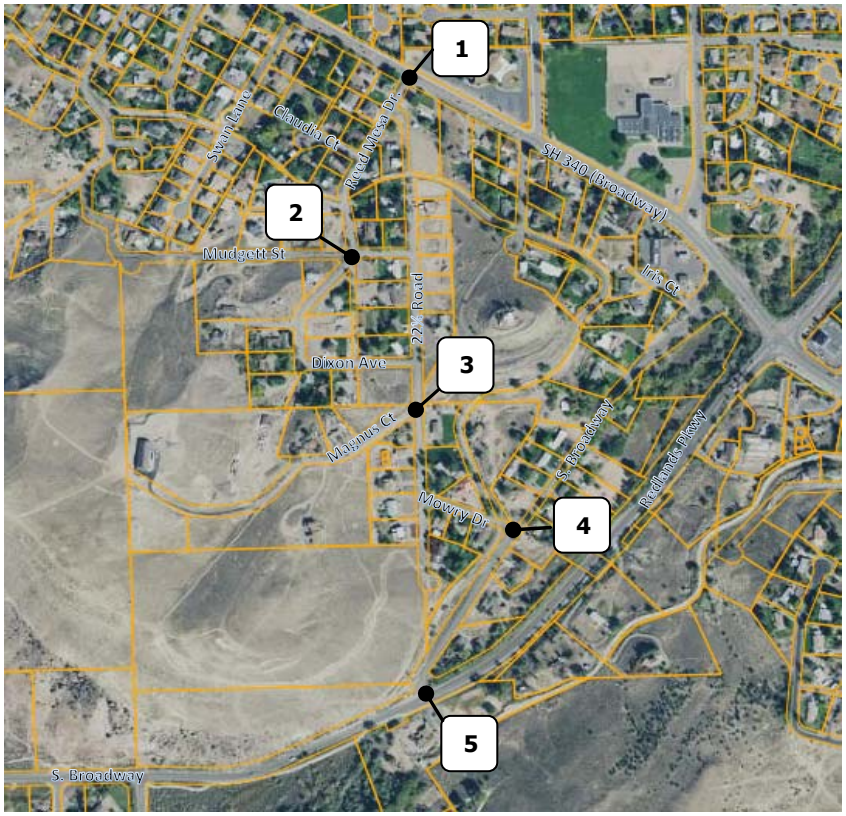
McDowell Engineering LLC
Transportation Engineering Consultants

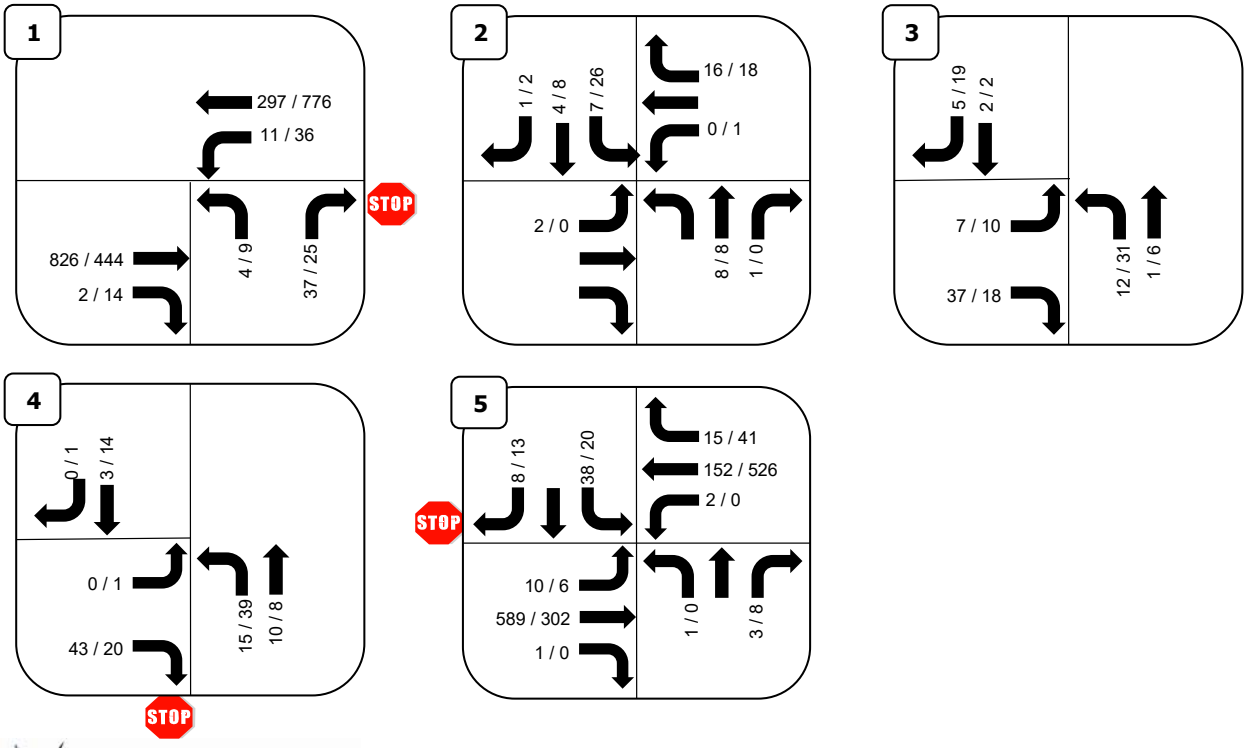
Project Number: M1388
Prepared by: TKH

N
(NTS)

LEGEND
XX/XX = AM/PM Volumes (pce vph)
Turning Movements

Figure 15A: Design Year Total Traffic (2040) (15% NB, 85% SB)





McDowell Engineering LLC
Transportation Engineering Consultants

Project Number: M1388
Prepared by: TKH

N
(NTS)

LEGEND
XX/XX = AM/PM Volumes (pce vph)
Turning Movements

Traffic Impacts on Adjacent Neighborhood Streets:

The proposed site-generated traffic from the Magnus subdivision is anticipated to be 700 vehicles per day (vpd). This includes 56 vehicles per hour during the morning peak hour (vph) and 74vph during the evening peak hour.

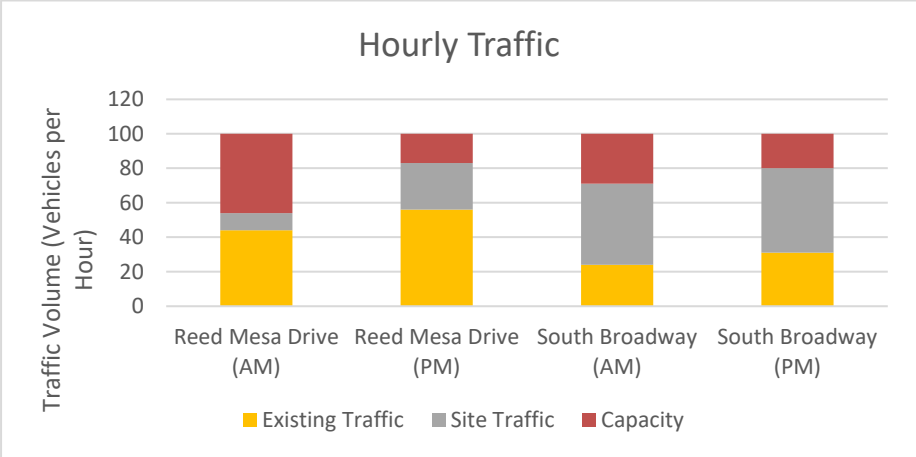
Hourly data from our 2019 traffic counts on the existing neighborhood roads was used to approximate the existing daily traffic. Generally, industry standard assumes that 10% of the daily traffic occurs during the evening peak hour.

Existing Conditions	AM Peak Hour	PM Peak Hour	Approximate Daily Traffic
Reed Mesa Drive	44vph	56vph	500vpd
South Broadway	24vph	31vph	300vpd

The project's 700vpd is distributed between the Reed Mesa Drive and South Broadway accesses. The study analyzed the peak hour traffic anticipated to each intersection. Therefore, the hourly data is more accurate than a general daily comparison. This analysis incorporated adjustments for travel pattern changes based upon the time of day and congestion.

Project Traffic	AM Peak Hour	PM Peak Hour	Approximate Daily Traffic
Reed Mesa Drive	10vph	27vph	200vpd
South Broadway	47vph	49vph	500vpd

The resulting traffic volume impact graph uses the industry standard assumption that 10% of the daily traffic occurs during the evening peak hour. This assumption was applied to the local County Road standard of 1,000vpd, equating to 100vph.



The project traffic is anticipated to compose of 19 – 33% of the total traffic on Reed Mesa Drive. More project traffic is anticipated to use South Broadway. The project traffic is anticipated to compose of 61 – 66% of the total traffic on South Broadway. The anticipated addition of project traffic will occur over a number of years as the project builds out. The additional impacts are not immediate.

Mesa County stated that they would not require improvements to the short section of County road as the current quality of the road would meet requirements of the County for this type of local road (<1,000vpd). The residents and applicant have identified a few improvements that would improve the safety of the local roadways.

- The applicant is pursuing multimodal improvements at the intersection of Reed Mesa Drive/Broadway and along Broadway in coordination with Mesa County, Grand Junction, and CDOT.
- The applicant will add stop signs at the unmarked intersections to clarify right of way to drivers. The applicant had also identified adding stop bars to the local roadways. However, the City does not prefer to add stop bars at each intersection.
- The applicant will improve return radii at intersections that will be impacted by construction vehicles.

Conclusion:

The 15% NB, 85% SB Scenario does not change any of the conclusions or recommendations in the original traffic impact study.

The proposed improvements to the neighborhood streets meet and exceed Mesa County's standards.

Please call if you would like any additional information or have any questions regarding this matter.

Sincerely,
McDowell Engineering, LLC

Kari J. McDowell Schroeder, PE, PTOE
Traffic Engineer

Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	579	2	11	254	4	37
Future Vol, veh/h	579	2	11	254	4	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	266	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	629	2	12	276	4	40

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	631	0	930	630
Stage 1	-	-	-	-	630	-
Stage 2	-	-	-	-	300	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	951	-	297	482
Stage 1	-	-	-	-	531	-
Stage 2	-	-	-	-	752	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	951	-	293	482
Mov Cap-2 Maneuver	-	-	-	-	293	-
Stage 1	-	-	-	-	524	-
Stage 2	-	-	-	-	752	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	13.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	453	-	-	951	-
HCM Lane V/C Ratio	0.098	-	-	0.013	-
HCM Control Delay (s)	13.8	-	-	8.8	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Intersection	
Int Delay, s/veh	5.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	0	0	0	0	16	0	8	1	7	4	1
Future Vol, veh/h	2	0	0	0	0	16	0	8	1	7	4	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	Yield	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	0	0	0	0	17	0	9	1	8	4	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	31	31	5	31	31	10	5	0	0	10	0	0
Stage 1	21	21	-	10	10	-	-	-	-	-	-	-
Stage 2	10	10	-	21	21	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	977	862	1078	977	862	1071	1616	-	-	1610	-	-
Stage 1	998	878	-	1011	887	-	-	-	-	-	-	-
Stage 2	1011	887	-	998	878	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	957	858	1078	973	858	1071	1616	-	-	1610	-	-
Mov Cap-2 Maneuver	957	858	-	973	858	-	-	-	-	-	-	-
Stage 1	998	874	-	1011	887	-	-	-	-	-	-	-
Stage 2	995	887	-	993	874	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.8	8.4	0	4.2
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1616	-	-	957	1071	1610	-	-
HCM Lane V/C Ratio	-	-	-	0.002	0.016	0.005	-	-
HCM Control Delay (s)	0	-	-	8.8	8.4	7.2	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection	
Int Delay, s/veh	7.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	37	12	1	2	5
Future Vol, veh/h	7	37	12	1	2	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	40	13	1	2	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	32	5	7	0	-	0
Stage 1	5	-	-	-	-	-
Stage 2	27	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	982	1078	1614	-	-	-
Stage 1	1018	-	-	-	-	-
Stage 2	996	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	974	1078	1614	-	-	-
Mov Cap-2 Maneuver	974	-	-	-	-	-
Stage 1	1010	-	-	-	-	-
Stage 2	996	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.6	6.7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1614	-	1060	-	-
HCM Lane V/C Ratio	0.008	-	0.045	-	-
HCM Control Delay (s)	7.2	0	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	6.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	43	15	10	3	0
Future Vol, veh/h	0	43	15	10	3	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	47	16	11	3	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	46	3	3	0	-	0
Stage 1	3	-	-	-	-	-
Stage 2	43	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	964	1081	1619	-	-	-
Stage 1	1020	-	-	-	-	-
Stage 2	979	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	954	1081	1619	-	-	-
Mov Cap-2 Maneuver	954	-	-	-	-	-
Stage 1	1010	-	-	-	-	-
Stage 2	979	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.5	4.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1619	-	1081	-	-
HCM Lane V/C Ratio	0.01	-	0.043	-	-
HCM Control Delay (s)	7.2	0	8.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	263	1	2	152	15	1	0	3	38	0	8
Future Vol, veh/h	10	263	1	2	152	15	1	0	3	38	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	273	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	286	1	2	165	16	1	0	3	41	0	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	181	0	0	287	0	0	491	494	287	479	478	165
Stage 1	-	-	-	-	-	-	309	309	-	169	169	-
Stage 2	-	-	-	-	-	-	182	185	-	310	309	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1394	-	-	1275	-	-	488	476	752	497	486	879
Stage 1	-	-	-	-	-	-	701	660	-	833	759	-
Stage 2	-	-	-	-	-	-	820	747	-	700	660	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1394	-	-	1275	-	-	479	471	752	491	481	879
Mov Cap-2 Maneuver	-	-	-	-	-	-	479	471	-	491	481	-
Stage 1	-	-	-	-	-	-	695	654	-	826	757	-
Stage 2	-	-	-	-	-	-	810	746	-	691	654	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.1	10.5	12.5
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	658	1394	-	-	1275	-	-	532
HCM Lane V/C Ratio	0.007	0.008	-	-	0.002	-	-	0.094
HCM Control Delay (s)	10.5	7.6	0	-	7.8	0	-	12.5
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.3

Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	826	2	11	297	4	37
Future Vol, veh/h	826	2	11	297	4	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	266	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	898	2	12	323	4	40

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	900	0	1246	899
Stage 1	-	-	-	-	899	-
Stage 2	-	-	-	-	347	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	755	-	192	338
Stage 1	-	-	-	-	397	-
Stage 2	-	-	-	-	716	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	755	-	189	338
Mov Cap-2 Maneuver	-	-	-	-	189	-
Stage 1	-	-	-	-	391	-
Stage 2	-	-	-	-	716	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	18.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	314	-	-	755	-
HCM Lane V/C Ratio	0.142	-	-	0.016	-
HCM Control Delay (s)	18.4	-	-	9.8	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.5	-	-	0	-

Intersection	
Int Delay, s/veh	5.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	0	0	0	0	16	0	8	1	7	4	1
Future Vol, veh/h	2	0	0	0	0	16	0	8	1	7	4	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	Yield	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	0	0	0	0	17	0	9	1	8	4	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	31	31	5	31	31	10	5	0	0	10	0	0
Stage 1	21	21	-	10	10	-	-	-	-	-	-	-
Stage 2	10	10	-	21	21	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	977	862	1078	977	862	1071	1616	-	-	1610	-	-
Stage 1	998	878	-	1011	887	-	-	-	-	-	-	-
Stage 2	1011	887	-	998	878	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	957	858	1078	973	858	1071	1616	-	-	1610	-	-
Mov Cap-2 Maneuver	957	858	-	973	858	-	-	-	-	-	-	-
Stage 1	998	874	-	1011	887	-	-	-	-	-	-	-
Stage 2	995	887	-	993	874	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.8	8.4	0	4.2
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1616	-	-	957	1071	1610	-	-
HCM Lane V/C Ratio	-	-	-	0.002	0.016	0.005	-	-
HCM Control Delay (s)	0	-	-	8.8	8.4	7.2	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection	
Int Delay, s/veh	7.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	37	12	1	2	5
Future Vol, veh/h	7	37	12	1	2	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	40	13	1	2	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	32	5	7	0	-	0
Stage 1	5	-	-	-	-	-
Stage 2	27	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	982	1078	1614	-	-	-
Stage 1	1018	-	-	-	-	-
Stage 2	996	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	974	1078	1614	-	-	-
Mov Cap-2 Maneuver	974	-	-	-	-	-
Stage 1	1010	-	-	-	-	-
Stage 2	996	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.6	6.7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1614	-	1060	-	-
HCM Lane V/C Ratio	0.008	-	0.045	-	-
HCM Control Delay (s)	7.2	0	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	6.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	43	15	10	3	0
Future Vol, veh/h	0	43	15	10	3	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	47	16	11	3	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	46	3	3	0	-	0
Stage 1	3	-	-	-	-	-
Stage 2	43	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	964	1081	1619	-	-	-
Stage 1	1020	-	-	-	-	-
Stage 2	979	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	954	1081	1619	-	-	-
Mov Cap-2 Maneuver	954	-	-	-	-	-
Stage 1	1010	-	-	-	-	-
Stage 2	979	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.5	4.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1619	-	1081	-	-
HCM Lane V/C Ratio	0.01	-	0.043	-	-
HCM Control Delay (s)	7.2	0	8.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	589	1	2	152	15	1	0	3	38	0	8
Future Vol, veh/h	10	589	1	2	152	15	1	0	3	38	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	273	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	640	1	2	165	16	1	0	3	41	0	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	181	0	0	641	0	0	845	848	641	833	832	165
Stage 1	-	-	-	-	-	-	663	663	-	169	169	-
Stage 2	-	-	-	-	-	-	182	185	-	664	663	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1394	-	-	943	-	-	283	298	475	288	305	879
Stage 1	-	-	-	-	-	-	450	459	-	833	759	-
Stage 2	-	-	-	-	-	-	820	747	-	450	459	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1394	-	-	943	-	-	277	294	475	283	301	879
Mov Cap-2 Maneuver	-	-	-	-	-	-	277	294	-	283	301	-
Stage 1	-	-	-	-	-	-	445	453	-	823	757	-
Stage 2	-	-	-	-	-	-	810	746	-	442	453	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.1	14	18.3
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	403	1394	-	-	943	-	-	321
HCM Lane V/C Ratio	0.011	0.008	-	-	0.002	-	-	0.156
HCM Control Delay (s)	14	7.6	0	-	8.8	0	-	18.3
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.5

Broadway Elementary School
Walking and Bicycling Audit

October 18, 2016

Broadway Elementary School

October 18th, 2016

Audit Team Members:

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The walking and biking audit for Broadway Elementary School was conducted after school on a typical day. Personnel were stationed in the following locations for observation:

- In front of the school for parent pick-up
- Sidewalks and bicycle routes near school property
- Bus loading zone
- 22 ½ Rd. and Greenbelt Drive intersection
- 22 ½ Rd. and Broadway Elementary intersection
- Village Way and Broadway intersection

Discussion:

Broadway Elementary has approximately 240 students, 34.4% of whom qualify for the Free and Reduced Lunch Program. There is one bus and one ADA van that service this school. The principal indicated that traffic back up is much more of an issue on days when there is inclement weather. There were two circle bike racks located at Broadway Elementary. There were 18 bikes and one razor parked at the rack with three helmets. At the end of the day, our observer counted 14 bike riders, 12 helmets, three razor riders and 13 walkers. These bike racks were not clearly visible and there are no bike paths or routes around the school.

Figure 1: Diagram of the school layout.

Observations/Comments:

Members of the audit team and members of the school community made the following observations and comments regarding the afternoon pick-up and departure:

Drop-off/Pick-up Area:

- Parent pick-up is in a small loop in front of the school. When that loop is full, traffic either parks in the small parking lot or backs up to Broadway.
- When parents park in the parking lot, they walk over to the sidewalk to get their kids. When walking back to the parking lot through lines of pick-up traffic, parent walk with their children.
- Parking lot is small and fills up quickly, especially because staff park there as well.

Intersection at 22 ½ Rd. and Greenbelt Drive:

- There is vegetation overgrowth that could limit visibility of pedestrians/bicyclists.
- No bike routes present; sidewalk is more or less a path that has a multitude of cracks, uneven edges and is next to a drainage ditch.

Figure 2: Drainage ditch on 22 1/2 Road.

- Sidewalks and curbing are not continuous surrounding the school.
- Speeding traffic has been reported on Greenbelt coming up the hill to 22 ½ Rd.

Walkers/Bikers:

- There is ample bike parking at the school and there are a fair amount of walkers and bikers.
- Sidewalks around the property need to be replaced/installed. The ones that are there are cracked, have broken curbs and in many places, children are walking along uneven gravel pathways.
- The school zone crosswalk that is in front of Redlands United Methodist Church to the west of the school does not have a sidewalk to cross to on the south side of Highway 340.

- The east/west crosswalk at Village Way is not utilized. Rather, the walkers cross that street adjacent to the opening in the fence, about 30 feet back from the intersection. There is little to no use of the sidewalk in front of the school.

Figure 3: Underutilized lot behind the school that could be used for staff parking.

Suggested Solutions:

Location of Interest	Obstacle	Proposed Solutions	Responsible Parties
General	Information sharing of available resources (Safe Routes to school maps and WebApp); promotional ideas about getting kids to walk and bike to school.	Link on school website with pertinent information including SRTS maps.	Broadway administration, Safe Routes To School personnel, parent involvement groups, school safety teams.
Parent pick-up	Pick-up loop is small and the parking lot fills up quickly. Traffic backs up to Broadway.	There is vacant land owned by the school district at the back of the property that could be utilized for staff parking. This would free up space in the front of the school for less congestion during parent pick-up	District 51 Administration
Crosswalk on Village Way	Crosswalk is not used. Pedestrians cross the road adjacent to the opening in the fence 30 feet back from the intersection.	Move crosswalk back to where students will use it. Install signage warning motorists that there is a crosswalk in the vicinity.	Mesa County
Walking and Biking routes	There are no continuous sidewalks or curbing surrounding Broadway Elementary. There is no sidewalk to cross to on the south side of Broadway.	A plan for sidewalk installation or other infrastructure to support walking or biking in this area.	Mesa County; City of Grand Junction; CDOT

Best Practices:

- “Children Breathing - No Idle Zone” = Engines off sign (e.g. West MS photos)
- Pick-up/Drop-off areas by grade (e.g. Bookcliff MS, Pear Park ES). This may create a safer situation for walkers and bikers.
- Crossing guard gathers kids by school for crossing busy street (e.g. Mesa View ES)
- Crossing guards have standard stop signs, and Class A, Level 2 vests.
- Crossing guards are well trained -- on site training available (e.g. Chipeta report for more on this). Crossing guards need to be paid to take the training.
- Take the time to teach parents how to go through pick-up/drop-off process correctly. (e.g. Bookcliff MS)
- Teach kids to wear helmets.
- Having staff and faculty outside the building at the beginning and the end of day. (e.g. West MS, Rocky Mountain ES)
- Clear and predictable flow of traffic through parking lots. (e.g. Bookcliff MS)
- The Health Assistant and PE teachers are active in promoting healthy transportation to and from school. (e.g. Mesa View ES)
- Hosting a bike rodeo and teaching the bike safety and skills unit in PE.
- Crossing guards shouldn’t be teachers or other staff who can’t get to their stations in time. (e.g. Tope ES, where the PTO pays crossing guards, and “specials” teachers also have duty)

Walk Route Maps

Broadway Elementary School
Walk Route Map Summary

	1-Mile Radius ~ 228 street crossings		2-Mile Radius ~251 street crossings	
	Length	Percent	Length	Percent
Least Favored - 4	16.8	33%	20.6	36%
Not Favored - 3	21.5	42%	22.8	40%
Favored - 2	8.9	17%	9.6	17%
Most Favored - 1	3.7	7%	4.1	7%
	50.9	100%	57.1	100%

Key to Walk Route Map Ratings:

GREEN

Most favored route. May have a detached sidewalk and/or a bike lane. May be a path that has no vehicle traffic. (A detached sidewalk is separated from the roadway, often by a strip of grass, dirt or rocks.)

BLUE

Has attached sidewalks that are wide enough for 2 people to walk side by side. (An attached sidewalk is right next to the roadway).

YELLOW

Has a place to walk or ride that may be a sidewalk, but could be a path or simply sufficient unpaved space on the side of the road.

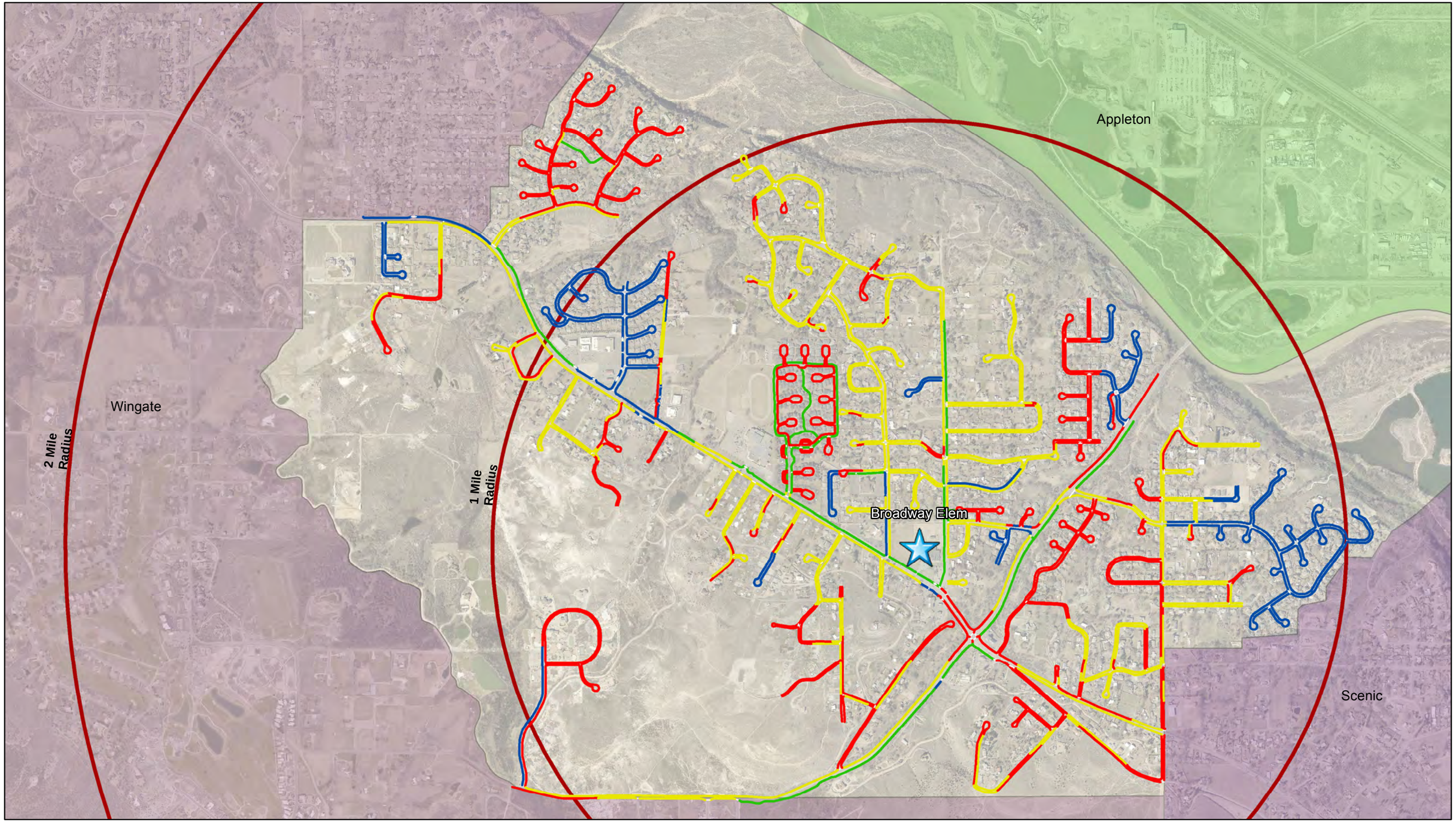
RED

Least favored route. Pedestrians and bicyclists must use the vehicle lanes to walk or ride. (No sidewalk and little or no space beyond the white edge line on the side of the road.)

SRTS 2016 - Broadway Elementary
Path Ratings within 1 & 2 Mile Radii

Legend

- Most favored
- Favored
- Not favored
- Least favored
- Crosswalk
- 2 Mile Radius
- 1 Mile Radius



Student Travel Tally Report: Combining Schools in One Data Collection Season

School Group: Mesa County Valley School District 51

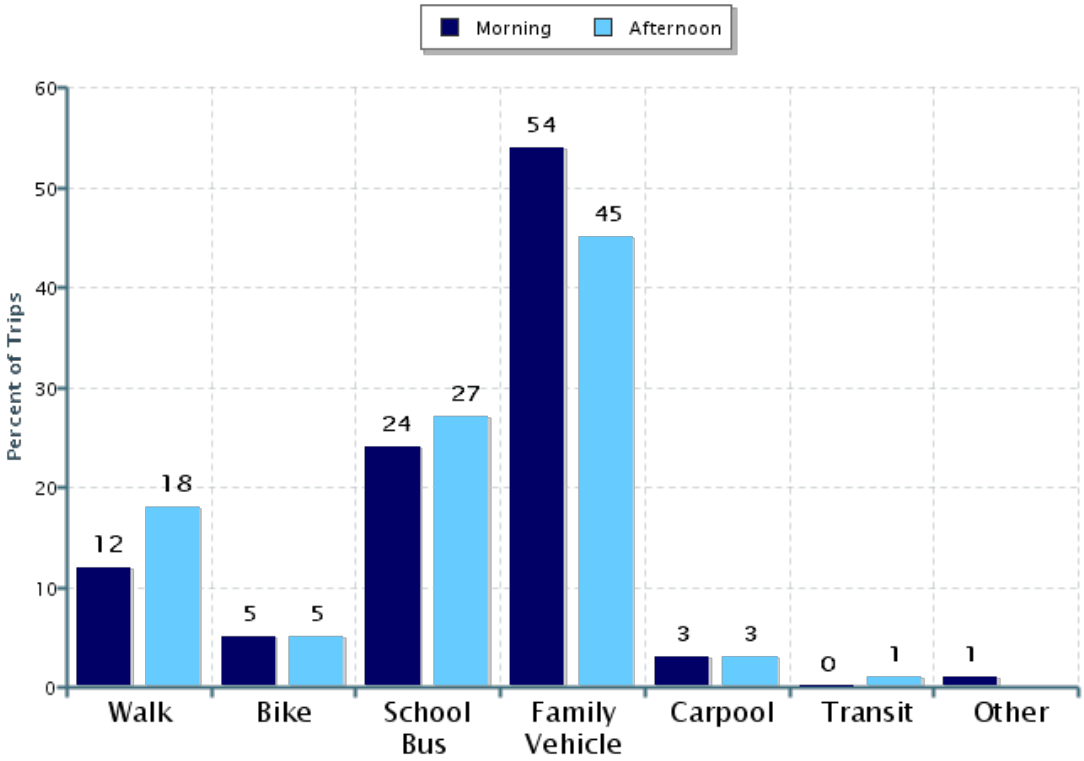
Date Range: Fall 2016

Date Report Generated: 01/03/2017

School Name:	Month & Year Collected & (Set ID)	School Enrollment:	% Range of School's Students Involved in SRTS:	Number of Classroom in School Targeted by School Group:	Number of Classrooms Included in Report:
Bookcliff Middle	October 2016 (22430)				7
Broadway Elementary School	October 2016 (22432)				12
Dos Rios Elementary School	October 2016 (22434)				5
East Middle School	October 2016 (22456)				2
Lincoln Orchard Mesa Elementary School	October 2016 (22428)				6
Loma Elementary School	October 2016 (22439)				1
Mesa View Elementary	October 2016 (22440)				2
Mount Garfield Middle School	October 2016 (22437)				6
Pear Park Elementary	October 2016 (22433)				9
Redlands Middle School	October 2016 (22441)				4
Rocky Mountain Elementary School	October 2016 (22436)				5
Taylor Elementary School	October 2016 (22442)				19
West Middle School	October 2016 (22435)				4
			Total:	0	82

This report contains information from schools' classrooms about students' trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

Morning and Afternoon Travel Mode Comparison

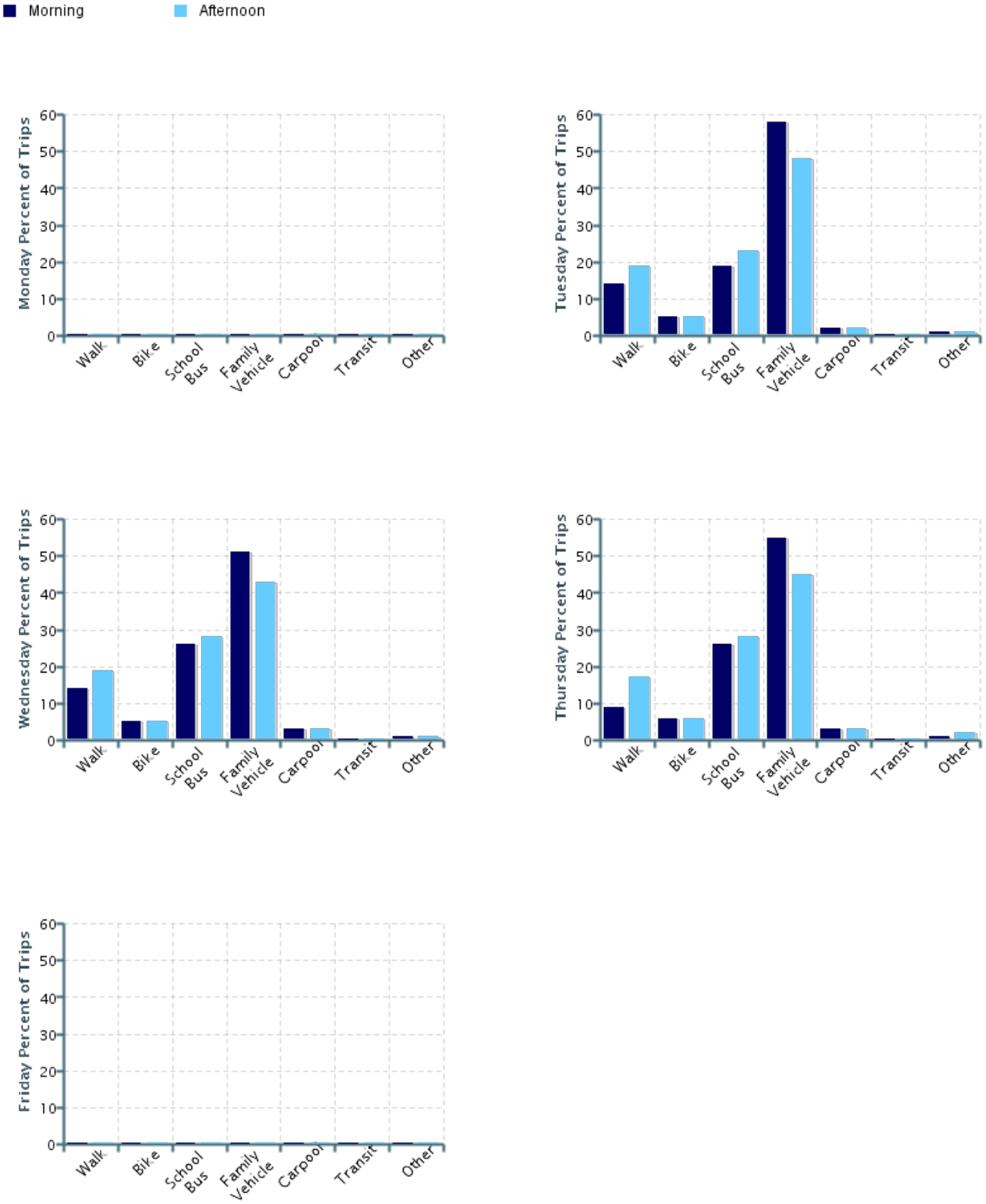


Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	4456	12%	5%	24%	54%	3%	0.0%	0.9%
Afternoon	4424	18%	5%	27%	45%	3%	0%	1%

Percentages may not total 100% due to rounding.

Morning and Afternoon Travel Mode Comparison by Day

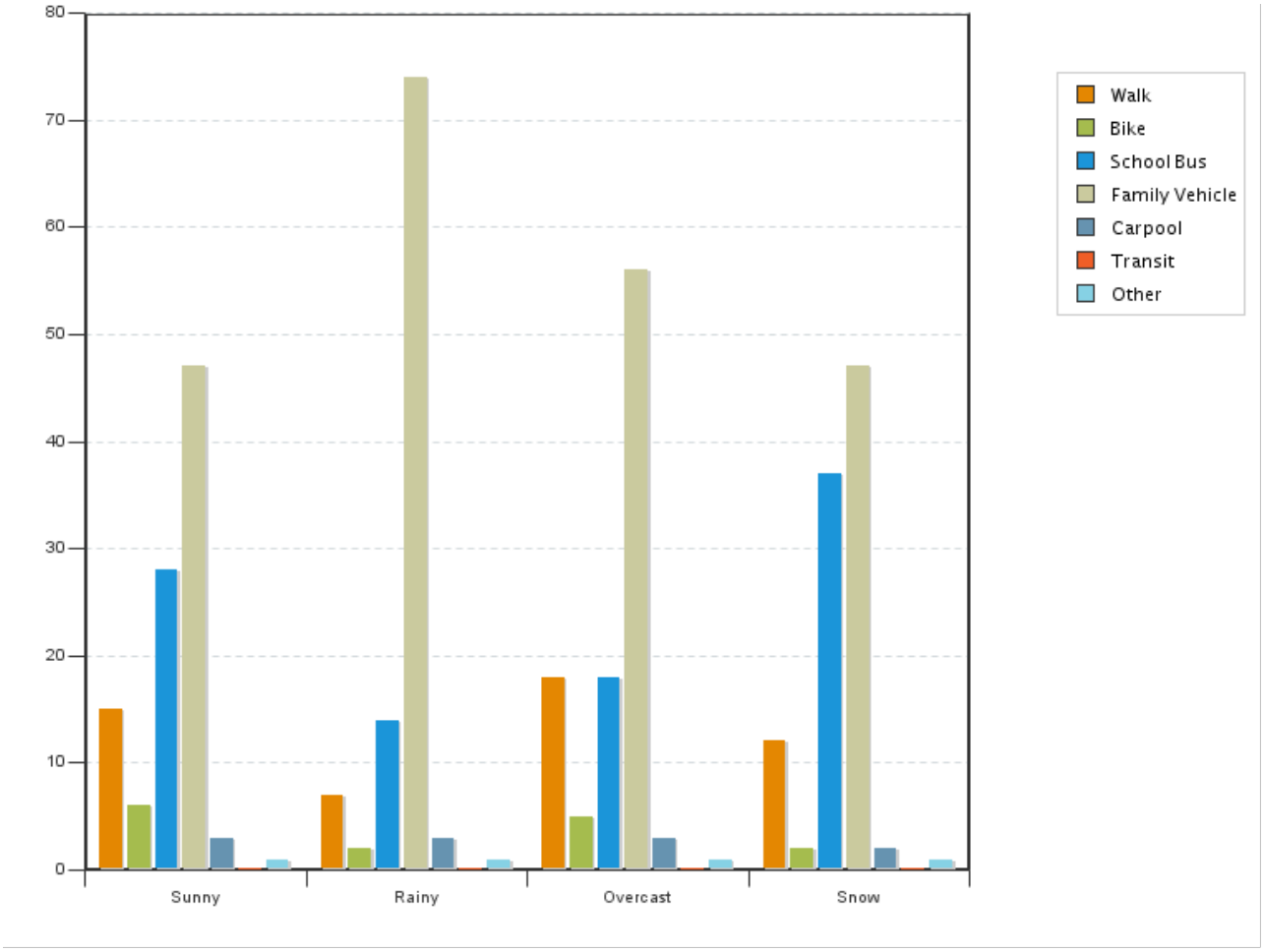


Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Monday AM		0%	0%	0%	0%	0%	0%	0%
Monday PM		0%	0%	0%	0%	0%	0%	0%
Tuesday AM	1168	14%	5%	19%	58%	2%	0.1%	1%
Tuesday PM	1121	19%	5%	23%	48%	2%	0%	1%
Wednesday AM	1635	14%	5%	26%	51%	3%	0%	0.9%
Wednesday PM	1644	19%	5%	28%	43%	3%	0%	1%
Thursday AM	1653	9%	6%	26%	55%	3%	0%	0.8%
Thursday PM	1659	17%	6%	28%	45%	3%	0%	2%
Friday AM		0%	0%	0%	0%	0%	0%	0%
Friday PM		0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

Travel Mode by Weather Conditions



Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	7013	15%	6%	28%	47%	3%	0.0%	1%
Rainy	200	7%	2%	14%	74%	3%	0%	1%
Overcast	1123	18%	5%	18%	56%	3%	0%	1%
Snow	216	12%	2%	37%	47%	2%	0%	0.9%

Percentages may not total 100% due to rounding.

Student Travel Tally Report: One School in One Data Collection Period

School Name: Broadway Elementary School

School Group: Mesa County Valley School District 51

School Enrollment: 0

% of Students reached by SRTS activities:

Number of Classrooms Included in Report: 12

Set ID: 22432

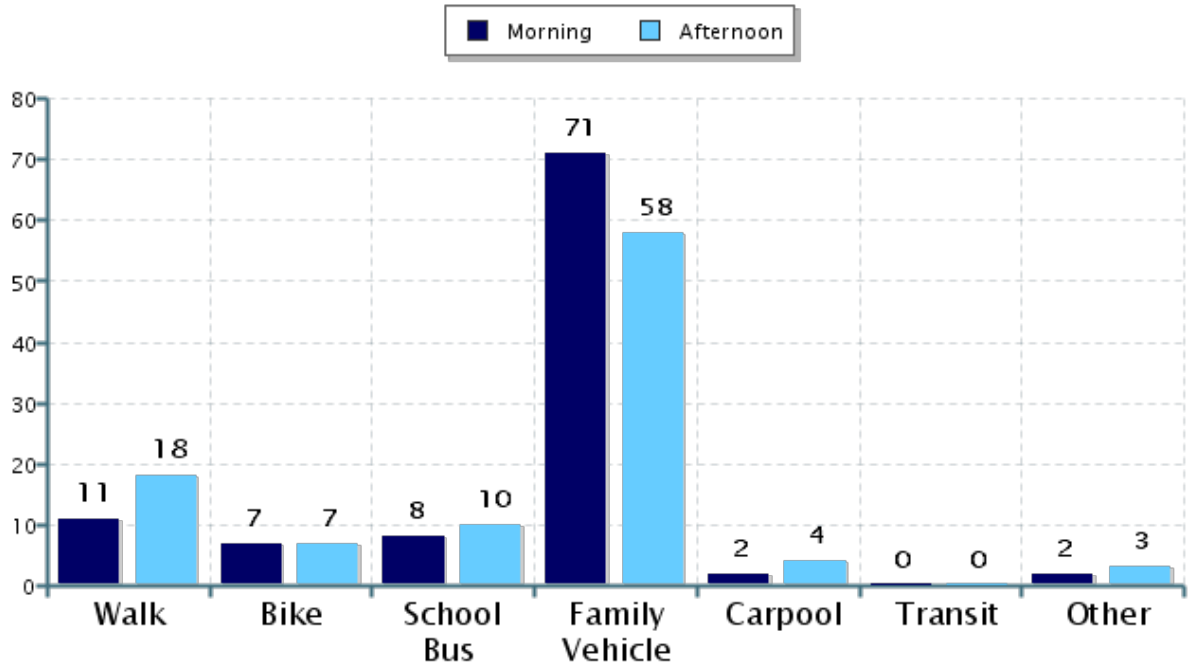
Month and Year Collected: October 2016

Date Report Generated: 01/03/2017

Tags: Safe Routes To School

This report contains information from your school's classrooms about students' trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

Morning and Afternoon Travel Mode Comparison

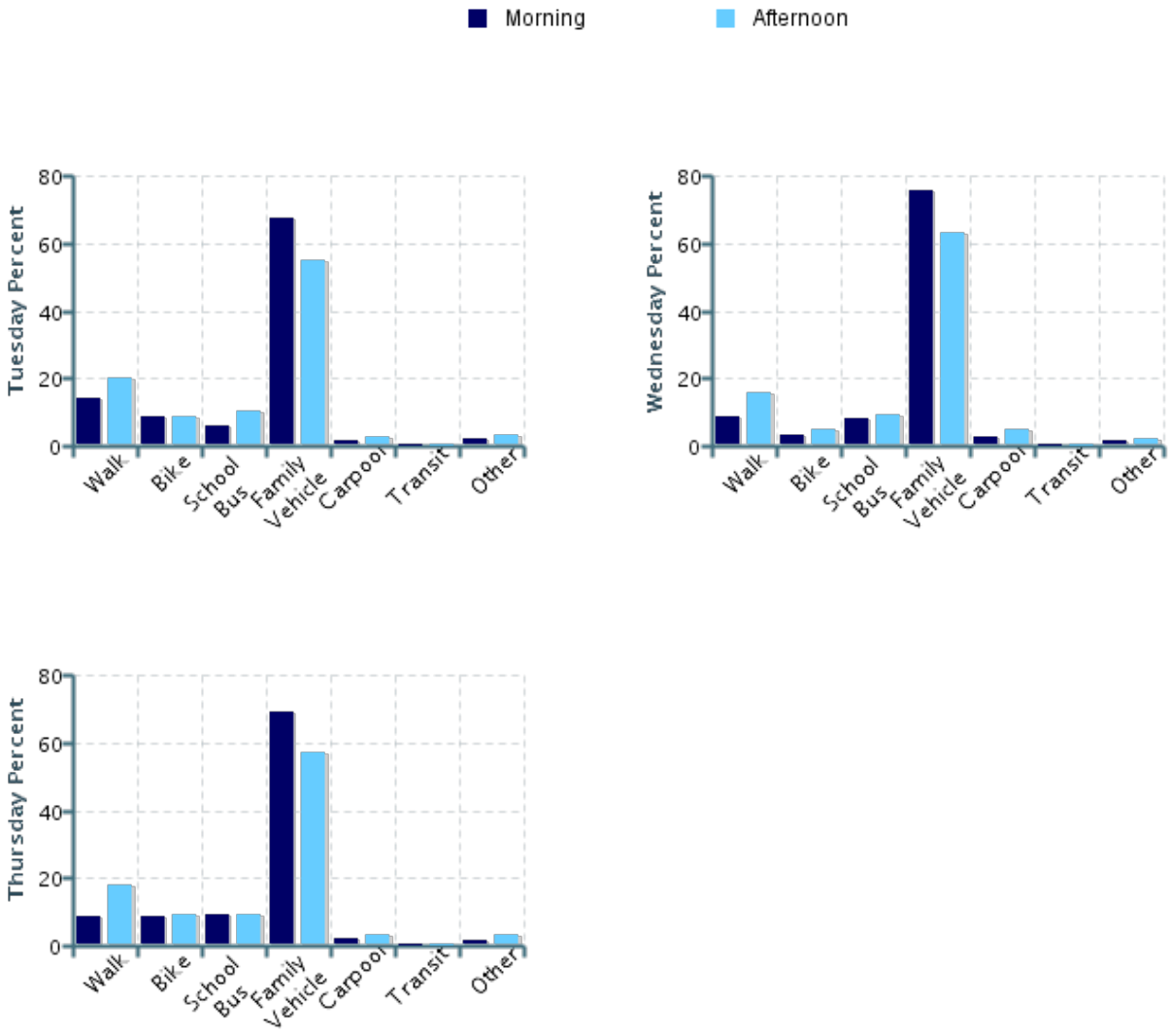


Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	632	11%	7%	8%	71%	2%	0%	2%
Afternoon	635	18%	7%	10%	58%	4%	0%	3%

Percentages may not total 100% due to rounding.

Morning and Afternoon Travel Mode Comparison by Day

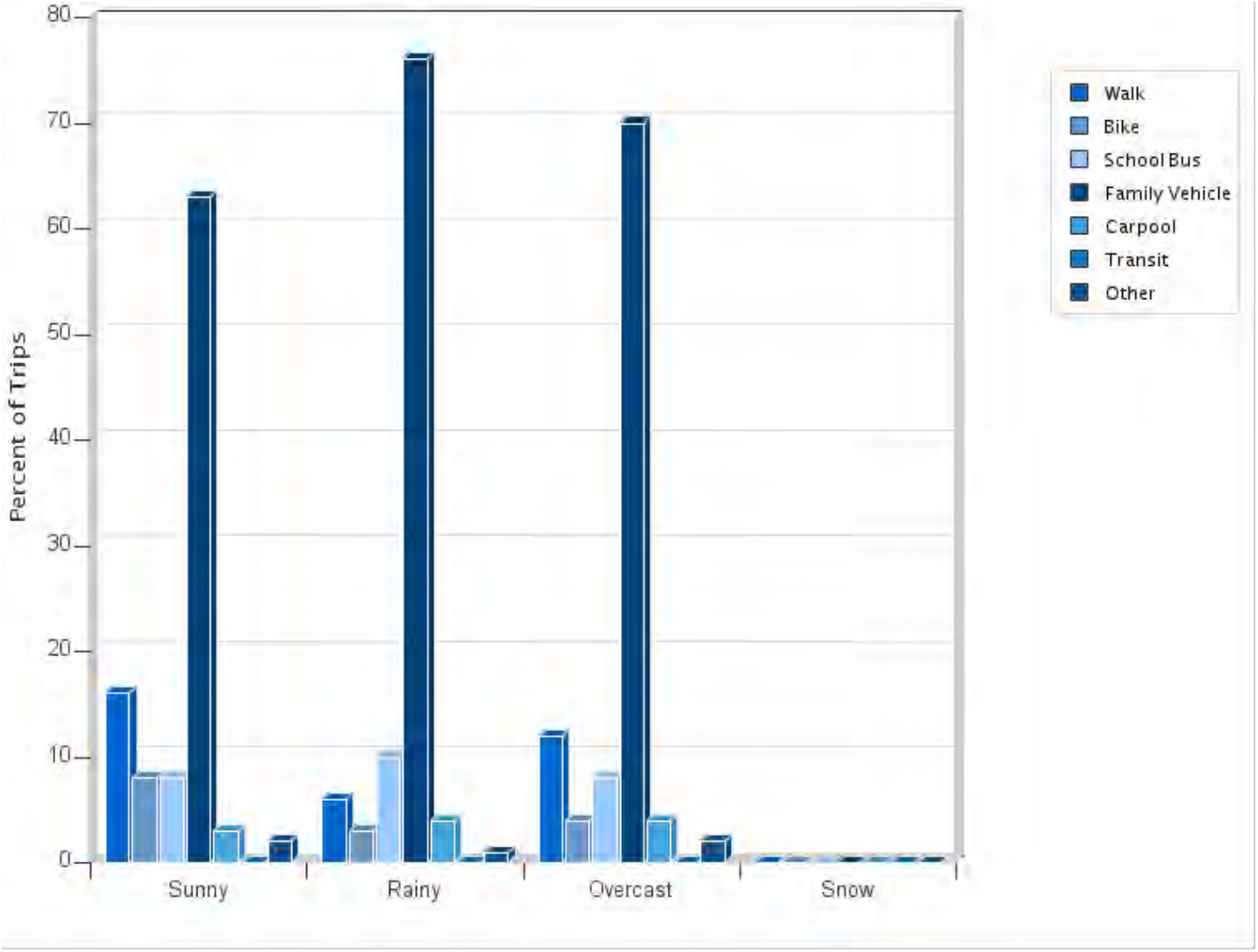


Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	209	14%	9%	6%	67%	1%	0%	2%
Tuesday PM	210	20%	9%	10%	55%	3%	0%	3%
Wednesday AM	212	9%	3%	8%	75%	3%	0%	1%
Wednesday PM	214	16%	5%	9%	63%	5%	0%	2%
Thursday AM	211	9%	9%	9%	69%	2%	0%	2%
Thursday PM	211	18%	9%	9%	57%	3%	0%	3%

Percentages may not total 100% due to rounding.

Travel Mode by Weather Conditions



Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	931	16%	8%	8%	63%	3%	0%	2%
Rainy	90	6%	3%	10%	76%	4%	0%	1%
Overcast	212	12%	4%	8%	70%	4%	0%	2%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

Parent Surveys

Parent Survey Report: One School in One Data Collection Period

School Name: Broadway Elementary School

Set ID: 15679

School Group: Mesa County Valley School District 51

Month and Year Collected: October 2016

School Enrollment: 0

Date Report Generated: 12/12/2016

% Range of Students Involved in SRTS: Don't Know

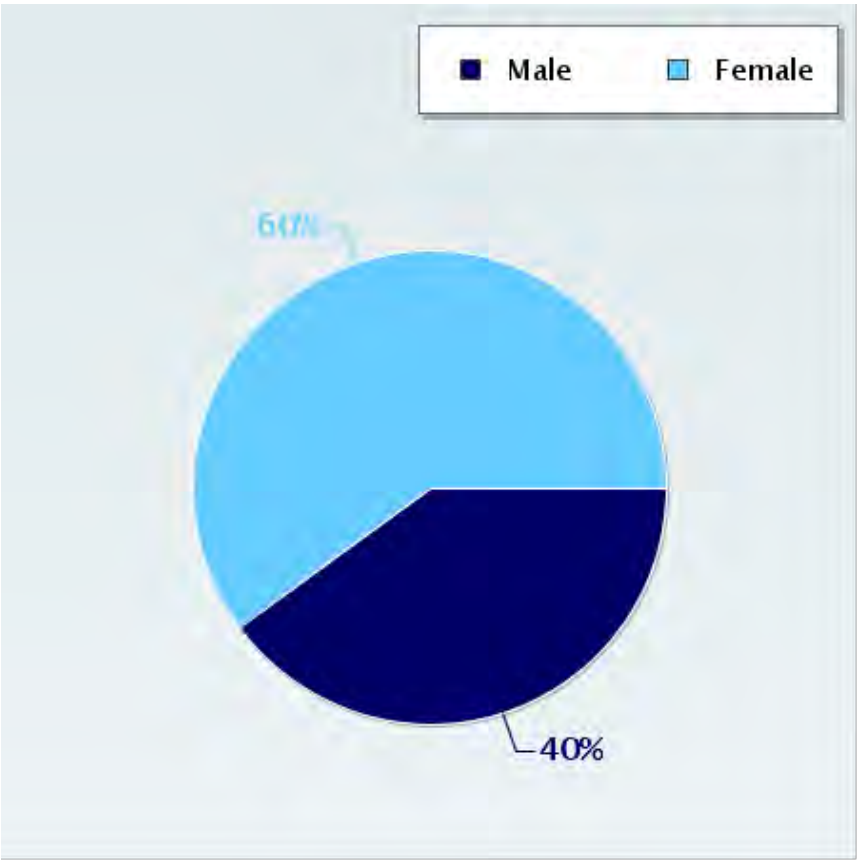
Tags: Safe Routes To School

Number of Questionnaires Distributed: 0

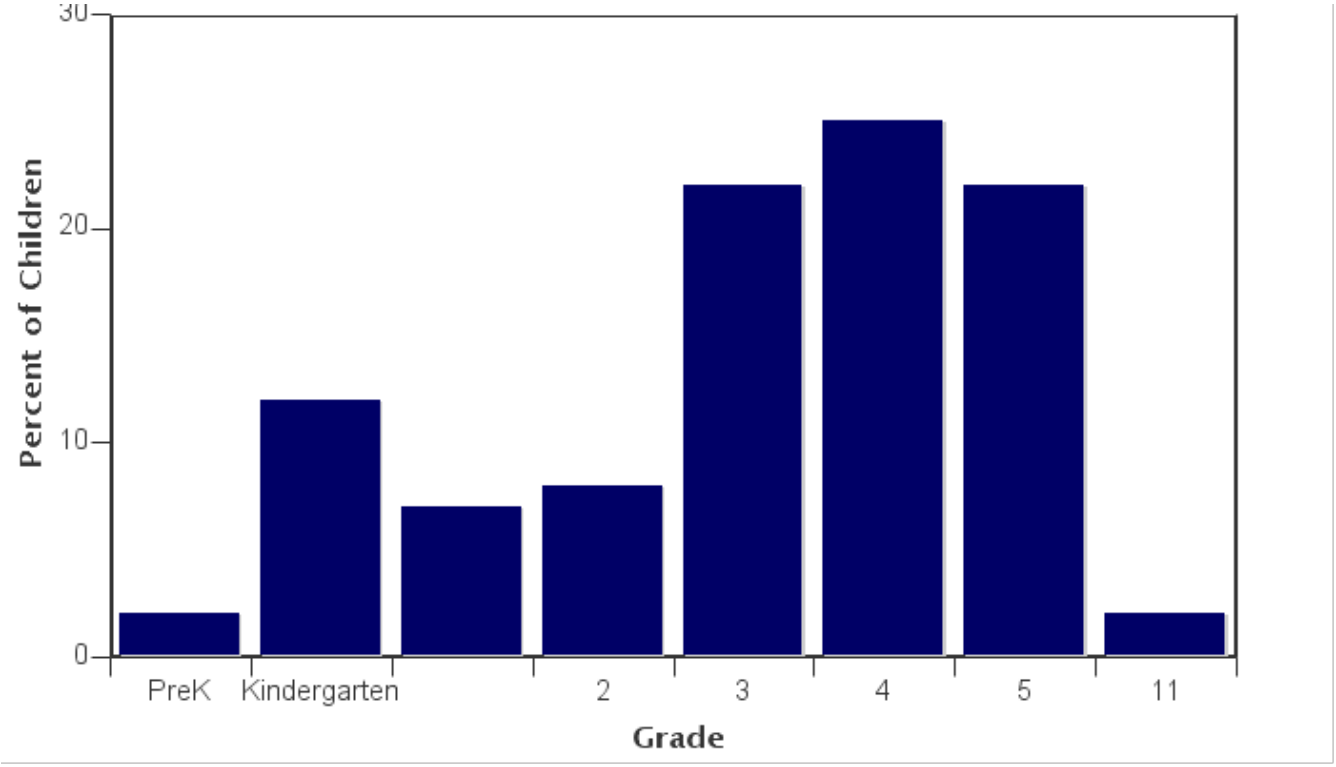
Number of Questionnaires Analyzed for Report: 63

This report contains information from parents about their children's trip to and from school. The report also reflects parents' perceptions regarding whether walking and bicycling to school is appropriate for their child. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

Sex of children for parents that provided information



Grade levels of children represented in survey

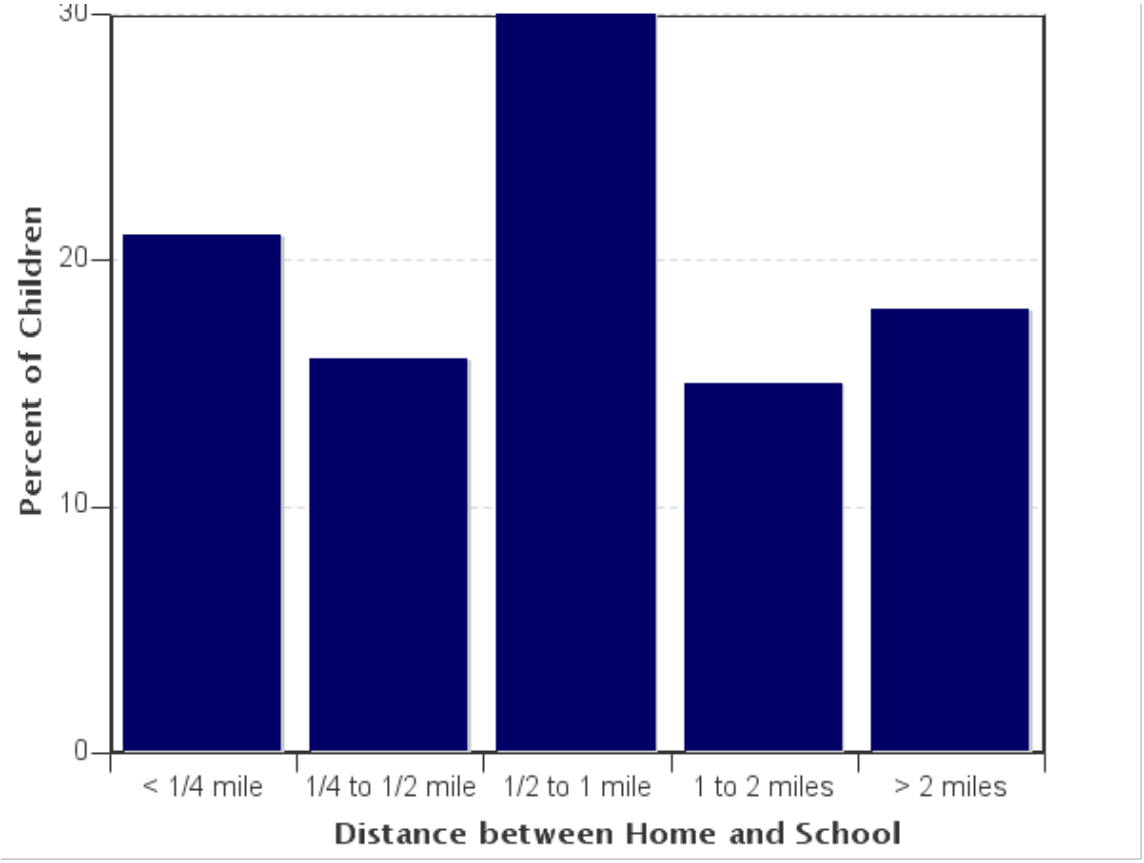


Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
PreK	1	2%
Kindergarten	7	12%
1	4	7%
2	5	8%
3	13	22%
4	15	25%
5	13	22%
11	1	2%

No response: 0
Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school

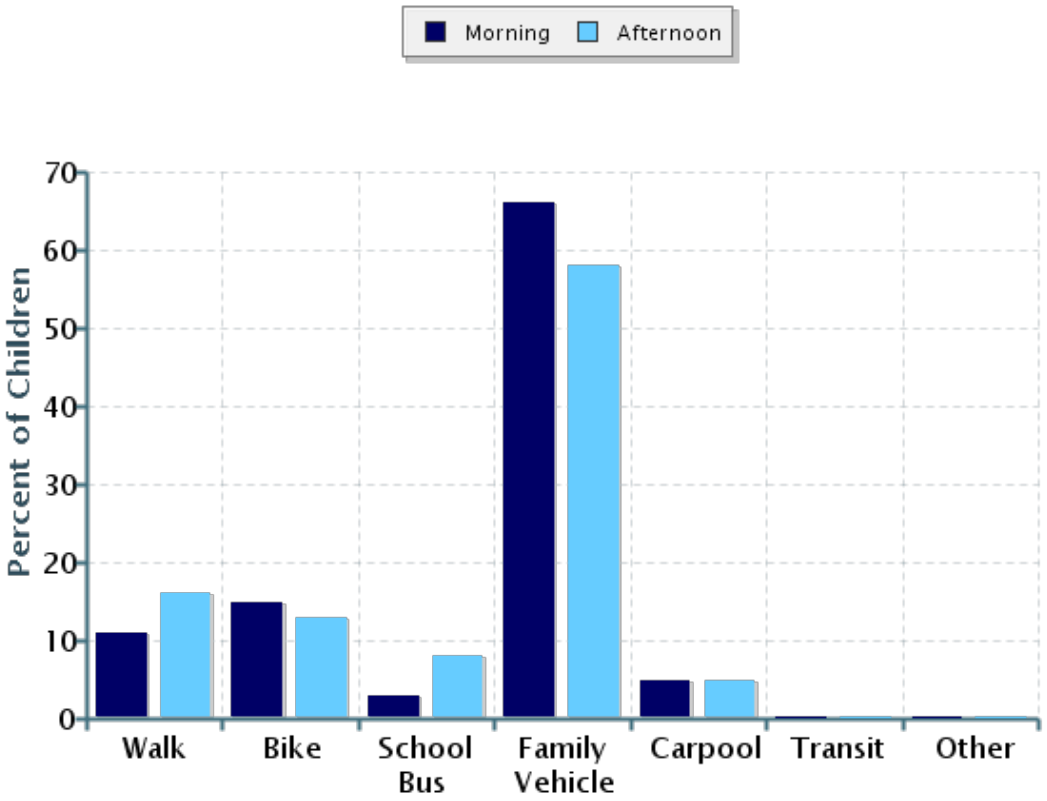


Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	13	21%
1/4 mile up to 1/2 mile	10	16%
1/2 mile up to 1 mile	18	30%
1 mile up to 2 miles	9	15%
More than 2 miles	11	18%

Don't know or No response: 2
Percentages may not total 100% due to rounding.

Typical mode of arrival at and departure from school

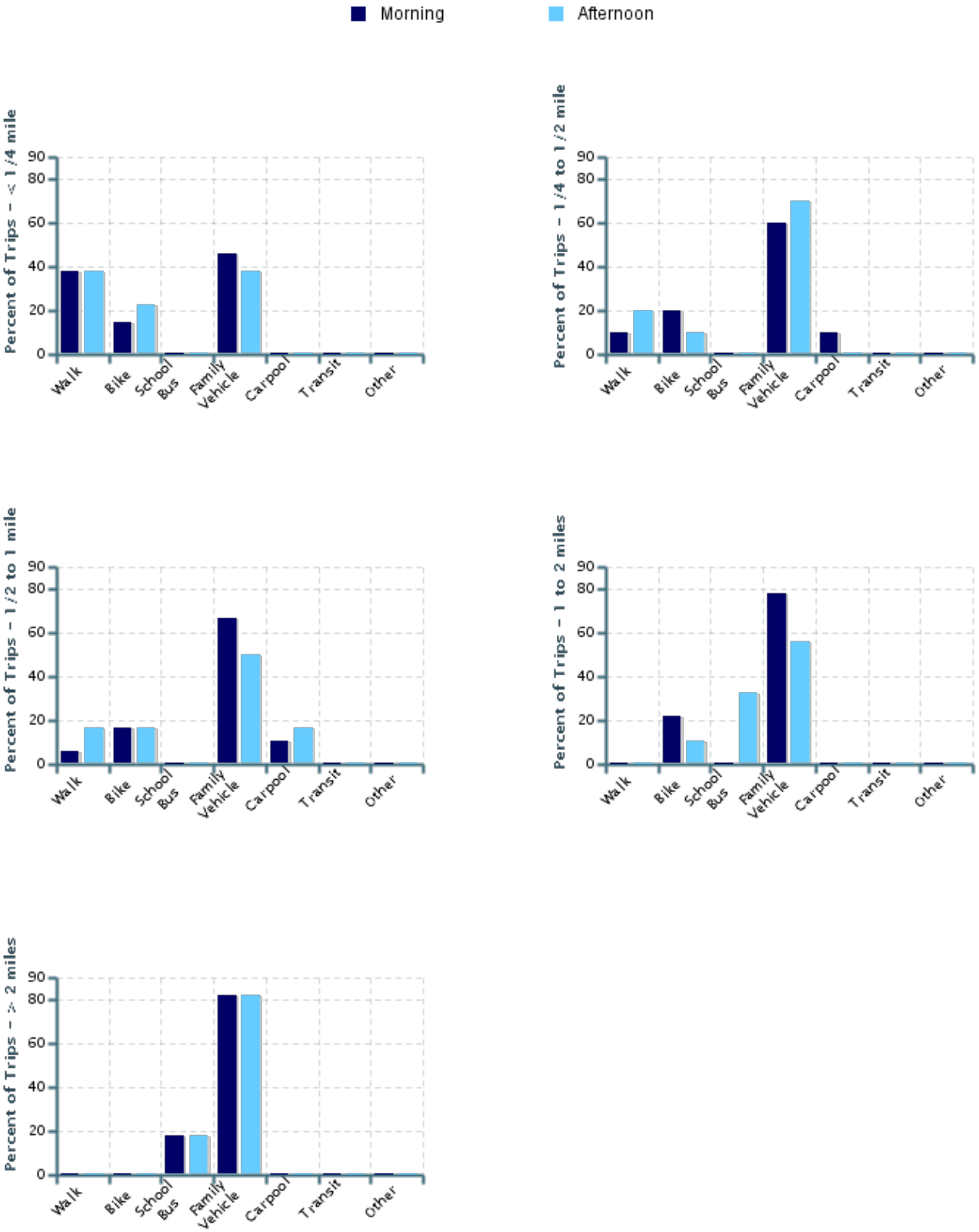


Typical mode of arrival at and departure from school

Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	62	11%	15%	3%	66%	5%	0%	0%
Afternoon	62	16%	13%	8%	58%	5%	0%	0%

No Response Morning: 1
No Response Afternoon: 1
Percentages may not total 100% due to rounding.

Typical mode of school arrival and departure by distance child lives from school



Typical mode of school arrival and departure by distance child lives from school

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	13	38%	15%	0%	46%	0%	0%	0%
1/4 mile up to 1/2 mile	10	10%	20%	0%	60%	10%	0%	0%
1/2 mile up to 1 mile	18	6%	17%	0%	67%	11%	0%	0%
1 mile up to 2 miles	9	0%	22%	0%	78%	0%	0%	0%
More than 2 miles	11	0%	0%	18%	82%	0%	0%	0%

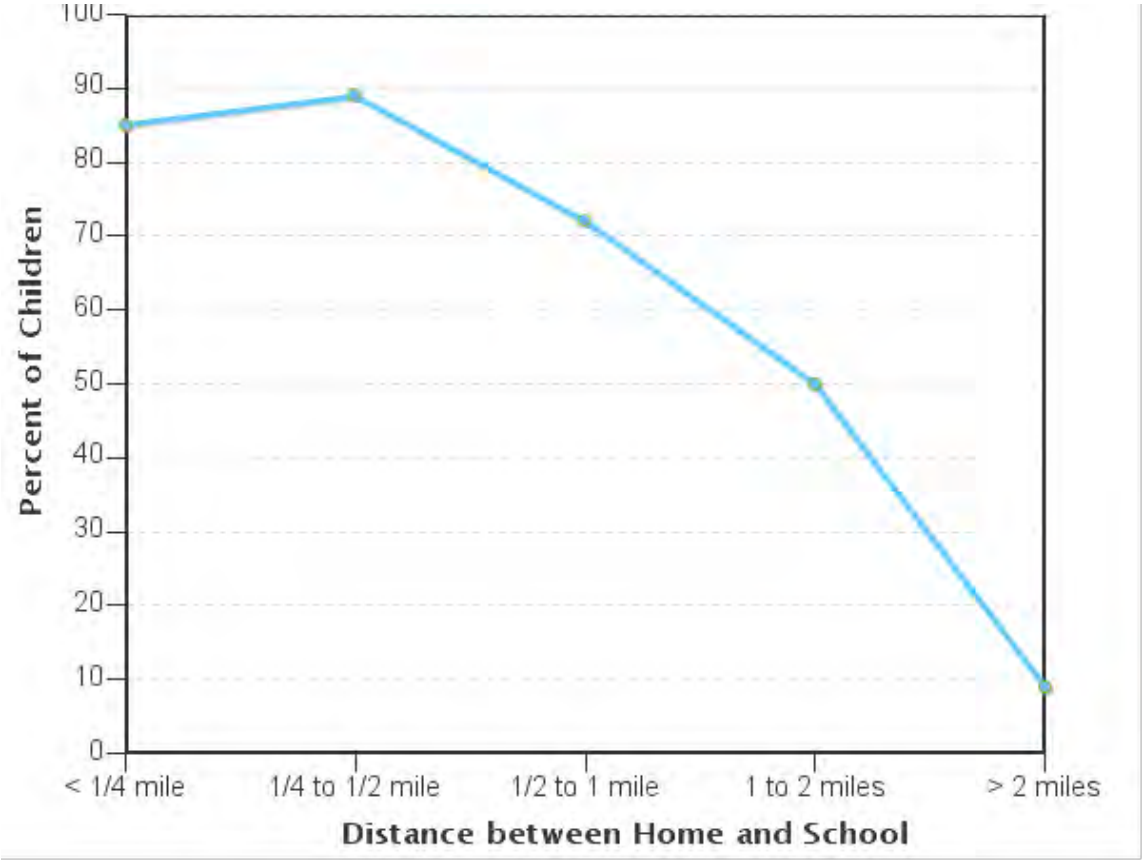
Don't know or No response: 2
Percentages may not total 100% due to rounding.

School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	13	38%	23%	0%	38%	0%	0%	0%
1/4 mile up to 1/2 mile	10	20%	10%	0%	70%	0%	0%	0%
1/2 mile up to 1 mile	18	17%	17%	0%	50%	17%	0%	0%
1 mile up to 2 miles	9	0%	11%	33%	56%	0%	0%	0%
More than 2 miles	11	0%	0%	18%	82%	0%	0%	0%

Don't know or No response: 2
Percentages may not total 100% due to rounding.

Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

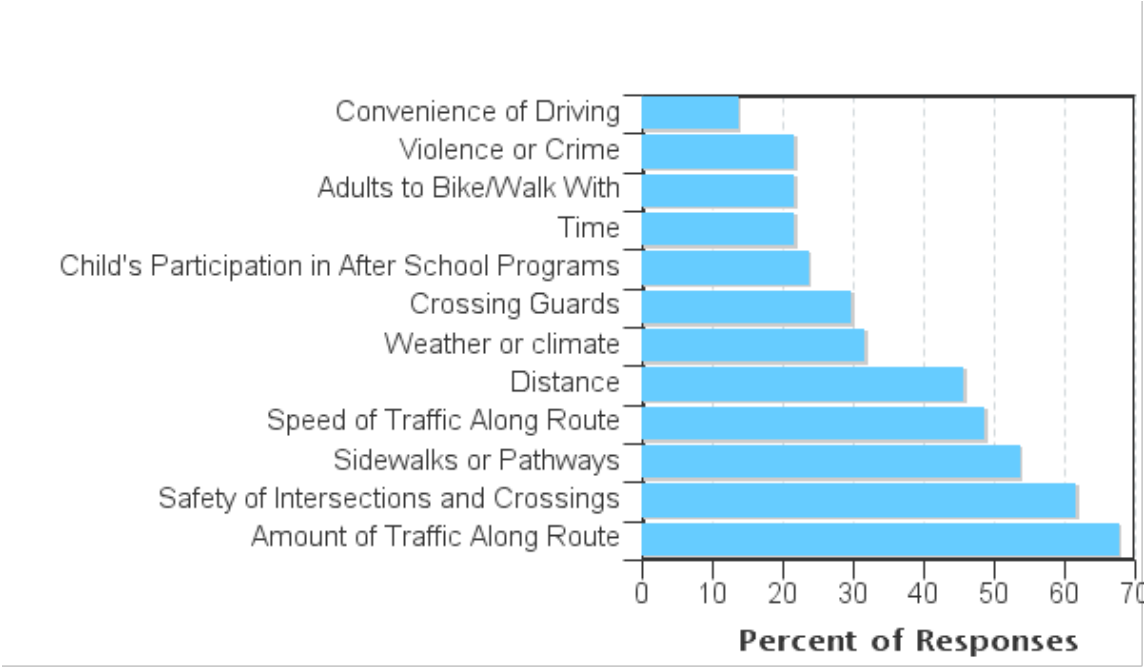


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

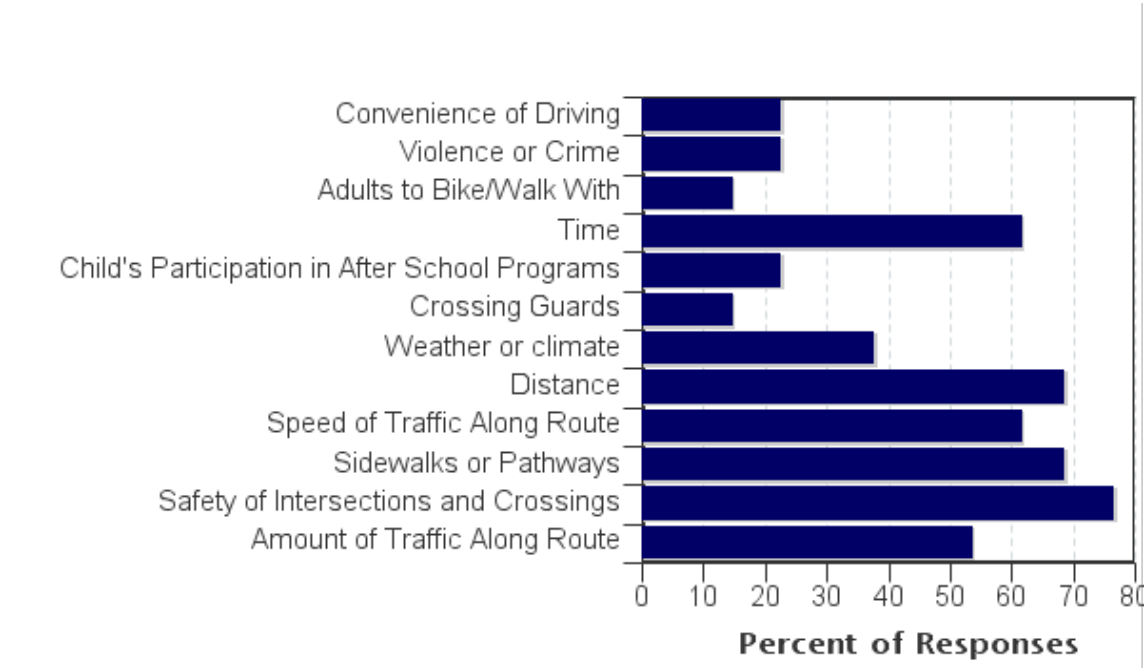
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	37	85%	89%	72%	50%	9%
No	22	15%	11%	28%	50%	91%

Don't know or No response: 4
Percentages may not total 100% due to rounding.

Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

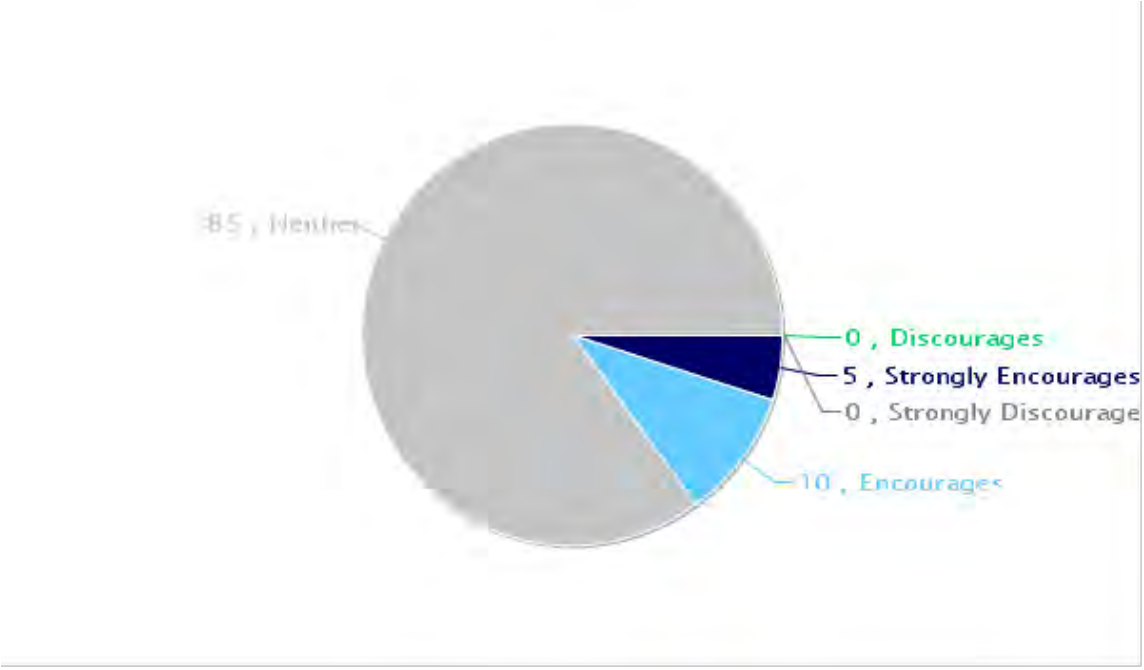


Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

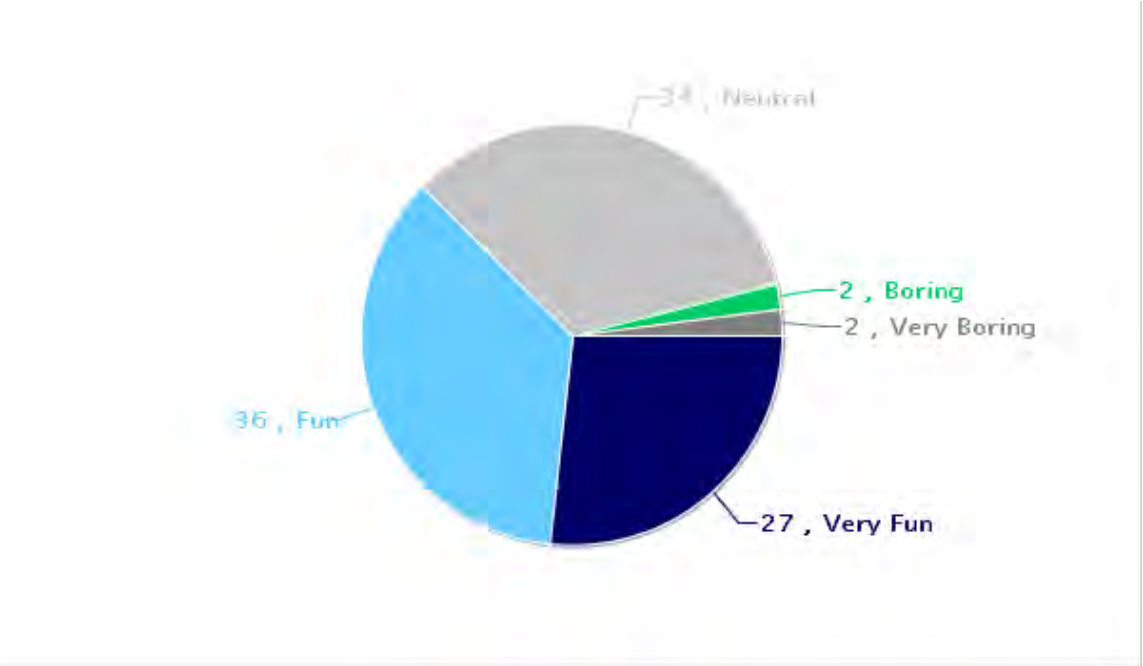
Issue	Child does not walk/bike to school	Child walks/bikes to school
Amount of Traffic Along Route	68%	54%
Safety of Intersections and Crossings	62%	77%
Sidewalks or Pathways	54%	69%
Speed of Traffic Along Route	49%	62%
Distance	46%	69%
Weather or climate	32%	38%
Crossing Guards	30%	15%
Child's Participation in After School Programs	24%	23%
Time	22%	62%
Adults to Bike/Walk With	22%	15%
Violence or Crime	22%	23%
Convenience of Driving	14%	23%
Number of Respondents per Category	**37**	**13**

No response: 13
Note:
--Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.
--Each column may sum to > 100% because respondent could select more than issue
--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

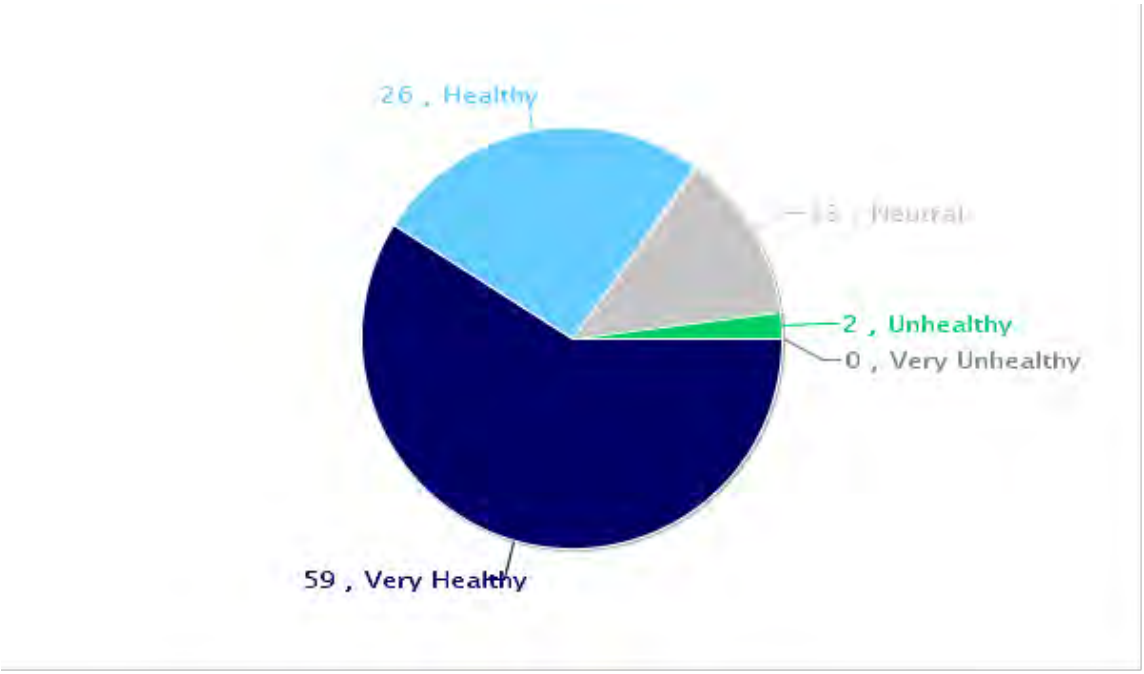
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



Parents' opinions about how much fun walking and biking to/from school is for their child



Parents' opinions about how healthy walking and biking to/from school is for their child



Comments Section

SurveyID	Comment
1485372	When approaching Broadway Elem. from the east there is absolutely no safe place to walk. Even for adults. They would have to go down to greenbelt and double the time/distance to school.
1485481	We do school of choice. So walking/biking to and from school is not an option.
1485376	I will let my child bike on their own in a few years but since our neighborhood doesn't have sidewalks and cars drive too fast I'm not comfortable yet. We do walk/bike some days when there is time, but only w/ an adult.
1485378	They will be able to walk/bike to school when they are older and mature enough.
1485407	Since the drop-off parking off 22 1/2 Rd. is a mud pit, some drivers pull onto the pedestrian path so their kids don't climb out right into the mud... understandable, yet not very safe.
1485462	We live too far away if we lived closer, (lack of) sidewalks, walkways, and bridges would be our main concern.
1485468	The traffic coming off Broadway onto 22 1/2 is fast.
1485393	I would allow my child to walk/bike at grade 3 (with friends only).
1485397	Would love a sidewalk on village way.
1485388	My husband and my work schedules have forced us to let our kids bike/walk to school on some days. It's great for them, but the big intersection does concern me. There have been several times that cars haven't stopped for the kids. Thankfully the kids were paying attention.
1485421	We bike with him to school if we have the time and the weather is nice.
1485491	My children have the opportunity to walk from my parent's house and love it. We let them walk to/from there at least once a week. Our house is too far and they are too young.
1485401	We live too far away for my children to walk to school.
1485425	It is inconvenient, dangerous, and time consuming for my child to walk to/from school. I therefore choose to spend the $ for my son to ride the bus. Next year will change as he heads to the Redlands.

Suggested Solutions:

Location of Interest	Obstacle	Proposed Solutions	Responsible Parties
General	Information sharing of available resources (Safe Routes to school maps and WebApp); promotional ideas about getting kids to walk and bike to school.	Link on school website with pertinent information including SRTS maps.	Broadway administration, Safe Routes To School personnel, parent involvement groups, school safety teams.
Parent pick-up	Pick-up loop is small and the parking lot fills up quickly. Traffic backs up to Broadway.	There is vacant land owned by the school district at the back of the property that could be utilized for staff parking. This would free up space in the front of the school for less congestion during parent pick-up	District 51 Administration
Crosswalk on Village Way	Crosswalk is not used. Pedestrians cross the road adjacent to the opening in the fence 30 feet back from the intersection.	Move crosswalk back to where students will use it. Install signage warning motorists that there is a crosswalk in the vicinity.	Mesa County
Walking and Biking routes	There are no continuous sidewalks or curbing surrounding Broadway Elementary. There is no sidewalk to cross to on the south side of Broadway.	A plan for sidewalk installation or other infrastructure to support walking or biking in this area.	Mesa County; City of Grand Junction; CDOT

Broadway Elementary School
Walk Route Map Summary

	1-Mile Radius ~ 228 street crossings		2-Mile Radius ~251 street crossings	
	Length	Percent	Length	Percent
Least Favored - 4	16.8	33%	20.6	36%
Not Favored - 3	21.5	42%	22.8	40%
Favored - 2	8.9	17%	9.6	17%
Most Favored - 1	3.7	7%	4.1	7%
	50.9	100%	57.1	100%

Key to Walk Route Map Ratings:

GREEN

Most favored route. May have a detached sidewalk and/or a bike lane. May be a path that has no vehicle traffic. (A detached sidewalk is separated from the roadway, often by a strip of grass, dirt or rocks.)

BLUE

Has attached sidewalks that are wide enough for 2 people to walk side by side. (An attached sidewalk is right next to the roadway).

YELLOW

Has a place to walk or ride that may be a sidewalk, but could be a path or simply sufficient unpaved space on the side of the road.

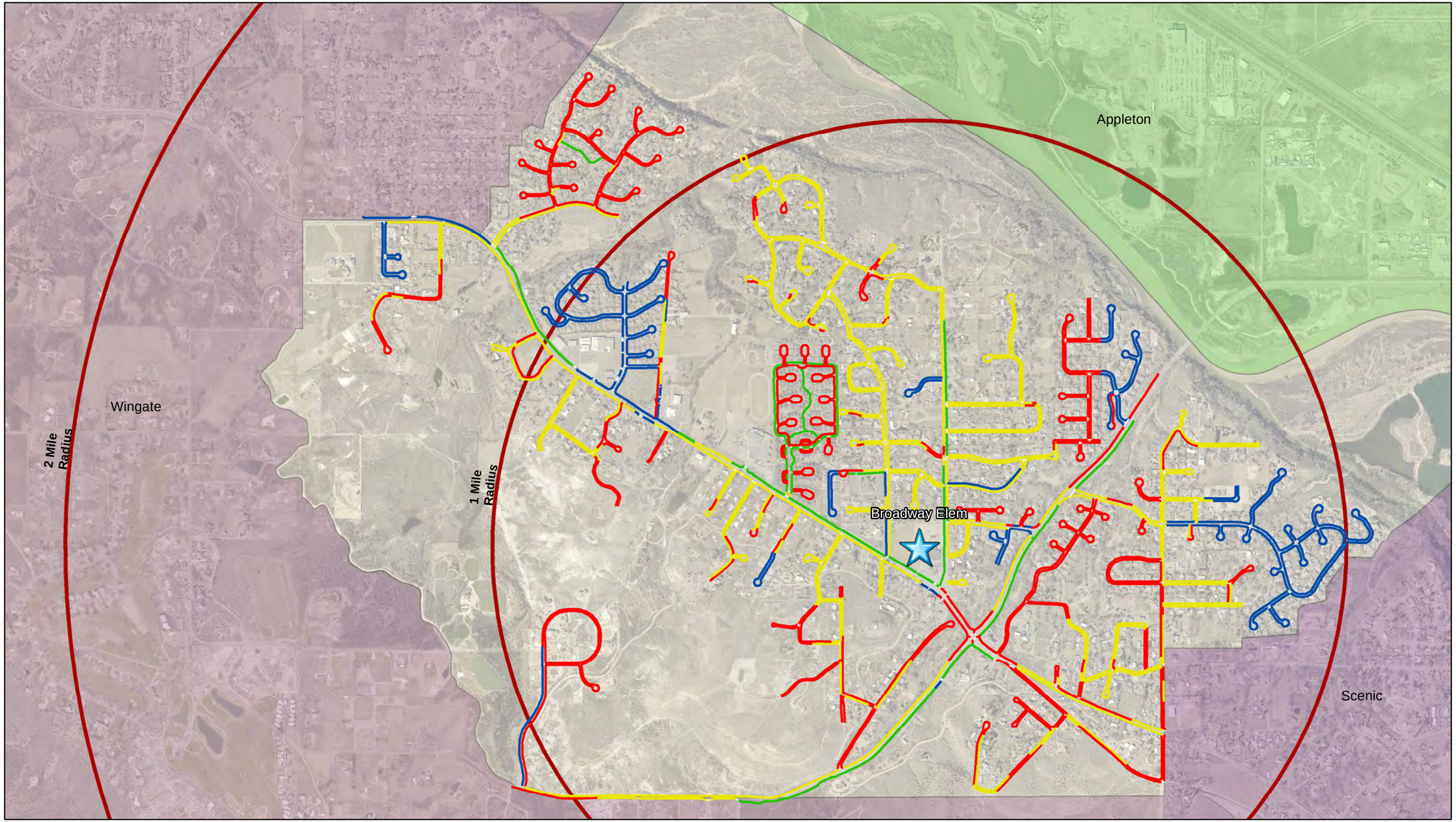
RED

Least favored route. Pedestrians and bicyclists must use the vehicle lanes to walk or ride. (No sidewalk and little or no space beyond the white edge line on the side of the road.)

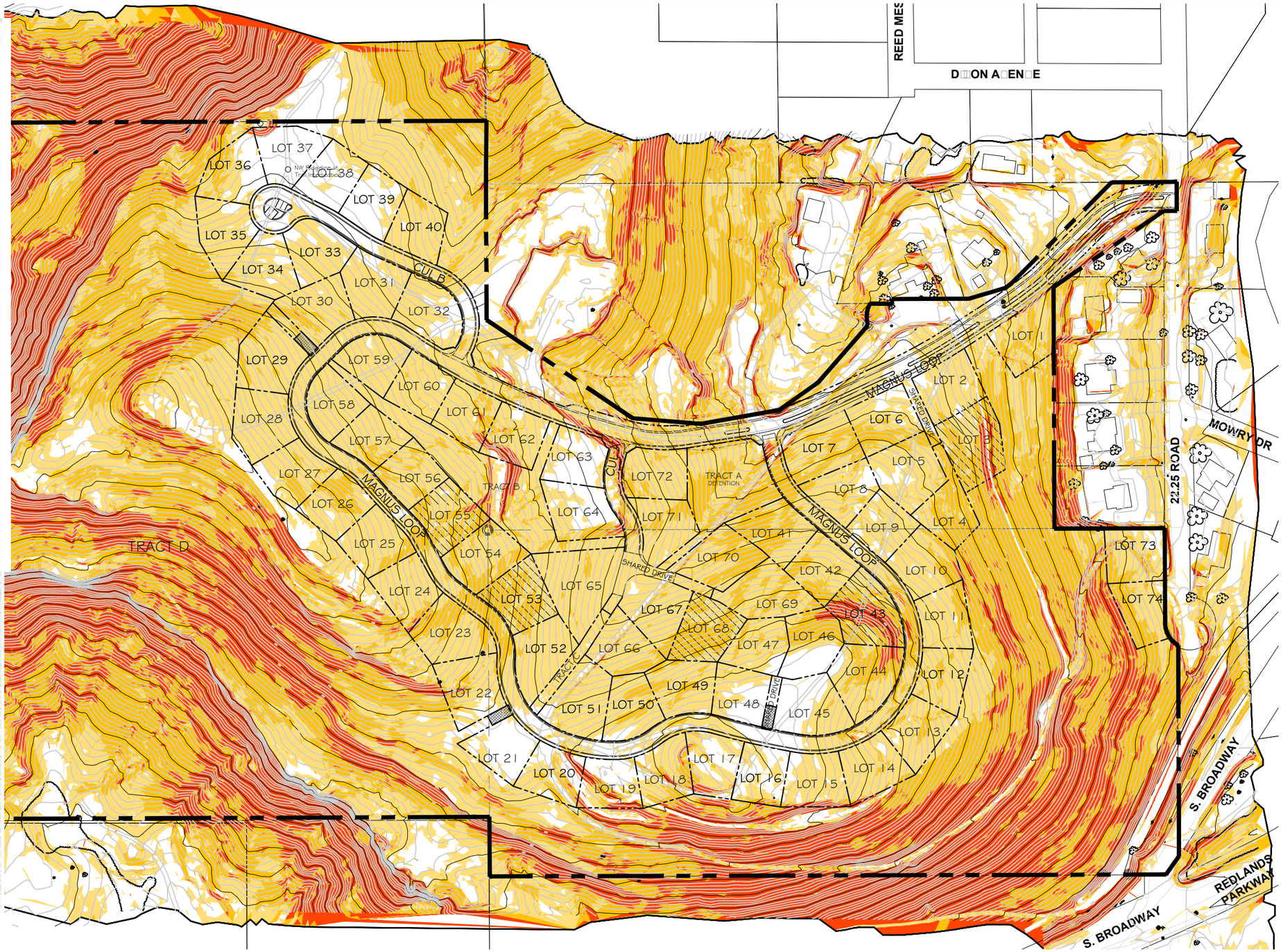
SRTS 2016 - Broadway Elementary
Path Ratings within 1 & 2 Mile Radii

Legend

- Most favored
- Favored
- Not favored
- Least favored
- Crosswalk
- 2 Mile Radius
- 1 Mile Radius



Lot #	section line length	high point	low point	grade change	grade	lot width	lot 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	135	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)

0 200 400 600

NORTH

SLOPES LEGEND

- <10%
- 10-20%
- 20-30%
- 30% +
- PROPOSED LOTS EXCEEDING 20.01%

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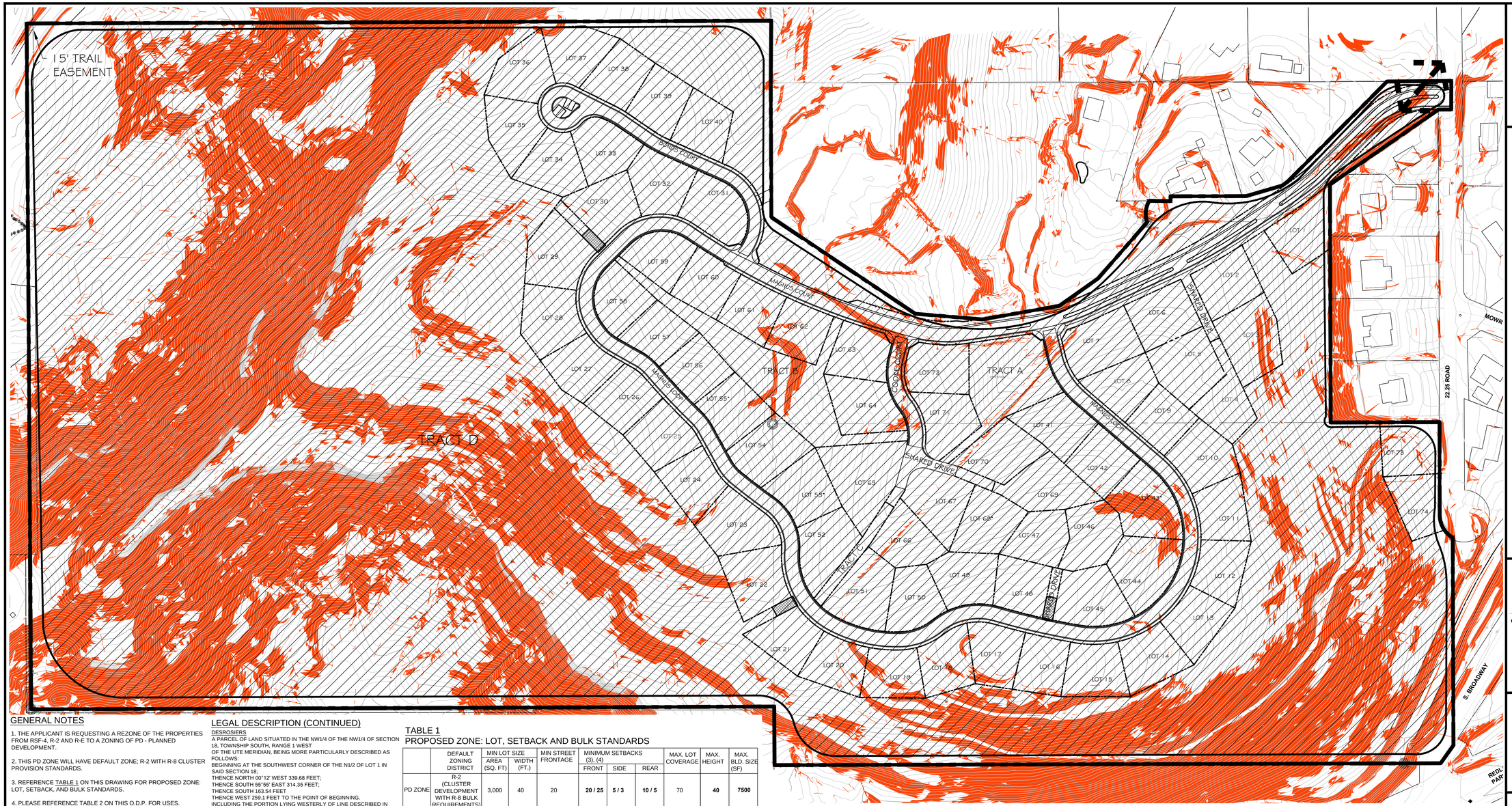

DRAWN BY	MR
CHECKED	TC
JOB NO.	1744
DATE	02-20-2019

REVISIONS
11-01-2019 Rnd 1 Comments
12-20-2019 Rnd 2 Comments

MAGNUS COURT

2215 MAGNUS CT. #A G.J. CO 81507

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MAGNUS CT. SUBDIVISION

OUTLINE DEVELOPMENT PLAN

SHEET NO. 1-1

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 1WEST 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 THES 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.

LEGAL DESCRIPTION (CONTINUED)

DESROSIERS
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°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.

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 149.1 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

	DEFAULT ZONING DISTRICT	MIN LOT SIZE AREA (SQ. FT)	MIN LOT SIZE WIDTH (FT.)	MIN STREET FRONTAGE	MINIMUM SETBACKS (3), (4) FRONT	SIDE	REAR	MAX. LOT COVERAGE	MAX. HEIGHT	MAX. BLD. SIZE (SF)
PD ZONE	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

0 100 200 300 NORTH

LAND USE	AREA	% OF SITE
TOTAL AREA	± 72.0 ACRES GROSS	100 %
RESIDENTIAL AREA	± 26.3 ACRES	37%
RIGHT OF WAYS	INCLUDED IN RESIDENTIAL	INCLUDED IN RESIDENTIAL
OPEN SPACE	± 45.7 ACRES	63%

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 _____

RICKSTREW PROPERTY
6.68 AC
GROWTH PLAN - 1/2-2 U/A
IF R-2 ZONE = 13 LOTS

15' TRAIL EASEMENT

EXISTING MAGNUS ROW

PHASE 1

PHASE 2

PHASE 3

PHASE 4

TRACT A

TRACT B

TRACT D

MAGNUS COURT

DORGAS COURT

COOKE COURT

SHARED DRIVE

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

LEGEND

REALISTIC PHASE 1

REALISTIC PHASE 2

0 100 200 300 NORTH

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
14-22-2020 RESUBMIT

MAGNUS COURT

2215 MAGNUS CT. #A G.J. CO 81507

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MAGNUS CT. SUBDIVISION

PHASING PLAN (RESUBMIT)

SHEET NO.
1-1

15' TRAIL EASEMENT

TRACT D

REED MESA DR.

D□□ON A□EN□E

EXISTING MAGNUS ROW

BONDS COURT

MAGNUS COURT

MAGNUS LOOP

COOKE COURT

SHARED DRIVE

TRACT A
DETENTION

TRACT B

22.25 ROAD

MOWRY DR

S. BROADWAY

REDLANDS PARKWAY

LOT 1 LOT 2 LOT 3* LOT 4 LOT 5 LOT 6 LOT 7 LOT 8 LOT 9 LOT 10 LOT 11 LOT 12 LOT 13 LOT 14 LOT 15 LOT 16 LOT 17 LOT 18 LOT 19 LOT 20 LOT 21 LOT 22 LOT 23 LOT 24 LOT 25 LOT 26 LOT 27 LOT 28 LOT 29 LOT 30 LOT 31 LOT 32 LOT 33 LOT 34 LOT 35 LOT 36 LOT 37 LOT 38 LOT 39 LOT 40 LOT 41 LOT 42 LOT 43* LOT 44 LOT 45 LOT 46 LOT 47 LOT 48 LOT 49 LOT 50 LOT 51 LOT 52 LOT 53* LOT 54 LOT 55* LOT 56 LOT 57 LOT 58 LOT 59 LOT 60 LOT 61 LOT 62 LOT 63 LOT 64 LOT 65 LOT 66 LOT 67 LOT 68* LOT 69 LOT 70 LOT 71 LOT 72 LOT 73 LOT 74

LEGEND

- DEDICATED HOA OPEN SPACE
- DEDICATED OPEN SPACE
- PROPOSED ROW VACATION
- HOA TRAILS
- PROPOSED PUBLIC TRAIL
- EXISTING 'TRESPASS' TRAIL
- 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%

0 200 400 600

NORTH

MAGNUS COURT

ILLUSTRATIVE -RESUBMIT 4/24/2020

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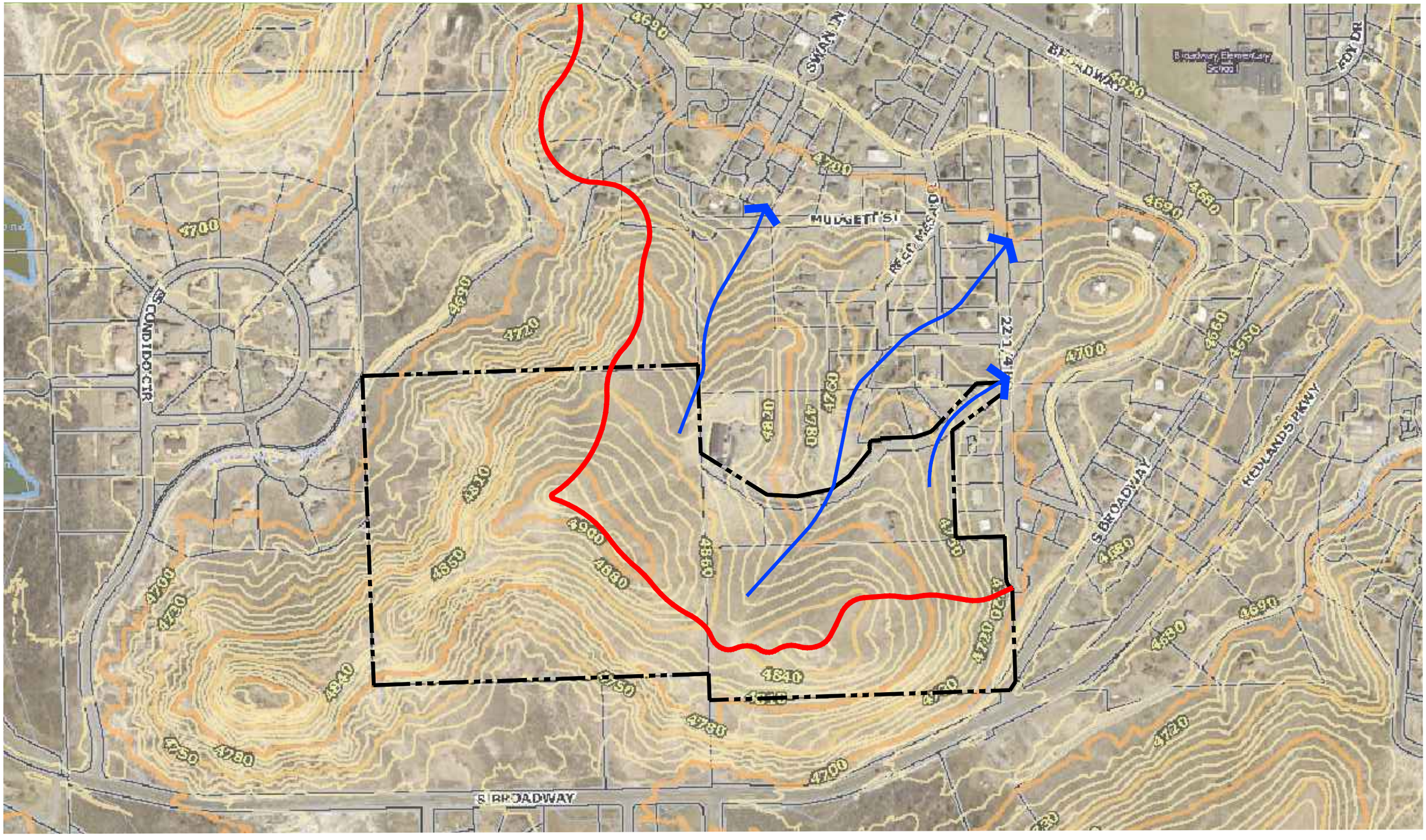

LEGEND

- PROPERTY LINE
- EXISTING WATERSHED
- EXISTING DRAINAGE PATH

0 400 800 1200

NORTH

MAGNUS COURT

EXISTING WATERSHED MAP - RESUBMIT 4/24/2020

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LANDSCAPE ARCHITECTURE
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EXISTING MAGNUS ROW

REED MESA DR.

D□□ON A□EN□E

BONDS COURT

MAGNUS COURT

MAGNUS LOOP

COOKE COURT

SHARED DRIVE

TRACT A DETENTION

TRACT B

TRACT D

LOT 1 LOT 2 LOT 3 LOT 4 LOT 5 LOT 6 LOT 7 LOT 8 LOT 9 LOT 10 LOT 11 LOT 12 LOT 13 LOT 14 LOT 15 LOT 16 LOT 17 LOT 18 LOT 19 LOT 20 LOT 21 LOT 22 LOT 23 LOT 24 LOT 25 LOT 26 LOT 27 LOT 28 LOT 29 LOT 30 LOT 31 LOT 32 LOT 33 LOT 34 LOT 35 LOT 36 LOT 37 LOT 38 LOT 39 LOT 40 LOT 41 LOT 42 LOT 43* LOT 44 LOT 45 LOT 46 LOT 47 LOT 48 LOT 49 LOT 50 LOT 51 LOT 52 LOT 53* LOT 54 LOT 55* LOT 56 LOT 57 LOT 58 LOT 59 LOT 60 LOT 61 LOT 62 LOT 63 LOT 64 LOT 65 LOT 66 LOT 67 LOT 68* LOT 69 LOT 70 LOT 71 LOT 72 LOT 73 LOT 74

22.25 ROAD

MOWRY DR

S. BROADWAY

REDLANDS PARKWAY

S. BROADWAY

LEGEND

- PROPERTY LINE
- EXISTING WATERSHED
- EXISTING DRAINAGE PATH
- PROPOSED DRAINAGE
- PROPOSED DRAINAGE DIRECTION

0 200 400 600

NORTH

MAGNUS COURT

PROPOSED WATERSHED MAP - RESUBMIT 4/24/2020

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484 22 ¼ Road,

Grand Junction,

CO 81507

24th February 2020

To Whom it May Concern:-

Re: Land development applications 201-9-137 and 201-9-374

My name is Nuala Whitcomb. My husband John and I have lived at the above address for approximately 15 years. We have been given notice of the proposed plans to build a new development bordering our neighborhood - land development applications 201-9-137 and 201-9-374.We have some questions and concerns that we would like answered. Obviously the public meeting is not going to allow the time to fully answer these and others questions. We would greatly appreciate a written reply addressing these points.

1. What is the long term plan for domestic water in Mesa County and Grand Junction? We are living in an extended period of drought and development all over the valley has been rampant. How are the City and the County going to ensure that all residents will have sufficient water in 10, 20, 30, years and beyond?
2. How is the City and the County going to manage the increased traffic in and out of the Redlands? We are already congested and at certain times of the day it is nearly impossible to exit our side streets onto the main thoroughfares. There are only two bridges, one a single lane. Can these bridges bear the enormous increase in volume?

3. What is going to be done for the schools? The schools are at capacity and there is already deadlock and dissention over building new schools. How is the potential enormous increase in student volume going to be handled?

4. The wildlife. With the seemingly endless rubber stamping of new developments, we are displacing our treasured wildlife and plant life at an alarming speed. Once it is gone, it is gone! Houses are no substitute for the natural beauty of the Grand Valley. Once we block our panoramic views with brick and mortar it is a permanent change that can never be reversed. Please take a moment to think on this and picture a skyline of executive homes where once there was a skyline of majestic cliffs.

5. The infrastructure. Is there the infrastructure to support this level of development? What is going to be done about this clear problem?

These questions really address the problem of such rapid growth throughout the valley.

The following questions address our particular neighborhood and how the City and the County plan on managing the proposed developments 201-9-137 and 201-9-374.

   a. Traffic. Reed Mesa, 22 ¼ Road, and South Broadway are already used as a "rat run" with speeding traffic in both directions. Increased traffic increases the risk of a serious tragedy. Children play in the street and cut through the neighborhood to get to Broadway Elementary and Redlands Middle School. The corner of Mowry and 22 ¼ Road is an extreme danger zone. There are no sidewalks, no stop or yield signs, and no

streetlights. How do you propose making the introduction of up to 300 more cars entering and leaving the neighborhood daily safe for all?

b. Drainage. We understand that this is being looked into by the County but knowing the level of the problems we have experienced over the years, we do not believe that a couple of "holding ponds" will anywhere near solve the problem.

c. Human impact. Most of the people, ourselves included, chose to live in this older neighborhood because it was quieter, more rural, and not dominated by HOAs. Are we expected to just accept the increased traffic, noise, and disruption that comes with that number of people and cars? Do you have a solution for the adverse impact that there is going to be on this very pleasant neighborhood that we chose as home?

d. Finally, when we bought our house, our realtor assured us that the land you are proposing to build on could <u>never</u> be built on. In his words it had been deemed "too steep and unstable." Was he lying to us?

Please consider these questions I have put forward and, once again, I am requesting a <u>written</u> answer to them from both the City and the County.

Please also consider the bigger question - when is enough enough? How long will we continue to sacrifice all that makes <u>our</u> valley so unique and wonderful just so that a few wealthy developers can become even more wealthy? Perhaps that is the question you should be asking them.

Yours faithfully

Nicola L. Whitcomb

---------- Forwarded message ---------
From: **Mahoney, Mike** <mmahoney2@coloradomesa.edu>
Date: Wed, Mar 4, 2020 at 9:09 AM
Subject: Magnus Development Project
To: carrie Gudorf <carrie.gudorf@mesacounty.us>

Hi Carrie,

My wife and I attended the public meeting on February 18, 2020, where we expressed our concerns with the current issue with regard to the flooding that drainage from Magnus Ct. causes. We live at 2226 Mowry Dr., on the corner of Mowry Dr. and 22 1/4 rd. The county added a curbing to the driveway at 498 22 1/4 rd. which caused more flooding on our property which is next door to 498 22 1/4 rd. With the proposed Magnus development, were are concerned that the flooding will only increase once Magnus is widened and paved as proposed. The proposes plan for the Magnus development includes a retention pond to capture runoff from their development, but does not address the drainage below the retention pond onto 22 1/4. This is our concern. When asked about this drainage issue, representatives from the Magnus project say that this is a county issue.

The Magunus project solely relies on county roads for egress, 22 1/4 to Reed Mesa, or 22 1/4 to Mowry to S. Broadway. These roads do not provide a safe means for children to access local schools by foot or bike. We also see foot and bike traffic coming from the South/East from South Camp through S. Broadway, Mowry Dr., 22 1/14 rd. and out Reed Mesa, on their way to school.

We attended the city meeting at the Middle School last night and learned of a meeting between the county and the city about the Magnus project. We are asking that the drainage and safety concerns be addressed (a plan in place) before the Magnus project is approved.

Thank you for your consideration.

Regards,

Mike Mahoney
STEM Technical Instructor
Western Colorado Community College
970-255-2654

Grand Junction Speaks
Published Comments for May 26, 2020 Planning Commission Meeting
Magnus Court Zone of Annexation and Outline Development Plan

On February 25, 2020 the Grand Junction Planning Commission, citizens, and developers spent 2.75 hours discussing the proposed Magnus Court. Neighborhood residents voiced their concerns about pedestrian safety, traffic, access, drainage issues, land unsuitability, and urban sprawl. The commissioners voted 4 to 3 to deny recommendation to the City Council.

On May 15, 2020 we received another Notice of Public Hearing for Magnus Court. The resubmittal has minor revisions and does little or nothing to alleviate the concerns of the neighborhood residents. Below are the primary concerns regarding the proposal that were heard on February 25 with updates on the resubmittal where appropriate.

1. Pedestrian traffic isn't safe due to existing narrow roads with no curbs, gutters or sidewalks

Resident Lisa Lefebre of 22 1/4 Road said, "I have three small children, there are no sidewalks on these county roads. They are not wide enough. We have senior citizens who walk every day. Their agility to move out of a vehicle's way is slower. I'm concerned about my children and their safety walking to school."

Commissioner Ken Scissors said, "There are just too many concerns. For me, the one that tips it over is the safety concern for the neighborhood. I understand that there are things that could be done but I'm not hearing definitively enough they will be done..."

The resubmittal states the City and County deem the roads acceptable and will not improve them. A trail or sidewalk to Broadway is proposed. They don't address residents who walk or bike on South Broadway for access to the pedestrian/bike trail on Redlands Parkway.

2. The two access points to this neighborhood will be strained by an increase in traffic.

A traffic impact study said traffic generated from the subdivision will be 700 vehicles per day. The study stated a typical neighborhood street is comfortable at 1000 vehicles a day. The study based their findings on 28-foot wide, two lane neighborhood roads, not the 22-foot wide rural narrow roads in this area.

The study said a right turn lane on southbound Redlands Parkway will be required. The study did not address the more difficult left-hand turn from South Broadway north onto Redlands Parkway.

In the resubmittal the study stated 15% would use Broadway and 85% would use Redlands Parkway.

3. Increased runoff from this development threatens neighboring properties.

Mike Mahoney, Mowry Dr. & 22 1/4 Road said, “There are existing issues not addressed in their plan. One is the draining of Magness where it meets 22 1/4. It drains straight into my front yard. That is a dirt road that absorbs part of that water. If they double the width and pave it, it will become a raceway for water.”

Ted Ciavonne, development representative said, “Additional drainage coming down Magness Road — we are already aware of that. It’s not just about water getting to a detention pond. There has to be other interceptions that happen. It’s created its own watershed and made matters worse. Those things get resolved. Do they get totally fixed? No, I don’t think so. Are we aware of them and need to address them? Yes.”

The resubmittal claims the development reduces existing drainage to the surrounding areas by intercepting the vast majority of water at the top of the watershed and directing it towards proposed storm water facilities, which directs it to Goat Wash on South Broadway. They do not explain how they will safely pipe the water across an unstable hillside without endangering homes below. Nor do they explain how they will physically get the water across South Broadway to Goat Wash without easements from landowners. The proposal fails to address the impact of the added runoff to Goat Wash which could flood Redlands Parkway or homes along the wash and if existing culverts can handle the increased runoff.

4. Individual proposals are considered without accounting for their collective impact on infrastructure.

Richard Swingle, a Renaissance resident said, “There is a huge amount of development and population growth in this area of South Broadway, Redlands Parkway, South Camp. We don’t understand the constraints to our system of what will happen. We are looking at them as individual elements instead of a broader perspective. We need to consider the broader perspective of what will happen to our community.”

Commissioner William Wade stated, “… one of our citizen speakers asked us to look at this from 50,000 feet and see the other projects that are coming around it and what that does to our infrastructure. Unfortunately, you counter that by saying we’re not responsible for taking a long-term view, well we have to take a long-term view of planning and that’s our responsibility. We have to look at each project that is brought before us on it’s own merits.”

5. Unsuitability of land for development

Commissioner Kathy Deppe said, “Less than two months ago we had a property on the Redlands very similar to this with similar kinds of conditions. We had people get up from the audience and tell us they built houses there, spent $500,000 and after they moved in had to spend another $100,000 to fix the foundation.” “… we have a responsibility to not create any kind of financial burden or harm to the citizens of Grand Junction. So looking at this one … it does cause a burden.”

6. Unfettered suburban development paired with a lack of community centers is leading to urban sprawl.

Resident Naomi Rintoul of 515 22 1/4 Road, said, “Since I’ve moved in we’ve lost the hardware store, Safeway, Wells Fargo, the greenhouse and Loki.” “I’m just asking if these

growth plans shouldn’t include infrastructure before planning this large subdivision. This is quite literally the definition of urban sprawl if we have this many houses and no services.”

The developer’s resubmittal doesn’t resolve pedestrian safety, increased traffic volume, drainage impacts, the unsuitability of the land and the entire area’s infrastructure. Therefore, I urge the County Commissioners to again vote nay on this project.

05/25/2020 11:19 pm

Lisa Smith
2222 S. Broadway
Grand Junction, 81507

As a neighbor to the proposed Magnus Court Planned Development, we have concerns about how the subdivision has been planned. These concerns are as follows:

Ground instability: The owner/developer of the Magnus Court proposed development is from Michigan and doesn’t know about building on the unstable ground in the Grand Junction area. We’ve had many disastrous results in our area; Escondido Circle (the neighbor to the West of Magnus Court) and Spyglass Ridge are examples. Building on this land can be done – but it’s costly and frequently repairs and piers need to be done after construction. The developer/builders should be required have a $1 Mil bond for foundation repairs for each property, so they don’t pass that cost on to the homeowner who has problems, or to the city if the property is condemned.

Drainage: The developer represents that their drainage plan will benefit the neighboring communities as well. We will trust the Planning Commission and City Council to ensure that this is accurate. There is already a documented drainage issue downhill from the Magnus Court properties. If not done properly, drainage issues will cause additional ground instability in the development itself and water issues below.

Fire Hazards: The fire department has required many modifications to the proposed Planned Development, including widened roads, no parking areas on some of the streets, fire truck turn-arounds. However the fire department is also acknowledging that there’s still quite a bit of threat of damage if a fire starts, as there’s only one access road for the subdivision. This threat is evidenced by the fire department requiring an automatic fire sprinkler system in all the homes in the Magnus Court development.

Despite the fire hazard, the Magnus Ct subdivision still has 5 non-conforming lots in its proposed Planned Development. These do not comply with current code in terms of the size or width of lot required for the slope of the land – a requirement which is in place (at least in part) due to the speed at which fire spreads on an uphill slope, and access to those properties as well as surrounding land for the fire department to fight a fire. The developers of this property need to go back to the drawing board and comply with current codes rather than create a situation that could endanger the lives of all that live in that subdivision in the future.

Traffic and Public Safety: The residential and construction traffic that Magnus Court will cause in the neighborhoods to the East and Northeast of their Proposed Development will change the nature of life in those rural Mesa County communities. The developer’s traffic

studies show that theoretically the roads can handle the residential traffic at a projected 700 additional vehicles per day, but they don't show that in reality the roads are not wide enough, nor do they have sidewalks for safety of the pedestrian traffic that will be impacted.

During construction the developer has agreed to try and keep his equipment on site for phase 1/phase 2 if possible but that does not account for the builders who will be purchasing the lots and building the homes and bringing in their heavy equipment for that work. There's no way for the developer to control the construction traffic of the Builders to whom he sells the land. It's just going to be something that the surrounding neighborhoods are going to have to deal with for 10 years.

We know there will be construction traffic impact, and we know there will be a residential traffic impact. Instead of passing the costs on to the county and city taxpayers, the developer should be made to pay 100% of the costs for the necessary infrastructure improvements in those neighboring areas that will be impacted by their development. This would include road widening, intersection improvements, and sidewalk installation on at least one side of the street on the routes from Magnus Court to the only two exits from this residential area: Reed Mesa Drive at SH 340 (Broadway), and S Broadway at Redlands Parkway. This would include the intersections at Mudgett Street & Reed Mesa Drive, Magnus Ct & 22 ¼ Road, and Mowry Drive & S Broadway, as well as the roadways between them.

Additionally, the intersection at S Broadway and Redlands Parkway has a blind corner. Simply putting in a turn lane and trimming the trees to the Northwest of the intersection will not be a permanent solution to the problem that there will be at least 200 additional vehicles per day using that intersection as a result of this subdivision (per their own traffic study). Developments already approved for properties off of South Camp and S Broadway are already increasing traffic on S Broadway so it will make the intersection much busier even than today. For public safety, there is no doubt that a traffic signal will be needed at the intersection of S Broadway and Redlands Parkway by the time the Magnus Court subdivision is completed - and it should be paid for by the Developer. It should not be passed on to the taxpayers.

Thank you for your consideration.

Lori & Jay Thompson

05/26/2020 9:37 am

Jay Thompson
495 Escondido Cir
Grand Junction, CO, 81507

After reviewing the revised plans submitted by the developer I find they fall short of addressing the community concerns in two key areas: increased traffic and drainage. Rather than solving the issues they have been shifted, quite literally, to my doorstep.

First, the issue of traffic. The revised traffic study has actually increased the estimated number of vehicles that will be added to the neighborhood on a daily basis. It has also revised the split of traffic utilizing Reed Mesa and South Broadway to enter/exit the

neighborhood so that 85% of that traffic is now expected to use South Broadway to access Redlands Parkway. By the developer's own admission, this will more than double the peak local traffic at that intersection from 24 vehicles per hour (VPH) to 71 VPH in the morning and from 31 VPH to 80 VPH in the afternoon. This is on a street that has no sidewalk or shoulder, where children walk to access their bus stop, and that bicyclists use to access the Redlands Parkway bike/pedestrian path. Once vehicles reach this intersection, where most make a left turn towards businesses and services in town, they must navigate increasing traffic from South Camp and Tiara Rado golf course housing developments , a 45 MPH speed limit, and obstructed views in both directions.

The developer deserves credit for offering to help fund a sidewalk on Reed Mesa to improve safety for children walking to Broadway Elementary. But with such an increase in traffic utilizing South Broadway they should also install a bike/pedestrian path that ties into the path on Redlands Parkway. The city needs to consider measures to ease access to Redlands Parkway such as lowering speed limits or installing a roundabout.

Drainage is also still an issue in the revised plans. The developer proposes building a retention pond and diverting water that traditionally flowed northwards to the wash that runs between our house and Redlands Parkway. While this may mitigate drainage issues for our neighbors that live directly below Magnus Court, it may also be shifting the problem to a new area.

I cannot find where any study has been done on how this will impact the flow of the wash. The wash has running water year-round with typical increases in the summer due to irrigation waste water flowing into it. Occasionally the flow increases dramatically due to desert thunderstorms. Presumably, diversion from the development would coincide with this storm runoff. While the risk of flooding at our home is minimal, it is likely that increased flow will cause erosion that could threaten the trees that provide us with some privacy and block sound from the traffic on Redlands Parkway. Further downstream the wash flows under the Parkway. Are the culverts adequate to handle the increased runoff? Additionally, other developments are underway or planned along South Camp Road. How many of them are being allowed to divert storm runoff into this wash? At what point does this wash reach its capacity to safely handle it?

The proposed route of the drainage from Magness Court would be uphill from our home before it reaches the wash. If the drainage failed or flowed over we would be faced with flooding. A few years ago a sewer pipe in that same general area failed and our property was contaminated with raw sewage. This is a prospect I never want to face again.

Also included in the developer's revised proposal were sightline elevations. They show that from the middle of South Broadway directly in front of our house, the upper half of the homes on lots 12 and 13 would be visible. From our home another 60 feet to the east of the elevation study even more of the homes will be visible and our view of the ridge line will be completely disrupted. With our new neighbors peering off of their decks into our backyard, it may start to feel like we live on the wrong side of the fence at the zoo. The developer needs to be required to move the set back for these homes so that they are not visible from South Broadway.

Due to these issues of traffic, safety, and preservation of property value, I respectfully urge the commissioners to vote 'no' on this development in its current form.

05/26/2020 11:36 am

Wayne Smith
2222 S Broadway
Grand Junction, 81507

See attached for a letter delivered via email to City Staff and members of City Council from Lisa R. Smith.

05/26/2020 12:18 pm

Lisa Smith
2222 S. Broadway
Grand Junction, 81501

As the owner of 2226 South Broadway, I am most concerned about the ingress and egress, amount of houses to be built, and the drainage issues. To reach the Redlands Parkway, you must go down South Broadway to the south, to the north you would have to cross private property to Broadway, then to the Redlands Parkway. A traffic light or roundabout would have to be built where South Broadway meets the Redlands Parkway. At this time it is very difficult to enter the Parkway because of the traffic and ability to see right or left.
With 74 houses proposed to be built, that will be at least 150 cars trying to enter either the Parkway or Broadway. Plus there are no sidewalks for once you exit or enter the Magnus subdivision.
How does the developer propose to install piping for the drainage emptying into Goat Wash without crossing private property?

05/26/2020 12:32 pm

Linda Rattan
2226 So. Broadway
Grand Junction, 81507

Reference: Magnus Court of Annexation and Outline Development Plan
Case: ANX-2019-137: PLD-2019-374

At the Grand Junction Planning Commission meeting on February 25, 2020, area residents expressed concerns on the impact that the Magnus Court development will have on the surrounding neighborhoods. These concerns include but are not limited to traffic safety, congestion, flood and drainage control.

I live at 2226 Mowry Dr., on the corner of 22 ¼ road. Every time that it rains, Magnus Ct. sheds water that ends up in my yard and driveway. Our water main gets buried frequently from debris accumulated as this water erodes dirt not protected by a curb on 22 ¼ Road. Heavy rain causes flooding to the extent that the walkway from our driveway to the house floats, this is inches from flooding the crawl space and worse, the house.

At the meeting on Feb. 25, 2020, I expressed my concern over the magnified impact that paving and widening Magnus Ct. will have on flooding the properties below Magnus Ct. The flooding issues will be greatly magnified as soon as Magnus Ct. is widened and paved, long

before a single house is built. Once Phase 1 begins, there will be at least eight properties that lie below the detention pond, that will contribute to the water shed from roof and driveway runoff, further magnifying the problem.

Applicants response to my concerns at the Feb. 25, 2020 meeting (video:3:25:03):

“With regards to the gentleman’s comment on additional drainage coming down Magnus Rd. We are already aware of that. We are already aware that we can reduce that, it’s not just water getting to the detention pond, there has to be some other interception that happens and we know where the current driveway comes out of the current house up there, it’s funneling water, it’s created its own water shed and made matters worse in that situation, and those things get resolved, and do they get totally fixed? No. I don’ t think so, are we aware of them, and do we need to address them? Yes.”

I would like to see a plan for this “interception.” How do these “things get resolved” without any plan in place? A plan for this flood control should be a part of the development plan.

With responses to the concerns of the homeowners of the surrounding neighborhood like: “Those things do get fixed.” (video 3:19:45) in reference to traffic safety and congestion, and “… those things get resolved” (video 3:25:32) in response to the flooding that Magnus Ct. are evidence that the applicant has no concern or plan(s) for the issues that the development will create in the surrounding neighborhood. The applicant’s response to the peripheral issues created by the proposed development are often non-specific, vague and lack consideration.

In conversations with Carrie Gudorf of Mesa County Flood Management, I was told that if annexed, the city will be responsible for any water that sheds off Magnus Ct. If this is the case, then by approving this project as presented, the city willingly and knowingly assumes the responsibility and liability for any flooding and damages caused by the water that Magnus Ct. will shed as a result of widening and paving Magnus Ct.

I am asking that before this project is approved that a planned and engineered solution to the water shed below the detention pond be included in the application of the Magnus Court of Annexation and Outline Development Plan.

Thank you for your consideration,
Mike Mahoney

05/26/2020 1:12 pm

Mike Mahoney
2226 Mowry Dr.
Grand Junction, 81507

I feel that 2 house to an acre is too dense for the area. Traffic congestion would be a problem not only getting out of immediate area but also increasing the traffic of Redlands Parkway. Pedestrian walks and bike trails would have to be addressed. Irrigation is another problem that is not sufficiently addressed and would cause problems with Goat Creek.

Besides the above considerations, I think that the State of Colorado and the county will not have sufficient money to make all the improvements necessary.

Judy Shoffner
532 Park Ridge Ct.
Grand Junction, CO 81507

05/26/2020 2:10 pm

Judith Shoffner
532 Park Ridge Ct
Grand Junction, 81507

City of Grand Junction Planning Commission:
In regards to the proposed Magnus Court Development Plan, I do not believe that the significant negative impacts of increased traffic and congestion are realized or accounted for in the planning process. Specifically, the narrow county roads leading to the proposed Magnus Court development lack the infrastructure to support the size and scope of the proposed development. There are no street lights, sidewalks, curbs, gutters, pedestrian crossings, walking/biking paths, etc. Further, given the steep dropoff into the deep drainage ditch along the east side of 22 ¼ Rd and the surrounding established yards, there is no room to add infrastructure such as sidewalks. Currently, if vehicles are parked along the street (which they commonly are), traffic is already reduced to a single lane. No amount of additional stop signs will counteract the increased safety hazards to pedestrians in this residential neighborhood that would result from construction of such as ambitious undertaking.

Regardless of if the narrow county roads can physically handle the increased traffic, given the narrowness of the roads and the lack of sidewalks, in practicality the access roads to Magnus Court could not safely be used through this residential neighborhood to convey vehicle traffic anywhere near the estimated 700 vehicles per day as predicted with this new construction. If this development is to proceed as planned – notwithstanding potential drainage, foundation, and other issues - alternative vehicular access must be devised, such as potentially through Escondido Drive to the west.

Given the plethora of safety, traffic, foundation, and drainage issues raised by neighborhood residents during and after the initial meeting for this development that remain unresolved and the excessive size and scope of the proposed development that would amplify these concerns, I urge the Planning Commission to again vote “no” on the Magnus Court development. The proposed development is simply too large, dense, complex, and therefore too risky to safely develop as currently planned. Thank you.
Garrett Williams
515 22 ¼ Road

05/26/2020 4:37 pm

Garrett Williams
515 22 1/4 Rd
Grand Junction, 81507

Regarding the Magnus Court subdivision:

As a resident of the Redlands, I am concerned that building the proposed subdivision in such a prominent location (right around the peak of Riggs Hill) will negatively affect the character of the Redlands. The subdivision documentation states: “The project location can be generally described as the northeast facing ‘backside’ of Riggs Hill.” It is, in fact, atop Riggs Hill, a world-renowned site (see figure). The bulk of the subdivision would be clearly visible from the Redlands Roundabout, the Liberty Cap trail/Colorado National Monument, Tiara Rado Golf Course, Broadway and S. Broadway/Redlands Parkway, and especially from the museum owned portion of Riggs Hill, including the parking area.

It appears to me that there are numerous inconsistencies and questionable claims made in the submitted documentation.

Housing Density
The largest parcel, 62% of the land total, is not currently in the city, and is designated in the GJ Comprehensive Plan (City Ordinance # 4406) as RUR 5-10 acres.

The plan states:
"Rural 1 du/5-10 acre lots Private land that will remain in parcels of 5 to 10 acres on average. The uses will vary among low density residential lots, low intensity agricultural operations, orchards and other small scale farm operations. Rural land use areas serve as a transition between urban and agricultural uses. Clustering techniques are required to achieve maximum density. No urban level services are supplied."

The development proposes approximately 34 dwellings on this parcel, well above the number allowed by the comprehensive plan (maximum 8 dwellings). This lot would house roughly 50% of the total dwellings in Magnus Court.

The adjacent Desert Hills Estates and Rocky Heights subdivisions have a total of 26 large lots (1 to 2+ acres) and over 20 acres of open/ preserved space.

During the February Planning Board meeting where Magnus Court was discussed, there was discussion about the inability of the city to zone another property for less density than the Comprehensive Plan allows. But the Magnus Court proposal calls for annexing and rezoning this parcel at a much higher density than the Comprehensive Plan allows.

Preserving Scenic Vistas
The GJ Comprehensive Plan includes preserving scenic vistas. The subdivision would wreck views of Riggs Hill from the entire surrounding area while the developers tout the “spectacular panoramic views of the valley” from the subdivision, thus wrecking part of the scenic vista to provide great views to Magnus Court.

Open Space
The subdivision documentation highlights 64% of the site as open space “respecting the natural conditions of the site.” The developers plan to build on the land that meets slope requirements for development. That essentially leaves the much steeper, unbuildable land as “open space” while claiming this is “predominantly placed to protect natural slopes and view sheds.”

The Planned Development (PD) and Outline Development Plan (ODP) cites “More usable public and/or private open space.” Most of that open space consists of very steep slopes that are not usable.

Public Benefit Section
The subdivision documentation claims that the residential project meets the intentions and densities of the Growth Plan – although it certainly does not meet the GJ Comprehensive Plan.

The subdivision documentation mentions drainage improvements. A subdivision is certainly not going to capture water as well as the existing natural vegetation on this steep hill.

Code amendment and rezoning
The Code Amendment and rezoning section includes several requirements that do not appear to be met:

1 - The subdivision documentation claims that “the character of the area has changed with the annexation and development of adjacent residential subdivisions.” As noted above, both Rocky Point and Desert Hills Estates have far larger lots and considerable open space as well. Magnus Court is not consistent with these neighboring subdivision annexations. Additionally, these older subdivisions are not built atop a hill and are not visible from adjacent neighborhoods.

2 - Public and community facilities include the road system. The proposed subdivision does not address the inadequacy of the county roads leading to the proposed development nor the obvious traffic problems that will occur on both Broadway and S. Broadway/Redland Parkway resulting from the additional traffic.

3 - The availability of suitably designated land within Grand Junction may be a concern, but this land is not particularly suited to the need for high-density housing such as proposed. So, it’s not much of a benefit to the community compared to other (flatter) parcels.

4 - Is the availability of sewer and water along Magus Court a benefit to the community? It appears to affect only 4 or 5 properties, all of which are currently developed.

Infill Development

At the planning board meeting, this property was characterized as an “infill” development. This project in no way meets the description of infill in the Comprehensive Plan:

"Infill development on vacant and underutilized land in City Center, at higher densities, will significantly increase housing affordable to workers. The Villageand Neighborhood Centers designated in the Comprehensive Plan offer housing types that will be affordable to workers through higher densities and
housing-over-stores spaces. Being in walkable centers that are near transit further impacts affordability by lowering the total cost of living. Retention of existing housing stock is also a means to retain an affordable product".

Magnus Court would push a dense subdivision into an area of low-density and unimproved county land, thus creating more sprawl in an area largely composed of houses on large lots and open space. Further, Magnus Court is planned to be upscale housing, not affordable housing.

Dark Skies

74 houses atop Riggs Hill will contribute significantly to the light pollution in the Redlands.

Conclusion
Magnus Court will wreck the historic treasure of Riggs Hill and have a negative effect on the character and quality of life in the Redlands and Grand Junction. Such character cannot be regained once lost. I see no benefit to the people and city of Grand Junction in annexing the proposed parcels.

Respectfully submitted,

Michael Petri

05/26/2020 5:07 pm

Michael C. Petri
477 Escondido Cir
Grand Junction, 81507

While I can see that efforts to respond to some concerns have been made, specific improvements as well as funding of these improvements remain inadequate or unaddressed. Road/human safety, existing and potential water/drainage issues, and property devaluation surrounding the proposed access route need further examination. In a nutshell: Too many unknowns, too many risks, too many cars, too many houses.

Because we continue to see this area repeatedly make mistakes causing us and others many headaches, the following are additional ground instability questions:

Without knowledge of the quality of soil, can plans really be finalized?

Given the numerous past (and present) issues with movement in this area, who will verify proper foundation plans are being used?

Will builders be mandated to hold proper builder insurance which specifically includes coverage of foundation/movement and builder defects? (My builder did not have this coverage, and we don't want to see anyone else go through this nightmare.)

Given the substantial erosion--including soil, rock, and boulder slides--have building envelopes been adequately defined to mitigate the risk?

Will a buyback program be considered? (In the newer neighborhood, RedRocks, off S.Camp near Monument Road the builder was required to buy back foundation-defective homes.)

Our point: Given this location, additional improvements, extra precautions--including probable expensive foundations--and ongoing remediation are likely. Very specific scopes and defined accountability are a necessity. Again, too many unknowns, too many risks, too many cars, too many houses.

05/26/2020 6:26 pm

Lora Curry
493 Escondido Cir
Grand Junction, 81507

May 25, 2020

Dear City of Grand Junction Planning Commission and City Council,

On February 25, 2020 the City of Grand Junction Planning Commission voted 4 to 3 to deny recommendation to the City Council of the Magnus Court Subdivision, ANX-2019-137, PLD-20190374. The Planning Commission heard from 13 neighborhood residents who voiced concerns about the lack of safety for pedestrian traffic, the increased amount of traffic and access to the site, drainage issues, the lack of consideration of nearby proposed developments, unsuitability of the building site, and urban sprawl. The citizens, staff and developers spent 2.75 hours discussing the subdivision. Citizens voiced their concerns about protecting the safety of their families and the neighborhood and were looking forward to a final disposition at the City Council meeting.

However, on May 15, 2020 my husband and I received a Notice of Public Hearing and were surprised to learn another Planning Commission meeting was scheduled for May 26 and the process would be repeated. A thorough review of the resubmittal reveals that the revisions are minor and do little or nothing to alleviate the concerns of the neighborhood residents. Below are the primary concerns regarding the proposal that were heard on February 25 with updates on the resubmittal where appropriate. Apologies for the length of this letter, but I feel the content is important and relevant enough to be considered when making a decision about recommending the Magnus Court Subdivision.

Community concerns about the proposed Magnus Court Subdivision

1. The lack of safety for pedestrian traffic due to existing narrow roads with no curbs, gutters or sidewalks is a concern of residents and commissioners.

   Resident Lisa Lefebre of 22 1/4 Road said, “I have three small children, there are no sidewalks on these county roads. They are not wide enough. These maps are not topographic and they don’t show you that if there are two cars going and there is a pedestrian you can’t just step over to get out of the way, you’ll fall off. What do you do? We have senior citizens who walk every day. Their agility to move out of a vehicle’s way is slower. I’m concerned about my children and their safety walking to school. It’s not going to happen with additional traffic.”

   Naomi Rental of 515 22 1/4 Road said, “This should be a fairly easy neighborhood to walk around and it’s not. The walkability score is 16 out of 100. Bikability score is 30 out of 100. Transit score is 0. Real estate websites list the neighborhood as car dependent.”

   Ted Ciavonne, the developer’s representative said, “A lot of the roads are in the county, the county is not going to go out there and improve them ahead of time.”

   Jay Thompson, 495 Escondidio Circle said, “A really good attempt at responsible development but access is the problem. You got narrow roads through small neighborhoods, up to ten years of heavy equipment and trucks coming in and out of there. It’s not just 300 cars. Its hazardous enough on construction sites without this kind of traffic.”

   Commissioner Ken Scissors said, “How can we be assured that the construction traffic won’t be an issue? It seems the study is mostly about resident traffic, an extra 300-500 cars. But it’s going to be awhile for the resident traffic, but looking at the roads and the circuitous route to get in there, how can we be sure there is not a safety concern at that stage?” “There are just

too many concerns. For me, the one that tips it over is the safety concern for the neighborhood. I understand that there are things that could be done but I'm not hearing definitive enough they will be done, and they will be satisfactorily and they will be done in time."

In the resubmittal the developer will combine phases and their intentions are that the heaviest equipment (for heavy mass grading and site balancing) will be used the first 90 days. The equipment goes to the site and stays until done. However, there is no way the developer can guarantee that work will be completed on schedule, nor that the contractor will leave their equipment on site until the project is completed. They state the phasing plan will NOT be changing but they'll try to get it done in a shorter time.

In the resubmittal it states the developer met with the County and City and discussed conditions of roads and the safety of pedestrians, in particular kids walking to school. The City and County deem the roads acceptable and will not improve them. However, the City, County and the developer say they will support a trail or sidewalk to Broadway. Details regarding location of a trail or sidewalk are not listed. A trail or sidewalk to Broadway will make pedestrian traffic going in that direction safer. But please consider the many residents who walk or bike on South Broadway to get access to the pedestrian/bike trail on the Redlands Parkway. The safety of residents will be greatly affected considering 85% of the additional 700 cars will be using this route.

2. The two access points to this neighborhood will be strained by an increase in traffic.

A traffic impact study was performed and it stated the proposed site-generated traffic from the Magnus Court subdivision will be 700 vehicles per day. The study stated a typical neighborhood street is comfortable at 1000 vehicles a day. The study based their findings on 28-foot wide, standard, two lane neighborhood roads with curbs, gutters and sidewalks, not the 22-foot wide rural narrow roads in this area that don't have curbs, gutters and sidewalks and with gravel shoulders which are nonexistent to approximately six feet wide. The study said, "Having sidewalks is preferred but the low volume of traffic allows streets to be shared by all users." How can the level of service not be affected after adding 700 cars a day? There will be more traffic and it will affect the safety of pedestrians sharing the roads with vehicles.

The TIS stated a right turn lane on southbound Redlands Parkway will be required. The study did not address the more difficult left-hand turn from South Broadway north onto Redlands Parkway. The TIS reported that 142 cars travel this section in a 15-minute period during peak times. This intersection has a stop sign and the speed limit on the Redlands Parkway is 45 mph with two blind corners. It is already difficult getting onto the Parkway and if the majority of traffic from Magnus Court and the surrounding area uses this intersection we will see a long backup of traffic.

Commissioner Ken Scissors said, "Just putting in the infrastructure for this is going to be a huge amount of large vehicle traffic. It sounds like those roads would not be able to handle that from day one. The residents will be suffering through this heavy traffic waiting for the city and county to catch up and fix their roads."

Commissioner William Wade said, "I agree with Commissioner Gatseos to adequate circulation and access being provided within the development but because of the particular juxtaposition of this to the county roads and the only ways in and out. Now, I don't see that's adequate access for a development of this size."

In the resubmittal the traffic student revised the distribution of traffic to access points. The original traffic study said 35% would use the north access point to Broadway and 65% would use the south access to South Broadway. In the resubmittal it was stated 15% would use the north access point and 85% would use the south. This revision doesn't resolve traffic issues, however it does point out the greatest traffic issues will be at the South Broadway and Redlands Parkway intersection.

It is not known if the traffic study considered the increasing number of developments in the area and how this will also increase traffic on Redlands Parkway.

3. Increased runoff from this development threatens neighboring properties.

Many residents currently experience drainage issues. The subdivision will add of 24 acres of paved roads and landscaping, increasing the volume of drainage into neighborhoods below.

Resident Wayne Smith, 2222 S. Broadway said, "The developer said storm drainage will come off the hill to Goat Wash. My house is located here. I don't know how he is going to get to this without crossing my property. This wash gets close to flooding every year, I don't know what will happen with the additional water that will run. I'm concerned with safety and maintaining my property in that kind of situation."

Mike Mahoney, Mowry Dr. & 22 1/4 Road said, "There are existing issues not addressed in their plan. One is the draining of Magness where it meets 22 1/4. It drains straight into my front yard. That is a dirt road that absorbs part of that water. If they double the width and pave it, it will become a raceway for water. The retention pond is a great distance above this intersection. What happens to water below this pond? It gets magnified. You're greatly amplifying the potential of flooding."

Ted Ciavonne, development representative said, "Additional drainage coming down Magness Road — we are already aware of that. It's not just about water getting to a detention pond. There has to be other interceptions that happen. It's created its own watershed and made matters worse. Those things get resolved. Do they get totally fixed? No, I don't think so. Are we aware of them and need to address them? Yes."

In the resubmittal the developer claims the Magnus Court Development reduces existing drainage to the surrounding areas by intercepting the vast majority of water at the top of the watershed and directing it towards proposed storm water facilities, which directs it towards drainage to Goat Wash on South Broadway. This information is not new, it is in the development application, see page 77. Per the new illustration they may be directing more of the water to a storm water facility than previously planned. They do not explain how they will safely pipe the water across an unstable hillside without endangering the homes below. Nor do they explain how they will physically get the water across South Broadway to Goat Wash without easements from landowners. Goat Wash is a natural creek that flows year-round and is not maintained by the City or the County. The proposal fails to address the impact of the added runoff to Goat Wash. Could it flood Redlands Parkway or homes along the wash? Will existing culverts under the road be able to handle the increased runoff?

Also in the resubmittal is a letter from Scott Mai stating the County will share a drainage feasibility study in an adjacent neighborhood and that "I'm sure the developer's engineer can provide solid numbers showing how the Magnus Court project deals with drainage through the area." I'm assuming the developer included the letter as proof they will mitigate the drainage

issues. It does not. It seems to me it only shows there are additional drainage issues in the area being studied by the County.

4. Individual proposals are considered without accounting for their collective impact on infrastructure and the tranquility of the community.

In addition to the proposed Magnus Court subdivision, three other subdivisions are being built or proposed that will affect the infrastructure of the area and greatly increase traffic. Building on Renaissance Boulevard (7.5 acres), Canyon Rim (23 acre rezone request), and Redlands 360 Planned Development (624 acre property) are all within three miles of this proposed development.

Richard Swingle, a resident of the Renaissance said, “There is a huge amount of development and population growth in this area of South Broadway, Redlands Parkway, South Camp. We don’t understand the constraints to our system of what will happen. We are looking at them as individual elements instead of a broader perspective. We need to consider the broader perspective of what will happen to our community.”

Commissioner William Wade stated, “The problem is not that the project is not good, the problem is one of our citizen speakers asked us to look at this from 50,000 feet and see the other projects that are coming around it and what that does to our infrastructure. Unfortunately, you counter that by saying we’re not responsible for taking a long-term view, well we have to take a long-term view of planning and that’s our responsibility. We have to look at each project that is brought before us on it’s own merits.”

5. Unsuitability of land for development: this area is known for its expansive clay soils and bentonite which causes foundation problems.

At the meeting on February 25, resident Sharon Sigurist said, “Our neighbor had to dig down 18 feet to build a stable foundation. They themselves had to dynamite to put in fence posts.”

Resident Laura Curry said, “The soils are horrible. The development will be really difficult. My house is having major foundation issues. Our neighborhood on Riggs Way, over 50% of houses are having foundation issues due to soil. Responsible building means learning from past mistakes and this community has made a number of mistakes, we need to look into that. Friends off South Camp in a newer development have all kinds of issues there. This area is notorious for that. Clustering houses on this hill, given soils and rockiness, is a major mistake. An employee from Foundation Repair was at my house, and he said, “I’m sure I’ll be visiting those houses soon.”

Commissioner Kathy Deppe said, “Less than two months ago we had a property on the Redlands very similar to this with similar kinds of conditions. We had people get up from the audience and tell us they built houses there, spent $500,000 and after they moved in had to spend another $100,000 to fix the foundation.” “... we also have a responsibility to not create any kind of financial burden or harm to the citizens of Grand Junction. So looking at this one and the one we saw before, in my opinion, it does cause a burden. Or it could cause a burden.”

6. Unfettered suburban development paired with a lack of community centers is leading to urban sprawl.

Resident Naomi Rintoul of 515 22 1/4 Road, said, “The GJ Comprehensive Plan and the Path for Growth for the City states ‘Centers are the logical location for public facilities, fire stations, police stations, branch libraries, parks, schools. These mixed-use centers combine working, housing and shopping and are used to reduce driving.’ There are two neighborhood centers within walking distance of my house and they are mostly empty. Since I’ve moved in we’ve lost the hardware store, the Safeway, the Wells Fargo, the greenhouse and Loki moved downtown. Our post office, which doesn’t have full services, operates out of a gas station and is constantly on the closing list.” “I’m just asking if these growth plans shouldn’t include, before we start putting this many houses out there, infrastructure before planning this large subdivision. This park will bring more people to the area. And I can’t walk to it anyway. So think about pedestrian and bike safety. This is quite literally the definition of urban sprawl if we have this many houses and no services.”

Resident Noella Cumin said, “My biggest problem is a human concern. Most people chose to live there because it’s a quiet, rural area. We never expected to have something coming right through our neighborhood that would bring upwards of at least 300 cars a day back and forth. I realize you did a traffic study...it doesn’t take into account the traffic coming from new developments from South Camp, from the west on Broadway and developments all over. It is urban sprawl and the impact on our little neighborhood is going to be quite something.”

Resubmittal of project

Based on the feedback at the February 25 meeting the developer resubmitted the project “with changes showing they listened to the neighbors and staff, and with additional ‘Significant Community Benefit’ enables a new hearing.” (See page 273 of application) The changes address five lots whose dimensions were too small, construction phasing and construction traffic on roadways, pedestrian traffic on roadways, paths/sidewalks to schools, drainage diversion, traffic, and public use trails. The developer’s resubmittal doesn’t resolve pedestrian safety, increased traffic volume, drainage impacts, the unsuitability of the land and the entire area’s infrastructure. Therefore, I urge the County Commissioners to again vote nay on this project.

Sincerely,

Lisa R. Smith
2222 S. Broadway
Grand Junction, Colorado
lisarattansmith@yahoo.com

Here you see the UPS Driver making His way down 22 1/4 rd going around Parked vehicles.

Here you see two vehicles trying to make their way down 22 1/4 rd at the intersection of Magnus Court with pedestrians also trying to make their way down the street for a family evening walk.

There is no shoulder/sidewalk for the pedestrians to move to the left and allow the vehicles to pass as this is an immediate drop off into the property below.

From: Tom Arthur <start67@acsol.net>
Sent: Wednesday, May 27, 2020 6:15 AM
To: Belinda White <belindaw@gjcity.org>
Subject: Developement

** - EXTERNAL SENDER. Only open links and attachments from known senders. DO NOT provide sensitive information. Check email for threats per risk training. - **

The development in the area of Riggs's Hill is TOTALLY unacceptable.
The road is very narrow with blind curves. Frequent bicycle traffic makes it even worse.
In addition there is another development on the drawing board in the area NW of S. Broadway and 20 ½ road. Serious impact studies should be done before any developement. Then the plan should be KILLED!
FOR ONCE IN YOUR LIFE STOP BEING SO TAX GREEDY AND CONSIDER THE QUALITY OF LIFE FOR THE LOCAL RESIDENCES!!!! You have already compromise the area with the high density development near the golf course.

PS: Have you ever said no to a development?

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 up to 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, 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 minimum requirement in order to be considered as a cluster development would be 20%, the applicant is therefore providing an additional 45% of open space. The Applicant is proposing for the open space to either be granted to the homeowner's association or to be considered for acceptance as public open space by either the City of Grand Junction or the Museum of Western Colorado. The abutting open space is owned and maintained by the Museum of Western Colorado and is 43 acres in size.

#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 existing 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.

The project is proposing construction and dedication of 1.62 miles of public trail system.

#3. Protection and/or Preservation of natural resources, habitat areas and natural features. With over 46-acres remaining as open space intended to be open to the public 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 Subdivision, the following findings of fact 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.

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 1West 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 1to 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 of the Outline Development Plan ("Plan"):

Default Zone & Zone District Standards:
The Plan establishes of a default R-2 zone district. However, the development also utilizes the Cluster Development provisions and under this code section would apply the R-8 bulk standards for building setbacks, etc., based on the applicant providing over 65 percent open space (46-acres) within the ODP. 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 Plan density 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.

Access:
The main external access points are Highway 340 (Broadway) and Reed Mesa Drive and South Broadway and Redlands Parkway. An access permit from CDOT will be required. All interior intersections to the existing County subdivision including the intersections at 22 ¼ Road and Mowry Drive, Dixon Avenue, Mudgett Street and Reed Mesa Drive will continue to operate at a level of service A in 2040 after the full build-out of the project. Stop signs will be installed at intersections in coordination with the County.

The Plan will provide public access from Magnus Court. Three (3) separate Alternative Street Requests were reviewed and approved by the City regarding the proposed Plan for this site as follows:

1) 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.
2) Allowance of 72 lots from a single point of access by constructing. 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. All homes will provide sprinkler fire suppression systems.
3) Provide street-lights at street and shared driveway intersections.

Open Space and Pedestrian Amenities:

The Plan includes over 46-acres as open space or 65 percent of the project site. The open space with be granted to either 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 Plan provides public access/trail easements through the project allowing approximately 1.62 miles of trail as part of the development. The alignment of the trails are consistent with a number of the existing trail alignments.

Consistent with the City's Active Transportation Corridor Plan the project will grant an access/trail easement of 90 lineal feet in this area as required by the City's Active Transportation Corridor Plan along the Redlands First Lift Canal at the northwest corner of the property.

The Plan includes a total of 1.62 miles of trails. The trail system will be internal to the subdivision as well as connect into the Riggs Hill area trail system which is presently owned and maintained by the Museum of Western Colorado.

Trails will be maintained by their respective owner(s).

Phasing:
The following is the Plan phasing schedule based on the City's approval of a 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

Lot Layout:
The Plan includes 74 lots ranging in size between 10,095 square feet and 18,413 square feet.

Individual lot-specific grading and drainage plans, which will include designating building envelopes, are required for all lots within the development at the time of final plat.

The Applicant will utilize the Cluster Development standards as provided in Section 21.03.060 that allows for the application of the R-8 bulk standards (Residential – 8 du/ac).

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.

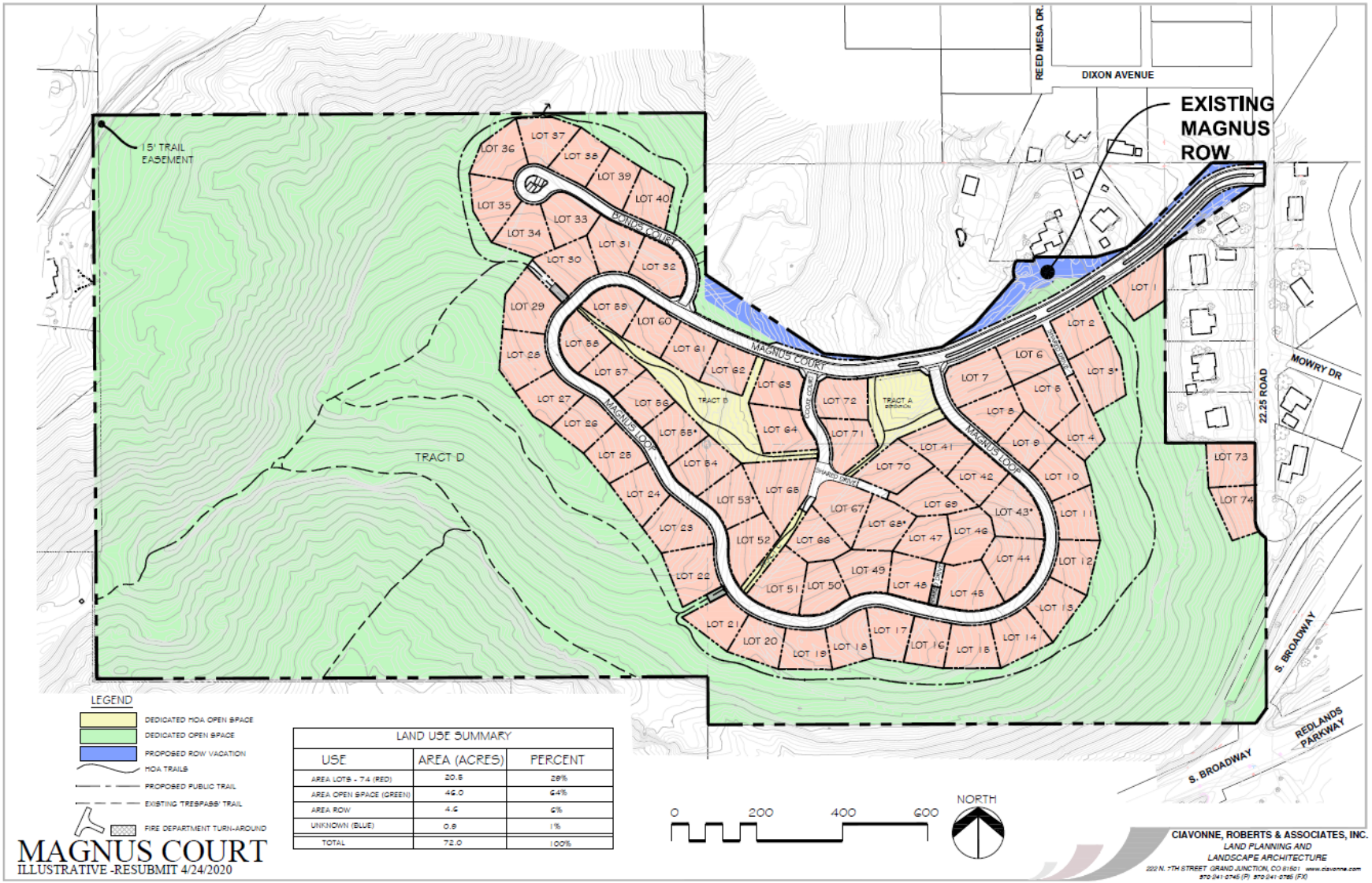
PASSED and ADOPTED this _____ day of _____, 2020 and ordered published in pamphlet form.

ATTEST:

_____
President of City Council

_____
City Clerk

EXHIBIT A – OUTLINE DEVELOPMENT PLAN



MAGNUS COURT
ILLUSTRATIVE -RESUBMIT 4/24/2020

LAND USE SUMMARY		
USE	AREA (ACRES)	PERCENT
AREA LOTS - 74 (RED)	20.6	28%
AREA OPEN SPACE (GREEN)	46.0	64%
AREA ROW	4.6	6%
UNKNOWN (BLUE)	0.8	1%
TOTAL	72.0	100%

CIAVONNE, ROBERTS & ASSOCIATES, INC.
LAND PLANNING AND
LANDSCAPE ARCHITECTURE
222 N. 7TH STREET, GRAND JUNCTION, CO 81501 www.ciavonne.com
970.241.0745 (P) 970.241.0765 (FX)

1. **Magnus Court Annexation, Zone of Annexation and Outline Development Plan File # ANX-2019-137; PLD-2019-374 | agenda item can be viewed at 12:58**

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.

Staff Presentation

Scott Peterson, Senior Planner, introduced exhibits into the record and provided a presentation based on the request. A pre-recorded presentation was available at www.GJSpeaks.org.

Questions for Staff

Commissioner Gatseos asked a question regarding the process of planned development approvals.

Commissioners Teske and Wade asked questions regarding traffic impact.

Rick Dorris, Development Engineer, was available to answer questions.

Commissioner Scissors asked a question regarding community benefit.

Applicant's Presentation

Ted Ciavonne, the Applicant's representative, was present and gave a presentation regarding the request.

Questions for Applicant

Commissioner Gatseos asked a question regarding the previous application that was submitted on this project and the substantive changes that were made.

Commissioner Wade asked a question regarding the public concerns about drainage around the proposed development.

Commissioner Scissors asked a question regarding pedestrian traffic and safe transportation.

Ms. Kari McDowell Schroeder was available for questions regarding the traffic impact study.

Commissioner Ehlers asked a question regarding Ms. McDowell Shroeder's credentials.

Public Hearing
The public hearing was opened at 5 p.m. on Tuesday, May 19, 2020 via www.GJSpeaks.org. Option for public comment via voicemail was also available starting Tuesday, May 19, 2020 as described on the meeting notice as well as the agenda.

The following spoke in opposition of the request: Dennis Gunther, Laura Whitcomb, Kristy Black, Wayne Smith, Clay Prout, Naomi Rintoul, Sharon Sigrist, Susan Stanton, Lisa Lefever, Nickara Yeter-Przystup, Mike Mahoney, Lisa Smith, Paul Sigrist, Randall Cass, Joe Black, Linda Rattan, John Whitcomb.

Tamra Allen read into the record a comment from GJSpeaks from Lora Curry.

GJSpeaks received 10 comments from Lora Curry, Michael C. Petri, Garrett Williams, Judith Shoffner, Mike Mahoney, Linda Rattan, Lisa Smith, Wayne Smith, Jay Thomspon, and Lisa Smith.

The public hearing was closed at 8:50 p.m. on May 26, 2020.

Planning Commission took a recess at 8:50 p.m.

Planning Commission resumed at 8:59 p.m.

Applicant's Response
Mr. Ciavonne made a statement in response to the public comment period.

Questions for Applicant
Commissioner Gatseos asked a question regarding infrastructure and phasing. Mr. Ciavonne stated the Applicant will do significant grounding, underground utilities and completing the curb, gutter, sidewalk in phases.

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

Commissioner Scissors made a comment in opposition of the request.

Motion and Vote
Commissioner Ehlers made the following 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 and PLD-2019-374, I move that the Planning Commission forward a recommendation of approval to City Council with the findings of fact listed in the staff report."

Commissioner Susuras seconded the motion.

The motion carried 6-1.

Grand Junction City Council

Regular Session

Item #2.a.ii.

Meeting Date: June 3, 2020

Presented By: Kristen Ashbeck, Principal Planner/CDBG Admin

Department: Community Development

Submitted By: Kristen Ashbeck

Information

SUBJECT:

Introduction of an Ordinance to Vacate Alley Public Right-of-Way within the R-5 Block Subdivision Amended on the Southeast Corner of 7th Street and Grand Avenue and Set a Public Hearing for June 17, 2020

RECOMMENDATION:

Planning Commission heard this item at its May 26, 2020 meeting and recommended approval of the request (7-0).

EXECUTIVE SUMMARY:

Downtown Grand Junction Regeneration LLC, Peter Hopkinson Smith Jr, Robert Wayne Traw and Robert Aaron Breeden (Applicants), are requesting vacation of the previously-platted public alleyways within the R5 Block Subdivision Amended subdivision on the southeast corner of 7th Street and Grand Avenue to clear encumbrances on the property for potential redevelopment. The requests to vacate are consistent with the City's Comprehensive Plan and Circulation Plan.

BACKGROUND OR DETAILED INFORMATION:

BACKGROUND

The applicants, as the owners of the Lowell Village Townhomes project on the property also known as the R-5 High School block on the southeast corner of 7th Street and Grand Avenue are in the process of redeveloping the site. Currently, the east-west of approximately 238 lineal feet and north-south alley rights-of-way of approximately 295 lineal feet bisect the block and are an encumbrance to the future development of the property. Therefore, the owners are requesting approval to vacate both the east-west

and north-south alley rights-of-way in the R5 Block Subdivision Amended subdivision; right of way of approximately 8,906 square feet. A portion of the east-west alley right-of-way has already been vacated that was under the R-5 school building. There are private electrical facilities located on the east end of the east-west alley for which Xcel Energy has stated that retention of an easement is not required as new easements will be provided on the site as it is redeveloped.

NOTIFICATION REQUIREMENTS

Notice was completed consistent with the provisions in Section 21.02.080 (g) of the Zoning and Development Code. A Neighborhood Meeting was conducted on May 3, 2019 as part of the overall development that is under review. There were no comments regarding the vacations. Most interest was directed to the proposed townhome development. Mailed notice of the public hearings in the form of notification cards was sent on May 15, 2020. The notice of the Planning Commission public hearing was published on May 19, 2020 in the Grand Junction Daily Sentinel.

ANALYSIS

The criteria for review of vacation requests are set forth in Section 21.02.100 (c) of the Zoning and Development Code. The purpose of this section is to permit the vacation of surplus right-of-way and/or easements.

(1) The Comprehensive Plan, Grand Junction Circulation Plan and other adopted plans and policies of the City.

The vacation of the alley right-of-way will no longer be needed once new subdivision plat is recorded and the new private streets and access drives within the proposed Lowell Village Townhomes development are constructed. The existing alleys are not depicted on the Circulation Plan. The proposed new private street and access drives will adequately serve the proposed townhome units.

Further, the vacation requests are consistent with the following goals and policies of the Comprehensive Plan:

Goal 4. Support the continued development of the downtown area of the City center into a vibrant and growing area with jobs, housing and tourist attractions.

Goal 7 / Policy A. In making land use and development decisions, the City and County will balance the needs of the community.

Thus, staff has found the requests to vacate existing public right-of-way do not conflict with the Comprehensive Plan, Grand Junction Circulation Plan or other adopted plans and policies of the City and finds this criterion has been met.

(2) No parcel shall be landlocked as a result of the vacation;

No parcels will become landlocked if the alleys are vacated. Therefore, staff has found this criterion has been met.

(3) Access to any parcel shall be not be restricted to the point where access is unreasonable, economically prohibitive, or reduces or devalues any property affected by the proposed vacation;

Vacation of the alley right-of-way will not change the access or restrict access to any properties except the need to provide access to the rear of the school building, particularly for fire protection. This access is to be provided with development of the block. The vacation will increase total developable square footage of the block, maximizing future (re)development potential.

Staff finds this criterion has been met.

(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);

Access to the property will continue to be provided to the site from the perimeter streets. No comments were received from utilities service providers other than the City of Grand Junction and Xcel Energy that these vacation requests would create any adverse impacts or that facilities or services would be diminished.

Staff finds this criterion has been met subject to a new subdivision plat being recorded that includes private tracts for the construction of access drives and private easement(s) as needed.

(5) The provision of adequate public facilities and services shall not be inhibited to any property as required in Chapter 21.06 GJMC; and

As stated in criterion 4 above, there were no comments from utilities service providers other than the City of Grand Junction and Xcel Energy that these vacations would inhibit the provision of adequate access, public facilities and services to any property. Except for a sanitary sewer line for which an easement has been dedicated and Xcel service on the eastern end of the east-west alley, all existing public facilities or services are located outside of the alleys considered for vacation. Adequate services will be provided for the new development and the existing school building (Lot 5) once the property is developed. Therefore, this criterion has been met.

(6) The proposal shall provide benefits to the City such as reduced maintenance

requirements, improved traffic circulation, etc.

The vacation of the alley right-of-way will remove encumbrances from the block, thereby readying the property for redevelopment that is currently under review. The vacations will also eliminate the City's responsibility for construction and maintenance of the alleys subject to a new subdivision plat being recorded that includes private tracts for the construction of access drives and private easement(s) as needed within the proposed development.

As such, Staff finds that this criterion has been met.

RECOMMENDATION AND FINDINGS OF FACT

After reviewing the request to vacate the alley right-of-way within the proposed Lowell Village Townhomes development located on the southeast corner of 7th Street and Grand Avenue, City file number VAC-2020-247, the following findings of fact have been made:

1. The request conforms with Section 21.02.100 (c) of the of the Zoning and Development Code.

Therefore, Planning Commission recommended approval of the request subject to the following condition.

Condition 1: The right-of-way vacation shall not become effective until a new subdivision plat is approved and recorded that provides: 1) adequate access to the rear of the R-5 School Building located on Lot 5 R5 Block Subdivision Amended; and 3) adequate internal access and utility services to the remainder of the development on Lots 1–4 R5 Block Subdivision Amended.

FISCAL IMPACT:

Average value of property and right-of-way can range broadly. The City has not received an updated appraisal from the applicant so value has been derived from another recent acquisition in the proximate area ($18.29 per square foot). This request includes vacating approximately 8,906 square feet of right-of-way which would result in a value of approximately $162,890. This estimation of value is for informational purposes only. No compensation is being requested for this vacation.

SUGGESTED MOTION:

I move to introduce an ordinance vacating alley public right-of-way within the R-5 Block Subdivision Amended on the southeast corner of 7th Street and Grand Avenue and set a public hearing for June 17, 2020.

Attachments

1. Application Materials
2. Location Maps
3. Planning Commission Minutes - 2020 - May 26 - Draft
4. Alley ROW Vacation Ordinance

CITY OF Grand Junction COLORADO
PUBLIC WORKS & PLANNING

Print Form

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: Subdivision Plat/Plan - Major Final

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: 310 N. 7th St, Grand Junction, CO 81501 | Site Acreage: 174,483 sf / 1.71 ac

Site Tax No(s): 2945-144-62-001, -002, -003, -004 | Site Zoning: B-2

Project Description: Final Plat for 36 For-Sale Townhomes (Replat of Lots 1, 2, 3, 4 of R5 Block Subdivision Amended)

Property Owner Information	Applicant Information	Representative Information
Name: Downtown Grand Junction REg	Name: same as property owner	Name: same as property owner
Street Address: 677 25 Road	Street Address:	Street Address:
City/State/Zip: GJ, CO 81505	City/State/Zip:	City/State/Zip:
Business Phone #: 415-425-9848	Business Phone #:	Business Phone #:
E-Mail: jnelson@REgenerationDevelop	E-Mail:	E-Mail:
Fax #: N/A	Fax #:	Fax #:
Contact Person: Jeremy Nelson	Contact Person:	Contact Person:
Contact Phone #: 415-425-9848	Contact Phone #:	Contact Phone #:

Note: Property ownership info above is for Lots 2, 3, and 4. For ownership info for Lot 1, see separate notarized ownership statement.

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 November 28, 2019

Signature of Legal Property Owner | Date November 28, 2019

Lowell Village Townhomes – Phase 2
Final Subdivision Application
General Project Report

A. Project Description

1. **Location:**
   a. **Address:** 310 N. 7TH, Grand Junction, CO 81501
   b. **Legal Description:** Replat of Lots 1-4 of R5 Block Subdivision Amended
   c. **Vicinity:** Southeast Corner of North 8th Street & White Avenue

2. **Acreage:**
   a. **Total Site Area** (Townhome Lots 5 thru 36 and Tracts B thru S): 71,545.7 SF (1.64 acres)
   b. **Total Buildable Area** (Townhome Lots 5 thru 36): 46,740.7 SF (1.07 acres)

Proposed Use: Thirty-Two (32) for-sale townhomes.

B. Public Benefit

The applicant believes that the project provides the following public benefits:

- **Achieves City and DDA policy goals for downtown market-rate housing.** The proposed development project for the site will bring new urban living options to downtown Grand Junction that currently do not exist. To our knowledge, there has been little to no ground-up, market-rate residential development in downtown Grand Junction in the past 15-20 years. Our proposed plan for the site will deliver 32 townhome units in Phase 2 and ultimately deliver a total of 36 market-rate, for-sale townhomes in place of 1.64 acres of vacant and underutilized land, and importantly, serve as a catalyst for additional downtown residential development projects.

- **Achieves City and DDA policy goals for increasing downtown activity/vitality.** Having additional residents living and working at this site will help further the ongoing revitalization of downtown. In particular, having more people living downtown will increase foot traffic in the downtown core during evenings and weekends.

- **Provides *direct* economic development impacts.** The proposed Phase 2 project of 32 townhome units in Phase 2 will result in nearly $8.75M in construction expenditures (for both townhomes and infrastructure) and ultimately project at full buildout in approximately $10M in construction expenditures (for both townhomes and infrastructure).

- **Provide *indirect* economic development benefits.** The proposed project will provide new, urban, low-maintenance housing in a walkable, infill location. This residential product type is relatively scarce in Grand Junction and the Grand Valley overall and yet is favored by many millennial and baby boomer entrepreneurs. Therefore the project will support City and GJEP economic development initiatives to grow the workforce through recruiting and retaining job-creating entrepreneurs and small companies.

- **Provides new transportation capital improvements and programs at no cost to the City.** The proposed project will:

    - Construct new private alleys on the site to minimize traffic impacts on public rights-of-ways;

    - Construct a network of on-site pedestrian and bicycle facilities (e.g. shared streets and dedicated paseos); and

    - Create a Transportation Demand Management (TDM) program to reduce vehicle trips via potential on-site measures (e.g. bike sharing, free transit passes for residents) and/or off-site measures (e.g. cost sharing on a future downtown transit circulator).

- **Provides new community gardens, greenhouse, a composting/recycling program, a mini-plaza/outdoor event area, and public art.**

    - Community gardens lead to local food markets increasing community participation, healthy food, and local economic benefits.

    - By creating high-quality, vibrant places where people dine together, purchase products directly from local food purveyors, or grow produce in community gardens, the real estate industry is using a variety of food-based strategies that can enhance project marketability and developer returns.

    - These strategies also support improvements to environmental sustainability, social equity, and public health.

- Partnerships with chefs, farmers, schools, universities, private foundations, nonprofit organizations, and public health officials are supporting the creation of food-centric development projects that lead to multiple wins, including improved health outcomes, reduced pollution, and enhanced financial advantages for developers.

- Wellness clinics, food co-ops, and nutrition and cooking education programs in cooperation with schools and community groups can be included in food-centric and mixed-use developments, with the goal of improving local health outcomes.

- Public spaces and public encourage community gathering which leads to stronger individual relationships and a sense of belonging.

- Ensuring that places where food is grown, produced, and distributed can adapt to the mounting challenges posed by climate change, high levels of food waste, and fossil fuel dependency.

- **Increases nearby property values and property tax and downtown sales tax revenues.** Putting the site back on the tax rolls (after nearly 100 years of public ownership) and developing it as market-rate townhomes will generate additional property taxes from the site itself. In addition, by increasing nearby property values, the redevelopment of the site will also increase the property tax revenues from nearby properties. Finally, the residents of the Phase 2 of 4 new townhomes and buildout total of 36 new townhomes will likely spend more of their discretionary income in downtown Grand Junction than if they lived elsewhere in the region, thereby increasing the sale tax revenues generated downtown.

- **Helps facilitate the rehabilitation and adaptive reuse of the Lowell School.** The Lowell School building is not the subject of this development application. However, the redevelopment of the rawland behind Lowell School as proposed in this development application will in fact help expedite the restoration of the school building as a future development phase under a separate application.

C. Neighborhood Meeting Notes

The applicant estimates that the project has been presented at 12 publicly-noticed meetings or hearings in the past 2-3 years. This includes:

- 2 community meetings (at the Phase 1 and Phase 2 application stage)

- 4 public hearings: Planning Commission, City Council, and twice at the Historic Preservation Advisory Board
- 6 DDA Board meetings which are open to the public.

In addition, the applicant has garnered "earned media" coverage, has placed paid advertisements, and has sponsored publicly-advertised marketing events (e.g. a recent Easter Egg Hunt and BBQ).

Specifically, the applicant held a community meeting for the Phase 2 application on 5/3/2019.The meeting notice, meeting format/presentation, and meeting summary meets all Code requirements. See Neighborhood Meeting Notes for summary the Phase 2 community meeting.

The project has also been presented and discussed publicly at approximately 12 publicly-noticed meetings or hearings that allowed for public comment, including: DDA Board meetings (~8), Planning Commission hearings (1), City Council hearings (1), and Historic Preservation Board meetings (2).

In total, the project has been presented and discussed at a public meeting or hearing at least 14 times over the past 2 years.

In addition, the applicant has engaged with key stakeholders and neighbors on an informal basis to answer questions about the project, including having a representative in attendance at the Lowell School for the 2018 North 7th Historic District Walking Tour and meeting with representatives of the First Baptist Church across the street from the project.

In addition, project has been highlighted in the local newspaper or television news approximately 10 times in the past 2 years.

In addition, the applicant has posted all of the City-required notification signage on-site during the entitlement approvals process, and also installed a marketing sign on-site nearly a year ago with info about the project and the applicant's contact info.

Finally, the applicant has begun to hold publicly-advertised open houses for prospective buyers. These advertisements specifically mention that the events are open to the public and that members of the public can attend and ask development team members questions about the project.

D. Project Compliance, Compatibility, and Impact

1. **Adopted plans and/or policies (for rezones, variances, conditional and special use, revocable permits, and vacations, discuss the circumstances that justify the request, as required by the Zoning and Development Code).**

   The applicant believes that the project is supported by existing plans and policies of both the City (including the Comprehensive Plan, the Downtown Master Plan, and the Zoning and Development Code) and the DDA (including the Plan of Development and the Downtown Housing Study).

   The applicant is not requesting any rezones, variances, conditional or special uses.

   The City (not the applicant) has requested revocable permits and street vacations from the applicant, presumably in conformance with the Zoning and Development Code and the City's belief that these requests provide a public benefit. The applicant has agreed to these City requests and paid for the necessary documentation and fees to allow the City to process these requests.

2. **Land use in the surrounding area**

   The project site is located in a transition area (or "seam") between the downtown core (primarily commercial uses, with some residential) and downtown-adjacent residential neighborhoods (primarily residential uses, but with significant amount of commercial uses, including the adaptive reuse of historic homes for small office and professional service use). The proposed development programs an attempt to respond sensitively to the surrounding land use context in the surrounding area, including:

   - Residential uses in a zone where mixed-use commercial is allowed by right;
   - Moderate density in a zone where there is no density maximum; and
   - 3-story buildings in a zone where the height maximum is 5-story buildings up to 80'.

   See the Site Plan and Elevations for more detail.

3. Site access and traffic patterns

The site plan has been developed to provide multimodal site access and manage multimodal traffic patterns in accordance with City Code and best practices in the planning and development fields. Some of these access and circulation efforts are described below (see the Site Plan for more details):

- Limiting access onto public roads that are perceived to be impacted during peak-hour conditions (e.g. emergency-only access from Grand Ave. onto the site). This was done at the request of City Traffic Engineer and in coordination with Fire Department to accommodate fire access.

- Traffic-calmed, one-way alleys and lanes to encourage slow vehicle speeds onto, through, and out of the site. This approach is supported by City Code, and specifically Section29.20.250 (Traffic calming in new developments): "As new developments occur, traffic calming can be planned as a feature of the neighborhood to keep vehicle travel speed low for maximum livability and safety of all street users."

- Requiring shared access onto public roads (e.g. we have proposed shared private drives into the site that serve multiple alley-loaded garages, versus each garage having an individual driveway with direct access to public roads). This approach is supported by City Code, and specifically Section 29.16.160 (Pedestrians and bicycles): "Pedestrians and bicyclists are especially vulnerable to turning vehicles at access drives. The consolidation of access points benefits pedestrians and bicyclists by reducing the number of conflict points along the roadway."

- Construct and maintain private alleys that integrate with the existing public alley network on the surrounding blocks. This grid-based circulation approach helps distribute vehicle trips more evenly than a circulation approach that funnels all vehicle trips through a single ingress/egress point. This approach also respects the historic, fine-grained block and street pattern of the downtown core and adjacent residential neighborhoods. This approach is supported by City Code, and specifically Section 21.06.060 (Subdivision standards): "Alleys should be included in residential subdivisions, especially when they continue an existing pattern, or allow access to residential properties with garages or parking areas behind a principal structure served by a local or residential collector street."

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

All utilities required to service the property are located on or near the proposed development and no special or unusual demands are required. See below for discussion of specific utilities.

- **Water:** City of Grand Junction Water serves the project area and currently maintains water mains in Grand Avenue and White Avenue. Phase II water facilities/service will consist of:
  - A new 8-inch water main will extend from White Avenue north within Groves Lane and dead end prior to Grand Avenue.
  - A new 8-inch will tee of the Groves Lane water main and service those lots along Lowell School Lane.
  - Several water meter gang boxes and individual water service lines will serve the remaining lots not fed directly by the new 8-inch water mains.
  - Domestic water will be used to irrigate site landscaping.
  - For more details, see the applicable Phase 2 plan sheet(s).

- **Sanitary Sewer:** City of Grand Junction currently provides sanitary sewer service for the property. Sewer mains currently exists in Grand Avenue, 8th Street, and an 8-inch line that lies just east of the Lowell High School Building. This existing 8-inch line runs north to south and currently serves the Lowell School building. Phase II sanitary sewer facilities/service will consist of:
  - Modify sanitary sewer infrastructure installed for Phase I which generally consists of removal of a drop-manhole and portion of 8-inch pipe east to Groves Lane.
  - Abandon City of Grand Junction's 8-inch sewer main between Grand Avenue and White Avenue that is adjacent to Lowell High School Building.
  - Install new 8-inch sewer system that will serve all units associated with Phase I & II.
  - Each unit will be provided with a 4-inch sewer service.
  - For more details, see the applicable Phase 2 plan sheet(s).

Stormwater: A City maintained system currently lies in 7th Street, White Avenue, and 8th Street. Runoff conveys east within White Avenue to continue south within 8th Street to eventually discharge into Basin 8's water quality facility. Phase II stormwater facilities/service shall consist of:

- Include underground storm sewer piping that collects site generated runoff and conveys it to an on-site water quality pond located south of the school building.

- Provide shallow micro basins around the perimeter of the project site that will receive front porch downspouts.
- For more details, see the applicable Phase 2 plan sheet(s) and Phase I Drainage Report.

- **Mobility and Access:** Phase II mobility and access facilities/service will include:
  - Improve existing driveway cut(s) along N 8th Street and add a new full width access point along White Avenue.
  - No site access will be provided to either Grand Avenue or N 7th Street.
  - Final design of all alleys and drive lanes will be concrete. In the interim, during the construction of townhomes, a temporary gravel surfacing will be requested to prevent the final concrete surfacing from being broken and destroyed
  - For more details, see the applicable Phase 2 plan sheet(s).

- **Gas:** Xcel Energy provides gas service for the property. An application is currently being processed with Xcel Energy that will better define the improvements required for the project. For more details, see the applicable Phase 2 plan sheet(s).

- **Electric:** Xcel Energy provides electrical service for the property. An application is currently being processed with Xcel Energy that will better define the improvements required for the project. For more details, see the applicable Phase 2 plan sheet(s).

- **Irrigation:** Raw irrigation water is not available to the property. Domestic water will be utilized for landscaping. In addition, we are proposing an integrated grading and piping approach which diverts rain water to strategic locations (micro basins and mulch basins) which will improve water quality and help to increase the recharging of the groundwater supply. This measure combined with a targeted mulching program will reduce domestic water usage *significantly*. For more details, see the applicable Phase 2 plan sheet(s).

5. **Special or unusual demands on utilities (high water or sewage quantities, grease, or sediment contribution, pre-treatment needs, etc.)**

   No special or unusual demands on utilities are anticipated. As discussed above, water usage is expected to be lower than average due to proposed

system for capturing rainwater for irrigation purposes. For more details, see the applicable Phase 2 plan sheet(s).

6. **Effects on public facilities (fire, police, sanitation, roads, parks, schools, irrigation, etc.)**

   No negative impacts are anticipated on any public facilities. In fact, every effort has been taken during the planning and design process to minimize impacts on public facilities as follows:

   - **Fire:** The applicant held several meetings with the Fire Department to develop and refine a Fire Site Plan that meets the department's fire access needs without negatively impacting their facilities and services. New improvements include: two fire apparatus roads, a new on-site fire hydrant, drive over bollards for emergency-only access off Grand Ave. See the Fire Site Plan for more details.

   - **Police:** Give the nature of the proposed development program, the applicant does not anticipate that the project will unduly impact police facilities or services. In fact, the redevelopment of the site will bring new activity to the site to help address the vagrancy problem that has developed recently on the vacant lot and near the Lowell School building. In addition, the site plan and building design (e.g. front porches, paseos, etc.) were carefully crafted to facilitate "eyes on the street" surveillance by residents and awareness of comings and goings in the neighborhood. Finally, through the applicant's proposed Metro District, the community would participate in any existing Neighborhood Watch program or create a new project-specific Neighborhood Watch program.

   - **Sanitation:** The applicant is proposing an integrated trash, recycling, and composting program on site for use by residents of the development. The proposed program will be operated on site by the applicant's proposed Metro District or a private entity. This proposed program will help to reduce demand on sanitation services through diversion of recyclable and compostable materials from regional landfills.

   - **Roads:** The applicant anticipates minimal impacts on local and regional roads and other transportation facilities due the following factors:

     - There is adequate capacity on all the local roads and other transportation facilities in the project vicinity to serve the

transportation demand generated by Phase 2 build of 32 townhomes and the total proposed buildout of 36 townhomes.

- Given the project's residential uses, the project will generate much fewer vehicle trips than if commercial uses were included.

- Given the project's downtown/infill location with high walkability, bikability, and transitability and priced parking for most commercial destinations in the project vicinity:

    - The project will generate fewer vehicle trips per unit than the typical subdivision (and much fewer trips per unit than estimated by ITE Trip Generation Manual which is the basis of the TCP fee calculation).

    - Those vehicle trips generated by the project will likely be shorter than vehicle trips generated by rural, exurban, or suburban residential units.

    - The combined effect of fewer vehicle trips and shorter vehicle trips will collectively result in fewer vehicle miles traveled overall and therefore less impact on local and regional roads.

- The applicant is proposing a Transportation Demand Program to further reduce vehicle trips for the project, including potential on-site measures (e.g. bikesharing, free transit passes, etc.) and potential off-site measures (e.g. cost sharing for a free downtown shuttle circulator).This TDM program would be operated by the applicant's proposed Metro District.

- **Parks:** Nearly 1 acre of the site has been designed as publicly-accessible parks and open space, including: community gardens, event space, landscaped areas, and public art. This represents over 50% of the total acreage of the site (netting out the alleys) as publicly-accessible parks and open space, which is much higher than the 15-20% of land dedicated to parks/open space in a typical subdivision. The applicants proposed Metro District will maintain all of this publicly-accessible parks and open space, including those areas located in public rights-of-ways on behalf of the City. For this reason, and because the applicant anticipates fewer children per

household in this development (as discussed in more detail below), the applicant anticipates a minimal impact on off-site parks and open space facilities.

- **Schools:** Due to the smaller size (~1,400 SF) and low bedroom count (2-3 bedrooms only) of the townhome units, the applicant anticipates that the primary market demographic of buyers will be younger millennials (entry-level) and older baby boomers (downsizing). Therefore the applicant anticipates fewer children per household in this development than the average subdivision in Grand Junction and, as a result, a minimal impact on school facilities.

- **Irrigation:** As discussed above, water usage is expected to be lower than average due to proposed system for capturing rainwater/greywater for irrigation purposes. For more details, see the applicable Phase 2 plan sheet(s).

7. Hours of operation

N/A. Only residential uses are proposed.

8. Number of employees

N/A. Only residential uses are proposed.

9. Signage plans (required with Conditional Use Permits and Planned Development)

N/A. No signage is proposed.

10. Site soils and geology (such as Soils Conservation Service (SCS) soils mapping)

The applicant is not aware of any soil or geologic conditions that would prevent the normal construction and maintenance of the proposed development program. See Soils Report for more details.

11. Impact of project on site geology and geological hazards, if any.

The applicant is not aware of any project impacts on site geology or geological hazards.

E. Review Criteria Contained in the Zoning and Development Code

The applicant believes that the Lowell Village Townhomes Subdivision Application meets all the approval criteria from the Zoning and Development Code, as follows:

- As articulated in this General Project Report, the response to City Comments from the Pre-Application Meeting, and the subdivision plan graphics included herein, this subdivision plan is in general and substantial conformance with: all adopted City and DDA plans; the subdivision standards in Chapter 21.06 GJMC the zoning standards in Chapters 21.03 and 21.04 GJMC; other standards and requirements of the City code; and other City policies and regulations.

- This subdivision plan ensures that adequate public facilities and services will be available concurrent with the subdivision. For more details, see the applicable Phase 2 plan sheet(s).

- This project will have little or no adverse or negative impacts upon the natural or social environment. In fact, every effort has been taken during the planning and design process to minimize impacts on the natural and social environment. For more details, see the applicable Phase 2 plan sheet(s).

- This project is compatible with existing and proposed development on adjacent properties. And certainly more compatible than the current 1.6 acre dirt lot so close to the vibrant downtown core, right behind the Lowell School (a contributing structure to the North 7th Street Historic District), and adjacent to so many finely-restored Victorian homes. For more details, see the applicable Phase 2 plan sheet(s)and the "Land use in the surrounding area "section of this General Project Report.

- The subdivision will not harm any adjacent agricultural property and land uses and is neither piecemeal development nor premature development of agricultural land or other unique areas. The project site is located in an already urbanized infill location. Therefore, it does it not involve the development of agricultural land or other unique/sensitive lands. In fact, it actually reduces the development pressure on those lands by redeveloping/recycling this significantly

underutilized parcel in an already urbanized infill location and contiguous with other existing development.

- There is adequate land in the subdivision dedicated for provision of public services. For more details, see the applicable Phase 2 plan sheet(s).

- This project will not cause an undue burden on the City for maintenance or improvement of land and/or facilities. See applicant's proposed Metro District Service Plan for more details.

F. Development Schedule and Phasing

The projected development schedule and phasing plan for Phase 2 is summarized below:

- Infrastructure construction: Anticipated to begin in late 2019 / early 2020.
- Townhome units 5-36 construction: 2020-2021
- Construction schedule is contingent on timeline for City approvals, market demand for units, labor market (availability of trades), etc.

LOWELL VILLAGE PHASE 2

A REPLAT OF LOT 1, LOT 3 AND LOT 4 OF R5 BLOCK SUBDIVISION AMENDED (Reception No. 2835112)
AND LOT 5 AND LOT 6 OF LOWELL VILLAGE PHASE 1
Located within the SE 1/4 of Section 14, Township 1 South, Range 1 West, Ute Meridian,
City of Grand Junction, County of Mesa, State of Colorado

CERTIFICATE OF OWNERSHIP AND DEDICATION

KNOW ALL MEN BY THESE PRESENTS that DOWNTOWN GRAND JUNCTION REGENERATION LLC, a COLORADO LIMITED LIABILITY COMPANY AND ROBERT WAYNE TRAW AND PETER HOPKINSON SMITH JR AND ROBERT AARON BREEDEN are the owners of record of those real properties situated in the SE 1/4 Section 14, Township 1 South, Range 1 West of the Ute Meridian, City of Grand Junction, County of Mesa, State of Colorado, the ownership of which is demonstrated in an instrument recorded at Reception No. 2839278 and Reception No. 2855391 at the Mesa County Clerk and Recorders Office, Colorado and being more particularly described as follows:

Lot 1, Lot 3 and Lot 4 of R5 Block Subdivision Amended, according to the Plat thereof recorded March 28th, 2018 at Reception No. 2835112 at the Mesa County Clerk and Recorders Office, Colorado.
and
Lot 5 and Lot 6 of Lowell Village Phase 1, according to the Plat thereof recorded _____ at Reception No. _____ at the Mesa County Clerk and Recorders Office, Colorado.

SAID OWNER has by these presents laid out, platted, and subdivided the above described real property into Lots and Tracts as shown hereon, and designates the same as LOWELL VILLAGE PHASE 2, in the City of Grand Junction, County of Mesa, State of Colorado, and do hereby make the following Dedications and Grants:

All Multi-purpose Easements are dedicated to the City of Grand Junction as perpetual easements for City approved utilities including the installation, operation, maintenance and repair of said utilities and appurtenances which may include but are not limited to, electric lines, cable TV lines, natural gas pipelines, sanitary sewer lines, storm sewers, water lines, telephone lines, traffic control facilities, street lighting, landscaping, trees and grade structures.

All utility easements shown hereon are dedicated to the City of Grand Junction for the use of City-approved public utilities as perpetual easements for the installation, operation, maintenance and repair of utilities and appurtenances including, but not limited to: electric lines, cable TV lines, natural gas pipelines, sanitary sewer lines, storm sewers, water lines, telephone lines, equivalent other public utility providers and appurtenant facilities.

Tract O, P, Q, and R dedicated to the City of Grand Junction as a utility easement for the use of City-approved public utilities as perpetual easements for the installation, operation, maintenance and repair of utilities and appurtenances including, but not limited to: electric lines, cable TV lines, natural gas pipelines, sanitary sewer lines, storm sewers, water lines, telephone lines, equivalent other public utility providers and appurtenant facilities.

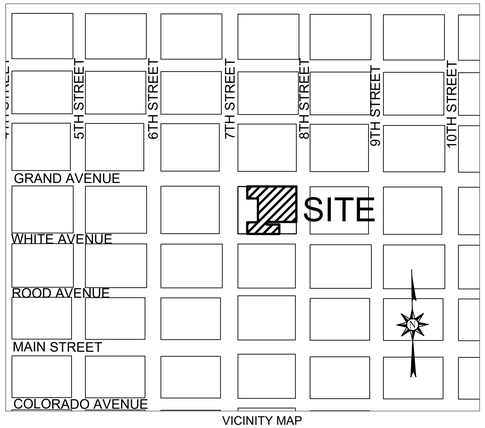
The West 2.50 feet of Tracts F, I and L dedicated to the City of Grand Junction as an ingress/egress easement for the use of emergency access vehicles.
The East 2.50 feet of Tracts C, G, H and M dedicated to the City of Grand Junction as an ingress/egress easement for the use of emergency access vehicles.

Tracts C, D, E, F, G H, I, J, K, L, M and N utility easement granted by separate instrument to Lowell Village Metropolitan District.

Tract O, P, Q, and R ingress/egress easement granted by separate instrument to Lowell Village Metropolitan District.

All Tracts/ Easements include the right of ingress and egress on, along, over, under, through and across by the beneficiaries, their successors, or assigns, together with the right to trim or remove interfering trees and brush; provided, however, that the beneficiaries/owners shall utilize the same in a reasonable and prudent manner. Furthermore, the owners of said lots hereby platted shall not burden or overburden said Tracts/Easements by erecting or placing any improvements thereon which may impede the use of the Tracts/Easement and/or prevent the reasonable ingress and egress to and from the Tracts/Easements.

Said owner hereby acknowledges that all lienholders or encumbrancers, if any, associated with the interests of this Plat have been represented hereon.



VICINITY MAP
NOT TO SCALE

IN WITNESS WHEREOF, said owner, DOWNTOWN GRAND JUNCTION REGENERATION LLC, a COLORADO LIMITED LIABILITY COMPANY has caused its name to be hereunto subscribed this _____ day of _____, A.D., 2020.

_____
Manager

STATE OF COLORADO)
)ss.
COUNTY OF MESA)

The foregoing instrument was acknowledged before me this _____ day of _____, 2020
by _____, Manager and acknowledged that they executed the foregoing Certificate of Ownership and Dedication for the purposes therein contained.
IN WITNESS WHEREOF, I hereunto affix my hand and official seal.
My commission expires: _____

_____
Notary Public

IN WITNESS WHEREOF, said owner, ROBERT WAYNE TRAW has caused its name to be hereunto subscribed this _____ day of _____, A.D., 2020.

_____
Robert Wayne Traw

STATE OF COLORADO)
)ss.
COUNTY OF MESA)

The foregoing instrument was acknowledged before me this _____ day of _____, 2020
by _____, Owner and acknowledged that they executed the foregoing Certificate of Ownership and Dedication for the purposes therein contained.
IN WITNESS WHEREOF, I hereunto affix my hand and official seal.
My commission expires: _____

_____
Notary Public

IN WITNESS WHEREOF, said owner, PETER HOPKINSON SMITH JR has caused its name to be hereunto subscribed this _____ day of _____, A.D., 2020.

_____
Peter Hopkinson Smith Jr

STATE OF COLORADO)
)ss.
COUNTY OF MESA)

The foregoing instrument was acknowledged before me this _____ day of _____, 2020
by _____, Owner and acknowledged that they executed the foregoing Certificate of Ownership and Dedication for the purposes therein contained.
IN WITNESS WHEREOF, I hereunto affix my hand and official seal.
My commission expires: _____

_____
Notary Public

IN WITNESS WHEREOF, said owner, ROBERT AARON BREEDEN has caused its name to be hereunto subscribed this _____ day of _____, A.D., 2020.

_____
Robert Aaron Breeden

STATE OF COLORADO)
)ss.
COUNTY OF MESA)

The foregoing instrument was acknowledged before me this _____ day of _____, 2020
by _____, Owner and acknowledged that they executed the foregoing Certificate of Ownership and Dedication for the purposes therein contained.
IN WITNESS WHEREOF, I hereunto affix my hand and official seal.
My commission expires: _____

_____
Notary Public

TITLE CERTIFICATE

We, _____, a title insurance company, as duly licensed in the State of Colorado, hereby certify that we have examined the title to the hereon described property, that we find the title to the property is vested to DOWNTOWN GRAND JUNCTION REGENERATION LLC, a COLORADO LIMITED LIABILITY COMPANY AND ROBERT WAYNE TRAW AND PETER HOPKINSON SMITH JR AND ROBERT AARON BREEDEN is free and clear of all liens, taxes and encumbrances, except as follows:

_____

EXECUTED this _____ day of _____, A.D., 2020.

BY:_____

CITY OF GRAND JUNCTION APPROVAL

This Plat of LOWELL VILLAGE PHASE 1, a Subdivision in the City of Grand Junction,
County of Mesa, State of Colorado was approved this _____ day of _____, 2020.

_____ _____ _____
City Manager President of City Council

CITY OF GRAND JUNCTION USE

DOCUMENT	BOOK	PAGE
Tracts O, P, Q and R to the Lowell Village Metropolitan District		
Tracts C, D, E, F, G H, I, J, K, L, M and N utility easement to the Lowell Village Metropolitan District		
Storm Drainage Easement		
Ingress Egress Easement		
Alley Right of Way Vacation		
Water Easement Vacation		
Gas Easement Vacation		
Electric Easement Vacation		
Sanitary Sewer Easement Vacation		

CLERK AND RECORDER'S CERTIFICATE

STATE OF COLORADO)
)ss.
COUNTY OF MESA)

This Plat was filed for record in the office of the Mesa County Clerk and Recorder at _____, __.M., on this ____ day of _____, 2020, and was recorded at Reception No. _____,
Drawer _____, Fees _____

_____ _____
Deputy Mesa County Clerk and Recorder

SURVEYOR'S CERTIFICATION

I, Christopher C. Ransier, do hereby certify that I am a Professional Land Surveyor licensed under the laws of the State of Colorado, that this Plat is true, correct and complete Plat of the LOWELL VILLAGE PHASE 2, as laid out, platted, dedicated and shown hereon, that such Plat was made from an accurate survey of said property by me and under my supervision and correctly shows the location and dimensions of lots, is in accordance with acceptable standards of practice and the laws of the State of Colorado. This statement is applicable only to the survey data represented hereon and does not represent a warranty or opinion as to ownership, lienholders or quality of title.

EXECUTED: this _____ day of _____, 2020

Christopher C. Ransier
Colorado PLS 38089

LOWELL VILLAGE PHASE 2
A REPLAT OF LOT 1, LOT 3 AND LOT 4
OF R5 BLOCK SUBDIVISION AMENDED (Reception No. 2835112)
AND
LOT 5 AND LOT 6 OF LOWELL VILLAGE PHASE 1
Located within the SE 1/4 of Section 14,
Township 1 South, Range 1 West, Ute Meridian,
City of Grand Junction, County of Mesa, State of Colorado

CR SURVEYING, LLC
717 CENTAURI DRIVE
GRAND JUNCTION, COLO 81506
970-201-4081

SURVEYED BY: CCR	DRAWN BY: CCR	JOB #: 1860119	DATE 02/14/2020

LOWELL VILLAGE PHASE 2

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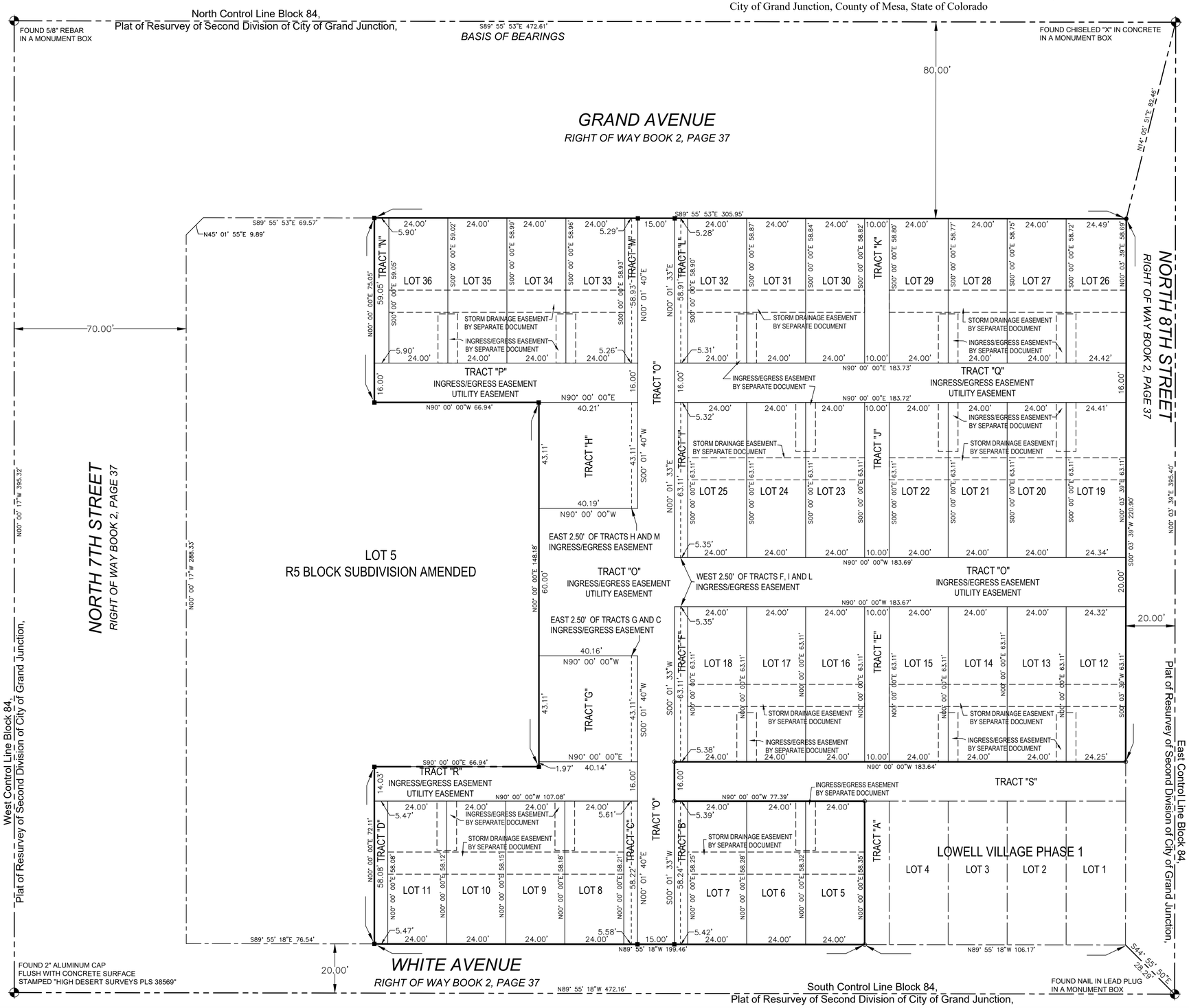

0 10 20 40 60
SCALE IN FEET
1"=20'

LEGEND:
- City Block Survey Monument
- Found 1 1/2" plastic cap stamped "City Of Grand Junction PLS 32824"
- Found 5/8" diameter rebar with a 2" alloy cap stamped "Christopher C. Ransier PLS38089"
- Set 5/8" diameter rebar 24" long with a 2" alloy cap stamped "Christopher C. Ransier PLS38089" embedded in concrete.
- N North
- E East
- S South
- W West

BASIS OF BEARINGS:
The bearing between the City Block Monument a chiseled "X" in concrete found at the road intersection of Grand Avenue and North 8th Street and a City Block Monument a 5/8" rebar found at the road intersection of Grand Avenue and North 7th Street is N89°55'53"W, this bearing corresponds with grid north of the Mesa County Local Coordinate System.
Both City Block Monuments are in Monument Boxes.

PLAT NOTES:
1. Tracts C, D, E, F, G H, I, J, K, L, M and N utility easement granted by separate instrument to Lowell Village Metropolitan District.
2. Tract O, P, Q, and R ingress/egress easement granted by separate instrument to Lowell Village Metropolitan District.
3. Tract O, P, Q, and R dedicated to the City of Grand Junction as a utility easement by this Plat.
4. The West 2.50 feet of Tracts F, I and L dedicated to the City of Grand Junction as an ingress/egress easement for the use of emergency access vehicles.
5. The East 2.50 feet of Tracts C, G, H and M dedicated to the City of Grand Junction as an ingress/egress easement for the use of emergency access vehicles.
6. Lots 1-4, Tracts A, B and S platted Lowell Village Phase 1 shown hereon for reference only.
7. All boundary corner Survey Monuments embedded in concrete. A permanent Survey Monument set at all Lot and Tract corners stamped "Christopher C. Ransier PLS38089"
8. Linear units shown are in U.S. Survey Feet.
9. The bearings and distances shown hereon represent the results of the Legal Description rotated to grid north of the Mesa County Local Coordinate System with respect to the physical locations of accepted survey monuments.
10. 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.

LAND AREA TABULATION:
Lots = 46,591 Square Feet (1.069 Acres) = 65%
Tracts = 24,668 Square Feet (0.566 Acres) = 35%
Total = 71,259 Square Feet (1.635 Acres) = 100%

LOWELL VILLAGE PHASE 2

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CR SURVEYING, LLC
717 CENTAURI DRIVE
GRAND JUNCTION, COLO 81506
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SURVEYED BY: CCR	DRAWN BY: CCR	JOB #: 1860119	DATE 02/14/2020

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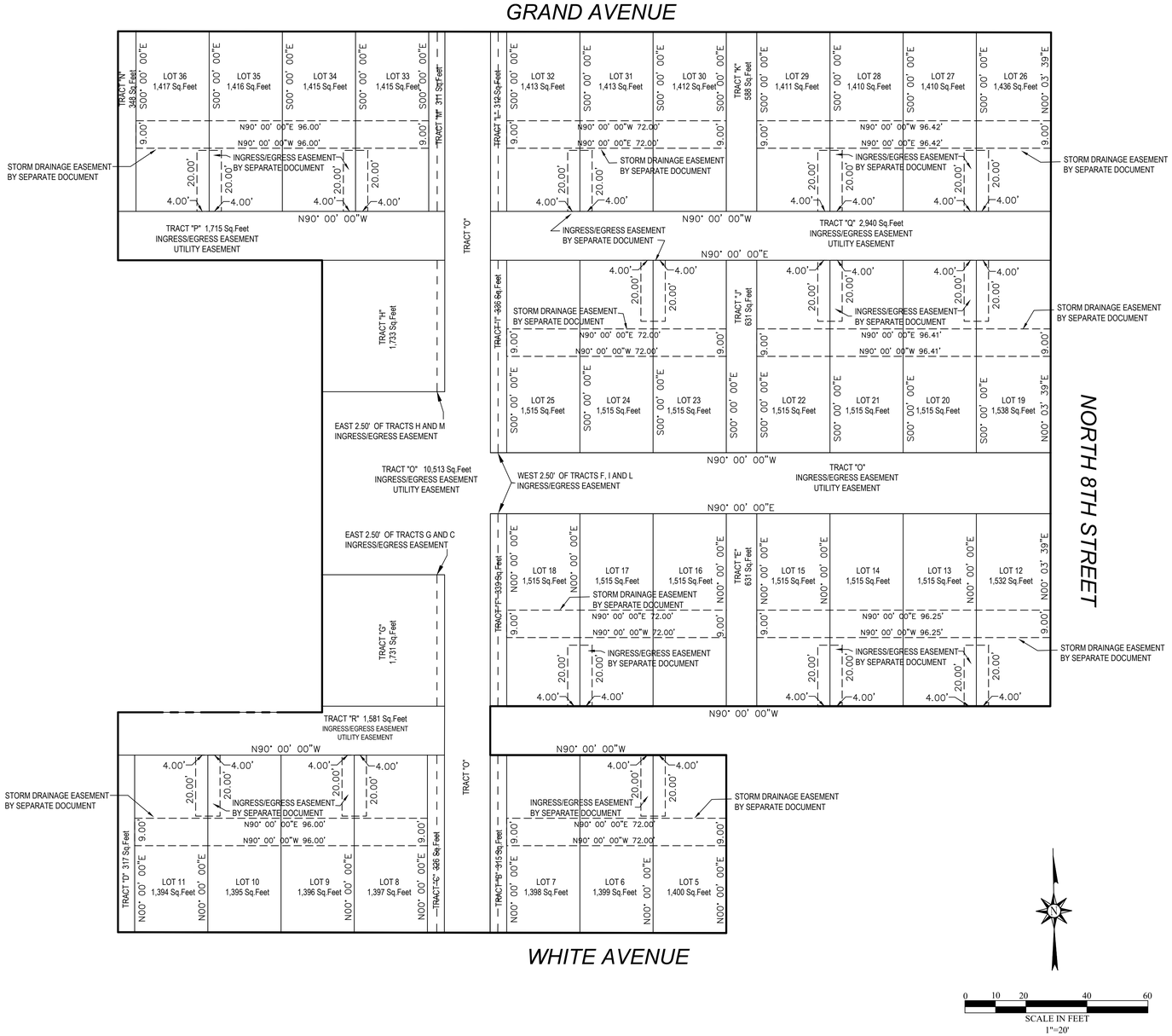

PLAT NOTES:

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CR SURVEYING, LLC
717 CENTAURI DRIVE
GRAND JUNCTION, COLO 81506
970-201-4081

SURVEYED BY: CCR	DRAWN BY: CCR	JOB #: 1860119	DATE 02/14/2020

GRAND AVE
GRAND AVE
SITE
N 6TH ST
WHITE AVE
N 7TH ST
N 8TH ST
N 9TH ST
ROOD AVE
ROOD AVE

PROPOSED ALLEY RIGHT-OF-WAY VACATION

GRAND JUNCTION PLANNING COMMISSION
May 26, 2020 MINUTES
6:00 p.m.

The meeting of the Planning Commission was called to order at 6:00 p.m. by Chairman Christian Reece

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

Also present were Jamie Beard (Assistant City Attorney), Tamra Allen (Community Development Director), Kristen Ashbeck (Principal Planner), and Scott Peterson (Senior Planner), and Rick Dorris (Development Engineer).

There were approximately 22+12+5 members of the public in attendance.

REGULAR AGENDA

1. **Vacation of Alley Right-of-Way R5 Block Subdivision Amended File # VAC-2020-247 agenda item can be viewed at X**

Consider a request by Downtown Grand Junction Regeneration LLC, Peter Hopkinson Smith Jr, Robert Wayne Traw and Robert Aaron Breeden to Vacate alley public right-of-way within the R5 Block Subdivision Amended on the southeast corner of 7th Street and Grand Avenue.

Staff Presentation
Kristen Ashbeck, Principal Planner, introduced exhibits into the record and provided a brief summary of the pre-recorded presentation available at www.GJSpeaks.org.

Applicant's Presentation
Downtown Grand Junction Regeneration LLC, Peter Hopkinson Smith Jr, Robert Wayne Traw and Robert Aaron Breeden, Applicants, were present and available for questions.

Questions for Applicant
None.

Public Hearing
The public hearing was opened at 5 p.m. on Tuesday, May 19, 2020 via www.GJSpeaks.org. Option for public comment via voicemail was also available starting Tuesday, May 19, 2020 as described on the meeting notice as well as the agenda.

DRAFT

A comment from Diane Schwenke was received via GJSpeaks.
The public hearing was closed at 9:39 p.m. on May 26, 2020.

Questions for Staff
None.

Discussion
None.

Motion and Vote
Commissioner Wade made the following motion, “Madam Chairman, on the request to vacate public alley right-of-way within the proposed Lowell Village Townhomes development, City file number VAC-2020-247, I move that the Planning Commission forward a recommendation of approval to City Council with the findings of fact and condition as listed in the staff report.”

Commissioner Susuras seconded the motion. The motion carried 7-0.

DRAFT

CITY OF GRAND JUNCTION, COLORADO

ORDINANCE NO. _____

AN ORDINANCE VACATING ALLEY PUBLIC RIGHT-OF-WAY WITHIN THE R5 BLOCK SUBDIVISION AMENDED LOCATED ON THE SOUTHEAST CORNER OF 7TH STREET AND GRAND AVENUTE

Recitals:

The applicants, as the owners of the Lowell Village Townhomes project on the property also known as the R-5 High School block on the southeast corner of 7th Street and Grand Avenue are in the process of redeveloping the site. Currently, the east-west and north-south alley rights-of-way bisect the block and are an encumbrance to the future development of the property. Therefore, the owners are requesting approval to vacate both the east-west and north-south alley rights-of-way in the R5 Block Subdivision Amended subdivision. A portion of the east-west alley right-of-way has already been vacated that was under the R-5 school building. There are private electrical facilities located on the east end of the east-west alley for which Xcel Energy has stated that retention of an easement is not required.

After public notice and public hearing as required by the Grand Junction Zoning and Development Code, and upon recommendation of approval by the Planning Commission, the Grand Junction City Council finds that the request to vacate portions of public rights-of-way is consistent with the Comprehensive Plan, the Grand Valley Circulation Plan and Section 21.02.100 of the Grand Junction Municipal Code subject to the following condition:

Condition 1: The right-of-way vacation shall not become effective until a new subdivision plat is approved and recorded that provides: 1) adequate access to the rear of the R-5 School Building located on Lot 5 R5 Block Subdivision Amended; and 2) adequate internal access to the remainder of the development on Lots 1–4 R5 Block Subdivision Amended.

Alley Right-of-Way

A portion of Alley Right-of-Way in Block 84 as dedicated on the plat of Resurvey of Second Division of City of Grand Junction Reception Number 54332 of the Mesa County Clerk and Recorder Records, situated in the Southeast Quarter of Section 14, Township 1 South, Range 1 West of the Ute Meridian, City of Grand Junction, County of Mesa, State of Colorado; being more particularly described as follows and depicted in Exhibit A:

All of the North-South 15.00 foot wide Alley in said Block 84 lying South of the Grand Avenue right of way and lying North of the White Avenue right of way.
AND

All of the East-West 20.00 foot wide Alley in said Block 84 lying West of the North 8th Street right of way and lying East of the previously vacated Alley right of way by City of Grand Junction Ordinance No. 4779, Reception No.2831634.

Containing an area of 8,906 square feet (.204 acres) more or less, as described herein.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION THAT THE PREVIOUSLY-DESCRIBED DEDICATED RIGHTS-OF-WAY ARE HEREBY VACATED SUBJECT TO THE LISTED CONDITION.

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.

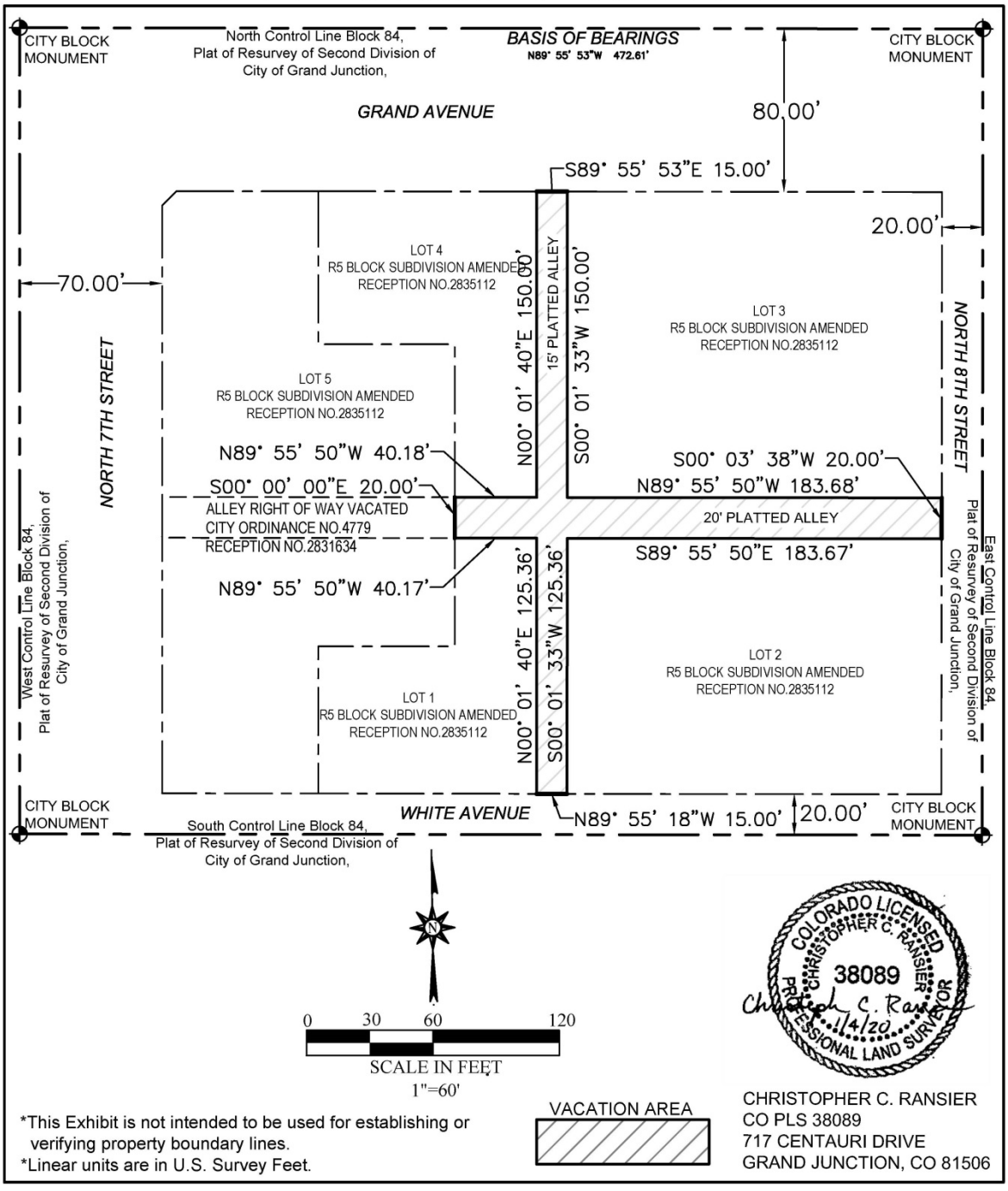
ATTEST:

_____ _____

City Clerk Mayor

EXHIBIT A

ALLEY VACATION BLOCK 84
PLAT OF RESURVEY OF SECOND DIVISION OF CITY OF GRAND JUNCTION RECEPTION NUMBER 54332
SOUTHEAST 1/4 OF SECTION 14,
TOWNSHIP 1 SOUTH, RANGE 1 WEST, UTE MERIDIAN,
CITY OF GRAND JUNCTION, COUNTY OF MESA, STATE OF COLORADO



*This Exhibit is not intended to be used for establishing or verifying property boundary lines.
*Linear units are in U.S. Survey Feet.

CHRISTOPHER C. RANSIER
CO PLS 38089
717 CENTAURI DRIVE
GRAND JUNCTION, CO 81506

Grand Junction City Council

Regular Session

Item #3.a.

Meeting Date: June 3, 2020

Presented By: Randi Kim, Utilities Director

Department: Utilities

Submitted By: Randi Kim

Information

SUBJECT:

Contract for the Juniata Reservoir Aeration Project

RECOMMENDATION:

Staff recommends the approval of the authorization for the City Purchasing Division to execute a design-build contract with Mobley Engineering, Inc. for the design and installation of an aeration system for the Juniata Reservoir for a total estimated cost of $214,996.00 which includes a Fixed Fee of $45,850.00.

EXECUTIVE SUMMARY:

This project shall consist of the design and installation of an aeration system to maintain adequate dissolved oxygen levels in the lower reaches of Juniata Reservoir. Eliminating seasonal anoxic episodes will improve water quality by decreasing available nutrients that promote algae growth, lowering dissolved iron and manganese levels, and reducing treatment costs. Mobley Engineering, Inc. was the sole bidder for this project. The proposal was determined to be responsive, meets the specifications for the project, and is within the project budget with an estimated total cost of $214,996.00 which includes a Fixed Fee of $45,850.00.

BACKGROUND OR DETAILED INFORMATION:

Juniata Reservoir, located about 8 miles southwest of Whitewater, Colorado in Mesa County, serves as the City's primary storage reservoir with a capacity of 7,291 acre-feet. Water is conveyed to the City of Grand Junction's water treatment plant from Juniata Reservoir via a 20-mile pipeline.

Staff initiated a reservoir monitoring program in 2002. Water quality data collected suggests that dissolved oxygen levels in Juniata Reservoir's hypolimion zone (deepest layer) have been steadily decreasing and the onset of anoxia (oxygen deficiency) has been commencing earlier in the summer over the past few years. This decrease in dissolved oxygen has led to increasing manganese and phosphorus levels. Manganese is challenging to remove by direct filtration, which is employed at the City's water treatment plant. Phosphorus is a nutrient that promotes algae blooms in reservoirs. Algae also poses difficulties for direct filtration plants.
Staff identified reservoir aeration as a method to mitigate seasonal depletion of dissolved oxygen which lead to higher levels of manganese and algae in supply water. This technology has been successfully implemented at several reservoirs in Colorado (Denver Water, Aurora Water) as well as other reservoirs around the country.

The main elements of work consist of designing and installing a linear diffuser within Juniata reservoir and a supply pipeline to be connected to the customer service connection (valve) located at the liquid oxygen storage facility. The new liquid oxygen storage and feed facility will be supplied by a separate vendor through a lease/maintenance agreement. The linear diffuser shall be designed and sized to maintain dissolved oxygen levels of at least 5.0 mg/L throughout the water column in Juniata Reservoir.

The City will conduct regular dissolved oxygen profiles at the deepest point of the reservoir to monitor the performance of the system. Should the profiles indicated that the aeration system is unable to achieve the minimum dissolved oxygen levels during the 2021 season, the contractor would be responsible for making the appropriate modifications in order to achieve these targets.

A formal Request for Proposals was issued via BidNet (an online site for government agencies to post solicitations), posted on the City's Purchasing website, sent to the Grand Junction Chamber of Commerce and the Western Colorado Contractor's Association, and advertised in The Daily Sentinel. Proposals were received March 9, 2020. One proposal was received from Mobley Engineering, Inc. of Norris, Tennessee. The evaluation team reviewed the proposal and determined that it was responsive to the RFP and met the specifications for the project. The evaluation team also conducted a telephone interview with Mobley Engineering, Inc. to ask questions and clarify points in the proposal. Mobley Engineering, Inc. is a qualified engineering and construction firm with more than 60 linear diffuser installation projects in the United States. Based on the conceptual design submitted with their proposal, Mobley Engineering, Inc. estimates the total cost of the design build project at $214,996.00 which includes a Fixed Fee of $45,850.00.

FISCAL IMPACT:

The funding for this project was budgeted in the 2020 Adopted Budget in Water Enterprise

Fund in the Juniata Aeration project. A total budget of $300,000 is allocated for the project.

Project Costs:

Design/Build Aeration System (estimated)	$214,996.00
Liquid Oxygen System Installation (estimated)	$25,000
TOTAL PROJECT COST	**$239,996.00**

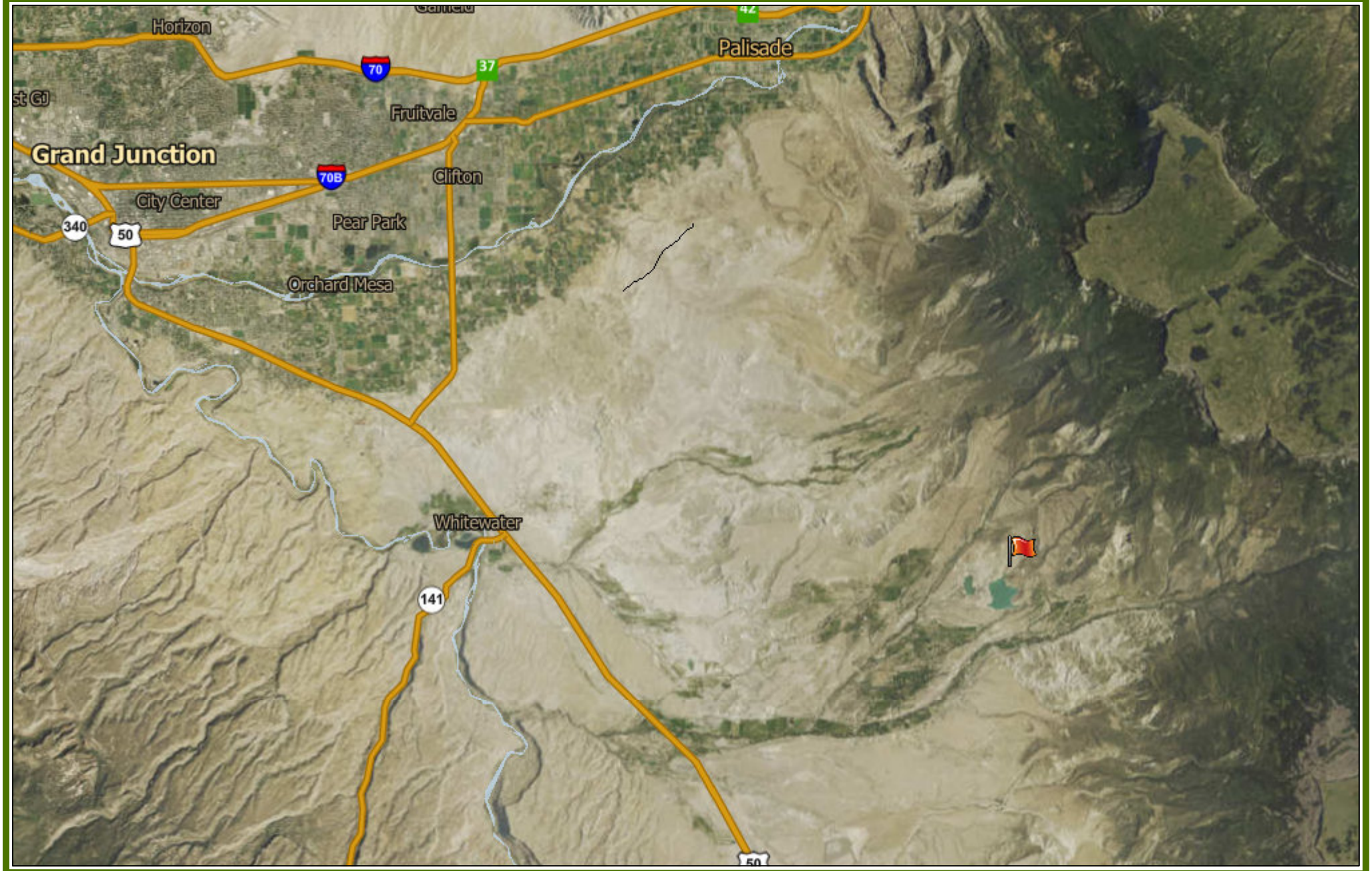
SUGGESTED MOTION:

I move to authorize the City Purchasing Division to enter into a contract with Mobley Engineering, Inc. of Norris, Tennessee for the Juniata Reservoir Aeration Project in the estimated amount of $214,996.00.

Attachments

2. Juniata Reservoir Location Map

Juniata Reservoir Location Map



N

0 3.75 7.5 mi

Printed: 5/27/2020

1 inch = 12,037 feet

CITY OF Grand Junction COLORADO GEOGRAPHIC INFORMATION SYSTEM

Grand Junction City Council

Regular Session

Item #4.a.

Meeting Date: June 3, 2020

Presented By: Trent Prall, Public Works Director

Department: Public Works - Engineering

Submitted By: Trent Prall, Public Works Director

Information

SUBJECT:

A Resolution Authorizing the City Manager to Submit a Grant Application for the Multimodal Options Fund (MMOF) Grant Program

RECOMMENDATION:

Authorize the City Manager to submit an application in response to the Mesa County Regional Transportation Planning Office's (RTPO's) call for projects for the Multimodal Options Fund (MMOF) program.

EXECUTIVE SUMMARY:

Colorado SB 18-001 includes a provision that establishes a Multimodal Options Fund (MMOF). The Grand Valley Transportation Planning Region (TPR) has $360,000 remaining out of the allocated $1,731,488 to be used in the TPR. A second call for projects has been issued and the application deadline is June 4, 2020. Eligible applicants are limited to: Mesa County government or any municipal government within the Grand Valley TPR boundaries (all of Mesa County).

City staff recommends the 24 Road Multi-Modal Path as the selected project. The project will provide low stress, multi-modal connection between Mesa Mall and Canyon View Park.

BACKGROUND OR DETAILED INFORMATION:

1. **Grant background:**
   Colorado SB 18-001 includes a provision that establishes a Multimodal Options Fund (MMOF). The Grand Valley TPR was allocated $1,731,488 to be used in

the Grand Valley Transportation Planning Region (TPR). The original call for projects was made in October of 2019. This City's Dos Rios Bridge was not selected for funding. After other awards to Mesa County, Fruita, Palisade and Collbran, there is $360,000 remaining in available funds. A second call for projects has been issued and the application deadline is June 4, 2020.

Eligible applicants are limited to: Mesa County government or any municipal government within the Grand Valley TPR boundaries (all of Mesa County). In order to be eligible MMOF funds, a project must be one of or a combination of the following for project types:
a.Capital or Operating costs, for Fixed route and On-demand transit,
b.Transportation Demand Management programs,
c.Multimodal Mobility projects enabled by new technology,
d.Multimodal Transportation studies, AND
e.Bicycle or pedestrian projects

Project sponsors must commit to a 50% match.

Selected project:
The City has been working on the development of the 24 Road Multi-Modal Path from Patterson Road to Canyon View Park for over 20 years. While portions of the path have been completed as part of previous developments, approximately 3/8 of a mile is left including a proposed undercrossing of G Road just each of the 24 Road intersection.

The City's Comprehensive Plan has six guiding principles of which two apply to this project:

4. A Grand Green System of Connected Recreational Opportunities - Take advantage of, and tie together the exceptional open space assets of Grand Junction, including the Colorado River, our excellent park system, trails and our surrounding open spaces.

5. Balanced Transportation - Accommodate all modes of transportation including: air, transit, freight, auto, bike and pedestrian.

With the widening of 24 Road to 5 lanes and new roundabout proposed at the intersection of 24 and G Road the connection will provide a safe pathway for bikes and pedestrians between Mesa Mall and Canyon View Park along the developing 24 Road corridor.

The project will eliminate a gap in connectivity between the Mesa Mall retail area and Canyon View Park. Future extensions south of Mesa Mall will connect to the Riverfront Trail. The project provides a walkable, accessible access as well as transportation options including Grand Valley Transit.

The project has been identified in the Grand Valley Regional Transportation Planning Office's 2045 Regional Transportation Plan, the City's 24 Road sub-area plan, the City's active transportation plan, and is a high priority for the City's Urban Trails Committee.

One of the key goals in the 2045 Regional Transportation Plan is to "Foster active transportation by providing a regionally connected network of low-stress facilities that are safe for people walking and people biking".

The City's 24 Road Sub-Area Plan calls for the "civic" character of Canyon View Park to continued through the development of the 24 Road "Parkway" and linear parks systems including regional trails connecting the park and the Colorado River. Other sections call for the development of an open space corridor along Leach Creek connecting Canyon View Park and the Colorado River corridor.

The project will address national and local transportation goals such safety, infrastructure condition, congestion reduction, and environmental sustainability.

Awards are anticipated within 90 days.

If selected, the project is proposed for design and securing environmental permits in 2020 followed by construction in 2021.

FISCAL IMPACT:

The Multi-Modal Options Fund (MMOF) requires a 50% match.

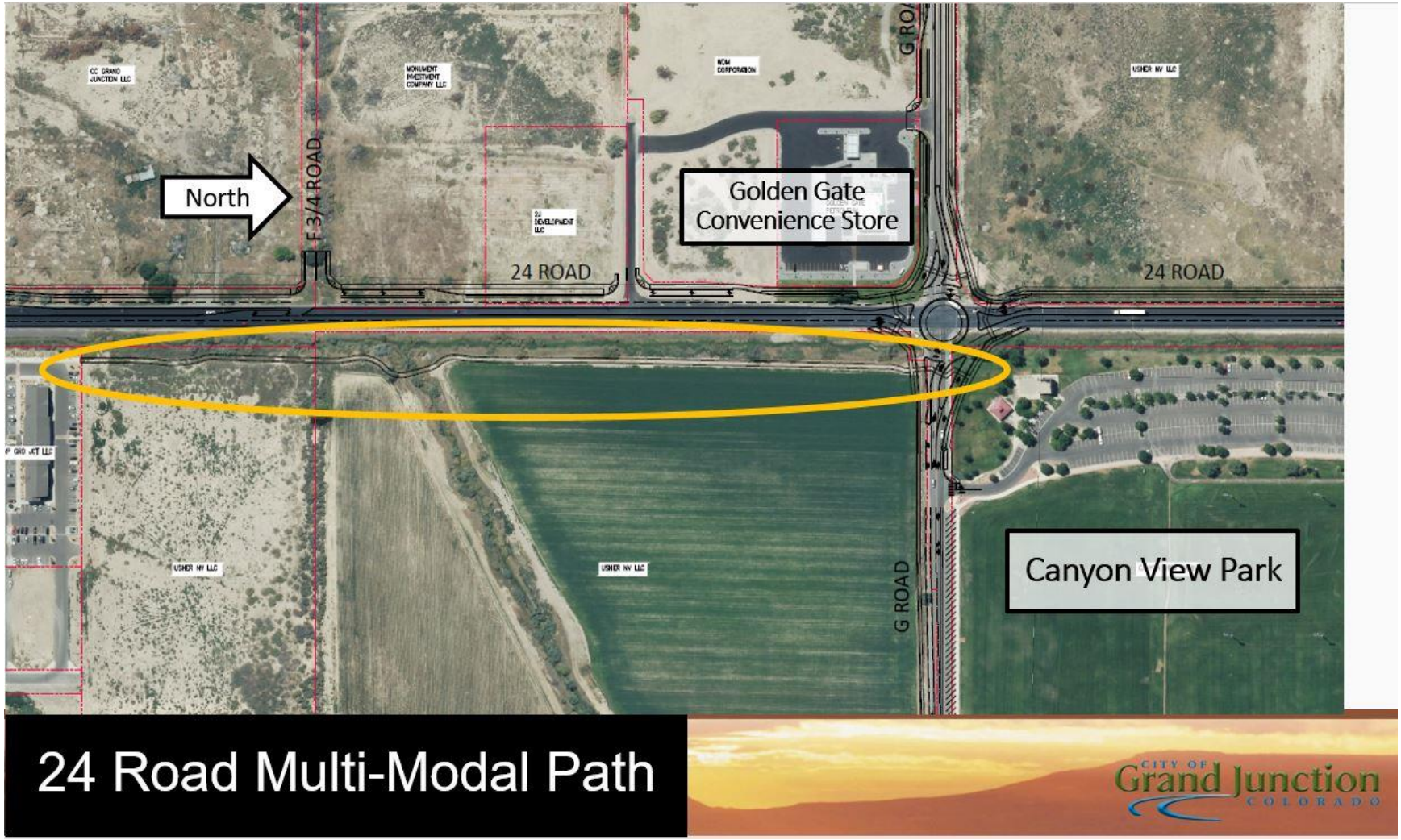
The project is estimated at $1.2 million. The grant request is for $360,000 with a match of $840,000. The City's match would be from the bond proceeds of the Ballot Initiative 2A Transportation Capacity project. (Budgeted in 2020 and 2021)

SUGGESTED MOTION:

I move to adopt Resolution No. 31-20, a resolution supporting the grant application for Multi-Modal Options Fund (MMOF) for the 24 Road Multi-Modal Path Project.

Attachments

1. 24 Road Multi-Modal Path Overview
2. 24 Rd Path MMOF Resolution



24 Road Multi-Modal Path

CITY OF Grand Junction COLORADO

Resolution No. __-20

A RESOLUTION SUPPORTING THE GRANT APPLICATION FOR MULTI-MODAL OPTIONS FUND (MMOF) FOR THE 24 ROAD MULTI-MODAL PATH PROJECT.

Be it resolved by the City Council of the City of Grand Junction, Colorado that:

The City of Grand Junction by, with and through this Resolution of the City Council supports the 24 Road Multi-Modal Path Project application that the City of Grand Junction has made to the Mesa County Regional Transportation Planning Office's Multi-Modal Options Fund. With the development of 24 Road Corridor a safe pathway for bikes and pedestrians between Canyon View Park and the Riverfront Trail is needed.

Colorado SB 18-001 includes a provision that establishes a Multimodal Options Fund (MMOF). The Grand Valley Transportation Planning Region (TPR) has been allocated $1,731,488 to be used in the Grand Valley TPR. A second call for projects has been issued for the remaining $360,000.

The Multi-Modal Options Fund provides funding for projects such as transit system improvements as well as multi-modal studies, or bicycle and pedestrian projects.

In accordance with the grant purposes, the City Public Works Department proposes to the 3/8 mile, 10 foot wide, multi-modal accessible path including a pedestrian undercrossing of G Road connecting Canyon View Park and the existing trail just north of F ½ Road.

Completion of the Project is scheduled for 2021.

City staff is seeking Mesa County Regional Transportation Planning Office's Multi-Modal Options Fund funding in the amount of $360,000. The City Council of the City of Grand Junction authorizes the expenditure of funds necessary to meet the terms and obligations, including established deadlines, of any Grant awarded.

If the grant is awarded, the City Council hereby authorizes the City Manager to sign the grant agreement with the Mesa County Regional Transportation Planning Office for the project.

The City staff has recommended that the City Council support the grant application and if awarded that the grant be utilized.

PASSED and ADOPTED this 3rd day of June 2020

Duke Wortmann
President of the Council
ATTEST:

Wanda Winkelmann
City Clerk

Grand Junction City Council

Regular Session

Item #4.b.

Meeting Date: June 3, 2020

Presented By: Ken Watkins, Fire Chief

Department: Fire

Submitted By: Ken Watkins, Fire Chief

Information

SUBJECT:

A Resolution Imposing a Ban on the Use, Sale, Exchange, Barter or Trade of or in Fireworks and Issuance of Temporary Permits for the Same

RECOMMENDATION:

Staff recommends the adoption of the attached resolution imposing a ban on the use, sale, exchange, barter or trade of or in fireworks and issuance of temporary permits for the same.

EXECUTIVE SUMMARY:

Pursuant to the Grand Junction Municipal Code, the Fire Chief has authority to declare by emergency order a temporary restriction on fire, burning or other activity(ies) that endanger the health, safety and welfare of the residents of the City. Typically, this order is in response to an emergency condition; however, because of the need to protect resources related to the potential emergency response to COVID-19 and the pervasive moderate drought conditions in Mesa County, it is the recommendation of the City Manager and the Fire Chief that City Council enact a resolution imposing a ban on the use, sale, exchange, barter or trade of or in fireworks and issuance of temporary permits for the same in the City of Grand Junction. This resolution to be effective upon Council adoption and continuing until restrictions are lifted by order of the Fire Chief.

BACKGROUND OR DETAILED INFORMATION:

On March 5, 2020, the Colorado Department of Public Health and Environment's public health laboratory confirmed the first presumptive positive COVID-19 test result in Colorado. On March 11, 2020, the Governor of Colorado issued Executive Order D

2020 003 declaring a disaster emergency. A resolution declaring a local emergency regarding COVID-19 (Res. 15-20) was declared and adopted by City Council on March 23, 2020.

Communities across the nation and here in Grand Junction have implemented thoughtful precautionary efforts to reduce the occurrence of major community incidents and potential risks that would impact or divert our first responders during the COVID-19 response, preserving precious resources if they are needed during these uncertain times.

The reduction in potential wildfires resulting from fireworks is one such opportunity and is a reasonable and prudent decision given Mesa County is experiencing moderate drought conditions and our surrounding neighboring counties are also experiencing moderate to severe drought conditions dependent on location.

In recent years, the community has experienced several destructive urban interface fires with the 12 acre Rosevale Fire, 220-acre Skipper Island Fire and the 4th of July Riverview Fire. These fires all required an inter-agency response and significant amounts of personnel and resources. These fires all spread rapidly through dry brush with strong winds fueling the fires. Unfortunately, some structures were lost during these events and thousands experienced power outages as multiple agencies attempted to contain the fires.

Critical fire weather conditions, also known as Red Flag warnings, have been increasing in the Grand Junction area. Between January 1 and May 21, 2019 the area experienced no Red Flag warnings as defined by the National Weather Service. Conversely, Grand Junction has experienced seven Red Flag warnings during the same time period in 2020.

Fire bans and fireworks restrictions are not uncommon in western Colorado but the Coronavirus Pandemic has created additional impacts to emergency services. Our first responders are already taxed with on-going incidents but COVID has added to that volume and the time it takes to provide on scene care and decontamination after the incident. Preserving our first responder resources will be critical for these reasons along with existing moderate drought conditions in Mesa County, and a predicted drought condition continuing through August 2020 by the U.S. Drought Monitor.

All indications from the U.S. Drought Monitor are that drought conditions in the area will persist throughout the summer so early notification of restrictions is important to ensure individuals have ample opportunity to understand these fireworks restrictions and adjust their plans accordingly. This consideration also applies to vendors and sellers of fireworks and consumers that purchase fireworks. At times, past restrictions have been enacted shortly before the July 4th holiday, creating confusion to consumers

purchasing fireworks, vendors selling these products, and difficulty enforcing the restrictions.

FISCAL IMPACT:

Based on 2019 revenue, adoption of this resolution will result in an estimated sales tax loss of $9500 on fireworks sales and a loss of $3700 in fees paid by fireworks vendors for temporary use and sales permits.

SUGGESTED MOTION:

I move to adopt Resolution No. 32-20, a resolution imposing a ban on the use, sale, exchange, barter or trade of or in fireworks and issuance of temporary permits for the same in the City of Grand Junction.

Attachments

1. Resolution Fireworks

Resolution No. -20

A RESOLUTION IMPOSING A BAN ON THE USE, SALE, EXCHANGE, BARTER, OR TRADE OF OR IN FIREWORKS AND ISSUANCE OF TEMPORARY PERMITS FOR THE SAME IN THE CITY OF GRAND JUNCTION

Recitals:

Wildfires ignited by personal fireworks can potentially require the response of multiple first responder agencies and stretch resources thin. Restrictions concerning the sale and use of personal fireworks will reduce the risk of large-scale fires and enable firefighters and other first responders to participate in COVID 19 response efforts locally should they be called upon during these challenging times. Additional factor(s) considered when implementing these restrictions include the local area being designated to be in moderate drought conditions and the United States Drought Monitor predicts the drought conditions to likely persist through August 2020.

Pursuant to GJMC Section 15.44.040(e), amended Section 307.1(e) of Chapter Three of the 2018 International Fire Code ("Fire Code") duly adopted in the City, the Fire Chief has authority to declare by emergency order any temporary restriction on fire, burning or other activity(ies) that endanger the health, safety and welfare of the residents of the City. Typically, such an order is in response to an emergency condition; however, because of the need to protect resources related to the potential emergency response of COVID-19 and the pervasive moderate drought conditions in Mesa County, the City Council, by and with the recommendation of the City Manager and the Fire Chief, is with this resolution imposing a ban on the use, sale, exchange, barter or trade of or in fireworks and issuance of temporary permits for the same in the City of Grand Junction beginning June 4, 2020 and continuing until the restriction(s) is(are) lifted by order of the Fire Chief.

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

The City Council finds and directs that the City Manager and the Fire Chief shall liberally construe the foregoing provisions for and in the interest of protecting the public, which construction may include but not necessarily be limited to denying pending permits and/or declining any permit application(s) pertaining to the use, sale, exchange, barter, trade or display.

Furthermore, the City Council finds and hereby determines that such direction is and will be protective of the general health, safety, and welfare of the community.

Violators are subject to penalties as provided by law.

PASSED AND ADOPTED this 3rd day of June 2020.

_____
President of City Council

ATTEST:

_____
City Clerk

Grand Junction City Council

Regular Session

Item #5.a.i.

Meeting Date: June 3, 2020

Presented By: John Shaver, City Attorney

Department: City Attorney

Submitted By: John Shaver

Information

SUBJECT:

A. An Emergency Ordinance Regarding Neighborhood Meetings and Alternative Hearing Procedures for Land Use Applications

- OR IF NOT APPROVED -

B. An Ordinance Regarding Neighborhood Meetings and Alternative Hearing Procedures for Land Use Applications

RECOMMENDATION:

Staff recommends adoption of the ordinance.

EXECUTIVE SUMMARY:

The purpose of this item is to amend the Zoning and Development Code to permit 1) neighborhood meetings to be conducted virtually and 2) alternative hearing procedures for quasi-judicial hearings.

BACKGROUND OR DETAILED INFORMATION:

Due to the incidence of COVID-19 in the general public, the designation of pandemic by the World Health Organization, the Declaration of a Disaster Emergency by Governor Polis on March 10, 2020, and a National Emergency by President Trump on March 13, 2020, together with the Public Health Orders (PHO's) issued by the Colorado Department of Public Health and Environment and Executive Orders (EO's) issued by Governor Polis, all of which established guidelines, policies and restrictions necessary for the health and safety of the residents of Colorado, the City declared a

Local Emergency (Declaration.) With that Declaration, certain City regulations have been temporarily implemented, amended and adjusted in order to respond to the emergency. Those temporary regulations included but were not limited to prescribing procedures for the conduct of City business and controlling the occupancy of certain premises. The City's Declaration expires May 6, 2020.

On April 26, 2020 Governor Polis issued Executive Order 2020-044 and the Colorado Department of Public Health and Environment issued Public Health Order 20-28 also known as the "Safer at Home Order" which among other things continues to limit social interactions (except as required to conduct Necessary Activities) and travel (except that deemed to be Essential Travel) all as defined by the EO's and PHO's. In addition, Executive Order 2020-44 prohibits public gatherings in both public spaces and private venues of ten (10) persons or more. Executive Order 2020-044 is effective to and through May 26, 2020.

The virus, and the various PHO's, EO's and other directives and recommendations issued in response to the virus have resulted in the need for the Declaration and attendant modification of City business processes and procedures, including the City Council and the Planning Commission adopting electronic participation policies that allow the City to conduct City business remotely, and the development and implementation of techniques for citizens to view meetings and otherwise comment on agenda topics; however, Council and Commission meetings are not the exclusive means of public participation in City processes. For purposes of land use applications, Neighborhood Meeting and public hearings provide important opportunities for citizen engagement, dissemination of information, public participation and transparency.

By and with the Ordinance (either considered and adopted as an emergency or otherwise) the City Council amends the Grand Junction Municipal Code (GJMC or Code) to provide that Neighborhood Meetings may temporarily be conducted virtually.

Furthermore, the GJMC is amended to allow and provide that quasi-judicial hearings before the Planning Commission and City Council may be heard and decided in accordance with the Alternative Hearing Procedure adopted with this Ordinance. The Alternative Procedure provides a means for conducting electronic dissemination of information and for alternative means of participation in public meetings. The ordinance provides these modifications will sunset 180 days after becoming effective.

If the Ordinance is adopted as an emergency, requiring the affirmative vote of all seven Councilmembers, the City Council will declare that a special emergency exists and that this ordinance is necessary to ensure the preservation of the peace and the public health, safety and welfare by effectuating the Council's publicly purposes and policies, which are consistent with and supportive of those of the State of Colorado.

FISCAL IMPACT:

There is no direct fiscal impact from this action.

SUGGESTED MOTION:

I move to (adopt/deny) Emergency Ordinance No. 4923, an emergency ordinance to amend the Grand Junction Municipal Code regarding Neighborhood Meetings and to allow for alternative hearing procedures for Land Use Applications in the City Of Grand Junction, Colorado on final passage and order final publication in full. - OR -

I move to (adopt/deny) Ordinance No. 4923, an ordinance to amend the Grand Junction Municipal Code regarding Neighborhood Meetings and to allow for alternative hearing procedures for Land Use Applications in the City of Grand Junction, Colorado on final passage and order final publication in pamphlet form.

Attachments

1. ORD-ZDC Amendment052720
2. ORD-Emergency Ordinance Zoning Dev Code052720
3. Public Comment-Neighborhood Meetings
4. Alternative Hearing Procedures v06.02.2020

ORDINANCE NO. _____

AN ORDINANCE TO AMEND THE GRAND JUNCTION MUNICIPAL CODE REGARDING NEIGHBORHOOD MEETINGS AND TO ALLOW FOR ALTERNATIVE HEARING PROCEDURE FOR LAND USE APPLICATIONS IN THE CITY OF GRAND JUNCTION, COLORADO

RECITALS:

Due to the incidence of COVID-19 in the general public, the designation of pandemic by the World Health Organization, the Declaration of a Disaster Emergency by Governor Polis on March 10, 2020, and a National Emergency by President Trump on March 13, 2020, together with the Public Health Orders (PHO's) issued by the Colorado Department of Public Health and Environment and Executive Orders (EO's) issued by Governor Polis, all of which established guidelines, policies and restrictions necessary for the health and safety of the residents of Colorado, the City declared a Local Emergency (Declaration.) With that Declaration, certain City regulations have been temporarily implemented, amended and adjusted in order to respond to the emergency. Those temporary regulations included but were not limited to prescribing procedures for the conduct of City business and controlling the occupancy of certain premises. The City's Declaration expired May 6, 2020.

On April 26, 2020 Governor Polis issued Executive Order 2020-044 and the Colorado Department of Public Health and Environment issued Public Health Order 20-28 also known as the "Safer at Home Order" which among other things continues to limit social interactions (except as required to conduct *Necessary Activities)* and travel (except that deemed to be Essential *Travel)* all as defined by the EO's and PHO's. In addition, Executive Order 2020-44 prohibits public gatherings in both public spaces and private venues of ten (10) persons or more. Executive Order 2020-044 is effective to and through May 26, 2020.

The virus, and the various PHO's, EO's and other directives and recommendations issued in response to the virus have resulted in the need for the Declaration and attendant modification of City business processes and procedures, including the City Council and the Planning Commission adopting electronic participation policies that allow the City to conduct City business remotely, and the development and implementation of techniques for citizens to view meetings and otherwise comment on agenda topics; however, Council and Commission meetings are not the exclusive means of public participation in City processes. For purposes of land use applications, Neighborhood Meeting and public hearings provide important opportunities for citizen engagement, dissemination of information, public participation and transparency.

By and with this Ordinance the City Council amends the Grand Junction Municipal Code (GJMC or Code) to provide that Neighborhood Meetings may temporarily be conducted virtually.

DRAFT

Furthermore, the GJMC is amended to allow and provide that quasi-judicial hearings before the Planning Commission and City Council may be heard and decided in accordance with the *Alternative Hearing Procedure* adopted with this Ordinance. The *Alternative Procedure* provides a means for conducting electronic dissemination of information and for alternative means of participation in public meetings. The *Alternative Hearing Procedure* is attached and incorporated by this reference as if fully set forth.

Both the Colorado Constitution and the Fourteenth Amendment to the United States Constitution prohibit the government from depriving any person of life, liberty, or property without due process of law. In *Sundance Hills Homeowners Association v Board of County Commissioners*, the Colorado Supreme Court held that for a land use hearing the governing body must provide notice that minimally specifies the time, place, and subject matter of the public hearing, as well as the nature of the proposal being considered. In addition, the Court held that the hearing must afford affected parties the opportunity to appear before the decision-making body and be heard. The City's *Alternative Hearing Procedure* is enacted and will be applied in a manner that the City reasonably considers to comport with principles of Due Process and fundamental fairness; however, the City cannot not assure an applicant that the Alternative Procedure and any decision made under the Alternative Procedure, may not be challenged and/or be found to violate Due Process/Constitutional rights.

At the May 20, 2020 meeting the City Council considered this Ordinance and determined that amendment of the Code is necessary given the current emergency and the City Council deems it necessary to modify the Code as follows.

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

Titles 21.02.080(e) and (j) (in relevant part) of the Grand Junction Municipal Code are amended as follows (deletions ~~struck through~~; additions underlined):

21.02.080(e)(2) Meeting Time and Procedure ~~Location~~. The applicant must provide for a physical or virtual meeting ~~room~~ and must conduct the meeting. Meetings must be held on a weekday evening that is not a holiday beginning between 5:30 p.m. and 8:00 p.m. ~~in a location that is and be accessible to the affected neighborhood~~. ~~The Director may approve other times and locations.~~ The meeting date, time and format ~~location~~ must be approved by the Director no less than 14 days in advance of the meeting date. ~~To qualify~~, A required Neighborhood Meeting must be held not more than 180 days before the application is submitted.

(3) Meeting Content and Conduct. ~~At the meeting~~ The applicant shall present a concept plan, describe project impacts, describe ways to mitigate impacts, and facilitate a discussion and answer questions during the meeting. The concept plan shall, at a minimum, delineate access to the site; internal circulation, the range of density of the entire property or the maximum intensity (square footage and stories for all buildings). The meeting shall be conducted so that participants ~~attendees~~ have an opportunity to

ask questions and provide comments. ~~City staff should gather information and explain the rules and requirements~~. City staff shall provide information regarding the project's compliance with the Comprehensive Plan and any applicable adopted plan or ordinance. Included with the application submittal, the applicant must give the Director a written list of names and addresses of those given notice, how notice was provided, ~~and~~ those participating in the meeting ~~attending~~, along with a written summary of the meeting including any public comment received.

Meeting Content and Conduct. At the meeting, the applicant shall present a concept plan, describe project impacts, describe ways to mitigate impacts, and facilitate a discussion and answer questions. The concept plan shall, at a minimum, delineate access to the site; internal circulation, the range of density of the entire property or the maximum intensity (square footage and stories for all buildings). The applicant decides the format and conduct of the meeting so that attendees have an opportunity to speak and to make written comments. City staff should gather information and explain the rules and requirements. City staff shall provide information regarding the project's compliance with the Comprehensive Plan and any applicable adopted plan or ordinance. Included with the application submittal, the applicant must give the Director a written list of names and addresses of those given notice and those attending,

(4) Notice. The applicant shall provide written notice of the date, time, place if an in person meeting is conducted or the web location/host, together with any and all information required to access the meeting if conducted virtually and subject of the meeting to every owner and group in the neighborhood, as well as the City ~~Public Works and~~ Community Development Department. The notice must be approved by the Director no less than 14 days in advance of the meeting date and shall be, at a minimum delivered by U.S. mail. The notice must be made ~~hand-delivered or postmarked~~ no later than 10 calendar days prior to the meeting date.

(j)(5) Additional Rules. The body conducting the hearing may adopt ~~its~~ rules of procedure to limit the number of applications~~, for development approval~~ to be considered per meeting, ~~and to~~ limit the time for each presentation or speaker or as provided by this ordinance temporarily hear and decide quasi-judicial hearings in accordance with the Alternative Hearing Procedure, which are adopted by this reference and incorporated as if fully set forth.

City Council hereby finds that this ordinance is necessary to ensure the preservation of the peace and the public health, safety and welfare by effectuating the Council's publicly purposes and policies, which are consistent with and supportive of those of the State of Colorado.

This Ordinance shall apply to the City of Grand Junction. This Ordinance shall take effect immediately upon passage and with the unanimous approval of City Council.

Severability.

This Ordinance is necessary to protect the public health, safety and welfare of the residents of the City. If any provision of this Ordinance is found to be unconstitutional or illegal, such finding shall only invalidate that part or portion found to violate the law. All other provisions shall be deemed severed or severable and shall continue in full force and effect.

All other provisions of Title 3 of the Grand Junction Municipal Code shall remain in full force and effect.

Sunset.

Without further action by the City Council, the terms and provisions of this ordinance shall expire on the 180 days after the effective date hereof without subsequent action by the City Council.

INTRODUCED on first reading on the 20th day of May 2020 and ordered published.

ADOPTED on second reading this ___ day of June 2020.

_____
Duke Wortmann
President of the Council

ATTEST:

_____
Wanda Winkelmann
City Clerk

DRAFT

ORDINANCE NO. _____

AN EMERGENCY ORDINANCE TO AMEND THE GRAND JUNCTION MUNICIPAL CODE REGARDING NEIGHBORHOOD MEETINGS AND TO ALLOW FOR ALTERNATIVE HEARING PROCEDURE FOR LAND USE APPLICATIONS IN THE CITY OF GRAND JUNCTION, COLORADO

RECITALS:

Due to the incidence of COVID-19 in the general public, the designation of pandemic by the World Health Organization, the Declaration of a Disaster Emergency by Governor Polis on March 10, 2020, and a National Emergency by President Trump on March 13, 2020, together with the Public Health Orders (PHO's) issued by the Colorado Department of Public Health and Environment and Executive Orders (EO's) issued by Governor Polis, all of which established guidelines, policies and restrictions necessary for the health and safety of the residents of Colorado, the City declared a Local Emergency (Declaration.) With that Declaration, certain City regulations have been temporarily implemented, amended and adjusted in order to respond to the emergency. Those temporary regulations included but were not limited to prescribing procedures for the conduct of City business and controlling the occupancy of certain premises. The City's Declaration expired May 6, 2020.

On April 26, 2020 Governor Polis issued Executive Order 2020-044 and the Colorado Department of Public Health and Environment issued Public Health Order 20-28 also known as the "Safer at Home Order" which among other things continues to limit social interactions (except as required to conduct *Necessary Activities)* and travel (except that deemed to be Essential *Travel)* all as defined by the EO's and PHO's. In addition, Executive Order 2020-44 prohibits public gatherings in both public spaces and private venues of ten (10) persons or more. Executive Order 2020-044 is effective to and through May 26, 2020.

The virus, and the various PHO's, EO's and other directives and recommendations issued in response to the virus have resulted in the need for the Declaration and attendant modification of City business processes and procedures, including the City Council and the Planning Commission adopting electronic participation policies that allow the City to conduct City business remotely, and the development and implementation of techniques for citizens to view meetings and otherwise comment on agenda topics; however, Council and Commission meetings are not the exclusive means of public participation in City processes. For purposes of land use applications, Neighborhood Meeting and public hearings provide important opportunities for citizen engagement, dissemination of information, public participation and transparency.

By and with this Emergency Ordinance the City Council amends the Grand Junction Municipal Code (GJMC or Code) to provide that Neighborhood Meetings may temporarily be conducted virtually.

DRAFT

Furthermore, the GJMC is amended to allow and provide that quasi-judicial hearings before the Planning Commission and City Council may be heard and decided in accordance with the *Alternative Hearing Procedure* adopted with this Ordinance. The *Alternative Procedure* provides a means for conducting electronic dissemination of information and for alternative means of participation in public meetings. The *Alternative Hearing Procedure* is attached and incorporated by this reference as if fully set forth.

Both the Colorado Constitution and the Fourteenth Amendment to the United States Constitution prohibit the government from depriving any person of life, liberty, or property without due process of law. In *Sundance Hills Homeowners Association v Board of County Commissioners*, the Colorado Supreme Court held that for a land use hearing the governing body must provide notice that minimally specifies the time, place, and subject matter of the public hearing, as well as the nature of the proposal being considered. In addition, the Court held that the hearing must afford affected parties the opportunity to appear before the decision-making body and be heard. The City's *Alternative Hearing Procedure* is enacted and will be applied in a manner that the City reasonably considers to comport with principles of Due Process and fundamental fairness; however, the City cannot not assure an applicant that the Alternative Procedure and any decision made under the Alternative Procedure, may not be challenged and/or be found to violate Due Process/Constitutional rights.

At the May 20, 2020 meeting the City Council considered this Ordinance and determined that amendment of the Code is necessary given the current emergency and the City Council deems it necessary to immediately modify the Code as follows.

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

Titles 21.02.080(e) and (j) (in relevant part) of the Grand Junction Municipal Code are amended as follows (deletions ~~struck through~~; additions underlined):

21.02.080(e)(2) Meeting Time and Procedure ~~Location~~. The applicant must provide for a physical or virtual meeting ~~room~~ and must conduct the meeting. Meetings must be held on a weekday evening that is not a holiday beginning between 5:30 p.m. and 8:00 p.m. ~~in a location that is and be accessible to the affected neighborhood~~. ~~The Director may approve other times and locations.~~ The meeting date, time and format ~~location~~ must be approved by the Director no less than 14 days in advance of the meeting date. ~~To qualify~~, A required Neighborhood Meeting must be held not more than 180 days before the application is submitted.

(3) Meeting Content and Conduct. At the meeting The applicant shall present a concept plan, describe project impacts, describe ways to mitigate impacts, and facilitate a discussion and answer questions during the meeting. The concept plan shall, at a minimum, delineate access to the site; internal circulation, the range of density of the entire property or the maximum intensity (square footage and stories for all buildings). The meeting shall be conducted so that participants ~~attendees~~ have an opportunity to

ask questions and provide comments. City staff should gather information and explain the rules and requirements. City staff shall provide information regarding the project's compliance with the Comprehensive Plan and any applicable adopted plan or ordinance. Included with the application submittal, the applicant must give the Director a written list of names and addresses of those given notice, how notice was provided, and those participating in the meeting attending, along with a written summary of the meeting including any public comment received.

(4) Notice. The applicant shall provide written notice of the date, time, place if an in person meeting is conducted or the web location/host, together with any and all information required to access the meeting if conducted virtually and subject of the meeting to every owner and group in the neighborhood, as well as the City ~~Public Works and~~ Community Development Department. The notice must be approved by the Director no less than 14 days in advance of the meeting date and shall be, at a minimum delivered by U.S. mail. The notice must be made ~~hand-delivered or postmarked~~ no later than 10 calendar days prior to the meeting date.

(j)(5) Additional Rules. The body conducting the hearing may adopt ~~its~~ rules of procedure to limit the number of applications~~, for development approval~~ to be considered per meeting, ~~and to~~ limit the time for each presentation or speaker or as provided by this ordinance temporarily hear and decide quasi-judicial hearings in accordance with the Alternative Hearing Procedure, which are adopted by this reference and incorporated as if fully set forth.

City Council hereby declares that a special emergency exists and that this ordinance is necessary to ensure the preservation of the peace and the public health, safety and welfare by effectuating the Council's publicly purposes and policies, which are consistent with and supportive of those of the State of Colorado.

This Ordinance, immediately on its final passage, shall be recorded in the City book of ordinances kept for that purpose, authenticated by the signatures of the Mayor and the City Clerk. The full text of the amending ordinance, in accordance with the Charter of the City of Grand Junction, is to be published in full within three days.

This Ordinance shall apply to the City of Grand Junction. This Ordinance shall take effect immediately upon passage and with the unanimous approval of City Council.

Severability.

This Ordinance is necessary to protect the public health, safety and welfare of the residents of the City. If any provision of this Ordinance is found to be unconstitutional or illegal, such finding shall only invalidate that part or portion found to violate the law. All other provisions shall be deemed severed or severable and shall continue in full force and effect.

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All other provisions of Title 3 of the Grand Junction Municipal Code shall remain in full force and effect.

Sunset.

Without further action by the City Council, the terms and provisions of this ordinance shall expire 180 days after the effective date hereof without subsequent action by the City Council.

_____
C.E. Wortmann
President of the Council

ATTEST:

_____
Wanda Winkelmann
City Clerk

DRAFT

Ciavonne, Roberts & Associates, Inc
LAND PLANNING AND LANDSCAPE ARCHITECTURE
222 North 7th Street Grand Junction, CO 81501
PH 970-241-0745 FX 970-241-0765 www.ciavonne.com

May 27, 2020

To All Grand Junction City Counselors,

RE: Neighborhood Meetings

Counselors,

Having orchestrated scores of Neighborhood Meetings over my almost 40-year career, I want you to know that I fully support this public outreach but ask that you consider the following as you deal with adjusting for COVID, rather, as we all deal with adjusting for COVID.

A Neighborhood Meeting in the best of times takes three to four weeks to pull together all the moving parts that allow you to confirm a venue and send out an invite that must be mailed/received a minimum of 10 days prior to the meeting. Two weeks ago we would not have been able to find a venue for social distancing of 50 people, as everything was shut down. Now with the cap at 175 people, the smaller venues should open up a bit, the larger venues may still be challenging to secure. Under any scenario we can expect the facilitation of a neighborhood meeting to take longer.

I believe one, preferably both, of the following would help the petitioner without harming the process nor public input. The first is to eliminate the requirement that a neighborhood meeting be conducted PRIOR to submitting the project to Community Development for Review; instead, require that the neighborhood meeting must be conducted prior to Staff writing their project specific Staff Reports that go to Hearing. The Review Process timeframe varies for many reasons, but with securing feedback from the multitude of review agencies and then the back and forth with the petitioner in responding to comments, 60 to 120 days is not unusual. I see no downside in the neighborhood meeting timeframe overlapping with the review process timeframe, as opposed to being in prior to submittal. It could actually be beneficial by providing neighbors some advance 'review' time. The second suggestion is to allow virtual meetings, where a presentation could be pre-recorded, made available to a notified neighborhood, and then associated with a live opportunity for discussion (Zoom / GOTO / GJ Speaks). This virtual forum, similar to the live venue forum, could occur after submittal but prior to Staff preparation for Hearing.

I hope you find these ideas useful. I think they could continue beyond these times of pandemic and become the norm.

Sincerely,

Ted Ciavonne, PLA

Ciavonne Roberts & Associates, Inc.
LAND PLANNING AND LANDSCAPE ARCHITECTURE
222 N. 7th Street
Grand Junction, CO 81501
ted@ciavonne.com
www.ciavonne.com

ALTERNATIVE HEARING PROCEDURES

The Grand Junction Municipal Code ("GJMC") provides certain processes and procedures for consideration of and/or approval of the Application; however, due to the COVID-19 pandemic the City Council declared an emergency and with that some City processes and/or procedures have been suspended or modified, including the Planning Commission and/or the City Council hearing procedures. As a result of those changes, Alternative Hearing Procedures ("Procedures") are being offered to provide for the conducting of public hearings during the pandemic by providing for decision-makers, applicants and public the ability to meaningfully participate in public hearing without exposing those persons or others to risks of contagion.

Both the Colorado Constitution and the Fourteenth Amendment to the United States Constitution prohibit the government from depriving any person of life, liberty, or property without due process of law. In *Sundance Hills Homeowners Association v Board of County Commissioners*, 188 Colo. 321, 534 P.2d 1212 (1975), the Colorado Supreme Court held that for a land use hearing the governing body must provide notice that minimally specifies the time, place, and subject matter of the public hearing, as well as the nature of the proposal being considered. In addition, the hearing must afford affected parties the opportunity to appear before the decision-making body and be heard.

The City's Procedures are drafted, enacted and will be applied in a manner that the City reasonably considers to comport with principles of Due Process and fundamental fairness; however, the City does not assure the Applicant that the Procedures and any decision made under these Procedures, may not be challenged and/or be found to violate Due Process/Constitutional rights.

The Planning Commission and City Council have also approved emergency policies to allow for members to participate and vote by telephone or electronic means by City Council Resolution 14-20 and Planning Commission Resolution 20-01 and at a meeting if the member is unable to physically attend the meeting(s) due to quarantine, illness or has concern of risk of exposure to the COVID-19.

The Alternative Hearing Procedures are set forth, as follows:

Planning Commission Procedures

1) Members of the public are provided a means by which view the meetings conducted pursuant to this Procedure through broadcast on channel 191, streaming on gjcity.org, or streaming on gjspeaks.org unless technical difficulties prohibit broadcasting and/or streaming.

2) Member of the public may offer comment on public hearing items in the following ways:

a) submit written comment in advance of the hearing to either staff or through gjspeaks.org

b) submit written comment during the hearing but prior to the closure of the public comment portion of each hearing item through gjspeaks.org

c) leave a voicemail on a dedicated City phone number providing testimony on a specific agenda item prior to 4 p.m. on the day of the hearing.

3) Members of the public may view all project documents at gjcity.org or gjspeaks.org and view pre-recorded presentation(s) through gjspeaks.org

4) Members of the public can also participate and/or view the meeting through a computer, device or a phone through the available online platform such as GoToMeeting, Zoom or similar.

5) Members of the public may prior to scheduled hearings view all project documents at gjcity.org or gjspeaks.org and view pre-recorded presentation(s) through gjspeaks.org. Although instituted during and in response to COVID-19, the staff intends to evaluate and is expected to recommend the continued use of GJSpeaks.org following the conclusion of the pandemic.

City Council Procedures

1) Members of the public are provided a means by which view the meetings conducted pursuant to this Procedure through broadcast on channel 191 and streaming on gjcity.org, unless technical difficulties prohibit broadcasting and/or streaming.

2) Members of the public may offer comment on public hearing items in the following ways:

a) submit written comment in advance of the hearing to staff or City Council.

b) attend the public hearing in person and provide verbal comments.

3) Members of the public may, prior to scheduled hearings, view all project documents and view pre-recorded presentations at gjcity.org.

Grand Junction City Council

Regular Session

Item #5.a.ii.

Meeting Date: June 3, 2020

Presented By: John Shaver, City Attorney

Department: City Attorney

Submitted By: Jay Valentine

Information

SUBJECT:

Public Finance Agreement, First Amendment to Loan Agreements and Amending Ordinance 4881 Concerning the City of Grand Junction Dos Rios General Improvement District

RECOMMENDATION:

Hold a public hearing and adopt on second reading Ordinance No. 4937 authorizing a Public Finance Agreement and amendments to loan agreements and Ordinance 4881 regarding the issuance of bonds by the City of Grand Junction Dos Rios General Improvement District and the City of Grand Junction.

EXECUTIVE SUMMARY:

The Public Finance Agreement (PFA) forms an agreement between the City of Grand Junction and the Dos Rios General Improvement District (District or GID) pledging certain revenues received by the City to the GID to fund improvements in the Dos Rios development area (Project.)

In order to further the Dos Rios GID Project, the City agrees to pay certain pledged revenue to the District on and after the date of the issuance of bonds. The pledged revenue is the incremental property tax revenues and incremental sales tax revenues produced within the District. The pledged revenue, along with the proposed GID mill levy, will be specifically used for the repayment of the bonds.

BACKGROUND OR DETAILED INFORMATION:

On December 16, 1981, the City Council approved the Downtown Development

Authority Plan of Development (the Plan) which provided for the division of incremental property tax revenues and incremental municipal sales tax revenues pursuant to C.R.S. §31-25-807(3) to further the purposes of the Plan and provide financial support therefor from such tax increment revenues, as therein and herein further provided and the Council has approved amendments to the Plan from time to time including most recently by Ordinance No. 4881 adopted on November 6, 2019. The Project is consistent with the improvements which may be financed by the City pursuant to the Plan.

The City has previously pledged the tax increment revenues received by the City pursuant to the Plan to repay loans made to the City by American National Bank (the "Bank") pursuant to two separate loan agreements.

In order to assist the District with the financing of the Project, the City intends to provide certain revenues to the District including incremental property tax revenues and incremental sales tax revenues produced within the District.

The obligations of the City to allocate and pay the incremental revenues to the GID shall not constitute the creation of an indebtedness or other multiple-fiscal year obligation, nor authorize borrowing of money by the City within the meaning of any constitutional, home rule charter or statutory limitation or provision. The obligations of the City with respect to the City Revenues shall be from year to year only and shall not constitute a mandatory payment obligation of the City in any fiscal year beyond the present fiscal year and shall not directly or indirectly obligate the City to make any payments beyond those appropriated for any fiscal year in which the PFA is in effect.

It is in the best interest of the City to assist the District with financing the Project by entering into the PFA with the District and to enter into First Amendment to Loan Agreements with the Bank (the Amendments) and to confirm that Ordinance 4881 and the 2019 amendments to the Plan do not amend, modify or impair the tax increment financing provisions of the Plan.

FISCAL IMPACT:

Although estimated at $10.9 million, the proposed debt issuance is to provide up to $12.3 million in project funds, establish the debt service reserve, pay bond issuance costs, and make the first two year's interest payments. The term is estimated at 30 years at 6.125% interest rate for an average debt service cost of $1.11 million per year. It is expected that the GID mill levy will cover 8% of the debt service cost with the remaining 92% covered by pledged TIF, sales, and property tax revenues.

SUGGESTED MOTION:

I move to (adopt/deny) Ordinance No. 4937, an ordinance concerning the City of Grand

Junction Dos Rios General Improvement District and in connection with the issuance of bonds by the District approving a Public Finance Agreement and First Amendment to Loan Agreements and amending Ordinance No. 4881 concerning the DDA 2019 Plan of Development on final passage and order final publication in pamphlet form.

Attachments

1. Draft Ordinance - Dos Rios Approved PFA and Loan Amendment
2. ANB (GJ DDA 2020) - First Amendment to Loan Agreement fianl draft

CITY OF GRAND JUNCTION, COLORADO

ORDINANCE NO. [___]

AN ORDINANCE CONCERNING THE CITY OF GRAND JUNCTION DOS RIOS GENERAL IMPROVEMENT DISTRICT AND IN CONNECTION WITH THE ISSUANCE OF BONDS BY THE DISTRICT APPROVING A PUBLIC FINANCE AGREEMENT AND FIRST AMENDMENT TO LOAN AGREEMENTS AND AMENDING ORDINANCE NO. 4881 CONCERNING THE DDA 2019 PLAN OF DEVELOPMENT

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

Section 1. Recitals:

(A) The City of Grand Junction, Colorado (the "City"), is a duly organized and existing home rule municipality of the State of Colorado, created and operating pursuant to Article XX of the Constitution of the State of Colorado and the home rule charter of the City (the "Charter").

(B) Members of the City Council of the City (the "City Council") have been duly elected or appointed and qualified.

(C) The City of Grand Junction Dos Rios General Improvement District (the "District") has been established to undertake the design, acquisition, construction, completion and installation of public improvements permitted pursuant to Title 31, Article 25, Part 6, Colorado Revised Statutes including, but are not limited to all utilities, gas, electric, water, storm sewer, sanitary sewer, drainage, all communications facilities such as cable, fiber, and broadband, roadways and alleyways, trails and sidewalks, environmental remediation, fill, street lights, landscaping, irrigation, public parking areas, signage, parks, and open space, together with land, easements and extensions of and improvements to said facilities within and without the boundaries of the District (the "Project").

(D) Article XIV, Section 18 of the Constitution of the State and C.R.S. §29-1-203 provide for and encourage governmental entities within the State to make the most efficient and effective use of their powers and responsibilities by cooperating with each other to accomplish specific public purposes.

(E) On December 16, 1981, the City Council approved the Downtown Development Authority Plan of Development (the "Plan")which provided for the division of incremental property tax revenues and incremental municipal sales tax revenues pursuant to C.R.S. §31-25-807(3) to further the purposes of the Plan and provide financial support therefor from such tax increment revenues, as therein and herein further provided and the Council has approved amendments to the Plan from time to time including most recently by Ordinance No. 4881 adopted on November 6, 2019 ("Ordinance No. 4881").

(F) The Project is consistent with the improvements which may be financed by the City pursuant to the Plan.

(G) The City has previously pledged the tax increment revenues received by the City pursuant to the Plan to repay loans made to the City by American National Bank (the "Bank") pursuant to two separate loan agreements.

(H) In order to assist the District with the financing of the Project, the City intends to provide certain revenues to the District including tax increment revenues the City receives from property or transactions which occur within the District and certain other City revenues.

(I) The Council has determined, and now hereby determines, that it is in the best interest of the City to assist the District with financing the Project by entering into a Public Finance Agreement (the "PFA") with the District and to enter into First Amendment to Loan Agreements with the Bank (the "Amendments").

(J) There has been presented to the Council and are on file at the City offices the following: (i) the proposed form of the PFA; and (ii) the proposed form of the Amendments.

(K) No member of the Council has any conflict of interest or is interested in any pecuniary manner in the transactions contemplated by this ordinance.

Section 2. Ratification and Approval of Prior Actions:

All action heretofore taken (not inconsistent with the provisions of this ordinance) by the Council or the officers, agents or employees of the Council or the City relating to the PFA, the Amendments, and the Project, is hereby ratified, approved and confirmed.

Section 3. Approval of Documents:

The PFA and the Amendments (collectively, the "Documents"), in substantially the forms presented to the Council and on file with the City Clerk, are in all respects approved, authorized and confirmed, and the President of the City Council is hereby authorized and directed for and on behalf of the City to execute and deliver the Documents in substantially the forms and with substantially the same contents as presented to the Council, provided that such documents may be completed, corrected or revised as deemed necessary by the parties thereto in order to carry out the purposes of this ordinance. The City Clerk is hereby authorized and directed to attest the signature of the President of the City Council on the Documents.

Section 4. Authorization to Execute Collateral Documents:

The President and City Clerk and other appropriate officials or employees of the City are hereby authorized to execute and deliver for and on behalf of the City any and all additional certificates, documents, instruments and other papers, and to perform all other acts that they deem necessary or appropriate, in order to implement and carry out the transactions and other matters authorized by this ordinance.

Section 5. **Amendment of Ordinance No. 4881.**

The first paragraph of Ordinance No. 4881 is amended to read: The Plan of Development for Grand Junction, Colorado, Downtown Development Authority, as Adopted by Resolution of This City Council on December 16, 1981 (as amended prior to 2019, the "Original Plan"), is amended by the 2019 Plan of Development entitled "Vibrant Together" (the "2019 Plan"), but nothing in the 2019 Plan amends, modifies or impairs the tax increment financing provisions of the Original Plan.

Section 6. **Repealer:**

All bylaws, orders, resolutions and ordinances of the City, or parts thereof, inconsistent with this ordinance or with any of the documents hereby approved are hereby repealed to the extent only of such inconsistency. This repealer shall not be construed as reviving any bylaw, order, resolution or ordinance of the City, or part thereof, heretofore repealed.

Section 7. **Severability:**

If any section, subsection, paragraph, clause or provision of this ordinance or the documents hereby authorized and approved (other than provisions as to the payment of Base Rentals by the City during the Lease Term, provisions for the quiet enjoyment of the Leased Property by the City during the Lease Term and provisions for the conveyance of the Leased Property to the City under the conditions provided in the Lease) shall for any reason be held to be invalid or unenforceable, the invalidity or unenforceability of such section, subsection, paragraph, clause or provision shall not affect any of the remaining provisions of this ordinance or such documents, the intent being that the same are severable.

Section 8. **Charter Controls:**

Pursuant to Article XX of the State Constitution and the Charter, all State statutes that might otherwise apply in connection with the provisions of this ordinance are hereby superseded to the extent of any inconsistencies or conflicts between the provisions of this ordinance and the Sale Certificate authorized hereby and such statutes. Any such inconsistency or conflict is intended by the Council and shall be deemed made pursuant to the authority of Article XX of the State Constitution and the Charter.

Section 9. **Effective Date, Recording and Authentication:**

This ordinance shall be in full force and effect 30 days after its final passage and final publication pursuant to Section 136 of Article XVI of the Charter.

INTRODUCED, PASSED ON FIRST READING, APPROVED AND ORDERED PUBLISHED IN PAMPHLET FORM THIS 20th DAY OF MAY, 2020.

CITY OF GRAND JUNCTION, COLORADO

_____
President of the City Council

(SEAL)

ATTEST:

_____
City Clerk

PASSED ON SECOND READING, APPROVED AND ORDERED PUBLISHED IN PAMPHLET FORM THIS 3rd DAY OF JUNE, 2020.

CITY OF GRAND JUNCTION, COLORADO

_____
President of the City Council

(SEAL)

ATTEST:

_____
City Clerk

STATE OF COLORADO)
)
COUNTY OF MESA) SS.
)
CITY OF GRAND JUNCTION)

I, Wanda Winkelmann, the duly elected, qualified and acting City Clerk of the City of Grand Junction, Colorado (the "City") do hereby certify:

1. That the foregoing pages are a true, correct, and complete copy of an ordinance (the "Ordinance") which was introduced, passed on first reading, and ordered published in pamphlet form by the City Council (the "Council") of the City at a regular meeting of the Council held at the City Hall on May 20, 2020, and was duly adopted on second reading and ordered published in pamphlet form by the Council at a regular meeting held on June 3, 2020, which Ordinance has not been revoked, rescinded or repealed and is in full force and effect on the date hereof.

2. The passage of the Ordinance on first reading on May 20, 2020, was duly moved and seconded and the Ordinance was approved by an affirmative vote of a majority of the members of the Council as follows:

Name	"Aye"	"Nay"	Absent	Abstain
Duke Wortmann, President of the City Council				
Kraig Andrews, President Pro Tem				
Kraig Andrews				
Chuck McDaniel				
Phyllis Norris				
Phillip Pe'a				
Anna Stout				
Rick Taggart				

3. The passage of the Ordinance on second and final reading on June 3, 2020, was duly moved and seconded and the Ordinance was approved by an affirmative vote of a majority of the members of the Council as follows:

Name	"Aye"	"Nay"	Absent	Abstain
Duke Wortmann, President of the City Council				
Kraig Andrews, President Pro Tem				
Kraig Andrews				
Chuck McDaniel				
Phyllis Norris				
Phillip Pe'a				
Anna Stout				
Rick Taggart				

4. The members of the Council were present at such meeting and voted on the passage of the Ordinance as set forth above.

5. The Ordinance has been signed by the President, sealed with the corporate seal of the City, attested by me as City Clerk, and duly recorded in the books of the City; and that the same remains of record in the book of records of the City.

6. There are no bylaws, rules or regulations of the Council which might prohibit the adoption of the Ordinance as an emergency.

7. Notices of the meetings of May 20, 2020 and June 3, 2020, in the forms attached hereto as Exhibit A, were duly given to the Council members and were posted on the City website no less than twenty-four hours prior to the meeting as required by law.

8. The ordinance was published in pamphlet form in The Daily Sentinel, a daily newspaper of general circulation in the City, on _____, 2020 and _____, 2020, as required by the Charter. Notice of the hearing on the Ordinance was published on _____, 2020. The affidavits of publication are attached hereto as Exhibit B.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of said City this _____ day of _____, 2020.

_____
City Clerk

(SEAL)

EXHIBIT A

(Attach Notices of Meetings)

EXHIBIT B

(Attach Affidavits of Publication)

Final Draft

First Amendment to Loan Agreement

(2017)

Effective June 3, 2020

This First Amendment to Loan Agreement (this ***Amendment***) is by and between the following parties:

City

The CITY OF GRAND JUNCTION, COLORADO; and

Lender

ANB Bank, a Colorado corporation.

Background

City and Lender are parties to certain Loan Agreements, dated December 21, 2017 and May 24, 2018 (collectively, the ***Agreement***), pursuant to which Lender made two separate loans to the City in the initial principal amounts of $9,120,000 and $10,000,000 respectively (collectively, the ***Loan***), such Loan being evidenced by City's Downtown Development Authority Tax Increment Revenue and Refunding Bonds, Series 2017 and Downtown Development Authority Tax Increment Revenue Bonds, Series 2018 (collectively, the ***Bonds***).

Capitalized terms used but not defined in this Amendment have the respective meanings ascribed to them in the Amendment.

The Bonds constitute a pledge of, and an irrevocable first lien (but not an exclusive first lien), on all of the Pledged Revenue. Pledged Revenue means the Tax Increments (less 20% of the Tax Increments originating from municipal sales tax revenues for a portion of the Plan of Development Area and 30% of such increments from another portion of the Plan of Development Area as provided in Grand Junction City Resolution No. 28-83), all funds deposited in the Tax Increment Fund and Bond Account, and investment income from the Bond Account and Tax Increment Fund, subject to Federal tax laws regarding arbitrage rebate.

The City has requested that a portion of the Pledged Revenue be released from the pledge and lien thereon, as granted under the Agreement, to support and secure the issuance of indebtedness of the City of Grand Junction Dos Rios General Improvement District (the "GID") pursuant to a Pubic Finance Agreement to be executed and delivered between the City and the GID. Lender has agreed to such release upon the terms and provisions set forth herein.

Amendment

Lender and City agree as follows:

Section 1. Amendment. The term Tax Increment, as set forth in Section 1.01 of the Agreement, is deleted in its entirety as replaced with the following:

> "Tax Increments" means, except as otherwise provided below, (i) one hundred percent of the property taxes produced by the levy at the rate fixed each year by or for the City upon the valuation for assessment of taxable property within the boundaries of the Plan of Development Area which is in excess of the valuation for assessment of taxable property within the boundaries of the Plan of Development Area certified as the base amount by the County Assessor pursuant to Sections 31-25-807(3)(a)(IV) and 31-25-807(3)(f) of the Act and pledged herein for the repayment of and as security for the Bonds; (ii) fifty percent, or such greater amount as may be set forth in an agreement negotiated between the City and the respective public bodies, of the property taxes produced by the levy at the rate fixed each year by or for each public body (excluding the City, which is covered by clause (i) of this definition) upon the valuation for assessment of taxable property within the boundaries of the Plan of Development Area which is in excess of the valuation for assessment of taxable property within the boundaries of the Plan of Development Area certified as the base amount by the County Assessor pursuant to Sections 31-25-807(3)(a)(IV) and 31-25-807(3)(f) of the Act and pledged herein for the repayment of and as security for the Bonds; and (iii) one hundred percent of the municipal sales taxes produced within each sales tax collection area within the Plan of Development Area which are in excess of the amount certified as the base amount for such collection area by the Finance Director pursuant to Section 31-25-807(3) of the Act and pledged herein for the repayment of and as security for the Bonds. "Tax Increments" also include specific ownership taxes, if and to the extent received by the City in connection with the property

tax increment described above. Notwithstanding the foregoing, there shall be excluded from the Tax Increments the Dos Rios Tax Increment Revenue. The determination of Dos Rios Tax Increment Revenue by the City is conclusive absent manifest error. For purpose of such exclusion, the following defined terms apply:

Dos Rios Tax Increment Revenue means the sum of the Dos Rios Property Tax Increment Revenue and the Dos Rios Sales Tax Increment Revenue.

Dos Rios Property Tax Increment Revenue means the sum of the amount calculated for each Taxing Body by the City each year by multiplying the mill levy of each Taxing Body times the Property Tax Incremental Assessed Valuation times (i) the greater of 50% or the percentage set forth in an agreement with the City pursuant to C.R.S. § 31-25-807(3)(a)(IV)(B) or (ii) in the case of the City mill levy 100%.

Dos Rios Sales Tax Increment Revenues means 100% of the revenues collected by the City by imposition of the City sales tax on retail transactions occurring within the Property which revenues are in excess of the Sales Tax Base Amount.

Property means the real property described in Exhibit A. NTD: this will be the legal description of the property included in the GID.

Property Tax Base Amount means $_____. The Property Tax Base Amount shall be calculated and adjusted from time to time by the City in the same manner as provided in C.R.S. § 31-25-807(3) and the rules and regulations of the Property Tax Administrator of the State of Colorado.

Property Tax Incremental Assessed Valuation means the aggregate assessed valuation of Property in the District, as determined from time to time by the County Assessor, minus the Property Tax Base Amount.

Sales Tax Base Amount means $0.00.

Taxing Body means any government that levies property taxes against the Property.

correct

Section 2. Representation & Warranty; Release. City represents and warrants to Lender that as of the effective date hereof, City has no claims, counterclaims, defenses, or set-offs against Lender with respect to the Loan, the Agreement, or any of the Financing Documents. Without limiting the generality of the foregoing, City releases Lender and its affiliates, and their respective directors, officers, employees, volunteers, successors, assigns, agents, and representatives (including the heirs, beneficiaries, and personal representatives of any such individual), from, against, and with respect to, and further discharges and waives, any such claims (known and unknown), counterclaims, defenses, and set-offs with respect to the Loan, the Agreement, or any Financing Document arising on or prior to the effective date hereof, or arising after the effective date hereof but resulting from any occurrence or omission on or prior to the effective date hereof. The provisions of this Section will survive repayment of the Loan.

Reaffirmation and Certification. As conditions precedent to the amendment provided herein:

(a) City confirms and reaffirms all of the terms and conditions of the Agreement and the Financing Documents, and certifies that all representations and warranties as set forth therein are true and correct as of the effective date hereof, as though made on the effective date hereof (or, to the extent that such representations and warranties relate solely to an earlier date, on and as of such earlier date);

(b) City certifies, as of the effective date hereof, that no Event of Default or circumstance, omission, or occurrence that with time or the giving of notice, or both, could result in an Event of Default has occurred and is continuing.

Section 3. Effect on Agreement and Financing Documents.

(a) The Agreement, as amended hereby, and each of the other Financing Documents, are and remain in full force and effect in accordance with their respective terms and are ratified and confirmed in all respects. The execution, delivery, and performance of this Amendment does not and will not operate as a modification or waiver of any right, power, or remedy of Lender under the Agreement or any Financing Document, except as specifically set forth herein. The amendment set forth herein is limited to the specifics hereof.

(b) Upon and after the effective date hereof, each reference in the Agreement to *"this Agreement"*, *"hereunder"*, *"herein"*, *"hereof"*, or words of like import referring to the Agreement, and each reference in the Financing Documents to *"the Agreement"*, *"the Loan Agreement"*, *"thereunder"*, *"therein"*, *"thereof"*, or words of like import referring to the Agreement, will mean and be a reference to the Agreement as modified and amended hereby.

(c) To the extent that any terms and conditions in the Agreement or any Financing Document contradict or are in conflict with any other terms or conditions of the Agreement, after giving effect to this Amendment, such terms and conditions are deemed modified or amended accordingly to reflect the terms and conditions of the Agreement as modified or amended hereby.

(d) This Amendment is a Financing Document.

Section 4. Miscellaneous. As a Financing Document the terms and provisions as set forth in the Agreement applicable to all Financing Documents, including such provisions as set forth in Article IX –Miscellaneous of the Agreement, apply hereto. In addition, the following provisions apply hereto:

(a) City agrees to pay all costs and expenses of Lender in connection with the preparation, negotiation, execution, delivery, and administration of this Amendment and all other instruments or documents provided for herein or delivered or to be delivered hereunder or in connection herewith.

(b) The validity of this Amendment, its construction, interpretation, and enforcement, and the rights of the parties hereunder, will be determined under, governed by, and construed in accordance with the laws of the State of Colorado.

(c) This Amendment may be executed in any number of counterparts, all of which when taken together will constitute one and the same instrument, and any of the parties hereto may execute this Amendment by signing any such counterpart. Delivery of an executed counterpart of this Amendment by electronic mail will be equally as effective as delivery of an original executed counterpart of this Amendment. Any party delivering an executed counterpart of this Amendment by electronic mail shall also deliver an original executed

counterpart of this Amendment, but the failure to deliver an original executed counterpart will not affect the validity, enforceability, and binding effect of this Amendment.

(d) This Amendment embodies the entire understanding and agreement between the parties hereto with respect to the subject matter hereof and supersede any and all prior or contemporaneous agreements or understandings with respect to the matters set forth herein and therein, whether express or implied, oral or written.

{Signature Page Follows.}

Signature Page

to First Amendment to Loan Agreement

Lender: ANB Bank

City: City of Grand Junction, Colorado

Re: Amendment to City of Grand Junction, Colorado Downtown Development Authority,

Tax Increment Revenue and Refunding Bonds, Series 2017

AND

TAX INCREMENT REVENUE BONDS, SERIES 2018

Each of the undersigned parties have caused this Amendment to be executed as of the effective date hereof by an authorized officer or representative.

Lender:

ANB BANK

By: _____

Print Name: _____

Title: _____

City:

CITY OF GRAND JUNCTION, COLORADO

By: _____

Print Name: _____

Title: _____

(S E A L)

Attest:

By: _____

Print Name: _____

Title: City Clerk

52824474.v2

Grand Junction City Council

Regular Session

Item #5.a.iii.

Meeting Date: June 3, 2020

Presented By: Greg Caton, City Manager, John Shaver, City Attorney

Department: City Manager's Office

Submitted By: Greg Caton, City Manager

Information

SUBJECT:

An Ordinance to Make a Supplemental Appropriation of $300,000 from the City General Fund Reserve to Support the #GJStrong Fund in the City of Grand Junction, Colorado - **Continued from May 20, 2020**

RECOMMENDATION:

Staff recommends that City Council discuss the supplemental appropriation ordinance and determine if approval is appropriate.

EXECUTIVE SUMMARY:

The purpose of this item is to adopt an ordinance allocating $300,000 to the #GJStrong Fund. Adopting this ordinance will also provide an additional $300,000 to the Western Colorado Community Foundation for expenditure related to providing basic needs of food and shelter.

BACKGROUND OR DETAILED INFORMATION:

On March 10, 2020, Governor Polis issued an Executive Order declaring a State of Emergency in response to the novel coronavirus of 2019 (COVID-19) pandemic

On March 13, 2020 President Trump declared a national emergency in response to the COVID-19 pandemic.

On March 23, 2020 the Grand Junction City Council declared a local emergency due to the health and economic impacts of the COVID-19 pandemic.

Pursuant to the local declaration of emergency, and by and with this Ordinance, the City is authorized to assist persons impacted by complying with the Federal, State or local public health official's imposition or recommendation of social distancing, self-quarantine, business closures and other measures related to COVID-19 that have direct and indirect impacts on business and economic conditions.

The temporary assistance afforded by this ordinance also provides additional funding to the #GJStrong Fund in the City's budget for expenditure for the expenses directly and indirectly related to providing basic needs of food and shelter, in collaboration with the Western Colorado Community Foundation ("WCCF") in the City of Grand Junction.

FISCAL IMPACT:

This supplemental appropriation adds $300,000 to the General Fund 2020 budget to fund expenditure directly and indirectly related to providing the basic needs of food and shelter in collaboration with the Western Colorado Community Foundation ("WCCF") in the City of Grand Junction.

The 2020 financial impact for the City of Grand Junction from the COVID-19 pandemic has been analyzed by estimating the net impact to the General Fund Reserve based on reduced revenues due to the economic crisis and corresponding reduction in expenses based on spending measures implemented by the City organization. The impact is based on current information and is calculated using minimums and maximums to anticipate a range of potential impact as follows. Note that this analysis does not include expenses funded separately by the First Responder Tax.

REVENUES: The potential reduction of General Fund revenues was calculated using a range of minimum and maximum assumptions based on revenue type. Sales and use taxes which are the majority revenue source for the General Fund were estimated at a minimum of a 10% reduction to a maximum of 25%. For comparison, during the last recession sales and use tax revenues dropped by the most significant amount in a 30 year period falling by 21% over a two year period. Using a 25% reduction also equates to losing an entire quarter of revenues. In total the estimate for revenue reduction ranges from $6.5 million to $15.7 million.

EXPENSES: Over a month ago, the City Manager instituted slowing of spending as well as budget reductions in order to prepare for an expected revenue reduction. The potential spending savings for General Fund expenses was also calculated using minimum and maximum assumptions which resulted in an estimate for expense savings ranging from $4.2 million to $6.8 million.

NET IMPACT TO GENERAL FUND RESERVE BALANCE: Combining the estimated range of revenue reductions with the estimated expense savings results in a net impact or use of General Fund Reserve between $2.3 million and $8.9 million.

GENERAL FUND RESERVE: The General Fund Reserve at 12/31/2019 (pre-audit) is projected to be $29.2 million and based on the 2020 Adopted Budget would increase to $29.4 million. The General Fund Reserve Policy sets a minimum reserve at 20% of operating expenses and authorizes the City Council to use funds above the minimum for the purposes described here fore establishing a business stabilization and recovery fund. The minimum reserve based on the adopted budget was $15.2 million. However based on the maximum expense reductions described above, the 20% reserve calculation is $14 million. Therefore based on this analysis there is sufficient funds available to fund $300,000 for the purposes described previously. On May 6th Council also authorized $540,000 to fund the City's Business Stabilization and Recovery Fund as well as $87,000 to support Homeward Bound Homeless Shelter so that funding is also included in the calculation below.

Projected 12/31/2020 Fund Balance	$ 29.40
Less Maximum Net Reduction Due to Pandemic Economic Impact	(8.90)
Less Disbursement for Support to the City's #GJStrong Fund Authorized April 6, 2020	(0.50)
Less Authorization of City's Business Stabilization and Recovery Fund on May 6, 2020	(0.54)
Less Authorization of Support to Homeward Bound Homeless Shelter on May 6, 2020	(0.087)
Less Potential Authorization of Additional Funding to the City's #GJStrong Fund	(0.30)
Remaining Fund Balance	**$19.07**
Minimum Reserve	***$14.00***

SUGGESTED MOTION:

I move to (adopt/deny) Ordinance No. 4925, an ordinance to make a supplemental appropriation of $300,000.00 from the City General Fund Reserve to support the #GJStrong Fund in the City of Grand Junction, Colorado on final passage and order final publication in pamphlet form.

Attachments

1. ORD-COVID 2nd WCCF Supplemental Appropriation051220clean

ORDINANCE NO. _____

AN ORDINANCE TO MAKE A SUPPLEMENTAL APPROPRIATION OF $300,000.00 FROM THE CITY GENERAL FUND RESERVE TO SUPPORT THE #GJSTRONG FUND IN THE CITY OF GRAND JUNCTION, COLORADO

RECITALS:

On March 10, 2020, Governor Polis issued an Executive Order declaring a State of Emergency in response to the novel coronavirus of 2019 (COVID-19) pandemic

On March 13, 2020 President Trump declared a national emergency in response to the COVID-19 pandemic.

On March 23, 2020 the Grand Junction City Council declared a local emergency due to the health and economic impacts of the COVID-19 pandemic.

Pursuant to the local declaration of emergency, and by and with this emergency ordinance, the City is authorized to assist persons impacted by complying with the Federal, State or local public health official's imposition or recommendation of social distancing, self-quarantine, business closures and other measures related to COVID-19 that have direct and indirect impacts on business and economic conditions.

On March 30, 2020 the Chairman of the Board of the Homeward Bound Homeless shelter notified the City that the shelter, in response to the COVID-19 pandemic is developing plans for serving homeless persons by among other things, extending the off-site overflow for 90 days, using tents and shade shelters to provide additional beds, to create quarantine pods using portable walls within the existing shelter and adding personnel. The cost of the response plan, as well as the additional costs to provide food and other basic necessities is unfunded.

On April 6, 2020 the Grand Junction City Council approved an Emergency Ordinance appropriating $500,000 to the #GJSTRONG Fund, which in direct collaboration with the Western Colorado Community Foundation, provided emergency funding to relieve the stress and strain placed on Grand Junction non-profits providing basic needs of food and shelter to persons suffering impacts as a result of COVID-19.

The temporary assistance afforded by this ordinance includes additional emergency funds for the #GJSTRONG Fund and helps to defray some of the expenses that will be incurred by persons that have been directly or indirectly impacted by COVID-19 in the City of Grand Junction.

The City of Grand Junction has the authority pursuant to its Charter, ordinances and law to appropriate and expend funds in furtherance of the general health, safety and welfare of the inhabitants of the City. The novel corona virus (COVID-19) presents a serious and imminent threat people's health and well-being.

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Given the unprecedented impacts, some of which are known and some of which remain unknown, of the COVID-19 outbreak the adoption the City Council finds that this appropriation ordinance is necessary, proper and will further the general health, safety and welfare of the community.

This ordinance appropriates a certain sum of money for the purposes specifically and/or generally stated in the ordinance and the appropriation shall be used only for those purposes.

This supplemental appropriation provides for the disbursement of funds to the #GJSTRONG Fund. The Fund will add $300,000.00 to the General Fund 100 of the City budget for emergency, temporary assistance with the basic needs of food and shelter. The appropriation shall be allocated such that $300,000.00 may be allocated to the Western Colorado Community Foundation, in accordance with and pursuant to the existing New Fund Agreement by and between the City and the WCCF to provide emergency funding to alleviate some demands and assist local non-profits addressing new and emerging needs resulting from the COVID19 pandemic and the sudden and dramatic escalation in demand for services.

The WCCF will provide funds only to qualified 501c3 nonprofit organizations providing basic needs of food and shelter that serve the Grand Junction community. The Fund may be used for general support or special needs related to the COVID19 pandemic - supplies, support to cover salaries to maintain adequate staffing for operations, *etc*.

If the WCCF administers the Fund, it will be compensated in a lump sum in the amount of $2000.00 for its services. The City Manager is authorized to pay that sum for the services of WCCF.

This action is unprecedented; however, it is wholly consistent with the City's *Strategic Plan*. The adoption of this ordinance furthers the City's partnership with the community. As stated in the *Plan* the City

> " … views partnership in its broadest sense and not merely through the lens of delivering municipal services. Partnership with a common purpose is the key to success with public and private collaboration. Whether evaluating opportunities for shared services, partnering for economic development, or creating a shared vision for the future of our community, we recognize that our residents will be best served as we work together with other organizations to find solutions. We take every opportunity to celebrate past successful partnerships to build momentum for future collaboration."

The adoption of this ordinance is fiscally responsible. In this time of emergency, it would in fact be irresponsible to not adopt this ordinance. The approval of the ordinance will help to stabilize some people that may otherwise not be helped. According to City Council policy, City reserves are for a "rainy day"- the COVID-19 emergency necessitates expenditure of reserves so in the near and longer term future the community may recover faster and stronger than if the Fund is not expended. As stated in the *Plan*

> "The foundation of effective local governance is trust. To continue to build the trust placed in us by our citizens, we must be responsible stewards of the resources entrusted to our care. Because of limited resources, we must be effective in prioritizing our

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spending to focus on the things that citizens have identified as most important. As we establish plans and priorities, we do so with an eye to the future. It is not enough to merely find a way to fund a new project or amenity. We must also ensure that we are planning for long-term ongoing operations and maintenance with each item that we prioritize."

The adoption of this ordinance serves to communicate with and engage the community at a time and under circumstances of severe need. As stated in the *Plan* the City will act to "build trust and ensure we continue to focus limited resources on our community's highest priorities." Appropriating funds to the Economic Stimulus and Response Recovery Fund is a high, if not highest priority of the community.

With the adoption of this ordinance the City Council is endeavoring to serve the people that make this community great. As stated in the *Plan*

"Grand Junction was founded by innovative leaders, ready to lead the way to a new future. Our city continues in that tradition of leadership today. We are not content to wait around for the future, but rather desire to actively shape it. Our City holds a key position in the region. We must be a driving force in issues of regional importance and play a leading role in the growth occurring on the Western Slope. We will do this by setting an example of how local government should operate – in our conduct, in our words, and in our ideas. The status quo will not satisfy us, nor will it work, as we continue to push ourselves outside of our comfort zone to be innovative leaders."

At its May 6, 2020 meeting the City Council considered the foregoing Recitals, the purposes of this Ordinance and the importance of it to the Community and determined that an appropriation in the sum of $300,000 is necessary and proper given the current emergency. The Ordinance was further considered on second reading and a public hearing held by the City Council on May 20, 2020.

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

That the following sum of money be appropriated from unappropriated fund balance and additional revenues, to the Fund, for the year ending December 31, 2020, from and expended by and through the General Fund for the purposes provided in the ordinance as follows:

Fund Name	Fund #	Appropriation
General	100	$300,000.00

Severability**.**

This Ordinance is necessary to protect the public health, safety and welfare of the residents of the City. If any provision of this Ordinance is found to be unconstitutional or illegal, such finding shall only invalidate that part or portion found to violate the law. All other provisions shall be deemed severed or severable and shall continue in full force and effect.

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INTRODUCED on first reading on the __ day of May 2020 and ordered published.

ADOPTED on second reading this ___ day of May 2020.

_____
Duke Wortmann
President of the Council

ATTEST:

_____
Wanda Winkelmann
City Clerk

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