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

PLANNING COMMISSION AGENDA
CITY HALL AUDITORIUM, 250 NORTH 5TH STREET

TUESDAY, MAY 26, 2020 @ 6:00 PM

Options for attending and submitting public comment for items on this agenda are listed here:

1. Provide comment in advance or up to the close of the public hearing for each item at www.GJSpeaks.org.
2. Leave a phone message at 970-244-1590 by 4 p.m. on May 26, 2020. This message will be public testimony and will be played for the Planning Commission to consider in review of each application.
3. View the meeting at www.GJSpeaks.org.
4. Attend the meeting virtually at https://www.gotomeet.me/Itsupport3/planning-commission.
5. Attend the meeting at City Hall, 250 N 5th Street. As recommended by Mesa County Public Health, those attending will be asked to wear a face mask. Other social distancing measures will be in place.

Call to Order - 6:00 PM

Regular Agenda

1. Minutes of Previous Meeting(s) from May 12, 2020.

2. Consider a Request to Rezone Six Properties of a Total of 1.15 Acres from R-4 (Residential, 4 Units/Acre) to R-5 (Residential, 5.5 Units/Acre) Located at 702, 703, 704, 705, 706, and 707 Caleb Street. WITHDRAWN.

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

4. Consider a request by 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

5. Consider a request by Redlands Three Sixty, LLC, a Colorado limited liability company for review and approval of a Consolidated Service Plan for the proposed Redlands 360 Metropolitan Districts Nos. 1-9. The Redlands 360 Planned Development project is proposed to be developed on approximately 624 acres south of the Redlands Parkway and Highway 340 intersection.

Other Business

1. Election of Officers

Adjournment

GRAND JUNCTION PLANNING COMMISSION
May 12, 2020 MINUTES
6:00 p.m.

The meeting of the Planning Commission was called to order at 6:05 p.m. by Vice Chair Bill Wade.

Those present were Planning Commissioners; Vice Chair Bill Wade, George Gatseos, Andrew Teske, Ken Scissors, and Keith Ehlers.

Also present were Jamie Beard (Assistant City Attorney), Tamra Allen (Community Development Director), Kristen Ashbeck (Principal Planner), Scott Peterson (Senior Planner), Lance Gloss (Associate Planner), and Isabella Vaz (Planning Technician).

This meeting was conducted virtually and is available via livestream video.

There were approximately 4 virtual meeting attendees and 6 comments made via GJSpeaks.

REGULAR AGENDA

1. **Minutes of Previous Meeting(s)**

The Planning Commission reviewed the meeting minutes from the April 28, 2020 meeting.

Commissioner Scissors moved to approve the minutes as presented. Commissioner Teske seconded the motion. Vice Chair Wade took a roll call vote:

Commissioner Teske YES
Commissioner Gatseos YES
Commissioner Scissors YES
Commissioner Wade YES

The motion carried unanimously 4-0.

2. **EVE II – Comprehensive Plan Amendment and Rezone**
File # CPA-2020-194; CPA-2020-190

Consider a request by S2E Developments (CO), LLC for a Comprehensive Plan Amendment from a Commercial and Commercial/Industrial Future Land Use designation to a Downtown Mixed Use Future Land Use designation and a Rezone from C-2 (General Commercial) to R-24 (Residential – 24 du/ac) for a 5.26-acre parcel located at 630 South 7th Street.

DRAFT

Staff Presentation
Lance Gloss, Associate Planner, introduced exhibits into the record and provided a brief summary of the pre-recorded presentation available at www.GJSpeaks.org.

Questions for Staff
None.

Applicant's Presentation
The Applicant, S2E Developments (CO), LLC, represented by Marissa Adelstein, was present and available to ask questions regarding the previously submitted presentation available at www.GJSpeaks.org.

Public Comment
The public hearing was opened at 5 p.m. on Tuesday, May 5, 2020 via www.GJSpeaks.org and was available until the close of this public comment portion of the hearing. Option for public comment via voicemail was also available starting Tuesday, May 5, 2020 as described on the meeting notice as well as the agenda.

Michael Bradney Higginbotham, Rick Nisley, Ray Rickard, Bruce Milyard, and Rich Rochette made comments in favor of the request.

The public hearing was closed at 6:23 p.m. on May 12, 2020.

Discussion
Commissioners Wade and Gatseos made comments in support of the request.

Motion and Vote
Commissioner Gatseos made the following motion, "Mister Chair, on the Comprehensive Plan Amendment request for the property located at 630 South 7th Street, City file number CPA-2020-194, and for the Rezone request for the same property located at 630 South 7th Street, City file number RZN-2020-190, I move that the Planning Commission forward a recommendation of approval to City Council with the findings of fact as listed in the staff report."

Commissioner Teske seconded the motion. Vice Chair Wade took a roll call vote:

Commissioner Teske YES
Commissioner Gatseos YES
Commissioner Scissors YES
Commissioner Ehlers YES
Commissioner Wade YES

DRAFT

The motion carried 5-0.

3. **Mallard – Comprehensive Plan Amendment and Rezone**
File # RZN-2020-100; CPA-2020-101

Consider a request by Mallard View LLC, 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) on a total of 17.84-acres located at 785 24 Road.

Staff Presentation

Scott Peterson, Senior Planner, introduced exhibits into the record and provided a brief summary of the pre-recorded presentation available at www.GJSpeaks.org.

Questions for Staff

Commissioner Gatseos asked questions regarding the decision making criteria and the traffic.

Commissioner Scissors asked a question regarding the suggested motion.

Commissioner Ehlers asked a question regarding maximum residential density in the C-1 zone district. Mr. Peterson noted this is 12-24 dwelling units per acre.

Commissioner Gatseos asked a question regarding surrounding zone districts.

Commissioner Scissors asked a question regarding the Applicant's presentation.

Applicant's Presentation

Lisa Cox, Vortex Engineering, made comments clarifying the request.

Questions for Applicant

Commissioner Wade asked a question regarding the concerns of public comment.

Commissioner Ehlers asked a question regarding the importance of maintaining the high density residential zone districts and inquired about split zoning.

Commissioner Gatseos asked a question about the mixed-use zone district.

Commissioner Teske asked a question regarding the option that Ms. Cox described earlier regarding ensuring residential development.

DRAFT

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

Sarah S. Abraham left a comment in opposition of the request.

The public hearing was closed at 7:09 p.m. on May 12, 2020.

Questions for Staff
Commissioner Teske asked a question regarding the Code section that was referenced by the Applicant earlier 21.020.130(d)(v). Jamie Beard, Assistant City Attorney, answered the question regarding Comprehensive Plan amendments vs. Rezone approval time periods.

Commissioner Ehlers made a statement regarding the comprehensive plan designations, asked staff about a process to ensure residential zone density, and made a statement that he supports some level of commercial in this area.

Discussion
Commissioner Scissors stated he agreed with Commissioner Ehlers.

Commissioner Gatseos stated he is in favor of some type of hybrid that would allow commercial.

Commissioner Teske supported some level of commercial activity but noted the main bulk of the property is slated for high density residential use.

Commissioner Wade agreed with other Commissioners.

Motion and Vote
Commissioner Ehlers made the following motion, “Mister Chairman, on the 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), City file numbers RZN-2020-100 & CPA-2020-10, I move that the Planning Commission forward a recommendation of approval to City Council with the findings of fact listed as presented by the Applicant.”

Commissioner Scissors seconded the motion. Vice Chair Wade took a roll call vote:

Commissioner Teske NO

DRAFT

Commissioner Gatseos NO
Commissioner Ehlers NO
Commissioner Scissors NO
Commissioner Wade NO

The motion failed 0-5.

4. **Zoning Code Amendment – Neighborhood Meetings File # ZCA-2020-173**
Consider a request by the City of Grand Junction to amend Title 21 of the Grand Junction Municipal Code regarding requirements for Neighborhood Meetings.

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.

Questions for Staff
Commissioner Scissors asked a question regarding the continuous phases and filings section and the time limit required.

Commissioner Ehlers asked a question regarding public participation.

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

No public comment was received.

The public hearing was closed at 7:41 p.m. on May 12, 2020.

Discussion
None.

Motion and Vote
Commissioner Scissors made the following motion, “Mister Chair, on the Zoning and Development Code Amendments, ZCA-2020-173, I move that the Planning Commission forward a recommendation of approval to City Council with the findings of fact as listed in the staff report.”

Commissioner Teske seconded the motion. Vice Chair Wade called a roll call vote:

DRAFT

Commissioner Teske YES
Commissioner Scissors YES
Commissioner Ehlers YES
Commissioner Gatseos YES
Commissioner Wade YES

The motion carried 5-0.

5. Other Business

None.

6. Adjournment

Commissioner Gatseos motioned to adjourn the meeting. Commissioner Teske seconded the motion. Vice Chair Wade took a roll call vote:

Commissioner Teske YES
Commissioner Scissors YES
Commissioner Gatseos YES
Commissioner Ehlers YES
Commissioner Wade YES

The meeting adjourned at 7:45 p.m.

DRAFT

Grand Junction Planning Commission

Regular Session

Item #2.

Meeting Date: May 26, 2020

Presented By: Jace Hochwalt, Associate Planner

Department: Community Development

Submitted By:

Information

SUBJECT:

Consider a Request to Rezone Six Properties of a Total of 1.15 Acres from R-4 (Residential, 4 Units/Acre) to R-5 (Residential, 5.5 Units/Acre) Located at 702, 703, 704, 705, 706, and 707 Caleb Street. WITHDRAWN.

RECOMMENDATION:

EXECUTIVE SUMMARY:

BACKGROUND OR DETAILED INFORMATION:

SUGGESTED MOTION:

Attachments

None

Grand Junction Planning Commission

Regular Session

Item #3.

Meeting Date: May 26, 2020

Presented By: Scott D. Peterson, Senior Planner

Department: Community Development

Submitted By: Scott D. Peterson, Senior Planner

Information

SUBJECT:

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

RECOMMENDATION:

Staff recommends approval of the request.

EXECUTIVE SUMMARY:

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 a revised application that, they believe, responds to a number of the concerns expressed in the February 25 public hearing.

The Applicant, CR Nevada Associates LLC, JLC Magnus LLC, and Bonds LLC represented by Mike Thomas, is requesting a Zone of Annexation for two (2) properties as well as a rezone to Planned Development. The proposed request also includes the

rezone of two (2) properties that are currently located within the City limits and zoned R-E (Residential Estate) and R-2 (Residential – 2 du/ac) and an Outline Development Plan (ODP) for all four (4) properties with a proposed zone of Planned Development (PD) with an R-2 (Residential – 2 du/ac) default zone district for Magnus Court ODP.

The proposed plan will develop 74 single-family detached lots with several areas being proposed to be dedicated to a homeowner's association or granted to the City as public open space, on 69.67 acres. The Outline Development Plan establishes specific performance standards that the development will be required to meet and conform with throughout each development phase, consistent with Section 21.02.150 (b) of the Zoning and Development Code. The project is located at the west end of Magnus Court and includes the property addressed as 2215 Magnus Court #A.

The City accepted the petition for annexation through a resolution approved on February 19, 2020 and took land use authority concurrent with this action. The first reading of an ordinance to annex those two (2) properties (45.543-acres) was also completed on February 19, 2020. The public hearing for the annexation, zone of annexation and rezone requests are schedule to be heard concurrently by City Council on June 15, 2020.

BACKGROUND OR DETAILED INFORMATION:

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

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

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

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

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

Access:
With the ODP application, a Traffic Impact Study (TIS) was submitted. The TIS projected project traffic and added that to the existing background traffic. The main external access points are Highway 340 (Broadway) and Reed Mesa Drive and South Broadway and Redlands Parkway. According to the CDOT access code, a westbound left turn lane is currently warranted, albeit by only 1 trip (current threshold is 25 trips – proposed impact of the project would be 26 trips) on Broadway to turn south on Reed Mesa Drive. With project traffic the left turn lane need is greater. Under current City policy 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 & 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.

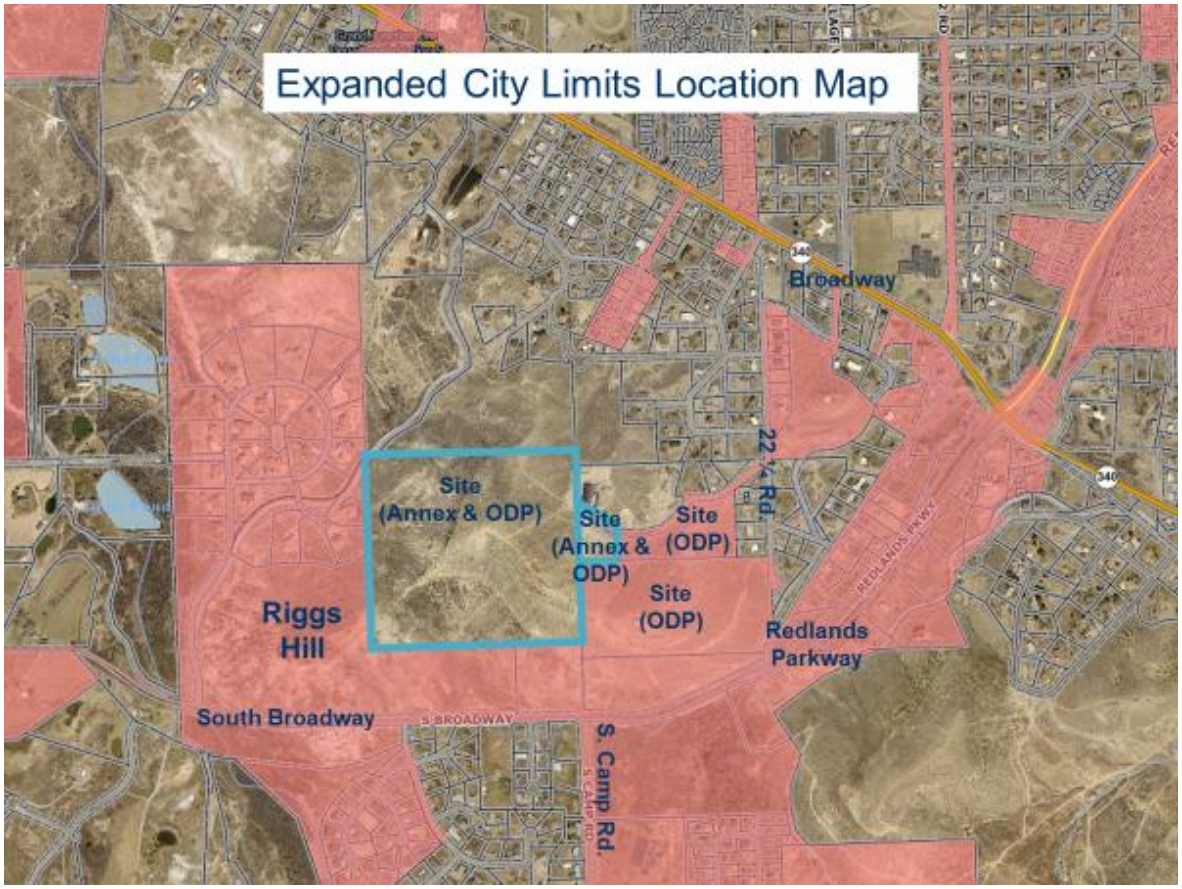
Therefore, Staff recommends approval of the request.

SUGGESTED MOTION:

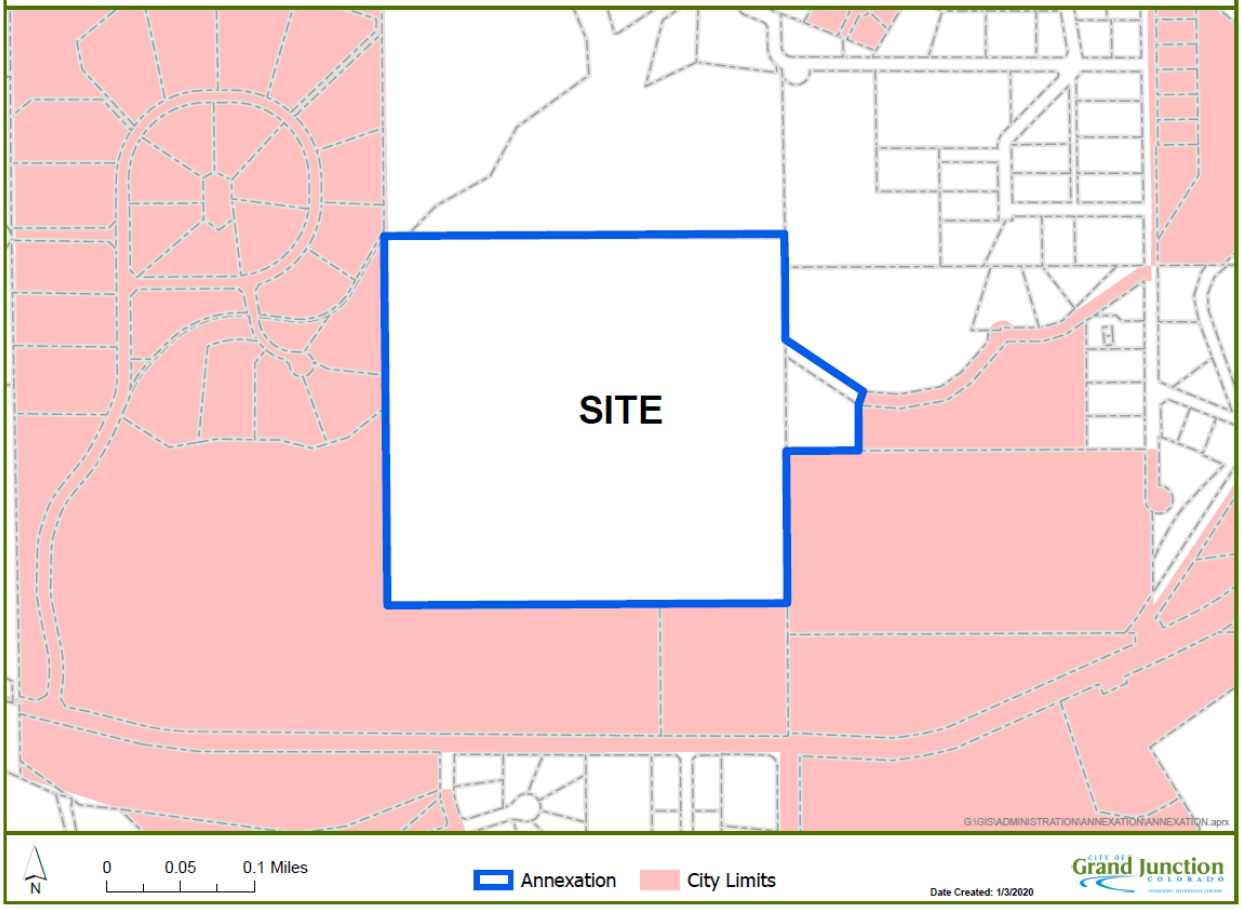
Madam Chairman, on the Zone of Annexation and Rezones to Planned Development (PD) with an R-2 (Residential – 2 du/ac) default zone district and an Outline Development Plan to develop 74 single-family detached lots, file numbers ANX-2019-137 and PLD-2019-374, I move that the Planning Commission forward a recommendation of approval to City Council with the findings of fact listed in the staff report.

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. Public Correspondence Received
5. Mesa County Public Works Letter - Magnus Court Development(4)
6. Post Planning Commission - Resubmittal Documents - April 2020
7. Zone of Annexation Ordinance
8. ODP Ordinance


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

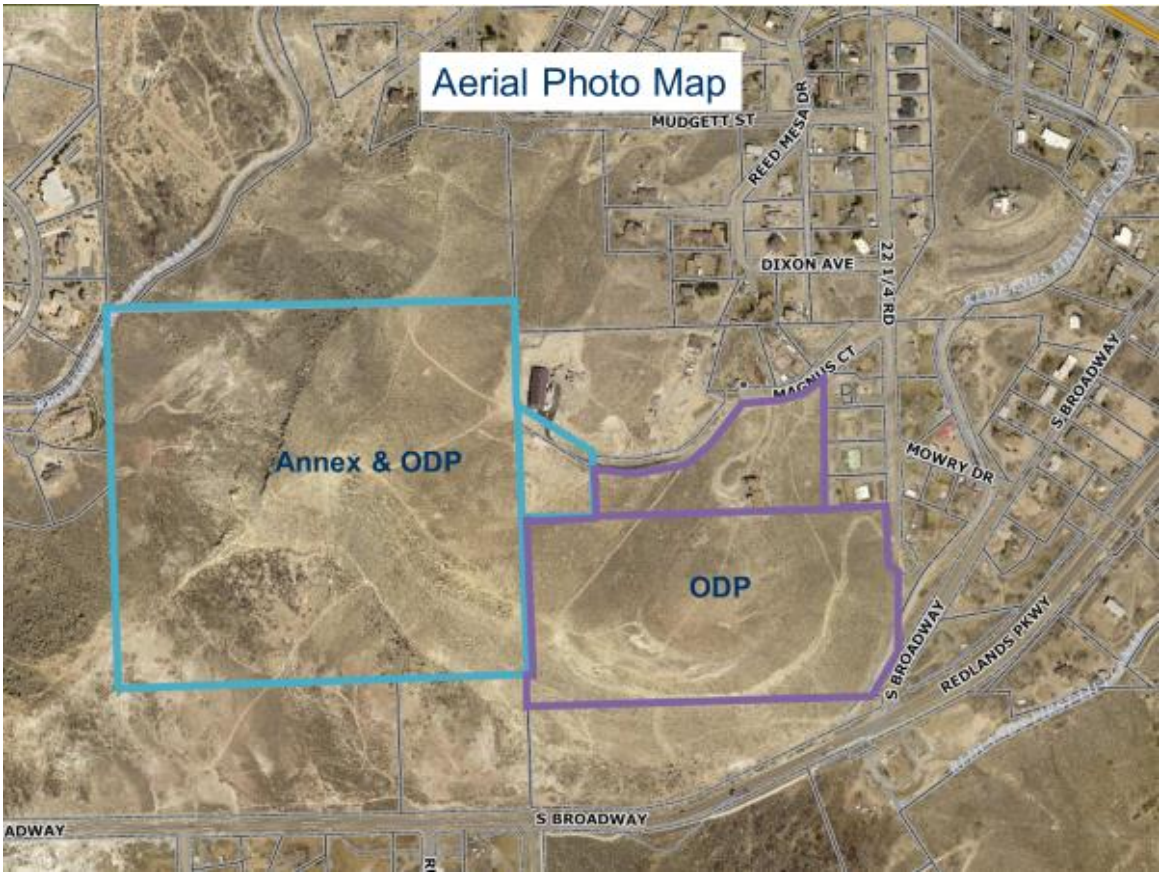
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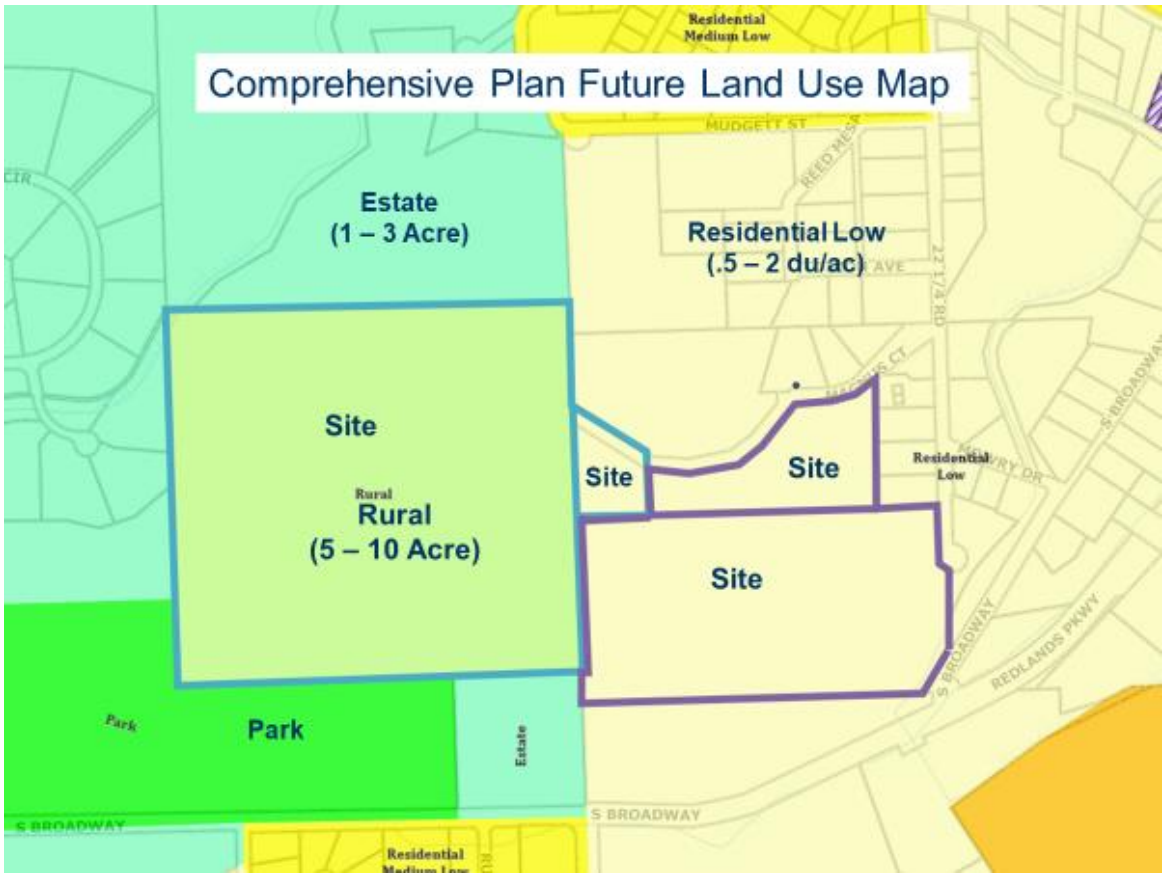
Annexation

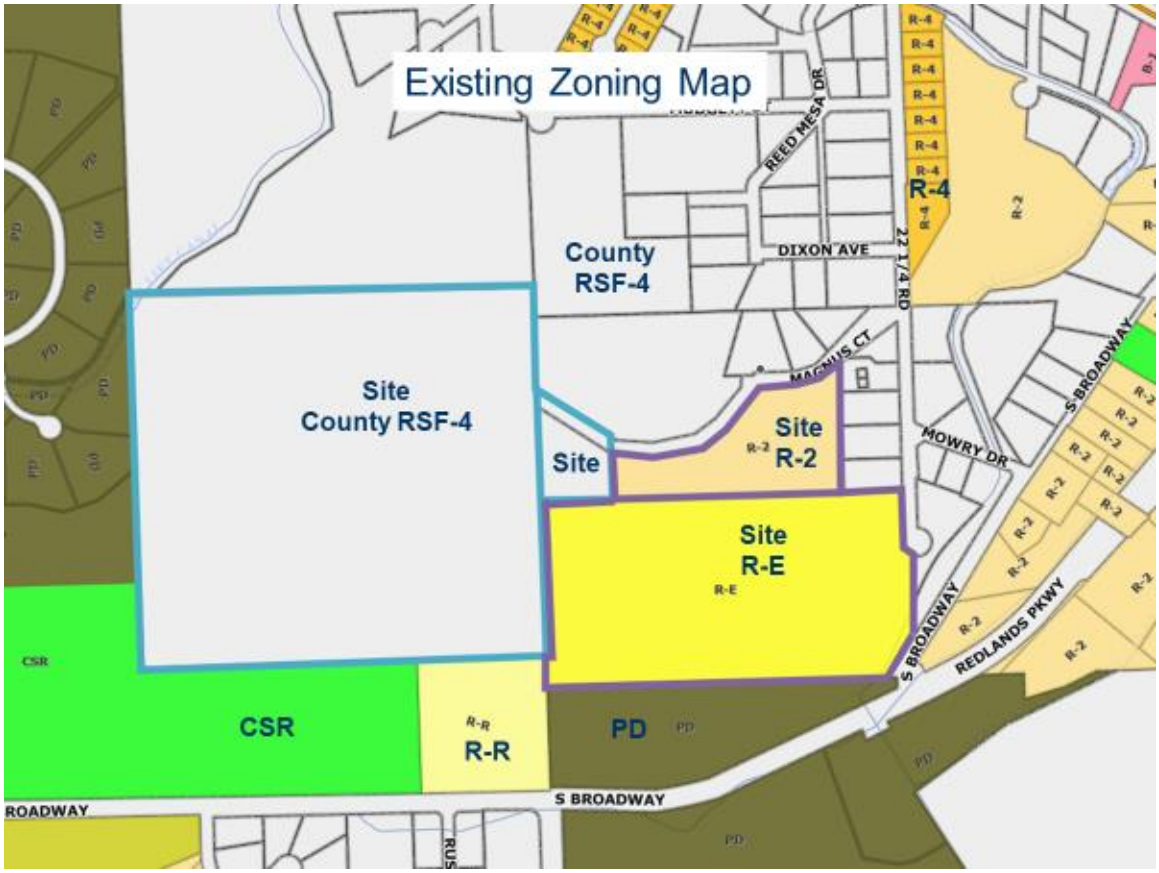
City Limits

Date Created: 1/3/2020

CITY OF Grand Junction COLORADO

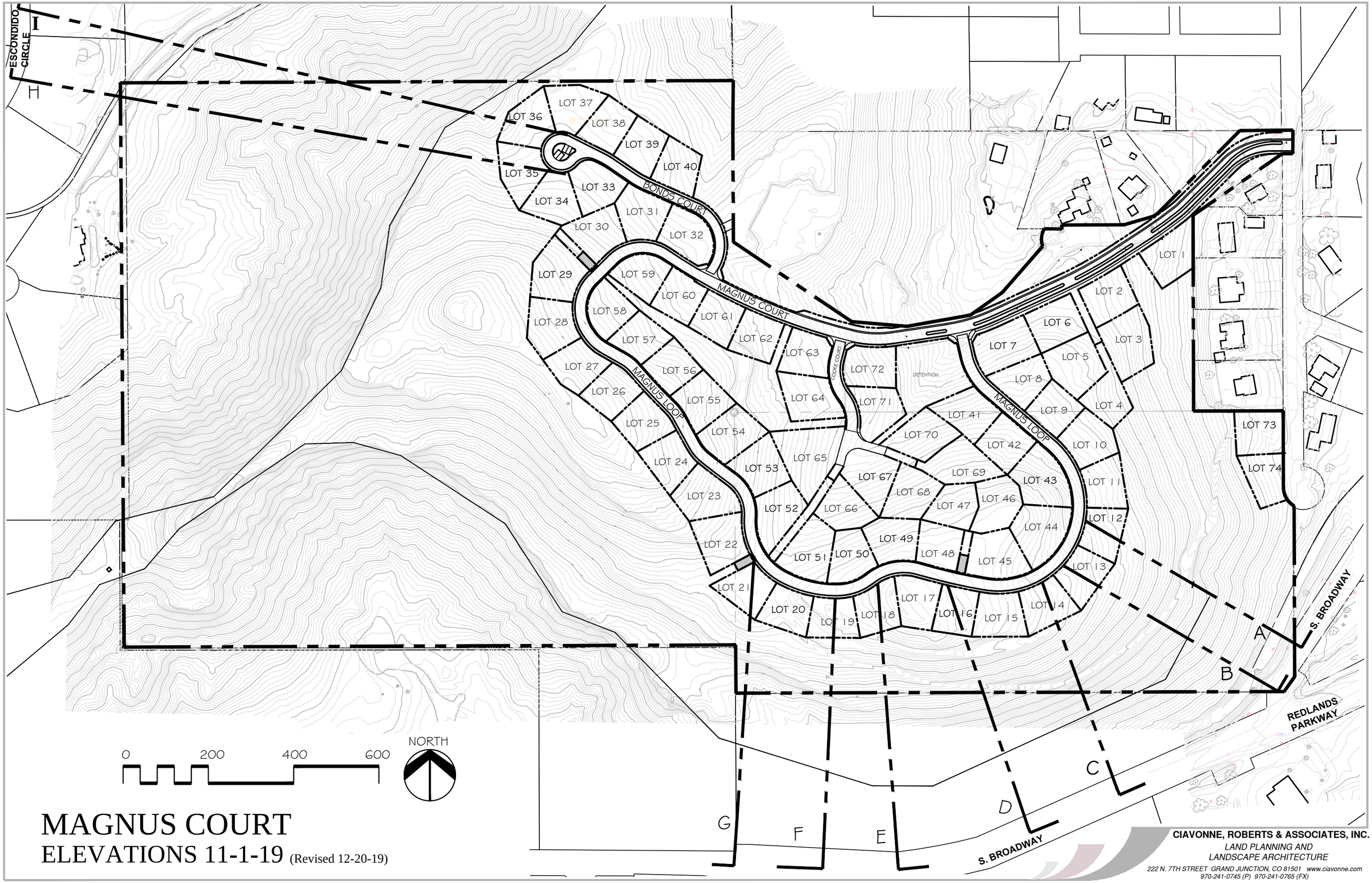

Aerial Photo Map
MUDGETT ST
REED MESA DR
DIXON AVE
22 1/4 RD
MAGNUS CT
S BROADWAY
MOWRY DR
Annex & ODP
ODP
S BROADWAY
REDLANDS PKWY
S BROADWAY
ADWAY


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
R-R
PD
R-4
DIXON AVE
22 1/4 RD
REED MESA DR
MAGNUS CT
MOWRY DR
S BROADWAY
REDLANDS PKWY
S BROADWAY

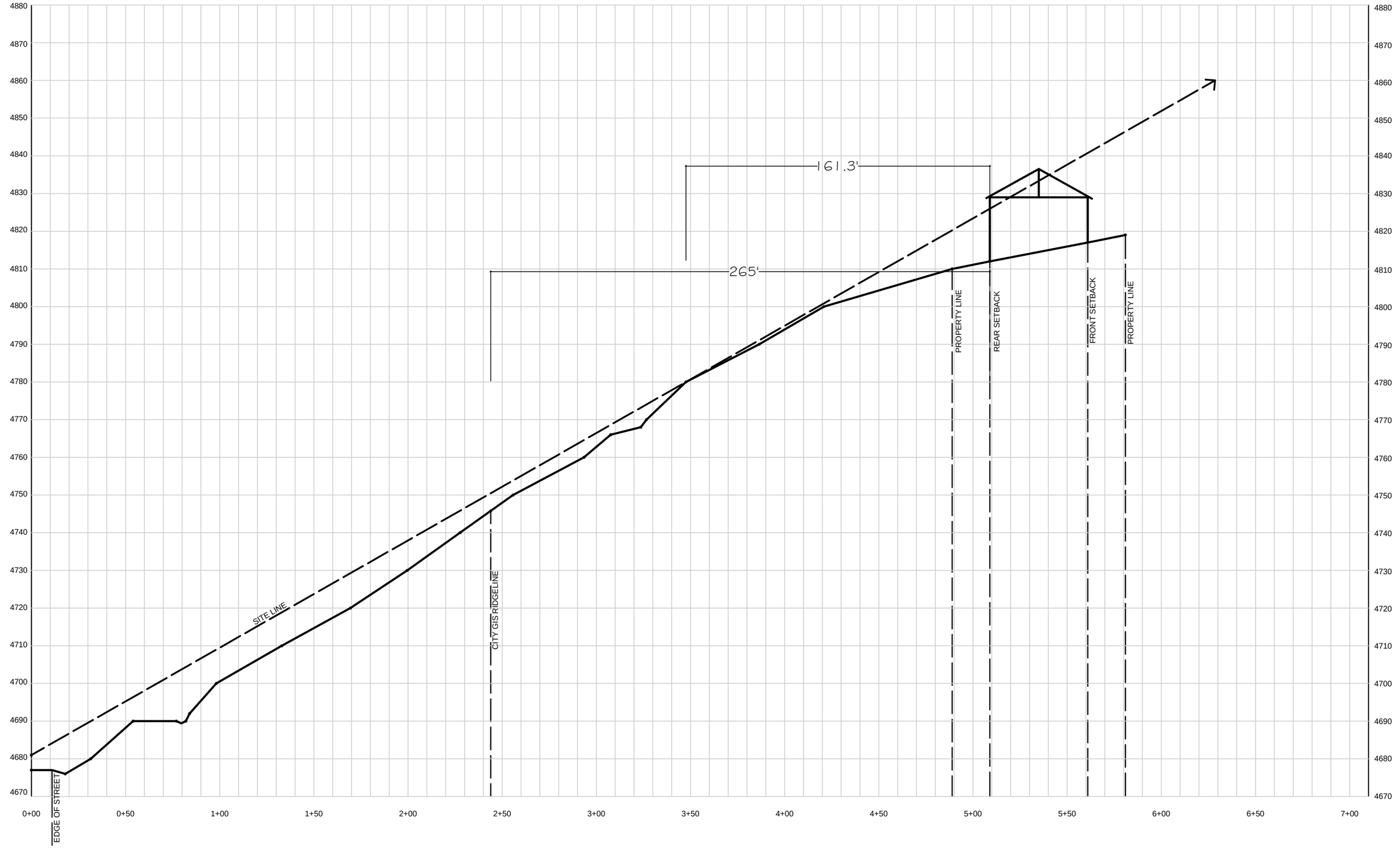


View of Magnus Court at the intersection with 22 ¼ Road



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

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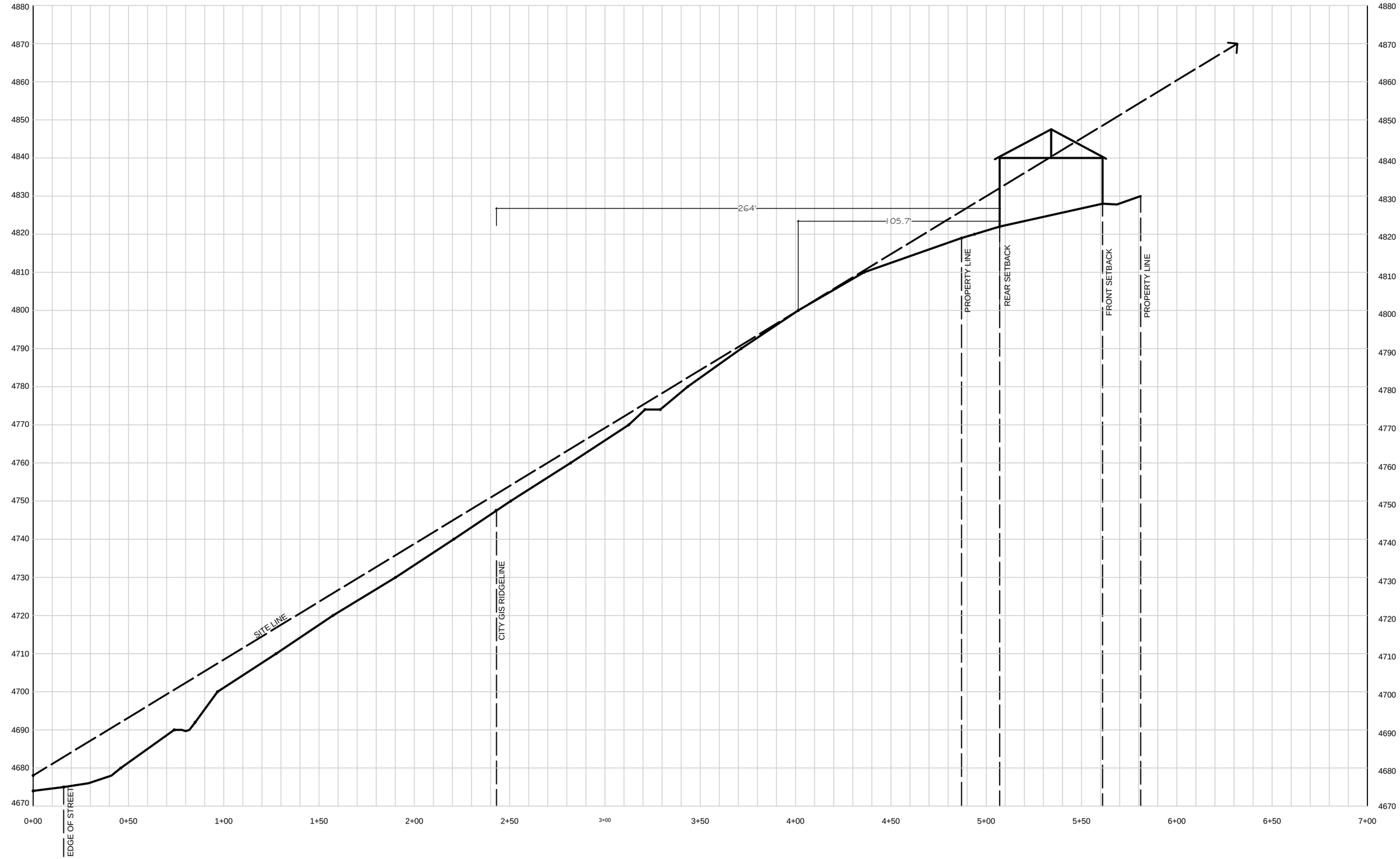
MAGNUS COURT - ELEVATIONS

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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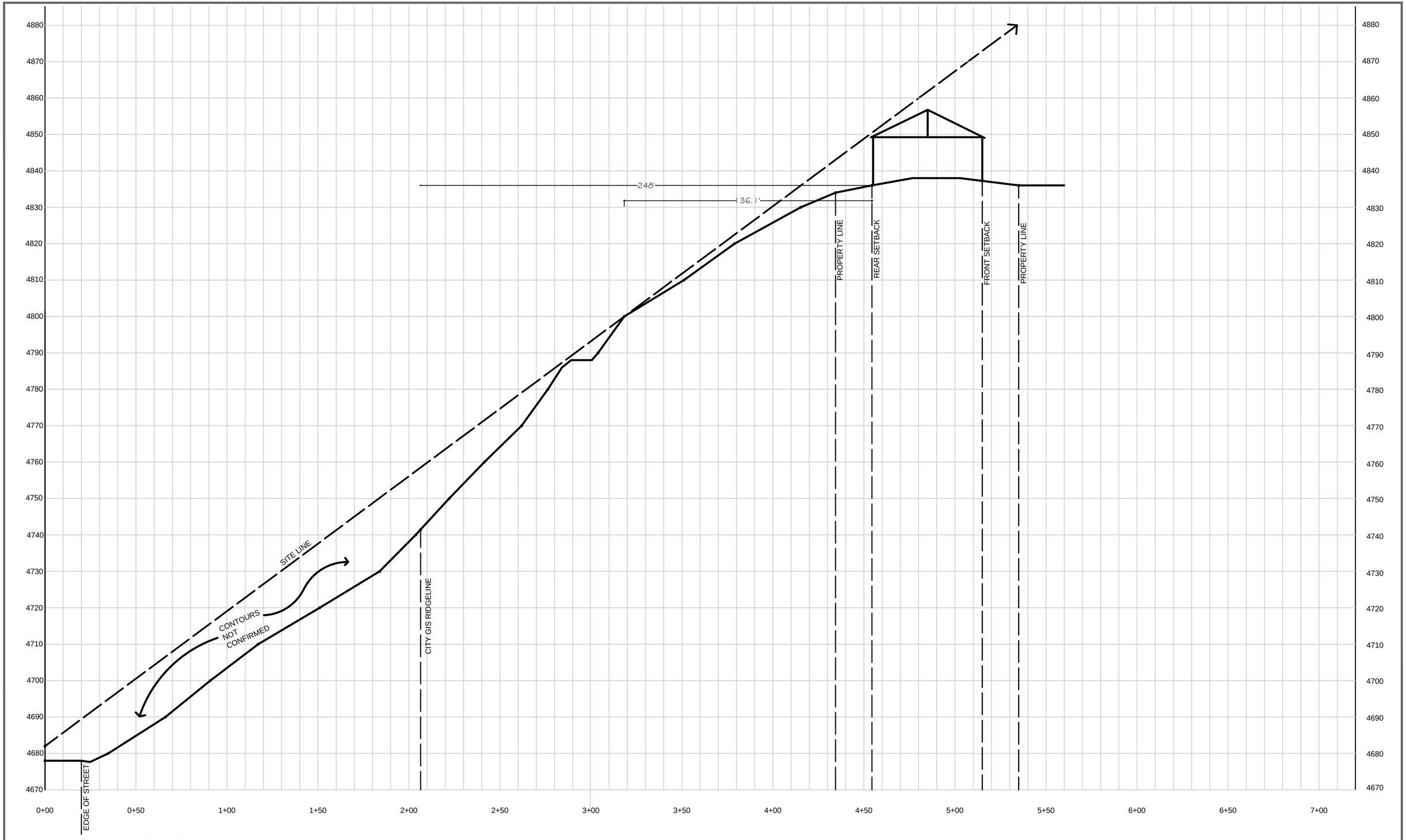
MAGNUS COURT - ELEVATIONS

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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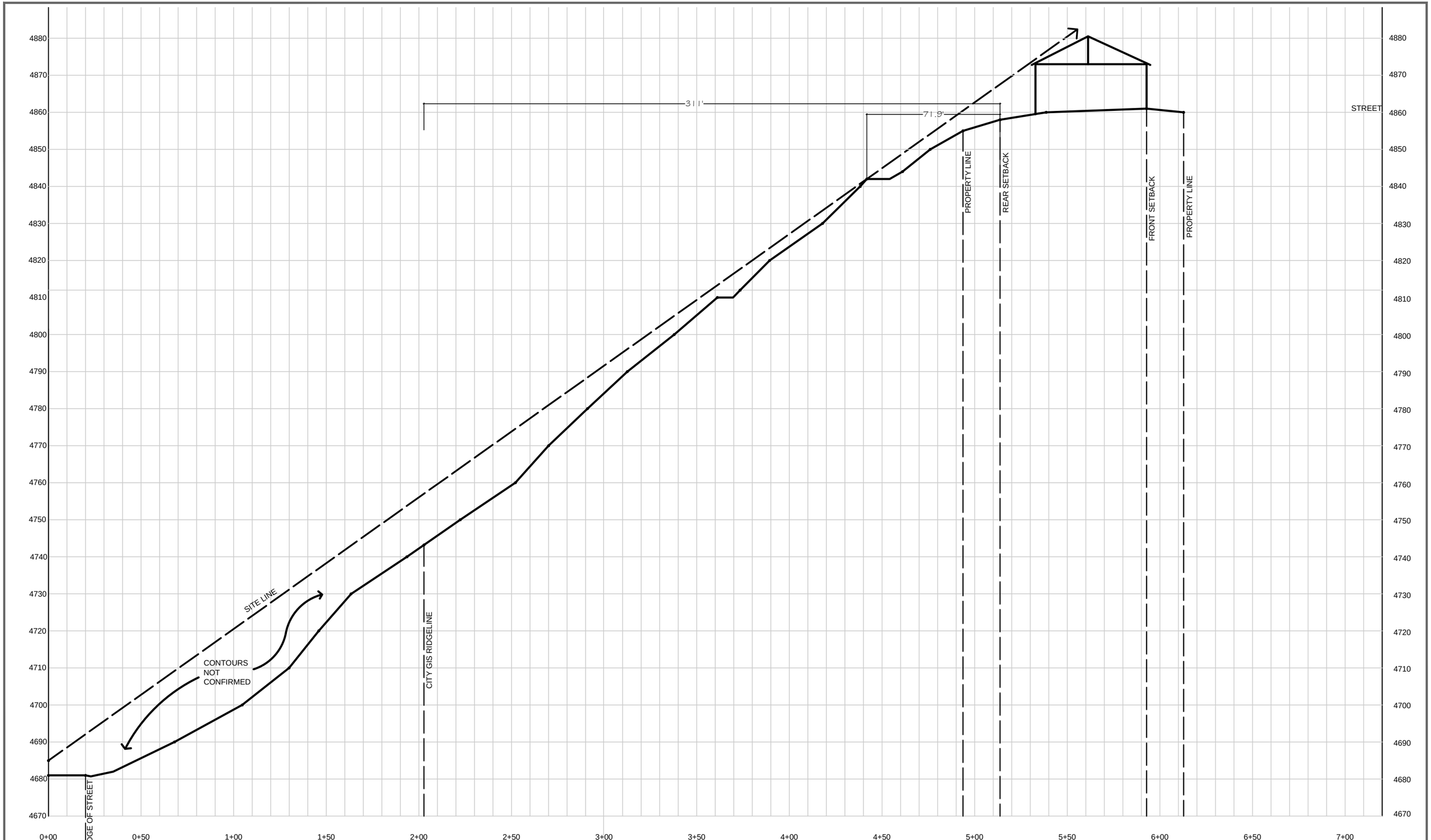


MAGNUS COURT - ELEVATIONS

ELEVATION 'C' - Lot 14

VERTICAL SCALE EXAGGERATED 2X

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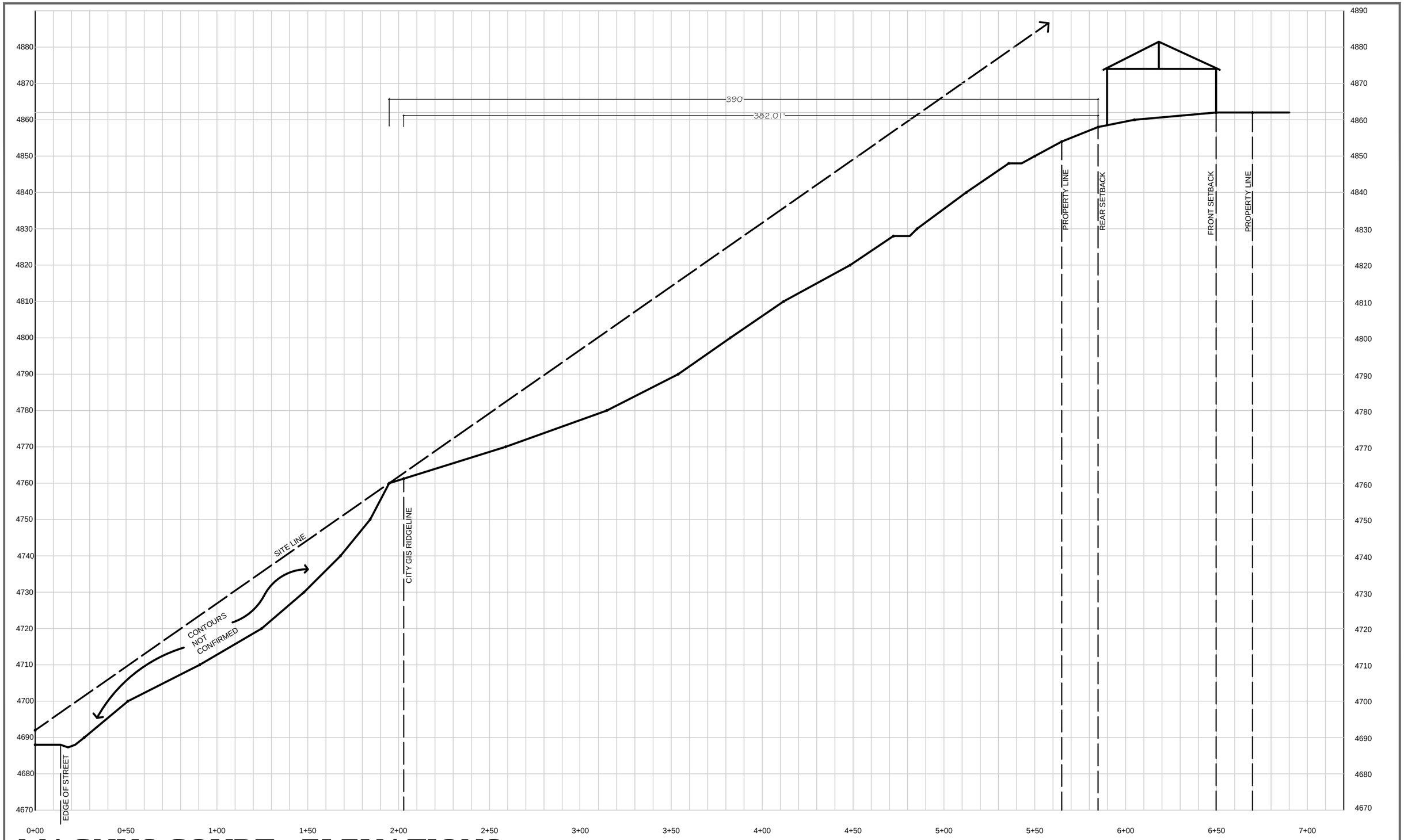


MAGNUS COURT - ELEVATIONS

ELEVATION 'D' - Lot 16

VERTICAL SCALE EXAGGERATED 2X

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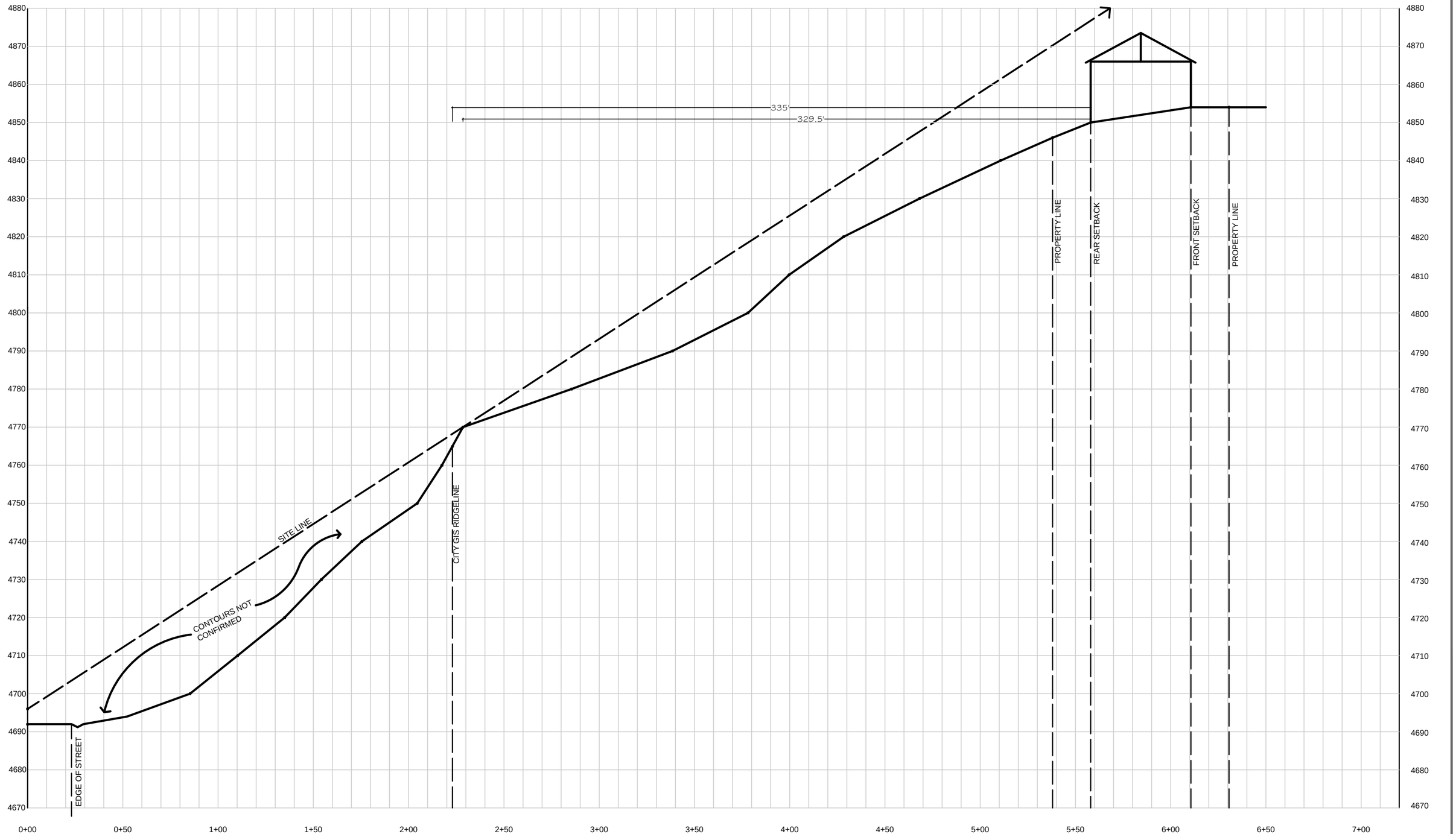


MAGNUS COURT - ELEVATIONS

ELEVATION 'E' - Lot 18

VERTICAL SCALE EXAGGERATED 2X

CIAVONNE, ROBERTS & ASSOCIATES, INC.
LAND PLANNING AND LANDSCAPE ARCHITECTURE
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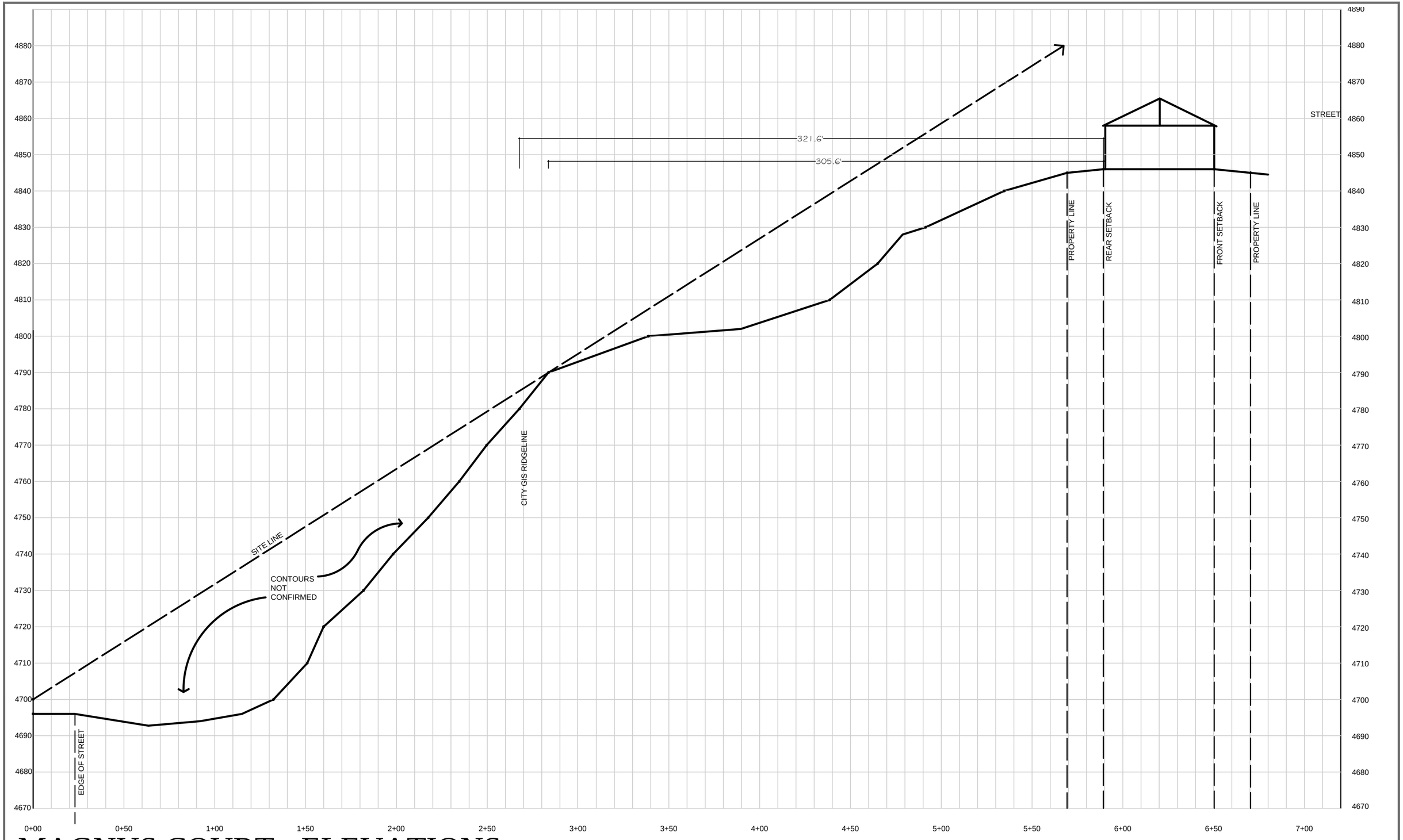


MAGNUS COURT - ELEVATIONS

ELEVATION 'F' - Lot 19

VERTICAL SCALE EXAGGERATED 2X

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

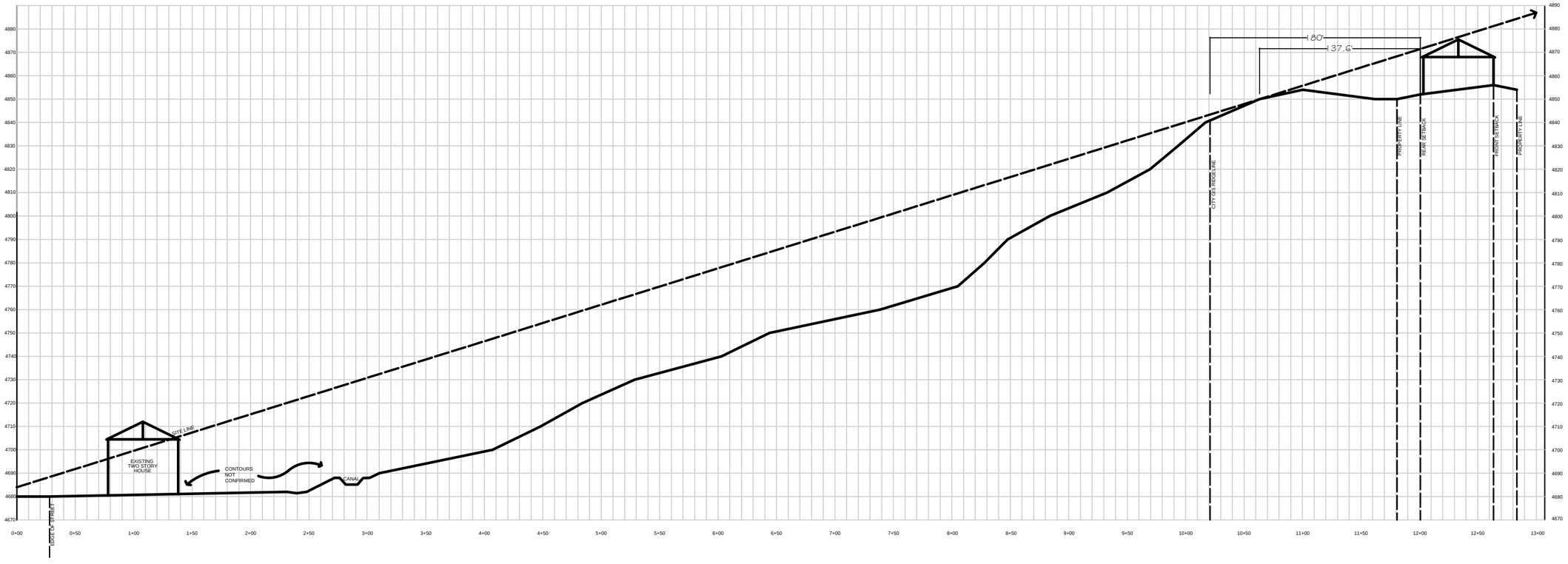


MAGNUS COURT - ELEVATIONS

ELEVATION 'G' - Lot 21

VERTICAL SCALE EXAGGERATED 2X

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)

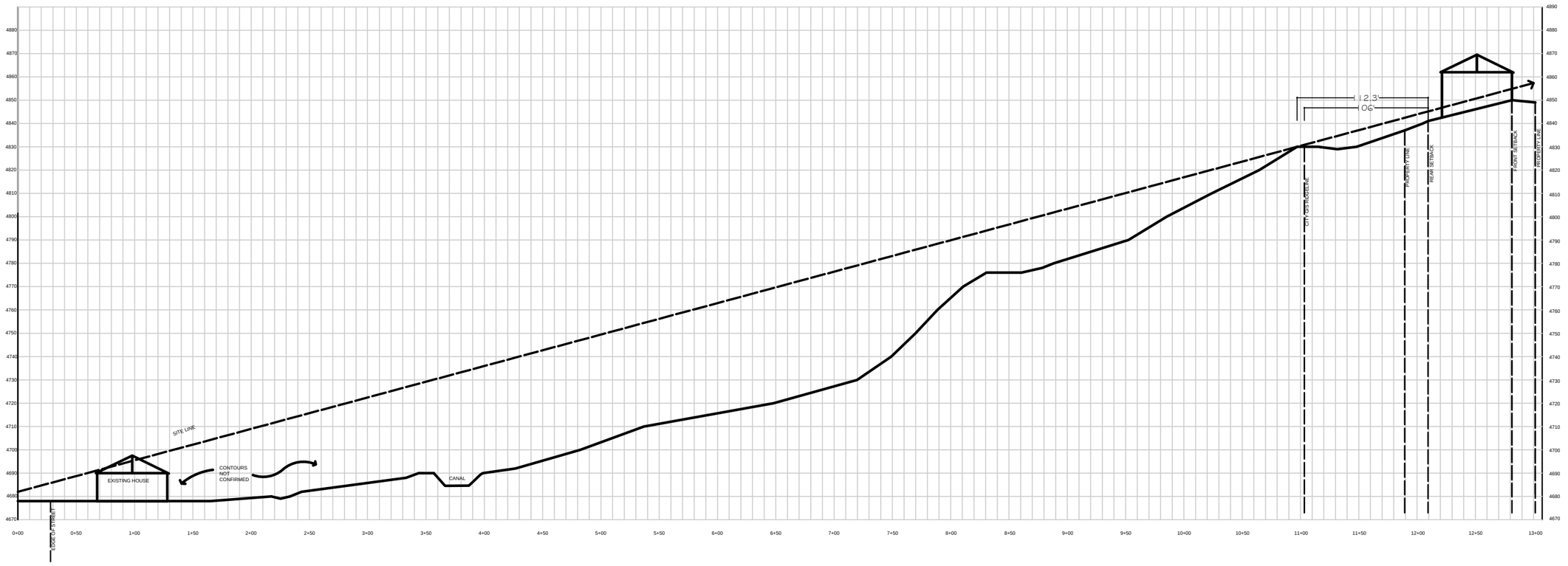


MAGNUS COURT - ELEVATIONS

ELEVATION 'H' - Escondido Circle to Lot 35

VERTICAL SCALE EXAGGERATED 2X

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

Name: Don C Desrosiers

Street Address: 455 Wildwood Dr

City/State/Zip: G.J. CO 81507

Business Phone #: 248 568 6200

E-Mail: thomco2008@aol.com

Fax #: n/a

Contact Person: Michael Thomas

Contact Phone #: 248 568 6200

Applicant Information

Name: JLC Magnus LLC

Street Address: 1985 W Beaver Road Ste 200

City/State/Zip: Troy, MI 48084

Business Phone #: 248 568 6200

E-Mail: thomco2008@aol.com

Fax #: n/a

Contact Person: Michael Thomas

Contact Phone #: 248 568 6200

Representative Information

Name: Ciavonne, Roberts Assoc

Street Address: 222 Nth 7th St

City/State/Zip: GJ, CO 81501

Business Phone #: 241-0745

E-Mail: ted@ciavonne.com

Fax #: n/a

Contact Person: Ted Ciavonne

Contact Phone #: 241-0745

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

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

Signature of Person Completing the Application

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: [signature]

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

[signature]
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,
County of **Mesa** } ss.

The foregoing instrument was acknowledged before me this **30th** day of **July, 2008** by **Dale A. Cochran and Sherry L. Cochran.**

My commission expires: 04/09/11

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**

Notary Public
My commission expires 11-15-17

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

County of Mesa

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

Land Title
GUARANTEE COMPANY

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. Bands, 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. Bands

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

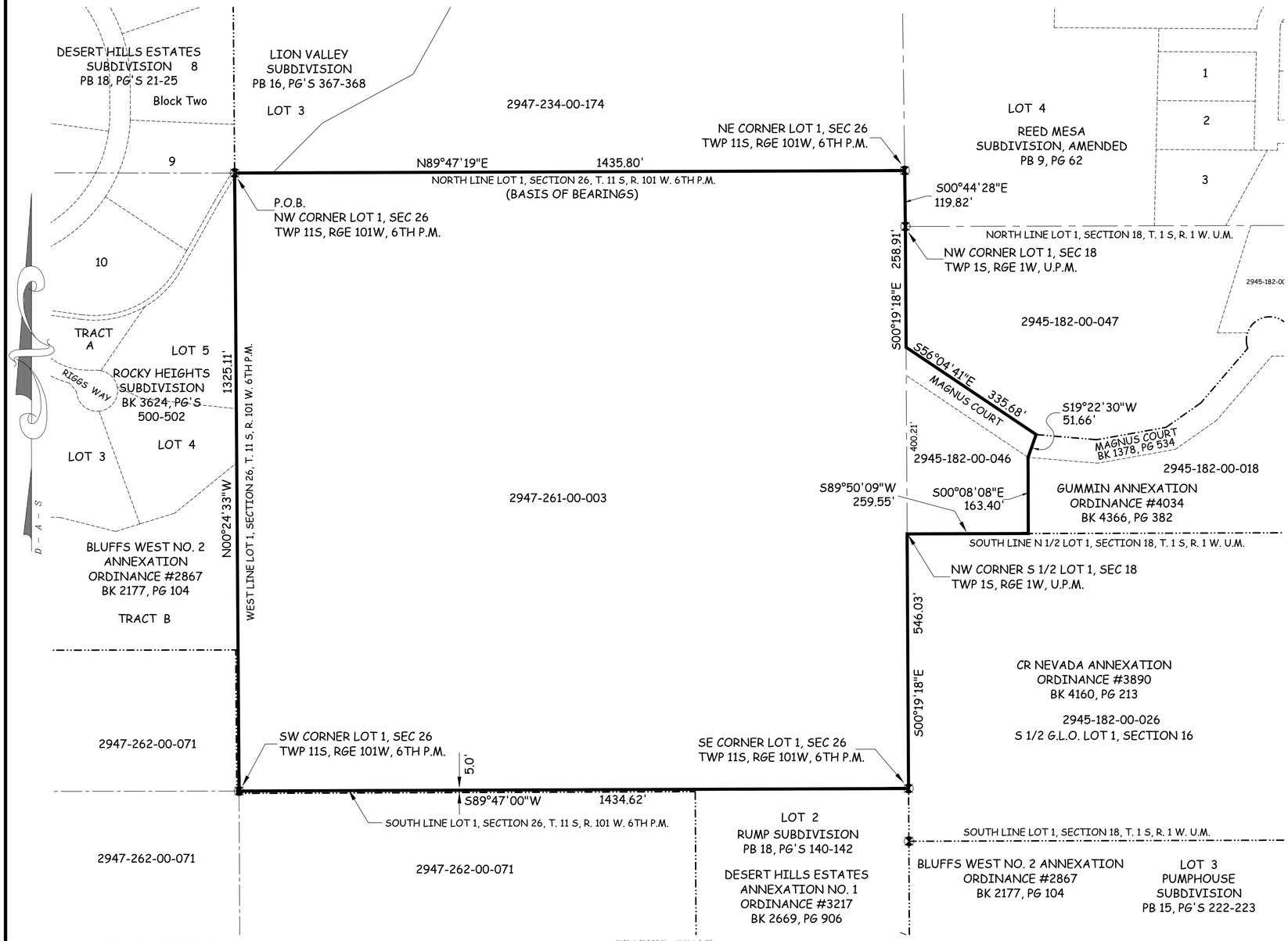
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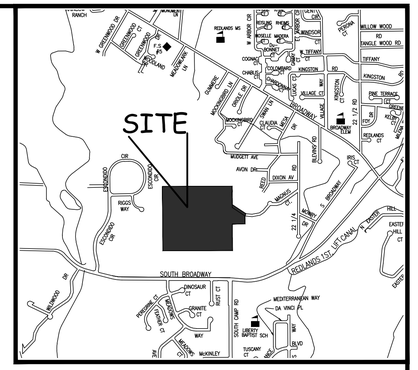
DON C DESROSIERS
Printed name of signatory

(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

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	nomers_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	JmnJoex@Aol.COM
Mike & Karen Mahoney	2226 Mowry Dr.	Coffeegir14290 gmail.co
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:

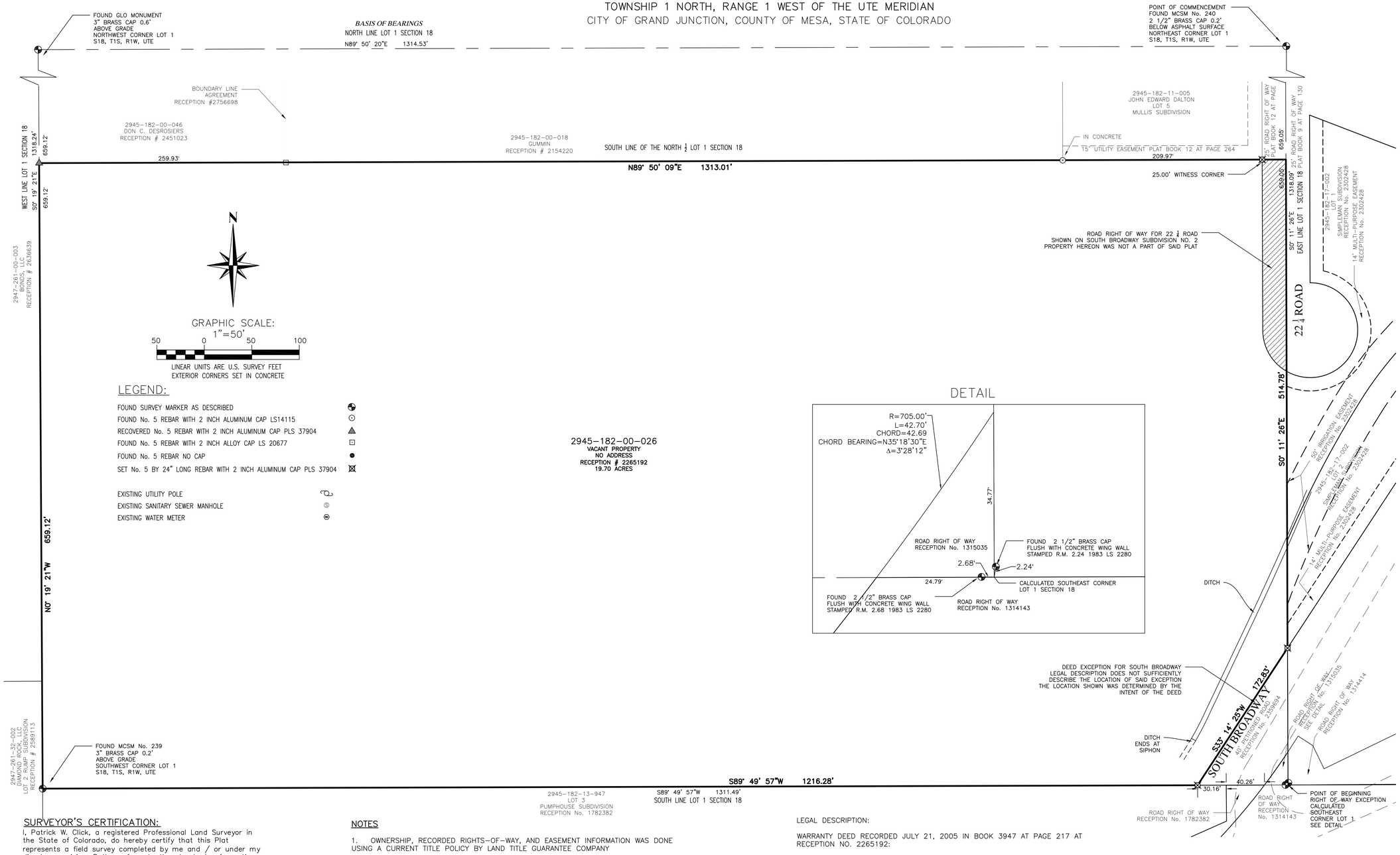
Please consider using some of the your development land and plan taking 22 1/4 Road to an intersection with Redlands Parkway. Your proposal already has two lots/homes along this route and, if, as you mentioned in your presentation, drainage is going to be needed along this route, why not go a bit extra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

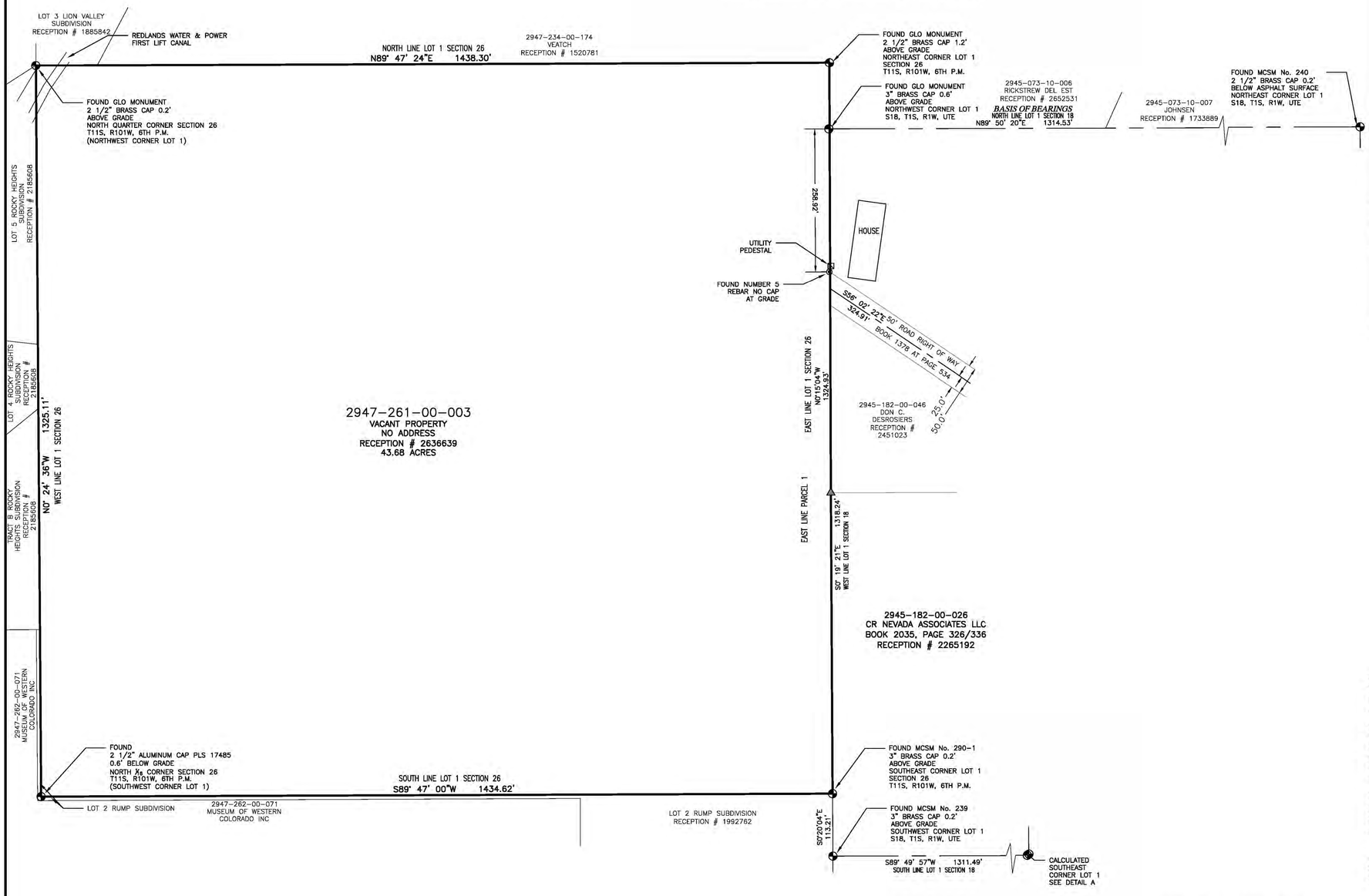
CR NEVADA ASSOCIATES LLC
SITUATED IN LOT 1 SECTION 18
TOWNSHIP 1 NORTH, RANGE 1 WEST OF THE UTE MERIDIAN
CITY OF GRAND JUNCTION, COUNTY OF MESA, STATE OF COLORADO

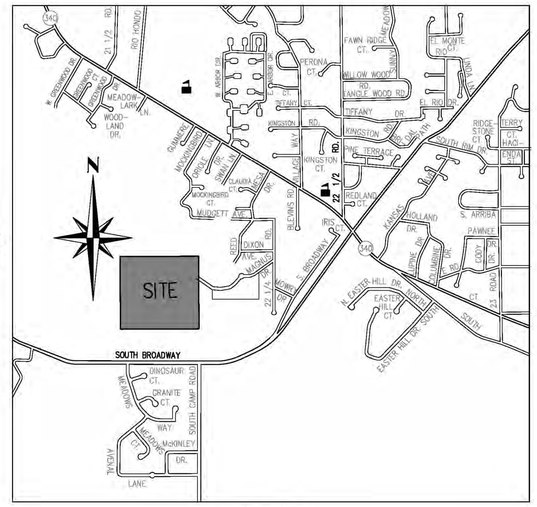
JOB #: 2015098 FIELD WORK: SL
DATE: 1/10/19 DRAWING NAME: GUMMIN SUB DRAWN BY: PC

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 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.

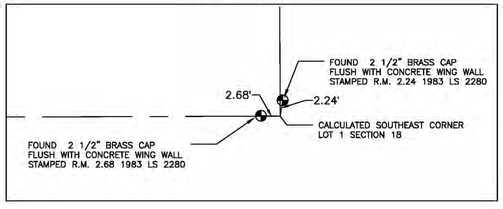
4. THIS SURVEY IS BASED ON THE DEED AS RECORDED AT RECEPTION NUMBER 2636639 OF THE MESA COUNTY RECORDS. ROTATED TO THE MESA COUNTY LOCAL COORDINATE SYSTEM.

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

BASIS OF BEARINGS
NORTH LINE LOT 1 SECTION 18
N89° 50' 20"E 1314.53'

FOUND GLO MONUMENT
3" BRASS CAP 0.6'
ABOVE GRADE
NORTHWEST CORNER LOT 1
S18, T1S, R1W, UTE

POINT OF COMMENCEMENT
FOUND MCSM No. 240
2 1/2" BRASS CAP 0.2'
BELOW ASPHALT SURFACE
NORTHEAST CORNER LOT 1
S18, T1S, R1W, UTE

L1 7.74'

2945-182-00-002
MAARK A. MCFEE
RECEPTION # 1761852

2945-182-00-042
CLAY LAURA DAWN PROUT
RECEPTION # 2490456

2945-182-00-005
CHRISTY L. PHINNELL
RECEPTION # 2193171

L2 381.00'

MAGNUS COURT

285.04'

25.0'

15' UTILITY EASEMENT PLAT BOOK 12 AT PAGE 264

25.0'

50' RADIUS CUL-DE-SAC
VACATED UPON RECORDING OF
ROAD RIGHT OF WAY IN BOOK 1378 AT PAGE 534

50.0'

50' ROAD RIGHT OF WAY
BOOK 794 AT PAGE 336

S89° 49' 57"W 144.20'

S73°42'57"W 79.60'

S59° 19' 57"W

L3

N0°11'26"W 30.33'
IN CONCRETE

HALE CONDOMINIUM
RECEPTION # 2356676

L4

OH

GAP

L5

GAP

L6

N89° 52' 38"E 104.46'

POINT OF BEGINNING
NORTHWEST CORNER
MULLIS SUBDIVISION

2945-182-00-047
JOSEPH J. JARVIS
BOOK 2035, PAGE 326/336
RECEPTION # 2447195

R=50.00'
L=62.92'
CHORD=58.85
CHORD BEARING=N64°49'37"E
Δ=72°06'01"

L7 149.77'

N40° 52' 38"E

190.00'

GRAVEL ROAD

N40° 52' 38"E 100.00'

GRAVEL DRIVE

MULLIS CONDOMINIUMS
LOT #3
RECEPTION # 1281807

459.52'

S0° 11' 26"E

MULLIS SUBDIVISION PLAT BOOK 12 AT PAGE 264

2945-182-11-004
PAUL C. & CHERYL E. CURRIER
LOT 4
MULLIS SUBDIVISION

2945-182-11-005
JOHN EDWARD DALTON
LOT 5
MULLIS SUBDIVISION

2945-201-00-003
BONDS, LLC
RECEPTION # 2636839

S56° 02' 22"E 324.91'

50' ROAD RIGHT OF WAY
BOOK 1378 AT PAGE 534

S56° 02' 22"E 314.35'

25.0'

53.0'

25.0'

S85° 07' 22"E 140.00'

MAGNUS COURT

N79° 52' 38"E 160.00'

N64° 52' 38"E 108.61'

S85° 07' 22"E 149.01'

N79° 52' 38"E 168.83'

DETAIL A
S85° 07' 22"E
0.76'

2945-182-00-046
VACANT PROPERTY
NO ADDRESS
RECEPTION # 2451023

BOUNDARY LINE
AGREEMENT
RECEPTION #2756698

N0° 19' 21"W 339.68'

N0° 07' 20"W 163.26'

2215 MAGNUS COURT
#A
2945-182-00-018
RECEPTION # 2772258

WOOD FRAME HOUSE

COVERED PATIO

IN CONCRETE

15' UTILITY EASEMENT PLAT BOOK 12 AT PAGE 264

234.0'

234.97'

659.05'
S0° 11' 26"E
1318.09'
EAST LINE LOT 1 SECTION 18

WEST LINE LOT 1 SECTION 18
S0° 19' 21"E
1318.24'

659.12'

659.12'

S89° 50' 09"W 259.93'

S89° 50' 09"W 818.12'

S89°50'09"W
1313.01'
SOUTH LINE OF THE NORTH ½ LOT 1 SECTION 18

14.5'

2945-182-00-026
CR NEVADA ASSOCIATES, LLC
RECEPTION # 2371892

FOUND MCSM No. 239
3" BRASS CAP 0.2'
ABOVE GRADE
SOUTHWEST CORNER LOT 1
S18, T1S, R1W, UTE

SOUTH LINE LOT 1 SECTION 18
S89° 49' 57"W 1311.49'

CALCULATED
SOUTHEAST
CORNER LOT 1
SEE DETAIL B

N

GRAPHIC SCALE:
1"=50'
50 0 50 100
LINEAR UNITS ARE U.S. SURVEY FEET

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.

DETAIL B

FOUND 2 1/2" BRASS CAP
FLUSH WITH CONCRETE WING WALL
STAMPED R.M. 2.24 1983 LS 2280

CALCULATED SOUTHEAST CORNER
LOT 1 SECTION 18

FOUND 2 1/2" BRASS CAP
FLUSH WITH CONCRETE WING WALL
STAMPED R.M. 2.68 1983 LS 2280

2.68'

2.24'

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

S85°07'22"E
0.76'

BOUNDARY LINE
AGREEMENT
RECEPTION #2756698

DEED LINE
RECEPTION #2451023

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 SOUTH, RANGE 1 WEST OF THE UTE MERIDIAN. THE VALUE USED S 89°50'20" W, WAS CALCULATED USING PUBLISHED DATA FOR THE MESA COUNTY SURVEY INFORMATION MANAGEMENT SYSTEM. FOUND IN PLACE WAS A MESA COUNTY SURVEY MARKER 2 ½ INCH BRASS CAP AT THE EAST END AND A GLO 3" BRASS CAP AT THE WEST END OF SAID LINE.

3. ACCORDING TO COLORADO LAW YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVERED SUCH DEFECT. IN NO EVENT MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF THE CERTIFICATION SHOWN HEREON.

4. THIS BOUNDARY SURVEY IS BASED ON THE DEEDS AS RECORDED AT RECEPTION NUMBERS 2451023 AND 2772258 OF THE MESA COUNTY RECORDS. ROTATED TO THE MESA COUNTY LOCAL COORDINATE SYSTEM.

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
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

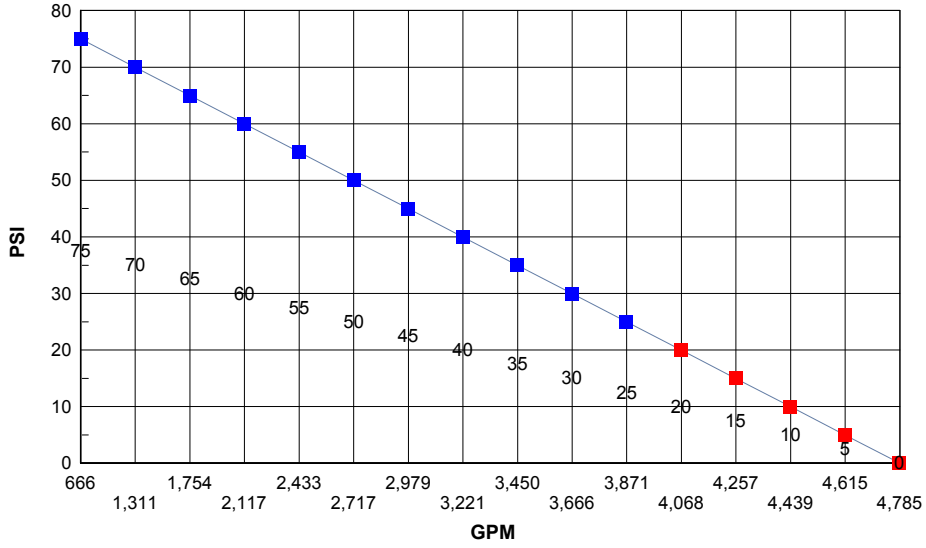
Vandal Proof:
Bury Depth: 0.00

	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

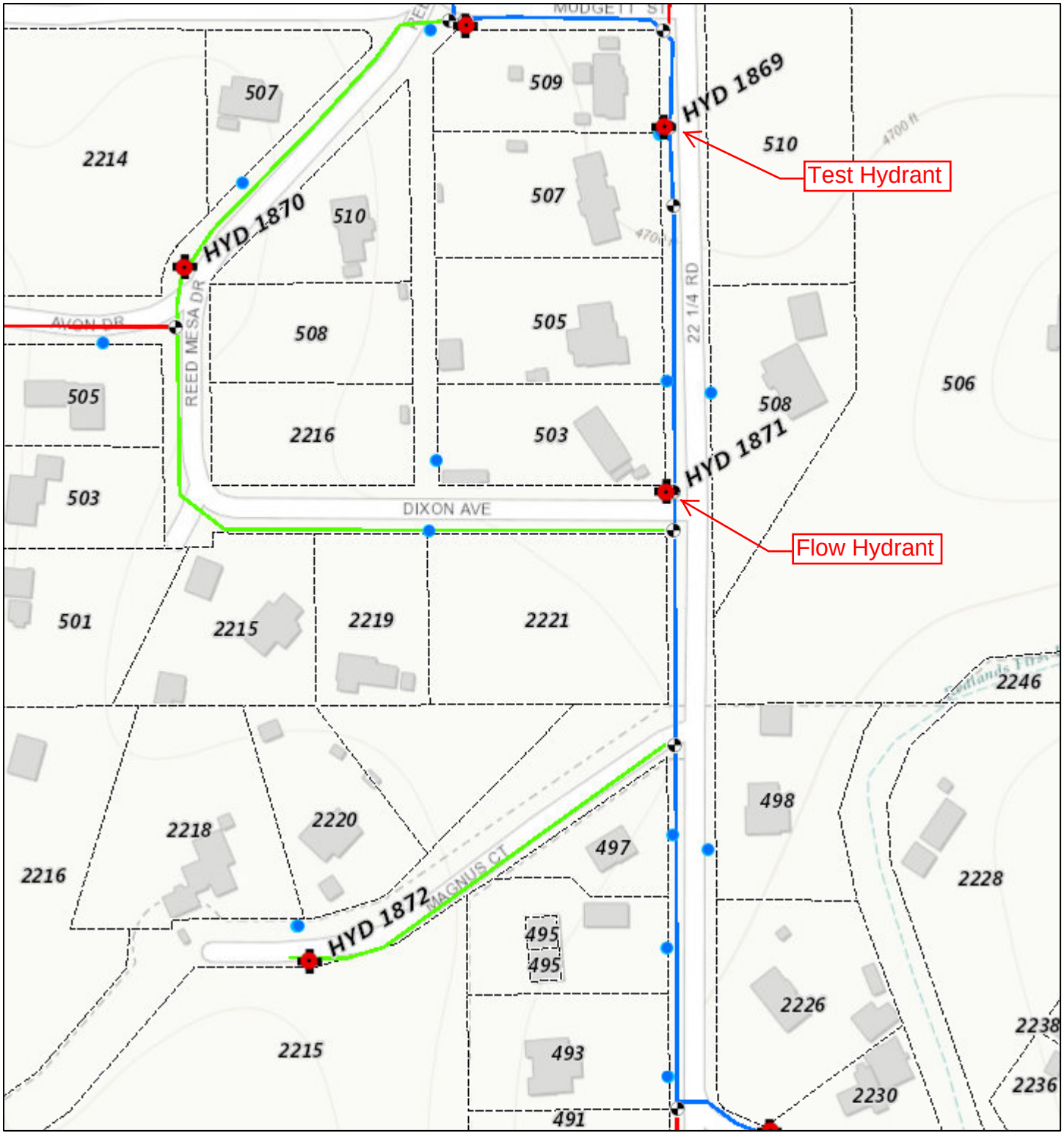
1869 Flow GPM



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 |

Huddleston-Berry Engineering & Testing, LLC
640 White Avenue, Unit B
Grand Junction, CO 81501
970-255-8005
970-255-6818

TEST PIT NUMBER TP-1

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										

GEOTECH BH COLUMNS MAGNUS COURT.GPJ GINT US LAB.GDT 11/30/10

Huddleston-Berry Engineering & Testing, LLC
640 White Avenue, Unit B
Grand Junction, CO 81501
970-255-8005
970-255-6818

TEST PIT NUMBER TP-2

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.										

GEOTECH BH COLUMNS MAGNUS COURT.GPJ GINT US LAB.GDT 11/30/10

Huddleston-Berry Engineering & Testing, LLC
640 White Avenue, Unit B
Grand Junction, CO 81501
970-255-8005
970-255-6818

TEST PIT NUMBER TP-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

GEOTECH BH COLUMNS MAGNUS COURT.GPJ GINT US LAB.GDT 11/30/10

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970-255-6818

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.										

GEOTECH BH COLUMNS MAGNUS COURT.GPJ GINT US LAB.GDT 11/30/10

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640 White Avenue, Unit B
Grand Junction, CO 81501
970-255-8005
970-255-6818

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.										

GEOTECH BH COLUMNS MAGNUS COURT.GPJ GINT US LAB.GDT 11/30/10

Huddleston-Berry Engineering & Testing, LLC
640 White Avenue, Unit B
Grand Junction, CO 81501
970-255-8005
970-255-6818

TEST PIT NUMBER TP-6

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	GB 1									
2.5												
5.0		**Backhoe bucket refusal at 7.0 ft**										
		Bottom of test pit at 7.0 feet.										

GEOTECH BH COLUMNS_MAGNUS COURT.GPJ GINT US LAB.GDT 11/30/10

Huddleston-Berry Engineering & Testing, LLC
640 White Avenue, Unit B
Grand Junction, CO 81501
970-255-8005
970-255-6818

TEST PIT NUMBER TP-7

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										
		SANDSTONE, white to tan, very soft to hard, highly to completely weathered										
2.5		**Backhoe bucket refusal at 3.5 ft**										
		Bottom of test pit at 3.5 feet.										

GEOTECH BH COLUMNS MAGNUS COURT.GPJ GINT US LAB.GDT 11/30/10

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970-255-6818

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.										

Huddleston-Berry Engineering & Testing, LLC
640 White Avenue, Unit B
Grand Junction, CO 81501
970-255-8005
970-255-6818

TEST PIT NUMBER TP-9

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.										

GEOTECH BH COLUMNS MAGNUS COURT.GPJ GINT US LAB.GDT 11/30/10

Huddleston-Berry Engineering & Testing, LLC
640 White Avenue, Unit B
Grand Junction, CO 81501
970-255-8005
970-255-6818

TEST PIT NUMBER TP-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.										

GEOTECH BH COLUMNS MAGNUS COURT.GPJ GINT US LAB.GDT 11/30/10

Huddleston-Berry Engineering & Testing, LLC
640 White Avenue, Unit B
Grand Junction, CO 81501
970-255-8005
970-255-6818

TEST PIT NUMBER TP-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.										

CE TECH BH COLUMNS MAGNUS COURT.GPJ GINT US LAB.GDT 11/30/10

Huddleston-Berry Engineering & Testing, LLC
640 White Avenue, Unit B
Grand Junction, CO 81501
970-255-8005
970-255-6818

TEST PIT NUMBER TP-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.										

GEOTECH BH COLUMNS MAGNUS COURT.GPJ GINT US LAB.GDT 11/30/10

Huddleston-Berry Engineering & Testing, LLC
640 White Avenue, Unit B
Grand Junction, CO 81501
970-255-8005
970-255-6818

TEST PIT NUMBER TP-13

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.										

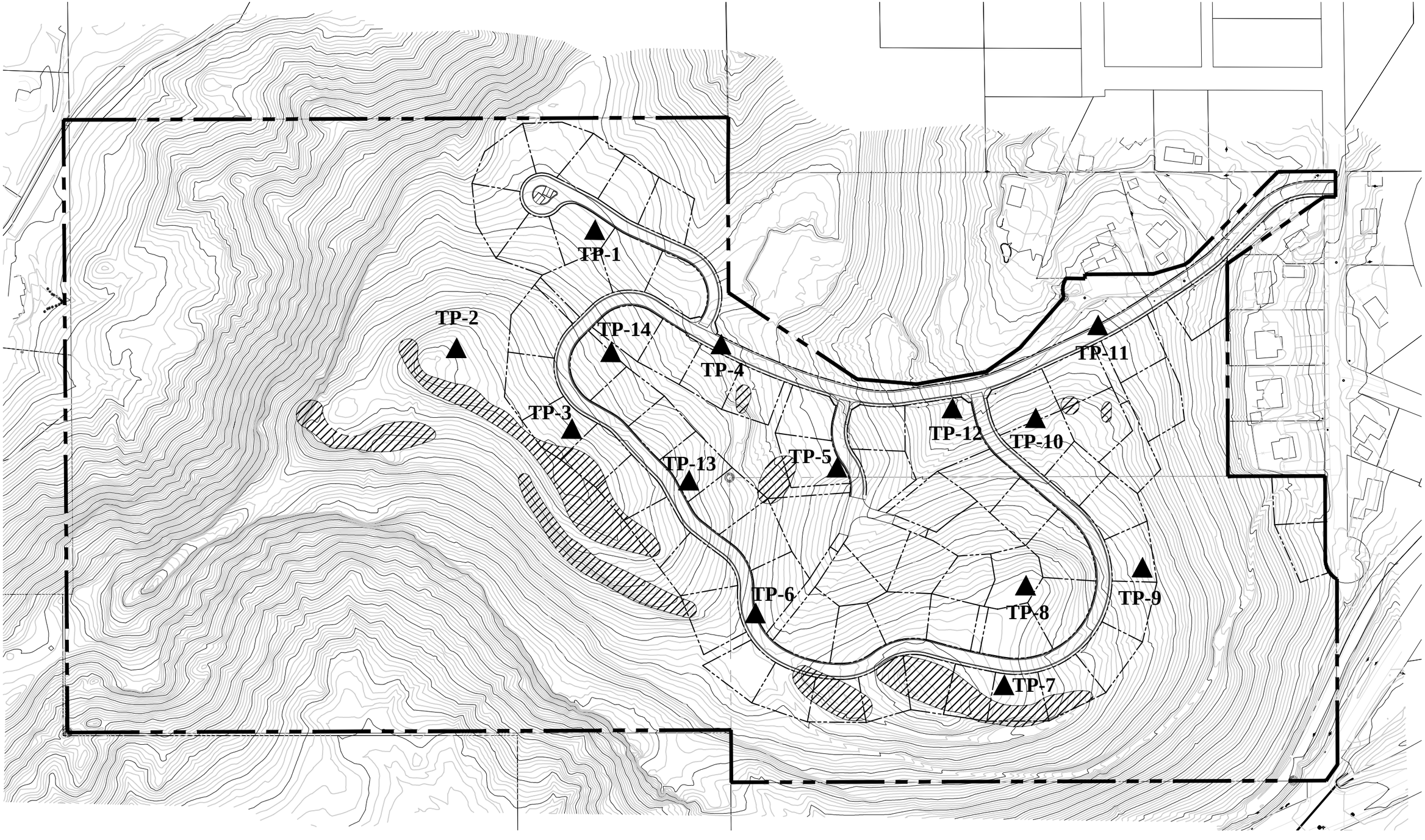
Huddleston-Berry Engineering & Testing, LLC
640 White Avenue, Unit B
Grand Junction, CO 81501
970-255-8005
970-255-6818

TEST PIT NUMBER TP-14

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										
		Sandy CLAY with Gravel (cl), tan to brown, dry, medium stiff										
2.5		SANDSTONE, tan, medium hard to hard, moderately weathered										
		Backhoe bucket refusal at 4.0 ft										
		Bottom of test pit at 4.0 feet.										

GEOTECH BH COLUMNS MAGNUS COURT.GPJ GINT US LAB.GDT 11/30/10



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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Appendix C	NRCS Soil Information
Appendix D	Historic Drainage Conditions & Maps
Appendix E	Post-Developed Drainage Map
Appendix F	Rational Method Flow Analysis

I. INTRODUCTION

A. Background

.....1. Identify report preparer and purpose.

This report is prepared by Austin Civil Group, Inc. and the purpose of the report is for the design of the drainage system for the Magnus Subdivision for the development of a 70-acre, 72 lot clustered residential subdivision.

The project disturbs approximately 27-acres and the remaining 45-acres will remain open space.

.....2. Identify date of letter with previous City comments.

The City provided preliminary comments on this project at a general meeting conducted on August 24, 2018, MTG-2018-429.

B. Project Location

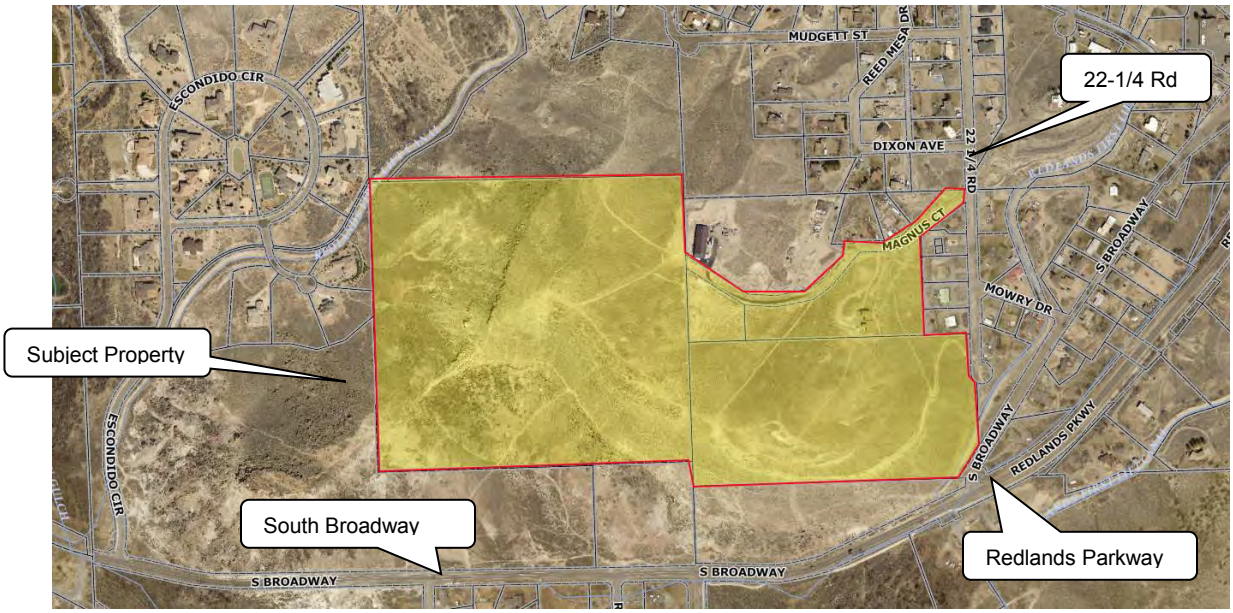
.....1. Identify Township, Range, and Section.

Section 18, Township 1 South, Range1 East of the Ute Meridian, City of Grand Junction, County of Mesa, State of Colorado.

.....2. Identify adjacent street.

The subject property is located at the end of the cul-de-sac of Magnus Court, west of the intersection of Magnus Court and 22-1/4 Road.

.....3. Reference to General Location Map.



Appendix A provides an additional location map.

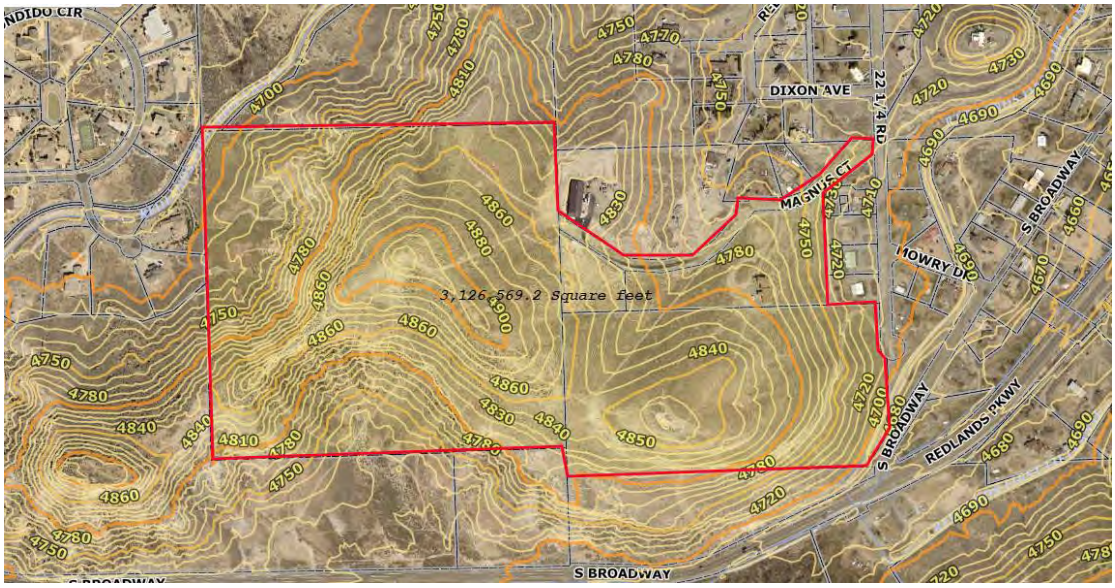
C. Property Description

.....1. Identify area in acres of entire contiguous ownership.

The 70-acre parcel is depicted in the photo above and consists of several property owners.

.....2. Describe existing ground cover, vegetation, soils, topography and slopes.

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



City of Grand Junction 2016 GIS Contour Data

The north-central portions of the project site have been disturbed from previous subdivision work, but the majority of the property is covered with minimal vegetation and rock and boulder areas and rock outcroppings.

A large portion of the project site will remain undisturbed by the project.


Southeastern Corner of the site looking west



Intersection of Magnus Court & 22-1/4 Rd Looking South

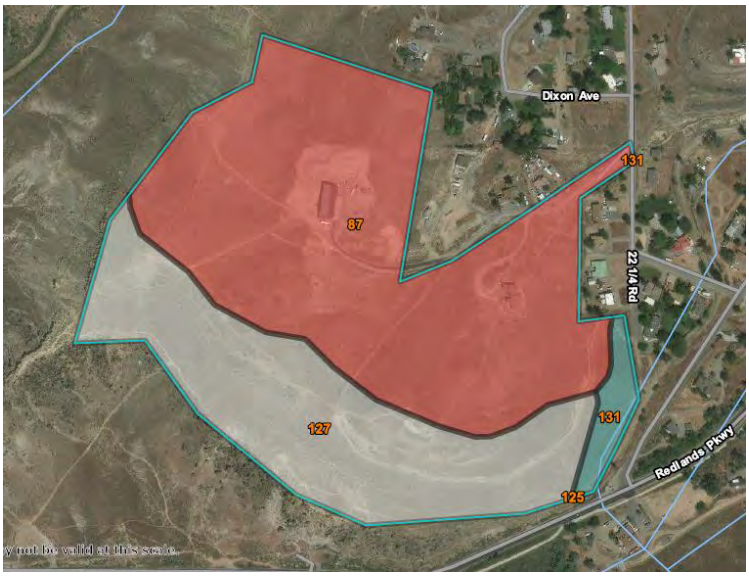


Northern Portion of Project Area Looking South



Southern Half of the Project Looking Northwest

Soils on within the 27-area project area have been classified by the US Department of Agriculture Soil Conservation Service, which consist primarily of Persayo-Blackston Complex, with 6 to 45 percent slopes. These soils have high runoff potentials when wet and are classified as a hydrologic soil type 'D'. Appendix C of this report provides more information from the NRCS report.



NRCS Soils Data Map Excerpt

According to the FEMA National Flood Hazard Mapping Service center, the project site does not have any FEMA special flood hazard areas. A copy of the FEMA Map panel is provided in Appendix B of this report. An excerpt of the FEMA GIS map for this area is depicted below:



FEMA Flood Mapping GIS Database

While FEMA does not formally recognize any special flood hazards with this site, it is ACG's option the site has the potential of flooding into the existing neighborhood areas north and east of the project site.

.....3. Describe existing drainage facilities, such as channels, detention areas, or structures.

The subject property does not have any drainage facilities, channels or detention facilities or structures.

The project site does include two drainages that begin within the project site and discharge north into existing residential neighborhood areas. The two drainages can be seen in the Google Earth photo below:



Existing Drainages Along North Edge of Project

.....4. Describe existing irrigation facilities, such as ditches, head-gates, or diversions.

The Redlands Water and Power Irrigation ditch runs along the southeastern corner of the project site, The trapezoidal concrete ditch is approximately 8-ft wide and three feet deep. A photo of the ditch is depicted in the google earth photo below:



Redlands Second Lift Canal

.....5. Identify proposed types of land use and encumbrances.

The project is proposing to develop 72-single family lots with an average lot size of approximately 10,000 square feet. The lots will be clustered in the north central portion of the project site in a 27-acre area.

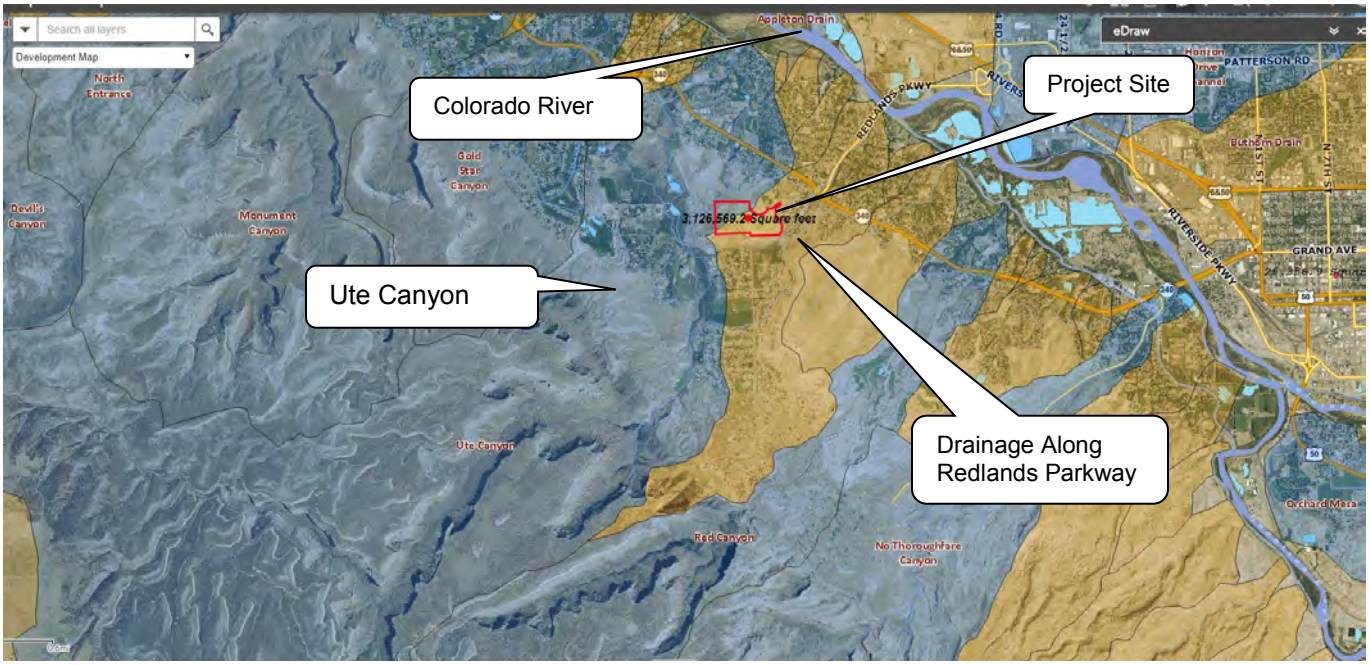
The topography and existing drainage channels within the project will be the biggest challenges to the project development.

D. Previous Investigations

.....1. Identify drainage master plans that include the project area, including floodplain studies.

The subject property is not located within any FEMA designated floodplain areas according to the Flood Insurance Rate Map Panel included in **Appendix B** of this report.

The subject property is located on the dividing line between two major drainage basins. The northwestern corner of the site is located within the Ute Canyon Drainage and the remaining portion of the site is located within an unnamed drainage basin which discharges along the Redlands Parkway. Both drainages ultimately discharge to the Colorado River, approximately two miles north of the project site. A copy of the basin areas and project location is depicted in the photo below:



City of Grand Junction GIS Major Drainage Basins

2. Identify drainage reports for adjacent development.

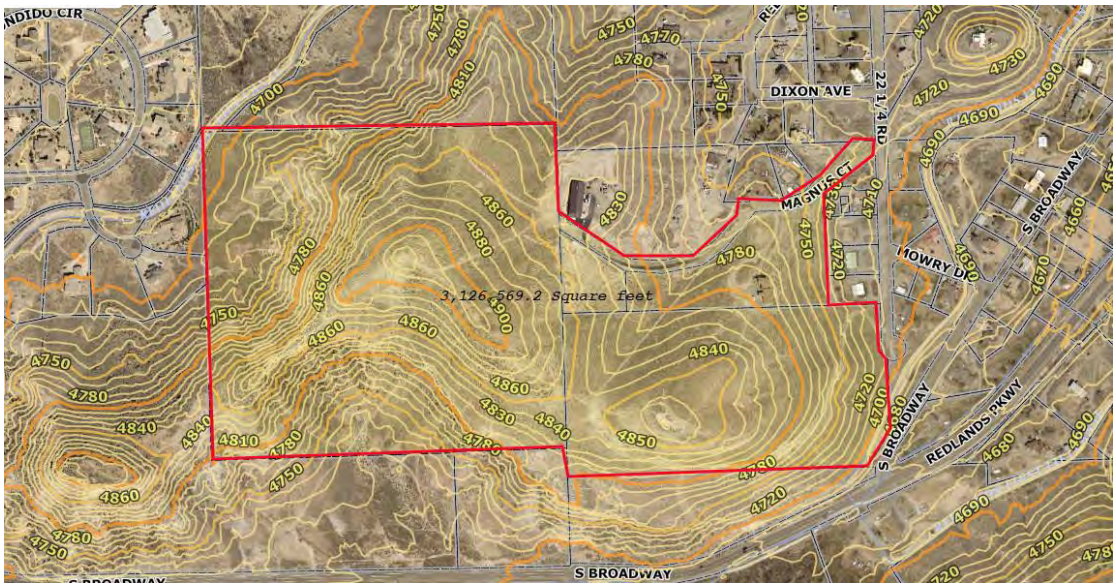
ACG is not aware of any drainage studies from the adjacent properties.

II. DRAINAGE SYSTEM DESCRIPTION

A. Existing Drainage Conditions

.....1. Describe existing topography and provide map with contours extending a minimum of 100 feet beyond property limits.

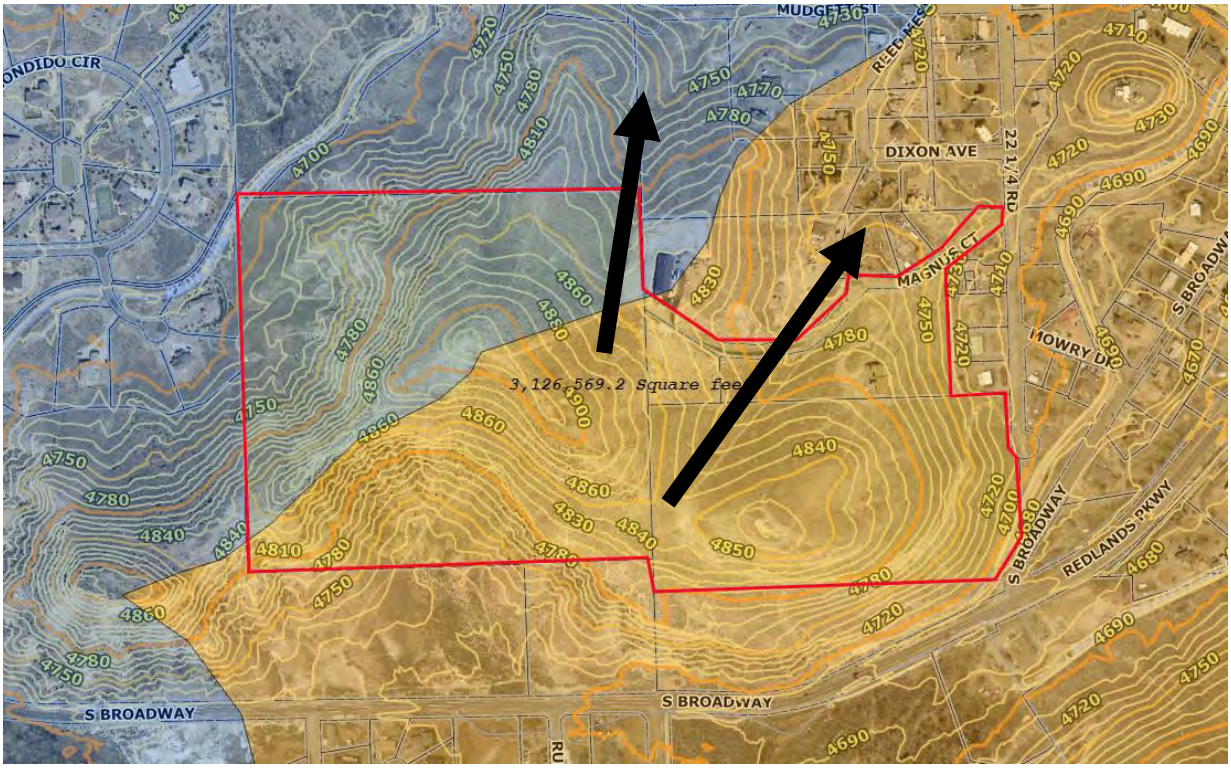
The 70-acre project site is located on a hilltop area which has significant topographic relief. The highest elevation within the project area is at an elevation of 4924 and the lowest elevation is at 4690, along the southeastern edge of the site.



City of Grand Junction 2016 GIS Contour Data

.....2. Identify major drainage way or outfall drainage way and describe map showing location of proposed development within the drainage ways.

The subject property has two primary drainage discharge locations along the northern end of the site and the remaining portions of the property primarily sheet flow onto adjacent property from all directions.



Two Primary Historic Concentrated Flow Drainage Discharge Locations

3. Identify pre-developed drainage patterns and describe map showing pre-developed sub-basins and concentrated discharge locations. Provide calculations of pre-developed peak flows entering and leaving the site.

There are six historic drainage basins for this site.

Historic basin area H-1, approximately 11.5-acres in size, consists of hillside area along the eastern portion of the project site. Drainage from this basin areas sheet flows east at a 30% grade and discharges to the adjacent residential lots along the east side of project. Drainage from this basin area flows to the unnamed drainage which flows along the Redlands Parkway and discharges to the Colorado River.

Historic basin area H-2, approximately 14.2-acres in size, consists of hillside area along the north eastern portion of the project site. Drainage from this basin areas sheet flows north east at a 20% grade and discharges east along Magnus Court to 22-1/4 Road. The runoff overtops 22-1/4 Road and discharges to the adjacent residential lots along the north east side of project. Drainage from this basin area flows to the unnamed drainage which flows along the Redlands Parkway and discharges to the Colorado River.

Historic basin area H-3, approximately 5.2-acres in size, consists of hillside drainage area along the north central portion of the project site. Drainage from this basin areas sheet flows north at a 16% grade and discharges to the adjacent residential property at 2205 Mudgett Street and into the Redlands Valley Subdivision and Mulli Subdivision.

Historic basin area H-3, approximately 5.2-acres in size, consists of hillside drainage area along the north central portion of the project site. Drainage from this basin areas sheet flows north at a 16% grade and discharges to the adjacent residential property at 2205 Mudgett Street and into the Redlands Valley Subdivision and Mulli Subdivision.

Historic basin area H-4, approximately 2.4-acres in size, consists of hillside drainage area along the north central portion of the project site. Drainage from this basin areas sheet flows northwest at a 16% grade and discharges to the adjacent undeveloped 20-acre residential property at 521 Mockingbird Lane.

Historic basin area H-5, approximately 15.6-acres in size, consists of hillside drainage area along the western portion of the project site. Drainage from this basin areas sheet flows west, across steep terrain and discharges to the Rocky Heights Subdivision located north of South Broadway and Escondido Circle, and ultimately into Limekiln Gulch drainage.

Historic basin area H-6, approximately 21.1-acres in size, consists of hillside drainage area along the southern portion of the project site. Drainage from this basin areas sheet flows west, across steep terrain and discharges to private property owned by the Museum of Western Colorado and Redlands Water and Power. The runoff continues to flow south across these private properties, across South Broadway, and into the unnamed drainage which flows south along the Redlands Parkway and discharge to the Colorado River.

See Appendix D of the report for maps and photos of the historic drainage conditions.

Pre-developed runoff calculations are summarized below, and detail information is provided in **Appendix G**.

Table 1: Historic / Pre-Development Runoff Calculations

Basin	Size (ac)	Storm Event	"C" Value	Runoff (cfs)
H-1	11.5	10-Yr	0.26	5
		100-Yr	0.51	19
H-2	14.2	10-Yr	0.29	6
		100-Yr	0.51	24
H-3	5.2	10-Yr	0.26	2
		100-Yr	0.51	8
H-4	2.4	10-Yr	0.27	1
		100-Yr	0.51	4
H-5	15.6	10-Yr	0.27	6
		100-Yr	0.51	26
H-6	21.1	10-Yr	0.26	9
		100-Yr	0.51	37

B. Master Drainage Plan

.....1. Describe location of the project relative to a previously prepared master drainage plan, including drainage plans prepared for adjacent development.

ACG is not aware of any previous master drainage plans or drainage reports for adjacent subdivisions.

C. Offsite Tributary Area

.....1. Identify all offsite drainage basins that are tributary to the project.

The project is located at the top of the hillside areas and does not have any offsite contributing flow.

.....2. Identify assumptions regarding existing and future land use and effects of offsite detention on peak flows.

The project is located at the top of drainage areas and future developments next to the project site will not contribute to any offsite flow.

D. Proposed Drainage System Description

.....1. Identify how offsite stormwater is collected and conveyed through the site and ultimately to the receiving water(s).

The project does not have any offsite stormwater flow.

.....2. Identify sub-basins and describe, in general terms, how onsite stormwater is collected and conveyed through the site for each location where stormwater is discharged from the site.

The project is proposing to construct approximately 72 homes on 24-acres within the 70-acre site. The remaining 46-acres will remain undisturbed and are not anticipated to be further developed.

The average density of 24-acres that will be developed will be approximately 3 units per acre and homes within this area will typically be two story style homes. The report assumes each level will have approximately 2,200 square feet.

The 24-acre developed area is primarily located in the center area of the 70-acre site, around Magnus Court. Development within this area will impact the two existing historic drainage basins which discharge to the north (H-3) and northeast (H-2).

The project anticipates construction of stormwater infrastructure to collect runoff from the project and convey flows to a stormwater detention / water quality facility located along Magnus Court. The detention facilities are anticipated to over-detain runoff to allow the

proposed residential home construction downstream of the pond to release undetained stormwater flow.

The proposed detention / water quality facility will pipe the outfall from the detention pond down Magnus Court to the eastern property line and the discharge will be piped south to the intersection area of South Broadway and Redlands Parkway. The outfall will discharge to the unnamed creek which flows south along the Redlands Parkway and discharges to the Colorado River.

The project anticipates the detention facility will be designed for a 32-acre basin area to account for over detaining stormwater. The detention facility is anticipated to require

REQUIRED DETENTION POND SIZING						
BASIN	STORM EVENT	A(1)	P(2)	X(3)	K(4)	V(5)
		acres	%			cubic feet
D-1	10 YEAR	32.00	22.00	0.26	0.0049	6,886
	100 YEAR	32.00	22.00	0.42	0.0162	22,528
(1) Area in acres (Basin D-0 + O-1)						
(2) Developed Basin Imperviousness (%)						
(3) Mesa County and the other local jurisdictions adjustment Factor -- per SWMM Table 1401						
(4) $K_{10} = ((0.95*P_{10}) - 1.90) * (X_{10}/1000)$; $K_{100} = ((1.78*P_{100}) - (0.002*P_{100}^2) - 3.56) * (X_{100}/900)$						
(5) Minimum Detention Volumes: $V_{cubic\ feet} = (K * A) * 43,560$						

Table 2: Magnus Subdivision Stormwater Detention Requirements

The anticipated Major Developed Drainage basins are summarized in the table below.

Table 3: Major Developed Drainage Basin Summary

Basin	Size (ac)	Storm Event	"C" Value	Runoff (cfs)
D-1	10.3	10-Yr	0.34	6
		100-Yr	0.55	22
D-2	20.2	10-Yr	0.35	10
		100-Yr	0.56	33
D-3	1.61	10-Yr	0.33	1
		100-Yr	0.54	4
D-4	1.26	10-Yr	0.26	1
		100-Yr	0.51	2
D-5	15.6	10-Yr	0.26	6
		100-Yr	0.51	27
D-6	21.1	10-Yr	0.27	9
		100-Yr	0.51	37

.....* 3. Describe detention volumes, release rates and pool elevations.

The detention facility anticipates releasing stormwater based on the 24-acre, disturbed project area, at the following rates:

ALLOWABLE STORM EVENT RELEASE RATE			
Control Frequency	Soil Group(1)	Area(2)	Release Rate(3)
		acres	cfs
10-year	D	24.00	2.88
100-year	D	24.00	12.00

(1) NRCS Hydrologic Soil Group
(2) Tributary watershed area in acres
(3) Allowable Release Rates for Detention Ponds (cfs) --- per SWMM Table 1402

Table 3: Magnus Subdivision Stormwater Detention Requirements

.....* 4. Identify the difference in elevation between pond invert and the groundwater table.

According to the geotechnical report prepared by Huddleston Berry Engineering and Testing, LLC, (11/30/201 for CRG Properties), no groundwater was detected at depths of 10-ft below the existing ground surface.

.....5. Describe how stormwater is discharged from the site, including both concentrated and dispersed discharges.

Stormwater from the project site will be routed to a detention / water quality pond located constructed by the project. The stormwater will be piped to the southeast corner of the project site and discharge to the unnamed stream which flows along the Redlands Parkway.

.....6. Describe stormwater quality facilities.

The project will provide a water quality pond using an extended basin design technique for the project.

.....* 7. Describe maintenance access aspects of design.

Stormwater management practices will be required for all onsite disturbed areas to minimize sediment migration into the detention / water quality pond facility.

The water quality pond has been designed assuming a 20% sedimentation build up in the bottom of the pond. It is anticipated that with routine care, sediment should not have to be removed for several years.

Routine maintenance of the pond's trash screens will be required. The screens should be checked after significant storm events or when it appears stagnate water is in the bottom of the pond.

Backyard area inlets should be checked after major storm events or if water is observed ponding above the inlets. In most cases, the grates will need to be cleaned to remove leaves and debris.

.....* 8. Describe easements and tracts for drainage purposes, including limitation on use.

The property owner's association will be responsible for operation and maintenance of all drainage facilities. As part of the 521 Drainage Authority permitting process, the project will sign a post construction operations and maintenance agreement with the 521 Drainage Authority that requires yearly inspections of the facilities and if maintenance is not addressed, the 521 Authority has the ability to address the deficiencies and 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, "_____.

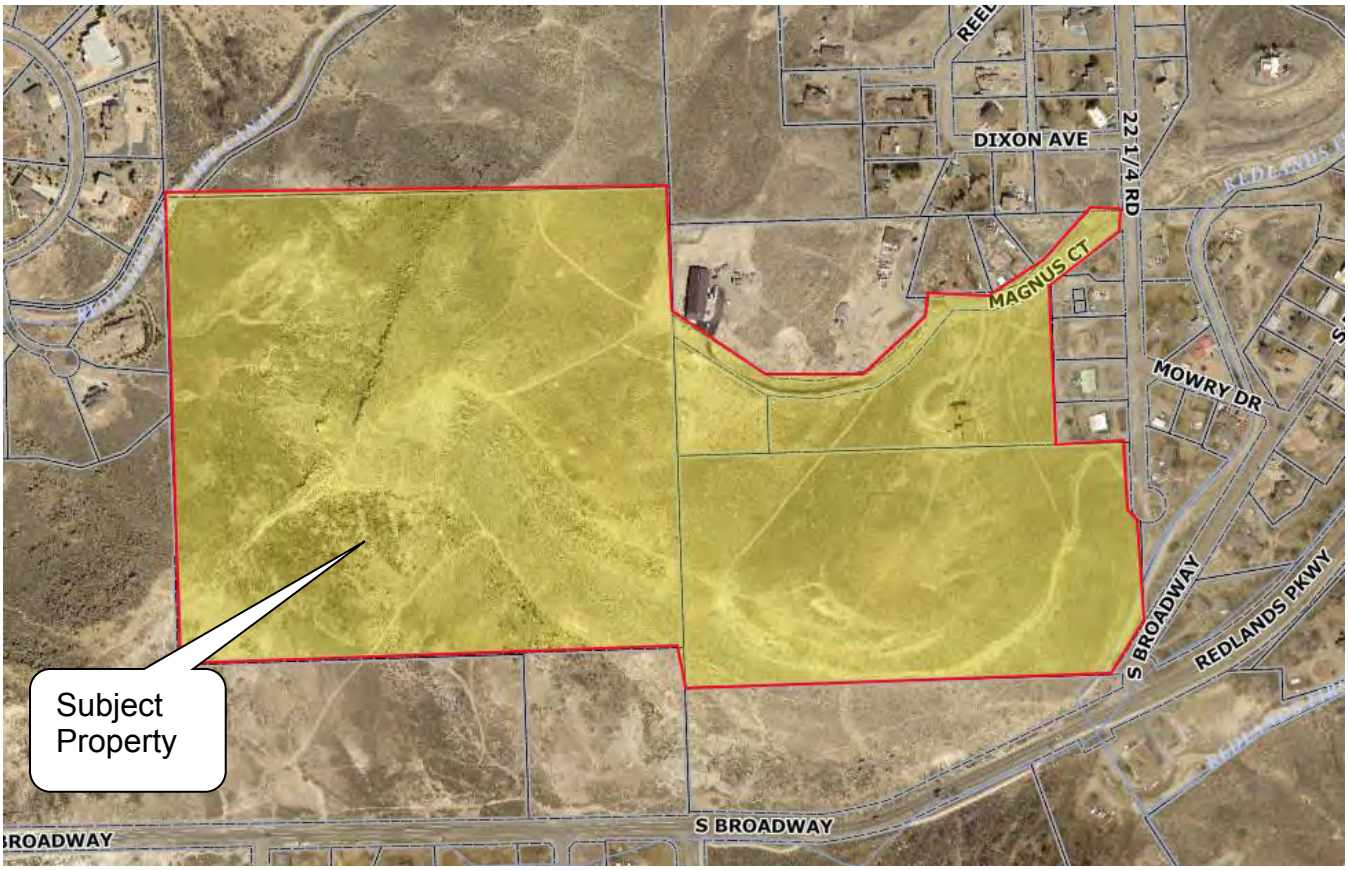
5. StormCAD V1.0, Haestad Methods, Inc., 37 Brookside Road, Waterbury, CT 06708

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

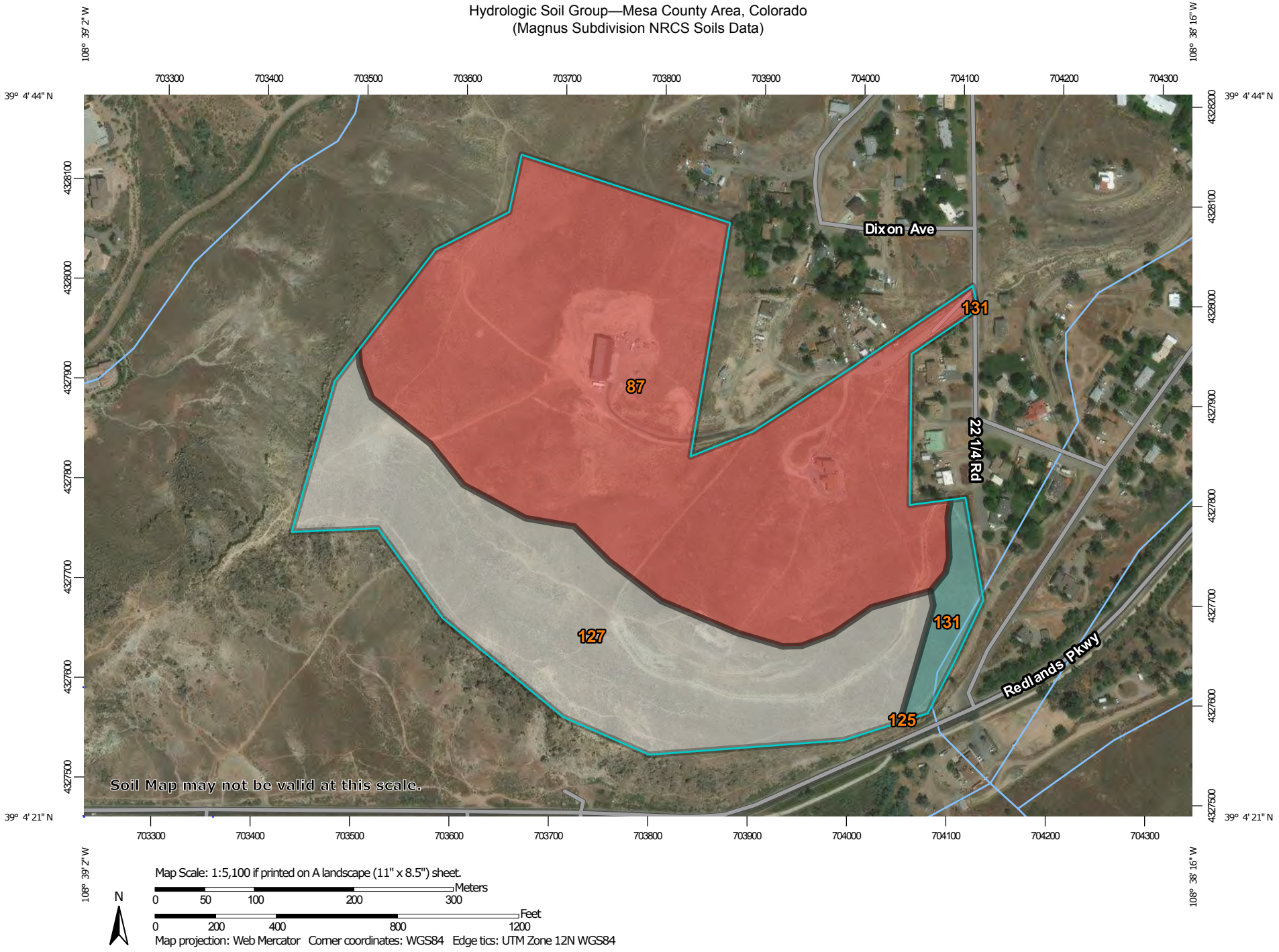
The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 2/22/2019 at 9:54:05 AM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded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

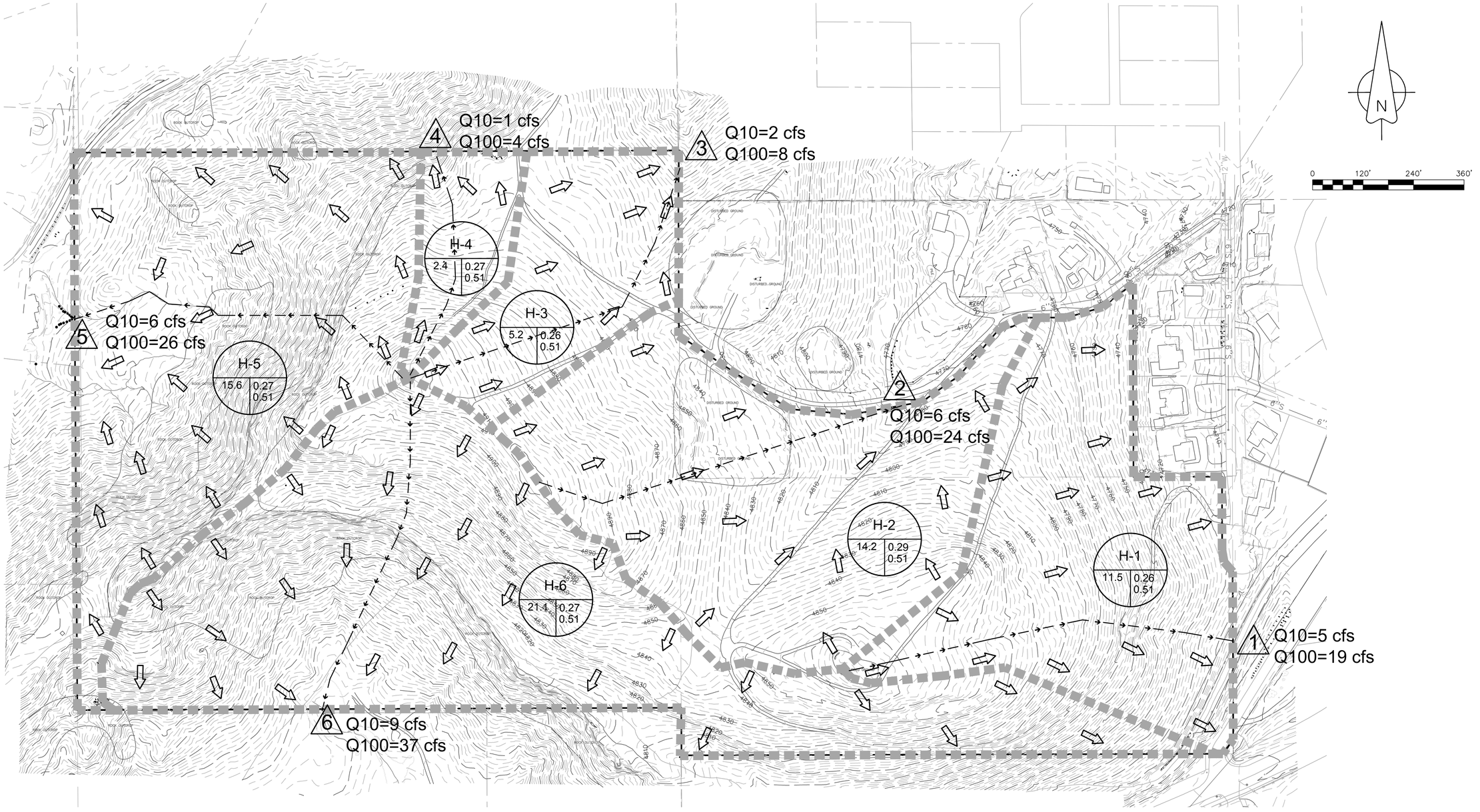
Aggregation Method: Dominant Condition

Component Percent Cutoff: None Specified

Tie-break Rule: Higher

APPENDIX D

Historic Drainage Conditions / Maps



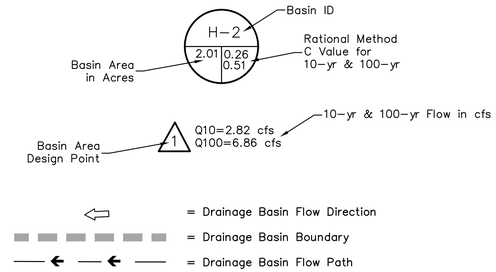
GENERAL NOTES:

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.



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

SCALE VERIFICATION
BAR IS ONE INCH ON ORIGINAL DRAWING
IF NOT ONE INCH ON THIS SHEET
ADJUST SCALES ACCORDINGLY

NO.	DESCRIPTION	DATE	BY
	REVISIONS		

A · C · G
AUSTIN CIVIL GROUP, INC.
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

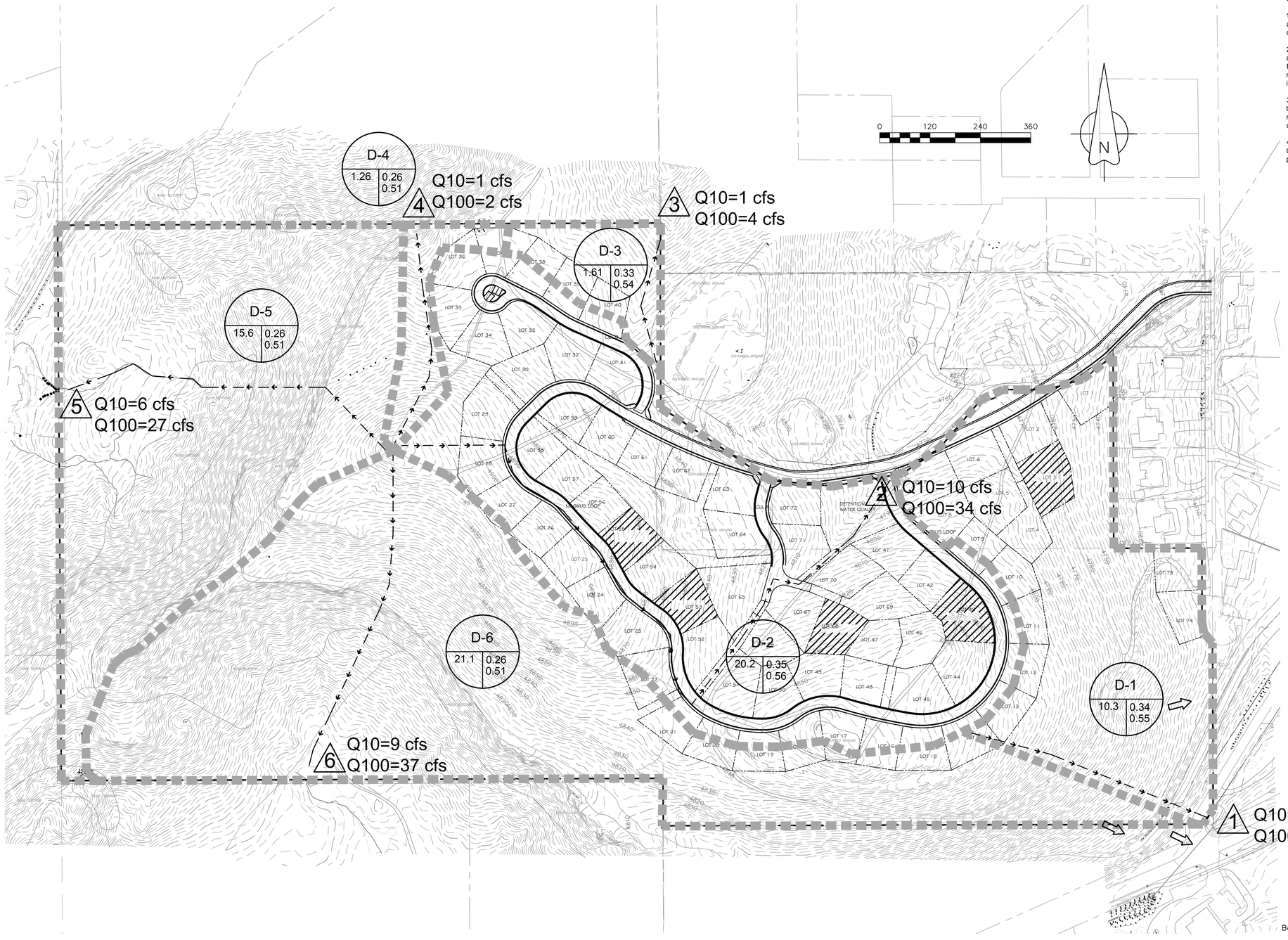
DRAWN BY:	DESIGNED BY:	CHECKED BY:	APPROVED BY:
lms	lms		MRA

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.

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

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

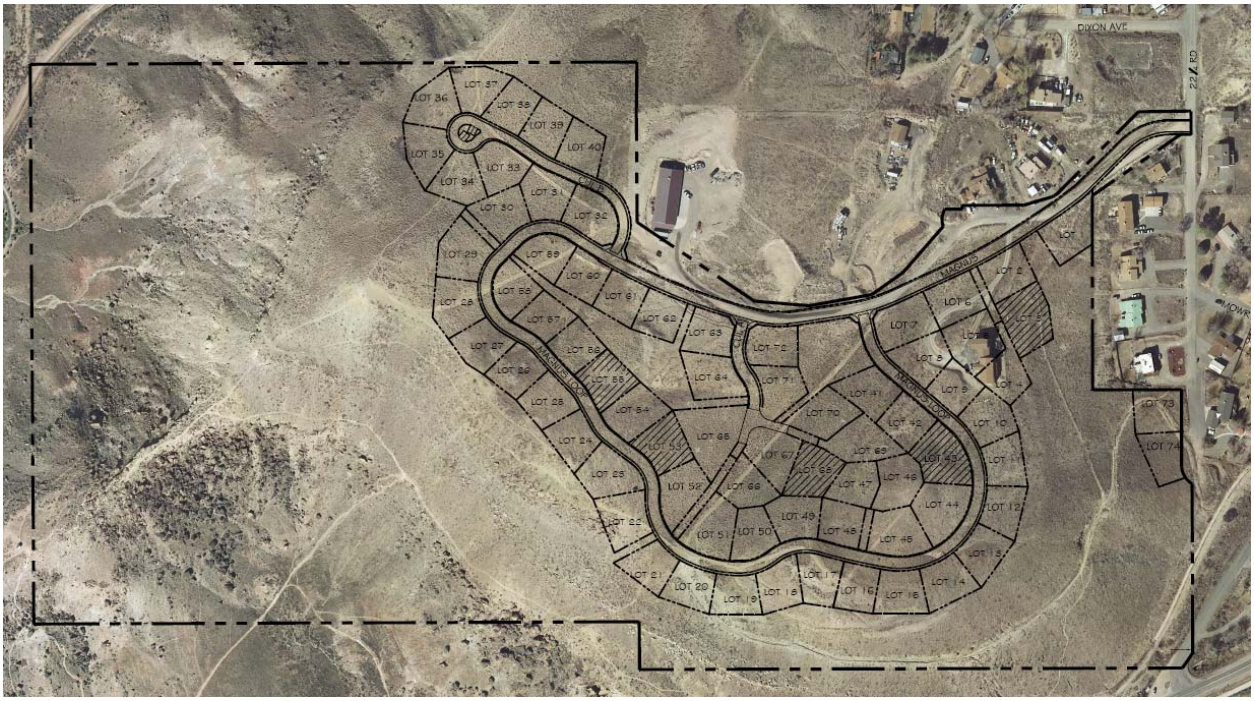
(14) Storm Runoff: $Q_{cfs} = C * I_{(in/hr)} * A_{(acres)}$ -- per SWMM Equation 710

Transportation Impact Study

for

Magnus Court Subdivision

Grand Junction, Colorado



February 25, 2019
Revised: July 10, 2019



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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

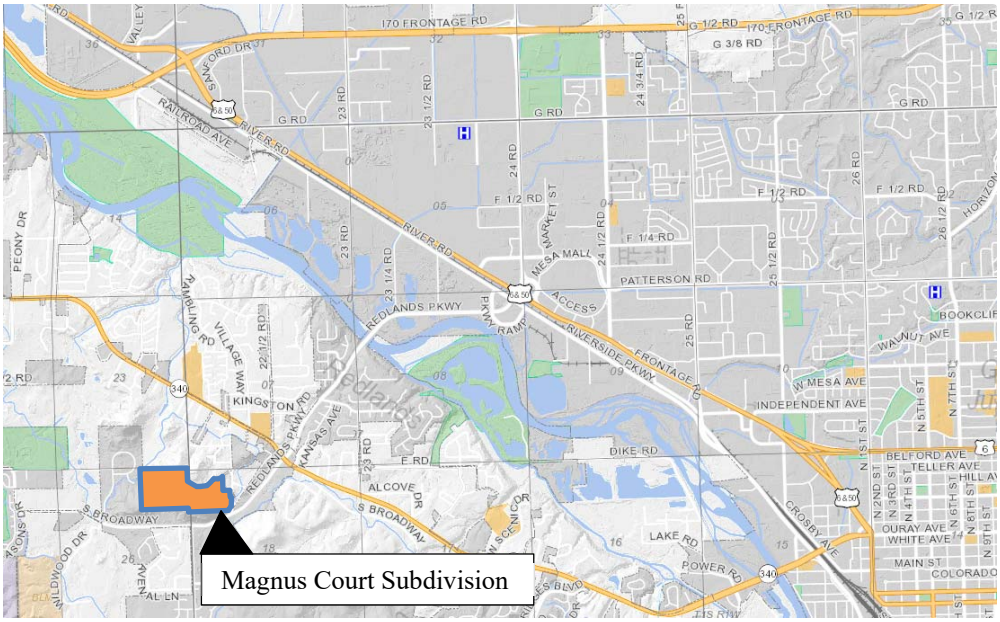
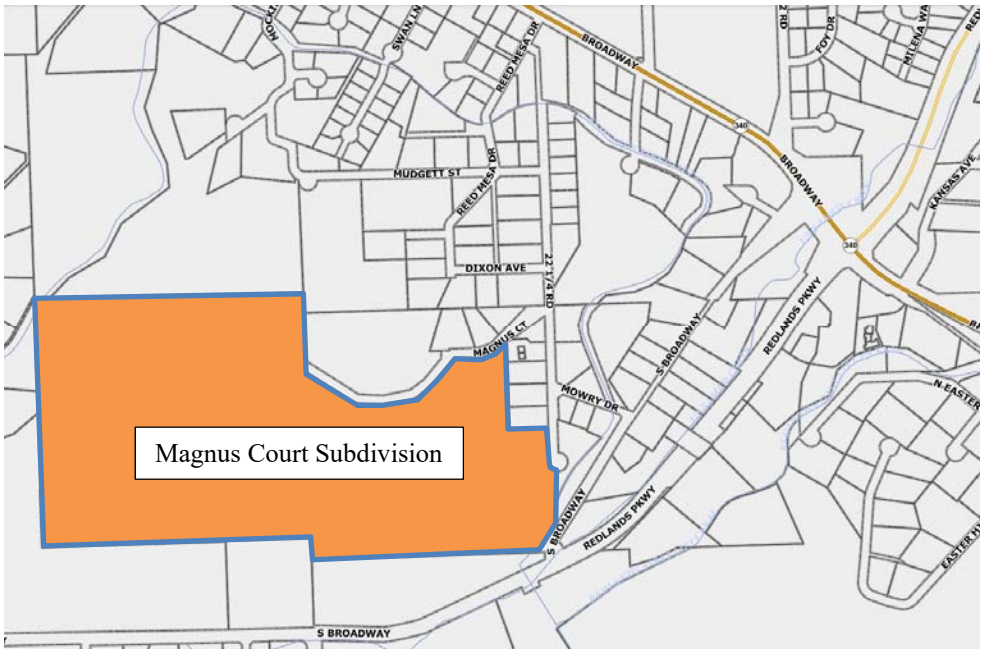


Figure 2: Area Map



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**.

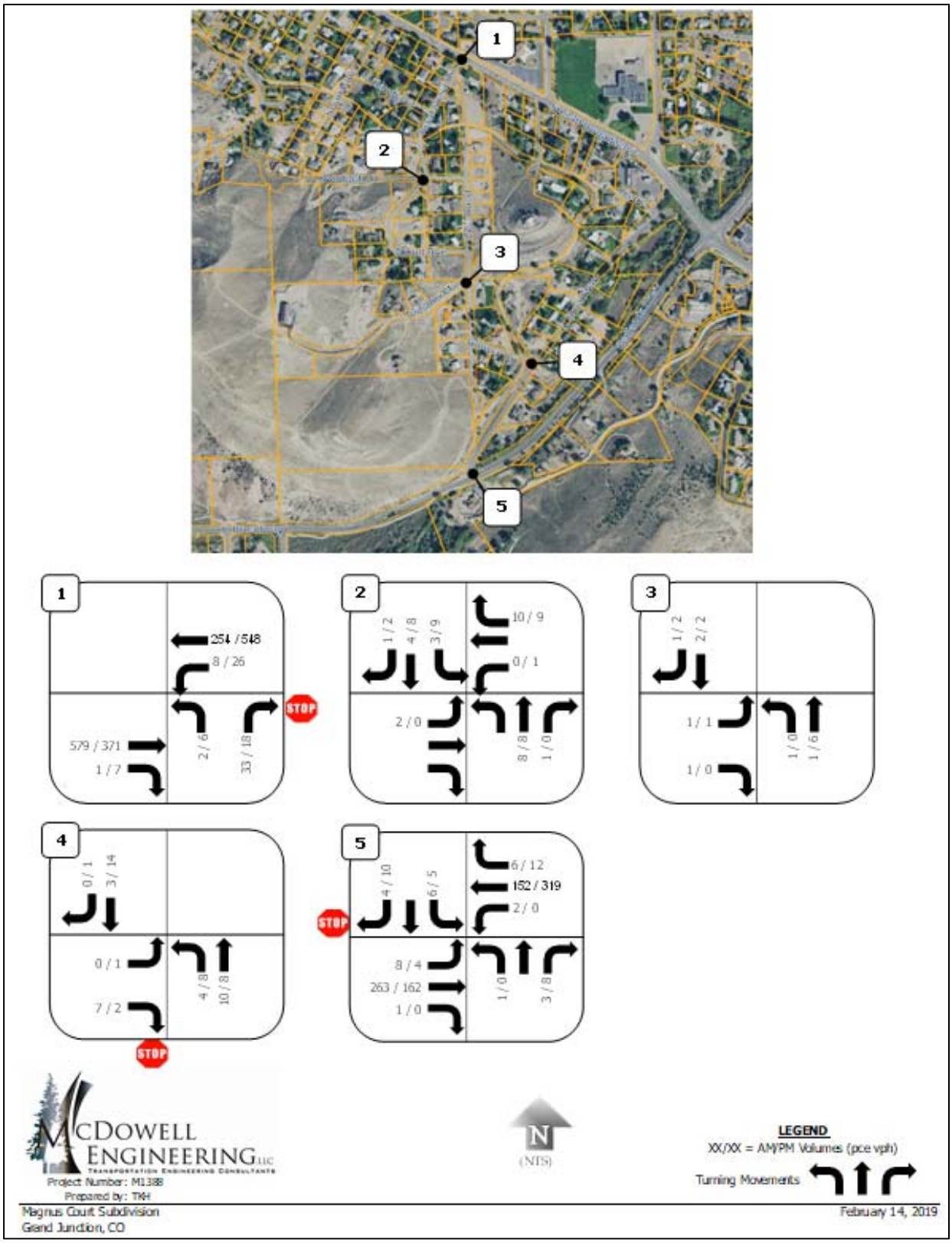
2.3 Shortcut Route

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.

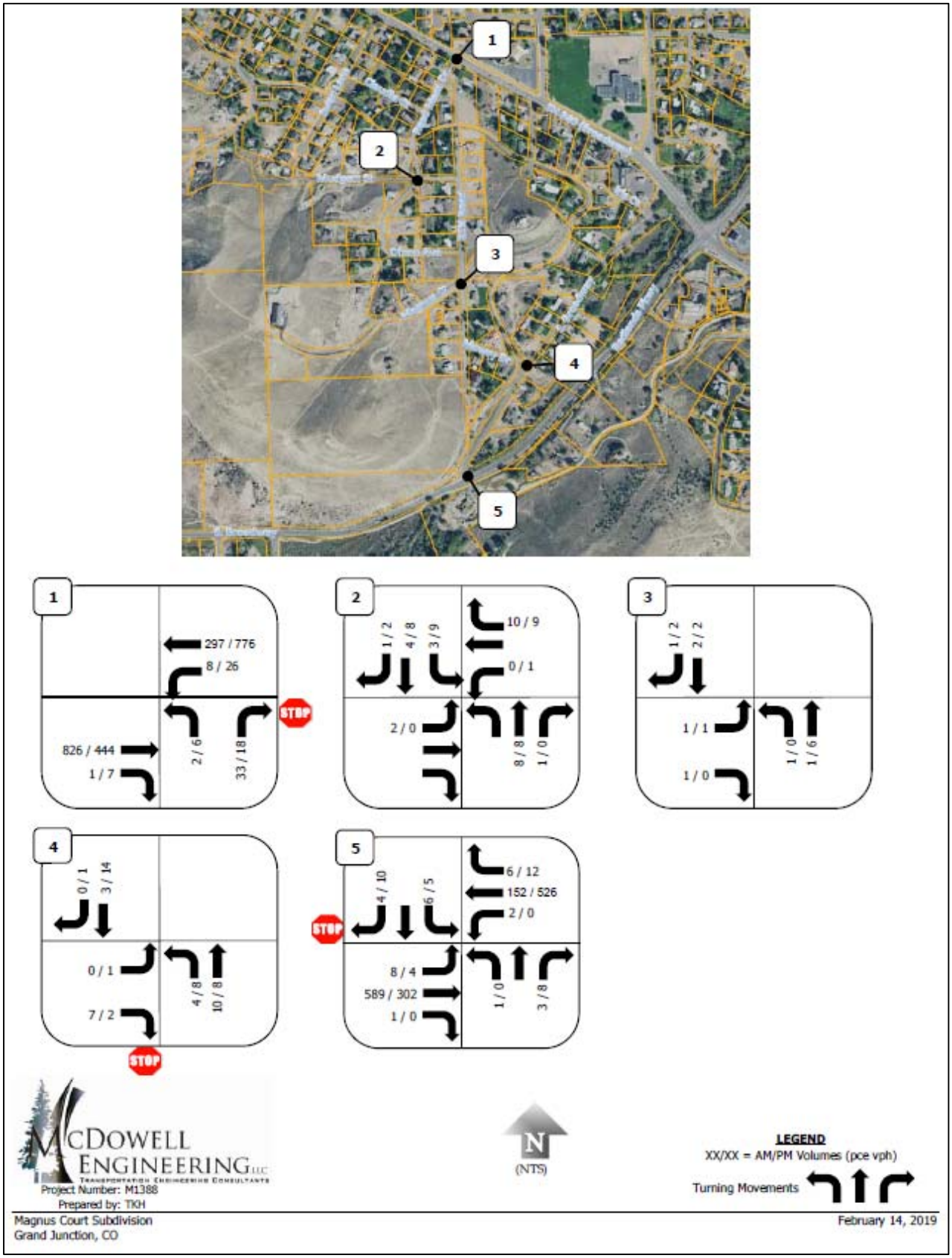
3.2 Planned or Existing Land Development Projects

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
TKH
February 14, 2019

MCDOWELL ENGINEERING LLC
TRANSPORTATION ENGINEERING CONSULTANTS

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)

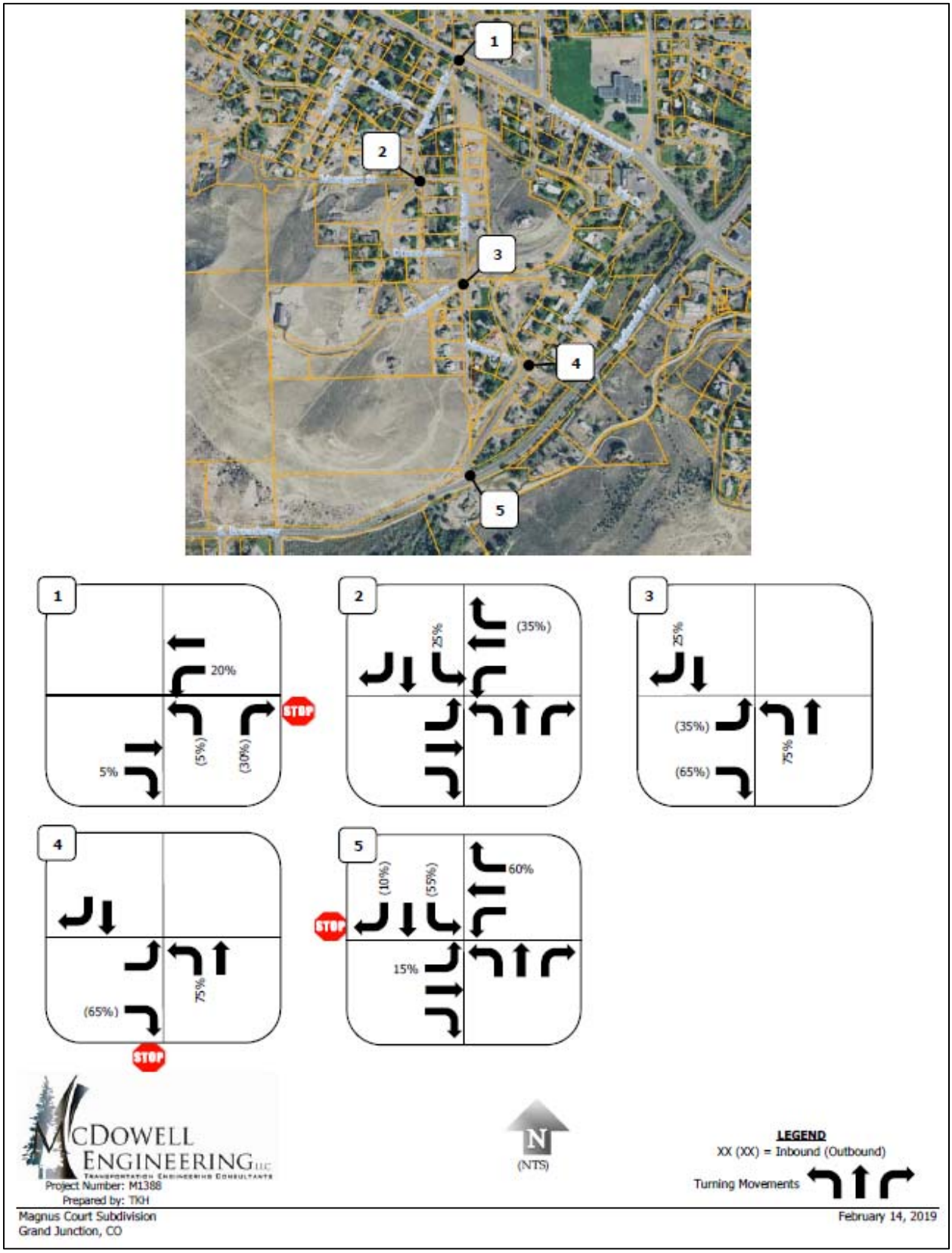


Figure 8: PM Project Traffic Distribution (35% NB, 65% SB)

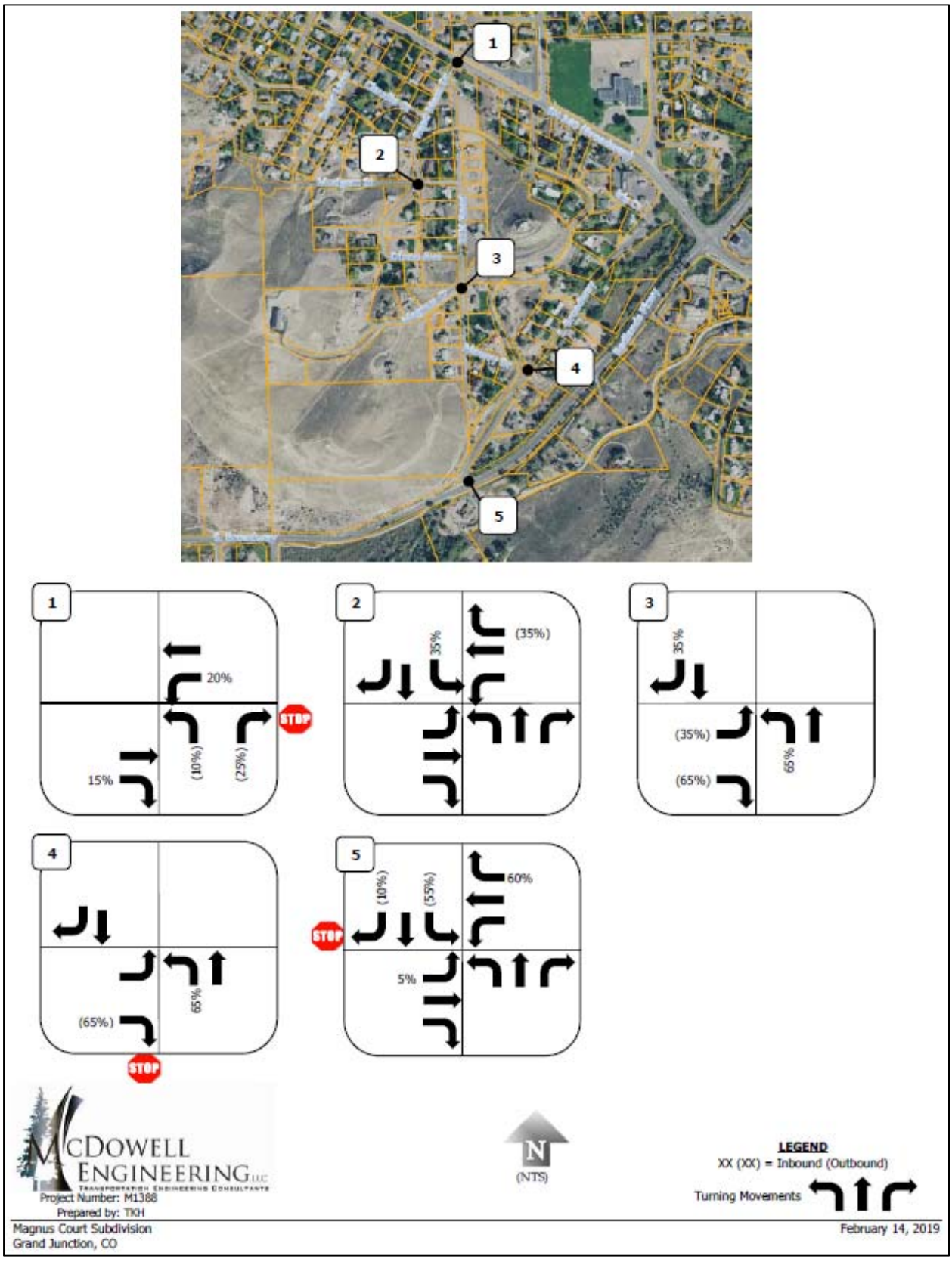


Figure 9: Project Traffic (35% NB, 65% SB)

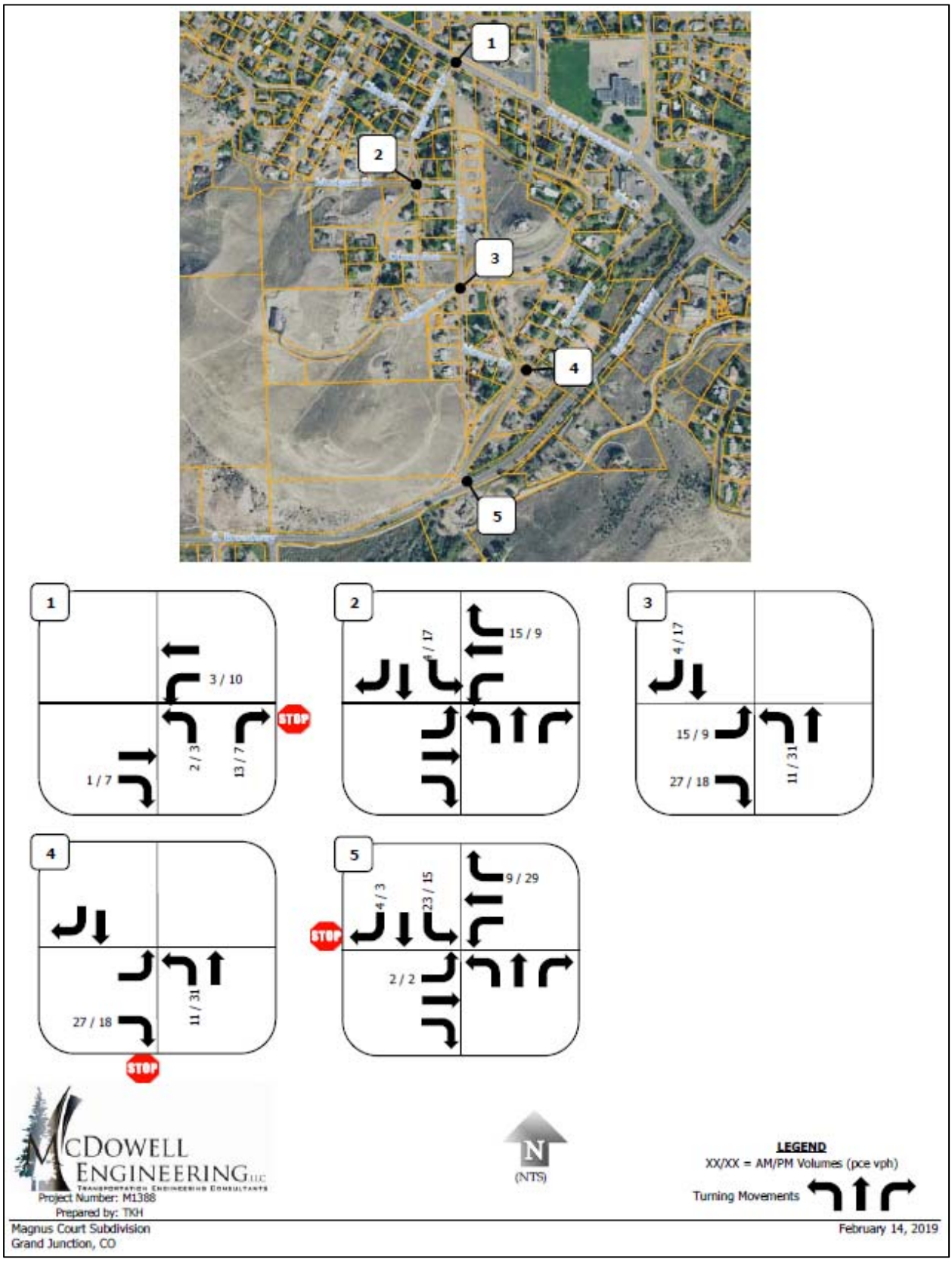


Figure 10: AM Project Traffic Distribution (60% NB, 40% SB)

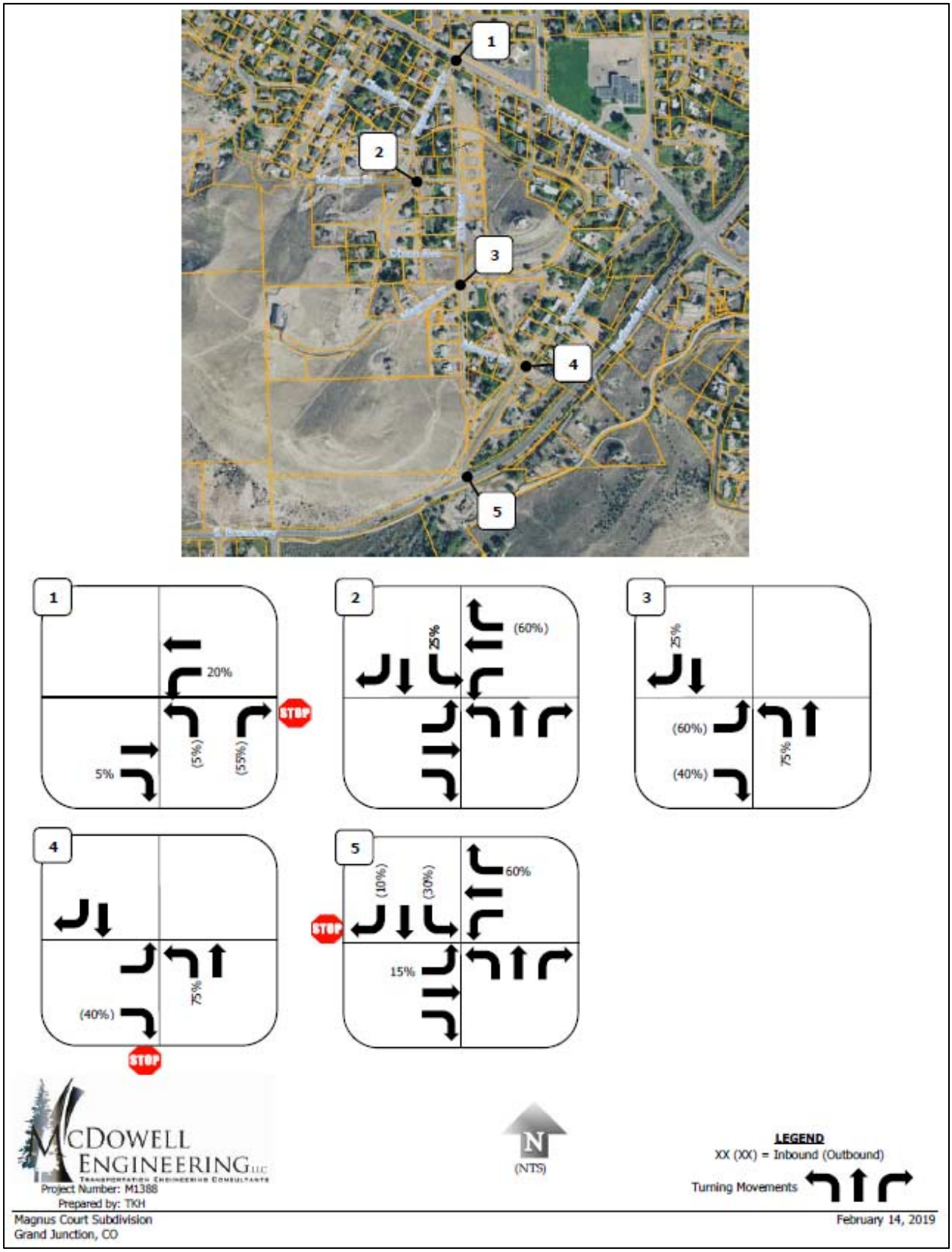


Figure 11: PM Project Traffic Distribution (60% NB, 40% SB)

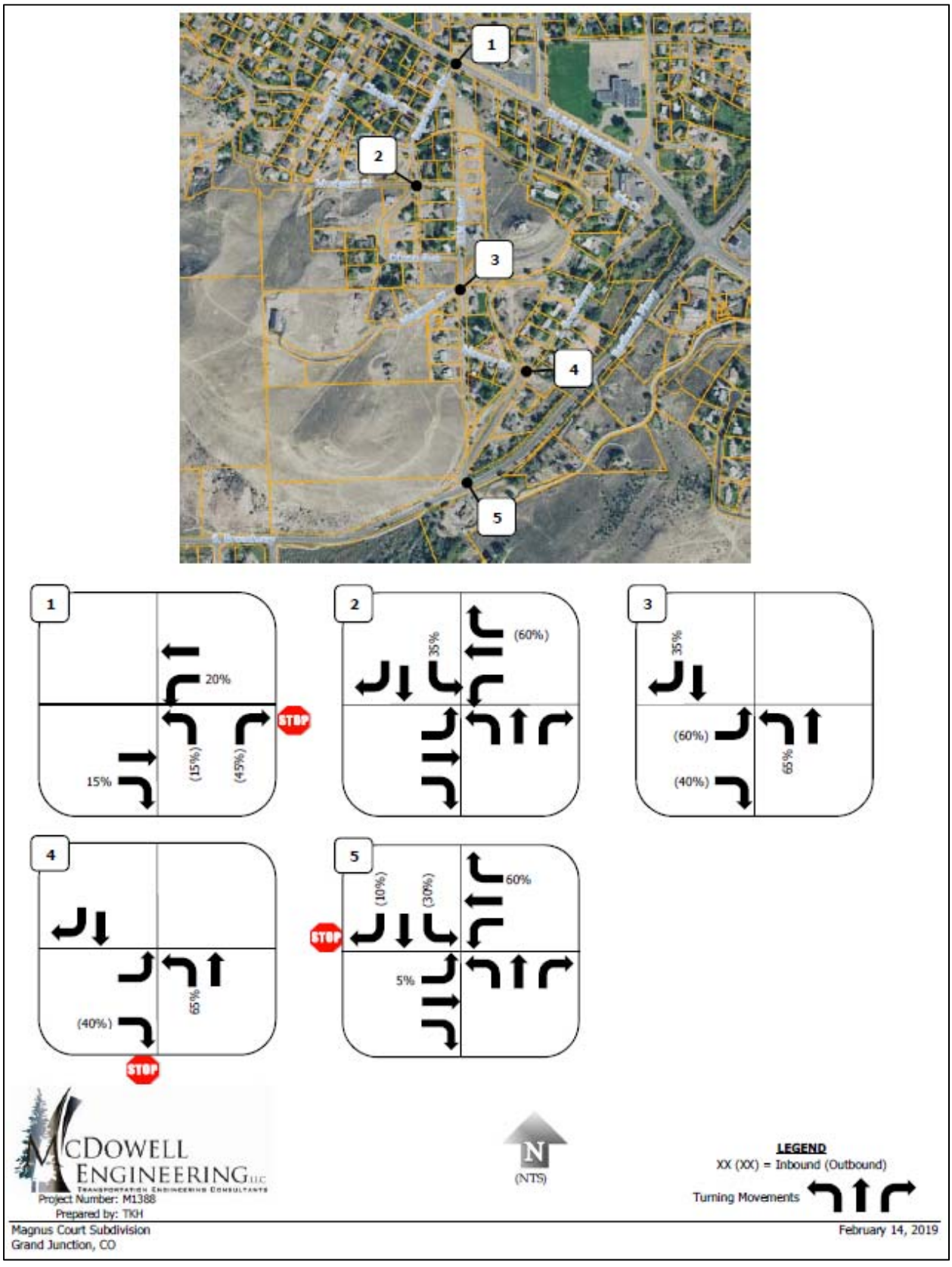
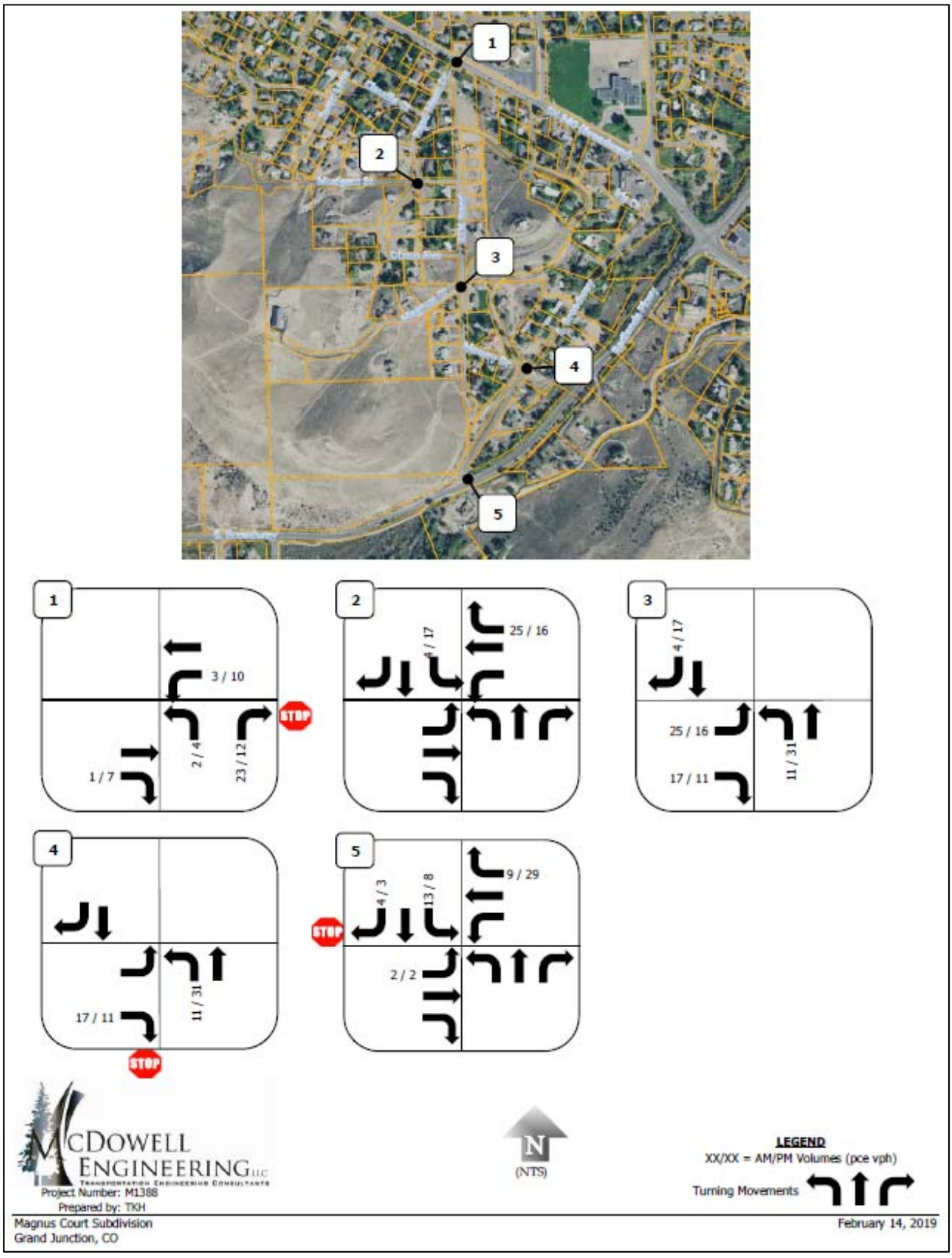


Figure 12: Project Traffic (60% NB, 40% SB)



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)

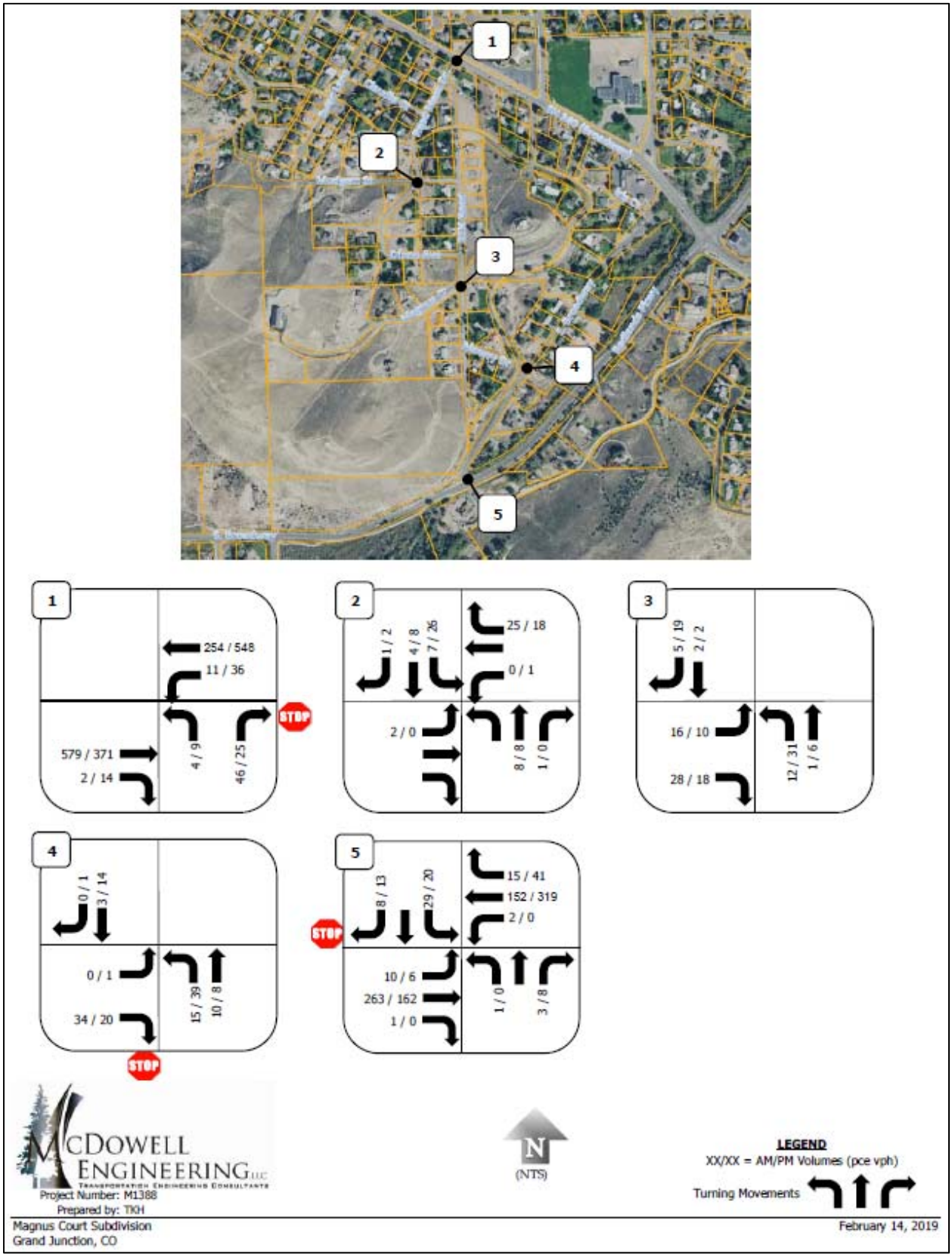


Figure 14: Initial Year Total Traffic (2019) (60% NB, 40% SB)

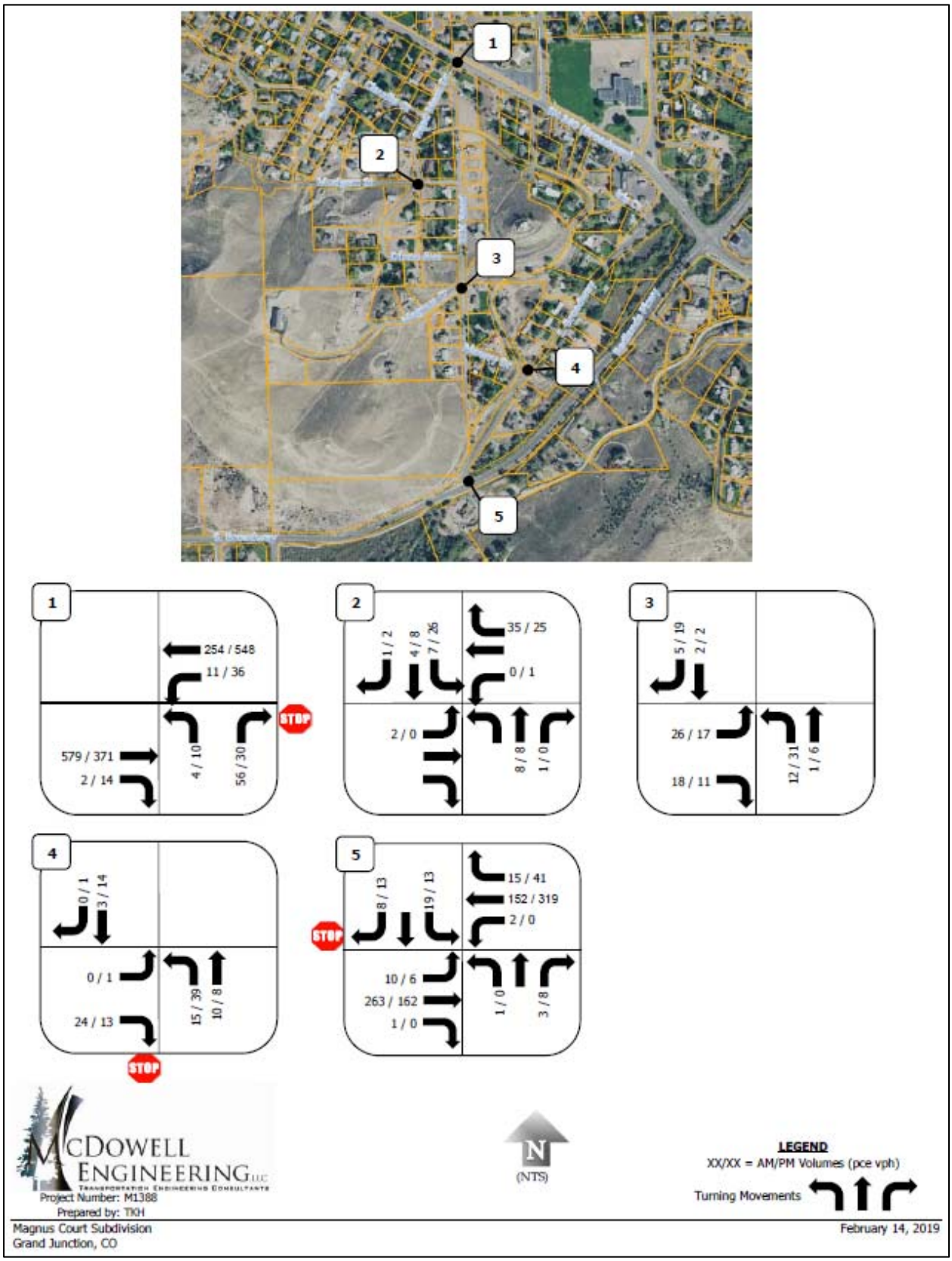


Figure 15: Design Year Total Traffic (2040) (35% NB, 65% SB)

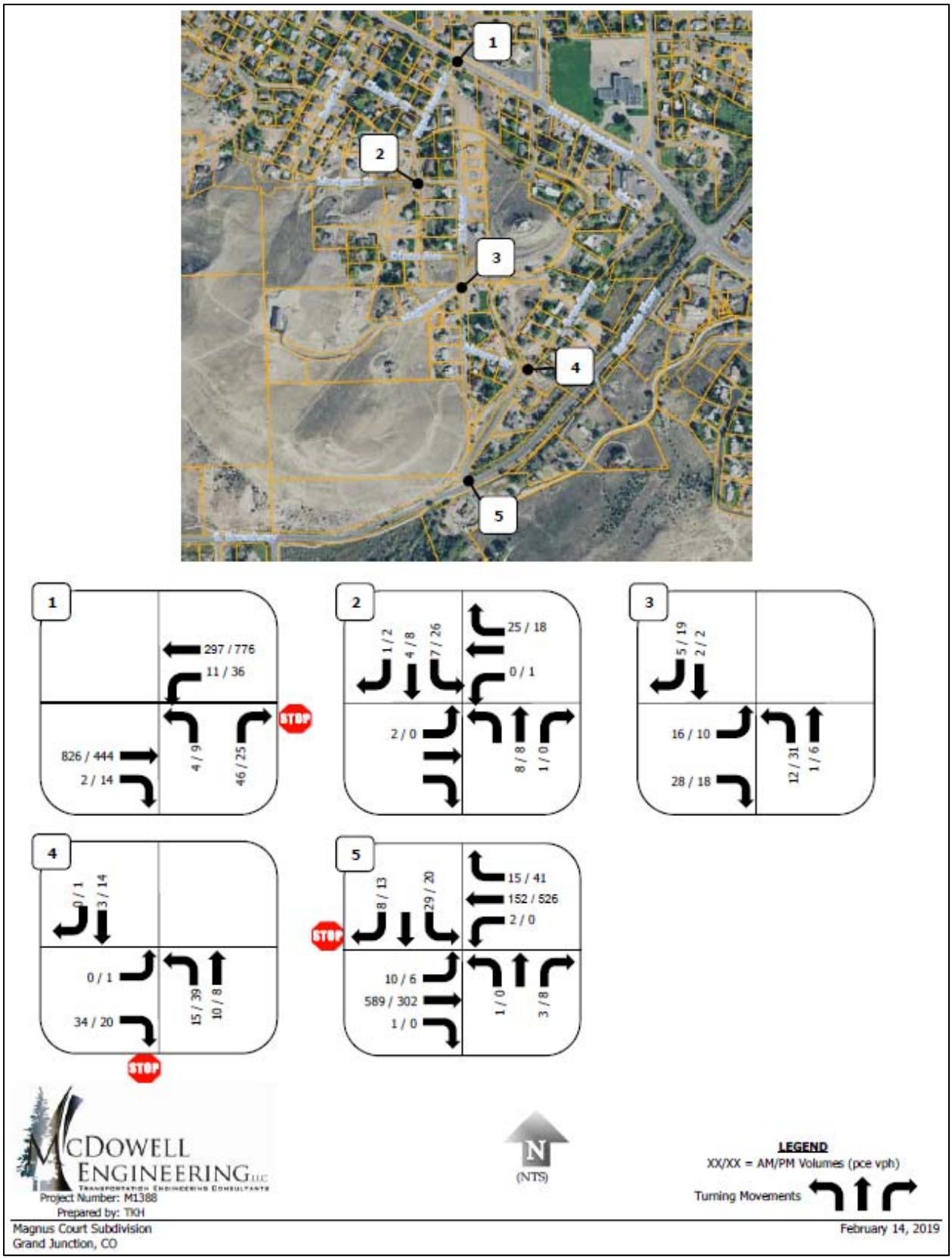
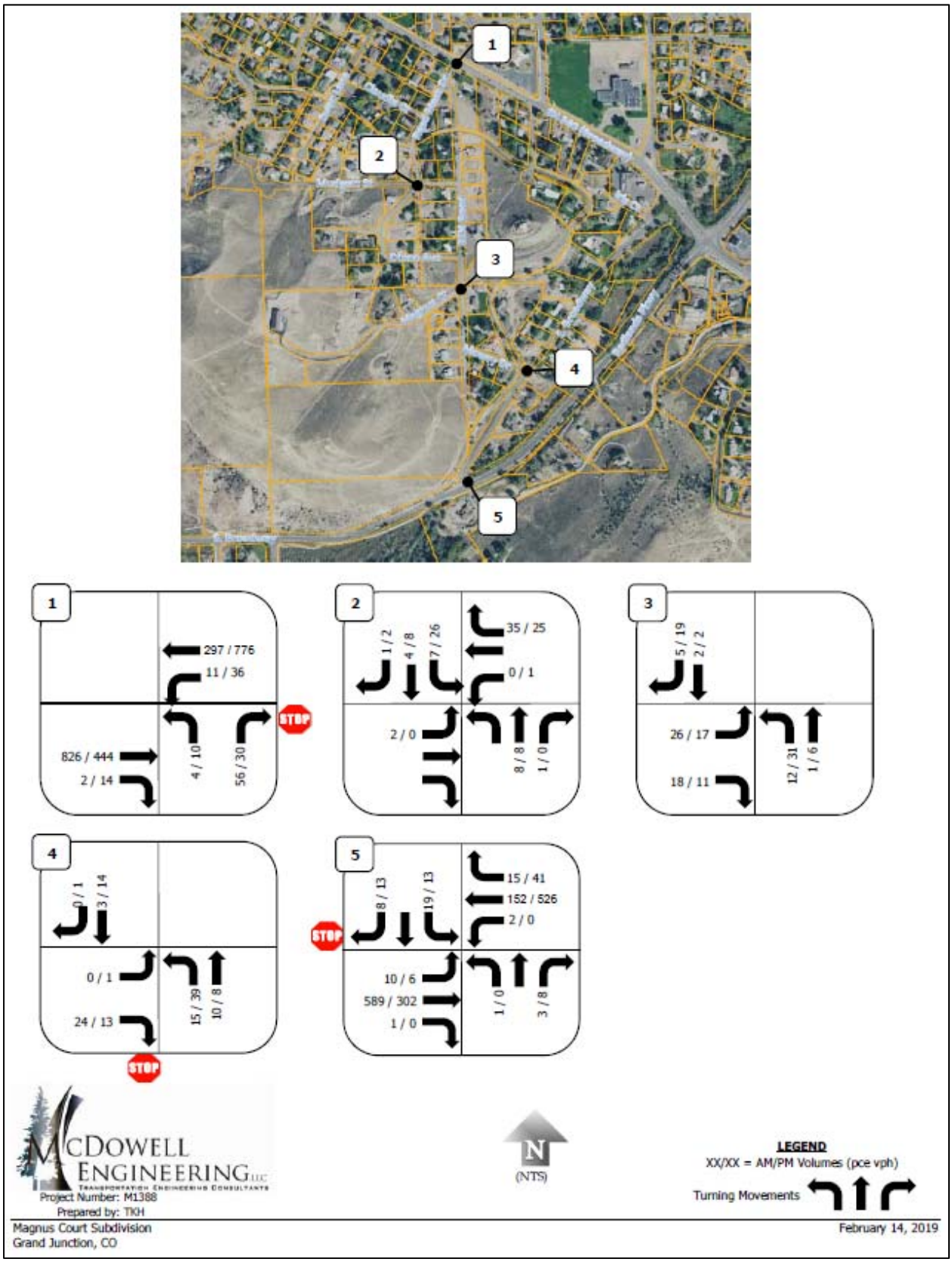


Figure 16: Design Year Total Traffic (2040) (60% NB, 40% SB)



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.

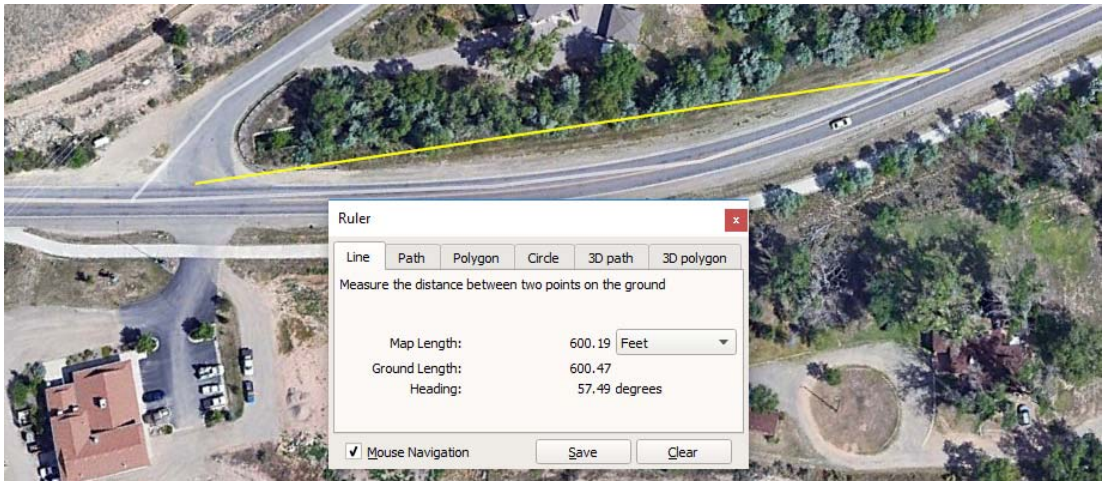


Looking NE from S. Broadway



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



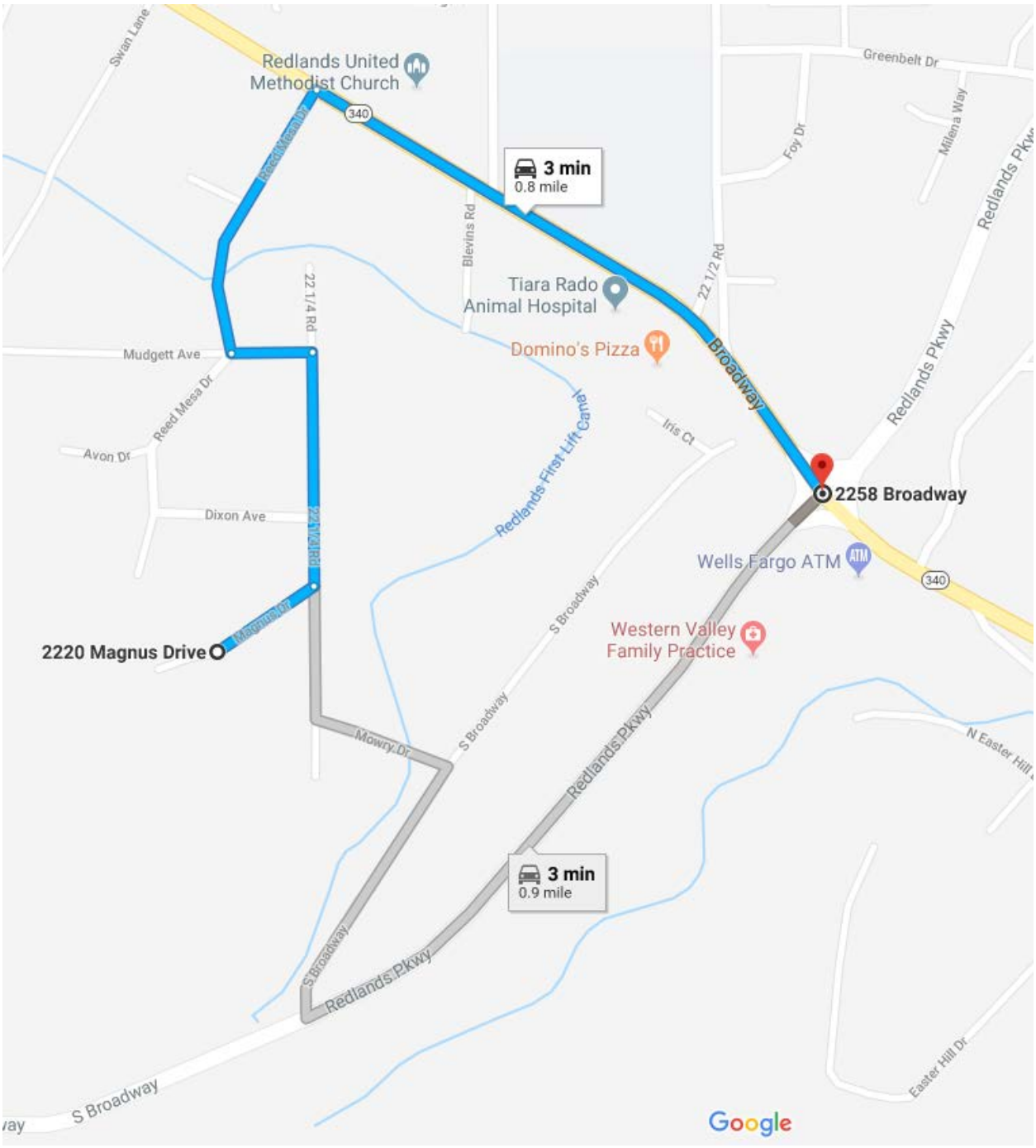
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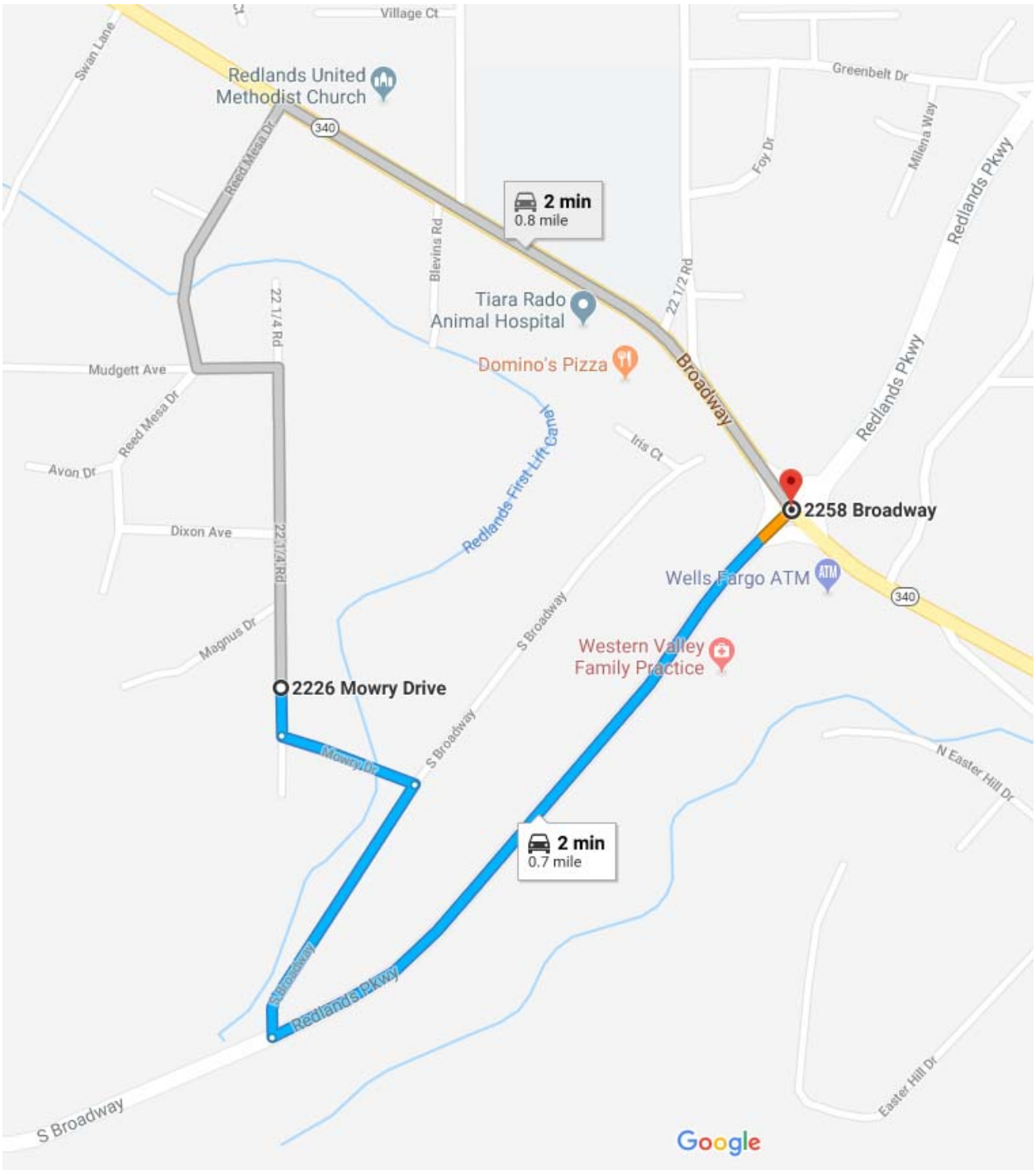
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Printed: 1/10/2019

1 inch = 400 feet

CITY OF Grand Junction COLORADO
GEOGRAPHIC INFORMATION SYSTEM


Redlands United Methodist Church
340
3 min
0.8 mile
Blevins Rd
22 1/2 Rd
Tiara Rado Animal Hospital
Domino's Pizza
Broadway
Redlands Pkwy
Greenbelt Dr
Foy Dr
Milena Way
Swan Lane
Rocci Mesa Dr
22 1/4 Rd
Mudgett Ave
Reed Mesa Dr
Avon Dr
Dixon Ave
Redlands First Lift Canal
Iris Ct
2258 Broadway
Wells Fargo ATM
ATM
Western Valley Family Practice
S Broadway
Magnus Dr
2220 Magnus Drive
Mowry Dr
Redlands Pkwy
N Easter Hill
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:
>
> Eagle ● Broomfield ● Grand Junction
>
> www.mcdowelleng.com

--

Thanks, Kent

Kari McDowell Schroeder

From: Kent Harbert
Sent: Friday, February 1, 2019 4:35 PM
To: Dana Brosig
Cc: Rick Dorris; Paul Jagim; Roussin - CDOT, Daniel; mark.bunnell@state.co.us; Kari McDowell Schroeder
Subject: Re: Magnus Subdivision, base assumptions

Ok, thanks.

On Fri, Feb 1, 2019 at 3:23 PM Dana Brosig <dana.brosig@mesacounty.us> wrote:

> Kent-
> I looked into it more. You are right that the City did annex the end of the road but Mesa County continues to maintain it as it is such a small section. We would like the City to annex 22 1/4 Rd to Magnus Ct and Mowry Dr and start maintaining those sections as part of this subdivision.
>
> We won't require a PAL for access off of 22 1/4 Rd.
>
> Thanks,
>
> **Dana Brosig P.E.**
> Development Engineer
> Mesa County Planning Department
> (970) 255-5035
>
> On Fri, Jan 25, 2019 at 12:04 PM Kent Harbert <kent@mcdowelleng.com> wrote:
>
> > All,
> > In a discussion with Paul Jagim, we decided that it was not necessary to count both the intersection of Dixon Avenue and 22¼ Road and the intersection of Magnus Court and 22¼ Road because of their close proximity to each other and the anticipated low volumes. The intersection of Dixon Avenue and 22¼ Road will not be counted.
> >
> > On Tue, Jan 15, 2019 at 5:01 PM Kent Harbert <kent@mcdowelleng.com> wrote:
> >
> > > All,
> > > Please review the attached base assumptions for the proposed Magnus Subdivision.
> > >
> > > --
> > >
> > > Thanks, Kent
> > >
> > > T. Kent Harbert, PE, PTOE
> > >
> > > Transportation / Traffic Engineer
> > >
> > > 970.812.6768
> > >
> > > kent@mcdowelleng.com

In cooperation with:

Eagle ● Broomfield ● Grand Junction

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--

Thanks, Kent

T. Kent Harbert, PE, PTOE

Transportation / Traffic Engineer

970.812.6768

kent@mcdowelleng.com

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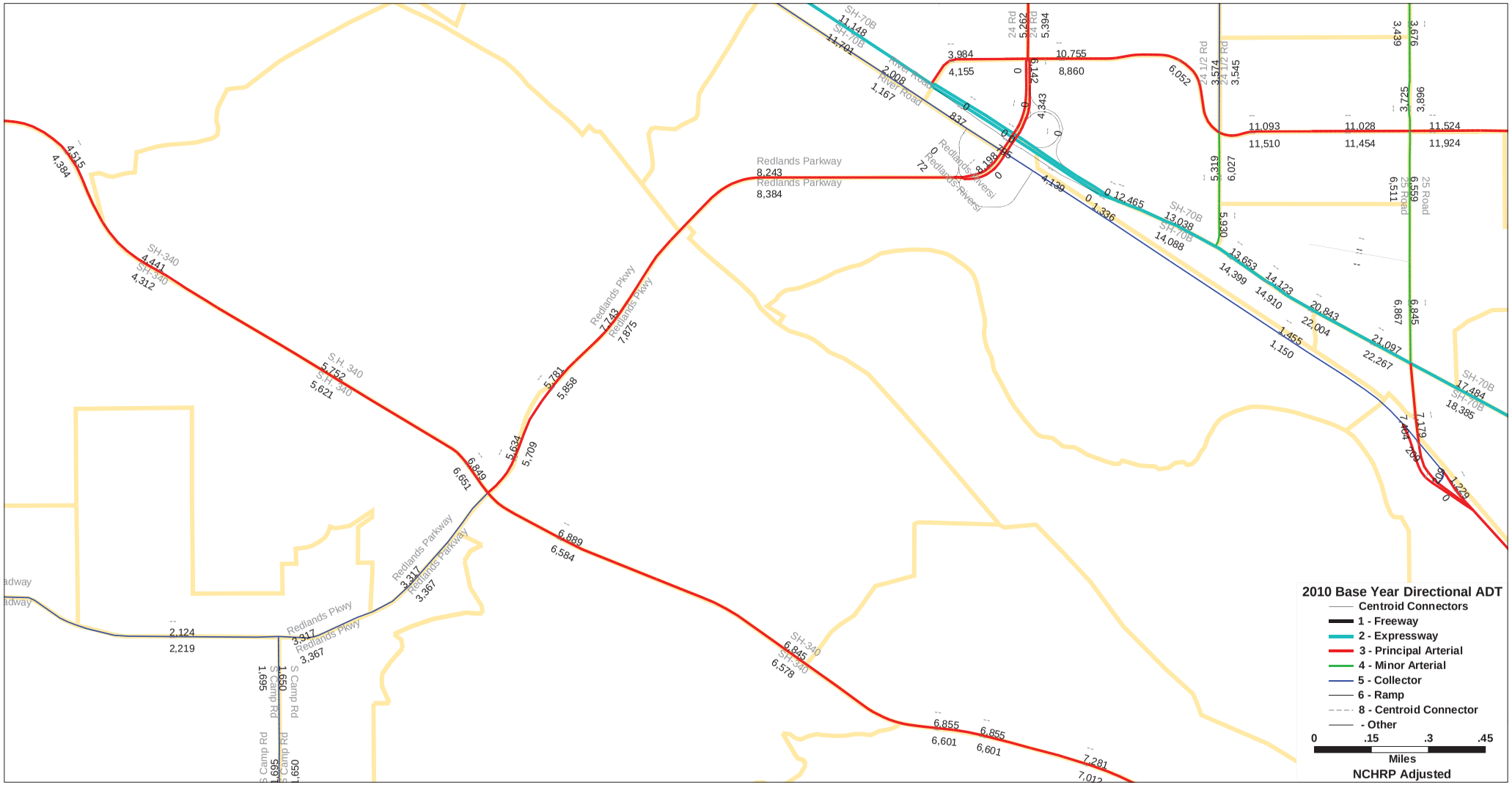
www.mcdowelleng.com

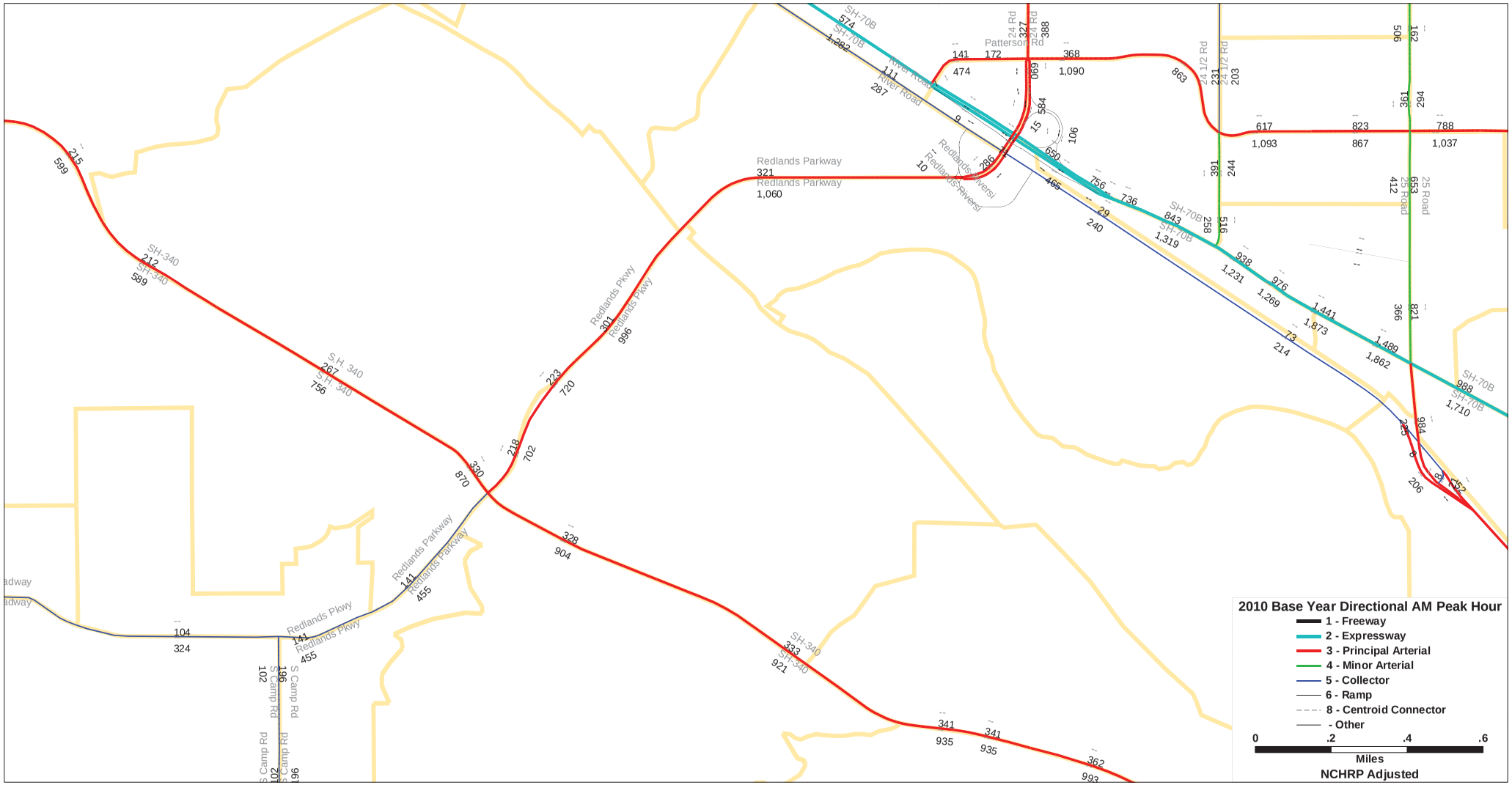
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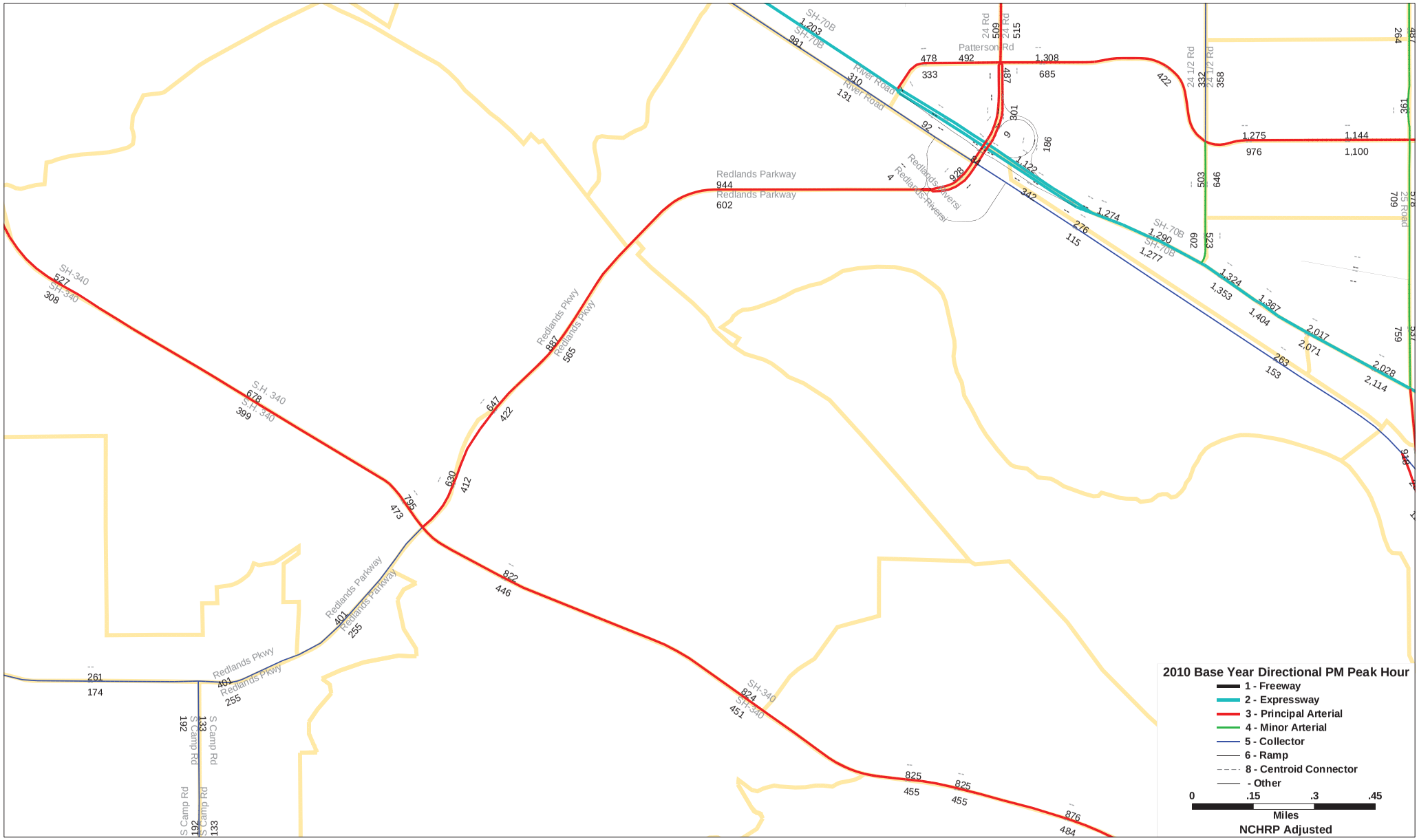
Thanks, Kent

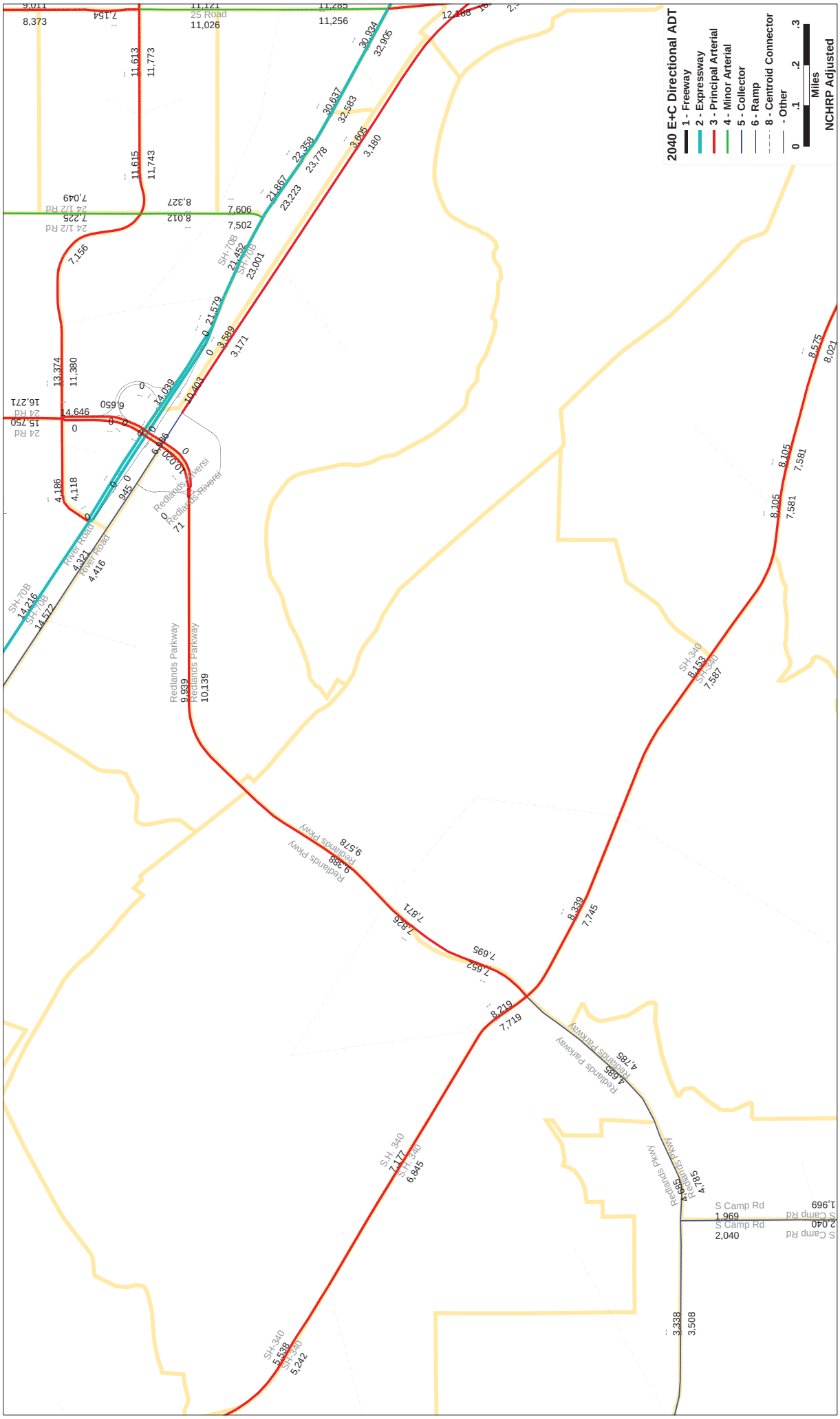
T. Kent Harbert, PE, PTOE

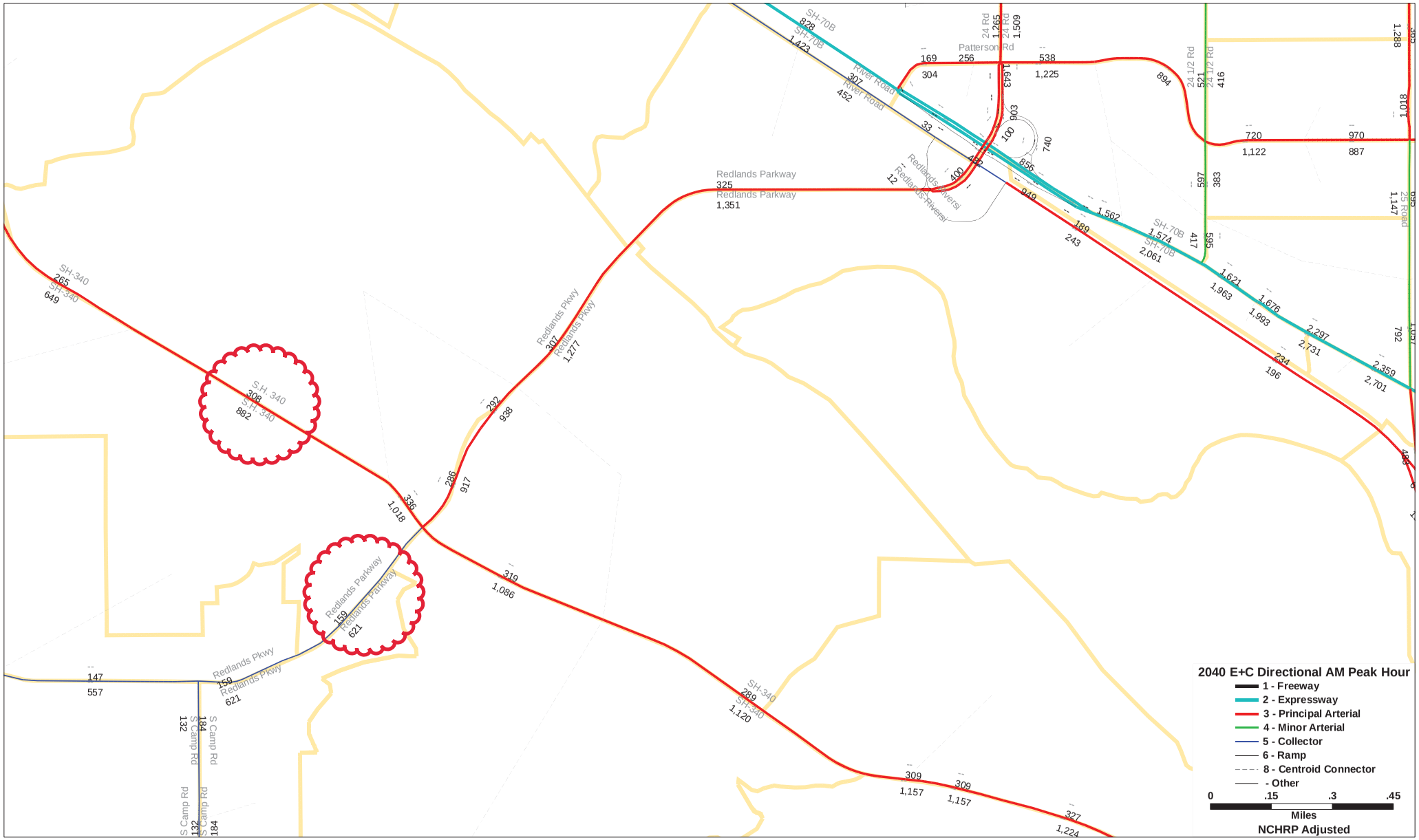
Transportation / Traffic Engineer

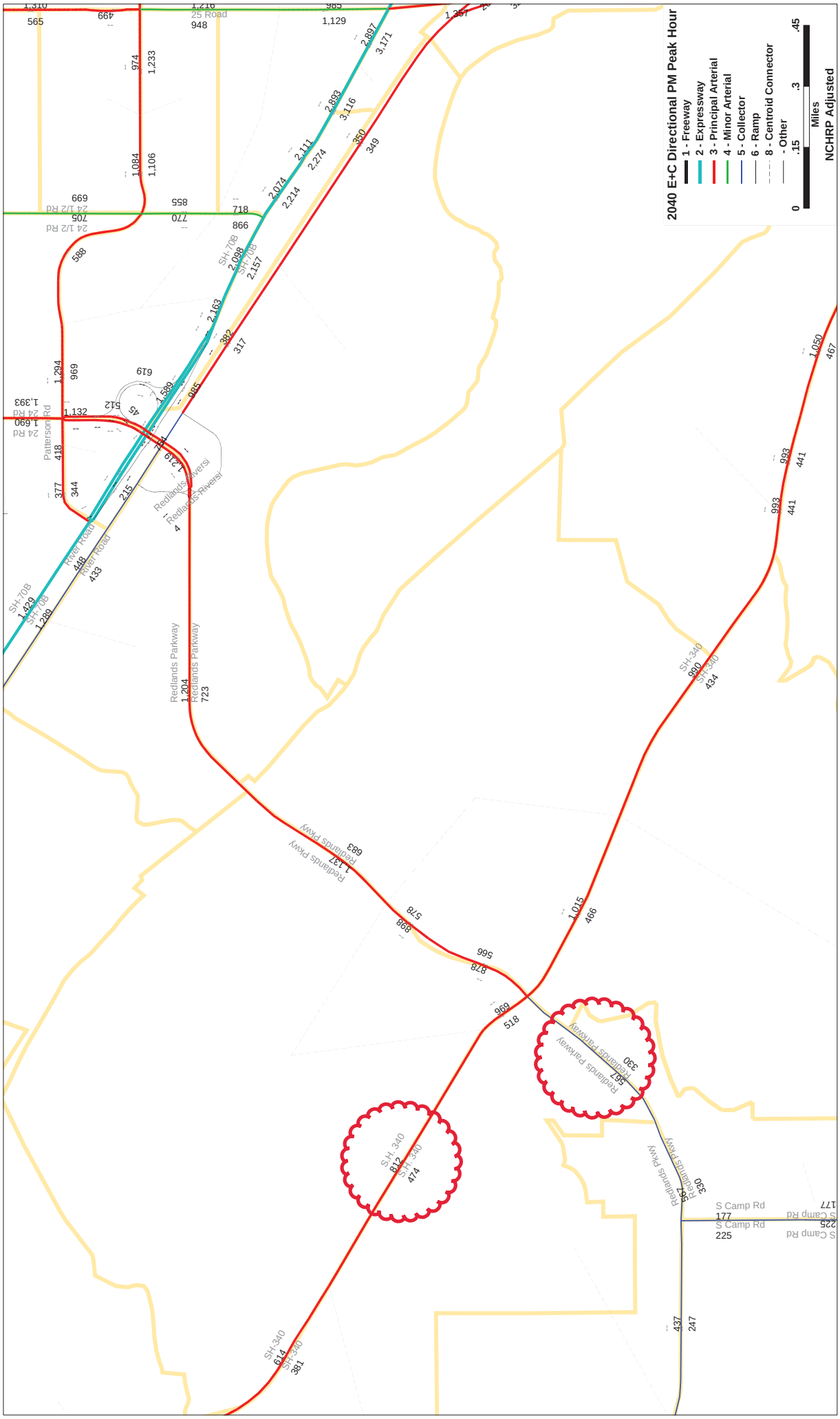

2010 Base Year Directional ADT
Centroid Connectors
1 - Freeway
2 - Expressway
3 - Principal Arterial
4 - Minor Arterial
5 - Collector
6 - Ramp
8 - Centroid Connector
- Other
0 .15 .3 .45
Miles
NCHRP Adjusted
SH-70B
SH-340
Redlands Parkway
Redlands Pkwy
River Road
24 Rd
24 1/2 Rd
25 Road
S Camp Rd
S.H.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


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


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


2040 E+C Directional ADT
1 - Freeway
2 - Expressway
3 - Principal Arterial
4 - Minor Arterial
5 - Collector
6 - Ramp
8 - Centroid Connector
- Other
0 .1 .2 .3
Miles
NCHRP Adjusted
25 Road
24 1/2 Rd
24 Rd
SH-70B
River Road
Redlands Parkway
SH-340
S Camp Rd
Redlands Riversi

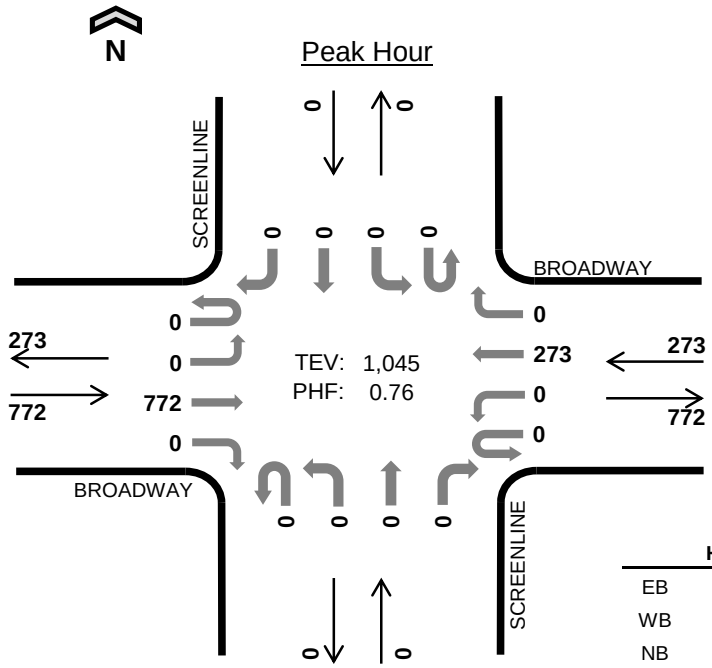

2040 E+C Directional AM Peak Hour
1 - Freeway
2 - Expressway
3 - Principal Arterial
4 - Minor Arterial
5 - Collector
6 - Ramp
8 - Centroid Connector
- Other
0 .15 .3 .45
Miles
NCHRP Adjusted
SH-70B
River Road
Redlands Parkway
Redlands Pkwy
SH-340
S.H. 340
Patterson Rd
24 Rd
24 1/2 Rd
25 Road
S Camp Rd

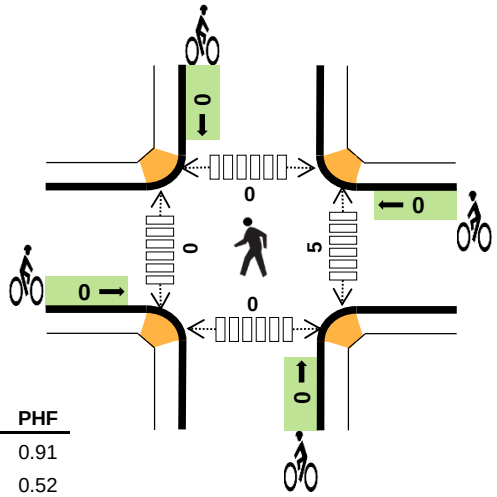

2040 E+C Directional PM Peak Hour
1 - Freeway
2 - Expressway
3 - Principal Arterial
4 - Minor Arterial
5 - Collector
6 - Ramp
8 - Centroid Connector
- Other
0 .15 .3 .45
Miles
NCHRP Adjusted
25 Road
24 1/2 Rd
24 Rd
Patterson Rd
SH-70B
River Road
Redlands Parkway
SH-340
S Camp Rd

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

Peak Hour





	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**

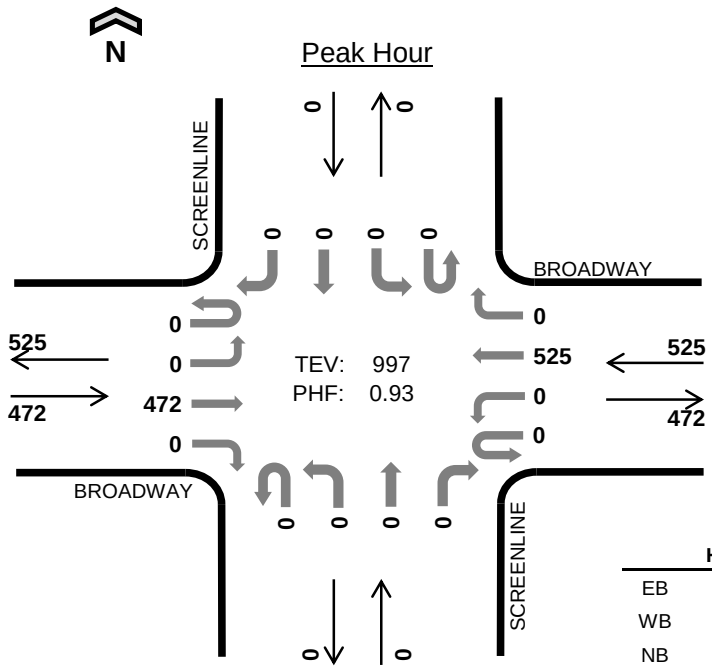
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

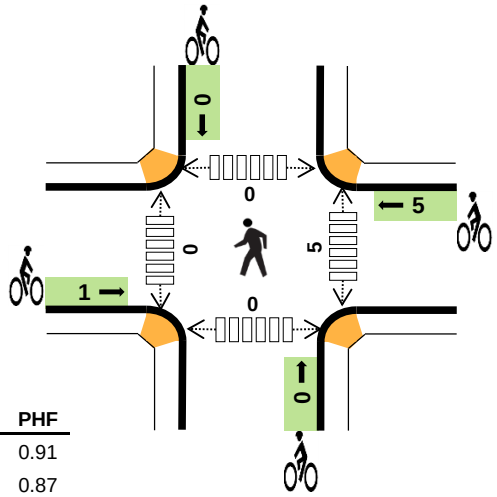
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	**4**	**5**	**0**	**0**	***9***	**0**	**0**	**0**	**0**	***0***	**4**	**0**	**0**	**0**	*4*
7:15 AM	**2**	**1**	**0**	**0**	***3***	**0**	**0**	**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***

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

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***

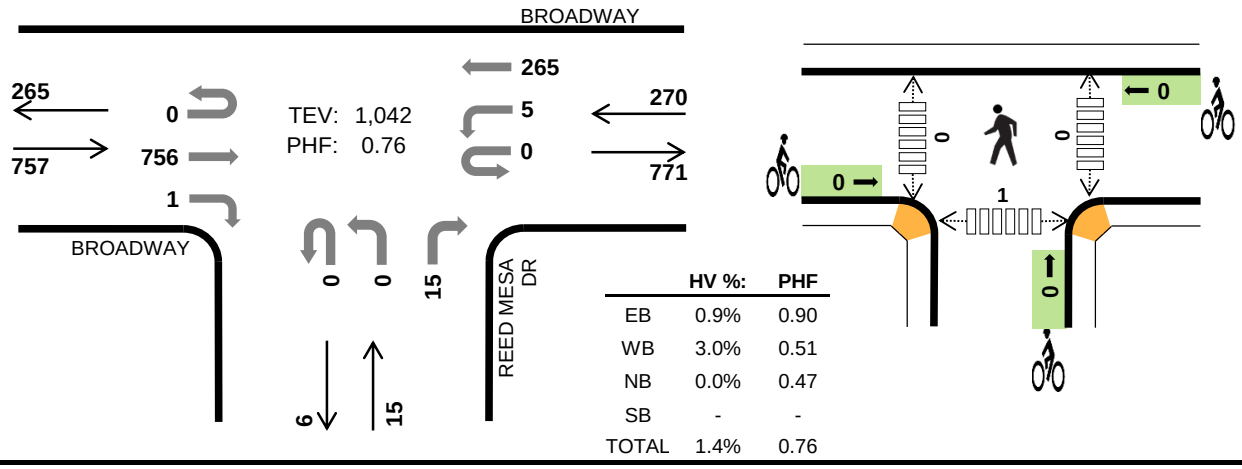
Mark Skaggs: (425) 250-0777 mark.skaggs@idaxdata.com

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***

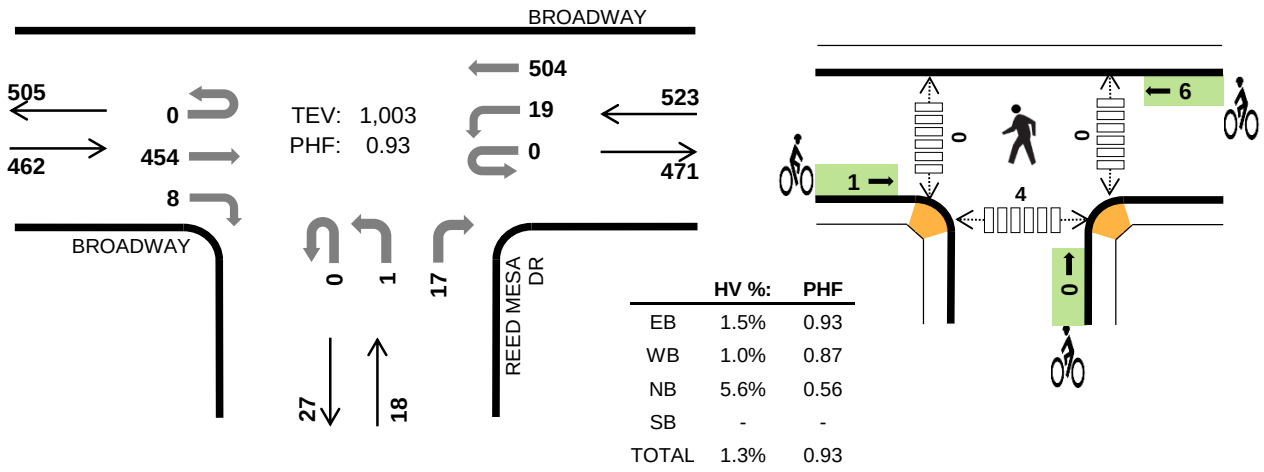
Mark Skaggs: (425) 250-0777 mark.skaggs@idaxdata.com

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***

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

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**

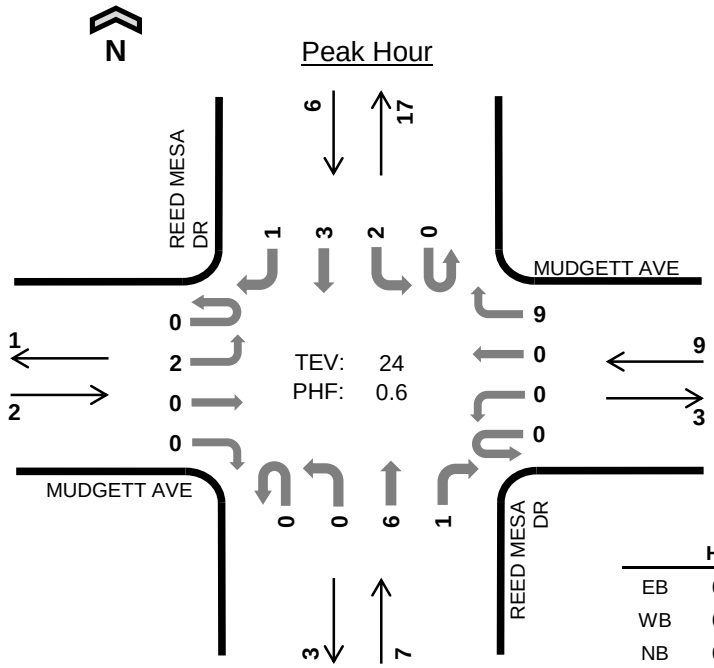
Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

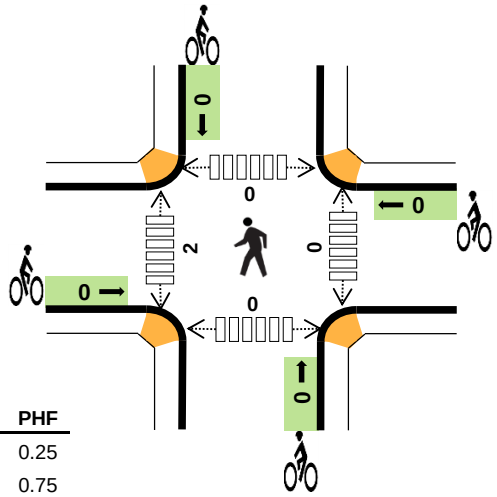
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	1	0	0	0	*1*	0	0	0	0	*0*	0	0	0	0	*0*
2:15 PM	0	2	1	0	*3*	0	0	0	0	*0*	0	0	0	0	*0*
2:30 PM	1	5	0	0	*6*	0	0	0	0	*0*	0	0	0	0	*0*
2:45 PM	7	1	0	0	*8*	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***

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

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**

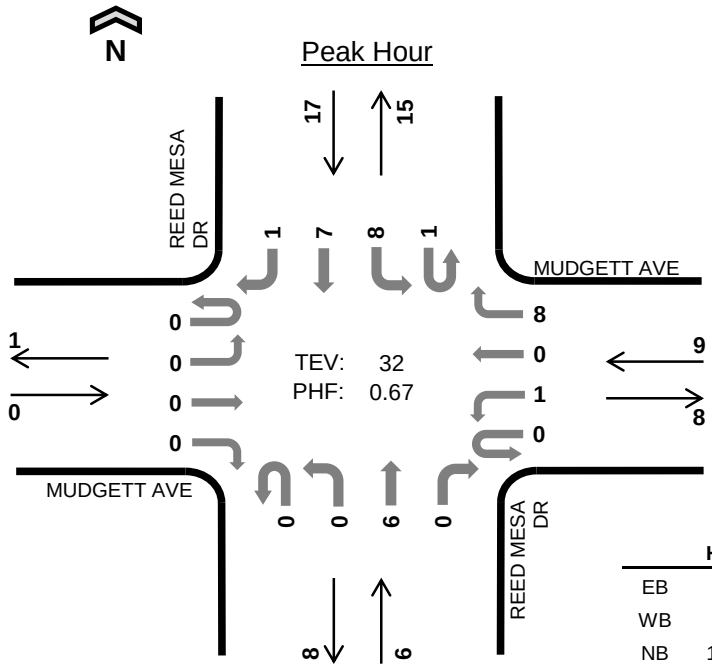
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

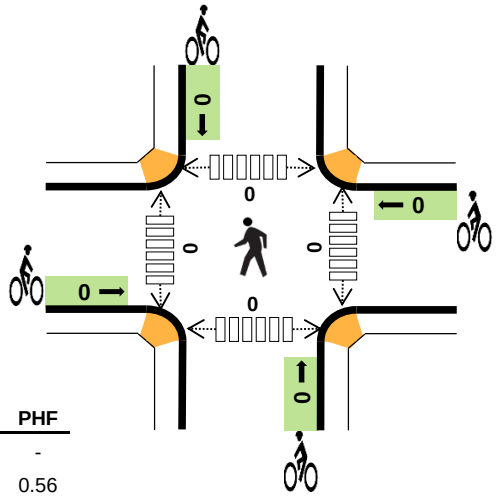
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	0	0	*0*	0	1	0	0	*1*	0	0	0	0	*0*
7:15 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	**0**	**0**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

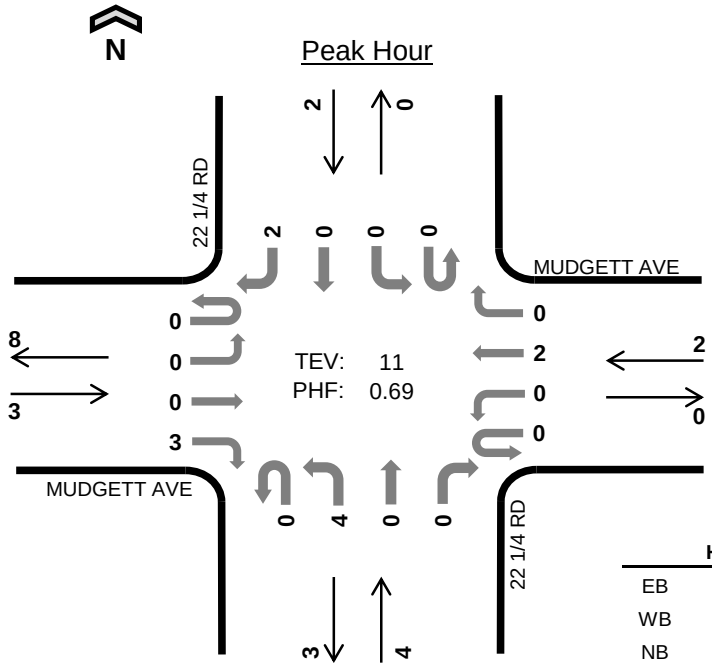
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

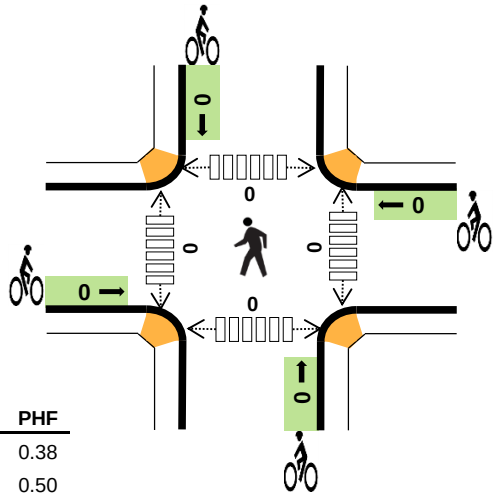
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
4:45 PM	**0**	**0**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

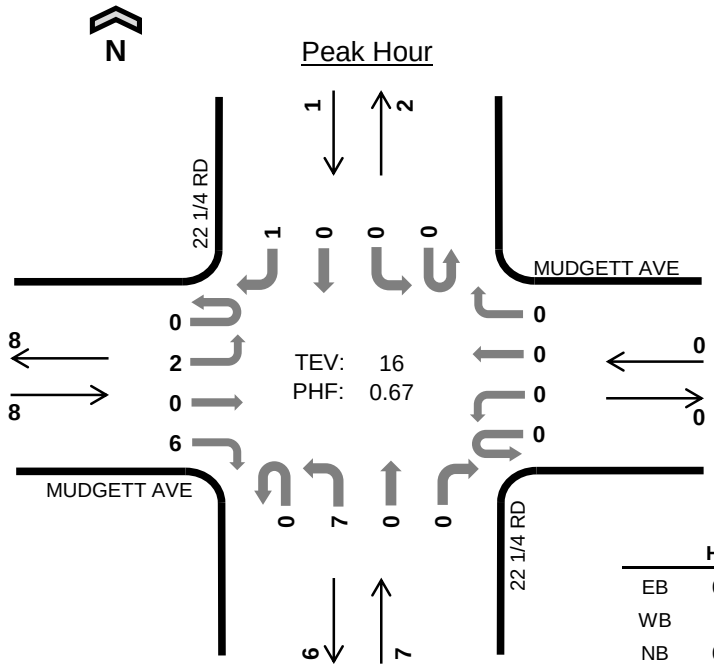
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

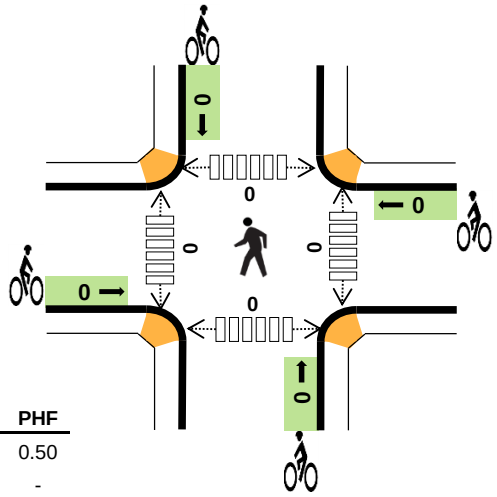
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	0	0	*0*	0	0	1	0	*1*	0	0	0	0	*0*
7:15 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	**0**	**0**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

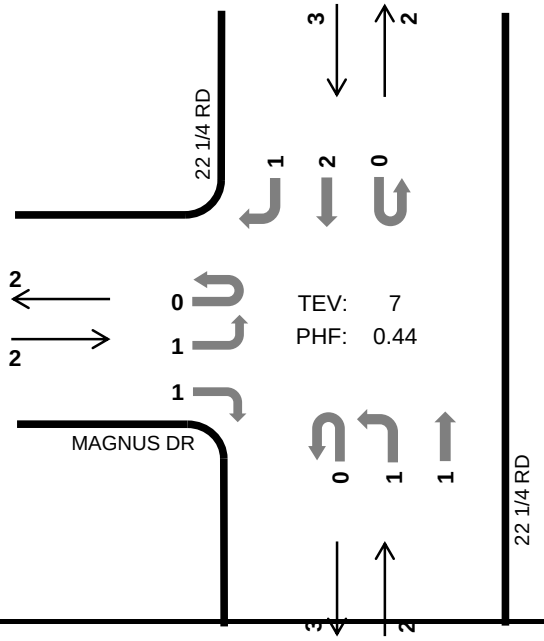
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
4:45 PM	**0**	**0**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

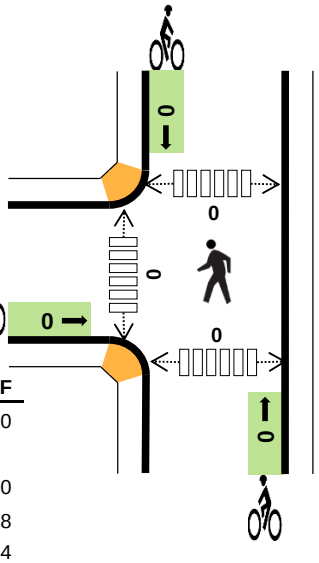
Mark Skaggs: (425) 250-0777 mark.skaggs@idaxdata.com

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.

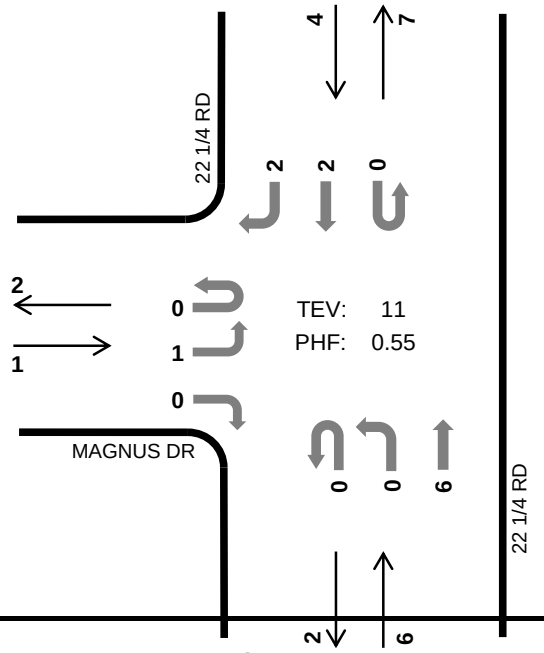
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	0	0	*0*	0	0	1	0	*1*	0	0	0	0	*0*
7:15 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	0	0	0	0	*0*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

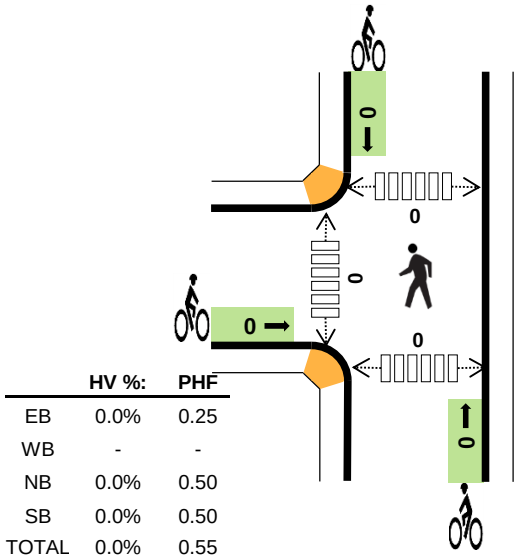
Mark Skaggs: (425) 250-0777 mark.skaggs@idaxdata.com

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**

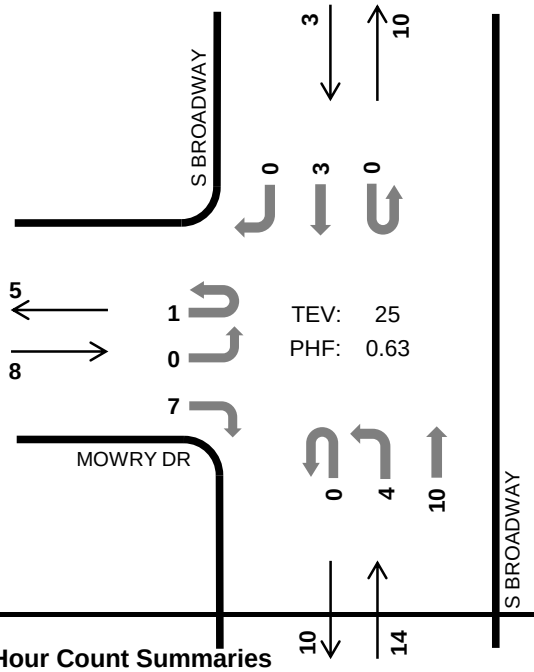
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

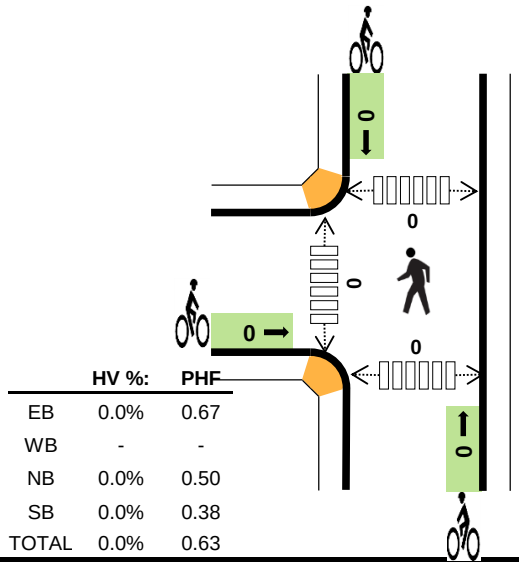
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	1	0	0	*1*
4:45 PM	**0**	**0**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

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.

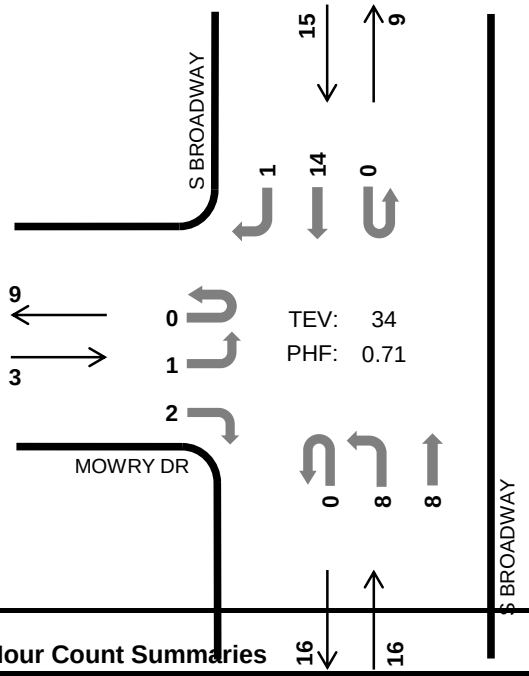
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	0	0	*0*	0	0	1	0	*1*	0	0	0	0	*0*
7:15 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
7:45 AM	**0**	**0**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

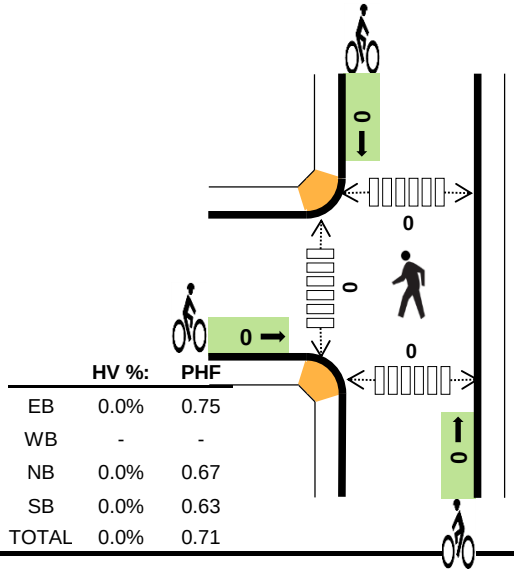
Mark Skaggs: (425) 250-0777 mark.skaggs@idaxdata.com

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**

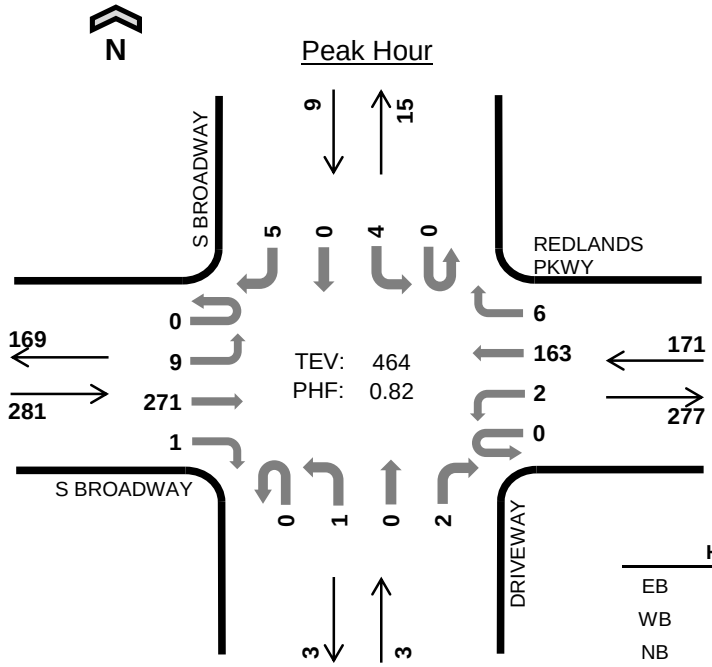
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

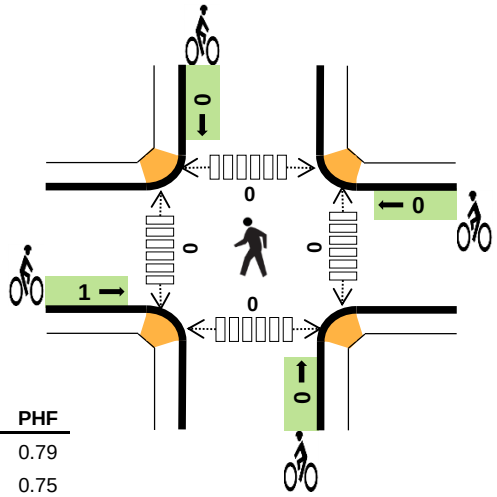
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
4:45 PM	**0**	**0**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

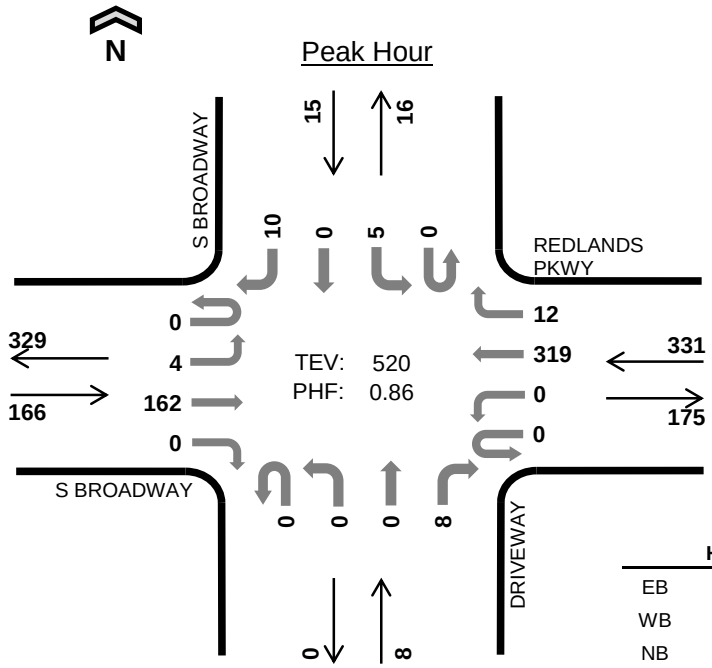
Interval Start	S BROADWAY Eastbound				REDLANDS PKWY Westbound				DRIVEWAY Northbound				S BROADWAY Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	82	0	0	1	16	0	0	0	0	0	0	3	0	0	102	0
7:15 AM	0	1	69	0	0	0	25	0	0	0	0	0	0	3	0	0	98	0
7:30 AM	0	1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

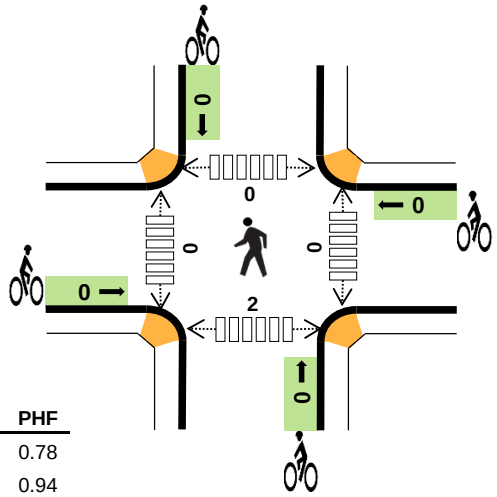
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

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

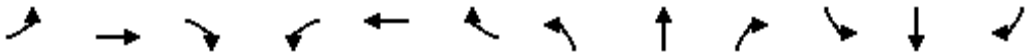
Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	53.6%	ICU Level of Service	A
Analysis Period (min)	15		



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

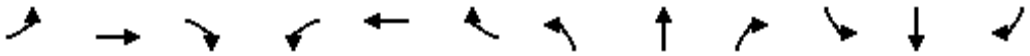
Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	50.8%	ICU Level of Service	A
Analysis Period (min)	15		



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		

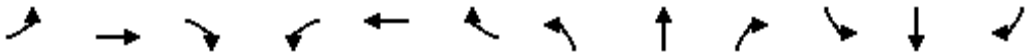
Intersection Summary				
Average Delay	4.2			
Intersection Capacity Utilization	13.3%	ICU Level of Service	A	
Analysis Period (min)	15			



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		

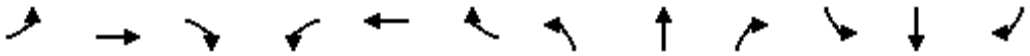
Intersection Summary				
Average Delay	4.1			
Intersection Capacity Utilization	17.7%	ICU Level of Service	A	
Analysis Period (min)	15			



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		

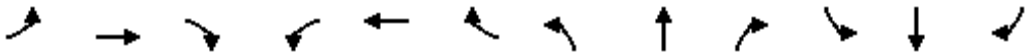
Intersection Summary				
Average Delay	4.2			
Intersection Capacity Utilization	13.3%	ICU Level of Service	A	
Analysis Period (min)	15			



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		

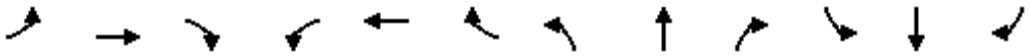
Intersection Summary				
Average Delay	4.1			
Intersection Capacity Utilization	17.7%	ICU Level of Service	A	
Analysis Period (min)	15			



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		

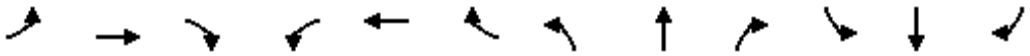
Intersection Summary				
Average Delay	6.3			
Intersection Capacity Utilization	16.6%	ICU Level of Service	A	
Analysis Period (min)	15			



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		

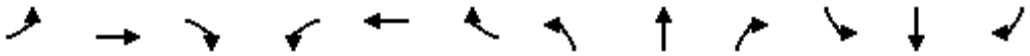
Intersection Summary				
Average Delay	5.9			
Intersection Capacity Utilization	18.6%	ICU Level of Service	A	
Analysis Period (min)	15			



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		

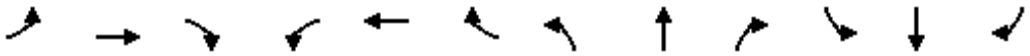
Intersection Summary			
Average Delay	5.8		
Intersection Capacity Utilization	16.6%	ICU Level of Service	A
Analysis Period (min)	15		



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		

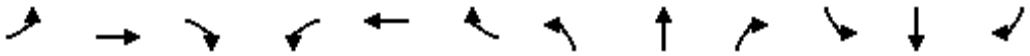
Intersection Summary			
Average Delay	5.6		
Intersection Capacity Utilization	18.6%	ICU Level of Service	A
Analysis Period (min)	15		



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		

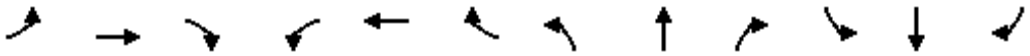
Intersection Summary			
Average Delay	6.3		
Intersection Capacity Utilization	16.6%	ICU Level of Service	A
Analysis Period (min)	15		



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		

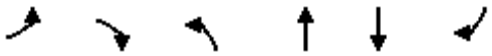
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	2	27	10	13
Volume Left	2	0	0	8
Volume Right	0	27	1	1
cSH	951	1072	1616	1610
Volume to Capacity	0.00	0.03	0.00	0.00
Queue Length 95th (ft)	0	2	0	0
Control Delay (s)	8.8	8.4	0.0	4.2
Lane LOS	A	A		A
Approach Delay (s)	8.8	8.4	0.0	4.2
Approach LOS	A	A		

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		

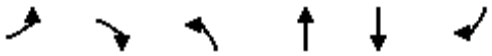
Intersection Summary			
Average Delay	5.6		
Intersection Capacity Utilization	18.6%	ICU Level of Service	A
Analysis Period (min)	15		



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		

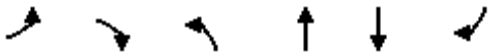
Intersection Summary			
Average Delay	3.4		
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		



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		

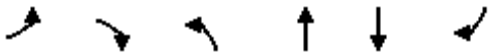
Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		



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		

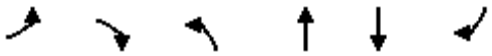
Intersection Summary			
Average Delay	3.4		
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		



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		

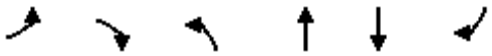
Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		



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		

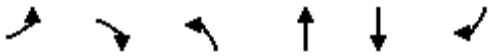
Intersection Summary			
Average Delay	7.4		
Intersection Capacity Utilization	17.4%	ICU Level of Service	A
Analysis Period (min)	15		



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		

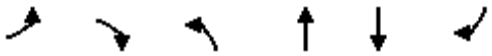
Intersection Summary			
Average Delay	5.5		
Intersection Capacity Utilization	18.7%	ICU Level of Service	A
Analysis Period (min)	15		



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		

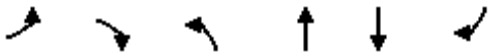
Intersection Summary			
Average Delay	7.3		
Intersection Capacity Utilization	17.4%	ICU Level of Service	A
Analysis Period (min)	15		



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		

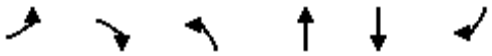
Intersection Summary			
Average Delay	5.5		
Intersection Capacity Utilization	18.7%	ICU Level of Service	A
Analysis Period (min)	15		



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		

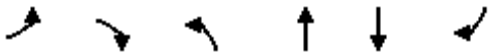
Intersection Summary			
Average Delay	7.4		
Intersection Capacity Utilization	17.4%	ICU Level of Service	A
Analysis Period (min)	15		



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		

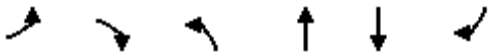
Intersection Summary			
Average Delay	5.5		
Intersection Capacity Utilization	18.7%	ICU Level of Service	A
Analysis Period (min)	15		



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		

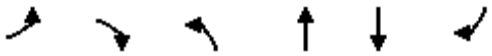
Intersection Summary			
Average Delay	7.3		
Intersection Capacity Utilization	17.4%	ICU Level of Service	A
Analysis Period (min)	15		



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		

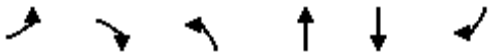
Intersection Summary			
Average Delay	5.5		
Intersection Capacity Utilization	18.7%	ICU Level of Service	A
Analysis Period (min)	15		



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		

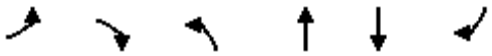
Intersection Summary			
Average Delay	3.7		
Intersection Capacity Utilization	14.0%	ICU Level of Service	A
Analysis Period (min)	15		



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		

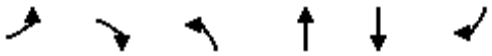
Intersection Summary			
Average Delay	2.5		
Intersection Capacity Utilization	17.5%	ICU Level of Service	A
Analysis Period (min)	15		



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		

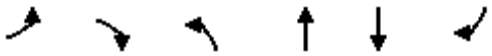
Intersection Summary			
Average Delay	3.7		
Intersection Capacity Utilization	14.0%	ICU Level of Service	A
Analysis Period (min)	15		



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		

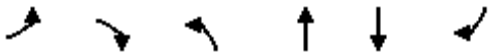
Intersection Summary			
Average Delay	2.5		
Intersection Capacity Utilization	17.5%	ICU Level of Service	A
Analysis Period (min)	15		



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		

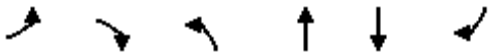
Intersection Summary			
Average Delay	6.0		
Intersection Capacity Utilization	18.0%	ICU Level of Service	A
Analysis Period (min)	15		



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		

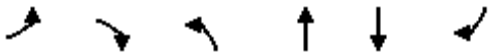
Intersection Summary			
Average Delay	5.3		
Intersection Capacity Utilization	19.2%	ICU Level of Service	A
Analysis Period (min)	15		



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		

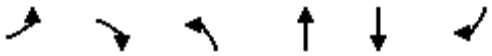
Intersection Summary			
Average Delay	6.4		
Intersection Capacity Utilization	18.0%	ICU Level of Service	A
Analysis Period (min)	15		



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		

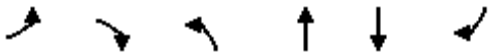
Intersection Summary			
Average Delay	5.6		
Intersection Capacity Utilization	19.2%	ICU Level of Service	A
Analysis Period (min)	15		



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		

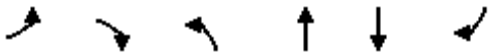
Intersection Summary			
Average Delay	6.0		
Intersection Capacity Utilization	18.0%	ICU Level of Service	A
Analysis Period (min)	15		



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		

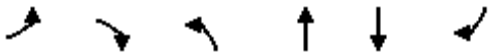
Intersection Summary			
Average Delay	5.3		
Intersection Capacity Utilization	19.2%	ICU Level of Service	A
Analysis Period (min)	15		



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		

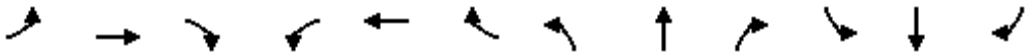
Intersection Summary			
Average Delay	6.4		
Intersection Capacity Utilization	18.0%	ICU Level of Service	A
Analysis Period (min)	15		



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		

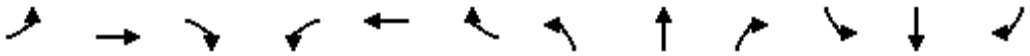
Intersection Summary			
Average Delay	5.6		
Intersection Capacity Utilization	19.2%	ICU Level of Service	A
Analysis Period (min)	15		



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

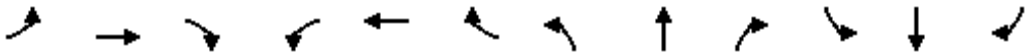
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	180	360	9	16
Volume Left	4	0	0	5
Volume Right	0	13	9	11
cSH	1199	1400	867	582
Volume to Capacity	0.00	0.00	0.01	0.03
Queue Length 95th (ft)	0	0	1	2
Control Delay (s)	0.2	0.0	9.2	11.4
Lane LOS	A		A	B
Approach Delay (s)	0.2	0.0	9.2	11.4
Approach LOS			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

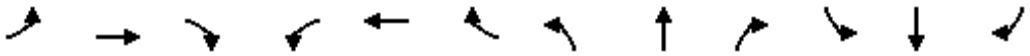
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	SB 1
Volume Total	652	167	16	4	29
Volume Left	11	2	0	1	21
Volume Right	1	0	16	3	9
cSH	1394	943	1700	404	354
Volume to Capacity	0.01	0.00	0.01	0.01	0.08
Queue Length 95th (ft)	1	0	0	1	7
Control Delay (s)	0.2	0.1	0.0	14.0	16.1
Lane LOS	A	A		B	C
Approach Delay (s)	0.2	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
LOT 71
LOT 70
LOT 65
LOT 67
LOT 68
LOT 66
LOT 49
LOT 51
LOT 50
LOT 17
LOT 18

FIRST LEVEL GARAGE
TYPE "A"
1700 S.F. FIRST LEVEL
275 S.F. SECOND LEVEL
376 S.F. GARAGE
SECOND LEVEL OUTDOOR SPACE (4'-0" WIDTH)
FIRST LEVEL GARAGE
EXISTING GRADE
FINISH GRADE
RETAINING WALL
10% MAX DRIVE GRADE

SECOND LEVEL GARAGE
TYPE "B"
1700 S.F. FIRST LEVEL
1700 S.F. SECOND LEVEL
376 S.F. GARAGE
SECOND LEVEL GARAGE
LOWER LEVEL WALKOUT
RETAINING WALL
EXTEND FOUNDATION TO MEET GRADE
FINISH GRADE
EXISTING GRADE

LEGEND
RETAINING WALL
EXTENDED FOUNDATION TO MEET GRADE
DRIVEWAY
35X65 BUILDING ENVELOPE
LOT 19
PROPOSED INTERMEDIATE CONTOUR
PROPOSED INDEX CONTOUR

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

0 50 100 150
NORTH

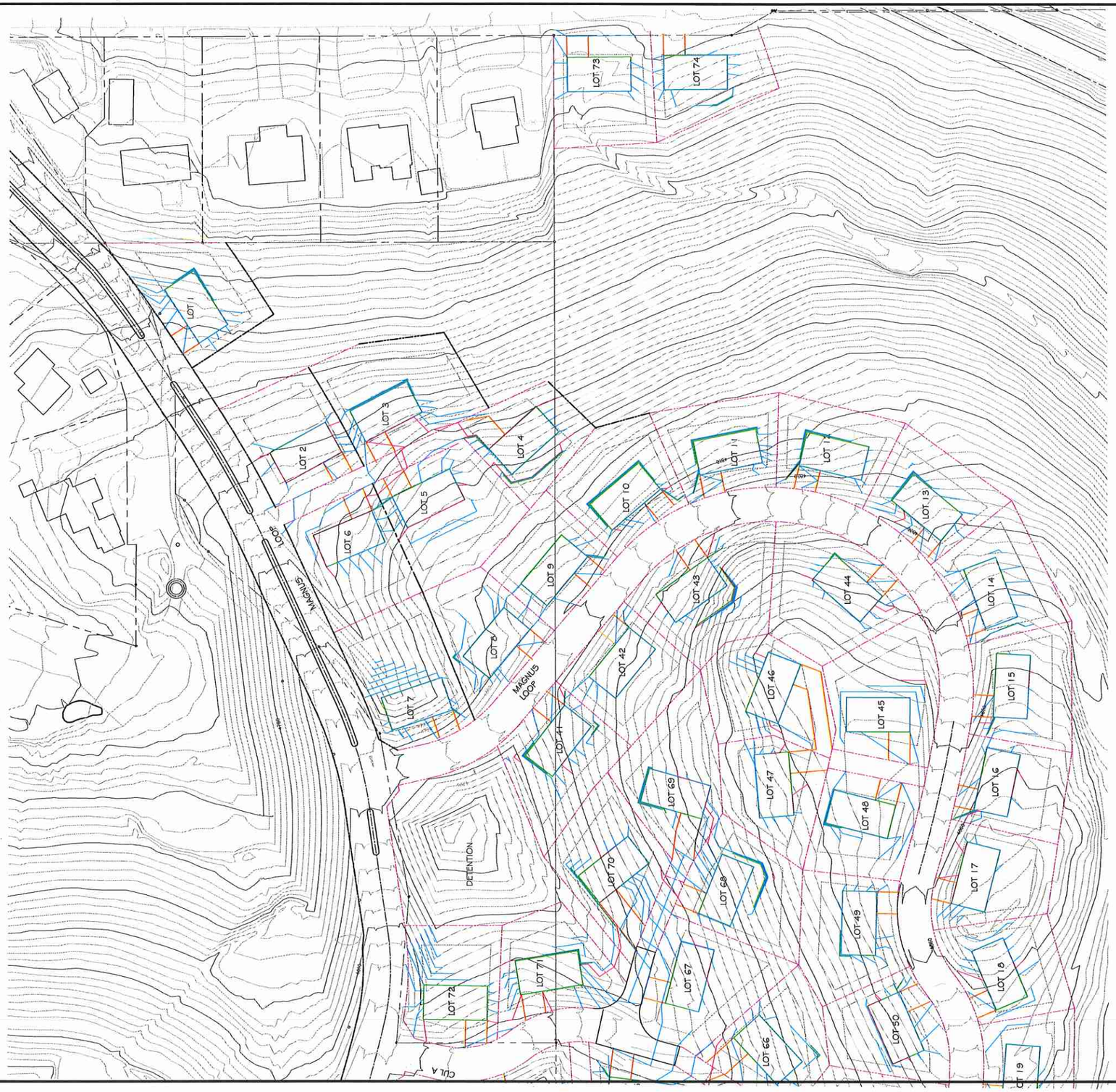
S:\Projects\2017\job numbers\1744 - Magnus Court Development\1744 11-13-19 lot grades.dwg, 11/19/2019 11:48:05 AM

SHEET NO. 1
LOT GRADING WEST
PRELIMINARY
MAGNUS COURT

CRAVOTHNE, ROBERTS & ASSOCIATES, INC.
LAND PLANNING AND LANDSCAPE ARCHITECTURE
2020 CLAIRMONT ROAD
GRAND JUNCTION, CO 81501
970.241.0745 P
970.241.0765 F
www.cravotha.com

MAGNUS COURT
GRAND JUNCTION

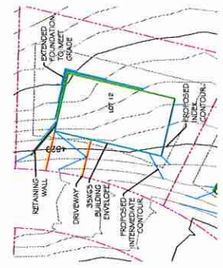
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CHECKED XX
JOB NO. 0000
DATE 00-00-2011
REVISIONS



NORTH

0 50 100 150

LEGEND



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JOB NO.	0000
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REVISIONS	

MAGNUS COURT
GRAND JUNCTION

CIAVONNE, ROBERTS & ASSOCIATES, INC.
LAND PLANNING AND LANDSCAPE ARCHITECTURE
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970-241-0745 P
970-241-0765 F
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MAGNUS COURT

PRELIMINARY

LOT GRADING EAST

SHEET NO.
2

S:\Projects\2017 Job numbers\1744 - Magnus Court Development\1744 11-13-19 lot grades.dwg, 11/18/2019 11:47:06 AM

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

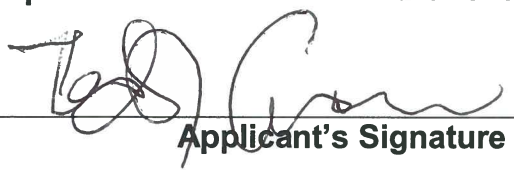
The Petitioner is required to submit electronic responses, labeled as "**Response to Comments**" for the following agencies:

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

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

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.

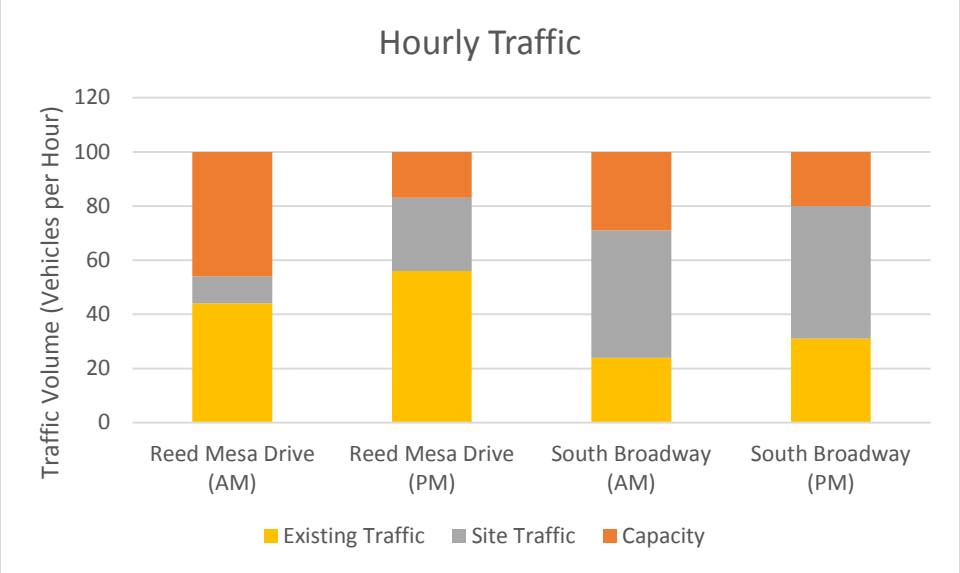
- Traffic (Exhibit 10 and 11)
  - The proposed site-generated traffic from the Magnus subdivision is anticipated to be 700 vehicles per day (vpd). This includes 56 vehicles per hour during the morning peak hour (vph) and 74vph during the evening peak hour.
  - Hourly data from our 2019 traffic counts 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.

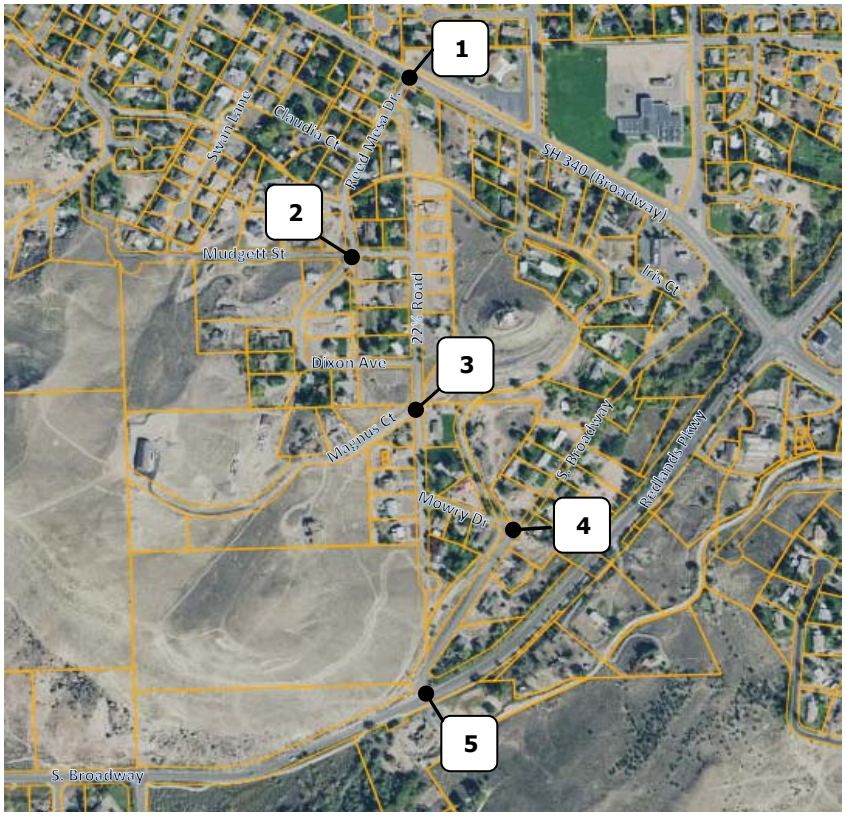
A new scenario was analyzed with northbound traffic reduced to 15% during the morning peak hour. The resultant trip distribution percentages and site-generated traffic volumes are shown in Figure 7A and Figure 9A, respectively. When the site-generated traffic is added to the initial background volumes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

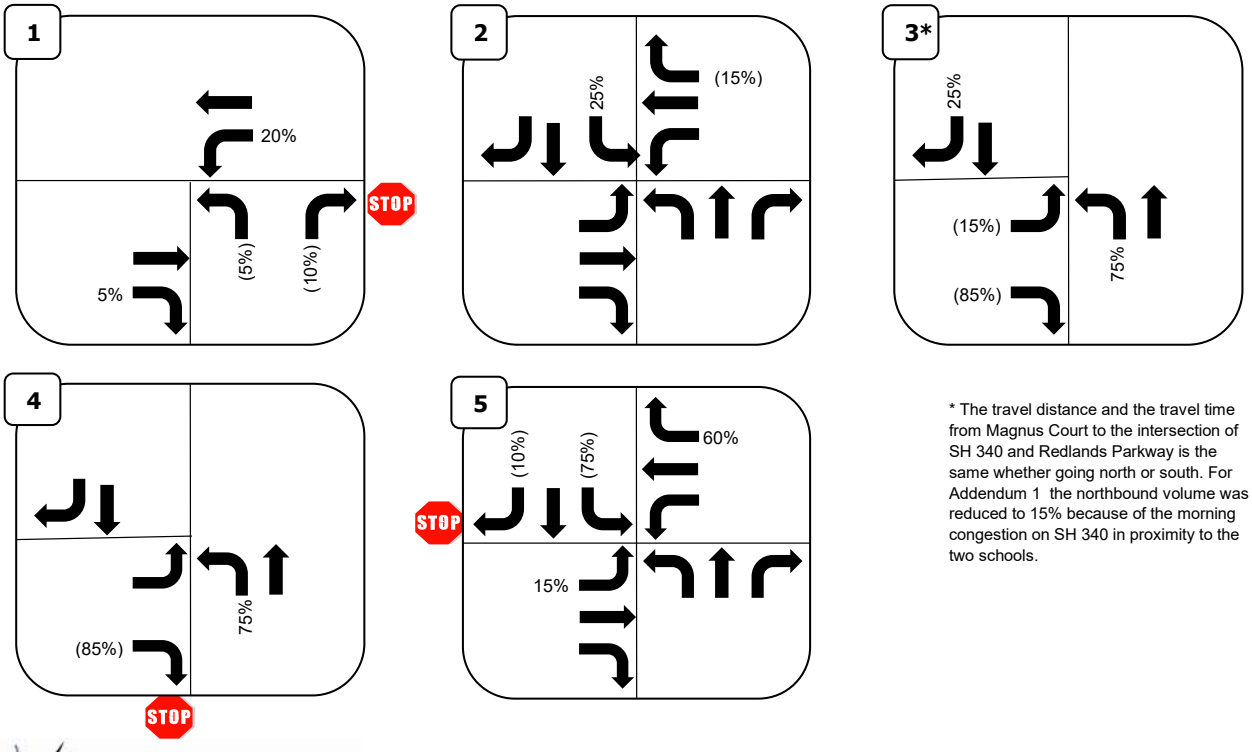
A level of service analysis was performed for the 15% NB, 85% SB Scenario using the *Highway Capacity Manual* methodology for both the initial year and the design year. The results are shown in Table 4A. Compared to the original 35% NB, 65% SB Scenario from Table 4 in the TIS, the 15% NB, 85% SB Scenario 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.

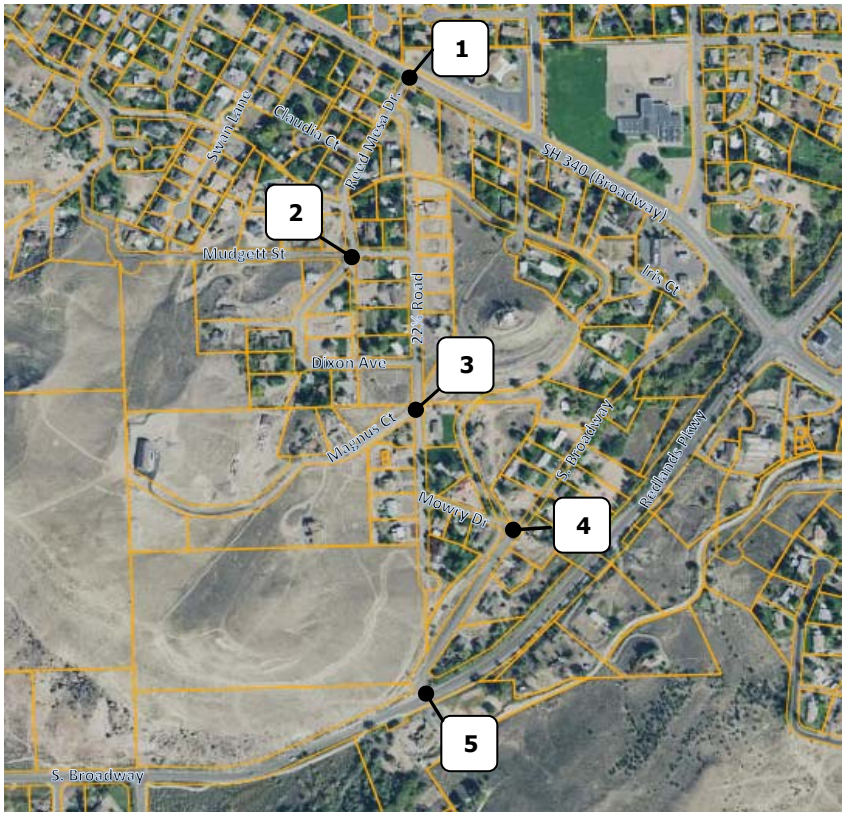
McDowell Engineering LLC
Transportation Engineering Consultants

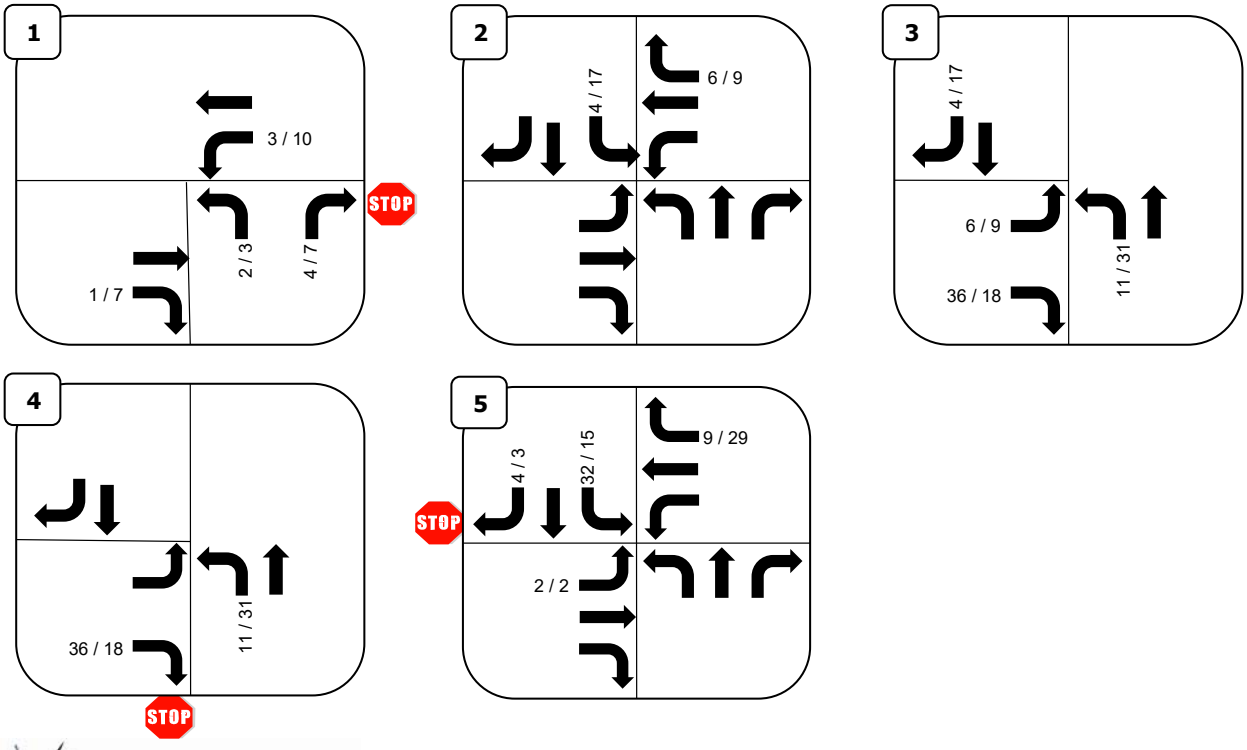
Project Number: M1388
Prepared by: TKH

N
(NTS)

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

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





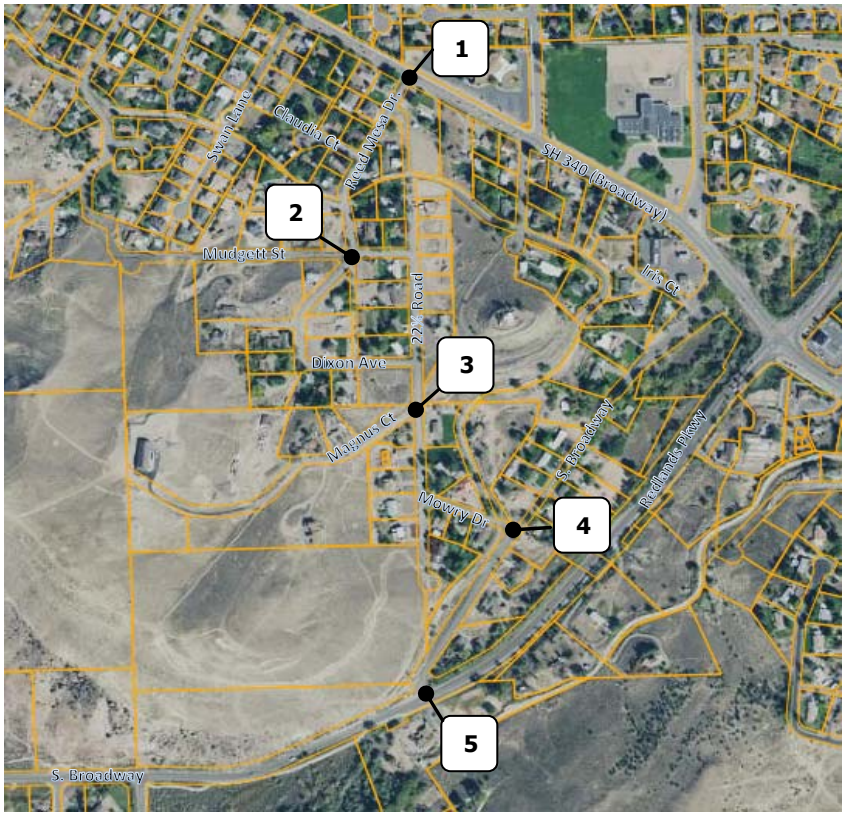
McDowell Engineering LLC
Transportation Engineering Consultants

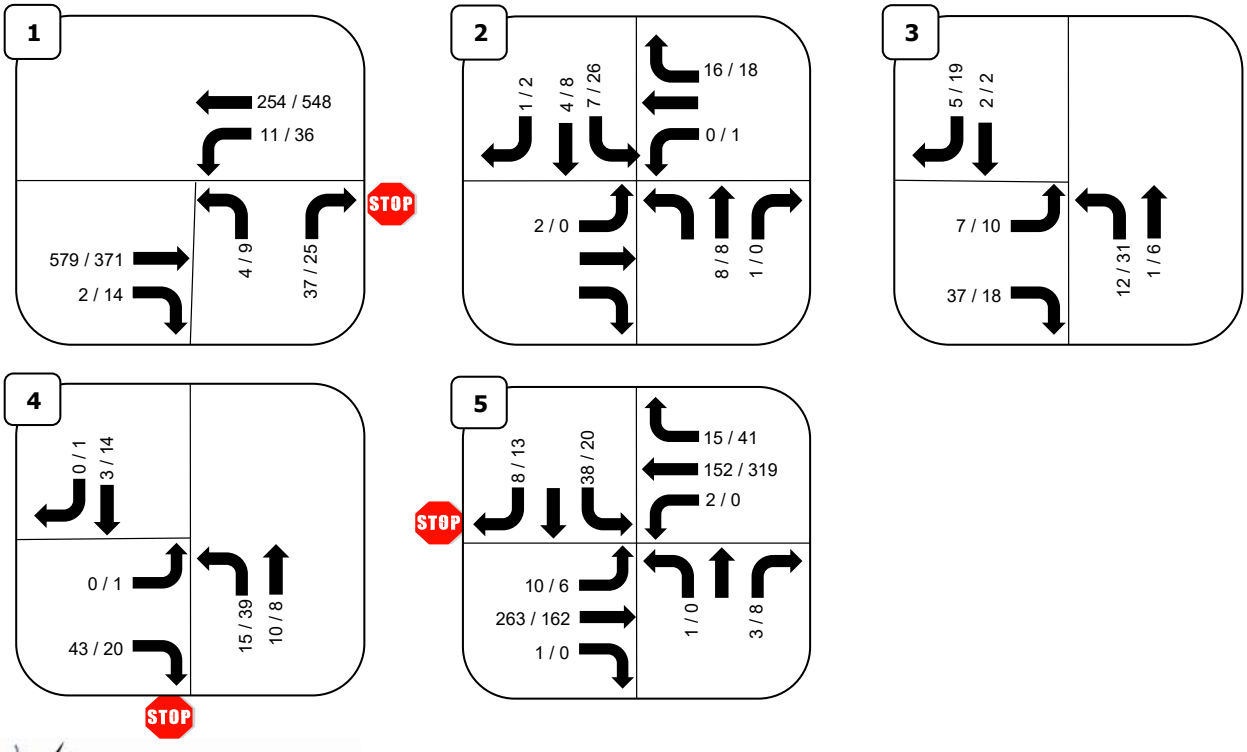
Project Number: M1388
Prepared by: TKH

(NTS)

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

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





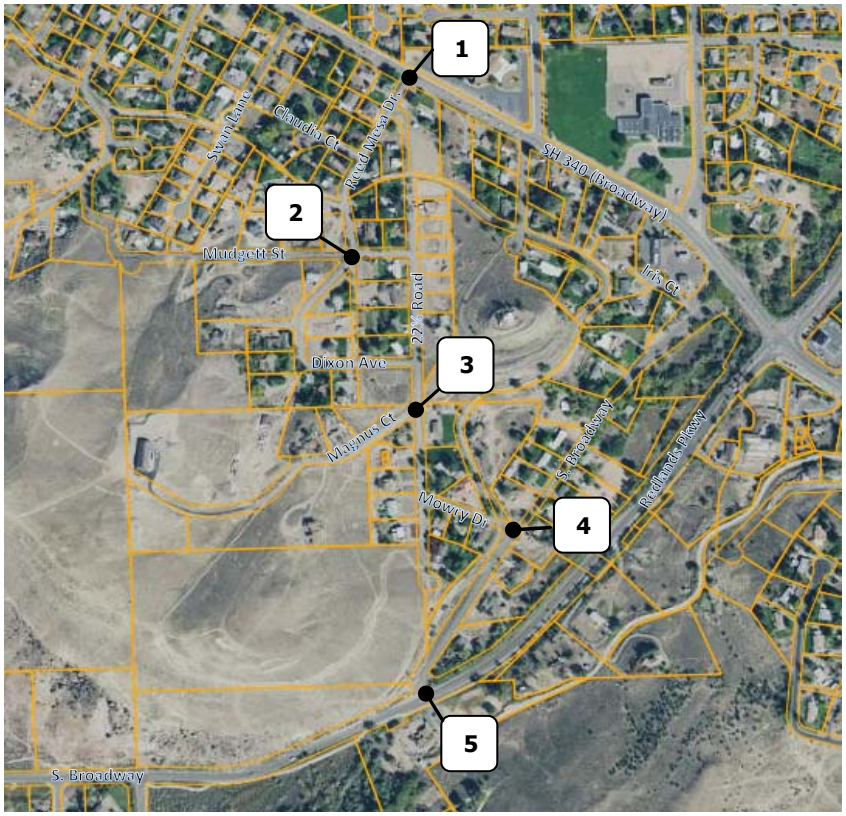
McDowell Engineering LLC
Transportation Engineering Consultants

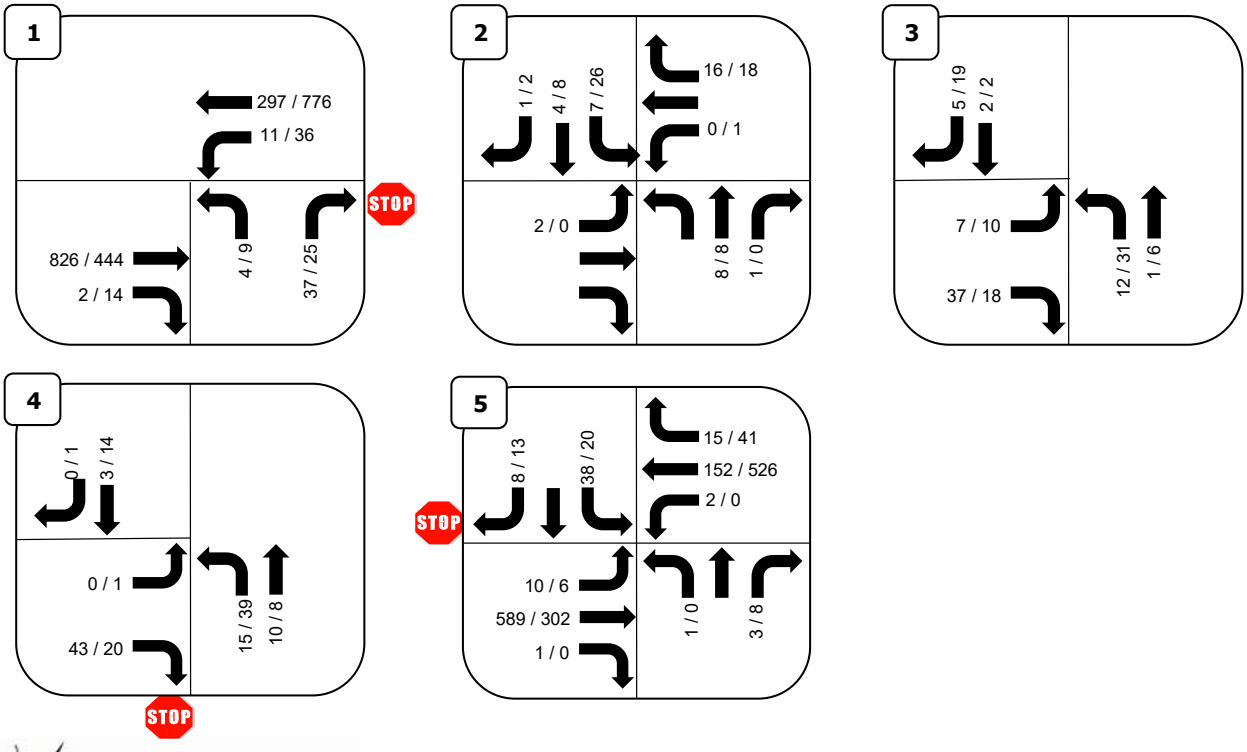
Project Number: M1388
Prepared by: TKH

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.

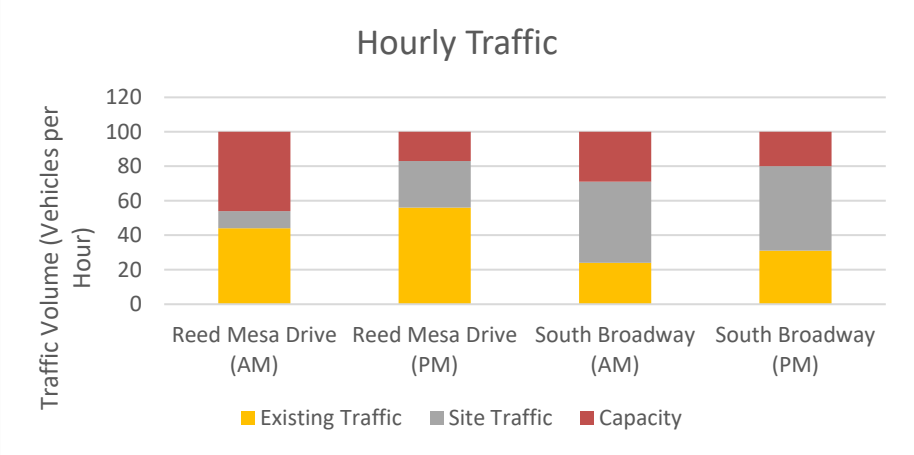
Hourly data from our 2019 traffic counts on the existing neighborhood roads was used to approximate the existing daily traffic. Generally, industry standard assumes that 10% of the daily traffic occurs during the evening peak hour.

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:

Erik Borschel, Engineering Intern, Mesa County

Jessica Carlson, Safe Routes to School, Mesa County

Callie Fronczak, Safe Routes to School, Mesa County

Daniel Larkin, Senior Engineer, Mesa County

Terri Wenzlaff, Safe Routes to School, Mesa County

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.



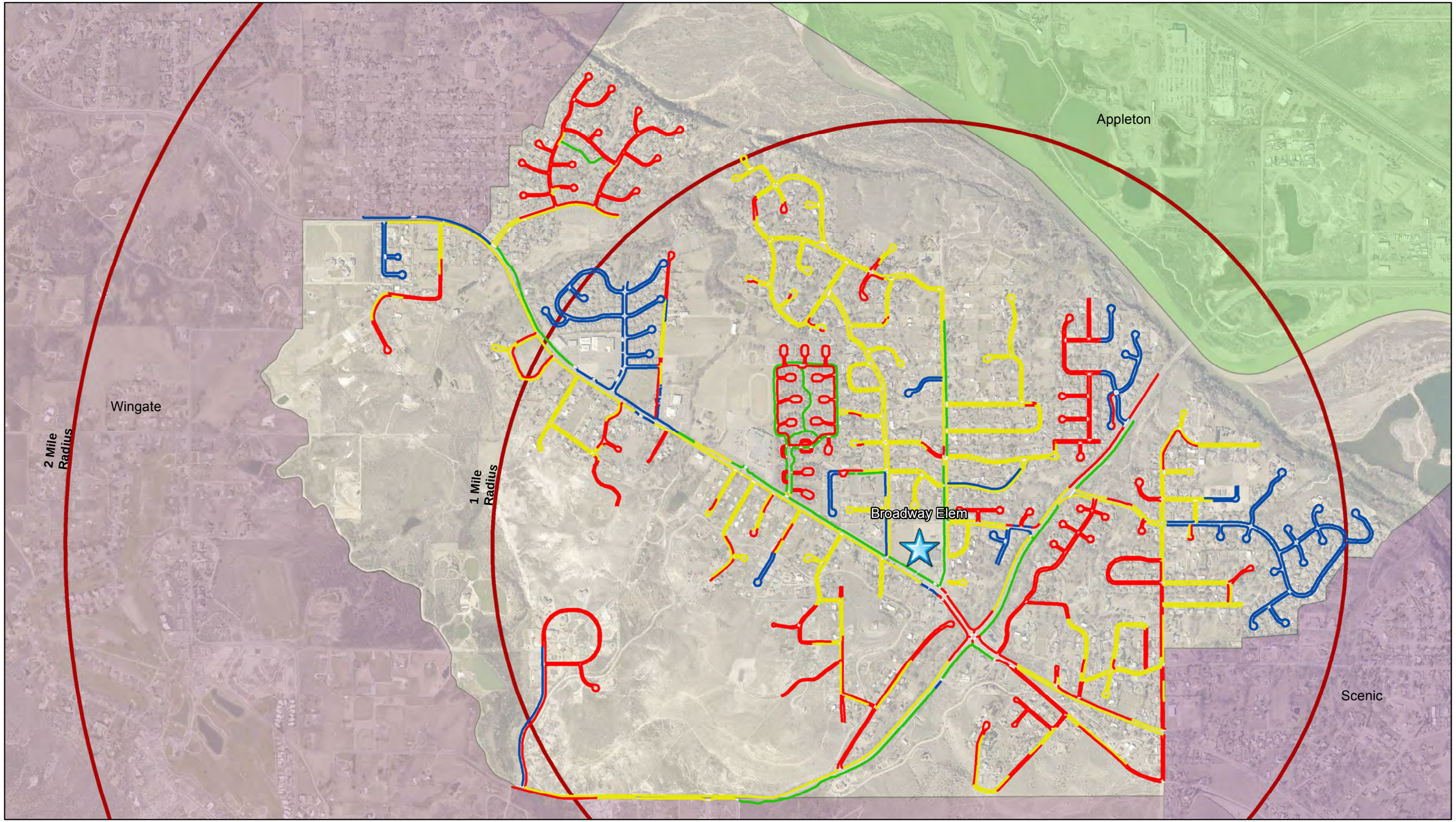
RED

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

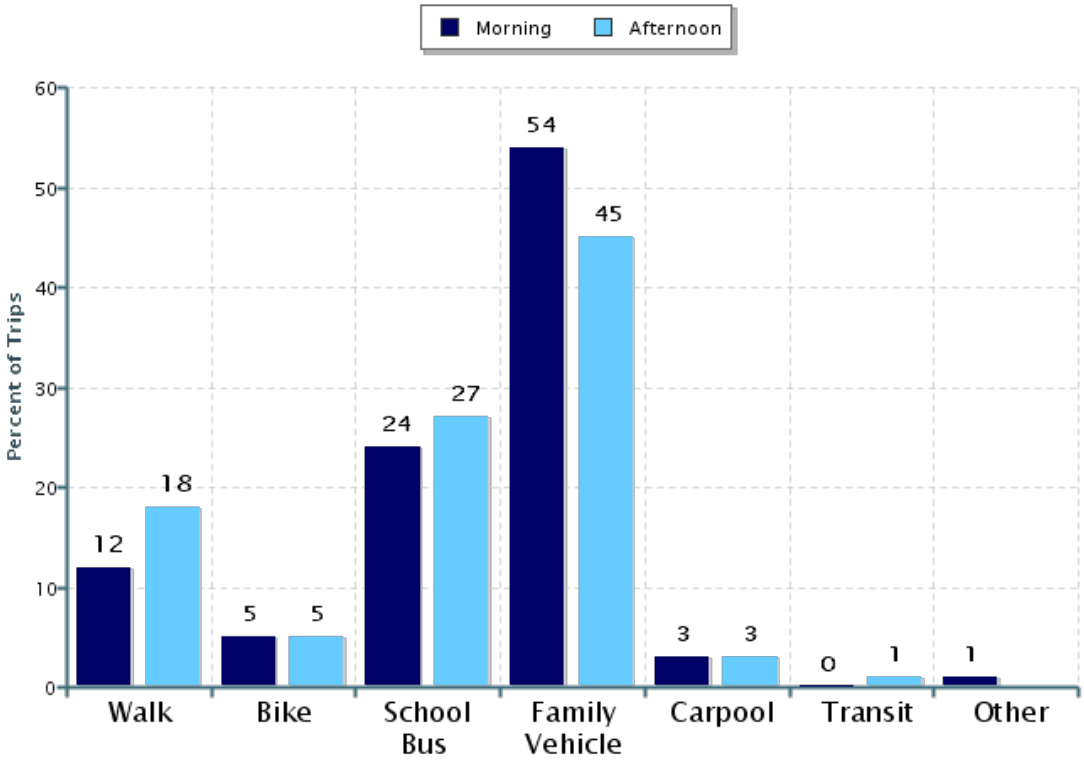
Date Range: Fall 2016

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

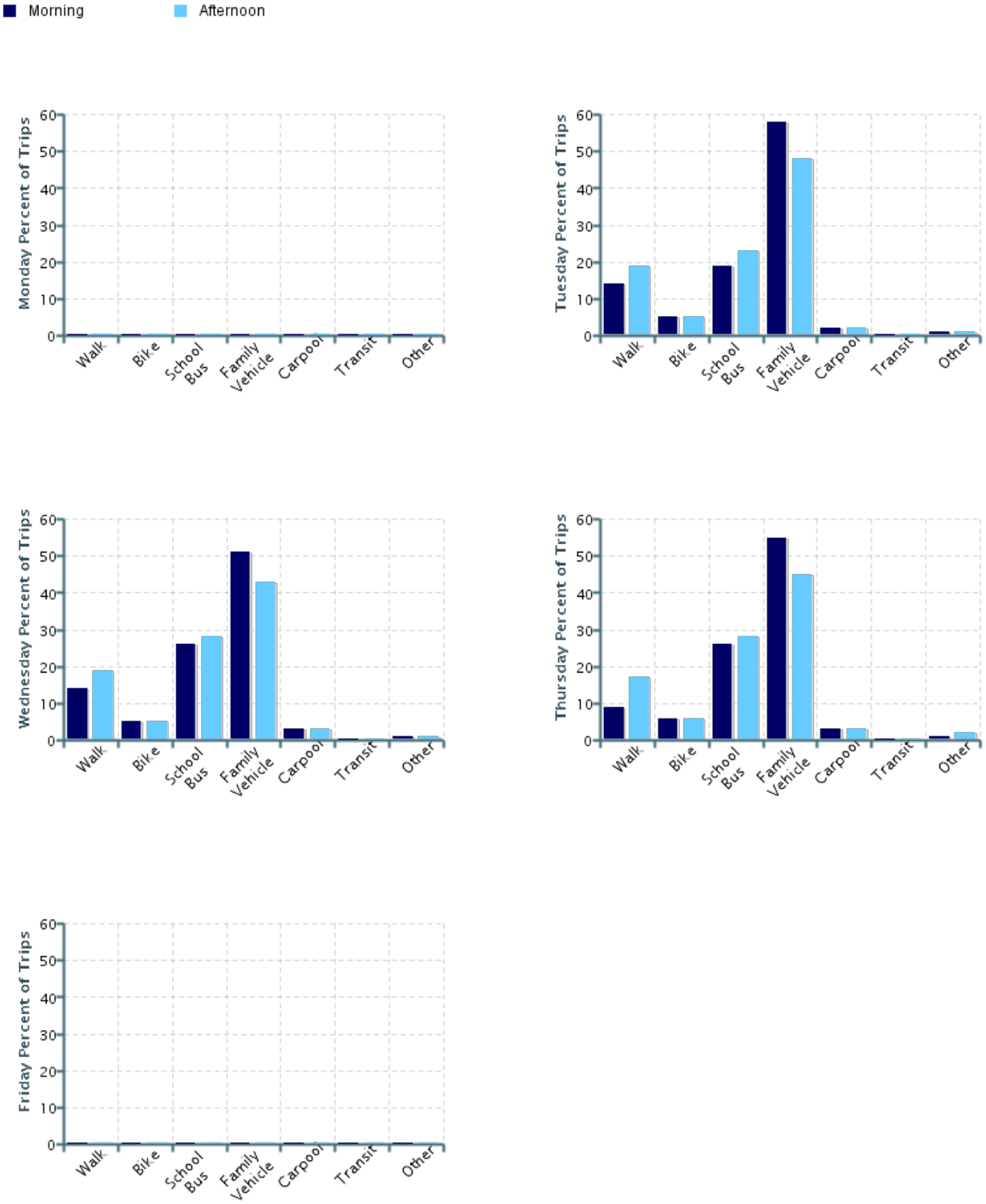


Morning and Afternoon Travel Mode Comparison

	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

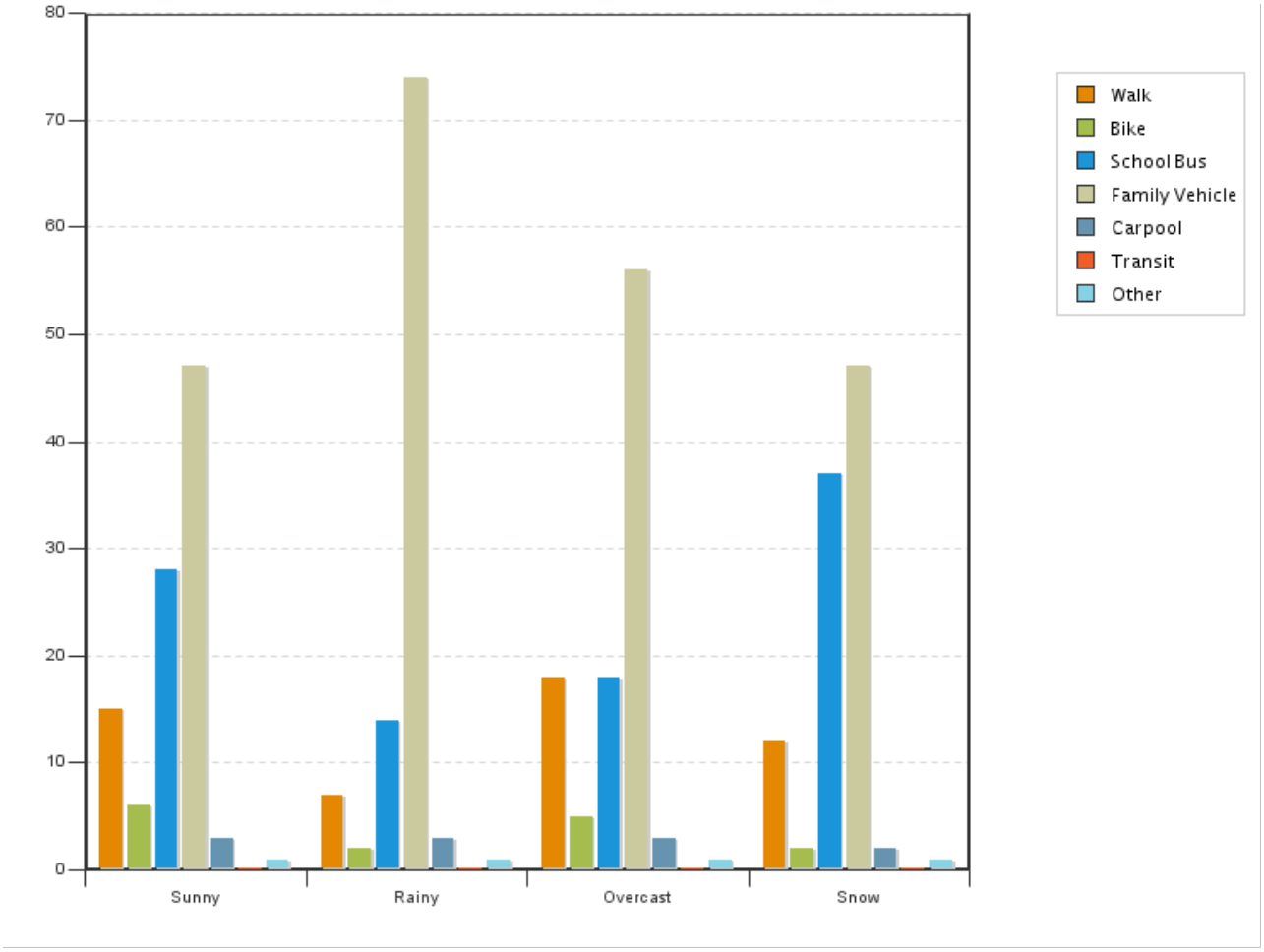


Morning and Afternoon Travel Mode Comparison by Day

	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

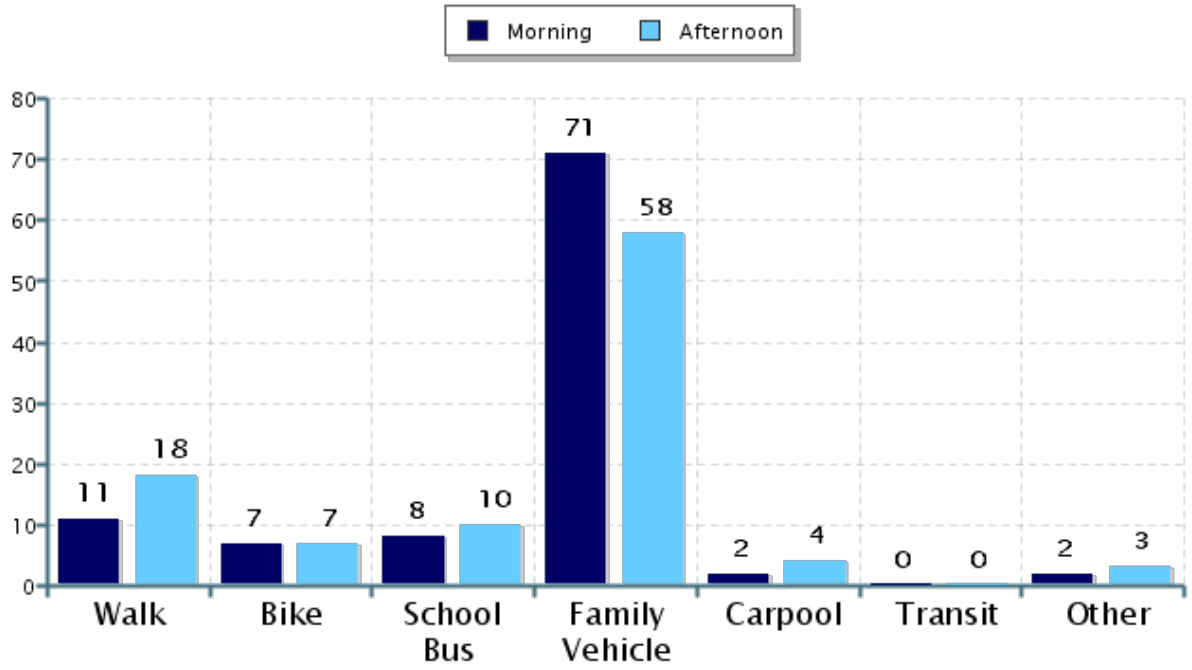
Month and Year Collected: October 2016

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

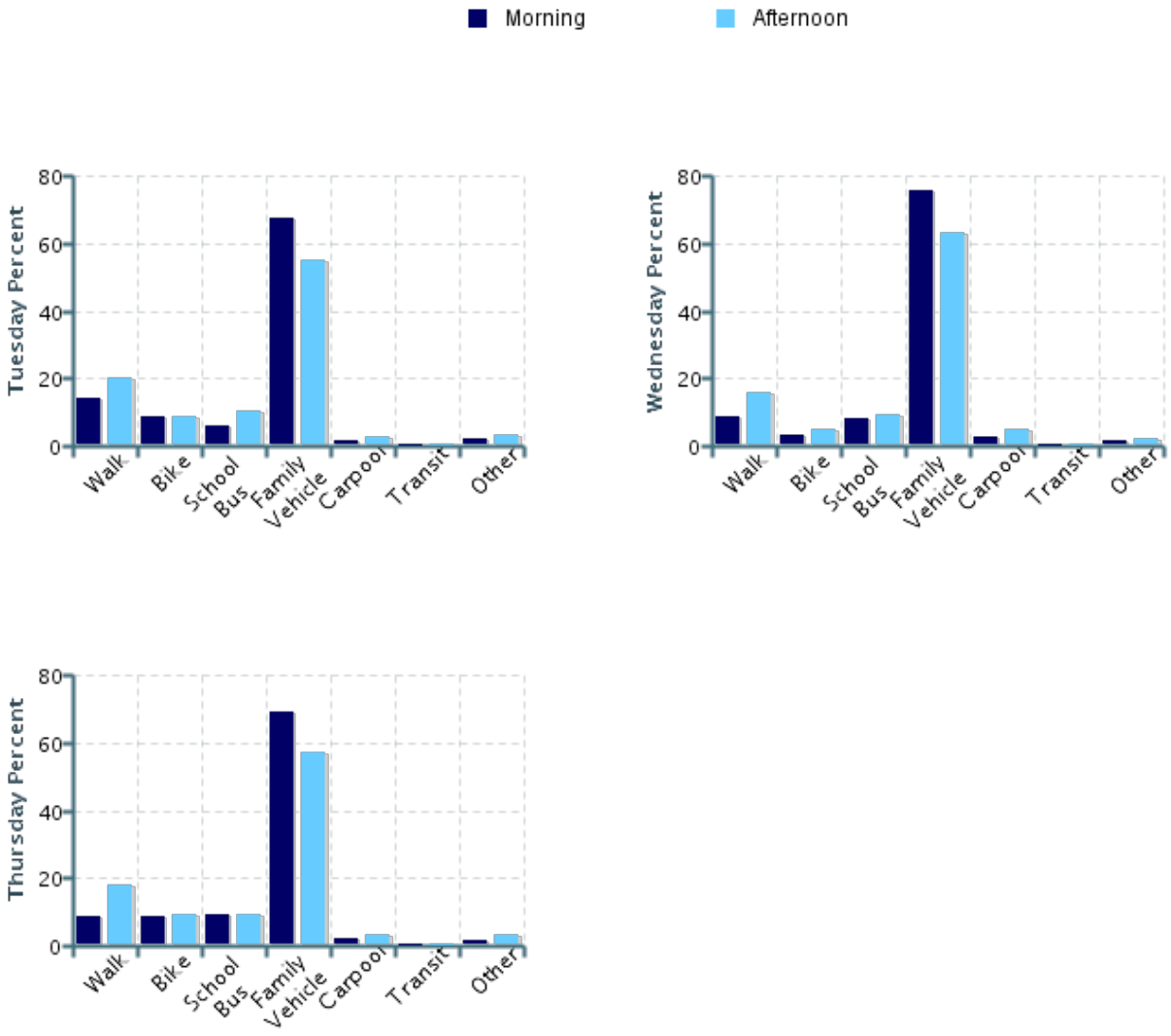


Morning and Afternoon Travel Mode Comparison

	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

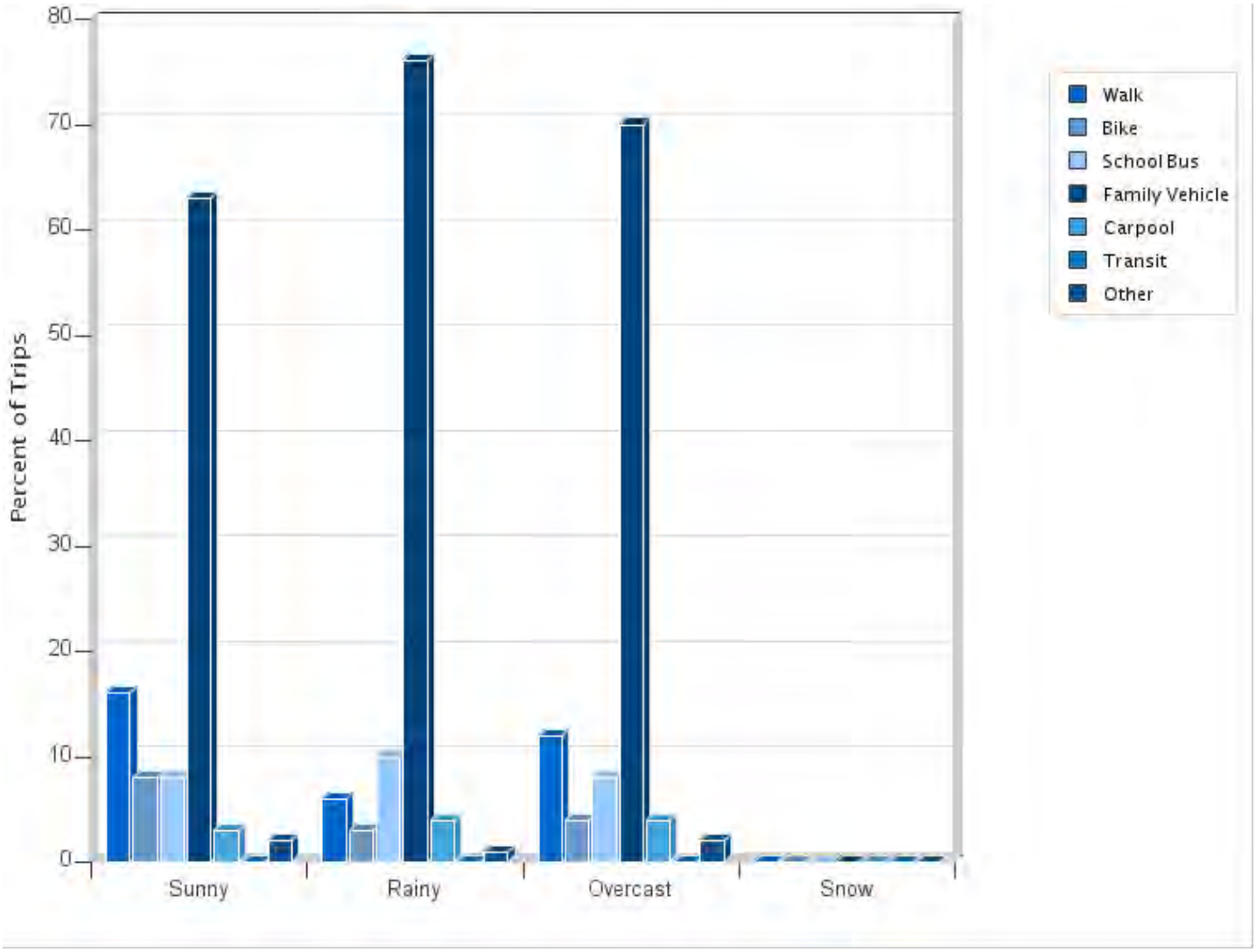


Morning and Afternoon Travel Mode Comparison by Day

	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

School Group: Mesa County Valley School District 51

School Enrollment: 0

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

Number of Questionnaires Distributed: 0

Set ID: 15679

Month and Year Collected: October 2016

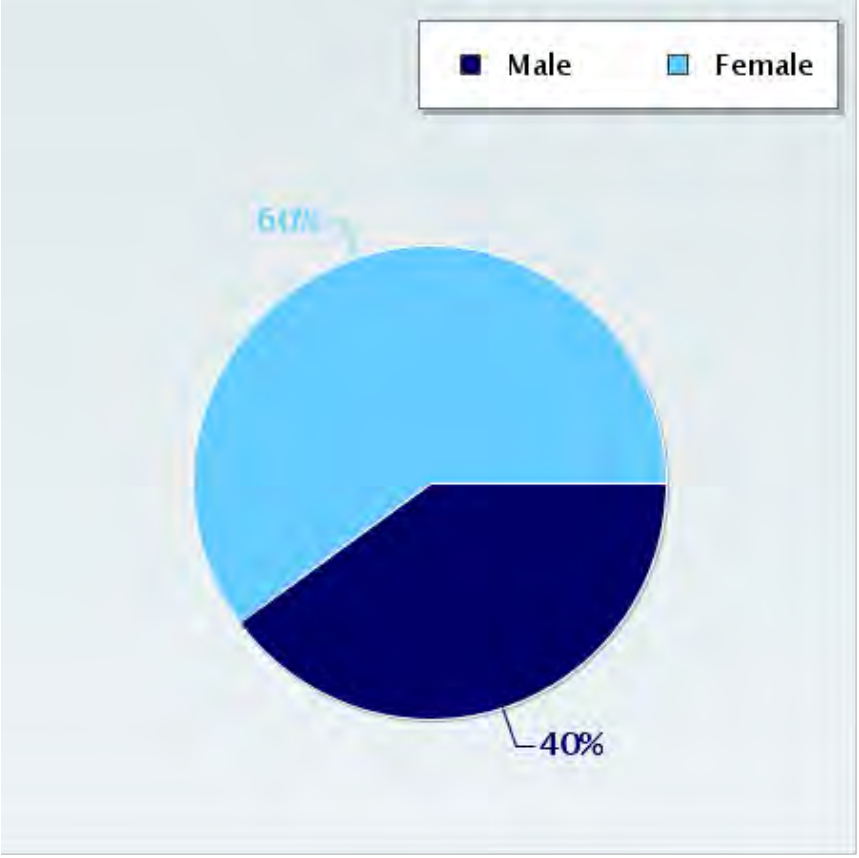
Date Report Generated: 12/12/2016

Tags: Safe Routes To School

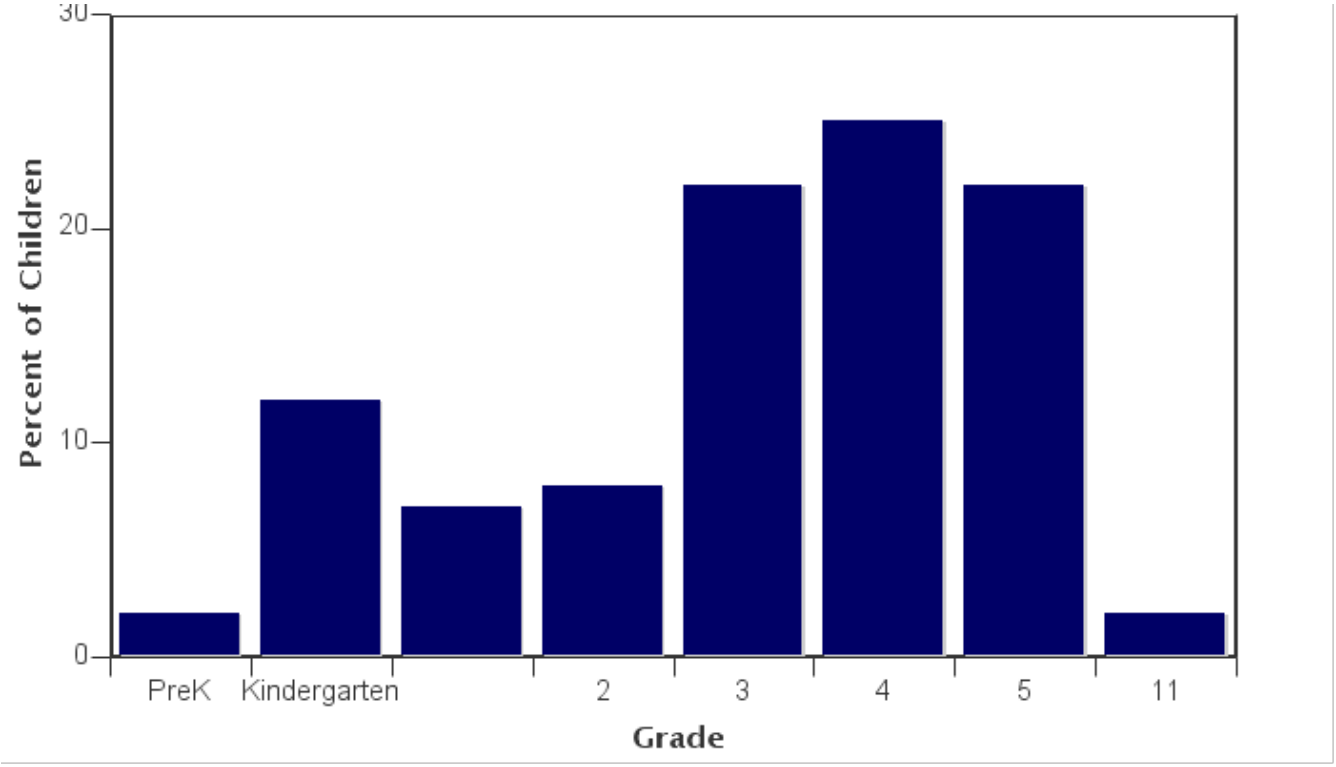
Number of Questionnaires Analyzed for Report: 63

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

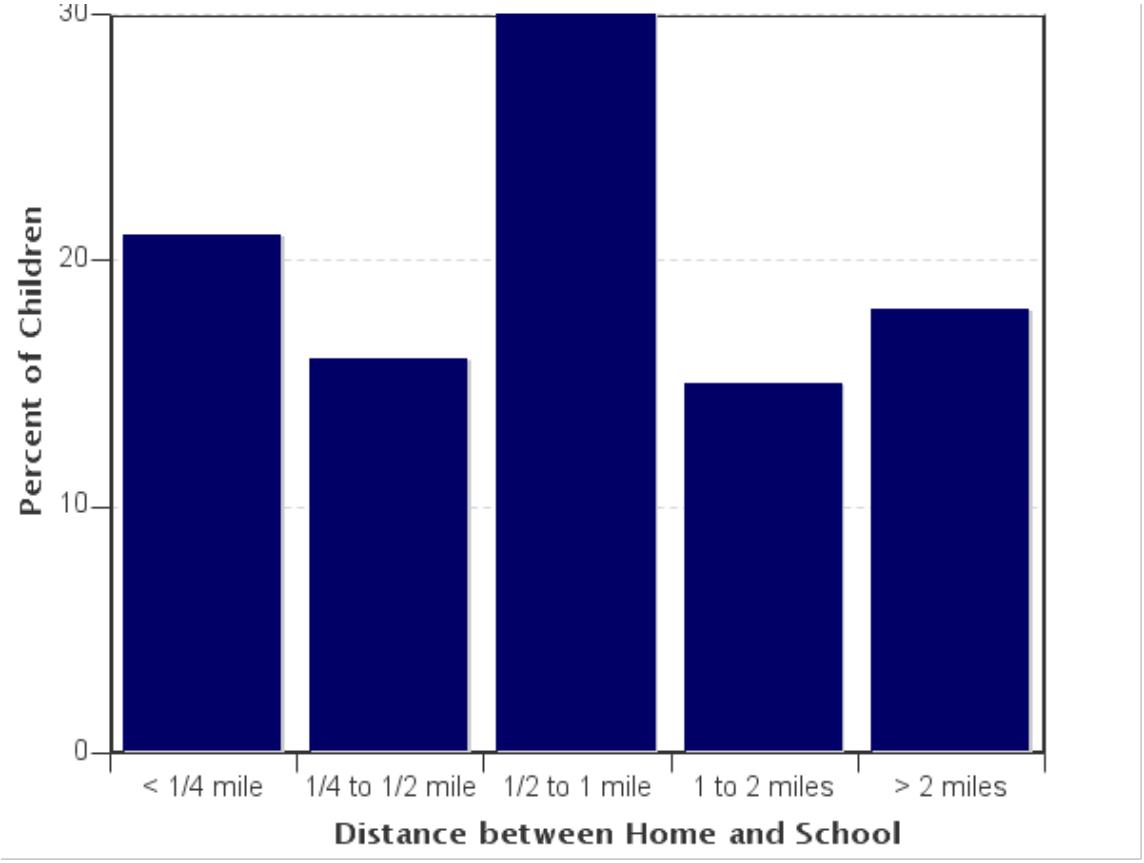


Grade levels of children represented in survey

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

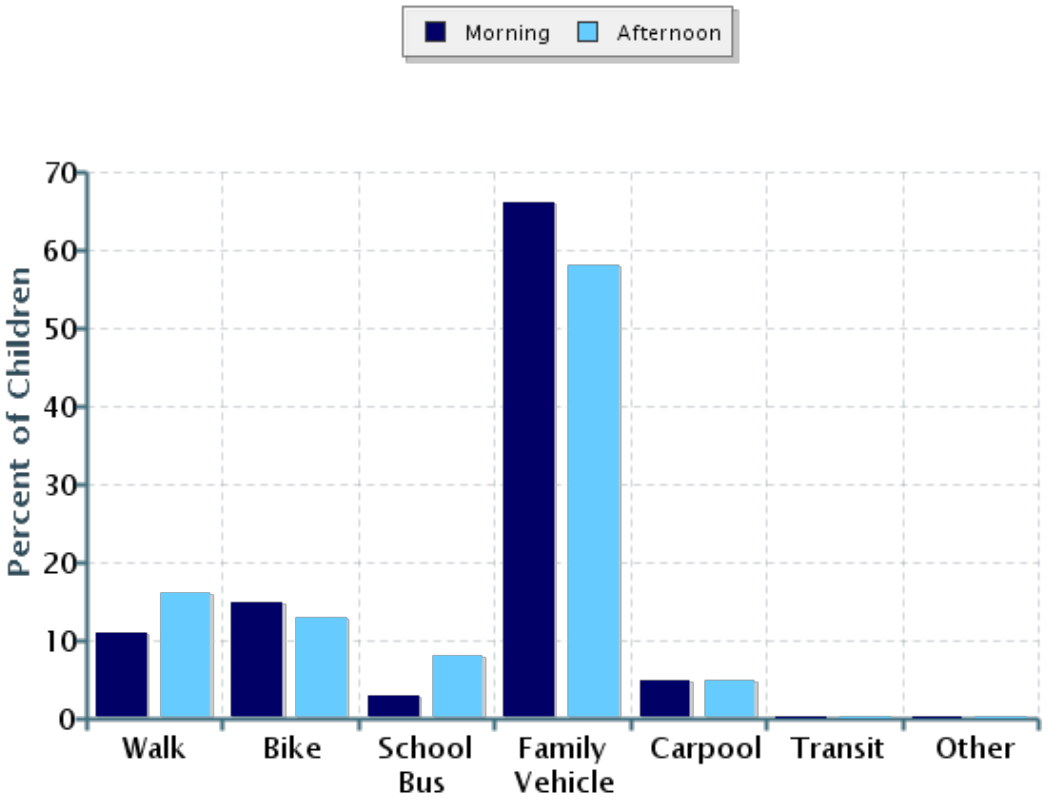


Parent estimate of distance from child's home to school

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

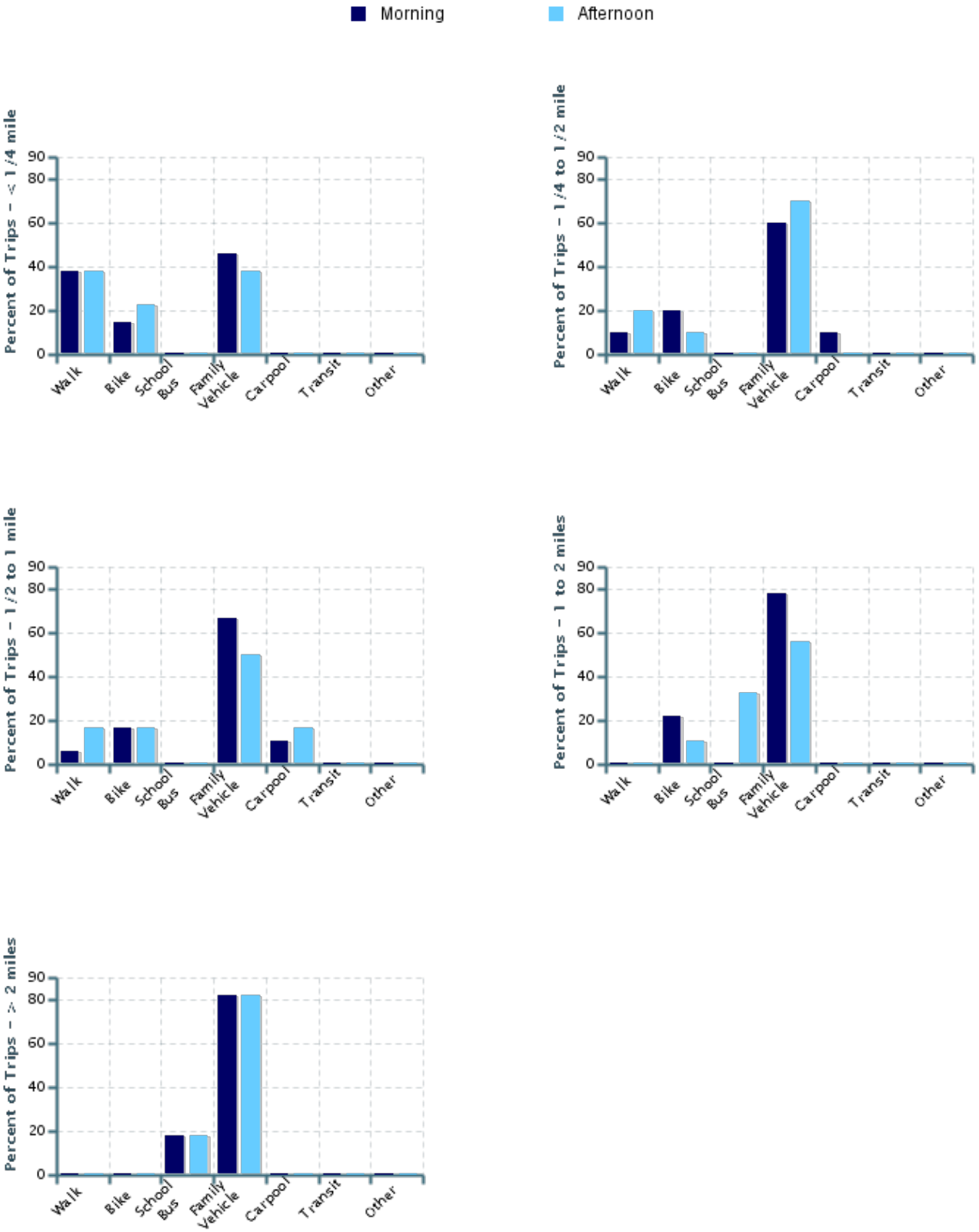


Typical mode of arrival at and departure from school

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%

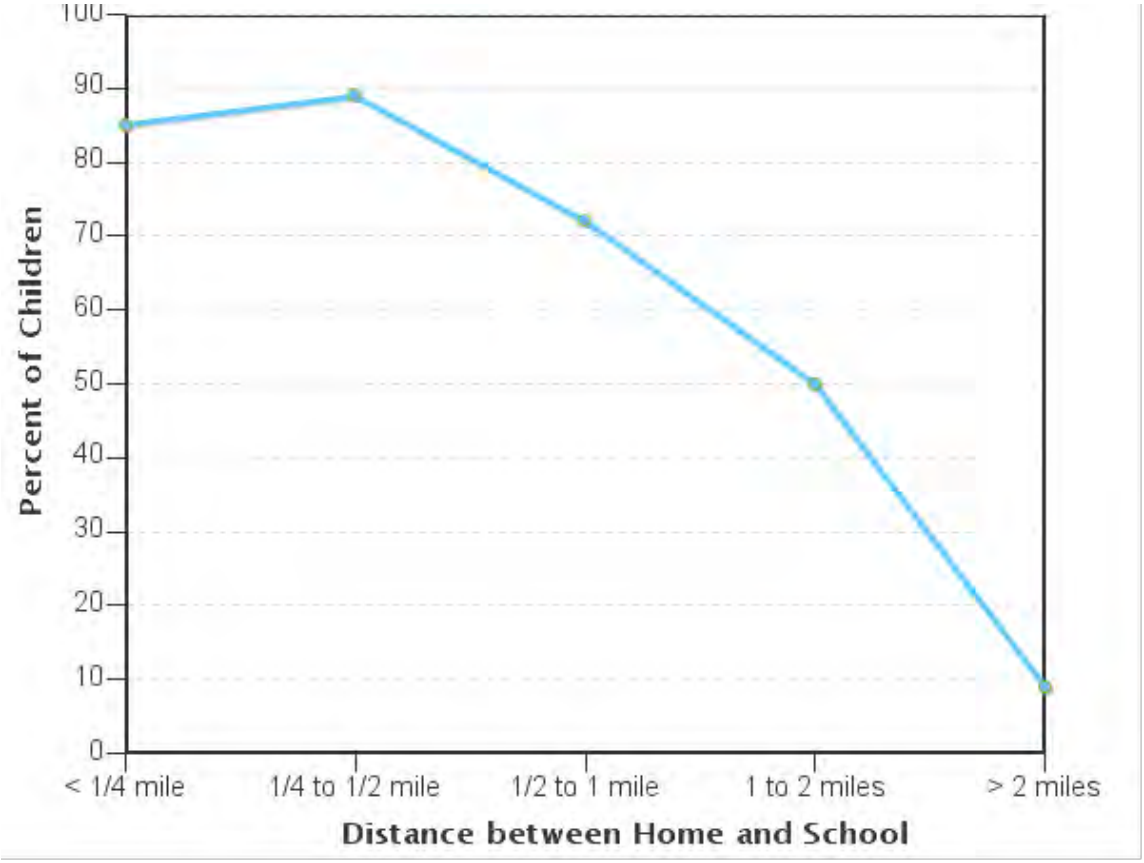
Don't know or No response: 2
Percentages may not total 100% due to rounding.

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

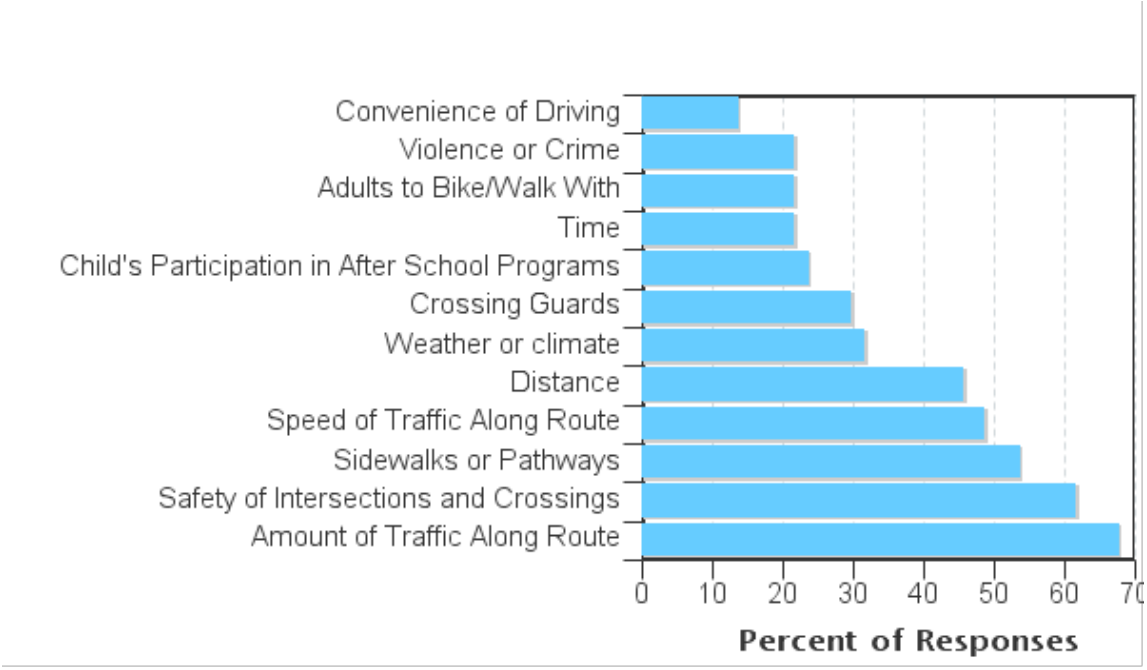


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

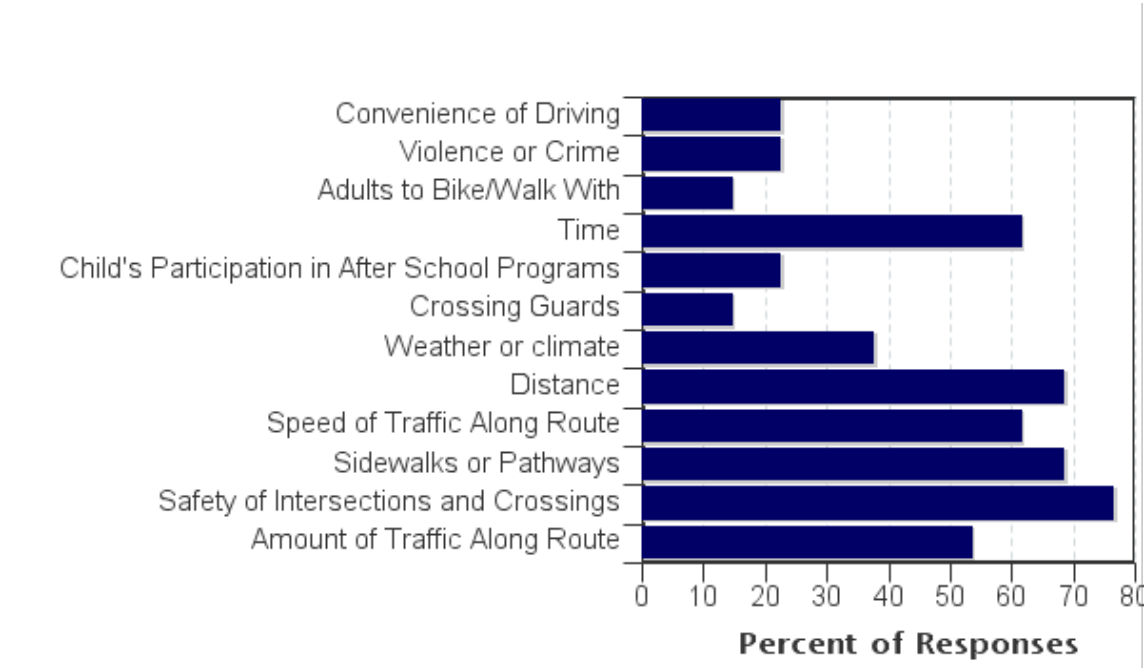
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	37	85%	89%	72%	50%	9%
No	22	15%	11%	28%	50%	91%

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

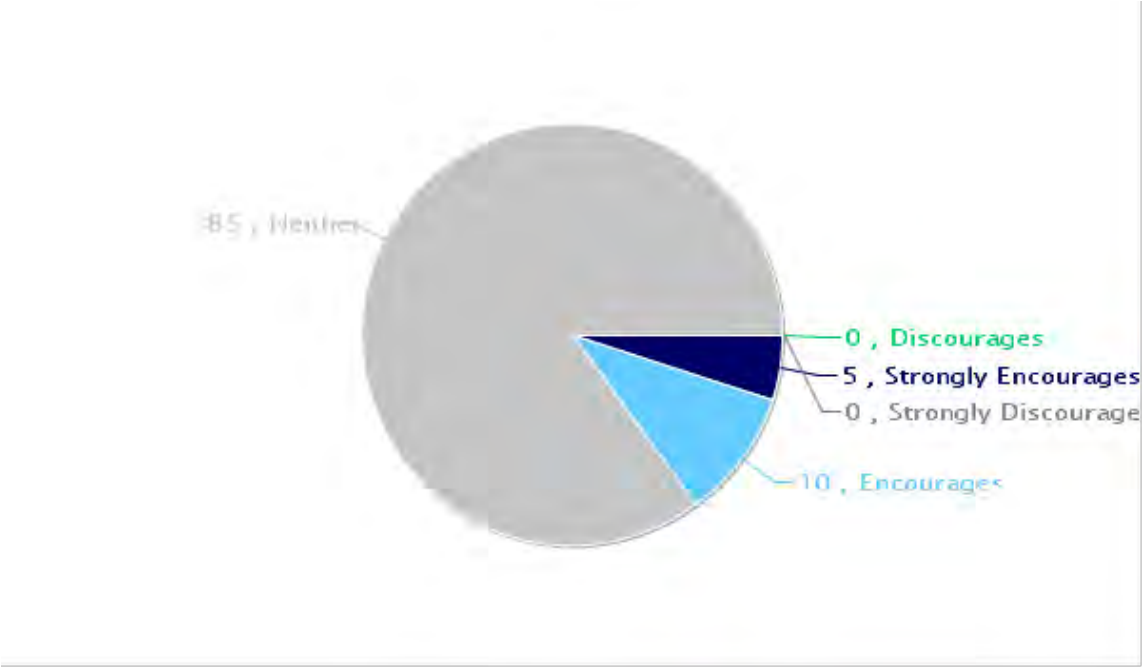


Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

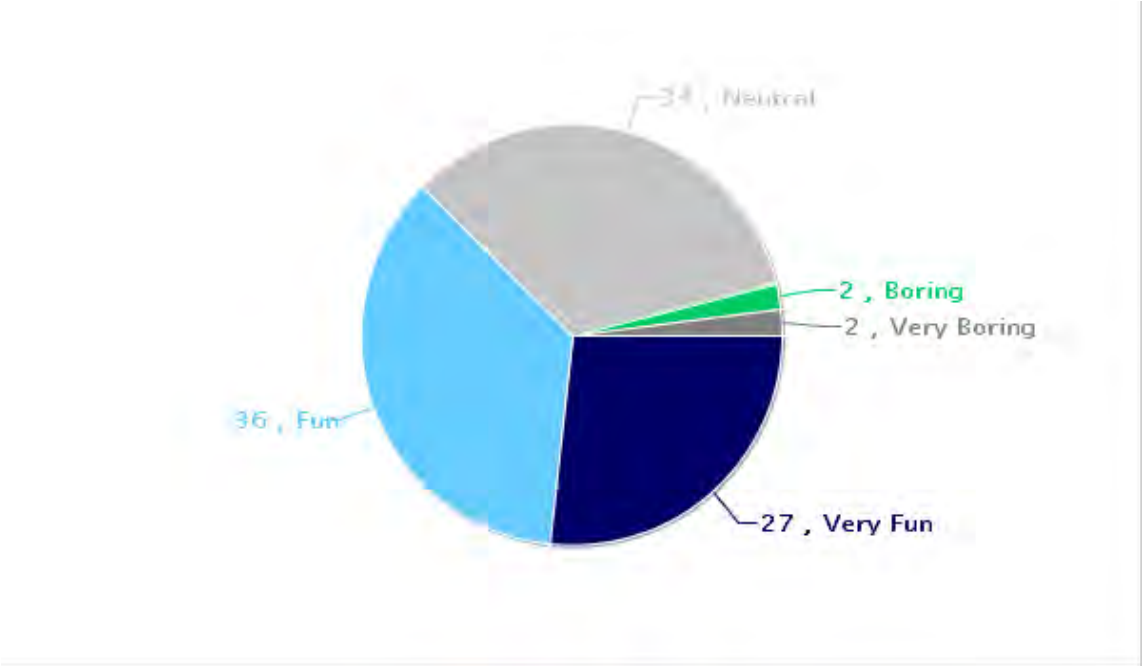
Issue	Child does not walk/bike to school	Child walks/bikes to school
Amount of Traffic Along Route	68%	54%
Safety of Intersections and Crossings	62%	77%
Sidewalks or Pathways	54%	69%
Speed of Traffic Along Route	49%	62%
Distance	46%	69%
Weather or climate	32%	38%
Crossing Guards	30%	15%
Child's Participation 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.

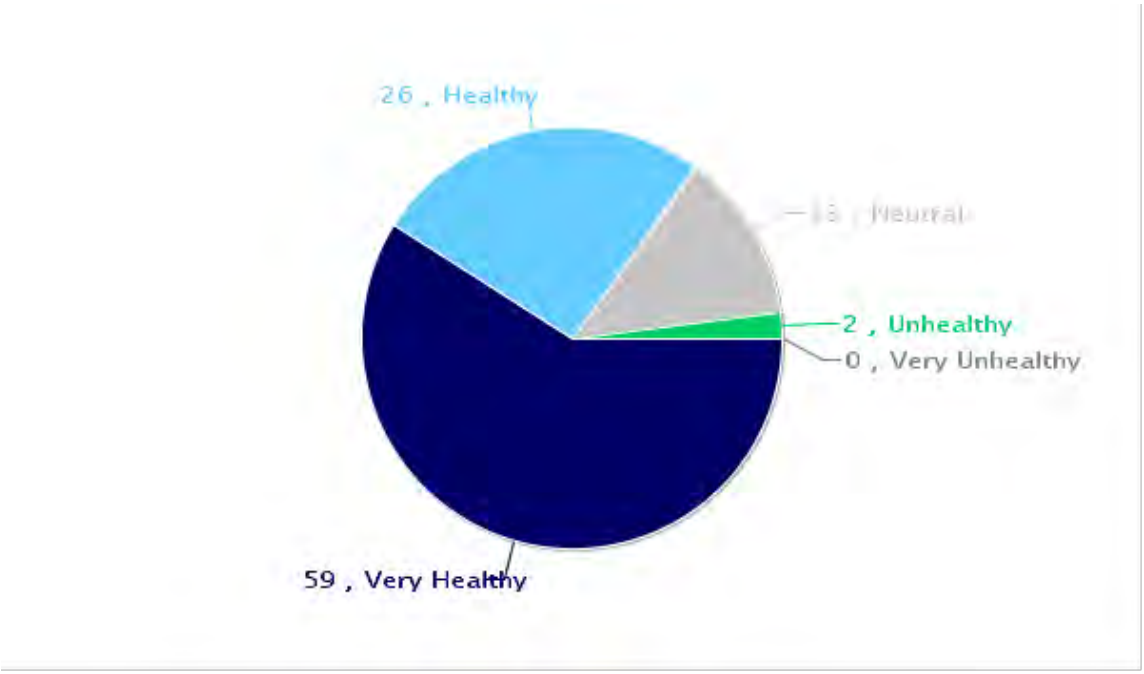
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



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.



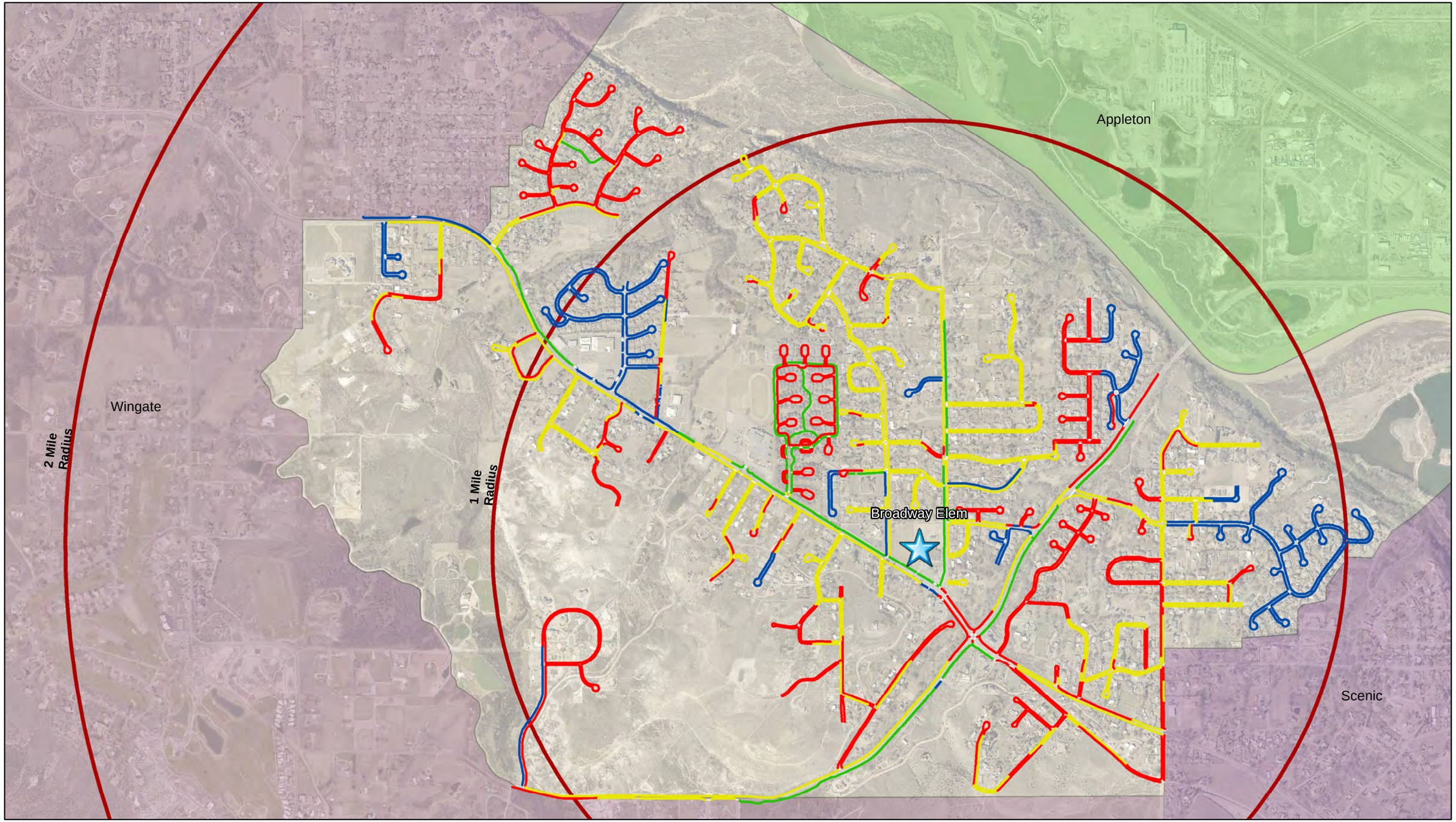
RED

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.)

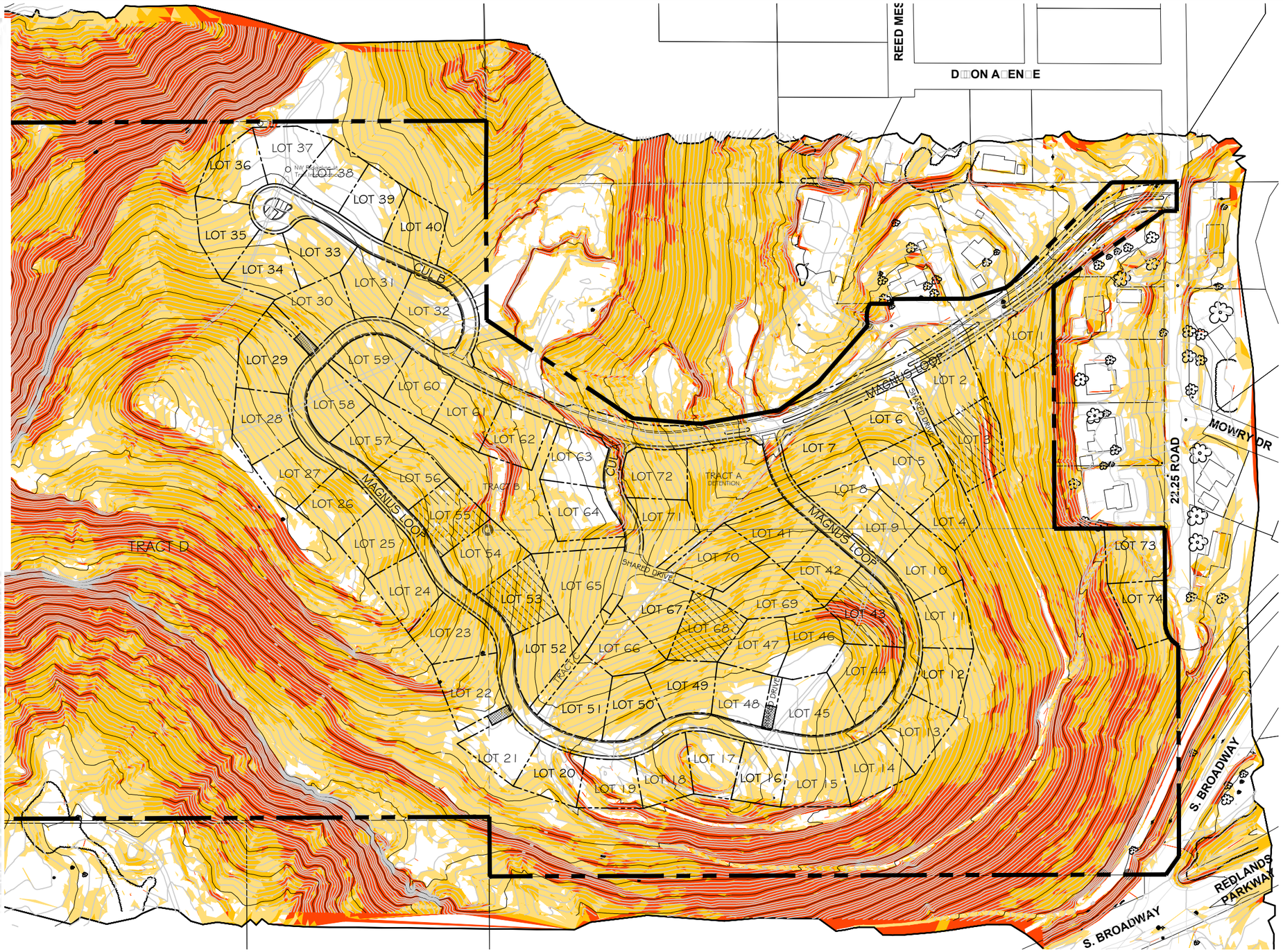
SRTS 2016 - Broadway Elementary
Path Ratings within 1 & 2 Mile Radii

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)

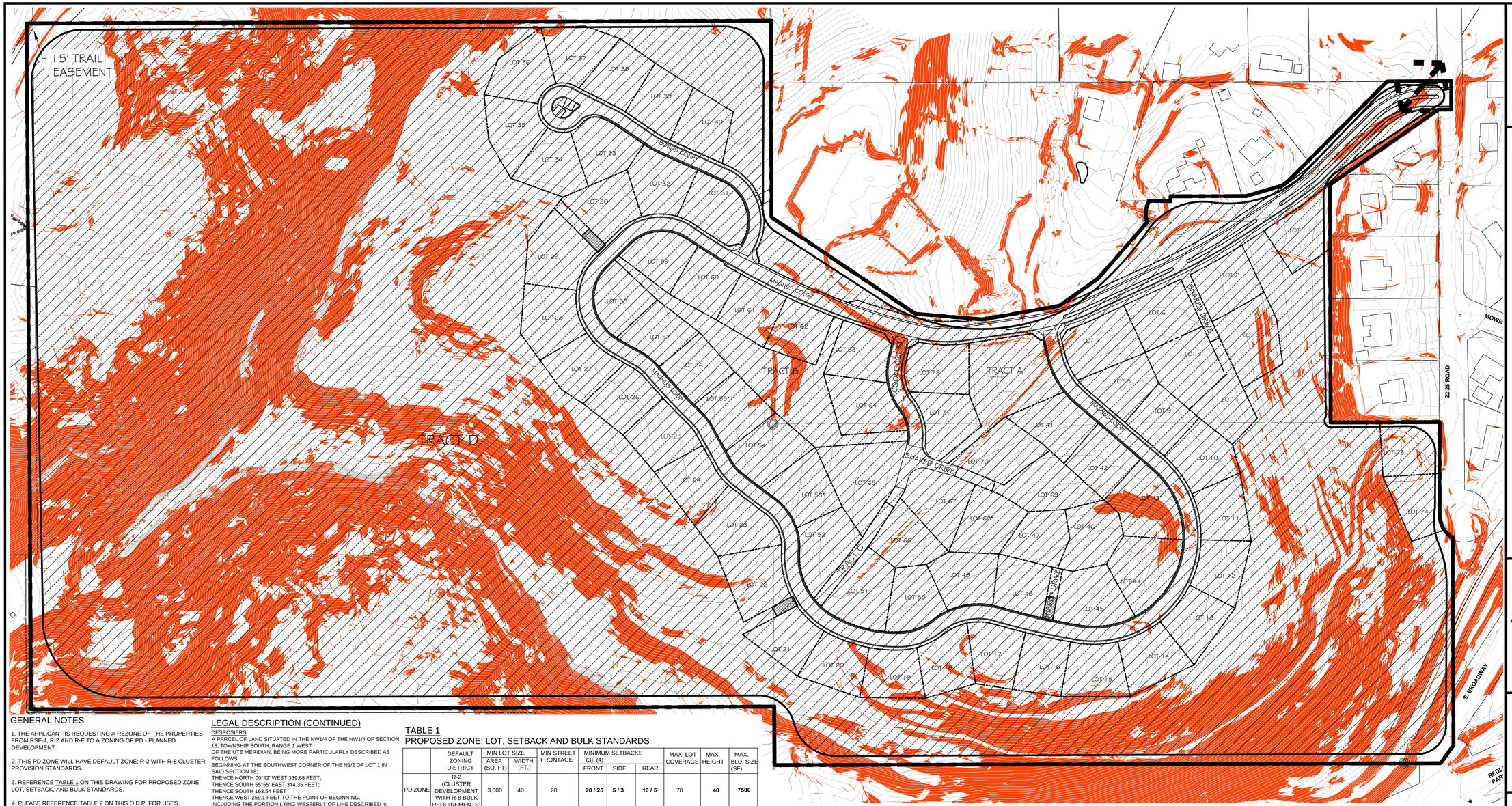
0 200 400 600

NORTH

SLOPES LEGEND

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

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)



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

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%

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

ACCEPTANCE BLOCK

THE CITY OF GRAND JUNCTION REVIEW CONSTITUTES GENERAL COMPLIANCE WITH THE CITY'S DEVELOPMENT STANDARDS, SUBJECT TO THESE PLANS BEING SEALED, SIGNED, AND DATED BY THE PROFESSIONAL OF RECORD. REVIEW BY THE CITY DOES NOT CONSTITUTE APPROVAL OF THE PLAN DESIGN. THE CITY NEITHER ACCEPTS NOR ASSUMES ANY LIABILITY FOR ERRORS OR OMISSIONS. ERRORS IN THE DESIGN OR CALCULATIONS REMAIN THE RESPONSIBILITY OF THE PROFESSIONAL OF RECORD.

CONSTRUCTION MUST COMMENCE WITHIN ONE YEAR FROM THE DATE OF PLAN SIGNATURE.

CITY PLANNER _____ Date _____

DRAWN BY MR
CHECKED TC
JOB NO. 1744
DATE 02-20-2019
REVISIONS
11-01-2019 Rnd 1 Comments
12-20-2019 Rnd 2 Comments

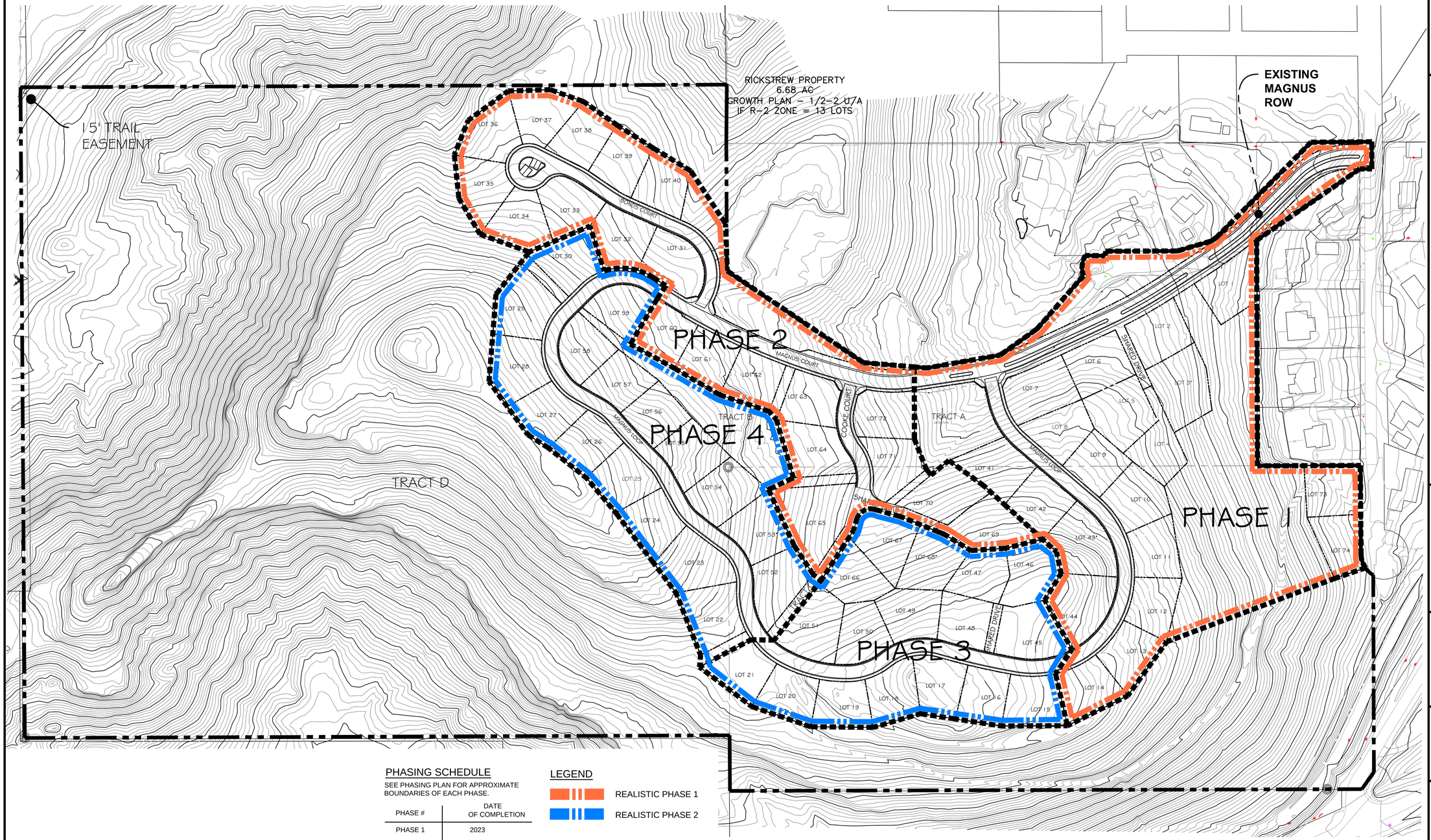
MAGNUS COURT
2215 MAGNUS CT. #A G.J. CO 81507

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
www.ciavonne.com

MAGNUS CT. SUBDIVISION

OUTLINE DEVELOPMENT PLAN

SHEET NO.
1-1



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

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

BONDS COURT

MAGNUS COURT

MAGNUS LOOP

COOKE COURT

SHARED DRIVE

TRACT A
DETENTION

TRACT B

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

REED MESA DR.

D□ON A□EN□E

EXISTING MAGNUS ROW

MOWRY DR

22.25 ROAD

S. BROADWAY

S. BROADWAY

REDLANDS PARKWAY

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%

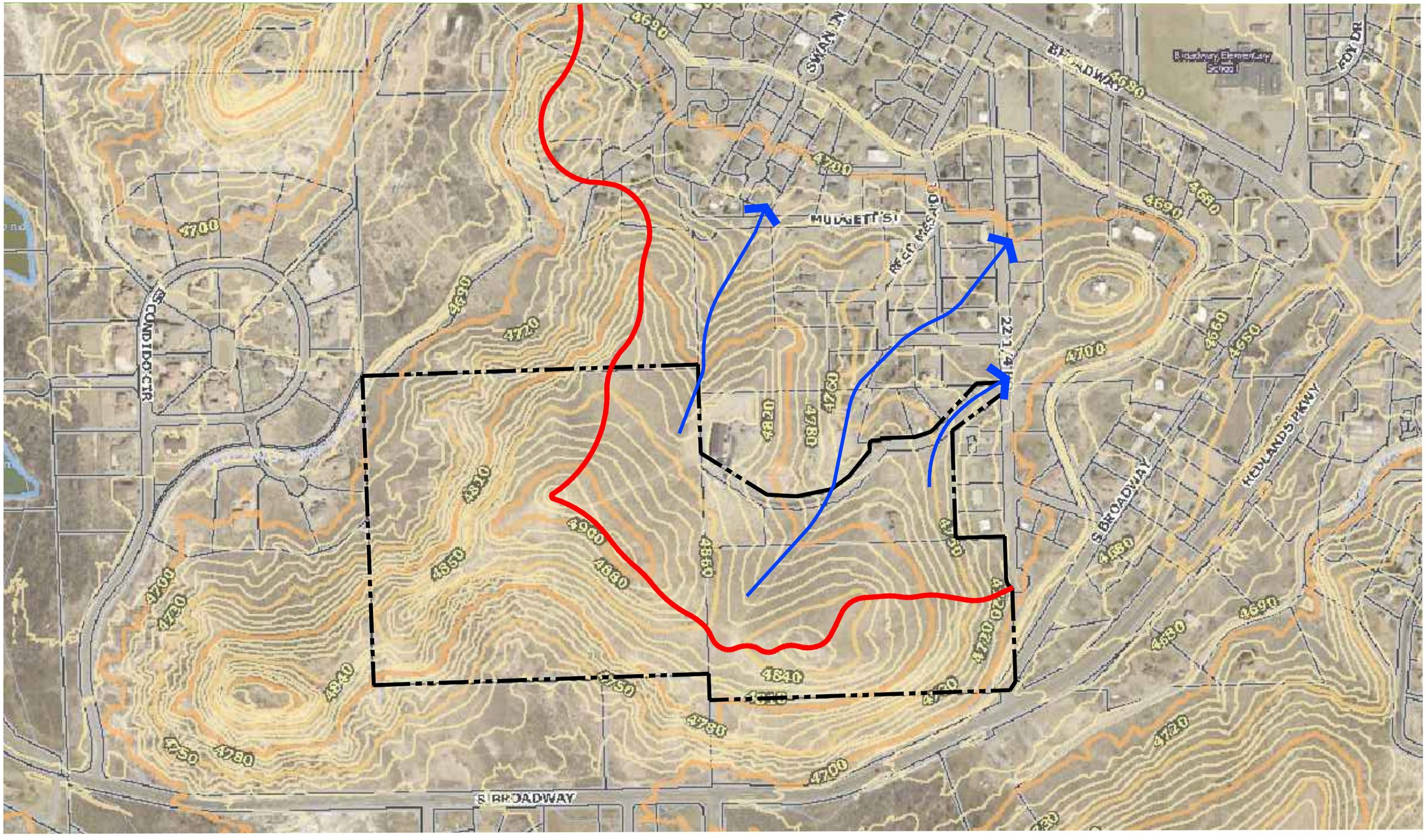
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NORTH

MAGNUS COURT

ILLUSTRATIVE -RESUBMIT 4/24/2020

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LEGEND

- PROPERTY LINE
- EXISTING WATERSHED
- EXISTING DRAINAGE PATH

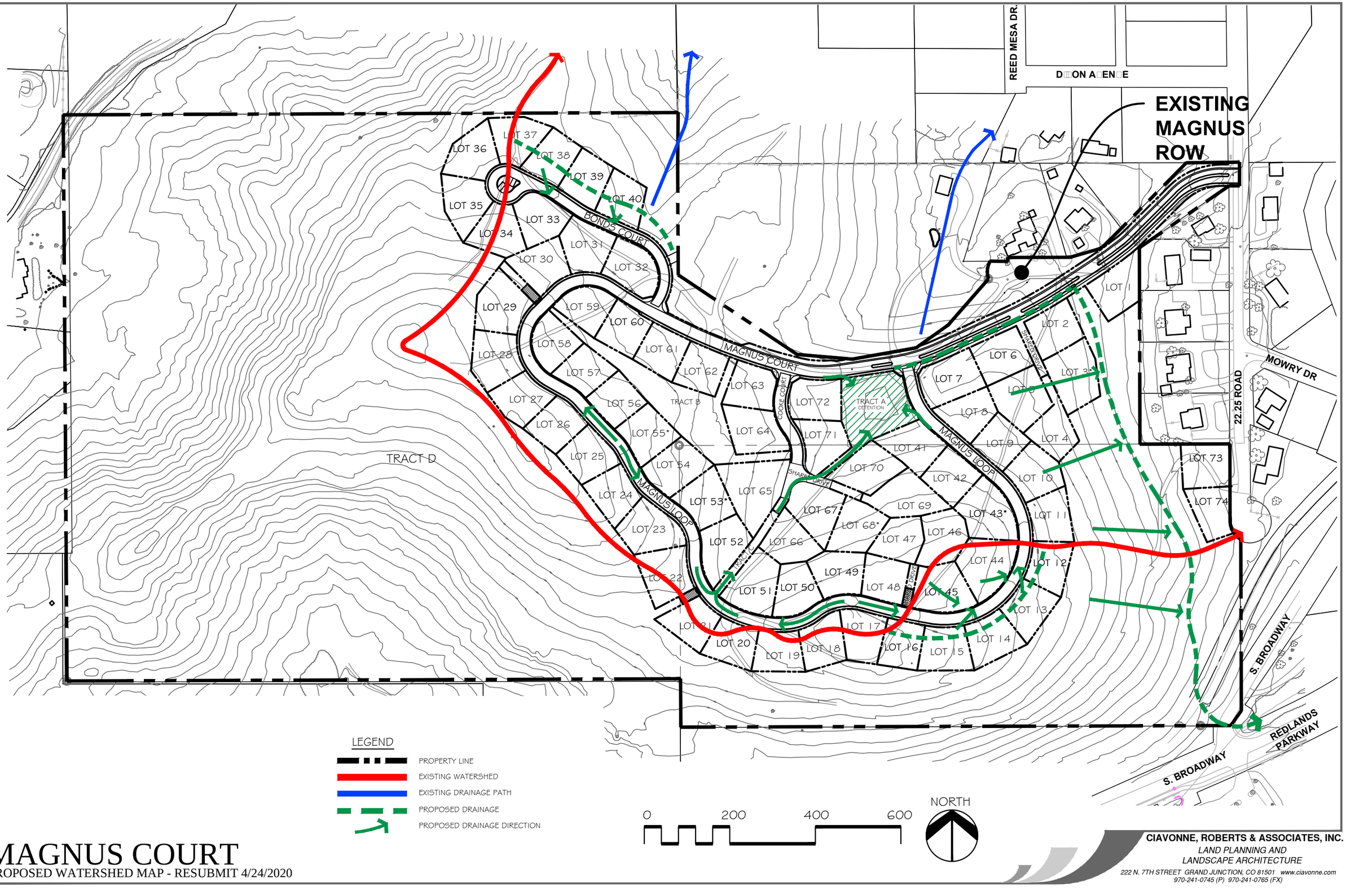
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NORTH

MAGNUS COURT

EXISTING WATERSHED MAP - RESUBMIT 4/24/2020

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MAGNUS COURT

PROPOSED WATERSHED MAP - RESUBMIT 4/24/2020

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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, deviations and conditions of approval for the Outline Development Plan for Magnus Court Subdivision.

In public hearings, the Planning Commission and City Council reviewed the request for the proposed Outline Development Plan and determined that the Plan satisfied the criteria of the Code and is consistent with the purpose and intent of the Comprehensive Plan. Furthermore, it was determined that the proposed Plan has achieved "long-term community benefits" by providing;

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

#2. Other recreational amenities. The site currently contains numerous hiking trails that have been created over the years that have been utilized by the public but are located on private property. As part of the ODP request, the Applicant is proposing to grant public access to the 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.

#3. Protection and/or Preservation of natural resources, habitat areas and natural features. With over 46-acres remaining as open space, the proposed development preserves environmentally sensitive areas, natural features and rock-outcroppings.

After reviewing the application for a rezone to PD with an R-2 default zone district and an Outline Development Plan for the proposed Magnus Court 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:

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. No deviations are being requested from the bulk standards by the Applicant as part of the ODP application. The ODP will meet or exceed all other Zoning Code requirements as identified.

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

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

Access:
Traffic Impact Study (TIS) was reviewed. 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.

Mesa County has also reviewed the ODP application and provided the following information:

- 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…."

An Addendum to the Traffic Impact Study was also submitted for review 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.

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.

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

All of the proposed 74 lots meet the provision of the Hillside Development Standards, while five (5) of the lots (Lots 3, 43, 53, 55 and 68) have deviated from the prescribed standard but, consistent with the code have been reviewed to ensure that a) appropriate engineering measures will be taken to minimize the impacts and that b) the developer has taken reasonable steps to minimize the amount of hillside cuts and to mitigate the aesthetic impacts. Specifically, Section 21.07.020 (f) (3) of the Code, all five of the lots are within the 20% and 30% average slope that have minimum lot sizes of 200 feet wide at the front setback line and minimum lot size of 15,000 square feet. These five lots deviate from these standards as follows:

Lot 3: Slope: 23.3%, 140 feet wide
Lot 43: Slope 24.6%, 165 feet wide and 14,621 square feet
Lot 53: Slope: 20.5%, 110 feet wide and 12,218 square feet
Lot 55: Slope 20.9%, 110 feet wide and 11,775 sq. ft.
Lot 68: Slope 22.2%, 110 feet wide and 12,352 sq. ft.

However, for comparison lots with average slopes between 10% and 20% only have a required minimum lot width of 100 feet and minimum square footage of 10,000 square feet, which based on a range of a .5 to 4.6% average slope difference lot size is required to be increased 50% and lot width required to double. The code provides that Planned Developments should be used for unique projects where design flexibility is desired. The code provides guidance that lot width and sizes can be altered if 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

The Applicant has submitted preliminary lot slope and grading plans which have been reviewed by the City's Development Engineer who found that appropriate engineering measures will be taken to minimize impacts. In addition, individual lot specific grading and drainage plans will be required for all lots within the development at planning clearance/building permit.

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.

The applicant submitted preliminary lot and grading plans that have been reviewed by the City's Development Review Engineer and that enabled the finding that the developer has taken reasonable steps to minimize hillside cuts. Final engineering for overlot grading and drainage plans will be reviewed at final plan submittal to ensure aesthetic impacts are minimized.

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.

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

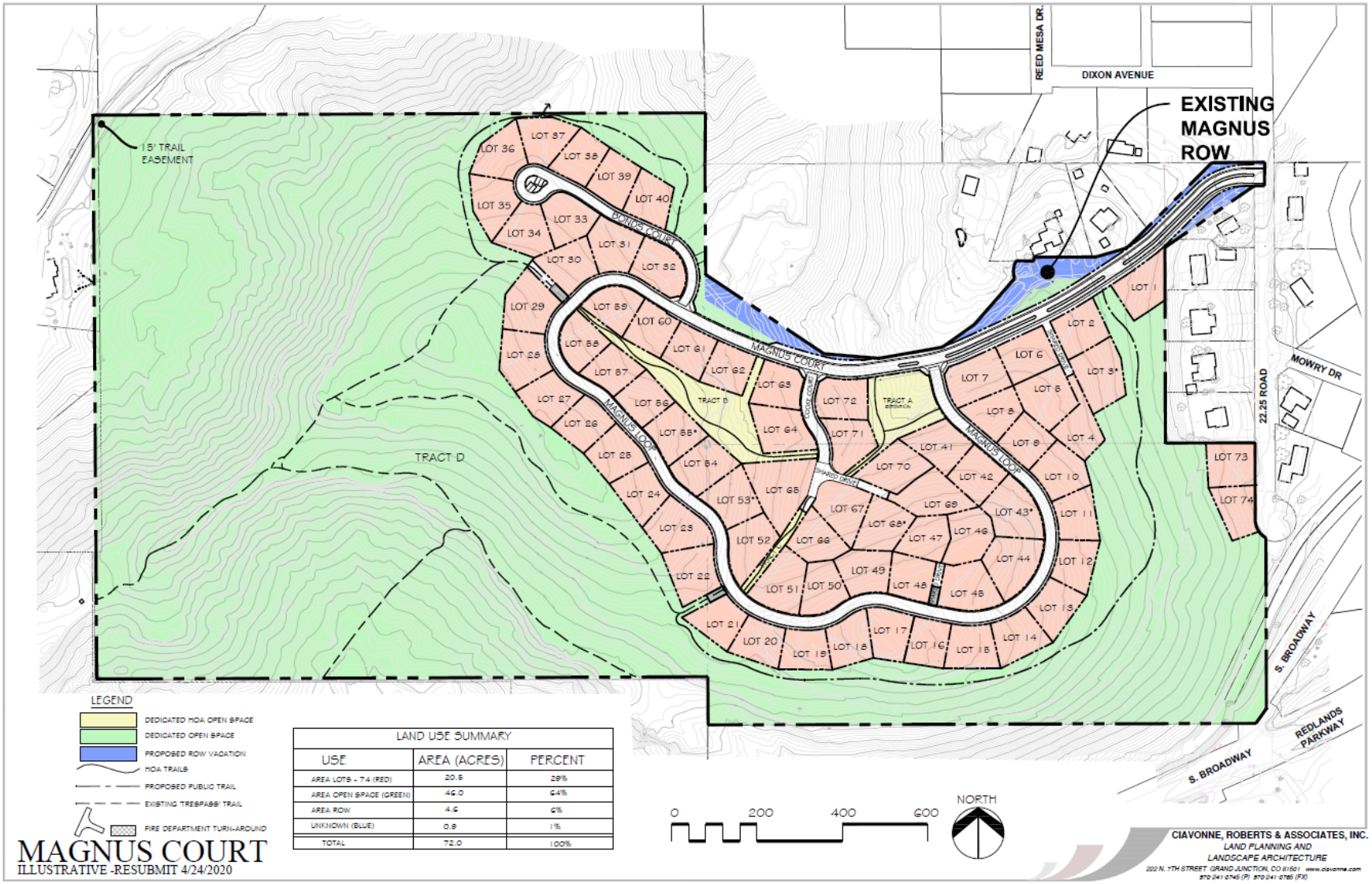
PASSED and ADOPTED this _____ day of _____, 2020 and ordered published in pamphlet form.

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)	20.8	29%
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)

Grand Junction Planning Commission

Regular Session

Item #4.

Meeting Date: May 26, 2020

Presented By: Kristen Ashbeck, Principal Planner/CDBG Admin

Department: Community Development

Submitted By: Kristen Ashbeck

Information

SUBJECT:

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

RECOMMENDATION:

Staff recommends conditional approval of the request.

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 request to vacate existing public right-of-way does 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 Xcel Energy that these vacation requests would create any adverse impacts or that facilities or services would be diminished. Xcel Energy has stated that retention of an easement is not required at this time. New easements will be provided on the site as it is redeveloped.

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.

(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 Xcel Energy that these vacations would inhibit the provision of adequate access, public facilities and services to any property. Except Xcel service on the eastern end of the east-west alley, all existing public facilities or services are located outside of the alleys being 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 vacation will also eliminate the City's responsibility for construction and maintenance of the alleys subject to a new subdivision plat being recorded that includes tracts for the construction of private access drives 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, Staff recommends 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 2) adequate internal access and utility services to the remainder of the development on Lots 1–4 R5 Block Subdivision Amended.

SUGGESTED 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.

Attachments

1. Location Maps
2. Application Materials
3. Alley ROW Vacation Ordinance


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



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.

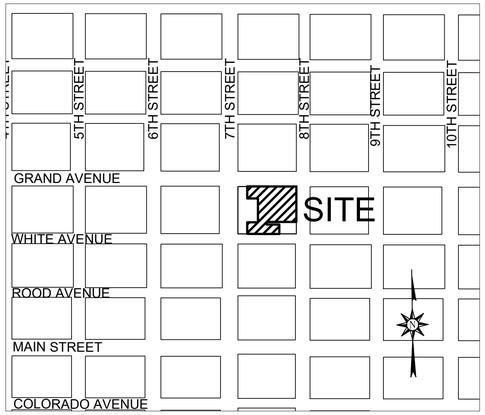
The West 2.50 feet of Tracts F, I and L dedicated to the City of Grand Junction as an ingress/egress easement for the use of emergency access vehicles.
The East 2.50 feet of Tracts C, G, H and M dedicated to the City of Grand Junction as an ingress/egress easement for the use of emergency access vehicles.

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

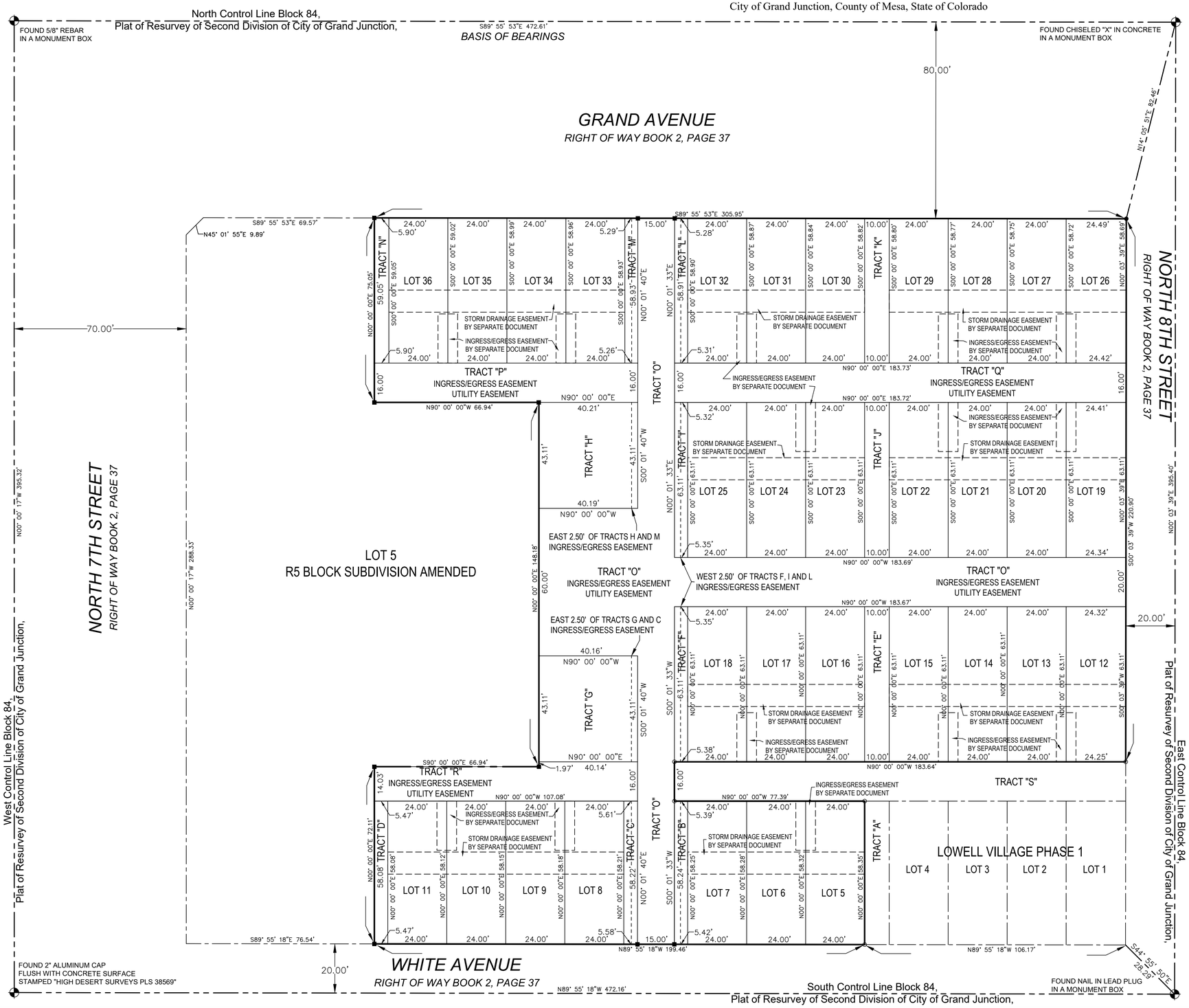
LOWELL VILLAGE PHASE 2
A REPLAT OF LOT 1, LOT 3 AND LOT 4
OF R5 BLOCK SUBDIVISION AMENDED (Reception No. 2835112)
AND
LOT 5 AND LOT 6 OF LOWELL VILLAGE PHASE 1
Located within the SE 1/4 of Section 14,
Township 1 South, Range 1 West, Ute Meridian,
City of Grand Junction, County of Mesa, State of Colorado

CR SURVEYING LLC
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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Located within the SE 1/4 of Section 14, Township 1 South, Range 1 West, Ute Meridian,
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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

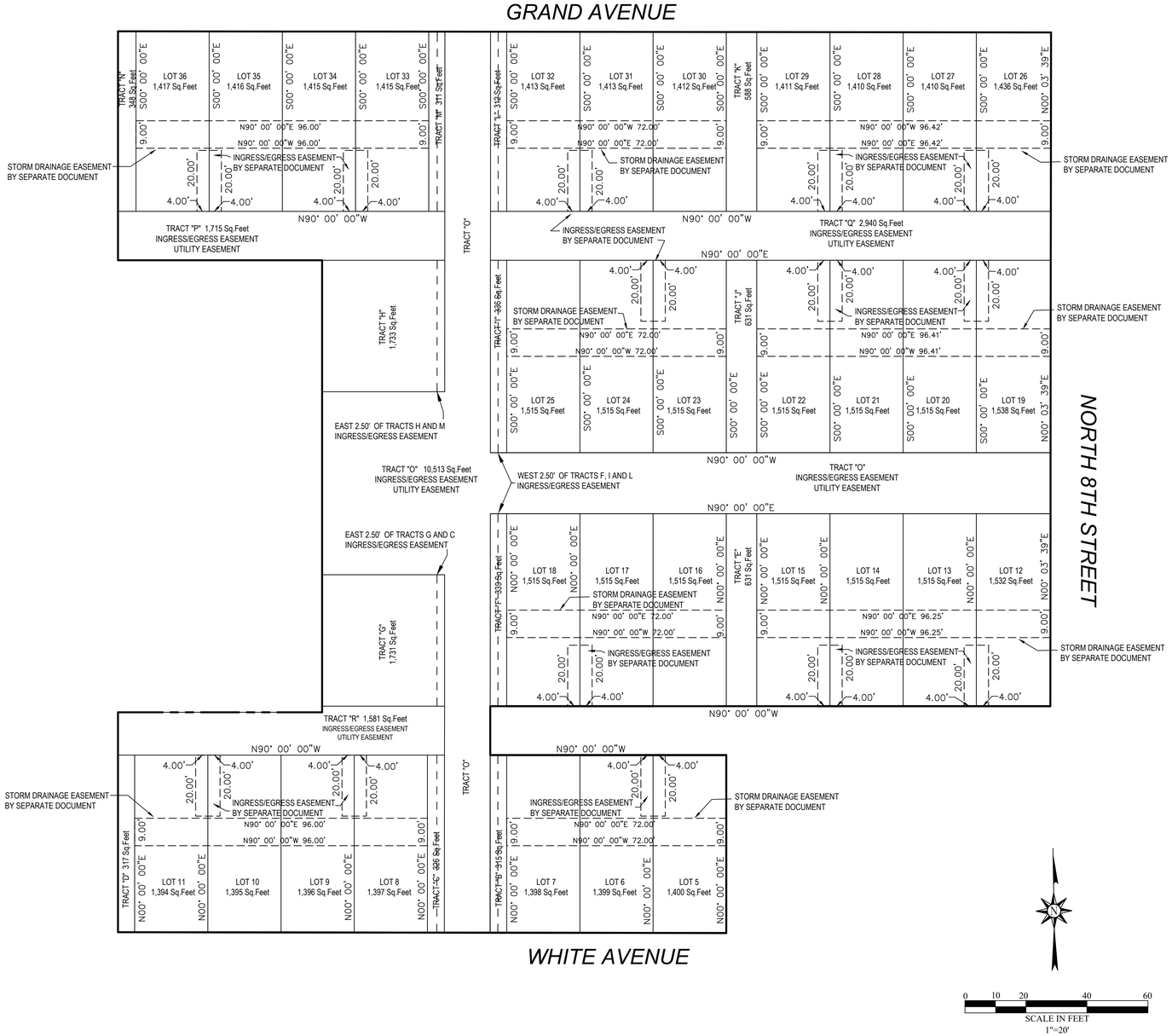
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CR SURVEYING, LLC
717 CENTAURI DRIVE
GRAND JUNCTION, COLO 81506
970-201-4081

SURVEYED BY: CCR	DRAWN BY: CCR	JOB #: 1860119	DATE 02/14/2020

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0 10 20 40 60
SCALE IN FEET
1"=20'

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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

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.

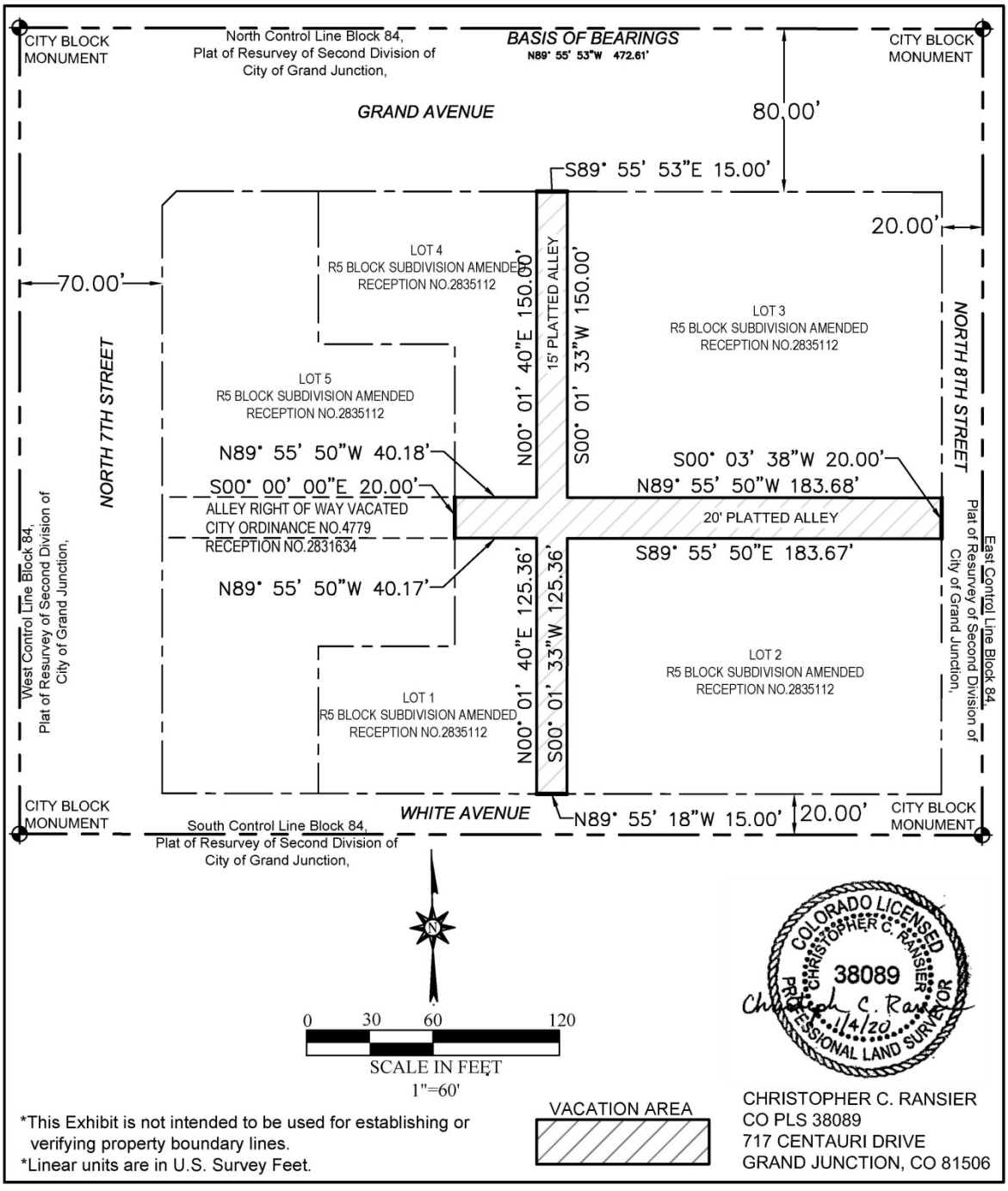
ATTEST:

_____ _____

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 Planning Commission

Regular Session

Item #5.

Meeting Date: May 26, 2020

Presented By: Kristen Ashbeck, Principal Planner/CDBG Admin

Department: Community Development

Submitted By: Kristen Ashbeck, Principal Planner

Information

SUBJECT:

Consider a request by Redlands Three Sixty, LLC, a Colorado limited liability company for review and approval of a Consolidated Service Plan for the proposed Redlands 360 Metropolitan Districts Nos. 1-9. The Redlands 360 Planned Development project is proposed to be developed on approximately 624 acres south of the Redlands Parkway and Highway 340 intersection.

RECOMMENDATION:

Staff recommends conditional approval of the request.

EXECUTIVE SUMMARY:

Grand Junction Land Company, a Colorado limited liability company ("Applicant") is planning the proposed Redlands 360 Planned Development project to be constructed on 624 acres of land with a boundary generally south of the Redlands Parkway and Highway 340 interchange, east of South Camp Road and west of Highway 340 and north of the Ridges/Redlands Mesa development on the south ("Service Plan Boundaries"). The metropolitan district boundaries also encompass the Canyon Rim subdivision being developed in the southern portion of the site. The total combined area within the Consolidated Service Plan Boundaries is expected to be developed in eight phases with nine (9) proposed Title 32 metropolitan districts overlaying the eight phases. These are shown on Exhibit A-1 (Districts) and Exhibit B-1 (Phasing) attached in the maps and in the proposed Consolidated Service Plan. The overall project will be coordinated by Redlands Three Sixty, LLC (developer). The proposed development is planned to consist of 1,666 residential dwelling units, 30,000 square feet of commercial development, parks, trails, open spaces, a clubhouse and amenities.

The actual composition and distribution of future development shall be reflected in site development approvals to be issued by the City and nothing in the proposed Metropolitan District Service Plan shall be construed as the City granting prior approval for any site development. The primary purpose of forming the Metropolitan Districts is to finance construction of public improvements within the Redlands 360 Planned Development. Per Title 32 of the Colorado Revised Statutes (C.R.S.), the first step is to develop a Service Plan for the District, which is to be considered and, if found acceptable, approved by the City.

BACKGROUND OR DETAILED INFORMATION:

BACKGROUND

Special districts are quasi-municipal corporations and political subdivisions that are organized to act for a particular purpose. A metropolitan district is a special district that provides any two or more services which may include fire protection, parks and recreation, safety protection, sanitation, solid waste, street improvements or water, to name a few. A district may issue bonds for the construction of the improvements and levy taxes within the Service Plan Boundaries to repay those bonds. The financing, construction, and operation and maintenance of improvements and services to support new development is legally the responsibility of the district if formed. In many jurisdictions, both municipalities and counties, special districts have been used as a tool to harness private investment to achieve a city's planning, redevelopment, infill, and economic goals.

The trend with special district legislation has been to allow general purpose local governments to exert greater control over the formation and operation of special districts. The service plan approval process is the key to exercising that control.

The legislative declaration found in Article 1 of Title 32 refers to "the Coordination and orderly creation of special districts" and the logical extension of special district services throughout the state." It further declares that the review procedures in Part 2 (the "Control Act") are created to "prevent unnecessary proliferation and fragmentation of local government and to avoid excessive diffusion of local tax sources." Also cited as reasons for these measures are "the elimination of the overlapping services provided by local governments" and efforts to "reduce duplication, overlapping and fragmentation of the functions and facilities of special districts."

Service Plans and statements of purposes in effect create binding agreements between the special district and the approval authority. ("Upon final approval by the court for the organization of the special district, the facilities, services, and financial arrangements of the special district shall conform so far as practicable to the approved Service Plan." (C.R.S. §32-1-201(1))).

The jurisdiction may request the filing of an annual report of any special district. This

report must be made available to the Division of Local Affairs and to all “interested parties” as defined in C.R.S. §32-1-207(3)(c)(d). The statute does not specify what an annual report should consist of; therefore, should the jurisdiction desire an annual report, it should provide guidelines and rationale for the request. Article III of the proposed Service Plan does include the requirement for an Annual Report to be submitted to the City no later than August 1st of each year as well as outlines requirements for its contents. This requirement will be reiterated in the Intergovernmental Agreement (IGA).

The formation of a special district entails a three-part process that requires: 1) obtaining review and approval from the local governmental jurisdiction; 2) review by district court; and 3) a special election. The Grand Junction Municipal Code does not contain specific provisions related to the review of service plans therefore the process of submittal and review of the plans must be in compliance with requirements Title 32 of the Colorado Revised Statutes. Those statutory requirements include submittal of the service plans to the Clerk for the City Council, referral of the plans to the Planning Commission for review and recommendation (if consistent with City policy), referral to City Council within thirty (30) days of plan submittal, and a public hearing with the City Council not more than thirty (30) days after setting the public hearing date.
In summary, metropolitan districts are formed and operated as follows:
• City Council must vote to approve a district service plan based on statutory approval criteria
• Affected property owners must vote to approve district formation by a simple majority
• Sale of municipal bonds generates funding for infrastructure and amenities
• As development occurs and property values increase, bonds are repaid by homeowners within the district via the additional taxes paid by district residents. The district does not tax anyone outside of its boundaries.
• The developer maintains oversight of the district, an annual outside audit is conducted of the district, and annual transparency reports are submitted to the City and State and made publicly available.
• The City has no legal or financial liability during the life of the district; it does not reduce current or future tax revenues of other public agencies and it does not draw from the City’s capital improvement budget or capital reserves.

The Applicant submitted and requested review of its proposed Service Plan on March 31, 2020 and it was provided to the City Clerk for notification to the Colorado Department of Local Affairs (DOLA) on April 23, 2020. The Consolidated Service Plan proposes to serve the Redlands 360 Planned Development, a proposed 1,666-unit residential development and commercial area on 424 acres in a proposed Planned Development (PD) zone district and the proposed 22-unit Canyon Rim 360 development on 23.2 acres in an R-1 (Residential 1 unit per acre) zone district. At the time of composing this report, the Applicant has not yet submitted an Outline Development Plan for the proposed Redlands 360 Planned Development project nor a

Preliminary or Final Plan for the Canyon Rim 360 project, although both are expected to be submitted for review within the coming months. This results in a review of the Service Plan without an accompanying Approved Development Plan as defined by the Service Plan; If the Service Plan is approved, the approval will be contingent on zoning approval of a PD Ordinance Redlands 360 and a Preliminary Plan for Canyon Rim 360.

The area defined as the boundary of the Districts is an area generally south of the Redlands Parkway and Highway 340 interchange, east of South Camp Road and west of Highway 340 and north of the Ridges/Redlands Mesa development on the south ("Service Plan Boundaries"). The metropolitan district boundaries also encompass the Canyon Rim subdivision being developed in the southern portion of the site. However, the Service Plan states: "In order to implement the multiple district structure, the boundaries of the Districts are intended to change as development occurs. At the time of submittal of this Service Plan the Developer either owns all the property to be included within the Service Plan's boundaries and the proposed Districts, or has entered into a joint venture agreement with Grand Junction Land Company, a Colorado limited liability company. District No.1 initially coincides with Phase 1 of the Project. Depending on absorption time in Phase 1, additional properties may be included by petition within the District No. 1, after completing an exclusion process from the adjacent District. The same holds true for the inclusions of properties from all Districts, and allows some flexibility based on absorption." "No properties outside of the Consolidated Service Plan Boundaries will be included within any District unless specifically approved by the City. All changes in District boundaries must be made in compliance with the Act."

As proposed, the primary purpose of the Districts are to provide for the Public Improvements associated with development and, if applicable, regional needs, and operate and maintain Public Improvements not conveyed to the City, other appropriate jurisdiction or an owners' association. Section §32-1-103 (10) C.R.S states that a Metropolitan District may include any of the following services, but is required to provide at least two of the following services that will benefit the public.

a) Fire Protection;
b) Mosquito Control;
c) Parks and recreation;
d) Safety protection;
e) Sanitation;
f) Solid Waste disposal facilities or collection and transportation of solid waste;
g) Street improvement;
h) Television relay and translation;
i) Transportation; or
j) Water.

The Service Plan for the Redlands 360 Metropolitan Districts is being established to finance the construction, acquisition, and/or operation of the Projects' Public Improvements and all necessary appurtenances as listed below.

- Sanitary Sewer and Wastewater Systems
- Domestic Water Supply Systems
- Storm Drainage Facilities
- Streets and Roadway Rights-of-Way
- Traffic and Safety Facilities
- Landscaping and associated irrigation walls and fences
- Parks
- Trails
- Recreation Facilities
- Other Public Improvements Approved by the City

Certain Public Improvements will be conveyed to the City, Ute Water or other governmental entities for the use and benefit of the general public. At the discretion of the Board of Directors of the Districts, some Public Improvements may remain with the Districts, and some Public Improvements may be deeded to one or more property owners' associations. Generally, the "public" receiving services from the districts will be the "property owners/inhabitants of the development that are subject to the metropolitan district mill levy."

The Consolidated Service Plan has been designed with sufficient flexibility to enable the Districts to provide required Public Improvements for the project under evolving circumstances without the need for numerous amendments. Modification of the types of Public Improvements, as well as changes in proposed configurations, locations, dimensions of facilities and improvements will be permitted to accommodate development needs consistent with City zoning and planning for the Project.

The Service Plan proposes a multiple district structure pursuant to the requirements of the Special District Act §32-1-101, et seq., C.R.S. Having a Consolidated Service Plan provides for coordination of the powers and authorities of the independent districts and will help avoid confusion regarding the purposes of each district. General provisions of the Consolidated Service Plan will apply to all nine Redlands 360 Metropolitan Districts except when specifically noted. The Districts will collectively be responsible for the financing and construction of Public Improvements, some of which will be conveyed to the City, Ute Water or other governmental entities and others will either remain with the Districts or will be given to property owners associations for maintenance and operation. Each District will operate separately but will be a part of the coordinated plan for the Project. The proposal is to spread the costs of development over the entire project, equitably among all Districts.

The Service Plan states the debt is not backed by any pledge of revenue from the City and approval of the Plan is not a guarantee of debt repayment by the City. The mill levy dedicated to repayment of the bonds is 50 mills each for the special assessment bond and the general obligation bond.

The Service Plan includes a detailed cost estimate of these improvements totaling $83,000,000 and proposes a total Anticipated Mill Levy of a maximum of 65 Mills for debt and operations. This is in addition to the current rate of 63.219 mills for Tax District-14100 and 65.346 mills for Tax District-11276 resulting in a total levy for property owners within the district boundaries of up to 128.219 and 130.346 mills respectively. For reference, an additional mill of 50 equates to approximately $1,144 per year in taxes on a residential home valued at $320,000.

To finance the Public Improvements, the Developer is requesting that the City establish the nine (9) Districts and provide the Districts with the authority to utilize both Special Assessment Bonds and General Obligation Bonds. The Consolidated Service Plan establishes the specific location and size of Districts 1-9 and includes a legal description and boundary survey of each District.

The proposed Districts are organized to serve as a method by which development can occur with the City in such a way as to eliminate economic risk to the City, provide economic benefits to the property owners, a place the risk of development on property developers. The Financial Plan has been designed to assure that at no time will the City have any legal responsibility for any of the Districts' obligations and to assure that the risk of development remains with the developer until a sufficient tax base has been achieved to pay the District' debt through mill levy assessments. Mill levy assessments will be imposed only on properties within the boundaries of the Districts.

Land Use and Zoning

The property is currently zoned Planned Development (PD) but without an approved Plan and Mesa County zoning RSF-4 (Residential Single Family, 4 units per acre). The northern portion of the District boundaries is currently in the annexation process and will be finalized in July 2020. The City has exercised land use jurisdiction for the area to be annexed as of May 20, 2020.

The Comprehensive Plan Future Land Use Map has a wide range of potential uses across the site including Conservation, Residential Low (.5-2 dwelling units per acre), Residential Medium Low (2-4 dwelling units per acre), Residential Medium (4-8 units per acre), Residential Medium High (8-16 dwelling units per acre) and Neighborhood Center. This variety of underlying land use lends opportunities to develop the site as conceptually proposed in the Service Plan with a mix of housing densities, open space and parks, trails, recreational amenities and a limited commercial area. Much of the

adjacent area in the County has not yet urbanized but is planned for a similar mix of land uses as indicated on the Redlands 360 site and shown on the Comprehensive Plan to accommodate future growth in the community.

The average overall density of the proposed Redlands 360 development is approximately 2.6 dwelling units per acre. The proposed density is consistent with the Comprehensive Plan when considering the mixture of land use designations on the site.

NOTIFICATION REQUIREMENTS

In compliance with statutory requirements, the following steps have or will occur as the Service Plan review proceeds:

1) City Clerk received a petition for review of a service plan for the Redlands 360 Metropolitan District on April 23, 2020.

2) The City Clerk reported the filing to the Colorado Department of Local Affairs on April 23, 2020.

3) The City shall provide notification of the public hearing no less than 20 days prior to the hearing.

4) City Council shall set a date for a meeting for a hearing on the Service Plan that must be within 30 days of the first meeting.

5) The City shall provide written notice of the hearing to the Department of Local Affairs.

ANALYSIS

Statutory Compliance of Submittal Elements

The required submittal elements for a Service Plan included in C.R.S. §32-1-202 (2) are listed below.

(a) A description of the proposed services;

The Service Plan provides a list of potential services, to provide public and semi-private services, but also states that these may or may not be services that the district provides. The Consolidated Service Plan provides the Districts to have the authority to provide for the planning, design, acquisition, construction, installation, relocation, redevelopment, maintenance, and financing of Public Improvements within and without the boundaries of the District; to be more specifically defined in an Approved Development Plan. An estimate of the costs of the improvements which may be

planned for, designed, acquired, constructed, installed, relocated, redeveloped, maintained or financed is based upon a preliminary engineering survey and estimates derived from the proposed zoning and development plans submitted and under consideration by the city under a separate action, referred to as the "Development Plan". The Service Plan states that total debt issuance shall not exceed $60,000,000. The specific services proposed in the Redlands 360 Service Plan for the residential and commercial development, parks and open space include: 1) Sanitary Sewer and Wastewater Systems; 2) Domestic Water Supply Systems; 3) Storm Drainage Facilities; 4) Streets and Roadway Rights-of-Way; 5) Traffic and Safety Facilities; 6) Landscaping and associated irrigation walls and fences; 7) Parks; 8) Trails; 9) Recreation Facilities; and 10) Other Public Improvements Approved by the City.

The Service Plan includes Preliminary Engineering Surveys (conceptual) which adequately depict the locations of these proposed improvements throughout the Districts.

Staff concludes this element has been met.

(b) A financial plan showing how the proposed services are to be financed, including the proposed operating revenue derived from property taxes for the first budget year of the district, which shall not be materially exceeded except as authorized pursuant to § 32-1-207 or §29-1-302, C.R.S. All proposed indebtedness for the district shall be displayed together with a schedule indicating the year or years in which the debt is scheduled to be issued. The board of directors of the district shall notify the board of county commissioners or the governing body of the municipality of any alteration or revision of the proposed schedule of debt issuance set forth in the financial plan;

A financial plan was included in the Service Plan. It proposes the total debt that all nine Districts shall be permitted to issue shall not exceed $60,000,000 and shall be permitted to be issued on a schedule as provided in the Service Plan. The Financial Plan was reviewed by the City's Director of General Services, Jay Valentine. Generally, he noted in his high level review that the financing plan for Redlands 360 is very well thought out and structured. Mr. Valentine's summary and analysis are included below.

• The Redlands 360 will consist of 9 Districts with 8 of these Districts being utilized to facilitate the financing plan.

• The public improvements will be primarily financed by the issuance of General Obligation bonds (GO bonds) secured by 50 mills of ad valorem tax and an 8% specific ownership tax.

• Districts may also levy up to 15 mills to assist in the administration of the District(s)

and any on-going maintenance of the District.
o With the GO bond mill rate of 50 and the operations and maintenance mill of 15, a home priced at $408,995 will have an estimated District payment of $1,900 per year.

• The GO bonds will have a 40 year life (the maximum allowable by law) with an average expected interest rate of 5% on the $45,500,000 senior bond issuance and 7.5% on a potential $5,000,000 subordinate issuance.

o The developer does not anticipate issuing bonds until a “significant” number of residential units have been constructed and are on the County tax rolls. This will ensure a less speculative bond issuance which will have a positive effect on financing costs.

o Net bond proceeds are anticipated to be $40,569,250
§ The $40,569,250 in bond proceeds are expected to cover 48.9% of the total development costs of $82,985,155. Over 50% of the costs being covered by the developer shows a strong commitment to the project.

o Bonds will be issued in multiple series over the term of the development which will keep borrowing costs down.

o The Districts will have a maximum debt limitation of $60,000,000.

In his review Mr. Valentine noted the petition states the debt is not backed by any pledge of revenue from the City and approval of the Plan is not a guarantee of debt repayment by the City. The mill levy dedicated to repayment of the bonds is 25 mills each for the special assessment bond and the general obligation bond. He found that the debt structures, which are phased in, seem reasonable in terms of the rates and fees associated with them.

The repayment of the debt incurred is proposed to be achieved by imposing a mill levy targeted at up to 50 mills each, on the taxable property of this district for the repayment of General Obligation Bonds. The mill levy rate may be increased up to the maximum or decreased to the extent the actual tax revenues generated by the mill are sufficient to pay the debt. Although the mill levy will be the District's primary source of revenue for the debt, the District will also have the discretion and power to assess fees, rates or charges. The District is not pledging any revenue or property of the City as security for the debt; and approval of the Service Plan shall not be construed as a grantee by the City of payment of any of the District's obligations or as to create any responsibility or liability on the part of the City in the event of default by the District in the payment of any such obligation.

Staff concludes this element has been met.

(c) A preliminary engineering or architectural survey showing how the proposed services are to be provided;

Preliminary Engineering Surveys for Public Improvements were included as Exhibit G of Service Plan. Conceptually, the Surveys depict the various services to be provided and generally illustrate where the improvements will occur throughout the nine Districts as well as conceptually illustrate the ultimate build-out of the development. These general drawings provide an overall conceptual design for the construction of improvements from which cost estimates included in the financial plan of the Service Plan were developed.

The City Development Engineer reviewed the Preliminary Engineering Surveys included in the Service Plan and has deemed them acceptable for purposes of organization of the Districts. Zoning and all applicable development plans have yet to be submitted for review by the City. As plans proceed for the Redlands 360 and Canyon Rim 360 projects, the developer will submit plans in much greater detail and to show that improvements will be constructed per City standards. The Development Plans in the Service Plan generally depict the proposed construction from which cost estimates were developed.

Therefore, staff believes this requirement has not been met. Staff recommends that prior to the Consolidated Service Plan for Redlands 360 Metropolitan Districts Nos. 1-9 becoming effective, a Development Plan be reviewed and approved by the City. The Development Plan shall constitute approved zoning to Planned Development (PD) with an approved Outline Development Plan consistent with the Grand Junction Municipal Code for Redlands 360 and an approved Preliminary Plan consistent with the Grand Junction Municipal Code for Canyon Rim 360.

(d) A map of the proposed special district boundaries and an estimate of the population and valuation for assessment of the proposed special district;

Survey maps of the proposed nine (9) district boundaries were provided as Exhibit A in the Service Plan and Exhibit D provides legal descriptions for each of the 9 Districts. The maps and legal descriptions have been reviewed by Interim City Surveyor and revisions have been made by the Applicant per comments provided. In addition, the valuations for assessment of the 1,666 residential units, plus 30,000 square feet of commercial space are included. The population at build-out is estimated to be approximately 3,815 persons based on the average number of persons (2.29) per household in Grand Junction.

Staff concludes this element has been met.

(e) A general description of the facilities to be constructed and the standards of such construction, including a statement of how the facility and service standards of the proposed special district are compatible with facility and service standards of any county within which all or any portion of the proposed special district is to be located, and of municipalities and special districts which are interested parties pursuant to C.R.S. §32-1-204.

The Service Plan states, “The Districts will ensure that the Public Improvements are designed and constructed in accordance with the standards and specifications of the City or other governmental entities having proper jurisdiction, including but not limited to Ute Water Conservancy District. The Districts will obtain the City’s and Ute Water approval of civil engineering plans and will obtain applicable permits for construction and installation of Public Improvements prior to performing such work.”

The specific facilities proposed in the Redlands 360 Service Plan for the residential and commercial development, parks and open spaces are shown in the Preliminary Engineering Surveys in Exhibit G. As previously stated, more detailed plans will be submitted to the City for review and approval as the developments proceed. Such specific facilities include those listed in criterion (a) above.

Staff concludes this element has been met.

(f) A general description of the estimated cost of acquiring land, engineering services, legal services, administrative service, initial proposed indebtedness and estimated proposed maximum interest rates and discounts, and other major expenses related to the organization and initial operation of the district.

The estimated cost of acquiring land, engineering services, legal services and administrative services, together with the estimated costs of each District’s organization and initial operations, is part of the estimated cost of Public Improvements, which will be eligible for reimbursement from Debt proceeds. In addition to the capital costs of the Public Improvements, Districts will require operating funds for administration and to plan and cause the Public Improvements to be constructed and maintained. The first year’s operating budget for the Districts is anticipated to be approximately $20,000 and will be derived from Developer advances. The Maximum Debt Mill Levy (of 50 Mills) for the repayment of Debt will not apply to each District’s ability to increase its mill levy as necessary for provision of operation and maintenance services to its taxpayers and service users. In addition to mill levies assessed for payment of debt, a District may impose a mill levy for payment of expenses of operations with such mill levy to be established by a District’s eligible electors.

The estimated total cost of the improvements including public sanitary sewer, water, streets, storm drainage facilities, irrigation, and landscaping excluding related soft costs

(collectively the “Public Improvements”) is approximately $83 million (2020) of which approximately $40.6 million has been determined as eligible for financing by the Districts.

At the discretion of the District Boards, the Districts may levy an operations and maintenance tax of no more than fifteen (15) mills to assist in the administration of the District(s) and on-going maintenance of any District maintained Public Improvements (if any).

Proposed interests rate includes the following. General Obligation (GO) bonds are based on a 30-year amortization, 3-year capitalized interest, 5% interest rate on senior bonds, 7.5% interest rate on subordinate bonds, 3.86% cost of issuance, a 6.4% reserve fund and unknown percentage of underwriter discount on senior and subordinate bonds.

Staff concludes this element has been met.

(g) A description of any arrangement or proposed agreement with any political subdivision for the performance of any services between the proposed special district and such other political subdivision, and, if the form contract to be used is available, it shall be attached to the service plan;

The Applicant has proposed an Intergovernmental Agreement for the performance of services between the City and the district. It is attached as Exhibit E. Included in the agreement it states the District will dedicate the Public Improvements (as defined in the Service Plan) to the City or other appropriate jurisdiction or owners’ association in a manner consistent with the Service Plan and other rules and regulations of the City and applicable provisions of the City Code. The District is expected to undertake all ownership, operations and maintenance responsibilities for the Public Improvements that are not conveyed to the City or other governmental entities as appropriate and will do so either itself or by contract with owner associations. If the District operates the facilities, revenue to pay the expenses of operations may be obtained from ad valorem tax revenues or from the assessment of rates, fees, tolls, and charges imposed pursuant to the Colorado Special District Act. User fees for use of recreational facilities may be different for residents of the District than for outside users. Approval of the Consolidated Service Plan by the City constitutes the City's agreement that the District may perform these functions. The District will acquire by easement or plat dedication all real property interests for construction of public improvements that will be conveyed to the City by the District.

If the Planned Development (PD) is approved, the elements of the IGA will be defined; until then the Staff’s review is of the form of the IGA which is acceptable.

(h) Information, along with other evidence presented at the hearing, satisfactory to establish that each of the criteria set forth in section 32-1-203, if applicable, is met;

Statutory Criteria for Action
C.R.S. §32-1-203 contains the criteria for action on a service plan. These are listed below.

(2) The jurisdiction shall disapprove the service plan unless evidence satisfactory to the Council of each of the following is presented:

(a) There is sufficient existing and projected need for organized service in the area to be serviced by the proposed special district.

The Financial Plan projects a total of 1,516 single family residential units, 150 multifamily for rent units and approximately 30,000 square feet of commercial space, as well as various parks, open spaces, trails, clubhouse and amenities. The population at build-out is estimated to be approximately 3,815 persons based on the average number of persons (2.29) per household in Grand Junction. The demand for Public Improvements to be provided by the Districts is demonstrable.

The Redlands 360 property is located in the Redlands area of the City, generally surrounded by urban development so it is considered an infill site. There are no utilities or roadways within the site with the exception of a Ute Water line and storage tank, and gravel access drive to the tank. Generally, there are existing utilities in the area, but the services will need to be extended to the site. Similarly, there are existing roadways on the periphery of the site but their capacity will need to be upgraded in order to accommodate the proposed development of the site and the on-site roadway network will need to be constructed in its entirety. The need for urban services that this service plan will provide is needed for the type of urban development currently proposed for the Redlands 360 property.

Staff believes this criterion has been met.

(b) The existing service in the area to be served by the proposed special district is inadequate for present and projected needs.

The Service Plan Boundaries are currently vacant and the project site is undeveloped land. Although utilities and public roads are adjacent to or close to the Project, no on-site improvements exist. Furthermore, certain off-site public improvements will be required as a part of the Project. The Public Improvements to be provided by the Districts will not be provided by Mesa County, the City or other municipal or quasi-municipal corporations, or existing special districts. There are no existing public entities in the vicinity of the Project that have the intent or desire to undertake the design,

financing and construction of the Public Improvements needed for the Project. Consequently, the use of Metropolitan Districts is deemed an acceptable mechanism for construction of such improvements.

Staff believes this criterion has been met.

(c) The proposed special district is capable of providing economical and sufficient service to the area within its proposed boundaries.

The Service Plan has capped the maximum mill levees at a total of 65 mills (50 mills for debt service and 15 mills for operations) to provide economical and sufficient service to the development. The 65 mills is planned to provide the level of services desired within the marketplace to be constructed within the district's boundaries that will benefit its future residents. The Applicant has requested the Districts and believes them to be necessary to provide the most economical and efficient means of ownership and operation of essential improvements to serve future development within the Districts.

Staff believes this criterion has been met.

(d) The area to be included in the proposed special district has, or will have, the financial ability to discharge the proposed indebtedness on a reasonable basis.

The Financial Plan demonstrates the feasibility of providing the proposed Public Improvements and the ability to discharge the proposed indebtedness on a reasonable basis. The formation of the Districts will facilitate the financing of the proposed Public Improvements as the Districts will have access to tax-exempt financing.

Staff believes this criterion has been met.

(2.5) The jurisdiction may disapprove the service plan if evidence satisfactory to the Council of any of the following, at the discretion of the Council, is not presented:

(a) Adequate service is not, or will not be, available to the area through the City or other existing municipal or quasi-municipal corporations, including existing special districts, within a reasonable time and on a comparable basis.

No existing public entities in the vicinity of the Project have the intent, ability or desire to undertake the design, financing and construction of the Public Improvements needed for the Project. Consequently, use of new Districts is deemed necessary for the construction of such improvements.

The 624 acres within the Service Plan Boundaries overlap or adjoin the following public entities: Colorado River Water Conservancy District, Mesa County, the City, Grand

Junction Rural Fire Protection District, Grand River Mosquito Control District, Library District, School District #51 and Ute Water Conservancy District (the Overlapping Districts). The Redlands 360 Districts will utilize the services of some or all of these Overlapping Districts but will not compete with their operations. It will not be necessary to enter into Intergovernmental Agreements with any of Overlapping Districts except for the City of Grand Junction. None of the Overlapping Districts are authorized or are being asked to provide financing for the construction of Public Improvements within the Redlands 360 Districts. Further, the Districts do not plan to provide any services that the Overlapping Districts otherwise provide within the boundaries of the Redlands 360 Districts.

Staff believes this criterion has been met.

(b) The facility and service standards of the proposed special district are compatible with the facility and service standards of the jurisdiction within which the proposed special district is to be located and each municipality which is an interested party under C.R.S. §32-1-204(1).

The Districts will ensure that the Public Improvements are designed and constructed in accordance with the standards and specifications of the City or other governmental entities having proper jurisdiction, including but not limited to Ute Water Conservancy District. The Districts will obtain the City's and Ute Water approval of civil engineering plans and will obtain applicable permits for construction and installation of Public Improvements prior to performing such work.

Staff believes this criterion has been met.

(c) The proposal is in substantial compliance with a master plan adopted pursuant to C.R.S. §30-28-106, C.R.S.

The City's Comprehensive Plan shows the Project is designated as Conservation, Residential Low (.5-2 dwelling units per acre), Residential Medium Low (2-4 dwelling units per acre), Residential Medium (4-8 units per acre), Residential Medium High (8-16 dwelling units per acre) and Village Center on the City's Future Land Use Map of the Comprehensive Plan. The proposed development is consistent with the following goals of the Comprehensive Plan.

Goal 1: To implement the Comprehensive Plan in a consistent manner between the City, Mesa County, and pother service providers.

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

If the PD zoning and Outline Development Plan are approved, the proposed Redlands 360 project will develop and provide a choice of housing including single family detached, townhomes and multifamily housing all within one neighborhood which supports the Comprehensive Plan's third Guiding Principle of "Housing Variety - allow, encourage more variety in housing types (more than large lot single family homes) that will better meet the needs of our diverse population – singles, couples, families, those just starting out, children who have left home, retirees, etc.".

Staff believes this criterion has been met.

(d) The proposal is in compliance with any duly adopted county, regional, or state long-range water quality management plan for the area.
The City has an adopted Stormwater Management Manual with the purpose of promoting public health, safety, and general welfare and to minimize public and private losses due to flooding by adopting policies, procedures, standards, and criteria for storm drainage. The proposed Redlands 360 Planned Development project will be required to meet or exceed all requirements for adequate storm drainage system analysis and appropriate drainage system design and will need to obtain all required permits. This will be reviewed through the Preliminary and Final Plan phases of the development application.

Staff believes this criterion has been met.

(e) The creation of the proposed special district will be in the best interests of the area proposed to be served.

The creation of the Districts is in the best interests of the area to be served, in that they will provide for public improvements that otherwise will not be provided by other governmental entities, and they offer the advantage of obtaining tax-exempt financing to fund the Improvements, thus making the cost of the improvements more affordable. In addition, the use of a multiple district structure is beneficial as it permits: a) the phasing of improvements to occur according to logical development patterns, resulting in a more specific association of cost with benefit and less incentive to initiate Public Improvements programs too far in advance of development; b) the ability to arrange for delivery of Public Improvements in a manner that will conform to the approved development plans associated with the Project, thus permitting development of the Project in accordance with City expectations; and c) maintenance of a reasonably uniform mill levy and fee structure through coordinated planning and financing for infrastructure construction.

Staff believes this criterion has been met.

(i) Such additional information as the jurisdiction may require by resolution on which to

base its findings pursuant to section 32-1-203;

Although the last two statutory requirements (h) and (i) give the City Council broad power to establish requirements for service plan approval that exceed or enhance those specifically cited in the statutes, Staff has identified no additional consideration in order to render a sound decision on the proposed districts.

FINDINGS OF FACT
In accordance with Law, the findings of the City shall be based solely upon the service plan and evidence presented at the hearing by the petitioners, planning commission, and any interested party.

Pursuant to C.R.S. §32-1-203 the City Council may:
• Approve the Service Plan without condition or modification;
• Disapprove the Service Plan; or
• Conditionally approve the Service Plan subject to City approval of Zoning the Project to Planned Development and approval of an Outline Development Plan.

In accordance with Law, the City may conditionally approve the service plan of a proposed special district upon satisfactory evidence that it does not comply with one or more of the criteria; final approval shall be contingent upon modification of the service plan to include such changes or additional information as shall be specifically stated in the findings of the City Council.

After reviewing SDS-2020-178, a request to consider formation of a metropolitan district service plan for the proposed Redlands 360 project to be developed on 624 acres south of the Redlands Parkway and Highway 340 intersection, the following findings of fact may reasonably be made by the Planning Commission:

1. The Redlands 360 Metropolitan District Service Plan is consistent with the Comprehensive Plan; and

2. The Redlands 360 Metropolitan District Service Plan meets Title 32 of the Colorado Revised Statutes for formation of a metropolitan district.

SUGGESTED MOTION:

Madam Chairman, on the request for review and approval of the Consolidated Service Plan for Redlands 360 Metropolitan Districts Nos. 1-9, metropolitan districts intended to serve the proposed Redlands 360 and Canyon Rim 360 developments, SDS-2020-178, I move that the Planning Commission forward a recommendation of conditional approval with the following conditions:

Condition 1: Prior to the Consolidated Service Plan for Redlands 360 Metropolitan

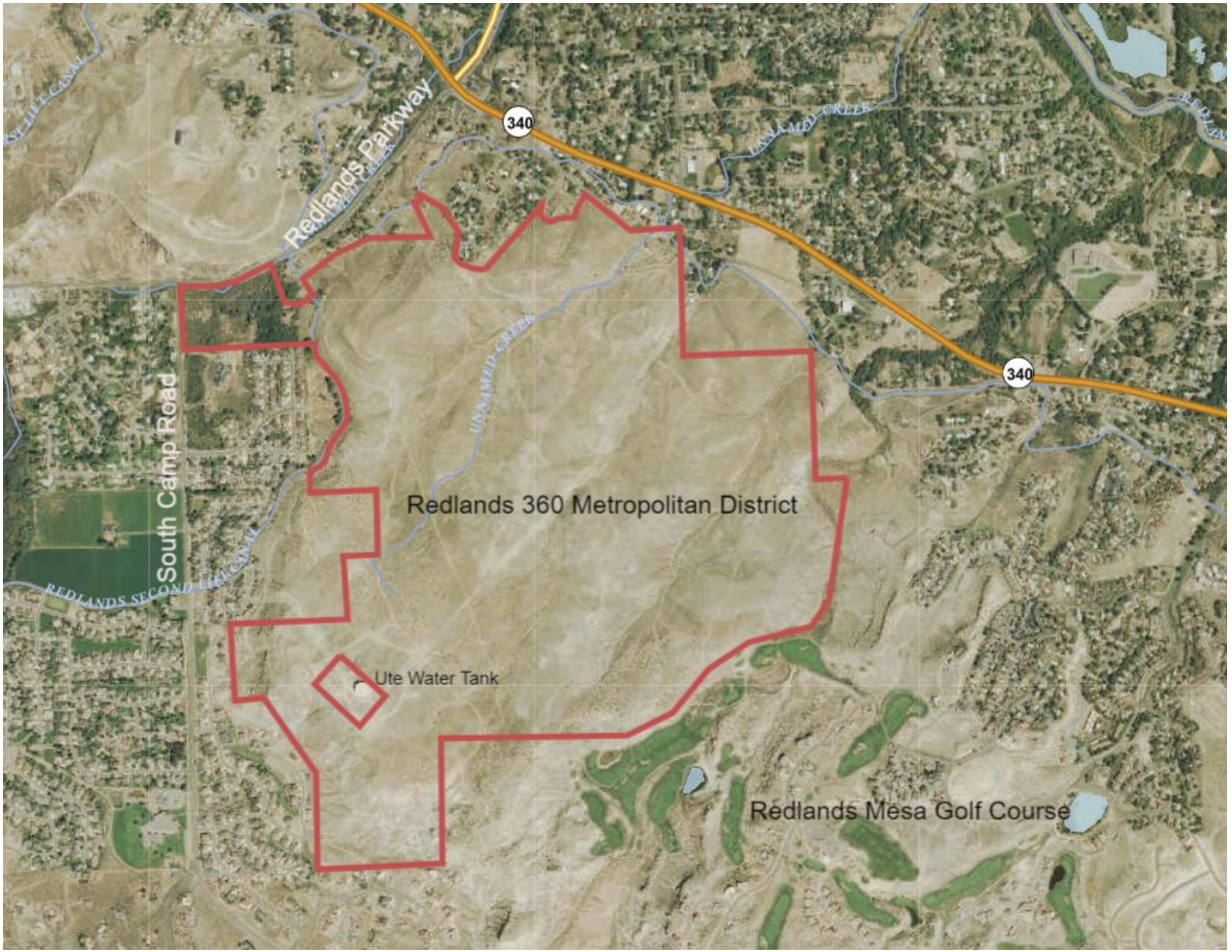
Districts Nos. 1-9 becoming effective, a Development Plan be reviewed and approved by the City. The Development Plan shall constitute approved zoning to Planned Development (PD) with an approved Outline Development Plan consistent with the Grand Junction Municipal Code and an approved Preliminary Plan consistent with the Grand Junction Municipal Code for the Canyon Rim 360 portion of the districts.

Condition 2: Approval and execution of an Intergovernmental Agreement (IGA) describing the improvements and responsibilities of the City of Grand Junction and the Redlands 360 Metropolitan Districts.

Attachments

1. Redlands 360 Metopolitan District Maps
2. Exhibit A-1 District Boundaries Map
3. Exhibit B - Concept Land Use Map
4. Exhibit B-1 - Phasing Map
5. Petition for Approval of Service Plan
6. Notice of Filing to DOLA
7. Resolution
8. Exhibit 1 for Resolution - Redlands 360 Service Plan

LOCATION MAP



FUTURE LAND USE MAP

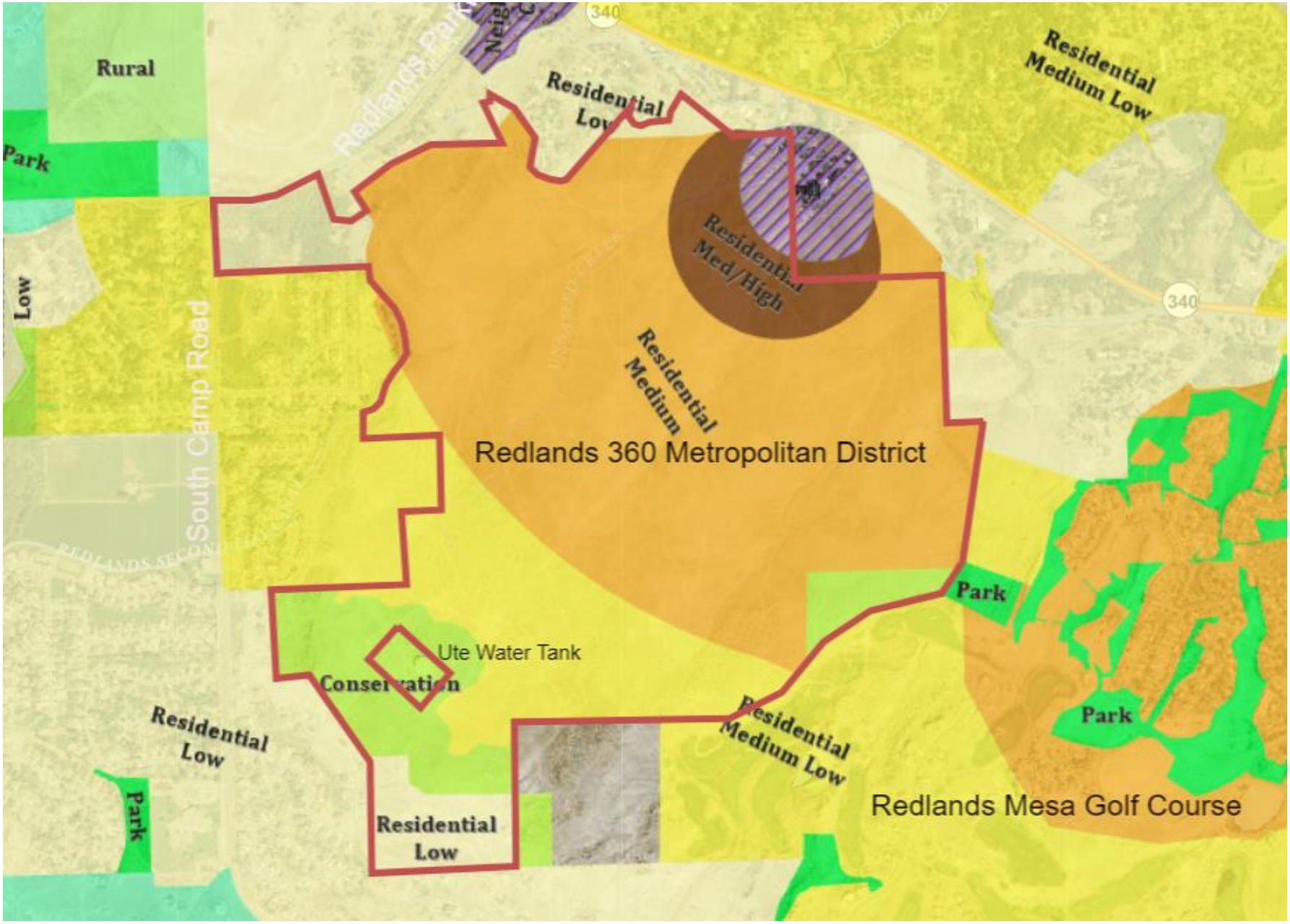


Exhibit A-1

METRO DISTRICTS LEGEND

- DISTRICT 1
- DISTRICT 2
- DISTRICT 3
- DISTRICT 4
- DISTRICT 5
- DISTRICT 6
- DISTRICT 7
- DISTRICT 8
- DISTRICT 9

DISTRICT 1
DISTRICT 2
DISTRICT 3
DISTRICT 4
DISTRICT 9
DISTRICT 6
DISTRICT 5
DISTRICT 5
DISTRICT 8
DISTRICT 7
DISTRICT 6
DISTRICT 7
DISTRICT 7
DISTRICT 4
DISTRICT 1
(NOT PART OF ODP)

0 800 1600 2400

NORTH

Redlands Three Sixty
Metro District Boundaries

LA PLATA COMMUNITIES

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)

S:\Projects\2019 job numbers\1912 - La Plata Com ODP Rezone\1912 5-6-20.dwg, 5/11/2020 2:18:26 PM

Exhibit B

CONCEPT LAND USE LEGEND

- SINGLE FAMILY
- HIGH DENSITY/MULTI-FAMILY
- COMMERCIAL
- OPEN SPACE

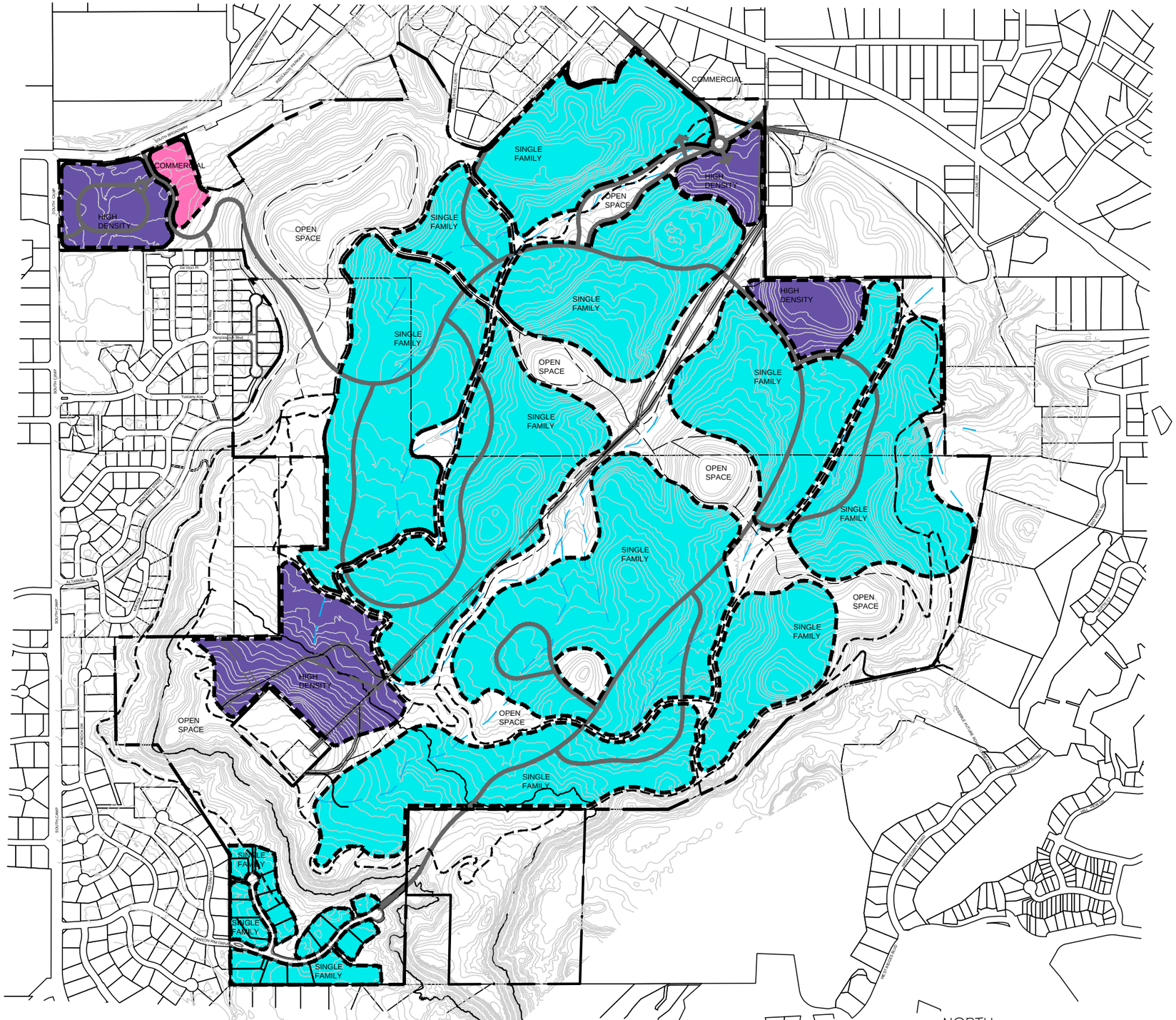
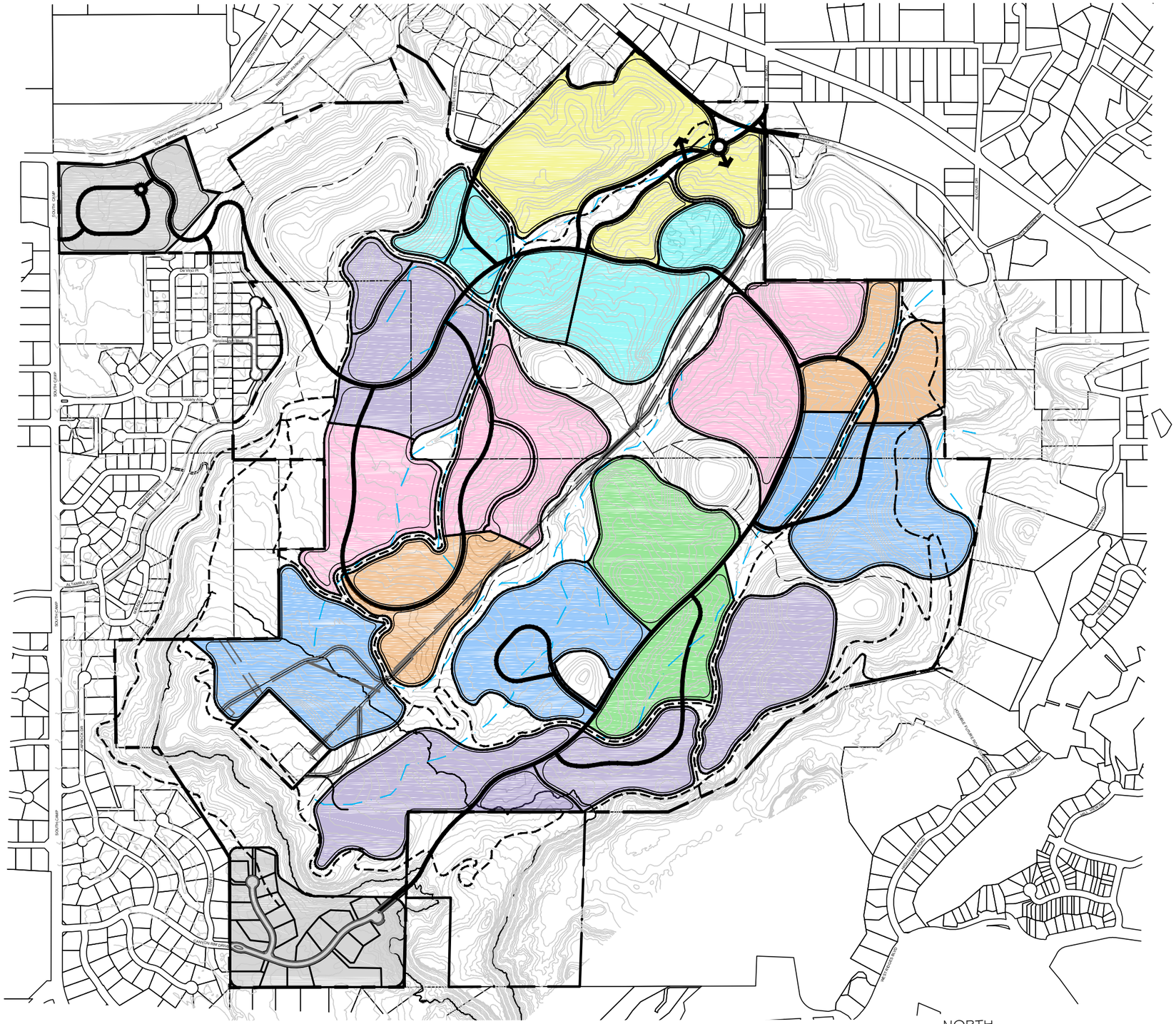

COMMERCIAL
SINGLE FAMILY
HIGH DENSITY
OPEN SPACE
SINGLE FAMILY
OPEN SPACE
HIGH DENSITY
SINGLE FAMILY
SINGLE FAMILY
OPEN SPACE
SINGLE FAMILY
SINGLE FAMILY
OPEN SPACE
SINGLE FAMILY
OPEN SPACE
SINGLE FAMILY
HIGH DENSITY
OPEN SPACE
OPEN SPACE
SINGLE FAMILY
SINGLE FAMILY
SINGLE FAMILY
SINGLE FAMILY
SOUTH CAMP
SOUTH BROADWAY
De Vaca Dr
Redlands Pkwy
Tuscany Ave
ALTAMIRA AVE
SOUTH CAMP
SOUTH CAMP
SOUTH CAMP

Exhibit B-1

METRO DISTRICT PHASING LEGEND

- PHASE 1
- PHASE 2
- PHASE 3
- PHASE 4
- PHASE 5
- PHASE 6
- PHASE 7
- PHASE 8



Redlands Three Sixty
Metro District Phasing

LA PLATA COMMUNITIES

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)

S:\Projects\2019 job numbers\1912 - La Plata Com ODP Rezone\1912 5-6-20.dwg, 5/11/2020 2:27:53 PM

HOSKIN FARINA & KAMPF
PROFESSIONAL CORPORATION

Gregory K. Hoskin
Terrance L. Farina
Gregg K. Kampf
David A. Younger
David M. Scanga
Michael J. Russell
John T. Howe
Laurie A. Cahill
David M. Dodero
Andrew H. Teske
John P. Justus
Nicholas H. Gower
Kelianne Chamberlain
David A. Price
Tammy M. Eret
* L. Richard (Dick) Bratton
** William A. Hillhouse II
** Eliza F. Hillhouse
Michael H. Luedtke
Daniel F. Fitzgerald
Larry B. Beckner
Stephen K. ErkenBrack
Karoline M. Henning
John T. Pryzgoda
Brent A. Starnes

March 31, 2020

Ms. Kristen Ashbeck
City of Grand Junction
Community Development Department
250 North 5th Street
Grand Junction, CO 81501

Also Via email: ComDev@gjcity.org; kristena@gjcity.org

Re: Proposed Service Plan for Redlands 360 Metropolitan Districts Nos. 1-9

Dear Ms. Ashbeck:

Enclosed are (1) a Petition for Approval of Consolidated Service Plan for the Redlands 360 Metropolitan Districts Nos. 1-9, (2) the Consolidated Service Plan for the proposed Redlands 360 Metropolitan Districts Nos. 1-9, (3) the City of Grand Junction's form of Development Application that has been completed to the extent applicable or relevant to the Service Plan, and (4) a check for the Application Fee in the amount of $600. The Plan is filed for consideration by the City of Grand Junction in accordance with section 32-1-204.5, C.R.S.

The proposed Districts will be organized to serve the needs of two new community developments to be known as the Redlands 360 Planned Development and the Canyon Rim 360 Rezone. A map and legal description of the proposed districts are attached to the Service Plan. Colorado statutes require the attached Service Plan be brought before the City Council for the City of Grand Junction for a public hearing regarding the Service Plan. We also understand that the City of Grand Junction may require review by its planning commission. If the City Council approves of the Service Plan a petition will be filed in the Mesa County District Court where a hearing will occur before the court on the formation of one or more of the proposed districts. If the court also approves of the Service Plan the matter of the formation of one or more of the proposed districts will be presented as a ballot question to the eligible electors of the proposed district at the November 3, 2020 general election. The election will be handled as a consolidated election.

* Gunnison
234 North Main Street, Suite 3A
Gunnison, Colorado 81230
telephone 970.641.4531
fax 970.641.4532

200 Grand Avenue, Suite 400
Post Office Box 40
Grand Junction, Colorado 81502
telephone 970.986.3400
fax 970.986.3401
www.hfak.com

** Denver
Post Office Box 27419
Denver, Colorado 80227
telephone 720.663.1940
fax 720.663.1941

Accordingly, we request, if possible, that the enclosed proposed Service Plan be presented to the City's Planning Commission within a month of this submittal, and subsequently to the City Council at its next scheduled public meeting to determine whether the service plan satisfies the requirements of sections 32-1-202(2) and 32-1-203(2), C.R.S.

If you have any questions regarding the above, please contact me. Thank you for your assistance and attention to this matter.

Sincerely,

HOSKIN FARINA & KAMPF
Professional Corporation

John P. Justus

JPJ:jpj
Enclosures (4)

PETITION FOR APPROVAL OF SERVICE PLAN

IN RE THE ORGANIZATION OF REDLANDS 360 METROPOLITAN DISTRICTS NOS. 1-9, MESA COUNTY, COLORADO

TO: CITY COUNCIL, CITY OF GRAND JUNCTION, COLORADO

Pursuant to the provisions of Part 2 of the Special District Act, more particularly Sections 32-1-202, 32-1-204.5, and 32-1-207, C.R.S., the persons proposing the organization of the Redlands 360 Metropolitan Districts Nos. 1-9 in Mesa County, Colorado, to be located wholly within the boundaries of the City of Grand Junction, by their attorneys, Hoskin Farina & Kampf, PC, submit the Consolidated Service Plan of such Districts, and respectfully petition the City Council for the City of Grand Junction for a Resolution of Approval thereof and certain other preliminary actions relation thereto.

In support of this Petition, the Petitions state:

1. On or about March 31, 2020, there was filed with the Community Development Department of the City of Grand Junction the proposed Consolidated Service Plan for the proposed Redlands 360 Metropolitan Districts Nos. 1-9.

2. The Consolidated Service Plan fully complies with the provisions of Part 2 of the Special District Act, more particularly Sections 32-1-202(2) and 32-1-203(2), C.R.S.

WHEREFORE, the Petitioners request the City Council for the City of Grand Junction to enter such orders as may be necessary or proper preliminary to, and in connection with, a Resolution of Approval of the Consolidated Service Plan for the proposed Redlands 360 Metropolitan Districts Nos. 1-9.

Respectfully Submitted,

John Justus, No. 40560
Hoskin Farina & Kampf, P.C.
200 Grand Avenue, Fourth Floor
Grand Junction, Colorado 81501
(970) 986-3400
Attorneys for Redlands Three Sixty, LLC,
a Colorado limited liability company

COLORADO
Department of Local Affairs
Division of Local Government

NOTICE OF FILING OF SPECIAL DISTRICT SERVICE PLAN

Pursuant to CRS 32-1-202(1), the County Clerk and Recorder or Municipal Clerk shall notify the Division of Local Government within five days after the filing of a service plan for the formation of a new Special District. Please provide the information indicated and return this form to the Division of Local Government.

Petitioner Information

Redlands 360 Metropolitan Districts Nos. 1-9	April 23, 2020
Name of Proposed District	Filing Date
Metropolitan District	City of Grand Junction, CO Wanda Winkelmann, City Clerk
Type of Proposed District	Approving Authority Receiving Plan
John Justus Hoskin Farina & Kampf, P.C.	970-986-3400
Contact Person Filing Service Plan	Phone/Email

Hearing Information[1]

City Hall Auditorium, 250 North 5th Street, Grand Junction, CO 81501

Location of Hearing

6:00 p.m.	June 17, 2020
Time of Hearing	Date of Hearing

Wanda Winkelmann	April 23, 2020
Clerk Signature	Date

[1]Pursuant to C.R.S. 32-1-202(1) the board of county commissioners shall provide written notice of the date, time, and location of the hearing on the service plan to the division. Hearing information may be provided when submitting this notice of filing of service plan if known.

DLG 60 (Rev. 6/16)

CITY OF GRAND JUNCTION, COLORADO
RESOLUTION NO. _____
A RESOLUTION APPROVING THE SERVICE PLAN FOR THE REDLANDS 360 METROPOLITAN DISTRICTS NOS. 1-9

A. Pursuant to §32-1-204.5, C.R.S., as amended, a Consolidated Service Plan ("Service Plan") for the proposed Redlands 360 Metropolitan Districts Nos. 1-9 ("Districts") has been submitted to the City Council ("Council") of the City of Grand Junction, Colorado ("City"). A copy of the Service Plan including all exhibits is attached hereto as Exhibit "A".

B. Pursuant to the provisions of Title 32, Article 1, Colorado Revised Statutes (C.R.S.), as amended, and the Grand Junction Municipal Code ("GJMC") on May 20, 2020 the Council scheduled a public hearing on the Service Plan for June 17, 2020.

C. Notice of the hearing before the Council on June 17, 2020 was duly published in the *Daily Sentinel,* a newspaper of general circulation within the City, on May 20, 2020 (minimum 20 days prior to hearing), as required by law, and forwarded to the petitioners, others entitled to postcard or letter notice, the Department of Local Affairs, and the governing body of each municipality and Title 32 Special District that has levied *ad valorem* tax within the next preceding tax year and that has boundaries within a radius of three miles of the District.

D. The Council has considered the Service Plan and all other testimony and evidence presented at the hearing.

E. The Council finds that the Service Plan shall be approved with the following conditions which shall be met prior to the Metropolitan Districts Nos. 1-9 Service Plan becoming effective, as permitted by Sections 32-1-203(2) and 32-1-204.5(1)(a), C.R.S., as amended:

1. A Development Plan for the property be reviewed and approved by the City. The Development Plan shall constitute approved zoning to Planned Development (PD) with an approved Outline Development Plan consistent with the Grand Junction Municipal Code for the Redlands 36 project and an approved Preliminary Plan consistent with the Grand Junction Municipal Code for the Canyon Rim 360 Project.

2. An Intergovernmental Agreement (IGA) and such other agreements needed as acceptable to the City as each of the nine (9) districts are formed for the performance of any services between the proposed District and the City that is to be attached to the Service Plan.

F. For purposes of this Resolution, the effective date is the date which the election results are accepted/certified by the Colorado Department of Local Affairs.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF GRAND JUNCTION, COLORADO:

1. The Council hereby determines that all of the requirements of Title 32, Article 1, Part 2, C.R.S., as amended, relating to the filing of the Service Plan for the Districts have been fulfilled and that notice of the hearing was given in the time and manner required by law.

2. The Council further determines that all pertinent facts, matters and issues were submitted at the public hearing; that all interested parties were heard or had the opportunity to be heard and that evidence satisfactory to the Council of each of the following was presented:

(a) There is sufficient existing and projected need for organized service in the area to be serviced by the proposed Districts;

(b) The existing service in the area to be served by the proposed District is inadequate for present and projected needs;

(c) The proposed District is capable of providing economical and sufficient service to the area within the proposed boundaries; and

(d) The area to be included in the proposed District has, or will have, the financial ability to discharge the proposed indebtedness on a reasonable basis.

3. This Resolution shall be filed in the records of the City and a copy thereof submitted to the petitioners for the District for filing in the District Court of Mesa County, Colorado.

4. All prior resolutions or any parts thereof, to the extent that they are inconsistent with this Resolution, are hereby rescinded.

PASSED, ADOPTED AND APPROVED this 17th day of June 2020.

_____

Duke Wortmann, Mayor

ATTEST:

_____

Wanda Winkelmann, City Clerk

CONSOLIDATED SERVICE PLAN FOR
REDLANDS 360 METROPOLITAN DISTRICTS NOS. 1-9

Prepared by:

Hoskin Farina & Kampf, P.C.
200 Grand Avenue, Fourth Floor
Grand Junction, Colorado 81501

Dated May 11, 2020

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LIST OF EXHIBITS

EXHIBITS A-1 - A-4	Maps of Service Plan Boundaries and Districts
EXHIBIT B-1	Concept Land Use Map
EXHIBIT B-2	District and Project Phasing Map
EXHIBIT C	District Overlay Map
EXHIBITS D.1 - D.14	Legal Descriptions for Districts 1 - 9
EXHIBIT E	Form of Intergovernmental Agreement with the City
EXHIBIT F	Overview of Districts' Financial Plan
EXHIBITS G-1 - G-5	Preliminary Surveys for Public Improvements
EXHIBIT H	Form of Disclosure to Purchasers of Property within the Districts

ARTICLE I - INTRODUCTION

A. General Overview.

This Consolidated Service Plan ("Service Plan") for the Redlands 360 Metropolitan Districts Nos. 1-9 (individually referred to as "District" or collectively referred to as "Districts") constitutes a combined service plan for nine (9) proposed Title 32 metropolitan districts within the boundaries of the City of Grand Junction ("City"). The proposed Districts will be organized to serve the needs of new community development to be known as the Redlands 360 Planned Development and the Canyon Rim 360 Subdivision referred to as the "Project." The Project will be coordinated by the 'Developer,' Redlands Three Sixty, LLC, a Colorado limited liability company. The Districts are intended to be independent units of local government, separate and distinct from the City. Except as may otherwise be provided for by State or local law or this Service Plan, the activities of the Districts are subject to review by the City only insofar as they may deviate in a material manner from the provisions of this Service Plan.

The property to be included within the proposed Districts consists of approximately 624 acres of land within the boundary of the Project ("Service Plan Boundaries"). Maps illustrating the Districts and the Service Plan Boundaries are attached as **Exhibits A-1 through A-4**. The properties within each of the proposed Districts shall be subject to the ordinances, rules and regulations of the City and this Service Plan shall not be interpreted as representing approval by the City of any alteration or amendment to the City's ordinances, rules and regulations. Properties within the Service Plan Boundaries are subject to the City's current and future ad valorem property taxes, sales taxes, rates, fees, tolls and charges.

The Project is in the process of obtaining Planned Development Zone approval from the City. A Planned Development Zone requires an Ordinance from the City that is specific to the Project and referenced to a required Outline Development Plan. Attached as **Exhibit B** is a map of the Proposed Redlands 360 Planned Development ("Concept Land Use Map") which reflects what is also being submitted by the Developer as the Outline Development Plan and **Exhibit B.1** which is a map that illustrates the intent to construct the Project in eight (8) phases, and that each District will correspond with a specific development phase of the Project, or in the case of District No. 9, with park, trail, and open space lands. The final composition and phasing of the Project are subject to separate City approval under its land use and zoning process. The Service Plan will be conditionally approved subject to the City's final approval of the Planned Development Zone, and the incorporated Outline Development Plan. Attached as **Exhibit C** is a map illustrating the District Overlay for District Nos. 1 through 9 over the Concept Land Use Map (the "District Overlay Map"). Attached as **Exhibits D.1 through D.14** are individual legal descriptions for the boundaries of the lands that will comprise District Nos. 1 through 9.

The total combined area within the Service Plan Boundaries is expected to be developed in phases as shown on the Concept Land Use Map. The Project includes residential and commercial development, parks and open spaces. Certain assumptions are made in this Service Plan regarding the number and type of residential units as well as the size and location of commercial development. The actual composition and distribution of development shall be reflected in subsequent site development approvals issued by the City and nothing in this Service Plan shall be construed as the City granting prior approval for site development. Modifications to this Service Plan shall not be required to accommodate changes to the Project under the City's site development approvals. The Concept Land Use Map is attached for conceptual purposes only and is appended for completeness of these references. The inclusion of the Concept Land Use Maps in this Service Plan does not constitute City land use and development approval of any or all aspects of the Project.

The primary purpose of the proposed Districts is to fund the construction of public improvements including public sanitary sewer and wastewater systems, domestic water supply systems, storm drainage facilities, streets and roadway right of ways, traffic and safety facilities, landscaping and associated irrigation, walls & fences, parks, trails, and recreation facilities and such other public improvements approved by the City for the development of the Project (collectively referred to as the "Public Improvements"). The expected quantities and costs of constructing the Public Improvements are set forth in the Financial Plan for the Districts. Certain Public Improvements will be dedicated by the Developer, and or the Districts, to the City, Ute Water Conservancy District ("Ute Water"), or other jurisdictions, for the use and benefit of the general public. At the discretion of the Boards of the Districts, some Public Improvements may be dedicated to, or retained by, the Districts. All Public Improvements shall be designed and constructed in accordance with development plans approved by the City, Ute Water, or other jurisdictions. Preliminary engineering surveys for the Public Improvements are included in **Exhibits G-1 through G-5**.

The proposed Districts are organized to serve as a financing method by which development can occur within the City in such a way as to eliminate economic risk to the City, provide economic benefits to property owners, and place the risk of development on property developers. The Financial Plan for the Districts has been designed to assure that at no time will the City have any legal responsibility for any of the Districts' obligations and to assure that the risk of development remains with the Developer until a sufficient tax base has been achieved to pay the Districts' Debt through mill levy assessments. Mill levy assessments will be imposed only on properties within the boundaries of the Districts.

This Service Plan has been prepared with sufficient flexibility to enable the Districts to finance or contribute to the costs of the design and construction of the Public Improvements under evolving circumstances and to meet the needs of the Project and the community. The Service Plan assumptions generally reflect anticipated Developer development in accordance with the Concept Land Use Map, and the Financial Plan for the Districts is sufficiently flexible to enable the Districts to provide funding for the necessary Public Improvements without the

need for repeated amendment(s) of the Service Plan. Modification of the proposed configuration of Public Improvements, scheduling of construction of such improvements, as well as the locations and dimensions of various Public Improvements shall be permitted to accommodate development needs consistent with zoning and future development approvals for the Project and without the necessity of modifying the Service Plan.

Public Improvements will be constructed by the Developer, and or the District, to provide public services necessary within the Service Plan Boundaries. This Service Plan addresses the financing of all Public Improvements constructed (by the Developer and or the District) through the Districts and establishes how the Districts will work cooperatively with each other, the Developer, and with the City, Ute Water, or other jurisdictions, to finance the design and construction of the necessary Public Improvements. All Exhibits referenced in this narrative are attached to and incorporated by reference into this Service Plan.

B. Definitions.

1. "**Act**" is Section 32-1-101, *et seq.*, C.R.S., as amended from time to time.

2. "**Approved Development Plan**" is the Outline Development Plan ("ODP") referenced to the Planned Development Zone for the Project and other more detailed land use approvals established by the City for identifying, among other things, Public Improvements necessary for facilitating the development of property within the Service Plan Boundaries as approved by the City pursuant to the City Code and as amended pursuant to the City Code from time to time.

3. "**Board**" means the board of directors of one of the Districts.

4. "**Bond, Bonds, or Debt**" means bonds or other obligations for the payment of which any District has promised to impose an ad valorem property tax mill levy.

5. "**City Code**" is the City Code of the City of Grand Junction, Colorado.

6. "**City**" is the City of Grand Junction, Colorado.

7. "**Concept Land Use Map**" is the map illustrating the approximately 624 acres of land comprising the Project, attached as **Exhibit B**, which shows the intent of the Developer to construct the Project. The Concept Land Use Map is a preliminary depiction of the anticipated Outline Development Plan to be submitted to the City subsequent to this Service Plan.

8. "**Debt**" means any bond, note debenture, contract or other multiple-year financial obligation of a District which is payable in whole or in part from, or which constitutes a lien or encumbrance on the proceeds of ad valorem property tax imposed by a District.

9. "**Developer**" means Redlands Three Sixty, LLC, a Colorado limited liability company, and its successors and assigns to the Project, and any vested development rights or approvals thereto.

10. "**District Overlay Map**" is the map attached as **Exhibit C** to this Service Plan illustrating the District Overlay for the District over the Concept Land Use Map consistent with the legal descriptions for the Districts provided as **Exhibits D.1 through D.14** to this Service Plan.

11. "**District**" or "**Districts**" means any one or all of the Redlands 360 Metropolitan Districts Nos. 1-9, inclusive, contemplated by the Service Plan. Maps illustrating the Districts are attached as **Exhibits A-1 through A-4** to this Service Plan.

12. "**External Financial Advisor**" is a consultant that: (1) advises Colorado governmental entities on matters relating to the issuance of securities by Colorado governmental entities, including matters such as the pricing, sales and marketing of such securities and the procuring of bond ratings, credit enhancement and insurance in respect of such securities; (2) shall be an underwriter, investment banker, or other individual listed as a public finance advisor in the Bond Buyer's Municipal Market Place; and (3) is not an officer of the District.

13. "**Fees**" are any fee imposed by the District for service, programs or facilities provided by the District, as described in Art. II. B.ii, and in Art. III.A &D below.

14. "**Financial Plan for the Districts**" is the financial plan described in Art. III which describes (a) how the Public Improvements are to be financed; (b) how the Debt is expected to be incurred; and (c) the estimated operating revenue derived from property taxes for the first budget year.

15. "**Intergovernmental Agreement**" means the intergovernmental agreement between each District and the City, the form for which is attached as **Exhibit E**, to be approved by the Board for each District within 90 days of the date of organization.

16. "**Master IGA**" will be a binding intergovernmental agreement among the Districts which allocates and further refines the powers and authority of each of the Districts and their implementation by the Districts, as limited by the Act and this Service Plan.

17. "**Maximum Debt Mill Levy**" is the maximum mill levy any of the Districts is permitted to impose for payment of Debt as set forth in Art. III.C below.

18. "**Project**" means the development and property commonly referred to as the Redlands 360 Planned Development and the Canyon Rim 360 Subdivision that will be coordinated by the Developer within the lands illustrated on the Concept Land Use Map. Development of the Project, and its phases, will be subject to the Approved Development Plan.

19. "**Public Improvements**" means public sanitary sewer and wastewater systems, domestic water supply systems, storm drainage facilities, streets and roadways, traffic and safety facilities, landscaping and irrigation, trails, walls & fences, parks and recreation facilities and such other public improvements approved by the City for the development of the Project.

20. "**Service Plan Boundaries**" is the perimeter boundary of the approximately 624 acres of land within the Project. The map attached as **Exhibit A-1** illustrates the Service Plan Boundaries.

21. "**Service Plan**" the consolidated service plan for the Districts approved by the City Council for the City in accordance with C.R.S. § 32-1-204.5.

22. "**State**" means the State of Colorado.

C. Multiple District Structure.

This Service Plan is submitted, and the Districts are being or will be formed pursuant to the requirements of the Act. Use of a Consolidated Service Plan for the Districts assures coordination of the powers and authorities of the independent Districts and will help avoid confusion regarding the separate, but coordinated, purposes of the Districts which could arise if separate service plans were used. Unless otherwise specifically noted, general provisions of this Service Plan apply to all nine (9) Districts. Where necessary, references will be made to individual Districts to distinguish the powers and authorities of each District.

The Districts collectively will undertake the financing of the design and construction of Public Improvements, some of which will be conveyed to the City, Ute Water, other governmental entities, or may be dedicated to, or retained by, the Districts for maintenance and operation. Each District will operate separately but will be part of a coordinated plan for the Service Plan Boundaries. It is the goal of the Districts to spread the costs of the Public Improvements of the entire Service Plan Boundaries equitably among all Districts, which will be reflected as a reasonably uniform mill levy and fee structure through coordinated planning and financing for public infrastructure improvements.

The Financial Plan for the Districts discussed in Section III of this Service Plan is a preliminary plan for all Districts and is intended to be read as a unified Financial Plan for the Districts for financing, all or in part, the construction of all Public Improvements within the Service Plan Boundaries. The initial boundaries of each District are intended to change through future inclusions and exclusions as provided in this Service Plan. The Project is proposed to be developed in eight (8) phases as reflected on the Concept Land Use Map; however, changes to the Concept Land Use Map based on the City approved Outline Development Plan, including changes in the number and configuration of phases, and subject to how the Project progresses, shall not require a modification to this Service Plan. As development progresses

within each District, Bonds will be issued to pay for Public Improvement costs as the Districts build out with sufficient assessed values to support payment of Debt.

D. Benefits of Multiple District Structure.

The multiple district structure offers significant benefits to the City, the Project and future property owners. Those benefits include: (a) coordinated financing, administration of obligations and responsibilities, and operation and maintenance of Public Improvements in a fashion that supports the orderly growth within the Service Plan Boundaries; (b) avoiding the premature issuance of Debt; (c) creating a means for the fair and equitable allocation of costs of development of Public Improvements across the Districts; and (d) assure compliance with State laws regarding taxation in a manner which permits obtaining benefits of issuing tax exempt financing at low interest rates. These benefits are addressed further below.

1. Coordinated Services. Development of the Project will proceed in several phases, each of which requires the extension of Public Improvements. The multiple district structure assures that the financing of construction and operations of the Public Improvements within each District is administered in accordance with a long-term financing and operations program. This is consistent with "best practices" in the development industry involving projects with long-term development horizons. This Service Plan contemplates coordination among the Districts to facilitate growth within each District and for management of operations.

2. Avoids Premature Debt Issuance. The multiple district structure helps assure that Public Improvements needed for future build-out within the Districts will be provided when they are needed and when the Districts can support those improvements. Projects that do not utilize multiple districts may be motivated to issue Debt prematurely because the prospect of loss of control over decision making exists.

3. Equitable Debt Allocation. Allocation of the responsibility for paying Debt for Public Improvements will continue to be managed through development of a unified Financial Plan for the Districts and through development of an integrated operating plan for long-term operations and maintenance. The Districts will coordinate to manage these functions to assure that no District within the Service Plan Boundaries becomes obligated for more than its share of the costs of the design and construction of Public Improvements and their operations. Low-density areas will not bear a disproportionate burden of Debt and operating costs, nor will high valued areas bear disproportionate burdens. Intergovernmental agreements among the Districts will assure that mill levy rates remain generally consistent throughout the Service Plan Boundaries.

4. Initial Boundaries/Expansions. In order to implement the multiple district structure, the boundaries of the Districts are intended to change as development occurs. At the time of submittal of this Service Plan the Developer either owns the property to be included within the Service Plan Boundaries and the proposed Districts, or has entered into a joint

venture agreement with Grand Junction Land Company, a Colorado limited liability company, the owner of the remaining property to be included within the Service Plan Boundaries and the proposed Districts. District No. 1 initially coincides with Phase 1 of the Project. Depending on absorption time in Phase 1, additional properties may be included by petition within District No. 1, after completing an exclusion process from an adjacent District. The same holds true for the inclusion or exclusion of properties from all Districts, and allows some flexibility based on absorption.

Due to the long-term nature of the Project, the need to respond to development patterns and the pace of growth and to accommodate future financing dynamics, adjustments to the Districts' boundaries may occur from time to time. Therefore, the Districts shall be permitted to make boundary adjustments among the Districts as their governing Boards deem necessary. Any inclusion or exclusion of property made in compliance with this Service Plan shall not constitute a material modification of the Service Plan. No properties outside of the Service Plan Boundaries will be included within any District unless specifically approved by the City. All changes in District boundaries must be made in compliance with the Act.

5. Future Consolidation or Dissolution of Districts. As development occurs the Boards for certain Districts may determine that certain Districts should be consolidated or even dissolved depending on the needs of the Project and/or the Districts. Notice of intent to consolidate or dissolve shall be tendered to the City for review to determine if the purposes for which the Districts were created have been accomplished. The Districts shall file petitions in the Mesa County District Court for consolidation or dissolution in accordance with the Act. In no event shall dissolution occur until the Districts have provided for the payment or discharge of all outstanding indebtedness or other financial obligations as required by State statutes.

Following completion of construction of the Public Improvements by the Districts, the District will either transfer and dedicate assets and Public Improvements to the City, Ute Water, or other governmental entities, or retain them for operation and maintenance. For Public Improvements installed by the Developer, the Developer will either transfer and dedicate assets and Public Improvements to the City, Ute Water, or other governmental entities, or to the Districts. As a part of any such transfers to the City, Ute Water or other governmental entities, the Districts will assure the repayment or discharge of all of the Districts' outstanding indebtedness and other financial obligations as required by statute. The transfer of assets will include agreements for the assignment or assumption of operating and maintenance responsibilities. The process for the consolidation or dissolution of Districts will be as provided in the Act.

E. Existing Services.

No existing public entities in the vicinity of the Service Plan Boundaries have the intent, ability or desire to undertake the financing of the design and construction of the Public

Improvements needed for the Project. Consequently, use of new Districts is deemed necessary for the construction of such improvements.

The approximately 624 acres within the Service Plan Boundaries overlap or adjoin the following public entities: Colorado River Water Conservancy District, Mesa County, the City, Grand Junction Rural Fire Protection District, Grand River Mosquito Control District, Library District, Mesa County Valley School District #51 and Ute Water (the "Overlapping Districts"). The Project will utilize the services of some or all of these Overlapping Districts, but the Districts will not compete with their operations. It will not be necessary for the Districts to enter into Intergovernmental Agreements with any of Overlapping Districts except for the City of Grand Junction. A draft Intergovernmental Agreement with the City is attached as **Exhibit E**.

None of the Overlapping Districts are authorized or are being asked to provide financing for the construction of Public Improvements within the Districts. Further, the Districts do not plan to provide any services that the Overlapping Districts otherwise provide within the boundaries of the Districts. Therefore, compliance with the provisions of § 32-1-107(3)(b)(III), C.R.S., relating to the Overlapping Districts will be satisfied. In accordance with § 32-1-107(3)(b)(IV), C.R.S., the Districts shall not duplicate the services provided by the Overlapping Districts, except as may be consented to and approved by the governing boards of the Overlapping Districts.

F. 2019 Certified Assessed Valuation.

The 2019 certified assessed valuation of all taxable property within the Service Plan Boundary is $522,890.00.

G. Contents of Service Plan.

This Service Plan contains a preliminary financial analysis and preliminary capital plan showing how Public Improvements for the Project are expected to be provided and how they will to be operated, managed and financed by the Districts. Numerous items are included in this Service Plan in order to satisfy the requirements of § 32-1-203(2), C.R.S., for the formation of special districts, which factors are summarized in Article V. This Service Plan satisfies each of the statutory requirements. The assumptions contained in this Service Plan were derived from a variety of sources. Information regarding the present status of property within the Service Plan Boundaries, as well as the current status and projected future level of similar services was obtained from the Developer. Capital projections for Public Improvements and the Financial Plan for the Districts are provided by RBC Capital Markets, LLC. Legal advice in the preparation of this Service Plan and formation of the Districts is provided by the law firm of Hoskin Farina & Kampf, P.C.

H. Modification of Service Plan.

This Service Plan has been designed with sufficient flexibility to enable the Districts to provide financing for required Public Improvements for the Project under evolving circumstances without the need for numerous amendments. Modification of the types of Public Improvements, as well as changes in proposed configurations, locations, dimensions of facilities and improvements shall be permitted to accommodate development needs consistent with City zoning and planning for the Project.

ARTICLE II - NEED FOR NEW DISTRICTS AND GENERAL POWERS

A. Need for Metropolitan Districts.

In order to establish compliance with the standards for Service Plan approval set forth in § 32-1-203(1), C.R.S., the following information is presented:

1. There is Sufficient Existing and Projected Need for Organized Service. The Financial Plan for the Districts projects a total of 1,516 single family residential units, 150 multi-family units and approximately 30,000 square feet of commercial uses, as well as various parks, trails, open spaces, and amenities. The population at build-out is estimated to be approximately 3,815 persons based on the average number of persons (2.29) per household in the City. The demand for the financing of Public Improvements to be provided by the Districts is demonstrable.

2. The Existing Service is Inadequate for Present and Projected Needs. The Service Plan Boundaries are currently vacant and undeveloped land. Although utilities and public roads are adjacent to or close to the Project, no on-site improvements exist. Furthermore, certain off-site public improvements will be required as a part of the Project. The Public Improvements to be financed, all or in part, by the Districts will not be provided by Mesa County, the City or other municipal or quasi-municipal corporations, or existing special districts. Neither the City nor any existing special district plans to provide the Public Improvements required for the development of the Project. Therefore, provision of financing Public Improvements will not be made available through other institutions.

3. Districts will Provide Needed Infrastructure. The Districts are necessary to provide the most economical and efficient means of financing the design, construction, ownership and operation of essential improvements to serve future development within the Districts. The Financial Plan for the Districts demonstrates the feasibility of providing the proposed Public Improvements' financing and the ability to discharge the proposed indebtedness on a reasonable basis. The formation of the Districts will facilitate the financing of the proposed Public Improvements as the Districts will have access to tax-exempt financing that is not available to private entities.

4. New Districts are in the Best Interests of the Project and Future Residents and Property Owners. The matters described in items 1 through 3 of this Section establish that the creation of the Districts is in the best interests of the area to be served, in that they establish a demand for public improvements that otherwise will not be provided by other governmental entities, and they offer the advantage of obtaining tax-exempt financing to fund the Public Improvements. In addition, the use of a multiple district structure is beneficial as it permits: (a) the phasing of financing of improvements to occur according to logical development modules, resulting in a more specific association of cost with benefit and less incentive to initiate Public Improvements programs too far in advance of development; (b) the ability to arrange for financing of Public Improvements in a manner that will conform to the approved and phased development plans associated with the Project, thus permitting development of the Project in accordance with City expectations; and (c) maintenance of a reasonably uniform mill levy and fee structure through coordinated planning and financing for infrastructure construction.

B. General Powers of Districts.

1. Powers. Each District will have the power and authority to provide and pay for the Public Improvements described in this Service Plan both inside and outside of their boundaries in accordance with State law. The powers and authorities of each District will be allocated and further refined in a "Master IGA" among the Districts. For purposes of the Special District Control Act (§ 32-1-201, *et seq.*, C.R.S.), entering into the Master IGA shall not require an amendment of this Service Plan. The Master IGA will constitute a binding agreement among the Districts regarding implementation of the powers contained in this Service Plan. The Master IGA will permit only those powers and authorities authorized by the Act and this Service Plan, including, but not limited to:

i. **Operations and Maintenance Limitation**. The Districts may plan for, design, acquire, construct, install, relocate, redevelop, and finance the Public Improvements. It is not the District's intention to own any Public Improvements that are of the type that would normally be dedicated to the City or Ute Water. The Districts shall dedicate the Public Improvements to the appropriate jurisdiction in a manner consistent with the Approved Development Plan and other rules and regulations of the City, Ute Water, or other governmental entity, and applicable provisions of the City Code.

ii. **Conveyance of Improvements**. Public Improvements not conveyed to or accepted by the City, Ute Water, or other governmental entities as appropriate, will be conveyed by the Developer to the Districts and/or retained by the Districts. During the period the Districts operate such facilities, revenue to pay the expenses of operations and maintenance may be obtained from mill levy assessments, or from rates, fees, tolls and charges legally imposed by the Districts. User fees for recreational facilities may be different for residents of the Districts than for outside/non-resident users per Special

District State statutes. Approval of this Service Plan by the City constitutes the City's agreement that the Districts may perform these functions.

iii. **Acquisition of Land for Public Improvements and Easements**. The Developer and/or the Districts shall acquire by deed, easement, or plat dedication all real property interests required for construction and maintenance of Public Improvements to be conveyed to the City, Ute Water, or other governmental entities. Exceptions must be approved by the City in writing. Failure to comply with this provision shall be deemed a material modification of this Service Plan.

iv. **Construction Standards Limitation**. The Districts will ensure that the Public Improvements are designed and constructed, either by the Districts or the Developer, in accordance with the standards and specifications of the City or other governmental entities having proper jurisdiction, including, but not limited to, Ute Water. The Districts and the Developer will obtain the City's or Ute Water's approval of civil engineering plans and will obtain applicable permits, bonds, and financial guarantees for construction and installation of Public Improvements prior to performing such work.

v. **Privately Placed Debt Limit**. Prior to the issuance of any privately placed Debt, the Districts shall obtain the certification of an External Financial Advisor substantially as follows:

> We are [I am] an External Financial Advisor within the meaning of the Consolidated Service Plan for Redlands 360 Metropolitan Districts Nos. 1-9.
>
> We [I] certify that (1) the net effective interest rate (calculated as defined in § 32-1-103(12), C.R.S.) to be borne by [insert the designation of the Debt] does not exceed a reasonable current [tax-exempt] [taxable] interest rate, using criteria deemed appropriate by us [me] and based upon our [my] analysis of comparable high yield securities; and (2) the structure of [insert designation of the Debt], including maturities and early redemption provisions, is reasonable considering the financial circumstances of the District.

vi. **Inclusion Limitation**. The Districts shall not include within their boundaries any property outside the Service Plan Boundaries without the prior written consent of the City.

vii. **Total Debt Issuance Limitation**. The Districts shall not issue Debt in excess of $60,000,000.

viii. **Financial Payments from Other Governments/Sources**. The Districts shall not apply for or accept Conservation Trust Funds, Great Outdoors Colorado Funds, Department of Local Affairs, or other funds or grants available from or through governmental or non-profit entities that the City is eligible to apply for, except pursuant to an Intergovernmental Agreement with the City. This Section shall not apply to specific ownership taxes which shall be distributed to and a revenue source for the District without limitation.

ix. **Consolidation Limitation**. The Districts shall not file a request with any Court to consolidate with another Title 32 district without the prior written consent of the City; provided, however, consolidation among the Districts shall not require City approval as this Service Plan contemplates such consolidations may exist.

x. **Bankruptcy Limitation**. All of the limitations contained in this Service Plan, including, but not limited to, those pertaining to the Maximum Debt Mill Levy, have been established under the authority of the City to approve a Service Plan with conditions, pursuant to § 32-1-204.5, C.R.S. It is expressly intended that these limitations:

a. shall not be subject to set-aside for any reason or by any court of competent jurisdiction, absent a Service Plan amendment;

b. are, together with all other requirements of Colorado law, included in the "political or governmental powers" reserved to the State under the U.S. Bankruptcy Code (11 U.S.C.) Section 903, and are also included in the "regulatory or electoral approval necessary under applicable non-bankruptcy law" as required for confirmation of a Chapter 9 Bankruptcy Plan under Bankruptcy Code Section 9434(b)(6); and

c. any Debt, issued with a pledge or which results in a pledge, that exceeds the Maximum Debt Mill Levy, shall be deemed a material modification of this Service Plan pursuant to § 32-1-207, C.R.S., and shall not be an authorized issuance of Debt unless and until such material modification has been approved by the City as part of a Service Plan Amendment.

xi. **Service Plan Amendment Requirement**. This Service Plan has been designed with sufficient flexibility to enable the Districts to provide required Public Improvements financing and services under evolving circumstances without the need for numerous amendments. While the assumptions on which this Service Plan are generally based are reflective of a preliminary Outline Development Plan for the property within the Service Plan Boundaries, the cost estimates and Financing Plan are sufficiently flexible to enable the Districts to provide the necessary services and facilities without the need to amend this Service Plan as development plans change.

Modification of the general types of services and facilities, and changes of proposed configurations, locations, or dimensions of various facilities and improvements shall be permitted to accommodate development needs consistent with then-current Approved Development Plans for the lands within the Service Plan Boundaries. Actions of a District which violate the limitations in this Service Plan and/or an Intergovernmental Agreement with the City shall be deemed to be material modifications to this Service Plan and the City shall be entitled to all remedies available at law or in equity under State and local law against the District in violation.

xii. **Special Improvement Districts**. Pursuant to § 32-1-1101(1)(f)(I), C.R.S., and § 32-1-1101.7, C.R.S. (the "SID Statute"), the Districts are authorized to establish special improvement districts within their boundaries to assess property, and to undertake all activities set forth in the SID Statute, as it may be amended from time to time. The exercise of any such powers and authorities shall not be deemed a material modification of this Service Plan.

xiii. **Additional Services**. In addition to the other powers and limitations of the District set forth in this Service Plan, the Districts shall have the authority to, but shall not be obligated to, provide any services and exercise such powers as are expressly or impliedly granted by Colorado law, including the power of covenant enforcement, design review and those powers enumerated in §§ 32-1-1101 and 32-1-1101.7.

2. Preliminary Engineering Survey.

The Districts shall have authority to provide for the planning, design, acquisition, construction, installation, relocation, redevelopment, maintenance, and financing of the Public Improvements within and without the boundaries of each District, to be more specifically defined in an Approved Development Plan. An estimate of the costs of the Public Improvements which may be planned for, designed, acquired, constructed, installed, relocated, redeveloped, maintained or financed was prepared based upon a preliminary engineering survey and estimates derived from proposed zoning on the property within the Service Plan Boundaries, such costs are not anticipated to exceed $83,000,000. Preliminary engineering surveys are attached as **Exhibits G-1 through G-5**.

The Districts shall be permitted to allocate costs between such categories of the Public Improvements as deemed necessary in their discretion. All of the Public Improvements described herein will be designed in such a way as to assure that the Public Improvements standards will be compatible with those of the City or other governmental entities having proper jurisdiction, including, but not limited to, Ute Water, and shall be in accordance with the requirements of the Approved Development Plan for each phase of the Project. All descriptions of the Public Improvements to be constructed, and their related costs, are estimates only and are subject to modification as engineering, development plans, economics, the City's requirements, and construction scheduling may require. Upon approval of this Service Plan,

the Districts will continue to develop and refine cost estimates contained herein and prepare for issuance of Debt. All cost estimates will be inflated to then-current dollars at the time of the issuance of Debt and/or construction. All construction cost estimates assume construction to applicable local, State or federal requirements.

3. Regional Improvements.

The Districts are authorized to coordinate with the City for the planning, construction, design, acquisition, installation, relocation and/or redevelopment of improvements located outside of the Service Plan Boundaries determined by the City as being necessary to provide service(s) to the Project, but also providing service to properties within the City that are not within the Project ("Regional Improvements"). The Districts are also authorized to contribute a portion of the capital costs and/or operation and maintenance costs of Regional Improvements in amounts as will be agreed upon and set forth in an Intergovernmental Agreement to be entered into between the Districts and the City. Such Intergovernmental Agreement will be separate and distinct from the Intergovernmental Agreement which is attached as **Exhibit E**. The Districts shall fund their contributions to the Regional Improvements from Bond proceeds or other sources.

ARTICLE III - FINANCIAL PLAN

A. General.

The Districts shall be authorized to provide for the planning, design, acquisition, construction, installation, relocation and/or redevelopment of Public Improvements from their revenues and by and through proceeds of Debt to be issued by the Districts. Each District shall issue such Debt as it can reasonably pay from revenues derived from the Maximum Debt Mill Levy approved by the eligible electors of each District and other legally available revenues. The total Debt that all Districts shall be permitted to issue shall not exceed $60,000,000 and shall be permitted to be issued on a schedule and in such year or years as each District determines shall meet the needs of the Financial Plan for the Districts and shall be phased to serve development as it occurs. All Bonds and other Debt issued by a District may be payable from any and all legally available revenues of a District including general *ad valorem* taxes to be imposed upon all taxable property within a District. Each District may rely upon various other revenue sources authorized by law, including the power to assess fees, rates, tolls, penalties, or charges as provided in § 32-1-1001(1), C.R.S. The costs for payment of Public Improvements shall be spread equitably among the Districts, which will be reflected as a reasonably uniform mill levy and fee structure between the Districts. An overview of the Financial Plan for the Districts, as well as proposed indebtedness schedules of the Districts, is attached as **Exhibit F**.

B. Maximum Voted Interest Rate and Maximum Underwriting Discount.

The interest rate on any Debt is expected to be the market rate at the time the Debt is issued. In the event of a default, the maximum interest rate on any Debt is not expected to exceed eighteen percent (18%). The proposed maximum underwriting discount will be five percent (5%). Debt, when issued, will comply with all relevant requirements of this Service Plan, State law and federal law as then applicable to the issuance of public securities.

C. Maximum Debt Mill Levy.

The "Maximum Debt Mill Levy" shall be the maximum mill levy each District is permitted to impose upon the taxable property within each District for payment of Debt, and shall be determined as follows:

1. Excess of 50% of Assessed Value. For any portion of the District's aggregate Debt which exceeds fifty percent (50%) of the District's assessed valuation, the Maximum Debt Mill Levy for such portion of Debt shall be fifty (50) mills less the number of mills necessary to pay unlimited mill levy Debt described in (2) below, adjusted to account for changes in the method of calculating assessed valuation or any constitutionally mandated tax credit, cut or abatement. The mill levy limitation applicable to such Debt may be increased or decreased to reflect such changes, such increases or decreases to be determined by the Board in good faith (such determination to be binding and final) so that, to the extent possible, the actual tax revenues generated by the mill levy, as adjusted for changes occurring after January 1, 2021, are neither diminished nor enhanced as a result of such changes. For purposes of the foregoing, a change in the ratio of actual valuation shall be deemed to be a change in the method of calculating assessed valuation.

2. Debt Equal to or Less Than 50% of Assessed Value. For any portion of a District's aggregate Debt which is equal to or less than fifty percent (50%) of the District's assessed valuation, either on the date of issuance or at any time thereafter, the mill levy to be imposed to repay such portion of Debt shall not be subject to the Maximum Debt Mill Levy and, as a result, the mill levy may be such amount as is necessary to pay the Debt service on such Debt, without limitation of rate.

3. Pledge of Mill Levy. For purposes of the foregoing, once Debt has been determined to be within section (2) above so that a District is entitled to pledge to its payment an unlimited ad valorem mill levy, the District may provide that such Debt shall remain secured by such unlimited mill levy, notwithstanding any subsequent change in the District's Debt to assessed ratio. All Debt issued by the District must be issued in compliance with the requirements of § 32-1-1101, C.R.S., and all other requirements of State law.

4. Maximum Mill Levy for Payment of Debt. The foregoing notwithstanding, the maximum mill levy a District can impose for payment of Debt shall be fifty (50) mills;

provided, however, that if the method of calculating assessed valuation is changed after the date of approval of this Service Plan, the mill levy limitation may be increased or decreased to reflect such changes, such increases or decreases to be determined by the Board in good faith (such determination to be binding and final) so that to the extent possible, the actual tax revenues generated by the mill levy, as adjusted, are neither diminished nor enhanced as a result of such changes. For purposes of the foregoing, a change in the ratio of actual valuation to assessed valuation shall be deemed to be a change in the method of calculating assessed valuation.

5. Payment of Interest to Developer.

i. The issuance of Debt to the organizers of the Districts or their affiliates may permit interest to accrue on the total unpaid amount, such interest to be paid according to such terms as may be established but without compounding. An individual District shall not impose a levy for repayment of Debt (or use the proceeds of any mill levy for repayment of Debt) to the Developer or its affiliates, on any single property developed for residential uses which exceeds forty (40) years after the year of the initial imposition of such mill levy. Notwithstanding any other provision hereof, such Debt referred to in the preceding sentence shall be deemed to be discharged at such time as the mill levy is suspended at the end of the 40-year period.

ii. The estimated cost of acquiring land, engineering services, legal services and administrative services, together with the estimated costs of each District's organization and initial operations, is part of the estimated cost of Public Improvements, which will be eligible for reimbursement from Debt proceeds. Additionally, if the Developer constructs the Public Improvements and conveys them to the District(s) in return for a reimbursement obligation from the District, prior to making such reimbursement for such amounts, the District(s) must receive the report of an independent engineer or accountant confirming that the amount of the reimbursement is reasonable.

D. Debt Repayment Sources.

Each District may impose a mill levy on taxable property within its boundaries as a source of revenue for repayment of Debt and for operations and maintenance. Each District may also rely upon various other revenue sources authorized by law. At a District's discretion, these may include the power to assess fees, rates, tolls, penalties, or charges as provided in § 32-1-1001(1), C.R.S., as amended from time to time. In no event shall the Debt service mill levy in the District exceed the Maximum Debt Mill Levy.

E. Debt Instrument Disclosure Requirement.

In the text of each Bond and any other instrument representing and constituting Debt, the District shall set forth a statement in substantially the following form:

> By acceptance of this instrument, the owner of this Bond agrees and consents to all of the limitations in respect of the payment of the principal of and interest on this Bond contained herein, in the resolution of the District authorizing the issuance of this Bond and in the Service Plan for creation of the District. Similar language describing the limitations in respect of the payment of the principal of and interest on Debt set forth in this Service Plan shall be included in any document used for the offering of the Debt for sale to persons, including, but not limited to, a developer of property within the boundaries of the District.

F. Security for Debt.

Districts shall not pledge any revenue or property of the City as security for the Debt set forth in this Service Plan. Approval of this Service Plan shall not be a guarantee by the City of payment of any District obligations; nor shall anything in the Service Plan be construed so as to create any responsibility or liability on the part of the City in the event of default by a District in the payment of any such obligation.

G. TABOR Compliance.

Each District will comply with the provisions of TABOR. In the discretion of the Board, a District may set up other qualifying entities to manage, fund, construct and operate facilities, services, and programs. To the extent allowed by law, any entity created by a District will remain under the control of the District's Board.

H. District Operating Costs.

In addition to the capital costs of the Public Improvements, Districts will require operating funds for administration and to plan and cause the Public Improvements to be constructed and maintained. The first year's operating budget for the Districts is anticipated to be approximately $80,000.00 and will be derived from property taxes, Developer advances and other revenues.

The Maximum Debt Mill Levy for the repayment of Debt shall not apply to each District's ability to increase its mill levy as necessary for provision of operation and maintenance services to its taxpayers and service users.

In addition to mill levies assessed for payment of Debt a District may impose a mill levy for payment of expenses of operations with such mill levy to be established by a District's eligible electors.

I. Enterprises.

Each District may exercise any of its powers through enterprises established in accordance with Article X, Section 20 of the Colorado Constitution (TABOR).

J. Annual Report.

At the request of the City each District shall be responsible for submitting an annual report to the City no later than August 1 of each year. The annual report shall include information as to any of the following:

1. Boundary changes made or proposed to a District's boundary as of December 31st of the prior year.

2. If requested by the City, copies of agreements with other governmental entities entered into or proposed as of December 31st of the prior year.

3. Audit of a District's financial statements, for the year ending December 31st of the previous year, prepared in accordance with generally accepted accounting principles or audit exemptions, if applicable.

4. Notice of continuing disclosure undertaking for events of default by a District which continues beyond a ninety (90) day period under any Debt instrument.

5. Any inability of a District to pay its obligations as they come due in accordance with the terms of any Debt instruments, which continue beyond a ninety (90) day period.

K. Statutory Powers.

Each District shall have and exercise all powers granted by the Act and in particular the powers set forth in § 32-1-1004, C.R.S.

ARTICLE IV - MISCELLANEOUS

A. Covenant Enforcement and Design Review.

Subject to compliance with the provisions of § 32-1-1004(8), C.R.S., the ability to prepare, implement and enforce design and development guidelines, rules and regulations, or similar protective controls regarding all construction activities within the Districts' boundaries, including, but not limited to, architectural standards regarding the design, construction, erection, placement or installation of new structures or modification of existing structures within the Districts' boundaries. At the discretion of the Boards, such powers may be transferred to property owners' association(s) and operated in accordance with the Colorado Common Ownership Interest Act (38-33.3-101, C.R.S.).

B. Legal Powers.

The powers of the Districts will be exercised by their Boards to the extent necessary to provide the services contemplated in this Service Plan. The foregoing improvements and services, along with all other activities permitted by law, will be undertaken in accordance with, and pursuant to the procedures and conditions contained in the Act (§ 32-1-101, *et seq.*, C.R.S.), other applicable statutes, and this Service Plan as the same may be amended from time to time.

C. Other.

In addition to the powers enumerated above, the Boards of each of the Districts shall continue to have the following authority:

1. To amend this Service Plan as needed, subject to the appropriate statutory procedures provided that any material modification of this Service Plan shall be made only with the approval of the City in accordance with § 32-1-207, C.R.S., and after obtaining a resolution of approval from the City. A material modification of this Service Plan includes: (1) interior boundary line modifications which create inequitable assessments among the Districts relative to the benefits being provided; and (2) the conduct of operations which are prohibited by resolution or ordinances of the City. The Districts separately or collectively shall have the right to amend this Service Plan independent of participation of one or more of the other Districts with the approval of the City; provided, that the Districts shall not be permitted to amend those portions of this Service Plan which affect, impair, or impinge upon the rights or powers of the other Districts without such other District's consent.

2. To forego, reschedule, or restructure the financing, including the security therefore, and/or the operation and maintenance of improvements and facilities in order to better accommodate the pace of growth, resource availability, and financial interests of property of the Districts.

3. To provide additional services and exercise powers granted expressly or by implication in State law and which the Districts are required to provide or exercise or, in their discretion choose to provide or exercise, within the scope of the powers set forth in this Service Plan. The Districts shall not exercise the powers of either eminent domain or dominant eminent domain over property located outside of the Service Plan Boundaries unless prior consent from the City is first obtained.

4. To exercise all necessary and implied powers under Title 32, C.R.S. in the reasonable discretion of the Boards, except as limited in this Service Plan and pursuant to the Intergovernmental Agreement to be executed between the Districts and the City attached as **Exhibit E**. The Districts may only add additional powers beyond by obtaining the consent of the City through an amendment to this Service Plan.

D. Dissolution.

Upon an independent determination of the City that the purposes for which a District was created have been accomplished, such District agrees to file a petition in the Mesa County District Court for dissolution pursuant to applicable State statutes. In no event shall dissolution occur until a District has provided for the payment or discharge of all its outstanding indebtedness and other financial obligations as required by State statutes.

E. Disclosure to Purchasers.

Each District will use reasonable efforts to ensure all Developers of the Project shall provide through written notice to all purchasers of property in a District regarding the Maximum Debt Mill Levy as well as a general description of a District's authority to impose and collect rates, fees, tolls and charges. The form of notice shall be substantially in the form of **Exhibit H** hereto; provided that such form may be modified by the Districts so long as the new form is submitted to the City prior to modification. Within ninety (90) days of the formation of a District, the District will record the approved disclosure form with the Mesa County Clerk and Recorder against all property included in the District and a copy to the City Clerk's Office.

F. Intergovernmental Agreement.

The form of the Intergovernmental Agreement between the Districts and the City is attached as **Exhibit E**. Each District once formed shall approve the Intergovernmental Agreement within ninety (90) days of the date of organization. Failure of a District to execute the Intergovernmental Agreement as required shall constitute a material modification and shall require a Service Plan Amendment. The City shall approve the Intergovernmental Agreement at the public hearing for approval of the Service Plan. The Intergovernmental Agreement may be amended by the City and Districts without amending this Service Plan. If a conflict exists between the Intergovernmental Agreement and this Service Plan, the Intergovernmental Agreement shall govern.

ARTICLE V - SUMMARY

This Consolidated Service Plan meets all of the requirements of § 32-1-203(2), C.R.S. This Service Plan establishes that:

1. There is sufficient existing and projected need for organized service within the Service Plan Boundary and the Districts are the proper tool for providing this service;

2. The existing service within the Service Plan Boundary is inadequate for present and projected needs;

3. Each District is capable of providing economical and sufficient service to the area within its proposed boundaries;

4. The area to be included in each District does have, and will have, the financial ability to discharge the proposed indebtedness on a reasonable basis;

5. Adequate service is not, and will not be, available to the area through the City or Mesa County or other existing municipal or quasi-municipal corporations, including existing special districts, within a reasonable time and on a comparable basis;

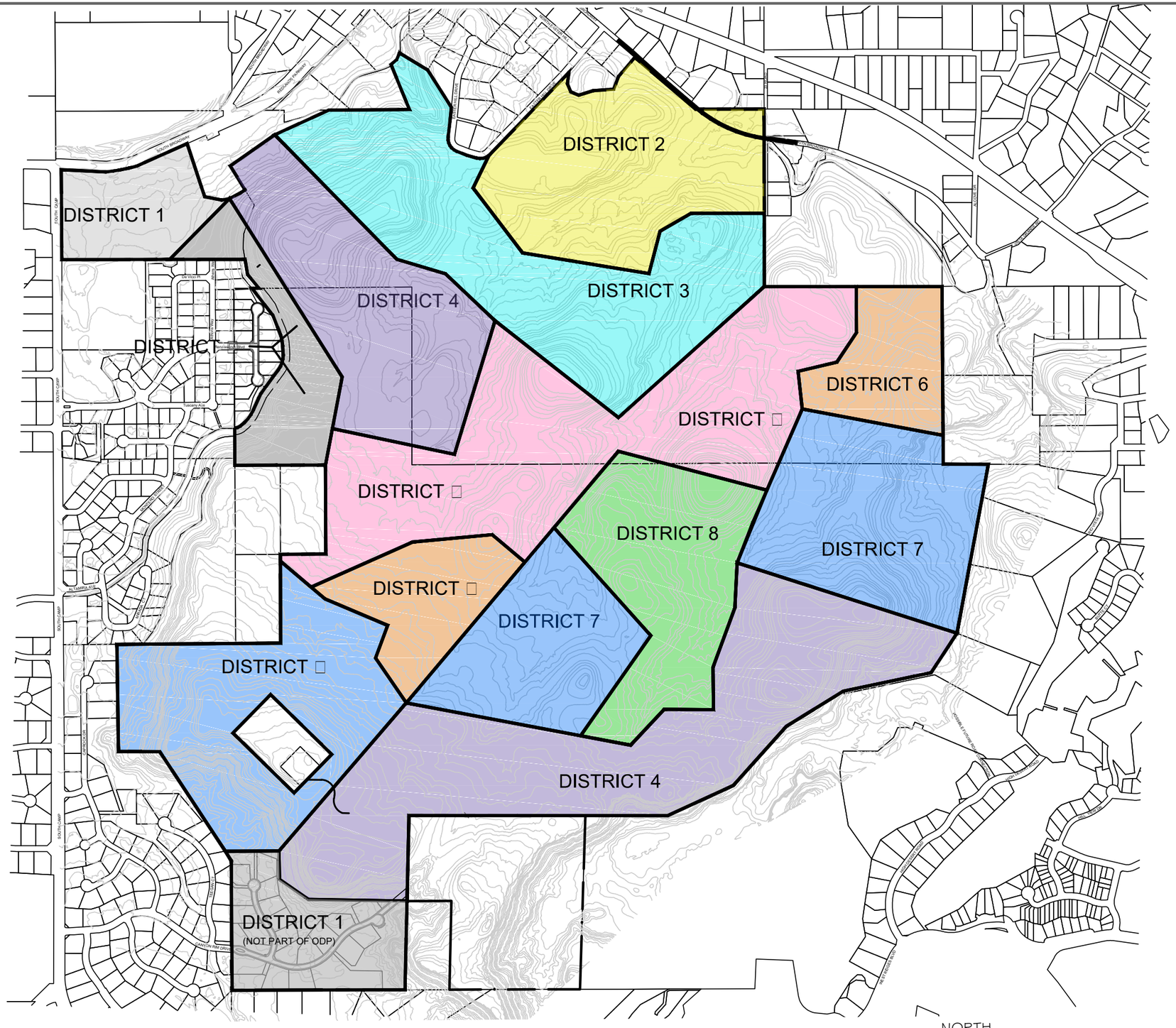
6. The facility and service standards of the Districts are compatible with the facility and service standards of the City;

7. The proposal is in substantial compliance with the City's Comprehensive Plan adopted pursuant to the City Code;

8. The proposal is in compliance with any City, regional or State long-range water quality management plan for the area; and

9. Creation of the Districts is in the best interests of the area proposed to be served.

Exhibit A-1



METRO DISTRICTS LEGEND

- DISTRICT 1
- DISTRICT 2
- DISTRICT 3
- DISTRICT 4
- DISTRICT □
- DISTRICT □
- DISTRICT □
- DISTRICT 8
- DISTRICT □

Redlands Three Sixty
Metro District Boundaries

LA PLATA COMMUNITIES

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)

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METROPOLITAN DISTRICT EXHIBIT A-2

OF THOSE PARCELS LOCATED IN
S1/2 SW1/4 SECTION 17, N1/2 NW1/4 SECTION 20, S1/2 SECTION 18
AND THE N1/2 SECTION 19, T1S, R1W, UTE MERIDIAN
GRAND JUNCTION, MESA COUNTY, COLORADO

SCALE: 1"=400'

0 200 400 800

LEGEND

- ALIQUOT SURVEY MARKER, AS NOTED
- FOUND REBAR, AS NOTED
- SET 2" ALUMINUM CAP ON 24" No. 5 REBAR, PLS 24953

DISTRICT 1A 16.75 Acres
DISTRICT 2 30.19 Acres
DISTRICT 3 33.24 Acres
DISTRICT 4A 45.87 Acres
DISTRICT 4B 88.87 Acres
DISTRICT 5 85.73 Acres
DISTRICT 6A 37.11 Acres
DISTRICT 6B 19.25 Acres
DISTRICT 7A 59.13 Acres
DISTRICT 7B 31.42 Acres
DISTRICT 7C 46.71 Acres
DISTRICT 8 48.2 Acres
DISTRICT 9 18.36 Acres
DISTRICT 1B 23.16 Acres
EXCEPTION 5.84 Acres

Matchline A-2
Matchline A-3
Matchline A-4

South Broadway
South Camp Road
Redlands Parkway
Coaster Hill Drive South
Athens Way
Canyon Rim Drive
23 Road

SCALE: 1"=200'

0 100 200 400

METROPOLITAN DISTRICT EXHIBIT

OF THOSE PARCELS LOCATED IN
S½ SW¼ SECTION 17, N½ NW¼ SECTION 20
S½ SECTION 18 AND THE N½ SECTION 19
T1S, R1W, UTE MERIDIAN
GRAND JUNCTION, MESA COUNTY, COLORADO

High Desert Surveying, LLC
1673 Highway 50 Unit C
Grand Junction, Colorado 81503
Telephone: 970-254-8649 Fax 970-241-0451

PROJ. NO. 20-36	DRAWN	CHK'D	SHEET	OF
DATE: February, 2020	knr	jcf	1	3

METROPOLITAN DISTRICT EXHIBIT A-3

OF THOSE PARCELS LOCATED IN
S1/2 SW1/4 SECTION 17, N1/2 NW1/4 SECTION 20, S1/2 SECTION 18
AND THE N1/2 SECTION 19, T1S, R1W, UTE MERIDIAN
GRAND JUNCTION, MESA COUNTY, COLORADO

SCALE: 1"=200'
0 100 200 400

DISTRICT 9 CURVE DATA

Curve	Delta	Radius	Arc	CH	CH Bearing
C1	30°52'17"	77.50'	41.76'	41.25'	N69°39'40"E
C2	30°08'20"	290.00'	152.55'	150.79'	N39°09'21"E
C3	40°09'23"	170.00'	119.15'	116.72'	N17°32'03"E
C4	19°47'40"	370.00'	127.83'	127.19'	N12°26'29"W

LEGEND

- ALIQUOT SURVEY MARKER, AS NOTED
- FOUND REBAR, AS NOTED
- SET 2" ALUMINUM CAP ON 24" No. 5 REBAR, PLS 24953

ED CASE Subdivision Reception 2388150 Lot 1
Lot 2
Lacey J. Harston 2945-182-00-027
Roselynn Hughes Living Trust 2945-182-00-049
SOUTH EASTER HILL SUBDIVISION Reception 739054
Michael J. & Gretchen D. Demuth 2945-181-00-035
John W. & Wendy K. Becklus 2945-181-00-036
TURNER MINOR Subdivision Reception 2677765
Brent R. & Laura B. Roberts 2945-181-00-042
Jill R. Cross 2945-181-00-026
Lot 1
Lot 2
South Broadway
23 Road
Lot 3, Pumphouse Subdivision Reception 1782382
Redlands Parkway
Lot 1
Easter Hill Drive South

N24°41'25"E 55.53'
N48°35'22"E 56.08'
S58°30'37"E 243.49'
S32°21'14"E 329.00'
N22°25'30"W 361.81'
N89°41'30"E 598.76'
NW Corner (NC1/16) S¼ NE¼ Section 18 T1S, R1W, UM MCSM 1204 Flush with Surface
S05°17'46"W 68.10'
S06°47'46"W 230.30'
S68°22'14"E 165.00'
S74°40'14"E 130.10'
N44°01'46"E 866.20'
N40°25'46"E 38.18'
S07°38'46"W 85.86'
N72°42'46"E 112.51'
N85°44'46"E 152.14'
N40°25'46"E 185.00'
N21°20'46"E 102.82'
S49°34'14"E 393.16'
S23°05'14"E 64.50'
S67°04'14"E 64.03'
N89°54'46"E 511.24'
POB
NE Corner (N1/16 E Line) S½ NE¼ Section 18 T1S, R1W, UM MCSM 352 Flush with Surface
S00°02'28"E 775.79'
25.0' Mesa County ROW Recorded in Book 2981 Page 31 Reception #798831
Brian & Jennifer Lynn Dere 2945-172-00-053
Kyla Ann Hauer 2945-172-00-117
Brian & Jennifer Lynn Dere 2945-172-00-116
S00°02'28"E 544.07'
Betty C. Bennett 2945-172-00-183

N65°29'17"E 441.63'
N54°52'29"E 403.59'
N31°24'30"W 208.48'
N56°56'28"E 42.67'
N62°45'41"E 89.59'
POB 1A & 4A
S79°14'55"E 131.06'
N79°00'50"E 57.12'
S18°14'16"E 415.79'
N66°02'18"E 414.13'
S87°06'34"E 333.05'
C5
N00°16'59"W 667.90'
S44°20'12"W 629.97'
N44°20'12"E 629.97'
S89°52'09"W 806.17'
S89°52'09"W 555.31'
N44°23'33"W 1296.98'
S44°23'33"E 1296.98'
N37°16'18"W 605.96'
S37°16'18"E 605.96'
N73°21'34"W 377.69'
S73°21'34"E 377.69'
N80°41'00"W 952.20'
S80°41'00"E 952.20'
S14°41'37"W 325.39'
N14°41'37"E 325.39'
S60°05'44"W 265.59'
N60°05'44"E 265.59'
S89°56'52"W 543.47'
N89°56'52"E 543.47'

DISTRICT 1A
16.75 Acres
DISTRICT 2
50.12 Acres
DISTRICT 3
73.32 Acres
N½ Section 18

Renaissance in the Redlands Filing Two Reception 2039893
SW Corner (CW1/16) SE¼ NW¼ Section 18 T1S, R1W, UM MCSM 1740 2" Aluminum Cap PLS 33650 1.2' Below Surface in Concrete
N09°06'43"W 113.12'
N39°27'43"W 133.53'
N89°52'08"E 38.92'
N39°27'10"W 114.39'
N36°43'30"W 67.29'
N32°16'05"W 1570.88'
N22°20'19"W 181.87'
Renaissance Boulevard
Athabee Way
Block Two
Block One
Tract G
Tract E
Renaissance in the Redlands Reception 1920909
C4 R=370.00' L=127.83' CH=N12°26'29"W 127.19'
C3 R=170.00' L=119.15' CH=N17°32'03"E 116.72'
N37°58'44"E 114.02'
N34°48'45"E 110.25'
N24°05'11"E 130.34'
C2 R=290.00' L=152.55' CH=N39°09'21"E 150.79'
N00°24'51"W 285.96'
POB
S89°46'40"W 658.33'
658.33'
NW Corner (SW1/16) SE¼ SW¼ Section 18 T1S, R1W, UM MCSM 1201
South line of the SE¼ NW¼ Section 18 N89°52'08"E 1319.13'
NW Corner (C¼) N½ SE¼ Section 18 T1S, R1W, UM MCSM 1203 0.5' Above Surface
NE¼ SW¼ Section 18
DISTRICT 4A
49.87 Acres
DISTRICT 9
18.90 Acres
East line of the NE¼ SW¼ Section 18
N12°05'16"E 389.79'
S12°05'16"W 689.02'
N78°06'25"W 936.31'
S78°06'25"E 936.31'
S16°53'05"W 1038.58'
N16°53'05"E 1038.58'
N51°48'45"W 1166.02'
S51°48'45"E 1166.02'
S48°02'34"W 1457.57'
N48°02'34"E 1457.57'
South line of the NE¼ SW¼ Section 18 N89°52'08"E 1319.13'
SW Corner (CS1/16) N½ SE¼ Section 18 T1S, R1W, UM MCSM 1202
N89°43'52"E 2633.21' Basis of Bearings South Line of the N½ SE¼ Section 18
DISTRICT 5
85.73 Acres
N½ SE¼ Section 18
DISTRICT 5
85.73 Acres
North line of the N½ SE¼ Section 18 N89°51'24"E 2625.46'
POB N89°54'40"E 684.81'
NE Corner (E¼) N½ SE¼ Section 18 T1S, R1W, UM MCSM 352 Flush with Surface
N89°54'40"E 1322.04'
S89°54'40"W 637.20'
NE Corner (W1/16) NW¼ SW¼ Section 17 T1S, R1W, UM PLS 33650 Flush with Surface
S00°05'10"E 343.89'
N00°05'10"W 343.89'
S33°30'07"W 265.47'
N33°30'07"E 265.47'
S76°46'02"W 295.31'
N76°46'02"E 295.31'
S06°11'32"E 282.18'
N06°11'32"W 282.18'
DISTRICT 6B
19.25 Acres
NE Corner SE¼ SE¼ (S1/16 East Line) Section 18 T1S, R1W, UM MCSM 1197
S23°32'42"W 658.51'
N23°32'42"E 658.51'
N75°17'30"W 1141.12'
S75°17'30"E 1141.12'
N79°23'29"W 1064.48'
S79°23'29"E 1064.48'
Matchline A-3
Matchline A-4
DISTRICT 8
42.85 Acres
DISTRICT 7C
46.71 Acres
Trails West Village
Peter B. & Roberto E. 2945-184-00-005
Richard Lipopoth 2945-183-00-006

METROPOLITAN DISTRICT EXHIBIT	High Desert Surveying, LLC
OF THOSE PARCELS LOCATED IN S½ SW¼ SECTION 17, N½ NW¼ SECTION 20 S½ SECTION 18 AND THE N½ SECTION 19 T1S, R1W, UTE MERIDIAN GRAND JUNCTION, MESA COUNTY, COLORADO	1673 Highway 50 Unit C Grand Junction, Colorado 81503 Telephone: 970-254-8649 Fax 970-241-0451

PROJ. NO. 20-36	DRAWN	CHK'D	SHEET	OF
DATE: February, 2020	knr	jcf	2	3

METROPOLITAN DISTRICT EXHIBIT A-4

OF THOSE PARCELS LOCATED IN
S1/2 SW1/4 SECTION 17, N1/2 NW1/4 SECTION 20, S1/2 SECTION 18
AND THE N1/2 SECTION 19, T1S, R1W, UTE MERIDIAN
GRAND JUNCTION, MESA COUNTY, COLORADO

LEGEND

- ALIQUOT SURVEY MARKER, AS NOTED
- FOUND REBAR, AS NOTED
- SET 2" ALUMINUM CAP ON 24" No. 5 REBAR, PLS 24953

DISTRICT 5
85.73 Acres

DISTRICT 8
42.85 Acres

DISTRICT 7C
46.71 Acres

DISTRICT 6A
21.15 Acres

DISTRICT 7A
59.13 Acres
-5.84 Acres
53.29 Acres

DISTRICT 7B
33.42 Acres

DISTRICT 4B
88.87 Acres

DISTRICT 1B
23.16 Acres

EXCEPTION
Ute Water Conservancy District
2945-192-00-120
2945-192-00-121
EXCEPTION
-5.84 Acres

Matchline A-3
Matchline A-4

SW¼ Section 17

NE¼ Section 19

NW¼ Section 19

NW¼ Section 20

BLM
2945-191-00-098

Redlands Mesa Filing 1 Replat
Reception 2103247
Brightstar Golf Redlands Mesa, LLC
2945-202-54-004

Ellen Athena Hartsfield
2945-191-00-012

West Village
Reception 1774126

Joe, Peter B. & Leo E. Uberto
Parcel 2945-184-00-005

Richard Lippath
Parcel 2945-183-00-006

Robert C. & Starlieth E. Jimenez
Parcel 2945-183-00-009

Canyon Rim Phase 4
Reception 2149975
Tract D
Aspen Court

Canyon Rim Drive

Canyon Rim Phase 1
Reception 2031745
Tract B

SCALE: 1"=200'
0 100 200 400

METROPOLITAN DISTRICT EXHIBIT

OF THOSE PARCELS LOCATED IN
S½ SW¼ SECTION 17, N½ NW¼ SECTION 20
S½ SECTION 18 AND THE N½ SECTION 19
T1S, R1W, UTE MERIDIAN
GRAND JUNCTION, MESA COUNTY, COLORADO

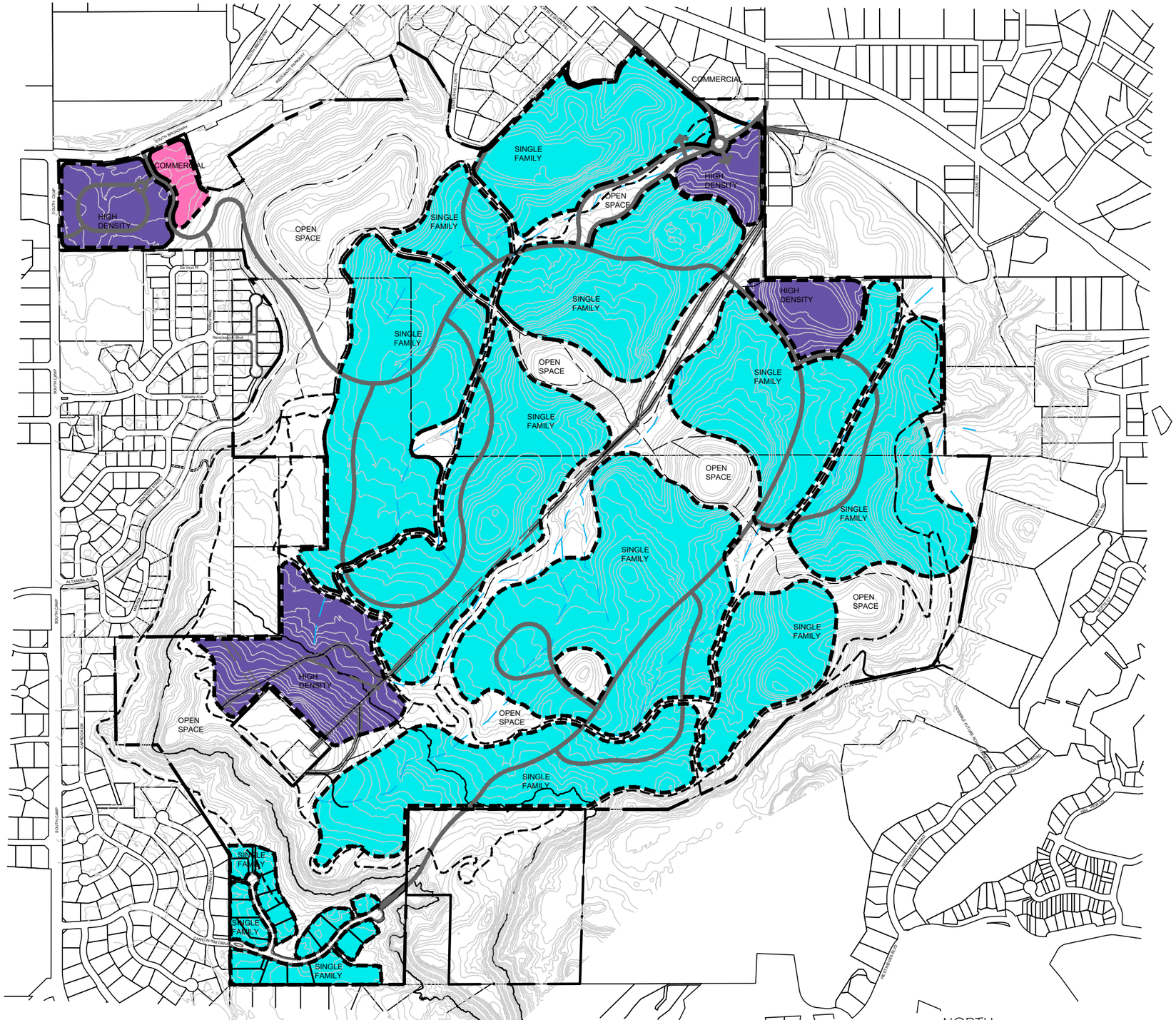
High Desert Surveying, LLC
1673 Highway 50 Unit C
Grand Junction, Colorado 81503
Telephone: 970-254-8649 Fax 970-241-0451

PROJ. NO. 20-36	DRAWN	CHK'D	SHEET	OF
DATE: February, 2020	knr	jcf	3	3

Exhibit B

CONCEPT LAND USE LEGEND

- SINGLE FAMILY
- HIGH DENSITY□MULTI-FAMILY
- COMMERCIAL
- OPEN SPACE



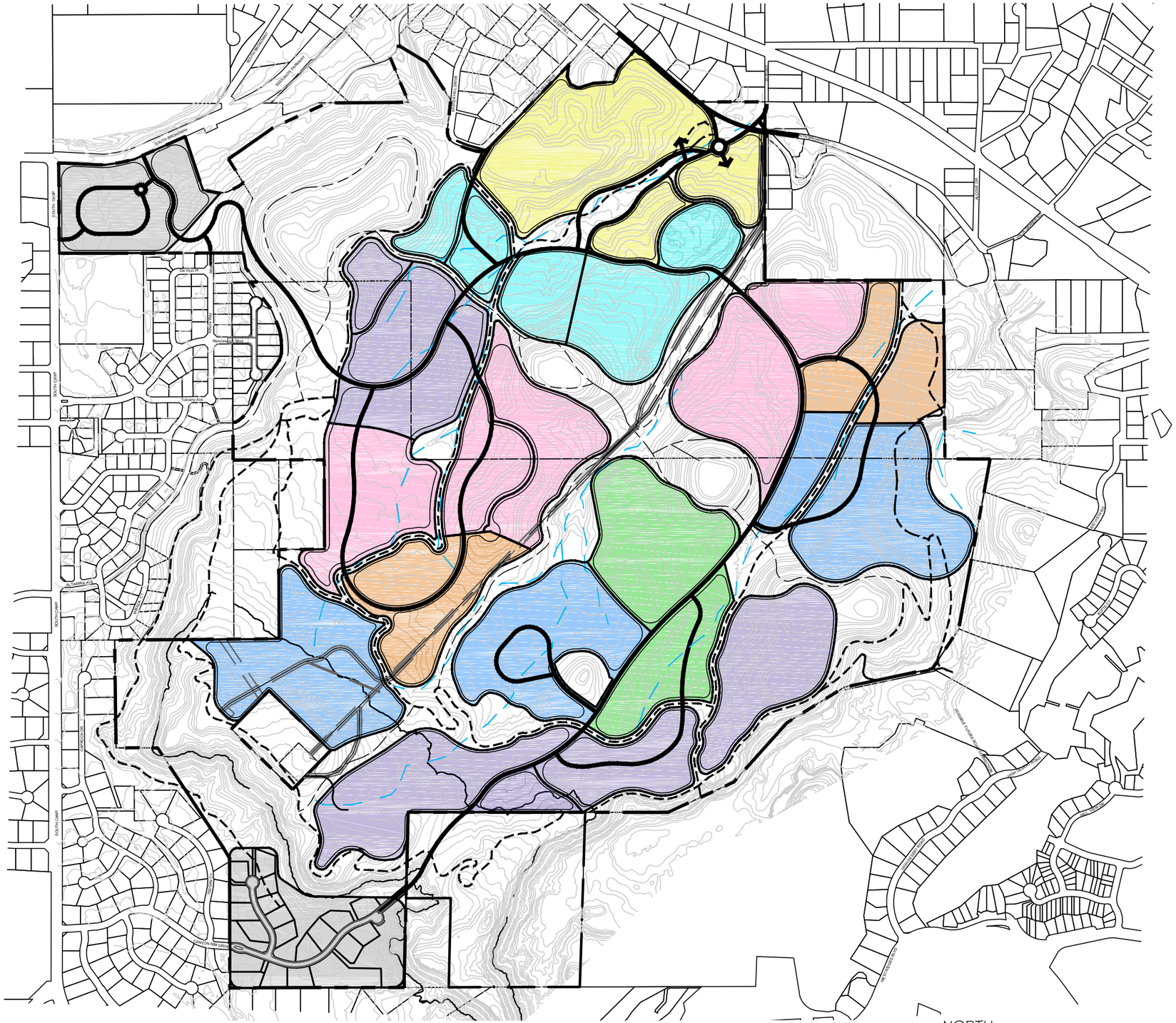
Redlands Three Sixty
CONCEPT LAND USE PLAN

LA PLATA COMMUNITIES

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)

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Exhibit B-1



METRO DISTRICT PHASING LEGEND

- PHASE 1
- PHASE 2
- PHASE 3
- PHASE 4
- PHASE □
- PHASE □
- PHASE □
- PHASE 8

Redlands Three Sixty

Metro District Phasing

0 800 1600 2400

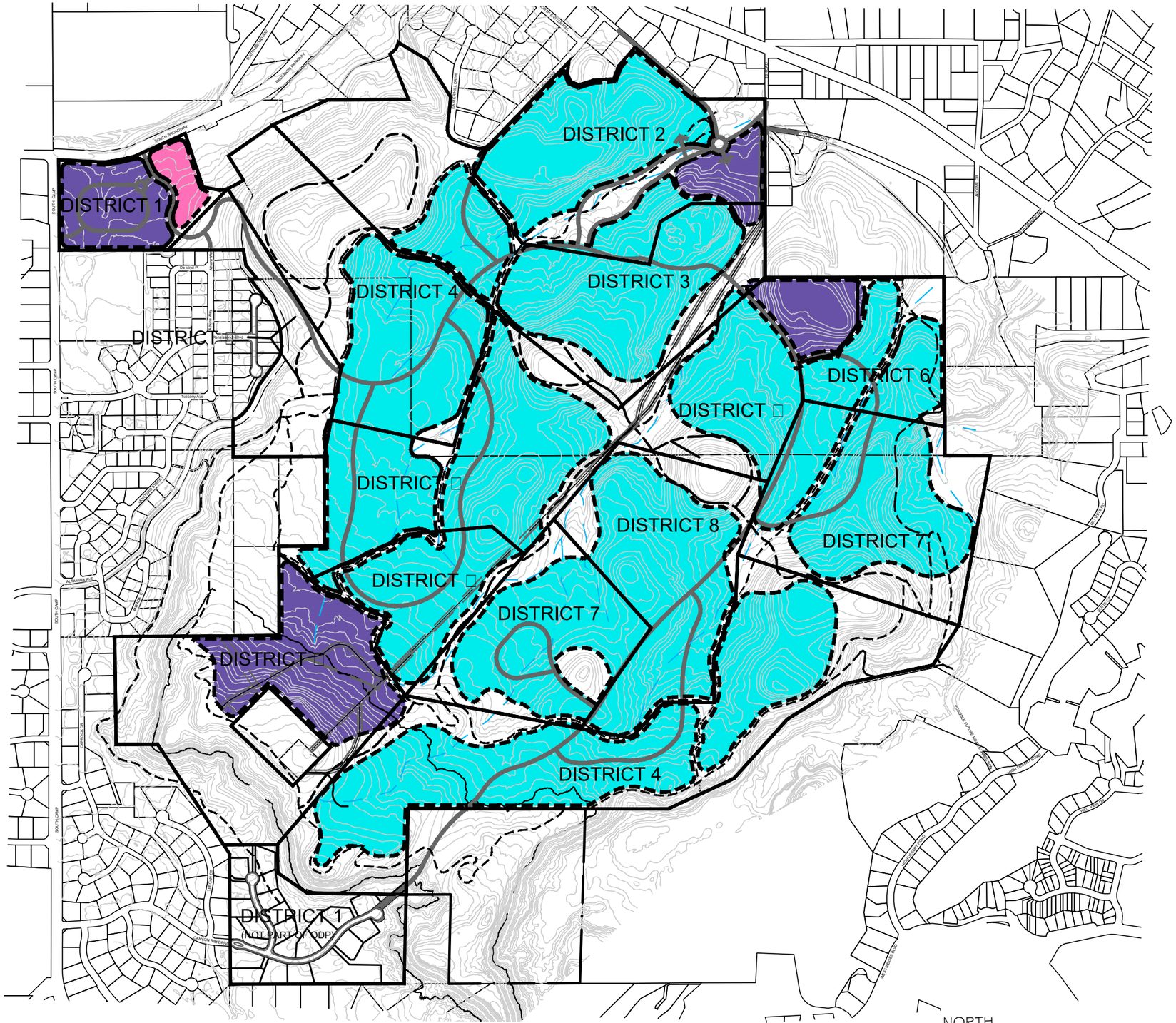
NORTH

LA PLATA COMMUNITIES

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)

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Exhibit C



Redlands Three Sixty
DISTRICT OVERLAY MAP

LA PLATA COMMUNITIES

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)

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EXHIBIT D.1
DISTRICT 1A

A parcel of land located in the Southwest Quarter of the Northwest Quarter (SW¼ NW¼) of Section 18, Township 1 South, Range 1 West of the Ute Meridian in Mesa County, Colorado and being more particularly described as follows:

Commencing at the Southwest corner of said Southeast Quarter of the Northwest Quarter (SE¼ NW¼) of Section 18, whence the Southeast corner of said SE¼ NW¼ of Section 18 bears North 89°52’08” East, a distance of 1319.13 feet, for a basis of bearings, with all bearings contained herein relative thereto; thence North 02°38'39" West, a distance of 665.23 feet, to the POINT OF BEGINNING; thence South 44°20'12" West, a distance of 629.97 feet; thence South 89°52'09" West, a distance of 806.17 feet; thence North 00°16'59" West, a distance of 667.90 feet; thence South 87°06'34" East, a distance of 333.05 feet; thence with a curve turning to the left having a delta angle of 26°51'09", a radius of 490.00 feet, an arc length of 229.65 feet, and a chord length of 227.55 feet, with a chord bearing of North 79°27'52" East; thence North 66°02'18" East, a distance of 414.13 feet; thence South 18°14'16" East, a distance of 415.79 feet; thence South 79°14'55" East, a distance of 131.06 feet; thence North 79°00'50" East, a distance of 57.12 feet to the POINT OF BEGINNING.

Said parcel containing an area of 16.75 Acres, as herein described.

20-36 Metro District 1A.doc/knr
Prepared By
Jeffrey C. Fletcher PLS 24953
High Desert Surveying, LLC
1673 Highway 50 Unit C
Grand Junction, Colorado 81503

EXHIBIT D.2
DISTRICT 1B

A parcel of land located in the Northwest Quarter (NW¼) of Section 19, Township 1 South, Range 1 West of the Ute Meridian in Mesa County, Colorado and being more particularly described as follows:

BEGINNING at the Southeast corner of the Southeast Quarter of the Northwest Quarter (SE¼ NW¼) of Section 19, whence the Northeast corner of said SE¼ NW¼ of Section 19 bears North 01°18’39” East, a distance of 1292.81 feet, for a basis of bearings, with all bearings contained herein relative thereto; thence South 89°49'19" West, a distance of 1284.71 feet, along the South line of said SE¼ NW¼ of Section 19 to the East line of CANYON RIM PHASE 4, as shown at Reception Number 2149975; thence along said East line of said CANYON RIM PHASE 4 the following two (2) courses: (1) North 00°11'50" West, a distance of 962.21 feet; (2) North 33°18'34" West, a distance of 82.63 feet; thence North 90°00'00" East, a distance of 400.00 feet; thence South 00°08'05" East, a distance of 207.47 feet; thence South 55°30'27" East, a distance of 261.30 feet; thence South 88°41'10" East, a distance of 732.73 feet to the East line of said SE¼ NW¼ of Section 19; thence along the East line of said SE¼ NW¼ of Section 19, South 01°18'35" West, a distance of 655.20 feet to the POINT OF BEGINNING.

Said parcel containing an area of 23.16 Acres, as herein described.

20-36 Metro District 1B.doc/knr
Prepared By
Jeffrey C. Fletcher PLS 24953
High Desert Surveying, LLC
1673 Highway 50 Unit C
Grand Junction, Colorado 81503

EXHIBIT D.3
DISTRICT 2

A parcel of land located in the Northeast Quarter (NE¼) and of Section 18, Township 1 South, Range 1 West of the Ute Meridian in Mesa County, Colorado and being more particularly described as follows:

BEGINNING at the Northeast corner of the South Half Northeast Quarter (S½ NE¼) said Section 18, whence the Southeast corner of the S½ NE¼ of said Section 18 bears South 00°02'28" East, a distance of 1319.86 feet for a basis of bearings with all bearings contained herein relative thereto; thence South 00°02'28" East, a distance of 775.79 feet, along the East line of said S½ NE¼ said Section 19; thence South 89°56'52" West, a distance of 543.47 feet; thence South 60°05'44" West, a distance of 265.59 feet; thence South 14°41'37" West, a distance of 325.39 feet; thence North 80°41'00" West, a distance of 952.20 feet; thence North 37°16'18" West, a distance of 605.96 feet; thence North 21°54'43" East, a distance of 223.33 feet to the East line of SOUTH EASTER HILL SUBDIVISION, as shown on plat recorded at Reception 739054; thence North 44°01'46" East, a distance of 866.20 feet, along said Easterly line of said SOUTH EASTER HILL SUBDIVISION; thence North 40°25'46" East, a distance of 38.18 feet; thence South 07°38'46" West, a distance of 85.86 feet; thence South 23°05'14" East, a distance of 64.50 feet; thence South 67°04'14" East, a distance of 64.03 feet; thence North 72°42'46" East, a distance of 112.51 feet; thence North 85°44'46" East, a distance of 152.14 feet; thence North 21°20'46" East, a distance of 102.82 feet; thence North 40°25'46" East, a distance of 185.00 feet to the Southerly right-of-way line of South Broadway (State Highway 340); thence South 49°34'14" East, a distance of 593.16 feet, along said Southerly right-of-way line; thence North 89°54'46" East, a distance of 511.24 feet to the POINT OF BEGINNING.

Said parcel containing an area of 50.12 Acres, as herein described.

20-36 Metro District 2.doc/knr
Prepared By
Jeffrey C. Fletcher PLS 24953
High Desert Surveying, LLC
1673 Highway 50 Unit C
Grand Junction, Colorado 81503

EXHIBIT D.4
DISTRICT 3

A parcel of land located in the Northeast Quarter (NE¼), the North Half of the Southeast Quarter (N½ SE¼).and the Southeast Quarter of the Northwest Quarter (SE¼ NW¼) of Section 18, Township 1 South, Range 1 West of the Ute Meridian in Mesa County, Colorado and being more particularly described as follows:

BEGINNING at the Northeast corner of the South Half Northeast Quarter (S½ NE¼) said Section 18, whence the Southeast corner of the S½ NE¼ of said Section 18 bears South 00°02'28" East, a distance of 1319.86 feet for a basis of bearings with all bearings contained herein relative thereto; thence South 00°02'28" East, a distance of 775.79 feet, along the East line of said S½ NE¼ said Section 19; thence South 48°02'34" West, a distance of 1457.57 feet; thence North 51°48'45" West, a distance of 1166.02 feet; thence North 46°39'32" West, a distance of 507.14 feet; thence North 73°21'34" West, a distance of 377.69 feet; thence North 44°23'33" West, a distance of 1296.98 feet, to the Southeasterly line of Lot 1, PUMPHOUSE SUBDIVISION, as shown on plat recorded at Reception 1782382; thence North 65°29'17" East, a distance of 441.63 feet, to the North line of the SE¼ NW¼ said Section 19; thence North 89°41'30" East, a distance of 598.76 feet, along said North line of the SE¼ NW¼ said Section 19; thence North 22°25'30" West, a distance of 361.81 feet, to the Southeasterly line of SOUTH EASTER HILL SUBDIVISION, as shown on plat recorded at Reception 739054; thence North 48°35'22" East, a distance of 56.08 feet; thence North 24°41'25" East, a distance of 55.53 feet; thence South 58°30'37" East, a distance of 245.49 feet; thence South 32°21'14" East, a distance of 329.00 feet; thence South 05°17'46" West, a distance of 68.10 feet; thence South 06°47'46" West, a distance of 230.30 feet; thence South 68°22'14" East, a distance of 165.00 feet; thence South 74°40'14" East, a distance of 130.10 feet; thence South 21°54'43" West, a distance of 223.33 feet; thence South 37°16'18" East, a distance of 605.96 feet; thence South 80°41'00" East, a distance of 952.20 feet; thence North 14°41'37" East, a distance of 325.39 feet; thence North 60°05'44" East, a distance of 265.59 feet; thence North 89°56'52" East, a distance of 543.47 feet; thence South 00°02'28" East, a distance of 544.07 feet to the POINT OF BEGINNING.

Said parcel containing an area of 73.22 Acres, as herein described.

20-36 Metro District 3.doc/knr
Prepared By
Jeffrey C. Fletcher PLS 24953
High Desert Surveying, LLC
1673 Highway 50 Unit C
Grand Junction, Colorado 81503

EXHIBIT D.5
DISTRICT 4A

A parcel of land located in the Northeast Quarter (NE¼), the North Half of the Southeast Quarter (N½ SE¼), the Southeast Quarter of the Northwest Quarter (SE¼ NW¼), and the Northeast Quarter of the Southwest Quarter (NE¼SW¼) of Section 18, Township 1 South, Range 1 West of the Ute Meridian in Mesa County, Colorado and being more particularly described as follows:

Commencing at the Northwest corner of the Northeast Quarter of the Southwest Quarter (NE¼ SW¼) said Section 18, whence the Northeast corner of the NE¼ SW¼ of said Section 18 bears North 89°52'08" East, a distance of 1319.13 feet for a basis of bearings with all bearings contained herein relative thereto; thence North 02°38'39" West, a distance of 665.23 feet, to the a point on the Southeasterly line of Lot 1, PUMPHOUSE SUBDIVISION, as shown on plat recorded at Reception 1782382, the POINT OF BEGINNING; thence along said Southeasterly line of Lot 1, PUMPHOUSE SUBDIVISION the following four (4) courses: (1) North 62°45'41" East, a distance of 89.59 feet; (2) North 56°56'28" East, a distance of 42.67 feet; (3) North 31°24'30" West, a distance of 208.48 feet; (4) North 54°52'29" East, a distance of 403.59 feet; thence South 44°23'33" East, a distance of 1296.98 feet; thence South 73°21'34" East, a distance of 377.69 feet; thence South 46°39'32" East, a distance of 507.14 feet; thence South 16°53'05" West, a distance of 1038.58 feet; thence North 78°06'25" West, a distance of 936.31 feet; thence North 12°05'16" East, a distance of 389.79 feet; thence North 32°16'05" West, a distance of 1570.88 feet to the POINT OF BEGINNING.

Said parcel containing an area of 49.87 Acres, as herein described.

20-36 Metro District 4A.doc/knr
Prepared By
Jeffrey C. Fletcher PLS 24953
High Desert Surveying, LLC
1673 Highway 50 Unit C
Grand Junction, Colorado 81503

EXHIBIT D.6
DISTRICT 4B

A parcel of land located in the South Half of the Southeast Quarter (S½ SE¼) of Section 18, Southwest Quarter (SW¼) of Section 17, the Northwest Quarter (NW¼) of Section 20, and the North Half (N½) of Section 19, Township 1 South, Range 1 West of the Ute Meridian in Mesa County, Colorado and being more particularly described as follows:

BEGINNING at the Northwest corner of the Northeast Quarter of the Southwest Quarter (SW¼ NE¼) said Section 19, whence the Southwest corner of the SW¼ NE¼ of said Section 19 bears South 01°18'39" West, a distance of 1292.81 feet for a basis of bearings with all bearings contained herein relative thereto; thence South 01°18'39" West, a distance of 637.61 feet, along the East line of said SW¼ NE¼ of said Section 19; thence North 88°41'10" West, a distance of 732.73 feet; thence North 55°30'27" West, a distance of 261.30 feet; thence North 00°08'05" West, a distance of 207.47 feet; thence North 40°28'53" East, a distance of 1453.09 feet; thence South 79°18'40" East, a distance of 1696.51 feet; thence North 43°08'44" East, a distance of 365.96 feet; thence South 89°33'17" East, a distance of 365.93 feet; thence North 00°36'59" West, a distance of 314.35 feet; thence North 20°08'05" East, a distance of 471.59 feet; thence North 02°53'35" East, a distance of 335.04 feet; thence South 71°57'02" East, a distance of 1719.10 feet; thence the following five (5) courses along the Northwesterly line of Redlands Mesa Filing 1 Replat as shown on the plat recorded at Reception 2103247, Mesa County records; (1) South 34°09'59" West, a distance of 342.69 feet; (2) South 78°09'38" West, a distance of 666.98 feet; (3) South 58°17'54" West, a distance of 495.65 feet; (4) South 41°56'09" West, a distance of 592.59 feet; (5) South 65°22'56" West, a distance of 535.66 feet, to a point on the South line of the NE¼ NE¼ said Section 19; thence South 89°53'20" West, a distance of 613.10 feet, along said South line of the NE¼ NE¼ said Section 19; thence South 89°53'07" West, a distance of 1310.96 feet, along the South line of the NW¼ NE¼ said Section 19 to the POINT OF BEGINNING.

Said parcel containing an area of 88.87 Acres, as herein described.

20-36 Metro District 4B.doc/knr
Prepared By
Jeffrey C. Fletcher PLS 24953
High Desert Surveying, LLC
1673 Highway 50 Unit C
Grand Junction, Colorado 81503

EXHIBIT D.7
DISTRICT 5

A parcel of land located in the South Half of the Southeast Quarter (S½ SE¼) of Section 18, Southwest Quarter (SW¼) of Section 17, the Northwest Quarter (NW¼) of Section 20, and the North Half (N½) of Section 19, Township 1 South, Range 1 West of the Ute Meridian in Mesa County, Colorado and being more particularly described as follows:

BEGINNING at the Northwest corner of the NW¼ SW¼ of said Section 17, whence the Northeast corner of said NW¼ SW¼ of said Section 17 bears North 89°54'40" East, a distance of 1322.04 feet for a basis of bearings, with all bearings contained herein being relative thereto; thence North 89°54'40" East, a distance of 684.81 feet, along the North line of said NW¼ SW¼ of said Section 17; thence South 00°05'10" East, a distance of 343.89 feet; thence South 33°30'07" West, a distance of 263.47 feet; thence South 76°46'02" West, a distance of 295.31 feet; thence South 06°11'32" East, a distance of 282.18 feet; thence South 23°32'42" West, a distance of 658.51 feet; thence North 75°17'30" West, a distance of 1141.12 feet; thence South 40°06'55" West, a distance of 1078.56 feet; thence North 49°53'05" West, a distance of 317.30 feet; thence South 84°40'39" West, a distance of 593.25 feet; thence South 66°05'20" West, a distance of 826.63 feet; thence North 50°31'14" West, a distance of 304.26 feet; thence North 00°15'59" West, a distance of 52.14 feet; thence North 89°41'59" East, a distance of 329.40 feet; thence North 00°16'28" West, a distance of 660.27 feet; thence North 12°05'16" East, a distance of 279.23 feet; thence South 78°06'25" East, a distance of 936.31 feet; thence North 16°53'05" East, a distance of 1038.58 feet; thence South 51°48'45" East, a distance of 1166.02 feet; thence North 48°02'34" East, a distance of 1457.57 feet to the POINT OF BEGINNING.

Said parcel containing an area of 85.73 Acres, as herein described.

20-36 Metro District 5.doc/knr
Prepared By
Jeffrey C. Fletcher PLS 24953
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1673 Highway 50 Unit C
Grand Junction, Colorado 81503

EXHIBIT D.8
DISTRICT 6A

A parcel of land located in the Northwest Quarter of the Northeast Quarter (NW¼ NE¼), and the Northeast Quarter of the Northwest Quarter (NE¼ NW¼), of Section 19, and the Southwest Quarter of the Southeast Quarter (SW¼ SE¼) and the Northeast Quarter of the Southwest Quarter (NE¼ SW¼) of Section 18, Township 1 South, Range 1 West of the Ute Meridian in Mesa County, Colorado and being more particularly described as follows:

Commencing at the Northwest corner of the Northwest Quarter of the Northeast Quarter (NW¼ NE¼) said Section 19, whence the Northeast corner of the NW¼ NE¼ of said Section 19 bears North 89°59'23" East, a distance of 1321.54 feet for a basis of bearings with all bearings contained herein relative thereto; thence South 06°12'31" West, a distance of 455.40 feet, to the POINT OF BEGINNING; thence North 34°24'29" West, a distance of 404.31 feet; thence North 20°21'29" East, a distance of 258.67 feet; thence North 67°07'03" West, a distance of 506.07 feet; thence North 49°36'36" West, a distance of 135.16 feet; thence North 66°05'20" East, a distance of 826.63 feet; thence North 84°40'39" East, a distance of 593.25 feet; thence South 49°53'05" East, a distance of 317.30 feet to the POINT OF BEGINNING.

Said parcel containing an area 21.15 Acres, as herein described.

20-36 Metro District 6A.doc/knr
Prepared By
Jeffrey C. Fletcher PLS 24953
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1673 Highway 50 Unit C
Grand Junction, Colorado 81503

EXHIBIT D.9
DISTRICT 6B

A parcel of land located in the Northwest Quarter of the Southwest Quarter (NW¼ SW¼) of Section 17, Township 1 South, Range 1 West of the Ute Meridian in Mesa County, Colorado and being more particularly described as follows:

BEGINNING at the Northeast corner of the NW¼ SW¼ of said Section 17, whence the Northwest corner of said NW¼ SW¼ of said Section 17 bears South 89°54'40" West, a distance of 1322.02 feet for a basis of bearings, with all bearings contained herein being relative thereto; thence South 00°22'09" East, a distance of 1108.70 feet, along the East line of said NW¼ SW¼ of said Section 17; thence North 79°23'29" West, a distance of 1064.48 feet; thence North 06°11'32" West, a distance of 282.18 feet; thence North 76°46'02" East, a distance of 295.31 feet; thence North 33°30'07" East, a distance of 263.47 feet; thence North 00°05'10" West, a distance of 343.89 feet, to the North line of said NW¼ SW¼ of said Section 17; thence North 89°54'40" East, a distance of 637.20 feet, along said North line of said NW¼ SW¼ of said Section 17 to the POINT OF BEGINNING.

Said parcel containing an area of 19.25 Acres, as herein described.

20-36 Metro District 6B.doc/knr
Prepared By
Jeffrey C. Fletcher PLS 24953
High Desert Surveying, LLC
1673 Highway 50 Unit C
Grand Junction, Colorado 81503

EXHIBIT D.10
DISTRICT 7A

A parcel of land located in the Northwest Quarter (NW¼) of Section 19, and the Southwest Quarter (SW¼) of Section 18, Township 1 South, Range 1 West of the Ute Meridian in Mesa County, Colorado and being more particularly described as follows:

Commencing at the Northwest corner of the Northwest Quarter of the Northeast Quarter (NW¼ NE¼) said Section 19, whence the Northeast corner of the NW¼ NE¼ of said Section 19 bears North 89°59'23" East, a distance of 1321.54 feet for a basis of bearings with all bearings contained herein relative thereto; thence South 06°12'31" West, a distance of 455.40 feet, to the POINT OF BEGINNING; thence South 40°28'53" West, a distance of 1453.09 feet; thence North 90°00'00" West, a distance of 400.00 feet, to the Easterly line of CANYON RIM PHASE 4, as shown at Reception Number 2149975 and CANYON RIM PHASE 3, as shown at Reception Number 2098545; thence along said Easterly line of said CANYON RIM PHASE 4 and PHASE 3 the following three (3) courses: (1) North 33°18'34" West, a distance of 890.33 feet; (2) South 89°36'16" West, a distance of 300.81 feet; (3) North 00°20'39" West, a distance of 799.28 feet; thence North 89°39'47" East, a distance of 868.47 feet, to the Southwest corner of the SE¼ SW¼ said Section 18; thence North 89°29'43" East, a distance of 329.77 feet; thence North 00°15'59" West, a distance of 609.89 feet; thence South 50°31'14" East, a distance of 304.26 feet; thence South 49°36'36" East, a distance of 135.16 feet; thence South 67°07'03" East, a distance of 506.07 feet; thence South 20°21'29" West, a distance of 258.67 feet; thence South 34°24'29" East, a distance of 404.31 feet to the POINT OF BEGINNING.
Overall parcel containing an area of 59.13 Acres, as herein described.

EXCEPT for those Ute Water Conservancy District parcels 2945-192-00-120 and 2945-192-00-121 containing 5.84 acres

Said remainder parcel containing an area of 53.29 Acres, as herein described.

20-36 Metro District 7A.doc/knr
Prepared By
Jeffrey C. Fletcher PLS 24953
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1673 Highway 50 Unit C
Grand Junction, Colorado 81503

EXHIBIT D.11
DISTRICT 7B

A parcel of land located in the Northeast Quarter (NE¼) of Section 19, and the Southeast Quarter (SE¼) of Section 18, Township 1 South, Range 1 West of the Ute Meridian in Mesa County, Colorado and being more particularly described as follows:

Commencing at the Northwest corner of the Northwest Quarter of the Northeast Quarter (NW¼ NE¼) said Section 19, whence the Northeast corner of the NW¼ NE¼ of said Section 19 bears North 89°59'23" East, a distance of 1321.54 feet for a basis of bearings with all bearings contained herein relative thereto; thence South 06°12'31" West, a distance of 455.40 feet, to the POINT OF BEGINNING; thence North 40°06'55" East, a distance of 1704.14 feet; thence South 41°50'00" East, a distance of 1078.34 feet; thence South 35°01'28" West, a distance of 908.93 feet; thence North 79°18'40" West, a distance of 1318.46 feet to the POINT OF BEGINNING.

Said parcel containing an area of 33.42 Acres, as herein described.

20-36 Metro District 7B.doc/knr
Prepared By
Jeffrey C. Fletcher PLS 24953
High Desert Surveying, LLC
1673 Highway 50 Unit C
Grand Junction, Colorado 81503

EXHIBIT D.12
DISTRICT 7C

A parcel of land located in the Southwest Quarter (SW¼) of Section 17 and part of the Southeast Quarter (SE¼) of Section 18, Township 1 South, Range 1 West of the Ute Meridian in Mesa County, Colorado and being more particularly described as follows:

BEGINNING at the Northeast corner of the SW¼ SW¼ of said Section 17, whence the Northwest corner of said NW¼ SW¼ of said Section 17 bears North 89°42'40" West, a distance of 1315.61 feet for a basis of bearings, with all bearings contained herein being relative thereto; thence South 89°39'32" East, a distance of 335.37 feet, along the North line of the SE¼ SW¼ said Section 17; thence South 10°24'29" West, a distance of 1286.90 feet; thence North 71°57'02" West, a distance of 1719.10 feet; thence North 22°15'05" East, a distance of 583.40 feet; thence North 23°32'42" East, a distance of 658.51 feet; thence South 79°23'29" East, a distance of 1064.48 feet, to a point on the East line of the NW¼ NW¼ said Section 17; thence South 00°22'09" East, a distance of 212.60 feet, along said East line of the NW¼ NW¼ said Section 17 to the POINT OF BEGINNING.

Said parcel containing an area of 2034476.04 Square Feet, 46.71 Acres, as herein described.

20-36 Metro District 7C.doc/knr
Prepared By
Jeffrey C. Fletcher PLS 24953
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Grand Junction, Colorado 81503

EXHIBIT D.13
DISTRICT 8

A parcel of land located in the Northeast Quarter (NE¼) of Section 19 and part of the Southeast Quarter (SE¼) of Section 18, Township 1 South, Range 1 West of the Ute Meridian in Mesa County, Colorado and being more particularly described as follows:

Commencing at the Northeast corner of the NE¼ NE¼ of said Section 19, whence the Northwest corner of said NW¼ SW¼ of said Section 19 bears South 89°56'50" West, a distance of 1320.57 feet for a basis of bearings, with all bearings contained herein being relative thereto; thence South 89°56'50" West, a distance of 1320.57 feet; thence North 84°00'47" East, a distance of 448.90 feet, to the POINT OF BEGINNING; thence North 41°50'00" West, a distance of 1078.34 feet; thence North 40°06'55" East, a distance of 742.29 feet; thence South 75°17'30" East, a distance of 1141.12 feet; thence South 22°15'05" West, a distance of 583.40 feet; thence South 02°53'35" West, a distance of 335.04 feet; thence South 20°08'05" West, a distance of 471.59 feet; thence South 00°36'59" East, a distance of 314.35 feet; thence North 89°33'17" West, a distance of 365.93 feet; thence South 43°08'44" West, a distance of 365.96 feet; thence North 79°18'40" West, a distance of 378.05 feet; thence North 35°01'28" East, a distance of 908.93 feet to the POINT OF BEGINNING.

Said parcel containing an area of 42.85 Acres, as herein described.

20-36 Metro District 8.doc/knr
Prepared By
Jeffrey C. Fletcher PLS 24953
High Desert Surveying, LLC
1673 Highway 50 Unit C
Grand Junction, Colorado 81503

EXHIBIT D.14
DISTRICT 9

A parcel of land located in the Northwest Quarter (NW¼) and the Northeast Quarter of the Southwest Quarter (NE¼ SW¼) of Section 18, Township 1 South, Range 1 West of the Ute Meridian in Mesa County, Colorado and being more particularly described as follows:

BEGINNING at the Southwest corner of the Northeast Quarter of the Southwest Quarter (NE¼ SW¼) said Section 18, whence the Southeast corner of said NE¼ SW¼ of said Section 18 bears North 89°46'40" East, a distance of 1316.82 feet for a basis of bearings with all bearings contained herein relative thereto; thence North 00°24'51" West, a distance of 285.96 feet, along the West line of said NE¼ SW¼ said Section 18; thence along the Westerly right-of-way line of a fifty-five foot wide canal right-of-way to Redlands Water and Power Company as described in Reception 1891356, Mesa County records, the following eleven (11) courses:(1) with a non-tangent curve, turning to the left, having a delta angle of 30°52'17", a radius of 77.50 feet, an arc length of 41.76 feet, and a chord length of 41.25 feet, with a chord bearing of North 69°39'40" East;(2) thence with a compound curve turning to the left having a delta angle of 30°08'20", a radius of 290.00 feet, an arc length of 152.55 feet, and a chord length of 150.79 feet, with a chord bearing of North 39°09'21" East;(3) North 24°05'11" East, a distance of 130.34 feet; (4) North 34°48'45" East, a distance of 110.25 feet; (5) North 37°36'44" East, a distance of 114.02 feet; (6) with a curve turning to the left having a delta angle of 40°09'23", a radius of 170.00 feet, an arc length of 119.15 feet, and a chord length of 116.72 feet, with a chord bearing of North 17°32'03" East; (7) North 02°32'39" West, a distance of 52.29 feet; (8) with a curve turning to the left having a delta angle of 19°47'40", a radius of 370.00 feet, an arc length of 127.83 feet, and a chord length of 127.19 feet, with a chord bearing of North 12°26'29" West; (9) North 22°20'19" West, a distance of 187.87 feet; (10) North 36°43'30" West, a distance of 67.29 feet;(11) North 39°27'10" West, a distance of 114.39 feet, to a point on the North line of said NE¼ SW¼ of said Section 18; thence North 89°52'08" East, a distance of 38.92 feet, along said North line of said NE¼ SW¼ of said Section 18; thence North 39°27'43" West, a distance of 133.53 feet; thence North 09°06'43" West, a distance of 113.12 feet; thence South 89°52'09" West, a distance of 555.31 feet; thence North 44°20'12" East, a distance of 629.97 feet; thence South 32°16'05" East, a distance of 1570.88 feet; thence South 12°05'16" West, a distance of 669.02 feet, to a point on the South line of said NE¼ SW¼ of said Section 18; thence South 89°46'40" West, a distance of 658.33 feet along said South line of said NE¼ SW¼ of said Section 18 to the POINT OF BEGINNING.

Said parcel containing an area of 823140.57 Square Feet, 18.90 Acres, as herein described.

20-36 Metro District 9.doc/knr
Prepared By
Jeffrey C. Fletcher PLS 24953
High Desert Surveying, LLC
1673 Highway 50 Unit C
Grand Junction, Colorado 81503

Exhibit E

INTERGOVERNMENTAL AGREEMENT

BETWEEN THE CITY OF GRAND JUNCTION, COLORADO AND REDLANDS 360 METROPOLITAN DISTRICT NO. __

_ THIS AGREEMENT is made and entered into as of the _____ day of _____, 20__, by and between the CITY OF GRAND JUNCTION, a home-rule municipal corporation of the State of Colorado ("City"), and REDLANDS 360 METROPOLITAN DISTRICT NO. ___, a quasi-municipal corporation and political subdivision of the State of Colorado (referred to as the "District"). The City and the District are collectively referred to as the Parties.

RECITALS

This District was formed by order of the Mesa County District Court on _____ in Case No. _____. The District is operating under a single consolidated service plan for the Redlands 360 Metropolitan Districts 1 through 9 and the Districts are or will be organized to provide services and to exercise powers as set forth in the Consolidated Service Plan for the Redlands 360 Metropolitan Districts Nos. 1-9 approved by the City on _____, 2020 ("Consolidated Service Plan"). The Consolidated Service Plan calls for the execution of an intergovernmental agreement between the City and each of the Districts and the Parties have determined it to be in the best interests of their respective taxpayers, residents and property owners to enter into this Intergovernmental Agreement ("Agreement").

NOW, THEREFORE, in consideration of the covenants and mutual agreements herein contained, and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Parties agree as follows:

COVENANTS AND AGREEMENTS

1. Operations and Maintenance. The District shall dedicate the Public Improvements (as defined in the Consolidated Service Plan) to the City or other appropriate jurisdiction in a manner consistent with the Consolidated Service Plan and other rules and regulations of the City and applicable provisions of the City Code.

The District is expected to undertake all ownership, operations and maintenance responsibilities for the Public Improvements that are not conveyed to the City or other governmental entities, such as Ute Water Conservancy District, as appropriate, and will do so either itself or by contract. If the District operates the facilities, revenue to pay the expenses of operations may be obtained from ad valorem tax revenues or from the assessment of rates, fees, tolls and charges imposed pursuant to the Colorado Special District Act. User fees for use of recreational facilities may be different for residents of the District than for outside users. Approval of the Consolidated Service Plan by the City constitutes the City's agreement that the District may perform these functions.

2. Acquisition of Land for Public Improvements and Easements. The District shall acquire by deed, easement, or plat dedication on terms required by the City all real property interests for construction of public improvements that will be conveyed to the City by the District. Exceptions must be approved by the City in writing. Failure to comply with this provision shall be deemed a material modification of the Consolidated Service Plan. The District shall acquire all land needed by the City for construction of normal

street improvements required by the City through dedication by the District's developers. Exceptions must be approved by the City in writing. Failure to acquire all land needed by the City for construction of street improvements shall be deemed to be a material modification of the Consolidated Service Plan.

3. Construction Standards. The District will ensure that the Public Improvements are designed and constructed in accordance with the standards and specifications of the City and of other governmental entities having proper jurisdiction and in accordance with the requirements of the Approved Development Plan. Prior to performing work the District will obtain the City's approval of civil engineering plans and will obtain applicable permits for construction and installation of Public Improvements. All construction cost estimates are based on the assumption that construction conforms/will conform to applicable local, State or Federal requirements.

4. Issuance of Privately Placed Debt. Prior to the issuance of any privately placed Debt, the District shall obtain the certification of an External Financial Advisor substantially as follows:

> We are [I am] an External Financial Advisor within the meaning of the District's Consolidated Service Plan.
>
> We [I] certify that (1) the net effective interest rate (calculated as defined in § 32-1-103(12), C.R.S.) to be borne by [insert the designation of the Debt] does not exceed a reasonable current [tax- exempt] [taxable] interest rate, using criteria deemed appropriate by us [me] and based upon our [my] analysis of comparable high yield securities; and (2) the structure of [insert designation of the Debt], including maturities and early redemption provisions, is reasonable considering the financial circumstances of the District.

5. Inclusion. The Consolidated Service Plan is designed to allow for each of the nine districts to include properties within the Consolidated Service Plan Boundaries (as defined in the Consolidated Service Plan) based on factors such as timing, to obtain Privately Placed Debt and rates of development absorption. The nine districts are permitted under the Consolidated Service Plan to include any of the properties within the Consolidated Service Plan Boundaries without modifying the Consolidated Service Plan and without obtaining the consent of the City. The District shall not include within its boundaries any property outside the Consolidated Service Plan Boundaries without the prior written consent of the City Council.

6. Monies from Other Governments/Sources. The District shall not apply for or accept Conservation Trust Funds, Great Outdoors Colorado Funds, Department of Local Affairs, or other funds available from or through governmental or non-profit entities that the City is eligible to apply for, except pursuant to an intergovernmental agreement with the City. This section shall not apply to specific ownership taxes which shall be distributed to and a revenue source for the District without any limitation.

7. Total Debt Issuance. The District shall not issue Debt in excess of $_____.

8. Consolidation. Except for the consolidation of any of the nine districts, the District shall not file a request with any Court to consolidate with any other Title 32 district without the prior written consent of the City.

9. Bankruptcy Limitation. The limitations contained in the Consolidated Service Plan, including, but not limited to, those pertaining to the Maximum Debt Mill Levy, have been established under the authority of the City to approve a service plan with conditions pursuant to § 32-1-204.5, C.R.S. It is expressly intended that such limitations:

(a) shall not be subject to set-aside for any reason or by any court of competent jurisdiction absent a Consolidated Service Plan Amendment; and

(b) are, together with other requirements of Colorado law, included in the "political or governmental powers" reserved to the State under the U.S. Bankruptcy Code (11 U.S.C.) § 903, and are included in the "regulatory or electoral approval necessary under applicable non-bankruptcy law" as required for confirmation of a Chapter 9 Bankruptcy Plan under Bankruptcy Code § 943(b)(6).

(c) any Debt issued with a pledge or which results in a pledge that exceeds Section Maximum Debt Mill Levy shall be deemed a material modification of this Consolidated Service Plan pursuant to § 32-1-207, C.R.S., and shall not be an authorized issuance of Debt unless and until such material modification has been approved by the City as part of a Consolidated Service Plan Amendment.

10. Dissolution. Upon an independent determination of the City Council that the purposes for which the District was created have been accomplished, the District agrees to file a petition in the appropriate District Court for dissolution pursuant to the Special District Act. In no event shall dissolution occur until the District has provided for the payment or discharge of all of its outstanding indebtedness and other financial obligations as required pursuant to State Law.

11. Disclosure to Purchasers. The District will use reasonable efforts to assure that all developers of property located within the District provide written notice to purchasers of property in the District regarding the Maximum Debt Mill Levy, as well as a general description of the District's authority to impose and collect rates, fees, tolls and charges as required by law or in substantially the form set forth in the Consolidated Service Plan.

12. Consolidated Service Plan Amendment Requirement. Actions of the District which exceed either the limitations in the Consolidated Service Plan, or this Agreement, shall be deemed to be material modifications to the Consolidated Service Plan and a breach of this Agreement and the City shall be entitled to all remedies available at law or in equity under State and local law.

13. Annual Report. The District shall be responsible for submitting an annual report to the City Attorney's office no later than August 1st of each year.

I. Report Contents.

The annual report shall include information as to all the following:

A. boundary changes made or proposed to the District's boundary as of December 31st of the prior year;

B. agreements with other governmental entities either entered into or proposed as of December 31st of the prior year;

C. audit of the District's financial statements for the year ending December 31st of the previous year prepared in accordance with generally accepted accounting principles or audit exemptions, if applicable;

D. notice of continuing disclosure undertaking for events of default by the District, which continue beyond a ninety (90) day period, under any Debt instrument; and

E. any inability of the District to pay its obligations as they come due in accordance with the term of any Debt instruments, which continue beyond a ninety (90) day period.

II. If separately requested by the City's Attorney, the Annual Report will also contain list of all facilities and improvements constructed or acquired by the District and those that have been dedicated to and accepted by the City as of December 31st of the prior year;

14. Regional Improvements. The District shall be authorized to coordinate with the City for the planning, design, acquisition, construction, installation, relocation and/or redevelopment of improvements located outside of the Service Plan Boundaries determined by the City as being necessary to provide service(s) to the development, but also providing service to properties within the City that are not within the development ("Regional Improvements"). The District shall also be authorized to contribute a portion of the capital costs and/or operation and maintenance costs of the Regional Improvements in amounts agreed upon and set forth in an intergovernmental agreement between the District and the City.

15. Maximum Debt Mill Levy. The "Maximum Debt Mill Levy" shall be the maximum mill levy the District is permitted to impose upon the taxable property within the District for payment of Debt, and shall be determined as follows:

A. Excess of 50% of Assessed Value. For any portion of the District's aggregate Debt which exceeds fifty percent (50%) of the District's assessed valuation, the Maximum Debt Mill Levy for such portion of Debt shall be fifty (50) mills less the number of mills necessary to pay unlimited mill levy Debt described in (ii) below, adjusted to account for changes in the method of calculating assessed valuation or any constitutionally mandated tax credit, cut or abatement. The mill levy limitation applicable to such Debt may be increased or decreased to reflect such changes, such increases or decreases to be determined by the Board in good faith (such determination to be finding and final) so that, to the extent possible, the actual tax revenues generated by the mill levy, as adjusted for changes occurring after January 1, 2020, are neither diminished nor enhanced as a result of such changes. For purposes of the foregoing, a change in the ratio of actual valuation shall be deemed to be a change in the method of calculating assessed valuation.

B. Debt Equal to or Less Than 50% of Assessed Value. For any portion of a District's aggregate Debt which is equal to or less than fifty percent (50%) of the District's assessed valuation, either on the date of issuance or at any time thereafter, the mill levy to be imposed to repay such portion of Debt shall not be subject to the Maximum Debt Mill Levy and, as a result, the mill levy may be such amount as is necessary to pay the Debt service on such Debt, without limitation of rate.

C. Pledge of Mill Levy. For purposes of the foregoing, once Debt has been determined to within section (ii) above so that a District is entitled to pledge to its payment an unlimited *ad valorem* mill levy, the District may provide that such Debt shall remain secured by such unlimited mill levy, notwithstanding any subsequent change in the District's Debt to assessed ratio. All Debt issued by the District must be issued in compliance with the requirements of Section 32-1-1101, C.R.S., and all other requirements of State law.

D. Maximum Mill Levy for Payment of Debt. The maximum mill levy a District can impose for payment of Debt shall be 50 mills; provided, however, that if the method of calculating assessed valuation is changed after the date of approval of this Consolidated Service Plan, the mill levy limitation may be increased or decreased to reflect such changes, such increases or decreases to be determined by the Board in good faith (such determination to be binding and final) so that to the extent possible, the actual tax revenues generated by the mill levy, as adjusted, are neither diminished nor enhanced as a result of such changes. For purposes of the foregoing, a change in the ratio of actual valuation to assessed valuation shall be deemed to be a change in the method of calculating assessed valuation.

E. Payment of Interest to Developer. The issuance of Debt to the organizers of the Districts or their affiliates may permit interest to accrue on the total unpaid amount, such interest to be paid according to such terms as may be established but without compounding. An individual District shall not impose a levy for repayment of Debt (or use the proceeds of any mill levy for repayment of Debt) to the Organizers of the Districts or their affiliates, on any single property developed for residential uses which exceeds forty (40) years after the year of the initial imposition of such mill levy. Notwithstanding any other provision hereof, such Debt referred to in the preceding sentence shall be deemed to be discharged at such time as the mill levy is suspended at the end of the 40 year period.

16. Debt Instrument Disclosure Requirement. In the text of each Bond and any other instrument representing and constituting Debt, the District shall set forth a statement in substantially the following form:

> By acceptance of this instrument, the owner of this Bond agrees and consents to all of the limitations in respect of the payment of the principal of and interest on this Bond contained herein, in the resolution of the District authorizing the issuance of this Bond and in the Consolidated Service Plan for creation of the District. Similar language describing the limitations in respect to the payment of the principal of and interest on Debt set forth in this Consolidated Service Plan shall be included in any document used for the offering of the Debt for sale to persons, including, but not limited to, a developer of property within the boundaries of the District.

17. Security for Debt. The District shall not pledge any revenue or property of the City as security for the indebtedness set forth in the Consolidated Service Plan. Approval of the Consolidated Service Plan and this Agreement shall not be construed as a guarantee by the City of payment of any of the District's obligations, nor shall anything in the Consolidated Service Plan or this Agreement be construed so as to create any responsibility or liability on the part of the City in the event of default by the District in the payment of any such obligation.

18. Notices. All notices, demands, requests or other communications to be sent by one party to the other shall be in writing and deemed to have been validly given or served by delivery of same in person to the address or by courier delivery, via Federal Express or other nationally recognized overnight air courier service, or by depositing same in the United States mail, postage prepaid, addressed as follows:

To the District: Redlands 360 Metropolitan District No. __
c/o John Justus
Hoskin Farina & Kampf, P.C.
P.O. Box 40
Grand Junction, Colorado 81502

To the City: City of Grand Junction
c/o John Shaver, City Attorney
250 N. 5th Street
Grand Junction, CO 81501

All notices, demands, requests or other communications shall be effective upon such personal delivery or one (1) business day after being deposited with Federal Express or other nationally recognized overnight air courier service or three (3) business days after deposit in the United States mail. By giving the other party at least ten (10) days advance written notice, the Parties shall have the right from time to time to change its address.

19. Amendment. This Agreement may be amended, modified, changed, or terminated in whole or in part only by a written agreement duly authorized and executed by the Parties and without amendment to the Consolidated Service Plan.

20. Assignment. Neither Party shall assign any of its rights nor delegate any of its duties to any person or entity without having first obtained the prior written consent of the other Party, which consent will not be unreasonably withheld. Any purported assignment or delegation in violation of these restrictions shall be void and of no effect.

21. Default/Remedies. In the event of a breach or default of this Agreement by a Party, the non-defaulting Party shall be entitled to exercise all remedies available at law or in equity, specifically including suits for specific performance and/or monetary damages. In the event of any proceeding to enforce this Agreement, the prevailing Party shall be entitled to obtain as part of its judgment or award its reasonable attorneys' fees and costs.

22. Governing Law and Venue. This Agreement shall be governed and construed under the laws of the State of Colorado, and as applicable the law of the City of Grand Junction, Colorado.

23. Inurement. Each of the terms, covenants and conditions of this Agreement shall be binding upon and inure to the benefit of the Parties and their respective successors and assigns.

24. Integration. This Agreement constitutes the entire agreement between the Parties with respect to the matters addressed herein. All prior discussions and negotiations regarding the subject matter hereof are merged herein.

25. Interested Parties. Nothing expressed or implied in this Agreement is intended or shall be construed to confer upon, or to give to, any person other than the District and the City any right, remedy, or claim under or by reason of this Agreement or any covenants, terms, conditions, or provisions thereof, and all the covenants, terms, conditions, and provisions in this Agreement by and on behalf of the District and the City shall be for the sole and exclusive benefit of the District and the City.

26. Severability. If any part of this Agreement shall, for any reason, be held invalid or unenforceable, the invalidity or unenforceability of such provision shall not affect any other provision contained herein, the intention being that such provisions are severable.

27. Counterparts. This Agreement may be executed in one or more counterparts, each of which shall constitute an original and all of which shall constitute one and the same document.

28. Defined Terms. Capitalized terms used herein and not otherwise defined shall have the meanings ascribed to them in the Consolidated Service Plan.

Dated effective the year and date first above written.

REDLANDS 360 METROPOLITAN DISTRICT No. 1

By: _____
President

Attest:

CITY OF GRAND JUNCTION, COLORADO

By: _____
Mayor

Attest:

By: _____
Secretary

APPROVED AS TO FORM:

_____
Legal Counsel for District

By: _____
City Clerk

APPROVED AS TO FORM:

_____
City Attorney

EXHIBIT F
Redlands 360 Metropolitan Districts No. 1 - 9
Financial Plan

I. Introduction

This finance plan ("Finance Plan") is being submitted to the City of Grand Junction, Colorado ("City") by Redlands Three Sixty, LLC, (the "Developer") a Colorado limited liability company, as required by Colorado Revised Statute 32-1-202 (2)(b) to provide financial and operational information for Redlands 360 Metropolitan Districts 1 through 9 (collectively the "Districts") for the financing of certain public infrastructure ("Public Infrastructure"), as herein defined, relating to Redlands 360, a 624 acre mixed-use development ("Project") located in the incorporated boundaries of the City. The Financing Plan states the assumptions related to the financial operations of the Districts.

II. Project Background

A. Project Overview

At buildout, the Project is anticipated to contain approximately 1,516 for-sale residential units and 150 for-rent multi-family units, as well as 4.2 acres of commercial property. The anticipated land uses are shown below and a conceptual land use plan has been included as **Exhibit FP-1.**

Lot Type	District 9 DU	District 1-8 DU	Total	Ac
For Sale Residential	0	1,516	1,516	
For Rent Multi-Family	0	150	150	
Commercial	0	0	0	4.2
Total	0	1,666	1,666	4.2

The sizes and locations of Districts 1 through 9 will be ultimately determined based on local market real estate trends. Initially, Project property will be annexed into the nine Districts. The final designation of the property to be annexed into Districts will depend on local real estate market conditions, the construction of public improvements, and the rate of sale of residential and commercial uses.

B. Construction Costs

The estimated total cost of the improvements including public sanitary sewer, water, streets, storm drainage facilities, parks & recreation facilities, and soft costs (collectively the "Public Improvements") is approximately $85 million (2020) all of which have been determined as eligible for financing by the Districts. A summary of the Project's estimated Public Improvement costs have been provided in **Exhibit FP-2.**

C. District Financing Overview

In order to finance the Public Improvements outlined in **Exhibit FP-2,** the Developer requests that the City establish the nine (9) Districts, and provide the Districts with the authority to utilize General Obligation Bonds ("GO Bonds").

III. Financing Plan

A. District Boundary

The Districts will be established and phased as illustrated in **Exhibit FP-3.** As development of the Project moves forward based upon the local real estate market trends, eight (8) Districts will be utilized to facilitate the financing of the Public Improvements. Land area will be included or excluded into the nine (9) Districts as deemed appropriate by the Developer. At build-out, the Districts will include approximately 1,666 residential units, which are anticipated to include approximately 3,185 individuals, or 2.29 people per household.

B. Public Improvements

The Districts are being established to finance the construction, acquisition, and/or operation of the Project's Public Improvements and all necessary appurtenances as outlined in **Exhibit FP-2.** Upon the construction and/or acquisition of the Public Improvements, the Public Improvements will be dedicated by the District to the City and/or corresponding governmental entity for on-going operations and maintenance. All Public Improvements will be constructed to City, county, state, and federal standards as required.

C. Bond Financing

i. General Obligation Bonds - The Public Improvements of the Districts will be primarily financed by the issuance of general obligation bonds (GO Bonds), secured by the ad valorem taxing authority of the Districts and specific ownership taxes collected. The financial forecast shown in **Exhibit FP-4** demonstrates the financial underwriting of the Districts. In order to finance a portion of the Public Improvements, the Financial Plan demonstrates the issuance of approximately $45,500,000 in GO Bonds that will be supported by a 50 mill levy (debt service only) increase in the ad valorem property taxes for properties contained within the boundaries of the Districts along with 8.00% specific ownership taxes attributable to the mill levy collection. The Districts will have a maximum debt limitation of $60,000,000. The GO Bond authorization is anticipated to have a life of 40 years or the longest term permitted by law. The use of Intergovernmental Agreements between the Districts is anticipated to reduce overall borrowing and operation & maintenance costs.

ii. Operations and Maintenance - At the discretion of the District Boards, the Districts may levy an operations and maintenance tax of no more than fifteen (15) mills to assist in the administration of the District(s) and on-going maintenance of all District maintained Public Improvements (if any). Intergovernmental Agreements between Districts 1 – 8 and District 9 will be utilized to coordinate operations and maintenance of the public improvements by District 9. District 9 will eventually be controlled by the property owners within Districts 1 – 8, to operate District 9 for the benefit of the overall community.

iii. Estimated Bond Issuances - As the local real estate market dictates, the Districts will issue the GO Bonds in multiple series over the term of the development. The Developer anticipates that the Districts will issue GO Bonds once a significant number of residential units have been constructed and are on the County tax rolls. The Financing Plan assumes an ultimate build-out over the next 20 to 25 years with 1,666 residential units being

completed and 30,000 square feet of commercial property development. All senior bonds have been assumed to be fixed rate and non-rated at an average interest rate of 5.00% over the life of the bonds. All subordinate bonds have an assumed average interest rate of 7.50% over the life of the bonds. The bonds are to be used to repay developer advances, fund construction costs, capitalized interest, a debt service reserve fund, and the costs of issuance. All of the revenues pledged to debt service are dependent solely upon the timely build-out at the projected market absorption rate and assessed values per unit. Based upon the development and revenue assumptions contained in the Financing Plan, the plan demonstrates the ability to adequately discharge the debt of the Districts in a feasible manner.

iv. As outlined below, it is anticipated that the Districts will issue approximately $50.5 million in gross bonds to generate approximately $40.6 million in net bond proceeds to construct and/or acquire a portion of the Public Improvements outlined in **Exhibit FP-2**

Redlands 360 General Obligation Bond Summary	
General Obligation Bonds	**Amount**
Senior Bonds	$45,450,000
Subordinate Bonds	$5,000,000
Total Bonds – Gross Proceeds	**$50,450,000**
Less:	
Capitalized Interest	($5,012,500)
Debt Service Reserve Fund	($3,112,750)
Costs of Issuance	($1,755,500)
Net Bond Proceeds	**$40,569,250**

v. Estimated Homeowner Obligations

With an estimated average residential unit value of $408,995 in the community, the total annual property taxes are anticipated to be approximately $3,800, or $316.67 per month; with approximately $158. per month related to District payments.

Redlands 360 Annual Homeowner Obligation Summary

Taxes	**TB - 14100**	**TB - 11276**
Average Home Price	$408,995	$408,995
Base Mill Levy	63.219	65.346
Base Property Taxes	$ 1,849	$ 1,911
Base Tax Rate	0.452%	0.467%
Operations & Maintenance (15 Mills)	15.000	15.000
General Obligation Bonds (50 Mills)	50.000	50.000
Total Estimated District Payments	$ 1,900	$ 1,900
Additional District Tax Effective Rate	0.357%	0.357%
Total Annual Taxes	**$ 3,748**	**$ 3,811**
Total Tax Rate	**0.916%**	**0.931%**
Total Monthly Taxes	$ 312.33	$ 317.58
Monthly District Taxes (O&M)	$ 36.55	$ 36.55
Monthly District Taxes (Debt)	$ 121.85	$ 121.85

Source: Mesa County Assessor

Footnotes

1 In 2020 Dollars

Exhibit FP-1

CONCEPT LAND USE LEGEND

- SINGLE FAMILY
- HIGH DENSITY MULTI-FAMILY
- COMMERCIAL
- OPEN SPACE

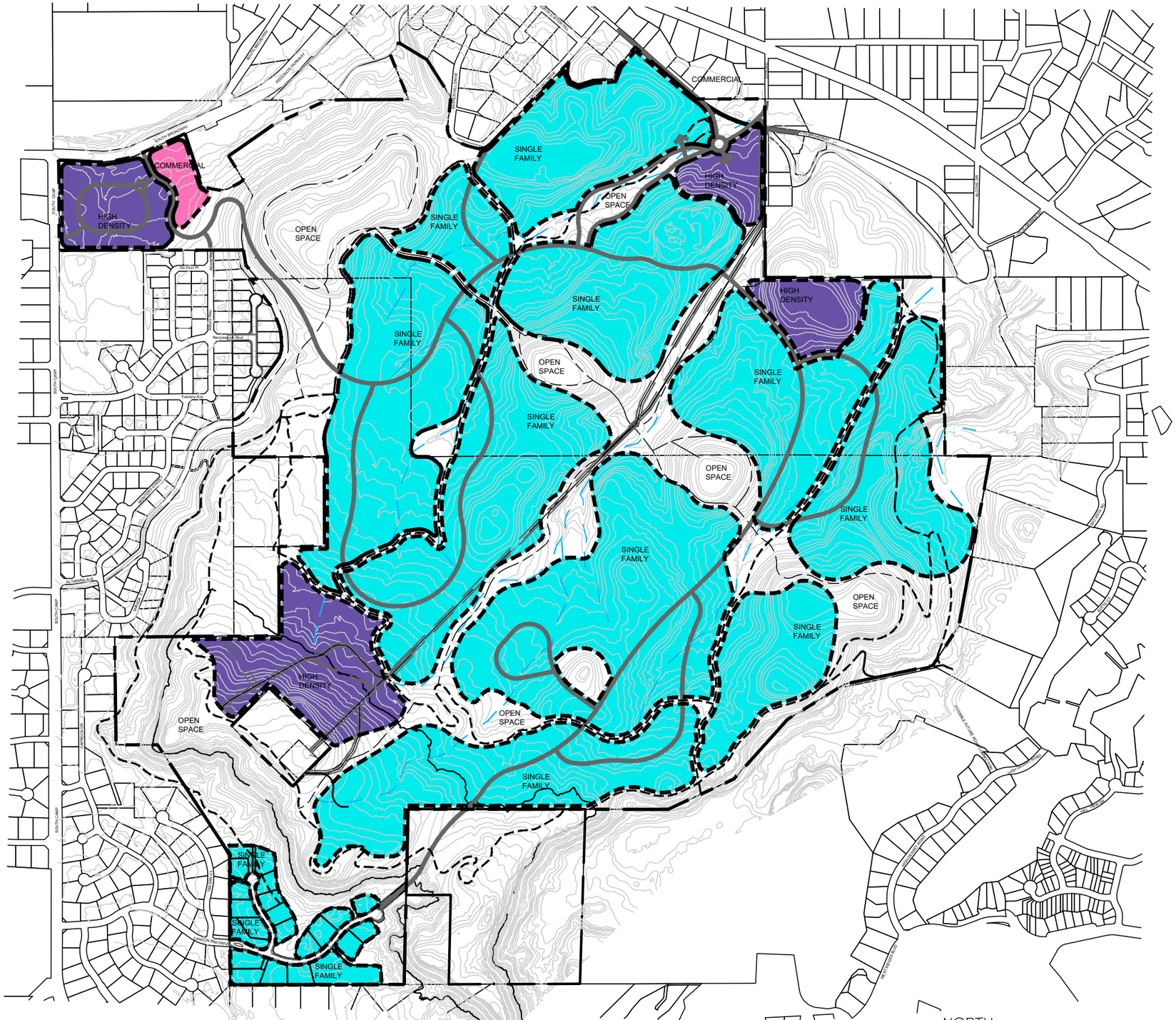

COMMERCIAL
SINGLE FAMILY
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SINGLE FAMILY
SOUTH CAMP
SOUTH BROADWAY
ALTAMIRA AVE
De Vaca Dr
Tuscany Ave
Redlands Blvd
Redlands Parkway
Broadway
Orchard Mesa Dr
Mesa Verde Dr
Cimarron Dr
Cimarron Rd
Cimarron Ridge Dr
Cimarron Creek Dr
Cimarron Hills Dr
Cimarron Hills Ct
Cimarron Hills Cir
Cimarron Hills Way
Cimarron Hills Loop
Cimarron Hills Pl
Cimarron Hills Ln
Cimarron Hills Trl
Cimarron Hills Pkwy
Cimarron Hills Blvd
Cimarron Hills Ave
Cimarron Hills St
Cimarron Hills Rd

Exhibit FP-2

3/25/2020

Redlands 360
Development by District Phase

3/19/2020

Project Cost by District	Total Costs	Fees	Streets	Storm	Water	Sewer	Parks/Trails
Phase 1 Development Costs	$7,664,432	$2,173,694	$1,931,503	$974,000	$565,500	$587,250	$1,432,486
Phase 2 Development Costs	$8,531,992	$2,221,620	$2,351,935	$568,000	$871,000	$904,500	$1,614,937
Phase 3 Development Costs	$5,497,563	$1,238,280	$1,259,631	$212,000	$689,000	$715,500	$1,383,152
Phase 4 Development Costs	$20,360,315	$2,027,380	$4,834,435	$1,921,000	$3,968,250	$4,120,875	$3,488,375
Phase 5 Development Costs	$12,204,856	$2,828,620	$3,059,973	$800,000	$1,625,000	$1,687,500	$2,203,763
Phase 6 Development Costs	$6,167,823	$1,626,760	$1,264,576	$408,000	$676,000	$1,227,000	$965,487
Phase 7 Development Costs Phase 8	$12,570,349	$3,387,060	$2,689,906	$658,000	$1,488,500	$1,545,750	$2,801,133
Development Costs	$6,671,516	$1,165,440	$1,348,793	$628,000	$741,000	$769,500	$2,018,783
Total Development Costs (2020)		$16,668,854	$18,740,751	$6,169,000	$10,624,250	$11,557,875	$15,908,117
Est. Cost Inflation (@ 3% per year)	$3,316,309						
Estimate Inflated Cost (Life of Project)	$ 82,985,155						

Footnotes to Project Costs:

1. Source: Developer, Austin Civil Group, Ciavonne & Associates, Sorter Construction, DHM Design, and City of Grand Junction.
2. Estimates are based on 2020 dollars and/or adjusted to current dollar equivalents, and an annual construction cost inflation factor of 3% is included over the life of the project. Certain fee estimates anticipate increases over current rates and are 100% reimbursable.
3. Final reimbursement eligibility to be determined by an independent certification engineer.
4. Does not include electric, gas, cable, phone or geothermal costs.
5. Public streets, water, storm sewer, and sanitary sewer are 100% reimbursable. Facilities are assumed to be designed and constructed per city or district requirements for dedication to appropriate jurisdictions.
6. Earthwork, erosion control, miscellaneous contingency, design, survey, staking, and soils engineering costs associated with the public improvements shown are to be 100% reimbursable, based on independently certified engineer's review and approval.
7. All project street signage, striping and project monumentation costs are 100% reimbursable.
8. On-site lot development and utility service lines are attributable to private improvements and are not included, nor reimbursable.
9. Public park, trail, fencing, and recreational facility costs are 100% reimbursable. Facilities included are available for public use. All landscaping and public amenity costs are exclusive of private clubhouse, recreational facilities, and common residential lot line fencing. Private clubhouse and recreational facilities that are not available for public use and are not reimbursable.

Canyon Rim	Unit	Unit Cost	Quantity	Cost Est.
Project Fees				
Impact Fees - Residential	DU	$2,275	22	$50,050
Transportation Capacity Payment, Park Fee, Open Space Fee, School Impact Fee & Plant Investment Fee	DU	$9,750	22	$214,500
Inspection Fee	unit	$115	22	$2,530
Sanitary Sewer TE-03 S. Camp Trunk Extension Fee-1	unit	$871	22	$19,162
Total Project Fees				**$286,242**
Streets				
Local Roads (incl. excavation) (Yellow)	LF	$300	1,150	$345,000
Entry Parkway - Median (Landscape in Median)	SF	$4	5,400	$21,600
Signs	EA	$350	3	$1,050
Lighting	LF	$1,500	14	$21,563
Total Streets				**$389,213**
Storm Drainage				
In Street Storm System - Trench/Pipe/Inlets/MH	LF	$40	1,150	$46,000
Detention Ponds	LS	$400,000	1	$400,000
Total Storm Drainage				**$446,000**
Water				
In Street Water Main	LF	$130	1,150	$149,500
Total Water				**$149,500**
Sanitary Sewer				
In Street Sanitary Sewer	LF	$135	1,150	$155,250
Total Sanitary Sewer				**$155,250**
Parks & Recreation/Landscape & Irrigation				
Trails				
Historical Off-Site	LF	$2.50	2,500	$6,250
Trailhead Limited (Parking/Signage/Benches)	EA	$40,000	1	$40,000
Parks				
4Brothers Park and Trails (12.5% to eight districts)	EA	$500,000	6.250%	$31,250
Bike Park	EA	$2,000,000	6.250%	$125,000
Landscape Panels (Plants & Irrigation)				
Tract Landscaping ($4k/acre of total project)	Acre	$4,000	23.21	$92,840
Walls & Fences				
Modern Zig Zag Fence	LF	$25	500	$12,500
Gabion Wall	LF	$70	200	$14,000
Common Wall	LF	$90	1,750	$157,500
Community Fence	LF	$40	3,500	$140,000
Monumentation				
Community Monument	EA	$75,000	1	$75,000
Park Node Signage	Per Park	$1,500	0.13	$188
Mail Kiosk Structure	EA	$12,000	14	$18,667
Open Space Landscape Reclamation & Enhancement	SF	$0.07	101,103	$7,077
Total Parks & Recreation/Landscape & Irrigation				**$720,271**
Total Canyon Rim				**$2,146,476**
Phase 1 Majors				

Project Fees				
Impact Fees - Residential	DU	$2,275	145	$329,875
Impact Fees - Non-Residential	1,000 sf	$695	183.0	$127,152
Transportation Capacity Payment, Park Fee, Open Space Fee, School Impact Fee & Plant Investment Fee	DU	$9,750	145	$1,413,750
Inspection Fee	unit	$115	145	$16,675
Total Project Fees				**$1,887,452**
Streets				
South Broadway Existing Road Enhancement	LS	$500,000	1	$500,000
Entry Parkway (incl. excavation) (Red)	LF	$300	500	$150,000
Entry Road from Commercial (Green)	LF	$190	250	$47,500
Local Roads (incl. excavation) (Yellow)	LF	$205	700	$143,500
Local Roads (incl. excavation) (Orange)	LF	$210	1,750	$367,500
Entry Parkway - Median (Landscape within Median)	SF	$4	4,500	$18,000
Signs	EA	$350	15	$5,250
Lighting	LF	$1,500	40	$60,000
Signalization	EA	$250,000	1	$250,000
Striping	LF	$0.72	750	$540
Total Streets				**$1,542,290**
Storm Drainage				
In Street Storm System - Trench/Pipe/Inlets/MH	LF	$40	3,200	$128,000
Detention Ponds	EA	$400,000	1	$400,000
Total Storm Drainage				**$528,000**
Water				
In Street Water Main	LF	$130	3,200	$416,000
Total Water				**$416,000**
Sanitary Sewer				
In Street Sanitary Sewer	LF	$135	3,200	$432,000
Total Sanitary Sewer				**$432,000**
Parks & Recreation/Landscape & Irrigation				
Trails				
Entry Road (Red) 2 Adjacent Trails - 6' Concrete (12' Total)	LF	$66	500	$33,000
Trailhead Limited (Parking/Signage/Benches)	EA	$40,000	1	$40,000
Parks				
4Brothers Park and Trails (12.5% to eight districts)	EA	$500,000	6.250%	$31,250
Bike Park	EA	$2,000,000	6.250%	$125,000
Landscape Panels (Plants & Irrigation)				
Entry Parkway (incl. excavation) (Red)	LF	$76	500	$38,000
Entry Road from Commercial (Green)	LF	$32	250	$8,000
Tract Landscaping ($4k/acre of total project)	Acre	$4,000	16.50	$66,000
Walls & Fences				
Modern Zig Zag Fence	LF	$25	598	$14,950
Gabion Wall	LF	$70	158	$11,060
Common Wall	LF	$90	1,900	$171,000
Community Fence	LF	$40	1,000	$40,000
Monumentation				
Community Monument	EA	$75,000	1	$75,000

Park Node Signage	Per Park	$1,500	0.13	$188
Mail Kiosk Structure	EA	$12,000	14	$18,667
Open Space Landscape Reclamation & Enhancement	AC	$10,000	4.01	$40,100
Total Parks & Recreation/Landscape & Irrigation				**$712,214**
Total Phase 1 Development Costs (w/Canyon Rim)				**$7,664,432**

Phase 2 Majors	Unit	Unit Cost	Quantity	Cost Est.
Project Fees				
Impact Fees - Residential	DU	$2,275	183	$416,325
Transportation Capacity Payment, Park Fee, Open Space Fee, School Impact Fee & Plant Investment Fee	DU	$9,750	183	$1,784,250
Inspection Fee	unit	$115	183	$21,045
Total Project Fees				**$2,221,620**
Streets				
23 Road Existing Road Enhancement	LS	$200,000	1	$200,000
Easter Hill Existing Road Enhancement	LS	$200,000	1	$200,000
Entry Parkway (incl. excavation) (Red)	LF	$300	1,450	$435,000
Loop Road (incl. excavation)(Dark Blue)	LF	$225	600	$135,000
Collector Road (incl. excavation) (Light Blue)	LF	$250	300	$75,000
Entry Parkway to Community Center (Light Blue)	LF	$250	650	$162,500
Local Roads (incl. excavation) (Yellow)	LF	$205	3,300	$676,500
Local Roads (incl. excavation) (Orange)	LF	$210	400	$84,000
Signs	EA	$350	39	$13,650
Lighting	LF	$1,500	79	$118,125
Signalization	EA	$250,000	1	$250,000
Striping	LF	$0.72	3,000	$2,160
Total Streets				**$2,351,935**
Storm Drainage				
54" RCP Offsite Extension to Alcove	LF	$400	700	$280,000
In Street Storm System - Trench/Pipe/Inlets/MH	LF	$40	6,700	$268,000
Detention Ponds	EA	$300,000	1	$300,000
Total Storm Drainage				**$568,000**
Water				
In Street Water Main	LF	$130	6,700	$871,000
Total Water				**$871,000**
Sanitary Sewer				
In Street Sanitary Sewer	LF	$135	6,700	$904,500
Total Sanitary Sewer				**$904,500**
Parks & Recreation/Landscape & Irrigation				
Trails				
Entry Road (Red) 2 Adjacent Trails - 6' Concrete (12' Total)	LF	$66	1,450	$95,700
Loop Road (Dark Blue) Meandering Trail - 8' Concrete	LF	$44	600	$26,400
Historical On-Site	LF	$2.50	2,800	$7,000
Historical Off-Site	LF	$2.50	1,000	$2,500
Trailhead Limited (Parking/Signage/Benches)	EA	$40,000	1	$40,000
Parks				
4Brothers Park and Trails (12.5% to eight districts)	EA	$500,000	12.5%	$62,500
Bike Park	EA	$2,000,000	12.5%	$250,000
Landscape Panels (Plants & Irrigation)				
Entry Parkway (incl. excavation) (Red)	LF	$76	1,450	$110,200
Loop Road (incl. excavation)(Dark Blue)	LF	$32	600	$19,200
25' Tract adjacent to Loop and Entry (50' Total)	LF	$54	2,050	$110,700
Collector Road (incl. excavation) (Light Blue)	LF	$32	300	$9,600
Entry Parkway to Community Center (Light Blue)	LF	$32	650	$20,800

Tract Landscaping ($4k/acre of total project)	Acre	$4,000	38.10	$152,400
Walls & Fences				
Modern Zig Zag Fence	LF	$25	852	$21,300
Gabion Wall	LF	$70	451	$31,570
Common Wall	LF	$90	4,097	$368,730
Community Fence	LF	$40	3,926	$157,040
Monumentation				
Entry Monument	EA	$75,000	1	$75,000
Pod Monumentation	EA	$20,000	1	$20,000
Park Node Signage	Per Park	$1,500	0.3	$375
Mail Kiosk Structure	EA	$12,000	14	$18,667
Open Space Landscape Reclamation & Enhancement	SF	$0.07	217,931	$15,255
Total Parks & Recreation/Landscape & Irrigation				**$1,614,937**
Total Phase 2 Development Costs				**$8,531,992**

Phase 3 Majors				
	Unit	**Unit Cost**	**Quantity**	**Cost Est.**
Project Fees				
Impact Fees - Residential	DU	$2,275	102	$232,050
Transportation Capacity Payment, Park Fee, Open Space Fee, School Impact Fee & Plant Investment Fee	DU	$9,750	102	$994,500
Inspection Fee	unit	$115	102	$11,730
Total Project Fees				**$1,238,280**
Streets				
Loop Road (incl. excavation)(Dark Blue)	LF	$225	1,550	$348,750
Collector Road (incl. excavation) (Light Blue)	LF	$250	750	$187,500
Local Roads (incl. excavation) (Yellow)	LF	$205	3,000	$615,000
Signs	EA	$350	21	$7,350
Lighting	LF	$1,500	66	$99,375
Striping	LF	$0.72	2,300	$1,656
Total Streets				**$1,259,631**
Storm Drainage				
In Street Storm System - Trench/Pipe/Inlets/MH	LF	$40	5,300	$212,000
Total Storm Drainage				**$212,000**
Water				
In Street Water Main	LF	$130	5,300	$689,000
Total Water				**$689,000**
Sanitary Sewer				
In Street Sanitary Sewer	LF	$135	5,300	$715,500
Total Sanitary Sewer				**$715,500**
Parks & Recreation/Landscape & Irrigation				
Trails				
8' Detached	LF	$44	2,125	$93,500
On-Site Amenity	LF	$12	2,633	$31,596
HOA Connector - 5' Concrete	LF	$10	396	$3,960
Special (Brothers)	LF	$30	621	$18,630
Loop Road (Dark Blue) Meandering Trail - 8' Concrete	LF	$44	1,550	$68,200
Historical On-Site	LF	$2.50	4,100	$10,250
Historical Off-Site	LF	$2.50	1,000	$2,500
Trailhead Limited (Parking/Signage/Benches)	EA	$40,000	1	$40,000
Parks				
4Brothers Park and Trails (12.5% to eight districts)	EA	$500,000	12.5%	$62,500
Bike Park	EA	$2,000,000	12.5%	$250,000
Landscape Panels (Plants & Irrigation)				
Loop Road (incl. excavation)(Dark Blue)	LF	$32	1,550	$49,600
25' Tract adjacent to Loop and Entry (50' Total)	LF	$54	1,550	$83,700
Collector Road (incl. excavation) (Light Blue)	LF	$32	750	$24,000
Tract Landscaping ($4k/acre of total project)	Acre	$4,000	27.50	$110,000
Walls & Fences				
Modern Zig Zag Fence	LF	$25	982	$24,550
Gabion Wall	LF	$70	239	$16,730
Common Wall	LF	$90	1,428	$128,520
Community Fence	LF	$40	7,091	$283,640

Monumentation				
Pod Monumentation	EA	$20,000	2	$40,000
Park Node Signage	Per Park	$1,500	0.3	$375
Mail Kiosk Structure	EA	$12,000	14	$18,667
Open Space Landscape Reclamation & Enhancement	SF	$0.07	317,640	$22,235
Total Parks & Recreation/Landscape & Irrigation				**$1,383,152**
Total Phase 3 Development Costs				**$5,497,563**

Phase 4 Majors				
	Unit	**Unit Cost**	**Quantity**	**Cost Est.**
Project Fees				
Impact Fees - Residential	DU	$2,275	167	$379,925
Transportation Capacity Payment, Park Fee, Open Space Fee, School Impact Fee & Plant Investment Fee	DU	$9,750	167	$1,628,250
Inspection Fee	unit	$115	167	$19,205
Total Project Fees				**$2,027,380**
Streets				
Loop Road (incl. excavation)(Dark Blue)	LF	$225	2,950	$663,750
Collector Road (incl. excavation) (Light Blue)	LF	$250	2,200	$550,000
Entry Road from Commercial and Canyon Rim (Green)	LF	$190	2,650	$503,500
15' Retaining Wall for Entry Road (assume 15' for half the length)	SF	$37	13,125	$485,625
Local Roads (incl. excavation) (Yellow)	LF	$205	9,600	$1,968,000
Water Tank Road (Brown)	LF	$125	500	$62,500
Signs	EA	$350	66	$23,100
Lighting	LF	$1,500	382	$572,344
Striping	LF	$0.72	7,800	$5,616
Total Streets				**$4,834,435**
Storm Drainage				
In Street Storm System - Trench/Pipe/Inlets/MH	LF	$40	30,525	$1,221,000
Detention Ponds	EA	$350,000	2	$700,000
Total Storm Drainage				**$1,921,000**
Water				
In Street Water Main	LF	$130	30,525	$3,968,250
Total Water				**$3,968,250**
Sanitary Sewer				
In Street Sanitary Sewer	LF	$135	30,525	$4,120,875
Total Sanitary Sewer				**$4,120,875**
Parks & Recreation/Landscape & Irrigation				
Trails				
8' Detached	LF	$44	1,380	$60,720
On-Site Amenity	LF	$12	4,584	$55,008
HOA Connector - 5' Concrete	LF	$10	1,680	$16,800
Special (Brothers)	LF	$30	342	$10,260
Loop Road (Dark Blue) Meandering Trail - 8' Concrete	LF	$44	2,950	$129,800
Historical On-Site	LF	$2.50	10,900	$27,250
Historical Off-Site	LF	$2.50	1,000	$2,500
Trailhead Full (Restroom/Parking/Fencing/Benches)	EA	$240,000	2	$480,000
Parks				
4Brothers Park and Trails (12.5% to eight districts)	EA	$500,000	12.5%	$62,500
Bike Park	EA	$2,000,000	12.5%	$250,000
Parks	EA	$600,000	1	$600,000
Landscape Panels (Plants & Irrigation)				
Loop Road (incl. excavation)(Dark Blue)	LF	$32	2,950	$94,400
25' Tract adjacent to Loop and Entry (50' Total)	LF	$54	2,950	$159,300
Collector Road (incl. excavation) (Light Blue)	LF	$32	2,200	$70,400
Tract Landscaping ($4k/acre of total project)	Acre	$4,000	74.20	$296,800

Walls & Fences				
Modern Zig Zag Fence	LF	$25	842	$21,050
Gabion Wall	LF	$70	640	$44,800
Common Wall	LF	$90	4,325	$389,250
Community Fence	LF	$40	14,906	$596,240
Monumentation				
Pod Monumentation	EA	$20,000	3	$60,000
Park Node Signage	Per Park	$1,500	0.3	$375
Mail Kiosk Structure	EA	$12,000	14	$18,667
Open Space Landscape Reclamation & Enhancement	SF	$0.07	603,654	$42,256
Total Parks & Recreation/Landscape & Irrigation				**$3,488,375**
Total Phase 4 Development Costs				**$20,360,315**

Phase 5 Majors				
	Unit	**Unit Cost**	**Quantity**	**Cost Est.**
Project Fees				
Impact Fees - Residential	DU	$2,275	233	$530,075
Transportation Capacity Payment, Park Fee, Open Space Fee, School Impact Fee & Plant Investment Fee	DU	$9,750	233	$2,271,750
Inspection Fee	unit	$115	233	$26,795
Total Project Fees				**$2,828,620**
Streets				
Loop Road (incl. excavation)(Dark Blue)	LF	$225	1,250	$281,250
Collector Road (incl. excavation) (Light Blue)	LF	$250	2,750	$687,500
Entry Parkway to Community Center (Light Blue)	LF	$250	1,900	$475,000
Local Roads (incl. excavation) (Yellow)	LF	$205	5,250	$1,076,250
Local Roads (incl. excavation) (Orange)	LF	$210	1,350	$283,500
Signs	EA	$350	51	$17,850
Lighting	LF	$1,500	156	$234,375
Striping	LF	$0.72	5,900	$4,248
Total Streets				**$3,059,973**
Storm Drainage				
In Street Storm System - Trench/Pipe/Inlets/MH	LF	$40	12,500	$500,000
Detention Ponds	EA	$300,000	1	$300,000
Total Storm Drainage				**$800,000**
Water				
In Street Water Main	LF	$130	12,500	$1,625,000
Total Water				**$1,625,000**
Sanitary Sewer				
In Street Sanitary Sewer	LF	$135	12,500	$1,687,500
Total Sanitary Sewer				**$1,687,500**
Parks & Recreation/Landscape & Irrigation				
Trails				
8' Detached	LF	$44	1,699	$74,756
On-Site Amenity	LF	$12	6,601	$79,212
HOA Connector - 5' Concrete	LF	$10	1,260	$12,600
Special (Brothers)	LF	$30	363	$10,890
Loop Road (Dark Blue) Meandering Trail - 8' Concrete	LF	$44	1,250	$55,000
Historical On-Site	LF	$2.50	1,700	$4,250
Historical Off-Site	LF	$2.50	1,000	$2,500
Parks				
4Brothers Park and Trails (12.5% to eight districts)	EA	$500,000	12.5%	$62,500
Bike Park	EA	$2,000,000	12.5%	$250,000
Parks	EA	$600,000	1	$600,000
Landscape Panels (Plants & Irrigation)				
Loop Road (incl. excavation)(Dark Blue)	LF	$32	1,250	$40,000
25' Tract adjacent to Loop and Entry (50' Total)	LF	$54	1,250	$67,500
Collector Road (incl. excavation) (Light Blue)	LF	$32	2,750	$88,000
Entry Parkway to Community Center (Light Blue)	LF	$32	1,900	$60,800
Tract Landscaping ($4k/acre of total project)	Acre	$4,000	54.70	$218,800
Walls & Fences				

Modern Zig Zag Fence	LF	$25	498	$12,450
Gabion Wall	LF	$70	148	$10,360
Common Wall	LF	$90	979	$88,110
Community Fence	LF	$40	10,031	$401,240
Monumentation				
Pod Monumentation	EA	$20,000	1	$20,000
Park Node Signage	Per Park	$1,500	0.3	$375
Mail Kiosk Structure	EA	$12,000	14	$18,667
Open Space Landscape Reclamation & Enhancement	SF	$0.07	367,908	$25,754
Total Parks & Recreation/Landscape & Irrigation				**$2,203,763**
Total Phase 5 Development Costs				**$12,204,856**

Phase 6 Majors				
	Unit	**Unit Cost**	**Quantity**	**Cost Est.**
Project Fees				
Impact Fees - Residential	DU	$2,275	134	$304,850
Transportation Capacity Payment, Park Fee, Open Space Fee, School Impact Fee & Plant Investment Fee	DU	$9,750	134	$1,306,500
Inspection Fee	unit	$115	134	$15,410
Total Project Fees				**$1,626,760**
Streets				
Collector Road (incl. excavation) (Light Blue)	LF	$250	2,050	$512,500
Local Roads (incl. excavation) (Yellow)	LF	$205	3,150	$645,750
Signs	EA	$350	21	$7,350
Lighting	LF	$1,500	65	$97,500
Striping	LF	$0.72	2,050	$1,476
Total Streets				**$1,264,576**
Storm Drainage				
In Street Storm System - Trench/Pipe/Inlets/MH	LF	$40	5,200	$208,000
Detention Ponds	EA	$200,000	1	$200,000
Total Storm Drainage				**$408,000**
Water				
In Street Water Main	LF	$130	5,200	$676,000
Total Water				**$676,000**
Sanitary Sewer				
Lift Station (includes $225k for maintenance contribution)	EA	$525,000	1	$525,000
In Street Sanitary Sewer	LF	$135	5,200	$702,000
Total Sanitary Sewer				**$1,227,000**
Parks & Recreation/Landscape & Irrigation				
Trails				
8' Detached	LF	$44	1,545	$67,980
On-Site Amenity	LF	$12	1,358	$16,296
HOA Connector - 5' Concrete	LF	$10	1,377	$13,770
Historical On-Site	LF	$2.50	4,100	$10,250
Historical Off-Site	LF	$2.50	1,000	$2,500
Trailhead Limited (Parking/Signage/Benches)	EA	$40,000	1	$40,000
Parks				
4Brothers Park and Trails (12.5% to eight districts)	EA	$500,000	12.5%	$62,500
Bike Park	EA	$2,000,000	12.5%	$250,000
Landscape Panels (Plants & Irrigation)				
Collector Road (incl. excavation) (Light Blue)	LF	$32	2,050	$65,600
Tract Landscaping ($4k/acre of total project)	Acre	$4,000	37.00	$148,000
Walls & Fences				
Common Wall	LF	$90	228	$20,520
Community Fence	LF	$40	5,925	$237,000
Monumentation				
Park Node Signage	Per Park	$1,500	0.3	$375
Mail Kiosk Structure	EA	$12,000	14	$18,667

Open Space Landscape Reclamation & Enhancement	SF	$0.07	171,844	$12,029
Total Parks & Recreation/Landscape & Irrigation				**$965,487**
Total Phase 6 Development Costs				**$6,167,823**

Phase 7 Majors				
	Unit	**Unit Cost**	**Quantity**	**Cost Est.**
Project Fees				
Impact Fees - Residential	DU	$2,275	279	$634,725
Transportation Capacity Payment, Park Fee, Open Space Fee, School Impact Fee & Plant Investment Fee	DU	$9,750	279	$2,720,250
Inspection Fee	unit	$115	279	$32,085
Total Project Fees				**$3,387,060**
Streets				
Loop Road (incl. excavation)(Dark Blue)	LF	$225	1,800	$405,000
Collector Road (incl. excavation) (Light Blue)	LF	$250	1,350	$337,500
Local Roads (incl. excavation) (Yellow)	LF	$205	5,450	$1,117,250
Local Roads (incl. excavation) (Orange)	LF	$210	2,850	$598,500
Signs	EA	$350	42	$14,700
Lighting	LF	$1,500	143	$214,688
Striping	LF	$0.72	3,150	$2,268
Total Streets				**$2,689,906**
Storm Drainage				
In Street Storm System - Trench/Pipe/Inlets/MH	LF	$40	11,450	$458,000
Entry Pond	EA	$200,000	1	$200,000
Total Storm Drainage				**$658,000**
Water				
In Street Water Main	LF	$130	11,450	$1,488,500
Total Water				**$1,488,500**
Sanitary Sewer				
In Street Sanitary Sewer	LF	$135	11,450	$1,545,750
Total Sanitary Sewer				**$1,545,750**
Parks & Recreation/Landscape & Irrigation				
Trails				
8' Detached	LF	$44	3,014	$132,616
On-Site Amenity	LF	$12	1,557	$18,684
HOA Connector - 5' Concrete	LF	$10	3,146	$31,460
Loop Road (Dark Blue) Meandering Trail - 8' Concrete	LF	$44	1,800	$79,200
Historical On-Site	LF	$2.50	9,000	$22,500
Historical Off-Site	LF	$2.50	1,000	$2,500
Parks				
4Brothers Park and Trails (12.5% to eight districts)	EA	$500,000	12.5%	$62,500
Bike Park	EA	$2,000,000	12.5%	$250,000
Parks	EA	$600,000	2	$1,200,000
Landscape Panels (Plants & Irrigation)				
Loop Road (incl. excavation)(Dark Blue)	LF	$32	1,800	$57,600
25' Tract adjacent to Loop and Entry (50' Total)	LF	$54	1,800	$97,200
Collector Road (incl. excavation) (Light Blue)	LF	$32	1,350	$43,200
Tract Landscaping ($4k/acre of total project)	Acre	$4,000	56.10	$224,400
Walls & Fences				
Modern Zig Zag Fence	LF	$25	223	$5,575
Gabion Wall	LF	$70	84	$5,880
Common Wall	LF	$90	899	$80,910

Community Fence	LF	$40	11,084	$443,360
Monumentation				
Park Node Signage	Per Park	$1,500	0.3	$375
Mail Kiosk Structure	EA	$12,000	14	$18,667
Open Space Landscape Reclamation & Enhancement	SF	$0.07	350,092	$24,506
Total Parks & Recreation/Landscape & Irrigation				**$2,801,133**
Total Phase 7 Development Costs				**$12,570,349**

Phase 8 Majors				
	Unit	**Unit Cost**	**Quantity**	**Cost Est.**
Project Fees				
Impact Fees - Residential	DU	$2,275	96	$218,400
Transportation Capacity Payment, Park Fee, Open Space Fee, School Impact Fee & Plant Investment Fee	DU	$9,750	96	$936,000
Inspection Fee	unit	$115	96	$11,040
Total Project Fees				**$1,165,440**
Streets				
Loop Road (incl. excavation)(Dark Blue)	LF	$225	1,000	$225,000
Collector Road (incl. excavation) (Light Blue)	LF	$250	900	$225,000
Local Roads (incl. excavation) (Yellow)	LF	$205	3,800	$779,000
Signs	EA	$350	33	$11,550
Lighting	LF	$1,500	71	$106,875
Striping	LF	$0.72	1,900	$1,368
Total Streets				**$1,348,793**
Storm Drainage				
In Street Storm System - Trench/Pipe/Inlets/MH	LF	$40	5,700	$228,000
Detention Pond	EA	$400,000	1	$400,000
Total Storm Drainage				**$628,000**
Water				
In Street Water Main	LF	$130	5,700	$741,000
Total Water				**$741,000**
Sanitary Sewer				
In Street Sanitary Sewer	LF	$135	5,700	$769,500
Total Sanitary Sewer				**$769,500**
Parks & Recreation/Landscape & Irrigation				
Trails				
8' Detached	LF	$44	1,235	$54,340
On-Site Amenity	LF	$12	816	$9,792
HOA Connector - 5' Concrete	LF	$10	1,644	$16,440
Loop Road (Dark Blue) Meandering Trail - 8' Concrete	LF	$44	1,000	$44,000
Historical On-Site	LF	$2.50	1,300	$3,250
Historical Off-Site	LF	$2.50	1,000	$2,500
Trailhead Full (Restroom/Parking/Fencing/Benches)	EA	$240,000	1	$240,000
Parks				
4Brothers Park and Trails (12.5% to eight districts)	EA	$500,000	12.5%	$62,500
Bike Park	EA	$2,000,000	12.5%	$250,000
Parks	EA	$600,000	1	$600,000
Landscape Panels (Plants & Irrigation)				
Loop Road (incl. excavation)(Dark Blue)	LF	$32	1,000	$32,000
25' Tract adjacent to Loop and Entry (50' Total)	LF	$54	1,000	$54,000
Collector Road (incl. excavation) (Light Blue)	LF	$32	900	$28,800
Tract Landscaping ($4k/acre of total project)	Acre	$4,000	32.70	$130,800
Walls & Fences				
Modern Zig Zag Fence	LF	$25	211	$5,275
Gabion Wall	LF	$70	316	$22,120
Common Wall	LF	$90	2,515	$226,350

Community Fence	LF	$40	4,124	$164,960
Monumentation				
Pod Monumentation	EA	$20,000	2	$40,000
Park Node Signage	Per Park	$1,500	0.3	$375
Mail Kiosk Structure	EA	$12,000	14	$18,667
Open Space Landscape Reclamation & Enhancement	SF	$0.07	180,208	$12,615
Total Parks & Recreation/Landscape & Irrigation				**$2,018,783**
Total Phase 8 Development Costs				**$6,671,516**

Exhibit FP-3

METRO DISTRICT PHASING LEGEND

- PHASE 1
- PHASE 2
- PHASE 3
- PHASE 4
- PHASE □
- PHASE □
- PHASE □
- PHASE 8

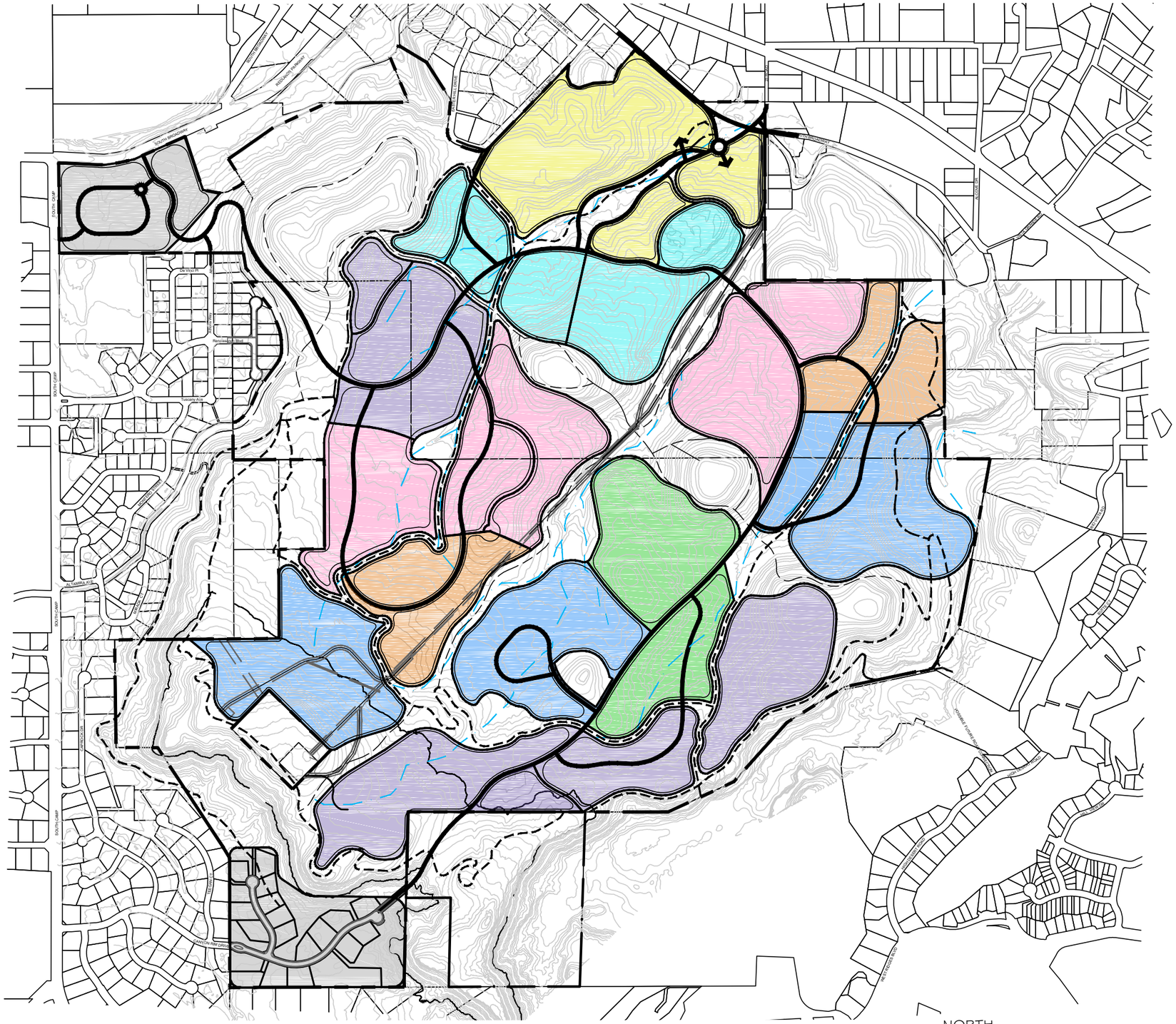

SOUTH BROADWAY
SOUTH CAMP
De Vino W
Redlands Blvd
Tuscany Ave
ALTAMIRA AVE
CANYON VIEW DRIVE
SUNSET RIDGE
SUNRISE RIDGE
SUNRISE CIRCLE
SUNRISE VIEW
SUNRISE RIDGE CIRCLE
SUNRISE RIDGE CIRCLE
SUNRISE RIDGE CIRCLE

Exhibit FP-4

Redlands 360 Metropolitan Districts
Limited Tax General Obligation
Bonds
Service Plan Financing Information - 1,666
Units Issue Senior Debt @ 1.25x D/S - Sub @
1.00x

Development Summary - Sources & Uses

Sources	Yr 3	Yr 6	Yr 7	Yr 10	Yr 13	Yr 16	Yr 19	Yr 23	Senior Total	Sub Debt	Total
Bond Par Amount	7,450,000	3,000,000	3,000,000	3,000,000	6,000,000	8,000,000	6,200,000	8,800,000	45,450,000	4,998,558	50,449,000
Premium/(Discount)	-	-	-	-	-	-	-	-	-	-	-
Other Funds on Hand	-	-	-	-	-	-	-	-	-	-	-
Total Sources	**7,450,000**	**3,000,000**	**3,000,000**	**3,000,000**	**6,000,000**	**8,000,000**	**6,200,000**	**8,800,000**	**45,450,000**	**4,999,000**	**50,449,000**

Uses	Yr 3	Yr 6	Yr 7	Yr 10	Yr 13	Yr 16	Yr 19	Yr 23	Senior Total	Sub Debt	Total
Total Project Fund	**5,598,000**	**2,279,750**	**2,260,750**	**2,163,500**	**4,709,000**	**6,328,500**	**4,767,500**	**7,462,250**	**35,569,250**	**4,998,558**	**40,567,808**
Capitalized Interest	1,117,500	335,000	355,000	450,000	640,000	885,000	750,000	480,000	5,012,500	-	5,012,500
Debt Service Reserve Fund	511,000	205,250	204,250	206,500	411,000	546,500	434,500	593,750	3,112,750	-	3,112,750
Cost of Issuance	223,500	180,000	180,000	180,000	240,000	240,000	248,000	264,000	1,755,500	-	1,755,500
Total Uses	**7,450,000**	**3,000,000**	**3,000,000**	**3,000,000**	**6,000,000**	**8,000,000**	**6,200,000**	**8,800,000**	**45,450,000**	**4,998,558**	**50,449,000**

Development Assumptions

Debt Mill Levy	**50.000 Mills**
Operations Mill Levy	15.000 Mills
Total Mill Levy	65.000 Mills
Specific Ownership Tax %	8.00%
Property Tax Collection Costs	2.00%
Commercial Assessment Rate	29.00%
Residential Assessment Rate	**7.15%**
Biennial Reappraisal Change	**2.00%**

Residential Units	**1,666**
Average Market Value per Unit (UnInflated)	455,664
Total Market Value (Uninflated)	759,135,690
Total Residential Assessed Value (Uninflated)	**54,278,202**
Commercial Sq Ft	**30,000**
Average Market Value per Sq Ft (UnInflated)	200
Total Market Value (Uninflated)	6,000,000
Total Commercial Assessed Value (Uninflated)	**1,740,000**
Total Assessed Value (Uninflated)	**56,018,202**

Bond Issuance Assumptions

Issued	Yr 3	Yr 6	Yr 7	Yr 10	Yr 13	Yr 16	Yr 19	Yr 23	Senior Total	Sub Debt	Avg/Total
Interest Rate	**5.00%**	**5.00%**	**5.00%**	**5.00%**	**5.00%**	**5.00%**	**5.00%**	**5.00%**	**5.00%**	**7.50%**	**5.25%**
Costs of Issuance	**3.00%**	**6.00%**	**6.00%**	**6.00%**	**4.00%**	**3.00%**	**4.00%**	**3.00%**	**3.86%**		**3.86%**
Surplus Fund											**1,000,000**
Debt Service Coverage (Minimum)	**1.25x**	**1.25x**	**1.25x**	**1.25x**	**1.25x**	**1.25x**	**1.25x**	**1.25x**	**1.25x**	**1.00x**	**NA**
Final Term	**Yr 33**	**Yr 36**	**Yr 37**	**Yr 40**	**Yr 43**	**Yr 46**	**Yr 49**	**Yr 53**	**Yr 53**	**Yr 51**	**Yr 51**
Years	**30 Years**	**30 Years**	**30 Years**	**30 Years**	**30 Years**	**30 Years**	**30 Years**	**30 Years**	**50 Years**	**50 Years**	**32 Years**

Redlands 360 Metropolitan Districts
Limited Tax General Obligation Bonds
Service Plan Financing Information - 1,666 Units
Issue Senior Debt @ 1.25x D/S - Sub @ 1.00x

Development Summary

Total Units/SF Completed

			Yr 3	Yr 4	Yr 5	Yr 6	Yr 7	Yr 8	Yr 9	Yr 10	Yr 11	Yr 12	Yr 13	Yr 14	Yr 15	Yr 16	Yr 17	Yr 18	Yr 19	Yr 20	Yr 21	Yr 22	Yr 23	Total
Comm	CR/SC	Commercial		10,000	10,000	10,000																		30,000
	CR/SC Total			**10,000**	**10,000**	**10,000**																		**30,000**
Comm Total				**10,000**	**10,000**	**10,000**																		**30,000**
Res	CR/SC	Semi Custom - CR	7	7	8																			22
		High Density - SC	16	16	16	17	17	17	17	17	16	16												165
	CR/SC Total		**23**	**23**	**24**	**17**	**17**	**17**	**17**	**17**	**16**	**16**												**187**
	North	High Density		17	17	17	18																	69
		Intermediate +			2	3	3	2																10
		Intermediate			3	3	2	2																10
		Move-up	43	43	51	43	8	8																196
		Patio				9	17	17	10															53
		Upgrade					6	6																12
	North Total		**43**	**60**	**73**	**75**	**54**	**35**	**10**															**350**
	West	High Density									16	16	16	17	17	17	17	17	17	17	16	16	16	215
		Intermediate +						6	6	7	4	4	4	9	4	4	4							52
		Intermediate						7	6	6	4	4	4	9	4	4	4							52
		Move-up						18	19	19	19	18	19	19	19									150
		Upgrade						11	12	20				8	8	8	7							74
	West Total							**42**	**43**	**52**	**43**	**42**	**43**	**62**	**52**	**33**	**32**	**17**	**17**	**17**	**16**	**16**	**16**	**543**
	East	High Density										16	16	16	16	16	16	16						112
		Intermediate +													6	6	6	6	6	6				36
		Intermediate													6	6	6	6	6	6				36
		Move-up													12	12	12	12	12	12				72
		Patio										6	6	7	7	7	7	6	6					52
	East Total											**22**	**22**	**23**	**47**	**47**	**47**	**46**	**30**	**24**				**308**
	South	Custom							2	2	4	5	5	6	6	5	5	3	3	3	2	2	2	55
		Intermediate +					3	3	3	3	3	3						9	9	9	9			54
		Intermediate							3	3	3	3	3	3						9	9	9	9	54
		Upgrade							4	4	5								13	22	22	22	23	115
	South Total						**3**	**3**	**12**	**12**	**15**	**11**	**8**	**9**	**6**	**5**	**5**	**12**	**25**	**43**	**42**	**33**	**34**	**278**
Res Total			**66**	**83**	**97**	**92**	**74**	**97**	**82**	**81**	**74**	**91**	**73**	**94**	**105**	**85**	**84**	**75**	**72**	**84**	**58**	**49**	**50**	**1,666**

Average of Inflated Maket Value per Unit

			Yr 3	Yr 4	Yr 5	Yr 6	Yr 7	Yr 8	Yr 9	Yr 10	Yr 11	Yr 12	Yr 13	Yr 14	Yr 15	Yr 16	Yr 17	Yr 18	Yr 19	Yr 20	Yr 21	Yr 22	Yr 23	Total
Comm	CR/SC	Commercial		$206	$208	$210																		$208
	CR/SC Average			**$206**	**$208**	**$210**																		**$208**
Comm Total				**$206**	**$208**	**$210**																		**$208**
Res	CR/SC	Semi Custom - CR	$918,090	$927,271	$806,468																			$883,943
		High Density - SC	$330,843	$334,151	$337,493	$340,868	$344,276	$347,719	$351,196	$354,708	$358,255	$361,838												$346,135
	CR/SC Average		**$624,466**	**$630,711**	**$571,980**	**$340,868**	**$344,276**	**$347,719**	**$351,196**	**$354,708**	**$358,255**	**$361,838**												**$470,244**
	North	High Density		$334,151	$337,493	$340,868	$344,276																	$339,197
		Intermediate +			613689.97	619826.87	626025.14	632285.39																622956.843
		Intermediate			$520,302	$525,505	$530,760	$536,068																$528,159
		Move-up	$391,934	$395,853	$399,812	$403,810	$407,848	$411,926																$400,218
		Patio				$470,188	$474,890	$479,639	$484,435															$477,280
		Upgrade					$716,526	$723,691																$720,109
	North Average		**$391,934**	**$375,286**	**$445,153**	**$460,668**	**$510,745**	**$543,875**	**$484,435**															**$473,147**
	West	High Density									$358,255	$361,838	$365,456	$369,111	$372,802	$376,530	$380,295	$384,098	$387,939	$391,819	$395,737	$399,694	$403,691	$380,559
		Intermediate +						$632,285	$638,608	$644,994	$651,444	$657,959	$664,538	$671,184	$677,896	$684,674	$691,521							$662,390
		Intermediate						$536,068	$541,428	$546,843	$552,311	$557,834	$563,413	$569,047	$574,737	$580,484	$586,289							$561,591
		Move-up						$411,926	$416,045	$420,206	$424,408	$428,652	$432,939	$437,268	$441,641									$426,636
		Upgrade						$723,691	$730,928	$738,238				$768,213	$775,895	$783,654	$791,491							$749,382
	West Average							**$605,532**	**$611,588**	**$637,793**	**$496,605**	**$501,571**	**$506,586**	**$579,293**	**$568,594**	**$606,336**	**$612,399**	**$384,098**	**$387,939**	**$391,819**	**$395,737**	**$399,694**	**$403,691**	**$556,803**
	East	High Density										$361,838	$365,456	$369,111	$372,802	$376,530	$380,295	$384,098						$372,876
		Intermediate +													$677,896	$684,674	$691,521	$698,436	$705,421	$712,475				$695,071
		Intermediate													$574,737	$580,484	$586,289	$592,152	$598,074	$604,054				$589,299
		Move-up													$441,641	$446,057	$450,518	$455,023	$459,573	$464,169				$452,830
		Patio										$499,114	$504,105	$509,147	$514,238	$519,380	$524,574	$529,820	$535,118					$516,937
	East Average											**$430,476**	**$434,781**	**$439,129**	**$516,263**	**$521,425**	**$526,640**	**$531,906**	**$574,546**	**$593,566**				**$520,267**
	South	Custom							974,571	984,317	994,160	1,004,102	1,014,143	1,024,284	1,034,527	1,044,872	1,055,321	1,065,874	1,076,533	1,087,298	1,098,171	1,109,153	1,120,244	1,039,044
		Intermediate +					$626,025	$632,285	$638,608	$644,994	$651,444	$657,959						$698,436	$705,421	$712,475	$719,600			$668,725
		Intermediate							$541,428	$546,843	$552,311	$557,834	$563,413	$569,047						$604,054	$610,095	$616,196	$622,358	$578,358
		Upgrade							$730,928	$738,238	$745,620								$807,400	$815,474	$823,628	$831,865	$840,183	$803,707
	South Average						**$626,025**	**$632,285**	**$721,384**	**$728,598**	**$787,539**	**$805,999**	**$863,899**	**$872,538**	**$1,034,527**	**$1,044,872**	**$1,055,321**	**$882,155**	**$863,118**	**$806,955**	**$815,024**	**$847,269**	**$855,742**	**$832,857**
Res Total			**$508,200**	**$477,456**	**$476,860**	**$443,554**	**$505,057**	**$559,301**	**$616,282**	**$645,078**	**$628,237**	**$586,643**	**$609,734**	**$629,244**	**$624,445**	**$647,474**	**$653,949**	**$600,992**	**$659,435**	**$689,699**	**$745,143**	**$757,754**	**$765,332**	**$610,763**

Redlands 360 Metropolitan Districts
Limited Tax General Obligation Bonds
Service Plan Financing Information - 1,666 Units
Issue Senior Debt @ 1.25x D/S - Sub @ 1.00x

Development Summary

Market Value Additions by Year Built

			Yr 3	Yr 4	Yr 5	Yr 6	Yr 7	Yr 8	Yr 9	Yr 10	Yr 11	Yr 12	Yr 13	Yr 14	Yr 15	Yr 16	Yr 17	Yr 18	Yr 19	Yr 20	Yr 21	Yr 22	Yr 23	Total
Comm	CR/SC	Commercial		$2,060,602	$2,081,208	$2,102,020																		$6,243,830
	CR/SC Total			$2,060,602	$2,081,208	$2,102,020																		$6,243,830
Comm Total				$2,060,602	$2,081,208	$2,102,020																		$6,243,830
Res	CR/SC	Semi Custom - CR	$6,426,630	$6,490,896	$6,451,745																			$19,369,271
		High Density - SC	$5,293,487	$5,346,421	$5,399,886	$5,794,752	$5,852,700	$5,911,227	$5,970,339	$6,030,043	$5,732,087	$5,789,408												$57,120,350
	CR/SC Total		$11,720,117	$11,837,318	$11,851,631	$5,794,752	$5,852,700	$5,911,227	$5,970,339	$6,030,043	$5,732,087	$5,789,408												$76,489,621
	North	High Density		$5,680,573	$5,737,379	$5,794,752	$6,196,976																	$23,409,680
		Intermediate +			$1,227,380	$1,859,481	$1,878,075	$1,264,571																$6,229,507
		Intermediate			$1,560,906	$1,576,515	$1,061,520	$1,072,135																$5,271,077
		Move-up	$16,853,147	$17,021,678	$20,390,387	$17,363,814	$3,262,782	$3,295,410																$78,187,217
		Patio				$4,231,694	$8,073,132	$8,153,864	$4,844,354															$25,303,045
		Upgrade					$4,299,157	$4,342,148																$8,641,305
	North Total		$16,853,147	$22,702,251	$28,916,051	$30,826,256	$24,771,643	$18,128,128	$4,844,354															$147,041,830
	West	High Density									$5,732,087	$5,789,408	$5,847,302	$6,274,886	$6,337,635	$6,401,012	$6,465,022	$6,529,672	$6,594,969	$6,660,918	$6,331,791	$6,395,109	$6,459,060	$81,818,871
		Intermediate +						$3,793,712	$3,831,649	$4,514,960	$2,605,777	$2,631,835	$2,658,153	$6,040,653	$2,711,582	$2,738,698	$2,766,085							$34,293,105
		Intermediate						$3,752,474	$3,248,570	$3,281,056	$2,209,244	$2,231,337	$2,253,650	$5,121,420	$2,298,948	$2,321,938	$2,345,157							$29,063,794
		Move-up						$7,414,672	$7,904,864	$7,983,912	$8,063,751	$7,715,737	$8,225,833	$8,308,091	$8,391,172									$64,008,032
		Upgrade						$7,960,605	$8,771,139	$14,764,751				$6,145,704	$6,207,161	$6,269,232	$5,540,434							$55,659,026
	West Total							$22,921,463	$23,756,223	$30,544,680	$18,610,860	$18,368,317	$18,984,939	$31,890,754	$25,946,499	$17,730,880	$17,116,698	$6,529,672	$6,594,969	$6,660,918	$6,331,791	$6,395,109	$6,459,060	$264,842,829
	East	High Density										$5,789,408	$5,847,302	$5,905,775	$5,964,833	$6,024,482	$6,084,726	$6,145,574						$41,762,101
		Intermediate +													$4,067,373	$4,108,047	$4,149,127	$4,190,619	$4,232,525	$4,274,850				$25,022,541
		Intermediate													$3,448,423	$3,482,907	$3,517,736	$3,552,913	$3,588,442	$3,624,327				$21,214,748
		Move-up													$5,299,688	$5,352,685	$5,406,211	$5,460,273	$5,514,876	$5,570,025				$32,603,758
		Patio										$2,994,686	$3,024,633	$3,564,026	$3,599,666	$3,635,663	$3,672,019	$3,178,919	$3,210,709					$26,880,320
	East Total											$8,784,094	$8,871,935	$9,469,801	$22,379,982	$22,603,782	$22,829,820	$22,528,298	$16,546,552	$13,469,202				$147,483,468
	South	Custom							1,949,142	1,968,633	3,976,640	5,020,508	5,070,713	6,145,704	6,207,161	5,224,360	5,276,604	3,197,622	3,229,598	3,261,894	2,196,342	2,218,305	2,240,489	57,183,715
		Intermediate +					$1,878,075	$1,896,856	$1,915,825	$1,934,983	$1,954,333	$1,973,876						$6,285,928	$6,348,787	$6,412,275	$6,476,398				$37,077,336
		Intermediate							$1,624,285	$1,640,528	$1,656,933	$1,673,503	$1,690,238	$1,707,140						$5,436,490	$5,490,855	$5,545,764	$5,601,221	$32,066,957
		Upgrade							$2,923,713	$2,952,950	$3,728,100								$10,496,194	$17,940,418	$18,119,822	$18,301,020	$19,324,214	$93,786,431
	South Total						$1,878,075	$1,896,856	$8,412,965	$8,497,095	$11,316,005	$8,667,886	$6,760,950	$7,852,844	$6,207,161	$5,224,360	$5,276,604	$9,483,550	$20,074,579	$33,051,077	$32,283,417	$26,065,090	$27,165,924	$220,114,439
Res Total			$28,573,263	$34,539,569	$40,767,682	$36,621,008	$32,502,418	$48,857,673	$42,983,881	$45,071,817	$35,658,953	$41,609,706	$34,617,824	$49,213,399	$54,533,642	$45,559,022	$45,223,122	$38,541,520	$43,216,100	$53,181,198	$38,615,208	$32,460,198	$33,624,983	$855,972,186
Total			$28,573,263	$36,600,171	$42,848,890	$38,723,029	$32,502,418	$48,857,673	$42,983,881	$45,071,817	$35,658,953	$41,609,706	$34,617,824	$49,213,399	$54,533,642	$45,559,022	$45,223,122	$38,541,520	$43,216,100	$53,181,198	$38,615,208	$32,460,198	$33,624,983	$862,216,016

Assessed Value Additions by Collection Year

			Yr 5	Yr 6	Yr 7	Yr 8	Yr 9	Yr 10	Yr 11	Yr 12	Yr 13	Yr 14	Yr 15	Yr 16	Yr 17	Yr 18	Yr 19	Yr 20	Yr 21	Yr 22	Yr 23	Yr 24	Yr 25	Total
Comm	CR/SC	Commercial		$597,575	$603,550	$609,586																		$1,810,711
	CR/SC Total			$597,575	$603,550	$609,586																		$1,810,711
Res	CR/SC	Semi Custom - CR	$459,504	$464,099	$461,300																			$1,384,903
		High Density - SC	$378,484	$382,269	$386,092	$414,325	$418,468	$422,653	$426,879	$431,148	$409,844	$413,943												$4,084,105
	CR/SC Total		$837,988	$846,368	$847,392	$414,325	$418,468	$422,653	$426,879	$431,148	$409,844	$413,943												$5,469,008
	North	High Density		$406,161	$410,223	$414,325	$443,084																	$1,673,792
		Intermediate +			$87,758	$132,953	$134,282	$90,417																$445,410
		Intermediate			$111,605	$112,721	$75,899	$76,658																$376,882
		Move-up	$1,205,000	$1,217,050	$1,457,913	$1,241,513	$233,289	$235,622																$5,590,386
		Patio				$302,566	$577,229	$583,001	$346,371															$1,809,168
		Upgrade					$307,390	$310,464																$617,853
	North Total		$1,205,000	$1,623,211	$2,067,498	$2,204,077	$1,771,172	$1,296,161	$346,371															$10,513,491
	West	High Density									$409,844	$413,943	$418,082	$448,654	$453,141	$457,672	$462,249	$466,872	$471,540	$476,256	$452,723	$457,250	$461,823	$5,850,049
		Intermediate +						$271,250	$273,963	$322,820	$186,313	$188,176	$190,058	$431,907	$193,878	$195,817	$197,775							$2,451,957
		Intermediate						$268,302	$232,273	$234,595	$157,961	$159,541	$161,136	$366,182	$164,375	$166,019	$167,679							$2,078,061
		Move-up						$530,149	$565,198	$570,850	$576,558	$551,675	$588,147	$594,029	$599,969									$4,576,574
		Upgrade						$569,183	$627,136	$1,055,680				$439,418	$443,812	$448,250	$396,141							$3,979,620
	West Total							$1,638,885	$1,698,570	$2,183,945	$1,330,677	$1,313,335	$1,357,423	$2,280,189	$1,855,175	$1,267,758	$1,223,844	$466,872	$471,540	$476,256	$452,723	$457,250	$461,823	$18,936,262
	East	High Density										$413,943	$418,082	$422,263	$426,486	$430,750	$435,058	$439,409						$2,985,990
		Intermediate +													290817.18	293725.35	296662.6	299629.23	302625.52	305651.78				1789111.66
		Intermediate													$246,562	$249,028	$251,518	$254,033	$256,574	$259,139				$1,516,854
		Move-up													$378,928	$382,717	$386,544	$390,410	$394,314	$398,257				$2,331,169
		Patio										$214,120	$216,261	$254,828	$257,376	$259,950	$262,549	$227,293	$229,566					$1,921,943
	East Total											$628,063	$634,343	$677,091	$1,600,169	$1,616,170	$1,632,332	$1,610,773	$1,183,078	$963,048				$10,545,068
	South	Custom							$139,364	$140,757	$284,330	$358,966	$362,556	$439,418	$443,812	$373,542	$377,277	$228,630	$230,916	$233,225	$157,038	$158,609	$160,195	$4,088,636
		Intermediate +					$134,282	$135,625	$136,981	$138,351	$139,735	$141,132						$449,444	$453,938	$458,478	$463,062			$2,651,030
		Intermediate							$116,136	$117,298	$118,471	$119,655	$120,852	$122,061						$388,709	$392,596	$396,522	$400,487	$2,292,787
		Upgrade							$209,045	$211,136	$266,559								$750,478	$1,282,740	$1,295,567	$1,308,523	$1,381,681	$6,705,730
	South Total						$134,282	$135,625	$601,527	$607,542	$809,094	$619,754	$483,408	$561,478	$443,812	$373,542	$377,277	$678,074	$1,435,332	$2,363,152	$2,308,264	$1,863,654	$1,942,364	$15,738,182
Total			$2,042,988	$3,067,154	$3,518,440	$3,227,988	$2,323,923	$3,493,324	$3,073,347	$3,222,635	$2,549,615	$2,975,094	$2,475,174	$3,518,758	$3,899,155	$3,257,470	$3,233,453	$2,755,719	$3,089,951	$3,802,456	$2,760,987	$2,320,904	$2,404,186	$63,012,722

Redlands 360 Metropolitan Districts
Limited Tax General Obligation Bonds
Service Plan Financing Information - 1,666 Units
Issue Senior Debt @ 1.25x D/S - Sub @ 1.00x

Cash Flow Summary

	Yr 1	Yr 2	Yr 3	Yr 4	Yr 5	Yr 6	Yr 7	Yr 8	Yr 9	Yr 10	Yr 11	Yr 12	Yr 13
Property Tax Revenue Information													
Beginning Assessed Value	-	-	-	-	-	2,042,988	5,151,002	8,669,441	12,070,818	14,394,741	18,175,960	21,249,307	24,896,928
Additions	-	-	-	-	2,042,988	3,067,154	3,518,440	3,227,988	2,323,923	3,493,324	3,073,347	3,222,635	2,549,615
Reappraisal Adjustments	-	-	-	-	-	40,860	-	173,389	-	287,895	-	424,986	-
Ending Assessed Value	-	-	-	-	2,042,988	5,151,002	8,669,441	12,070,818	14,394,741	18,175,960	21,249,307	24,896,928	27,446,543
D/S Mill Levy	50.000	50.000	50.000	50.000	50.000	50.000	50.000	50.000	50.000	50.000	50.000	50.000	50.000
% Reappraisal Growth		2.00%		2.00%		2.00%		2.00%		2.00%		2.00%	
D/S Property Tax Revenue	-	-	-	-	102,149	257,550	433,472	603,541	719,737	908,798	1,062,465	1,244,846	1,372,327
Specific Ownership Taxes @ 8.00%	-	-	-	-	8,172	20,604	34,678	48,283	57,579	72,704	84,997	99,588	109,786
Treasurer's Fee - 2.00%	-	-	-	-	(2,206)	(5,563)	(9,363)	(13,036)	(15,546)	(19,630)	(22,949)	(26,889)	(29,642)
D/S Property Tax Revenue	-	-	-	-	108,115	272,591	458,787	638,788	761,770	961,872	1,124,513	1,317,545	1,452,471
Senior Debt Service Information													
Debt Service	-	-	-	372,500	372,500	372,500	522,500	807,500	960,750	983,500	1,059,750	1,361,750	1,418,000
Capitalized Interest	-	-	-	(372,500)	(372,500)	(372,500)	(150,000)	(290,000)	(345,000)	(205,000)	(150,000)	(300,000)	(245,000)
DSR Fund	-	-	-	-	-	-	(5,110)	(5,110)	(5,110)	(7,163)	(9,205)	(11,270)	(11,270)
Total Net Debt Service	-	-	-	-	-	-	367,390	512,390	610,640	771,338	900,545	1,050,480	1,161,730
D/S Coverage Ratio	-	-	-	-	-	-	1.25	1.25	1.25	1.25	1.25	1.25	1.25
Revenue After Senior D/S	-	-	-	-	108,115	272,591	91,397	126,398	151,130	190,534	223,968	267,065	290,741
Surplus Fund Deposits = $1,000,000	-	-	-	-	108,115	272,591	91,397	126,398	151,130	190,534	59,835	-	-
Revenue After Surplus Fund Deposit	-	-	-	-	-	-	-	-	-	-	164,133	267,065	290,741
Subordinate Bond Information													
Beginning Balance	-	5,373,450	5,776,458	6,209,693	6,675,420	7,176,076	7,714,282	8,292,853	8,914,817	9,583,428	10,302,185	10,910,716	11,461,955
Additions	4,998,558												
Interest Rate	7.50%	7.50%	7.50%	7.50%	7.50%	7.50%	7.50%	7.50%	7.50%	7.50%	7.50%	7.50%	7.50%
Interest	374,892	403,009	433,234	465,727	500,656	538,206	578,571	621,964	668,611	718,757	772,664	818,304	859,647
Payments	-	-	-	-	-	-	-	-	-	-	(164,133)	(267,065)	(290,741)
Ending Balance	5,373,450	5,776,458	6,209,693	6,675,420	7,176,076	7,714,282	8,292,853	8,914,817	9,583,428	10,302,185	10,910,716	11,461,955	12,030,861
Revenue After Subordinate D/S	-	-	-	-	-	-	-	-	-	-	-	-	-
Surplus Fund Information													
Deposits	-	-	-	-	108,115	272,591	91,397	126,398	151,130	190,534	59,835	-	-
Interest at 0.00%	-	-	-	-	-	-	-	-	-	-	-	-	-
Ending Balance	-	-	-	-	108,115	380,706	472,103	598,501	749,631	940,165	1,000,000	1,000,000	1,000,000
O&M Mill Summary Information													
Assessed Value	-	-	-	-	2,042,988	5,151,002	8,669,441	12,070,818	14,394,741	18,175,960	21,249,307	24,896,928	27,446,543
O&M Mill Levy	15.000	15.000	15.000	15.000	15.000	15.000	15.000	15.000	15.000	15.000	15.000	15.000	15.000
O&M Property Tax Revenue	-	-	-	-	30,645	77,265	130,042	181,062	215,921	272,639	318,740	373,454	411,698
Specific Ownership Taxes @ 8.00%	-	-	-	-	2,452	6,181	10,403	14,485	17,274	21,811	25,499	29,876	32,936
Treasurer's Fee - 2.00%	-	-	-	-	(662)	(1,669)	(2,809)	(3,911)	(4,664)	(5,889)	(6,885)	(8,067)	(8,893)
O&M Property Tax Revenue	-	-	-	-	32,434	81,777	137,636	191,636	228,531	288,562	337,354	395,264	435,741
O&M Expenses	20,000	20,000	20,000	20,000	25,000	45,000	75,000	190,000	226,000	286,000	334,000	391,000	431,000
Net Cash Flow	(20,000)	(20,000)	(20,000)	(20,000)	7,434	36,777	62,636	1,636	2,531	2,562	3,354	4,264	4,741
O&M Fund Balance	(20,000)	(40,000)	(60,000)	(80,000)	(72,566)	(35,788)	26,848	28,484	31,015	33,577	36,931	41,194	45,936

Redlands 360 Metropolitan Districts
Limited Tax General Obligation Bonds
Service Plan Financing Information - 1,666 Units
Issue Senior Debt @ 1.25x D/S - Sub @ 1.00x

Cash Flow Summary	Yr 14	Yr 15	Yr 16	Yr 17	Yr 18	Yr 19	Yr 20	Yr 21	Yr 22	Yr 23	Yr 24	Yr 25	Yr 26
Property Tax Revenue Information													
Beginning Assessed Value	27,446,543	30,970,568	33,445,742	37,633,415	41,532,571	45,620,692	48,854,145	52,586,947	55,676,898	60,592,892	63,353,879	66,941,861	69,346,047
Additions	2,975,094	2,475,174	3,518,758	3,899,155	3,257,470	3,233,453	2,755,719	3,089,951	3,802,456	2,760,987	2,320,904	2,404,186	-
Reappraisal Adjustments	548,931	-	668,915	-	830,651	-	977,083	-	1,113,538	-	1,267,078	-	1,386,921
Ending Assessed Value	**30,970,568**	**33,445,742**	**37,633,415**	**41,532,571**	**45,620,692**	**48,854,145**	**52,586,947**	**55,676,898**	**60,592,892**	**63,353,879**	**66,941,861**	**69,346,047**	**70,732,968**
D/S Mill Levy	**50.000**	**50.000**	**50.000**	**50.000**	**50.000**	**50.000**	**50.000**	**50.000**	**50.000**	**50.000**	**50.000**	**50.000**	**50.000**
% Reappraisal Growth	**2.00%**		**2.00%**		**2.00%**		**2.00%**		**2.00%**		**2.00%**		**2.00%**
D/S Property Tax Revenue	1,548,528	1,672,287	1,881,671	2,076,629	2,281,035	2,442,707	2,629,347	2,783,845	3,029,645	3,167,694	3,347,093	3,467,302	3,536,648
Specific Ownership Taxes @ 8.00%	123,882	133,783	150,534	166,130	182,483	195,417	210,348	222,708	242,372	253,416	267,767	277,384	282,932
Treasurer's Fee - 2.00%	(33,448)	(36,121)	(40,644)	(44,855)	(49,270)	(52,762)	(56,794)	(60,131)	(65,440)	(68,422)	(72,297)	(74,894)	(76,392)
D/S Property Tax Revenue	**1,638,962**	**1,769,949**	**1,991,560**	**2,197,904**	**2,414,247**	**2,585,361**	**2,782,901**	**2,946,421**	**3,206,576**	**3,352,687**	**3,542,563**	**3,669,793**	**3,743,189**
Senior Debt Service Information													
Debt Service	1,415,750	1,827,750	1,928,250	1,927,750	2,261,000	2,381,750	2,385,000	2,381,250	2,875,750	2,875,500	2,873,000	2,978,250	3,000,750
Capitalized Interest	(95,000)	(400,000)	(325,000)	(160,000)	(310,000)	(300,000)	(140,000)	-	(290,000)	(170,000)	(20,000)	-	-
DSR Fund	(11,270)	(15,380)	(15,380)	(15,380)	(20,845)	(20,845)	(20,845)	(25,190)	(25,190)	(25,190)	(25,190)	(31,128)	(31,128)
Total Net Debt Service	**1,309,480**	**1,412,370**	**1,587,870**	**1,752,370**	**1,930,155**	**2,060,905**	**2,224,155**	**2,356,060**	**2,560,560**	**2,680,310**	**2,827,810**	**2,947,123**	**2,969,623**
D/S Coverage Ratio	**1.25**	**1.25**	**1.25**	**1.25**	**1.25**	**1.25**	**1.25**	**1.25**	**1.25**	**1.25**	**1.25**	**1.25**	**1.26**
Revenue After Senior D/S	**329,482**	**357,579**	**403,690**	**445,534**	**484,092**	**524,456**	**558,746**	**590,361**	**646,016**	**672,377**	**714,753**	**722,670**	**773,566**
Surplus Fund Deposits = $1,000,000	-	-	-	-	-	-	-	-	-	-	-	-	-
Revenue After Surplus Fund Deposit	**329,482**	**357,579**	**403,690**	**445,534**	**484,092**	**524,456**	**558,746**	**590,361**	**646,016**	**672,377**	**714,753**	**722,670**	**773,566**
Subordinate Bond Information													
Beginning Balance	12,030,861	12,603,693	13,191,391	13,777,055	14,364,801	14,958,069	15,555,468	16,163,382	16,785,274	17,398,154	18,030,639	18,668,183	19,345,627
Additions													
Interest Rate	**7.50%**	**7.50%**	**7.50%**	**7.50%**	**7.50%**	**7.50%**	**7.50%**	**7.50%**	**7.50%**	**7.50%**	**7.50%**	**7.50%**	**7.50%**
Interest	902,315	945,277	989,354	1,033,279	1,077,360	1,121,855	1,166,660	1,212,254	1,258,896	1,304,862	1,352,298	1,400,114	1,450,922
Payments	(329,482)	(357,579)	(403,690)	(445,534)	(484,092)	(524,456)	(558,746)	(590,361)	(646,016)	(672,377)	(714,753)	(722,670)	(773,566)
Ending Balance	**12,603,693**	**13,191,391**	**13,777,055**	**14,364,801**	**14,958,069**	**15,555,468**	**16,163,382**	**16,785,274**	**17,398,154**	**18,030,639**	**18,668,183**	**19,345,627**	**20,022,983**
Revenue After Subordinate D/S	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Surplus Fund Information													
Deposits	-	-	-	-	-	-	-	-	-	-	-	-	-
Interest at 0.00%	-	-	-	-	-	-	-	-	-	-	-	-	-
Ending Balance	**1,000,000**	**1,000,000**	**1,000,000**	**1,000,000**	**1,000,000**	**1,000,000**	**1,000,000**	**1,000,000**	**1,000,000**	**1,000,000**	**1,000,000**	**1,000,000**	**1,000,000**
O&M Mill Summary Information													
Assessed Value	30,970,568	33,445,742	37,633,415	41,532,571	45,620,692	48,854,145	52,586,947	55,676,898	60,592,892	63,353,879	66,941,861	69,346,047	70,732,968
O&M Mill Levy	**15.000**	**15.000**	**15.000**	**15.000**	**15.000**	**15.000**	**15.000**	**15.000**	**15.000**	**15.000**	**15.000**	**15.000**	**15.000**
O&M Property Tax Revenue	464,559	501,686	564,501	622,989	684,310	732,812	788,804	835,153	908,893	950,308	1,004,128	1,040,191	1,060,995
Specific Ownership Taxes @ 8.00%	37,165	40,135	45,160	49,839	54,745	58,625	63,104	66,812	72,711	76,025	80,330	83,215	84,880
Treasurer's Fee - 2.00%	(10,034)	(10,836)	(12,193)	(13,457)	(14,781)	(15,829)	(17,038)	(18,039)	(19,632)	(20,527)	(21,689)	(22,468)	(22,917)
O&M Property Tax Revenue	**491,689**	**530,985**	**597,468**	**659,371**	**724,274**	**775,608**	**834,870**	**883,926**	**961,973**	**1,005,806**	**1,062,769**	**1,100,938**	**1,122,957**
O&M Expenses	487,000	526,000	591,000	653,000	717,000	768,000	827,000	875,000	952,000	996,000	1,052,000	1,090,000	1,112,000
Net Cash Flow	**4,689**	**4,985**	**6,468**	**6,371**	**7,274**	**7,608**	**7,870**	**8,926**	**9,973**	**9,806**	**10,769**	**10,938**	**10,957**
O&M Fund Balance	**50,624**	**55,609**	**62,077**	**68,448**	**75,722**	**83,331**	**91,201**	**100,127**	**110,100**	**119,906**	**130,675**	**141,613**	**152,570**

Redlands 360 Metropolitan Districts
Limited Tax General Obligation Bonds
Service Plan Financing Information - 1,666 Units
Issue Senior Debt @ 1.25x D/S - Sub @ 1.00x

Cash Flow Summary	Yr 27	Yr 28	Yr 29	Yr 30	Yr 31	Yr 32	Yr 33	Yr 34	Yr 35	Yr 36	Yr 37	Yr 38	Yr 39
Property Tax Revenue Information													
Beginning Assessed Value	70,732,968	70,732,968	72,147,627	72,147,627	73,590,580	73,590,580	75,062,392	75,062,392	76,563,639	76,563,639	78,094,912	78,094,912	79,656,810
Additions	-	-	-	-	-	-	-	-	-	-	-	-	-
Reappraisal Adjustments	-	1,414,659	-	1,442,953	-	1,471,812	-	1,501,248	-	1,531,273	-	1,561,898	-
Ending Assessed Value	**70,732,968**	**72,147,627**	**72,147,627**	**73,590,580**	**73,590,580**	**75,062,392**	**75,062,392**	**76,563,639**	**76,563,639**	**78,094,912**	**78,094,912**	**79,656,810**	**79,656,810**
D/S Mill Levy	**50.000**	**50.000**	**50.000**	**50.000**	**50.000**	**50.000**	**50.000**	**50.000**	**50.000**	**50.000**	**50.000**	**50.000**	**50.000**
% Reappraisal Growth		**2.00%**		**2.00%**		**2.00%**		**2.00%**		**2.00%**		**2.00%**	
D/S Property Tax Revenue	3,536,648	3,607,381	3,607,381	3,679,529	3,679,529	3,753,120	3,753,120	3,828,182	3,828,182	3,904,746	3,904,746	3,982,841	3,982,841
Specific Ownership Taxes @ 8.00%	282,932	288,591	288,591	294,362	294,362	300,250	300,250	306,255	306,255	312,380	312,380	318,627	318,627
Treasurer's Fee - 2.00%	(76,392)	(77,919)	(77,919)	(79,478)	(79,478)	(81,067)	(81,067)	(82,689)	(82,689)	(84,343)	(84,343)	(86,029)	(86,029)
D/S Property Tax Revenue	**3,743,189**	**3,818,052**	**3,818,052**	**3,894,413**	**3,894,413**	**3,972,302**	**3,972,302**	**4,051,748**	**4,051,748**	**4,132,783**	**4,132,783**	**4,215,438**	**4,215,438**
Senior Debt Service Information													
Debt Service	3,014,250	3,019,000	3,040,250	3,042,000	3,055,000	3,078,500	3,601,750	2,579,500	2,597,500	1,982,750	2,005,500	2,230,750	1,847,500
Capitalized Interest	-	-	-	-	-	-	-	-	-	-	-	-	-
DSR Fund	(31,128)	(31,128)	(31,128)	(31,128)	(31,128)	(31,128)	(542,128)	(26,018)	(26,018)	(231,268)	(228,215)	(228,423)	(19,858)
Total Net Debt Service	**2,983,123**	**2,987,873**	**3,009,123**	**3,010,873**	**3,023,873**	**3,047,373**	**3,059,623**	**2,553,483**	**2,571,483**	**1,751,483**	**1,777,285**	**2,002,328**	**1,827,643**
D/S Coverage Ratio	**1.25**	**1.28**	**1.27**	**1.29**	**1.29**	**1.30**	**1.30**	**1.59**	**1.58**	**2.36**	**2.33**	**2.11**	**2.31**
Revenue After Senior D/S	**760,066**	**830,180**	**808,930**	**883,541**	**870,541**	**924,929**	**912,679**	**1,498,265**	**1,480,265**	**2,381,300**	**2,355,498**	**2,213,111**	**2,387,796**
Surplus Fund Deposits = $1,000,000	-	-	-	-	-	-	-	-	-	-	-	-	-
Revenue After Surplus Fund Deposit	**760,066**	**830,180**	**808,930**	**883,541**	**870,541**	**924,929**	**912,679**	**1,498,265**	**1,480,265**	**2,381,300**	**2,355,498**	**2,213,111**	**2,387,796**
Subordinate Bond Information													
Beginning Balance	20,022,983	20,764,641	21,491,809	22,294,765	23,083,331	23,944,040	24,814,914	25,763,353	26,197,340	26,681,875	26,301,716	25,918,847	25,649,649
Additions													
Interest Rate	**7.50%**	**7.50%**	**7.50%**	**7.50%**	**7.50%**	**7.50%**	**7.50%**	**7.50%**	**7.50%**	**7.50%**	**7.50%**	**7.50%**	**7.50%**
Interest	1,501,724	1,557,348	1,611,886	1,672,107	1,731,250	1,795,803	1,861,119	1,932,252	1,964,800	2,001,141	1,972,629	1,943,914	1,923,724
Payments	(760,066)	(830,180)	(808,930)	(883,541)	(870,541)	(924,929)	(912,679)	(1,498,265)	(1,480,265)	(2,381,300)	(2,355,498)	(2,213,111)	(2,387,796)
Ending Balance	**20,764,641**	**21,491,809**	**22,294,765**	**23,083,331**	**23,944,040**	**24,814,914**	**25,763,353**	**26,197,340**	**26,681,875**	**26,301,716**	**25,918,847**	**25,649,649**	**25,185,577**
Revenue After Subordinate D/S	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Surplus Fund Information													
Deposits	-	-	-	-	-	-	-	-	-	-	-	-	-
Interest at 0.00%	-	-	-	-	-	-	-	-	-	-	-	-	-
Ending Balance	**1,000,000**	**1,000,000**	**1,000,000**	**1,000,000**	**1,000,000**	**1,000,000**	**1,000,000**	**1,000,000**	**1,000,000**	**1,000,000**	**1,000,000**	**1,000,000**	**1,000,000**
O&M Mill Summary Information													
Assessed Value	70,732,968	72,147,627	72,147,627	73,590,580	73,590,580	75,062,392	75,062,392	76,563,639	76,563,639	78,094,912	78,094,912	79,656,810	79,656,810
O&M Mill Levy	**15.000**	**15.000**	**15.000**	**15.000**	**15.000**	**15.000**	**15.000**	**15.000**	**15.000**	**15.000**	**15.000**	**15.000**	**15.000**
O&M Property Tax Revenue	1,060,995	1,082,214	1,082,214	1,103,859	1,103,859	1,125,936	1,125,936	1,148,455	1,148,455	1,171,424	1,171,424	1,194,852	1,194,852
Specific Ownership Taxes @ 8.00%	84,880	86,577	86,577	88,309	88,309	90,075	90,075	91,876	91,876	93,714	93,714	95,588	95,588
Treasurer's Fee - 2.00%	(22,917)	(23,376)	(23,376)	(23,843)	(23,843)	(24,320)	(24,320)	(24,807)	(24,807)	(25,303)	(25,303)	(25,809)	(25,809)
O&M Property Tax Revenue	**1,122,957**	**1,145,416**	**1,145,416**	**1,168,324**	**1,168,324**	**1,191,691**	**1,191,691**	**1,215,524**	**1,215,524**	**1,239,835**	**1,239,835**	**1,264,632**	**1,264,632**
O&M Expenses	1,112,000	1,134,000	1,134,000	1,157,000	1,157,000	1,180,000	1,180,000	1,203,000	1,203,000	1,227,000	1,227,000	1,252,000	1,252,000
Net Cash Flow	**10,957**	**11,416**	**11,416**	**11,324**	**11,324**	**11,691**	**11,691**	**12,524**	**12,524**	**12,835**	**12,835**	**12,632**	**12,632**
O&M Fund Balance	**163,526**	**174,942**	**186,358**	**197,682**	**209,006**	**220,696**	**232,387**	**244,911**	**257,436**	**270,270**	**283,105**	**295,737**	**308,368**

Redlands 360 Metropolitan Districts
Limited Tax General Obligation Bonds
Service Plan Financing Information - 1,666 Units
Issue Senior Debt @ 1.25x D/S - Sub @ 1.00x

Cash Flow Summary

	Yr 40	Yr 41	Yr 42	Yr 43	Yr 44	Yr 45	Yr 46	Yr 47	Yr 48	Yr 49	Yr 50	Yr 51	Totals
Property Tax Revenue Information													
Beginning Assessed Value	79,656,810	81,249,947	81,249,947	82,874,946	82,874,946	84,532,445	84,532,445	86,223,093	86,223,093	87,947,555	87,947,555	89,706,506	
Additions	-	-	-	-	-	-	-	-	-	-	-	-	63,012,722
Reappraisal Adjustments	1,593,136	-	1,624,999	-	1,657,499	-	1,690,649	-	1,724,462	-	1,758,951	-	26,693,784
Ending Assessed Value	**81,249,947**	**81,249,947**	**82,874,946**	**82,874,946**	**84,532,445**	**84,532,445**	**86,223,093**	**86,223,093**	**87,947,555**	**87,947,555**	**89,706,506**	**89,706,506**	**89,706,506**
D/S Mill Levy	**50.000**	**50.000**	**50.000**	**50.000**	**50.000**	**50.000**	**50.000**	**50.000**	**50.000**	**50.000**	**50.000**	**50.000**	
% Reappraisal Growth	**2.00%**		**2.00%**		**2.00%**		**2.00%**		**2.00%**		**2.00%**		
D/S Property Tax Revenue	4,062,497	4,062,497	4,143,747	4,143,747	4,226,622	4,226,622	4,311,155	4,311,155	4,397,378	4,397,378	4,485,325	4,485,325	140,871,011
Specific Ownership Taxes @ 8.00%	325,000	325,000	331,500	331,500	338,130	338,130	344,892	344,892	351,790	351,790	358,826	358,826	11,269,681
Treasurer's Fee - 2.00%	(87,750)	(87,750)	(89,505)	(89,505)	(91,295)	(91,295)	(93,121)	(93,121)	(94,983)	(94,983)	(96,883)	(96,883)	(3,042,814)
D/S Property Tax Revenue	**4,299,747**	**4,299,747**	**4,385,742**	**4,385,742**	**4,473,457**	**4,473,457**	**4,562,926**	**4,562,926**	**4,654,185**	**4,654,185**	**4,747,268**	**4,747,268**	**78,154,786**
Senior Debt Service Information													
Debt Service	1,876,250	2,316,750	1,524,000	1,562,750	2,139,250	1,080,500	1,112,750	1,588,250	682,500	679,750	465,750	1,071,000	90,536,750
Capitalized Interest	-	-	-	-	-	-	-	-	-	-	-	-	(5,012,500)
DSR Fund	(19,858)	(430,858)	(15,748)	(15,748)	(562,248)	(10,283)	(10,283)	(444,783)	(5,938)	(5,938)	(5,938)	(599,688)	(3,953,193)
Total Net Debt Service	**1,856,393**	**1,885,893**	**1,508,253**	**1,547,003**	**1,577,003**	**1,070,218**	**1,102,468**	**1,143,468**	**676,563**	**673,813**	**459,813**	**471,313**	**81,571,058**
D/S Coverage Ratio	**2.32**	**2.28**	**2.91**	**2.83**	**2.84**	**4.18**	**4.14**	**3.99**	**6.88**	**6.91**	**10.32**	**10.07**	
Revenue After Senior D/S	**2,443,355**	**2,413,855**	**2,877,490**	**2,838,740**	**2,896,454**	**3,403,239**	**3,460,459**	**3,419,459**	**3,977,622**	**3,980,372**	**4,287,456**	**4,275,956**	**67,526,819**
Surplus Fund Deposits = $1,000,000	-	-	-	-	-	-	-	-	-	-	-	(1,000,000)	-
Revenue After Surplus Fund Deposit	**2,443,355**	**2,413,855**	**2,877,490**	**2,838,740**	**2,896,454**	**3,403,239**	**3,460,459**	**3,419,459**	**3,977,622**	**3,980,372**	**4,287,456**	**5,275,956**	**67,526,819**
Subordinate Bond Information													
Beginning Balance	25,185,577	24,631,140	24,064,621	22,991,977	21,877,636	20,622,004	18,765,416	16,712,363	14,546,331	11,659,684	8,553,788	4,907,866	-
Additions													4,998,558
Interest Rate	**7.50%**	**7.50%**	**7.50%**	**7.50%**	**7.50%**	**7.50%**	**7.50%**	**7.50%**	**7.50%**	**7.50%**	**7.50%**	**7.50%**	
Interest	1,888,918	1,847,336	1,804,847	1,724,398	1,640,823	1,546,650	1,407,406	1,253,427	1,090,975	874,476	641,534	368,090	62,528,261
Payments	(2,443,355)	(2,413,855)	(2,877,490)	(2,838,740)	(2,896,454)	(3,403,239)	(3,460,459)	(3,419,459)	(3,977,622)	(3,980,372)	(4,287,456)	(5,275,956)	(67,526,819)
Ending Balance	**24,631,140**	**24,064,621**	**22,991,977**	**21,877,636**	**20,622,004**	**18,765,416**	**16,712,363**	**14,546,331**	**11,659,684**	**8,553,788**	**4,907,866**	**-**	**-**
Revenue After Subordinate D/S	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Surplus Fund Information													
Deposits	-	-	-	-	-	-	-	-	-	-	-	(1,000,000)	-
Interest at 0.00%	-	-	-	-	-	-	-	-	-	-	-	-	-
Ending Balance	**1,000,000**	**1,000,000**	**1,000,000**	**1,000,000**	**1,000,000**	**1,000,000**	**1,000,000**	**1,000,000**	**1,000,000**	**1,000,000**	**1,000,000**	**-**	**-**
O&M Mill Summary Information													
Assessed Value	81,249,947	81,249,947	82,874,946	82,874,946	84,532,445	84,532,445	86,223,093	86,223,093	87,947,555	87,947,555	89,706,506	89,706,506	
O&M Mill Levy	**15.000**	**15.000**	**15.000**	**15.000**	**15.000**	**15.000**	**15.000**	**15.000**	**15.000**	**15.000**	**15.000**	**15.000**	
O&M Property Tax Revenue	1,218,749	1,218,749	1,243,124	1,243,124	1,267,987	1,267,987	1,293,346	1,293,346	1,319,213	1,319,213	1,345,598	1,345,598	42,261,303
Specific Ownership Taxes @ 8.00%	97,500	97,500	99,450	99,450	101,439	101,439	103,468	103,468	105,537	105,537	107,648	107,648	3,380,904
Treasurer's Fee - 2.00%	(26,325)	(26,325)	(26,851)	(26,851)	(27,389)	(27,389)	(27,936)	(27,936)	(28,495)	(28,495)	(29,065)	(29,065)	(912,844)
O&M Property Tax Revenue	**1,289,924**	**1,289,924**	**1,315,723**	**1,315,723**	**1,342,037**	**1,342,037**	**1,368,878**	**1,368,878**	**1,396,255**	**1,396,255**	**1,424,180**	**1,424,180**	**44,729,364**
O&M Expenses	1,277,000	1,277,000	1,303,000	1,303,000	1,329,000	1,329,000	1,355,000	1,355,000	1,382,000	1,382,000	1,410,000	1,410,000	44,259,000
Net Cash Flow	**12,924**	**12,924**	**12,723**	**12,723**	**13,037**	**13,037**	**13,878**	**13,878**	**14,255**	**14,255**	**14,180**	**14,180**	**470,364**
O&M Fund Balance	**321,293**	**334,217**	**346,939**	**359,662**	**372,699**	**385,736**	**399,614**	**413,492**	**427,747**	**442,003**	**456,183**	**470,364**	

Redlands 360 Metropolitan Districts
Limited Tax General Obligation Bonds
Service Plan Financing Information - 1,666 Units
Issue Senior Debt @ 1.25x D/S - Sub @ 1.00x

Debt Service Summary

Senior - Series 1 - Yr 3

Date	Yr 1	Yr 2	Yr 3	Yr 4	Yr 5	Yr 6	Yr 7	Yr 8	Yr 9	Yr 10	Yr 11	Yr 12	Yr 13
Principal	-	-	-	-	-	-	-	135,000	145,000	150,000	160,000	165,000	175,000
Coupon				5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%
Interest	-	-	-	372,500	372,500	372,500	372,500	372,500	365,750	358,500	351,000	343,000	334,750
Total P+I	**-**	**-**	**-**	**372,500**	**372,500**	**372,500**	**372,500**	**507,500**	**510,750**	**508,500**	**511,000**	**508,000**	**509,750**
CAPI	-	-	-	(372,500)	(372,500)	(372,500)	-	-	-	-	-	-	-
DSR	-	-	-	-	-	-	(5,110)	(5,110)	(5,110)	(5,110)	(5,110)	(5,110)	(5,110)
Net D/S	**-**	**-**	**-**	**-**	**-**	**-**	**367,390**	**502,390**	**505,640**	**503,390**	**505,890**	**502,890**	**504,640**

Senior - Series 2 - Yr 6

Date	Yr 1	Yr 2	Yr 3	Yr 4	Yr 5	Yr 6	Yr 7	Yr 8	Yr 9	Yr 10	Yr 11	Yr 12	Yr 13
Principal	-	-	-	-	-	-	-	-	-	25,000	55,000	55,000	60,000
Coupon							5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%
Interest	-	-	-	-	-	-	150,000	150,000	150,000	150,000	148,750	146,000	143,250
Total P+I	-	-	-	-	-	-	**150,000**	**150,000**	**150,000**	**175,000**	**203,750**	**201,000**	**203,250**
CAPI	-	-	-	-	-	-	(150,000)	(140,000)	(45,000)	-	-	-	-
DSR	-	-	-	-	-	-	-	-	-	(2,053)	(2,053)	(2,053)	(2,053)
Net D/S	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**10,000**	**105,000**	**172,948**	**201,698**	**198,948**	**201,198**

Senior - Series 3 - Yr 7

Date	Yr 1	Yr 2	Yr 3	Yr 4	Yr 5	Yr 6	Yr 7	Yr 8	Yr 9	Yr 10	Yr 11	Yr 12	Yr 13
Principal	-	-	-	-	-	-	-	-	-	-	45,000	55,000	55,000
Coupon								5.00%	5.00%	5.00%	5.00%	5.00%	5.00%
Interest	-	-	-	-	-	-	-	150,000	150,000	150,000	150,000	147,750	145,000
Total P+I	-	-	-	-	-	-	-	**150,000**	**150,000**	**150,000**	**195,000**	**202,750**	**200,000**
CAPI	-	-	-	-	-	-	-	(150,000)	(150,000)	(55,000)	-	-	-
DSR	-	-	-	-	-	-	-	-	-	-	(2,043)	(2,043)	(2,043)
Net D/S	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**95,000**	**192,958**	**200,708**	**197,958**

Senior - Series 4 - Yr 8

Date	Yr 1	Yr 2	Yr 3	Yr 4	Yr 5	Yr 6	Yr 7	Yr 8	Yr 9	Yr 10	Yr 11	Yr 12	Yr 13
Principal	-	-	-	-	-	-	-	-	-	-	-	-	55,000
Coupon									5.00%	5.00%	5.00%	5.00%	5.00%
Interest	-	-	-	-	-	-	-	-	150,000	150,000	150,000	150,000	150,000
Total P+I	-	-	-	-	-	-	-	-	**150,000**	**150,000**	**150,000**	**150,000**	**205,000**
CAPI	-	-	-	-	-	-	-	-	(150,000)	(150,000)	(150,000)	-	-
DSR	-	-	-	-	-	-	-	-	-	-	-	(2,065)	(2,065)
Net D/S	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**147,935**	**202,935**

Senior - Series 5 - Yr 11

Date	Yr 1	Yr 2	Yr 3	Yr 4	Yr 5	Yr 6	Yr 7	Yr 8	Yr 9	Yr 10	Yr 11	Yr 12	Yr 13
Principal	-	-	-	-	-	-	-	-	-	-	-	-	-
Coupon												5.00%	5.00%
Interest	-	-	-	-	-	-	-	-	-	-	-	300,000	300,000
Total P+I	-	-	-	-	-	-	-	-	-	-	-	**300,000**	**300,000**
CAPI	-	-	-	-	-	-	-	-	-	-	-	(300,000)	(245,000)
DSR	-	-	-	-	-	-	-	-	-	-	-	-	-
Net D/S	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**55,000**

Senior - Series 6 - Yr 14

Date	Yr 1	Yr 2	Yr 3	Yr 4	Yr 5	Yr 6	Yr 7	Yr 8	Yr 9	Yr 10	Yr 11	Yr 12	Yr 13
Principal	-	-	-	-	-	-	-	-	-	-	-	-	-
Coupon													
Interest	-	-	-	-	-	-	-	-	-	-	-	-	-
Total P+I	-	-	-	-	-	-	-	-	-	-	-	-	-
CAPI	-	-	-	-	-	-	-	-	-	-	-	-	-
DSR	-	-	-	-	-	-	-	-	-	-	-	-	-
Net D/S	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**

Redlands 360 Metropolitan Districts
Limited Tax General Obligation Bonds
Service Plan Financing Information - 1,666 Units
Issue Senior Debt @ 1.25x D/S - Sub @ 1.00x

Debt Service Summary

Senior - Series 1 - Yr 3

Date	Yr 14	Yr 15	Yr 16	Yr 17	Yr 18	Yr 19	Yr 20	Yr 21	Yr 22	Yr 23	Yr 24	Yr 25	Yr 26
Principal	180,000	190,000	200,000	210,000	220,000	235,000	245,000	255,000	270,000	280,000	295,000	310,000	325,000
Coupon	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%
Interest	326,000	317,000	307,500	297,500	287,000	276,000	264,250	252,000	239,250	225,750	211,750	197,000	181,500
Total P+I	**506,000**	**507,000**	**507,500**	**507,500**	**507,000**	**511,000**	**509,250**	**507,000**	**509,250**	**505,750**	**506,750**	**507,000**	**506,500**
CAPI	-	-	-	-	-	-	-	-	-	-	-	-	-
DSR	(5,110)	(5,110)	(5,110)	(5,110)	(5,110)	(5,110)	(5,110)	(5,110)	(5,110)	(5,110)	(5,110)	(5,110)	(5,110)
Net D/S	**500,890**	**501,890**	**502,390**	**502,390**	**501,890**	**505,890**	**504,140**	**501,890**	**504,140**	**500,640**	**501,640**	**501,890**	**501,390**

Senior - Series 2 - Yr 6

Date	Yr 14	Yr 15	Yr 16	Yr 17	Yr 18	Yr 19	Yr 20	Yr 21	Yr 22	Yr 23	Yr 24	Yr 25	Yr 26
Principal	65,000	65,000	70,000	75,000	75,000	80,000	85,000	90,000	95,000	95,000	100,000	105,000	110,000
Coupon	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%
Interest	140,250	137,000	133,750	130,250	126,500	122,750	118,750	114,500	110,000	105,250	100,500	95,500	90,250
Total P+I	**205,250**	**202,000**	**203,750**	**205,250**	**201,500**	**202,750**	**203,750**	**204,500**	**205,000**	**200,250**	**200,500**	**200,500**	**200,250**
CAPI	-	-	-	-	-	-	-	-	-	-	-	-	-
DSR	(2,053)	(2,053)	(2,053)	(2,053)	(2,053)	(2,053)	(2,053)	(2,053)	(2,053)	(2,053)	(2,053)	(2,053)	(2,053)
Net D/S	**203,198**	**199,948**	**201,698**	**203,198**	**199,448**	**200,698**	**201,698**	**202,448**	**202,948**	**198,198**	**198,448**	**198,448**	**198,198**

Senior - Series 3 - Yr 7

Date	Yr 14	Yr 15	Yr 16	Yr 17	Yr 18	Yr 19	Yr 20	Yr 21	Yr 22	Yr 23	Yr 24	Yr 25	Yr 26
Principal	60,000	65,000	65,000	70,000	75,000	75,000	80,000	85,000	90,000	90,000	95,000	100,000	105,000
Coupon	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%
Interest	142,250	139,250	136,000	132,750	129,250	125,500	121,750	117,750	113,500	109,000	104,500	99,750	94,750
Total P+I	**202,250**	**204,250**	**201,000**	**202,750**	**204,250**	**200,500**	**201,750**	**202,750**	**203,500**	**199,000**	**199,500**	**199,750**	**199,750**
CAPI	-	-	-	-	-	-	-	-	-	-	-	-	-
DSR	(2,043)	(2,043)	(2,043)	(2,043)	(2,043)	(2,043)	(2,043)	(2,043)	(2,043)	(2,043)	(2,043)	(2,043)	(2,043)
Net D/S	**200,208**	**202,208**	**198,958**	**200,708**	**202,208**	**198,458**	**199,708**	**200,708**	**201,458**	**196,958**	**197,458**	**197,708**	**197,708**

Senior - Series 4 - Yr 8

Date	Yr 14	Yr 15	Yr 16	Yr 17	Yr 18	Yr 19	Yr 20	Yr 21	Yr 22	Yr 23	Yr 24	Yr 25	Yr 26
Principal	55,000	60,000	65,000	65,000	70,000	75,000	75,000	80,000	85,000	90,000	95,000	100,000	105,000
Coupon	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%
Interest	147,250	144,500	141,500	138,250	135,000	131,500	127,750	124,000	120,000	115,750	111,250	106,500	101,500
Total P+I	**202,250**	**204,500**	**206,500**	**203,250**	**205,000**	**206,500**	**202,750**	**204,000**	**205,000**	**205,750**	**206,250**	**206,500**	**206,500**
CAPI	-	-	-	-	-	-	-	-	-	-	-	-	-
DSR	(2,065)	(2,065)	(2,065)	(2,065)	(2,065)	(2,065)	(2,065)	(2,065)	(2,065)	(2,065)	(2,065)	(2,065)	(2,065)
Net D/S	**200,185**	**202,435**	**204,435**	**201,185**	**202,935**	**204,435**	**200,685**	**201,935**	**202,935**	**203,685**	**204,185**	**204,435**	**204,435**

Senior - Series 5 - Yr 11

Date	Yr 14	Yr 15	Yr 16	Yr 17	Yr 18	Yr 19	Yr 20	Yr 21	Yr 22	Yr 23	Yr 24	Yr 25	Yr 26
Principal	-	10,000	110,000	115,000	120,000	125,000	135,000	140,000	145,000	155,000	160,000	170,000	180,000
Coupon	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%
Interest	300,000	300,000	299,500	294,000	288,250	282,250	276,000	269,250	262,250	255,000	247,250	239,250	230,750
Total P+I	**300,000**	**310,000**	**409,500**	**409,000**	**408,250**	**407,250**	**411,000**	**409,250**	**407,250**	**410,000**	**407,250**	**409,250**	**410,750**
CAPI	(95,000)	-	-	-	-	-	-	-	-	-	-	-	-
DSR	-	(4,110)	(4,110)	(4,110)	(4,110)	(4,110)	(4,110)	(4,110)	(4,110)	(4,110)	(4,110)	(4,110)	(4,110)
Net D/S	**205,000**	**305,890**	**405,390**	**404,890**	**404,140**	**403,140**	**406,890**	**405,140**	**403,140**	**405,890**	**403,140**	**405,140**	**406,640**

Senior - Series 6 - Yr 14

Date	Yr 14	Yr 15	Yr 16	Yr 17	Yr 18	Yr 19	Yr 20	Yr 21	Yr 22	Yr 23	Yr 24	Yr 25	Yr 26
Principal	-	-	-	-	25,000	145,000	155,000	160,000	170,000	175,000	185,000	195,000	205,000
Coupon		5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%
Interest	-	400,000	400,000	400,000	400,000	398,750	391,500	383,750	375,750	367,250	358,500	349,250	339,500
Total P+I	**-**	**400,000**	**400,000**	**400,000**	**425,000**	**543,750**	**546,500**	**543,750**	**545,750**	**542,250**	**543,500**	**544,250**	**544,500**
CAPI	-	(400,000)	(325,000)	(160,000)	-	-	-	-	-	-	-	-	-
DSR	-	-	-	-	(5,465)	(5,465)	(5,465)	(5,465)	(5,465)	(5,465)	(5,465)	(5,465)	(5,465)
Net D/S	**-**	**-**	**75,000**	**240,000**	**419,535**	**538,285**	**541,035**	**538,285**	**540,285**	**536,785**	**538,035**	**538,785**	**539,035**

Redlands 360 Metropolitan Districts
Limited Tax General Obligation Bonds
Service Plan Financing Information - 1,666 Units
Issue Senior Debt @ 1.25x D/S - Sub @ 1.00x

Debt Service Summary

Senior - Series 1 - Yr 3

Date	Yr 27	Yr 28	Yr 29	Yr 30	Yr 31	Yr 32	Yr 33	Yr 34	Yr 35	Yr 36	Yr 37	Yr 38	Yr 39
Principal	345,000	360,000	380,000	395,000	415,000	440,000	970,000	-	-	-	-	-	-
Coupon	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%						
Interest	165,250	148,000	130,000	111,000	91,250	70,500	48,500	-	-	-	-	-	-
Total P+I	**510,250**	**508,000**	**510,000**	**506,000**	**506,250**	**510,500**	**1,018,500**	**-**	**-**	**-**	**-**	**-**	**-**
CAPI	-	-	-	-	-	-	-	-	-	-	-	-	-
DSR	(5,110)	(5,110)	(5,110)	(5,110)	(5,110)	(5,110)	(516,110)	-	-	-	-	-	-
Net D/S	**505,140**	**502,890**	**504,890**	**500,890**	**501,140**	**505,390**	**502,390**	**-**	**-**	**-**	**-**	**-**	**-**

Senior - Series 2 - Yr 6

Date	Yr 27	Yr 28	Yr 29	Yr 30	Yr 31	Yr 32	Yr 33	Yr 34	Yr 35	Yr 36	Yr 37	Yr 38	Yr 39
Principal	120,000	125,000	130,000	135,000	145,000	150,000	160,000	165,000	175,000	390,000	-	-	-
Coupon	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%			
Interest	84,750	78,750	72,500	66,000	59,250	52,000	44,500	36,500	28,250	19,500	-	-	-
Total P+I	**204,750**	**203,750**	**202,500**	**201,000**	**204,250**	**202,000**	**204,500**	**201,500**	**203,250**				
CAPI	-	-	-	-	-	-	-	-	-	-	-	-	-
DSR	(2,053)	(2,053)	(2,053)	(2,053)	(2,053)	(2,053)	(2,053)	(2,053)	(2,053)	(207,303)	-	-	-
Net D/S	**202,698**	**201,698**	**200,448**	**198,948**	**202,198**	**199,948**	**202,448**	**199,448**	**201,198**	**(207,303)**	**-**	**-**	**-**

Senior - Series 3 - Yr 7

Date	Yr 27	Yr 28	Yr 29	Yr 30	Yr 31	Yr 32	Yr 33	Yr 34	Yr 35	Yr 36	Yr 37	Yr 38	Yr 39
Principal	110,000	115,000	125,000	130,000	135,000	145,000	150,000	155,000	165,000	175,000	385,000	-	-
Coupon	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%		
Interest	89,500	84,000	78,250	72,000	65,500	58,750	51,500	44,000	36,250	28,000	19,250	-	-
Total P+I	**199,500**	**199,000**	**203,250**	**202,000**	**200,500**	**203,750**	**201,500**	**199,000**	**201,250**				
CAPI	-	-	-	-	-	-	-	-	-	-	-	-	-
DSR	(2,043)	(2,043)	(2,043)	(2,043)	(2,043)	(2,043)	(2,043)	(2,043)	(2,043)	(2,043)	(206,293)	-	-
Net D/S	**197,458**	**196,958**	**201,208**	**199,958**	**198,458**	**201,708**	**199,458**	**196,958**	**199,208**	**(2,043)**	**(206,293)**	**-**	**-**

Senior - Series 4 - Yr 8

Date	Yr 27	Yr 28	Yr 29	Yr 30	Yr 31	Yr 32	Yr 33	Yr 34	Yr 35	Yr 36	Yr 37	Yr 38	Yr 39
Principal	110,000	115,000	120,000	125,000	130,000	140,000	145,000	150,000	160,000	165,000	175,000	390,000	-
Coupon	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	
Interest	96,250	90,750	85,000	79,000	72,750	66,250	59,250	52,000	44,500	36,500	28,250	19,500	-
Total P+I	**206,250**	**205,750**	**205,000**	**204,000**	**202,750**	**206,250**	**204,250**	**202,000**	**204,500**	**201,500**	**203,250**	**409,500**	**-**
CAPI	-	-	-	-	-	-	-	-	-	-	-	-	-
DSR	(2,065)	(2,065)	(2,065)	(2,065)	(2,065)	(2,065)	(2,065)	(2,065)	(2,065)	(2,065)	(2,065)	(208,565)	-
Net D/S	**204,185**	**203,685**	**202,935**	**201,935**	**200,685**	**204,185**	**202,185**	**199,935**	**202,435**	**199,435**	**201,185**	**200,935**	**-**

Senior - Series 5 - Yr 11

Date	Yr 27	Yr 28	Yr 29	Yr 30	Yr 31	Yr 32	Yr 33	Yr 34	Yr 35	Yr 36	Yr 37	Yr 38	Yr 39
Principal	185,000	195,000	205,000	215,000	225,000	240,000	250,000	265,000	275,000	290,000	305,000	320,000	335,000
Coupon	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%
Interest	221,750	212,500	202,750	192,500	181,750	170,500	158,500	146,000	132,750	119,000	104,500	89,250	73,250
Total P+I	**406,750**	**407,500**	**407,750**	**407,500**	**406,750**	**410,500**	**408,500**	**411,000**	**407,750**	**409,000**	**409,500**	**409,250**	**408,250**
CAPI	-	-	-	-	-	-	-	-	-	-	-	-	-
DSR	(4,110)	(4,110)	(4,110)	(4,110)	(4,110)	(4,110)	(4,110)	(4,110)	(4,110)	(4,110)	(4,110)	(4,110)	(4,110)
Net D/S	**402,640**	**403,390**	**403,640**	**403,390**	**402,640**	**406,390**	**404,390**	**406,890**	**403,640**	**404,890**	**405,390**	**405,140**	**404,140**

Senior - Series 6 - Yr 14

Date	Yr 27	Yr 28	Yr 29	Yr 30	Yr 31	Yr 32	Yr 33	Yr 34	Yr 35	Yr 36	Yr 37	Yr 38	Yr 39
Principal	215,000	225,000	235,000	250,000	260,000	275,000	290,000	300,000	315,000	335,000	350,000	365,000	385,000
Coupon	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%
Interest	329,250	318,500	307,250	295,500	283,000	270,000	256,250	241,750	226,750	211,000	194,250	176,750	158,500
Total P+I	**544,250**	**543,500**	**542,250**	**545,500**	**543,000**	**545,000**	**546,250**	**541,750**	**541,750**	**546,000**	**544,250**	**541,750**	**543,500**
CAPI	-	-	-	-	-	-	-	-	-	-	-	-	-
DSR	(5,465)	(5,465)	(5,465)	(5,465)	(5,465)	(5,465)	(5,465)	(5,465)	(5,465)	(5,465)	(5,465)	(5,465)	(5,465)
Net D/S	**538,785**	**538,035**	**536,785**	**540,035**	**537,535**	**539,535**	**540,785**	**536,285**	**536,285**	**540,535**	**538,785**	**536,285**	**538,035**

Redlands 360 Metropolitan Districts
Limited Tax General Obligation Bonds
Service Plan Financing Information - 1,666 Units
Issue Senior Debt @ 1.25x D/S - Sub @ 1.00x

Debt Service Summary

Senior - Series 1 - Yr 3

Date	Yr 40	Yr 41	Yr 42	Yr 43	Yr 44	Yr 45	Yr 46	Yr 47	Yr 48	Yr 49	Yr 50	Yr 51	Totals
Principal	-	-	-	-	-	-	-	-	-	-	-	-	7,450,000
Coupon													
Interest	-	-	-	-	-	-	-	-	-	-	-	-	7,762,500
Total P+I	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**15,212,500**
CAPI	-	-	-	-	-	-	-	-	-	-	-	-	**(1,117,500)**
DSR	-	-	-	-	-	-	-	-	-	-	-	-	**(648,970)**
Net D/S	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**13,446,030**

Senior - Series 2 - Yr 6

Date	Yr 40	Yr 41	Yr 42	Yr 43	Yr 44	Yr 45	Yr 46	Yr 47	Yr 48	Yr 49	Yr 50	Yr 51	Totals
Principal	-	-	-	-	-	-	-	-	-	-	-	-	3,000,000
Coupon													
Interest	-	-	-	-	-	-	-	-	-	-	-	-	3,105,250
Total P+I													**5,695,750**
CAPI	-	-	-	-	-	-	-	-	-	-	-	-	**(335,000)**
DSR	-	-	-	-	-	-	-	-	-	-	-	-	**(260,668)**
Net D/S	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**5,100,083**

Senior - Series 3 - Yr 7

Date	Yr 40	Yr 41	Yr 42	Yr 43	Yr 44	Yr 45	Yr 46	Yr 47	Yr 48	Yr 49	Yr 50	Yr 51	Totals
Principal	-	-	-	-	-	-	-	-	-	-	-	-	3,000,000
Coupon													
Interest	-	-	-	-	-	-	-	-	-	-	-	-	3,085,750
Total P+I													**5,478,500**
CAPI	-	-	-	-	-	-	-	-	-	-	-	-	**(355,000)**
DSR	-	-	-	-	-	-	-	-	-	-	-	-	**(259,398)**
Net D/S	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**4,864,103**

Senior - Series 4 - Yr 8

Date	Yr 40	Yr 41	Yr 42	Yr 43	Yr 44	Yr 45	Yr 46	Yr 47	Yr 48	Yr 49	Yr 50	Yr 51	Totals
Principal	-	-	-	-	-	-	-	-	-	-	-	-	3,000,000
Coupon													
Interest	-	-	-	-	-	-	-	-	-	-	-	-	3,124,750
Total P+I	-	-	-	-	-	-	-	-	-	-	-	-	**6,124,750**
CAPI	-	-	-	-	-	-	-	-	-	-	-	-	**(450,000)**
DSR	-	-	-	-	-	-	-	-	-	-	-	-	**(262,255)**
Net D/S	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**5,412,495**

Senior - Series 5 - Yr 11

Date	Yr 40	Yr 41	Yr 42	Yr 43	Yr 44	Yr 45	Yr 46	Yr 47	Yr 48	Yr 49	Yr 50	Yr 51	Totals
Principal	350,000	780,000	-	-	-	-	-	-	-	-	-	-	6,000,000
Coupon	**5.00%**	**5.00%**											
Interest	56,500	39,000	-	-	-	-	-	-	-	-	-	-	6,244,250
Total P+I	**406,500**	**819,000**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**12,244,250**
CAPI	-	-	-	-	-	-	-	-	-	-	-	-	**(640,000)**
DSR	**(4,110)**	**(415,110)**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**(521,970)**
Net D/S	**402,390**	**403,890**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**11,082,280**

Senior - Series 6 - Yr 14

Date	Yr 40	Yr 41	Yr 42	Yr 43	Yr 44	Yr 45	Yr 46	Yr 47	Yr 48	Yr 49	Yr 50	Yr 51	Totals
Principal	405,000	425,000	445,000	470,000	1,040,000	-	-	-	-	-	-	-	8,000,000
Coupon	**5.00%**	**5.00%**	**5.00%**	**5.00%**	**5.00%**								
Interest	139,250	119,000	97,750	75,500	52,000	-	-	-	-	-	-	-	8,316,500
Total P+I	**544,250**	**544,000**	**542,750**	**545,500**	**1,092,000**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**16,316,500**
CAPI	-	-	-	-	-	-	-	-	-	-	-	-	**(885,000)**
DSR	**(5,465)**	**(5,465)**	**(5,465)**	**(5,465)**	**(551,965)**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**(694,055)**
Net D/S	**538,785**	**538,535**	**537,285**	**540,035**	**540,035**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**14,737,445**

Redlands 360 Metropolitan Districts
Limited Tax General Obligation Bonds
Service Plan Financing Information - 1,666 Units
Issue Senior Debt @ 1.25x D/S - Sub @ 1.00x

Debt Service Summary

Senior - Series 7 - Yr 17

Date	Yr 1	Yr 2	Yr 3	Yr 4	Yr 5	Yr 6	Yr 7	Yr 8	Yr 9	Yr 10	Yr 11	Yr 12	Yr 13
Principal	-	-	-	-	-	-	-	-	-	-	-	-	-
Coupon													
Interest	-	-	-	-	-	-	-	-	-	-	-	-	-
Total P+I	-	-	-	-	-	-	-	-	-	-	-	-	-
CAPI	-	-	-	-	-	-	-	-	-	-	-	-	-
DSR	-	-	-	-	-	-	-	-	-	-	-	-	-
Net D/S	-	-	-	-	-	-	-	-	-	-	-	-	-

Senior - Series 8 - Yr 21

Date	Yr 1	Yr 2	Yr 3	Yr 4	Yr 5	Yr 6	Yr 7	Yr 8	Yr 9	Yr 10	Yr 11	Yr 12	Yr 13
Principal	-	-	-	-	-	-	-	-	-	-	-	-	-
Coupon													
Interest	-	-	-	-	-	-	-	-	-	-	-	-	-
Total P+I	-	-	-	-	-	-	-	-	-	-	-	-	-
CAPI	-	-	-	-	-	-	-	-	-	-	-	-	-
DSR	-	-	-	-	-	-	-	-	-	-	-	-	-
Net D/S	-	-	-	-	-	-	-	-	-	-	-	-	-

Senior - Total

Date	Yr 1	Yr 2	Yr 3	Yr 4	Yr 5	Yr 6	Yr 7	Yr 8	Yr 9	Yr 10	Yr 11	Yr 12	Yr 13
Principal	-	-	-	-	-	-	-	135,000	145,000	175,000	260,000	275,000	345,000
Interest	-	-	-	372,500	372,500	372,500	522,500	672,500	815,750	808,500	799,750	1,086,750	1,073,000
Total P+I	-	-	-	372,500	372,500	372,500	522,500	807,500	960,750	983,500	1,059,750	1,361,750	1,418,000
CAPI	-	-	-	(372,500)	(372,500)	(372,500)	(150,000)	(290,000)	(345,000)	(205,000)	(150,000)	(300,000)	(245,000)
DSR	-	-	-	-	-	-	(5,110)	(5,110)	(5,110)	(7,163)	(9,205)	(11,270)	(11,270)
Net D/S	-	-	-	-	-	-	367,390	512,390	610,640	771,338	900,545	1,050,480	1,161,730

Redlands 360 Metropolitan Districts
Limited Tax General Obligation Bonds
Service Plan Financing Information - 1,666 Units
Issue Senior Debt @ 1.25x D/S - Sub @ 1.00x

Debt Service Summary

Senior - Series 7 - Yr 17

Date	Yr 14	Yr 15	Yr 16	Yr 17	Yr 18	Yr 19	Yr 20	Yr 21	Yr 22	Yr 23	Yr 24	Yr 25	Yr 26
Principal	-	-	-	-	-	-	-	-	50,000	65,000	65,000	80,000	85,000
Coupon					5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%
Interest	-	-	-	-	310,000	310,000	310,000	310,000	310,000	307,500	304,250	301,000	297,000
Total P+I	-	-	-	-	310,000	310,000	310,000	310,000	360,000	372,500	369,250	381,000	382,000
CAPI	-	-	-	-	(310,000)	(300,000)	(140,000)	-	-	-	-	-	-
DSR	-	-	-	-	-	-	-	(4,345)	(4,345)	(4,345)	(4,345)	(4,345)	(4,345)
Net D/S	-	-	-	-	-	10,000	170,000	305,655	355,655	368,155	364,905	376,655	377,655

Senior - Series 8 - Yr 21

Date	Yr 14	Yr 15	Yr 16	Yr 17	Yr 18	Yr 19	Yr 20	Yr 21	Yr 22	Yr 23	Yr 24	Yr 25	Yr 26
Principal	-	-	-	-	-	-	-	-	-	-	-	90,000	115,000
Coupon									5.00%	5.00%	5.00%	5.00%	5.00%
Interest	-	-	-	-	-	-	-	-	440,000	440,000	440,000	440,000	435,500
Total P+I	-	-	-	-	-	-	-	-	440,000	440,000	440,000	530,000	550,500
CAPI	-	-	-	-	-	-	-	-	(290,000)	(170,000)	(20,000)	-	-
DSR	-	-	-	-	-	-	-	-	-	-	-	(5,938)	(5,938)
Net D/S	-	-	-	-	-	-	-	-	150,000	270,000	420,000	524,063	544,563

Senior - Total

Date	Yr 14	Yr 15	Yr 16	Yr 17	Yr 18	Yr 19	Yr 20	Yr 21	Yr 22	Yr 23	Yr 24	Yr 25	Yr 26
Principal	360,000	390,000	510,000	535,000	585,000	735,000	775,000	810,000	905,000	950,000	995,000	1,150,000	1,230,000
Interest	1,055,750	1,437,750	1,418,250	1,392,750	1,676,000	1,646,750	1,610,000	1,571,250	1,970,750	1,925,500	1,878,000	1,828,250	1,770,750
Total P+I	1,415,750	1,827,750	1,928,250	1,927,750	2,261,000	2,381,750	2,385,000	2,381,250	2,875,750	2,875,500	2,873,000	2,978,250	3,000,750
CAPI	(95,000)	(400,000)	(325,000)	(160,000)	(310,000)	(300,000)	(140,000)	-	(290,000)	(170,000)	(20,000)	-	-
DSR	(11,270)	(15,380)	(15,380)	(15,380)	(20,845)	(20,845)	(20,845)	(25,190)	(25,190)	(25,190)	(25,190)	(31,128)	(31,128)
Net D/S	1,309,480	1,412,370	1,587,870	1,752,370	1,930,155	2,060,905	2,224,155	2,356,060	2,560,560	2,680,310	2,827,810	2,947,123	2,969,623

Redlands 360 Metropolitan Districts
Limited Tax General Obligation Bonds
Service Plan Financing Information - 1,666 Units
Issue Senior Debt @ 1.25x D/S - Sub @ 1.00x

Debt Service Summary

Senior - Series 7 - Yr 17

Date	Yr 27	Yr 28	Yr 29	Yr 30	Yr 31	Yr 32	Yr 33	Yr 34	Yr 35	Yr 36	Yr 37	Yr 38	Yr 39
Principal	100,000	105,000	125,000	130,000	150,000	155,000	180,000	185,000	210,000	220,000	245,000	255,000	280,000
Coupon	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%				
Interest	292,750	287,750	282,500	276,250	269,750	262,250	254,500	245,500	236,250				
Total P+I	**392,750**	**392,750**	**407,500**	**406,250**	**419,750**	**417,250**	**434,500**	**430,500**	**446,250**	**220,000**	**245,000**	**255,000**	**280,000**
CAPI	-	-	-	-	-	-	-	-	-	-	-	-	-
DSR	(4,345)	(4,345)	(4,345)	(4,345)	(4,345)	(4,345)	(4,345)	(4,345)	(4,345)	(4,345)	(4,345)	(4,345)	(4,345)
Net D/S	**388,405**	**388,405**	**403,155**	**401,905**	**415,405**	**412,905**	**430,155**	**426,155**	**441,905**	**215,655**	**240,655**	**250,655**	**275,655**

Senior - Series 8 - Yr 21

Date	Yr 27	Yr 28	Yr 29	Yr 30	Yr 31	Yr 32	Yr 33	Yr 34	Yr 35	Yr 36	Yr 37	Yr 38	Yr 39
Principal	120,000	135,000	145,000	160,000	170,000	190,000	200,000	220,000	230,000	255,000	265,000	290,000	305,000
Coupon	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%
Interest	429,750	423,750	417,000	409,750	401,750	393,250	383,750	373,750	362,750	351,250	338,500	325,250	310,750
Total P+I	**549,750**	**558,750**	**562,000**	**569,750**	**571,750**	**583,250**	**583,750**	**593,750**	**592,750**	**606,250**	**603,500**	**615,250**	**615,750**
CAPI	-	-	-	-	-	-	-	-	-	-	-	-	-
DSR	(5,938)	(5,938)	(5,938)	(5,938)	(5,938)	(5,938)	(5,938)	(5,938)	(5,938)	(5,938)	(5,938)	(5,938)	(5,938)
Net D/S	**543,813**	**552,813**	**556,063**	**563,813**	**565,813**	**577,313**	**577,813**	**587,813**	**586,813**	**600,313**	**597,563**	**609,313**	**609,813**

Senior - Total

Date	Yr 27	Yr 28	Yr 29	Yr 30	Yr 31	Yr 32	Yr 33	Yr 34	Yr 35	Yr 36	Yr 37	Yr 38	Yr 39
Principal	1,305,000	1,375,000	1,465,000	1,540,000	1,630,000	1,735,000	2,345,000	1,440,000	1,530,000	1,830,000	1,725,000	1,620,000	1,305,000
Interest	1,709,250	1,644,000	1,575,250	1,502,000	1,425,000	1,343,500	1,256,750	1,139,500	1,067,500	765,250	684,750	610,750	542,500
Total P+I	3,014,250	3,019,000	3,040,250	3,042,000	3,055,000	3,078,500	3,601,750	2,579,500	2,597,500	1,982,750	2,005,500	2,230,750	1,847,500
CAPI	-	-	-	-	-	-	-	-	-	-	-	-	-
DSR	(31,128)	(31,128)	(31,128)	(31,128)	(31,128)	(31,128)	(542,128)	(26,018)	(26,018)	(231,268)	(228,215)	(228,423)	(19,858)
Net D/S	**2,983,123**	**2,987,873**	**3,009,123**	**3,010,873**	**3,023,873**	**3,047,373**	**3,059,623**	**2,553,483**	**2,571,483**	**1,751,483**	**1,777,285**	**2,002,328**	**1,827,643**

Redlands 360 Metropolitan Districts
Limited Tax General Obligation Bonds
Service Plan Financing Information - 1,666 Units
Issue Senior Debt @ 1.25x D/S - Sub @ 1.00x

Debt Service Summary

Senior - Series 7 - Yr 17

Date	Yr 40	Yr 41	Yr 42	Yr 43	Yr 44	Yr 45	Yr 46	Yr 47	Yr 48	Yr 49	Yr 50	Yr 51	Totals
Principal	295,000	325,000	340,000	375,000	390,000	425,000	445,000	920,000	-	-	-	-	6,200,000
Coupon													
Interest													5,167,250
Total P+I	**295,000**	**325,000**	**340,000**	**375,000**	**390,000**	**425,000**	**445,000**	**920,000**	**-**	**-**	**-**	**-**	**11,367,250**
CAPI	-	-	-	-	-	-	-	-	-	-	-	-	**(750,000)**
DSR	**(4,345)**	**(4,345)**	**(4,345)**	**(4,345)**	**(4,345)**	**(4,345)**	**(4,345)**	**(438,845)**	**-**	**-**	**-**	**-**	**(551,815)**
Net D/S	**290,655**	**320,655**	**335,655**	**370,655**	**385,655**	**420,655**	**440,655**	**481,155**	**-**	**-**	**-**	**-**	**10,065,435**

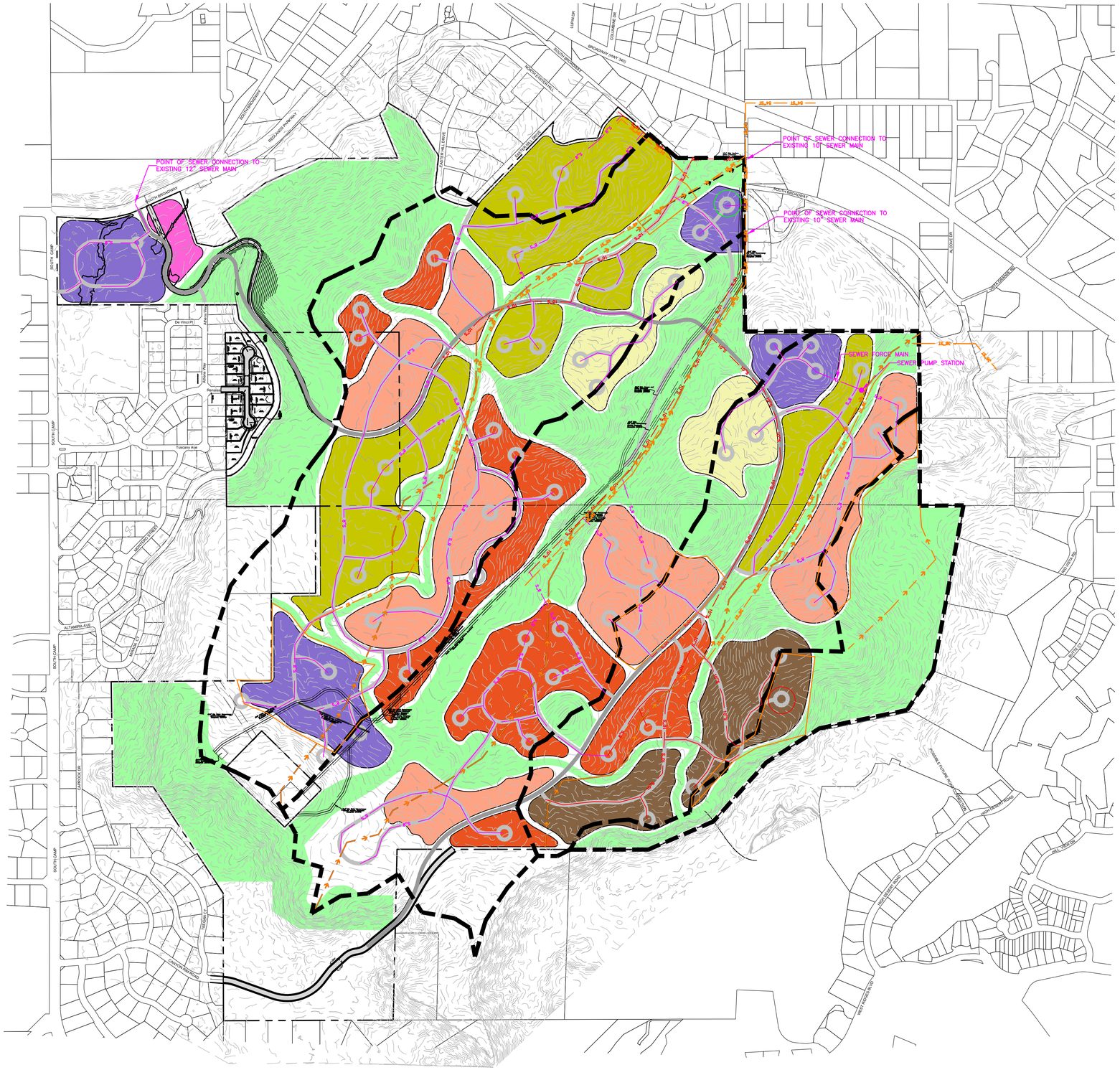
Senior - Series 8 - Yr 21

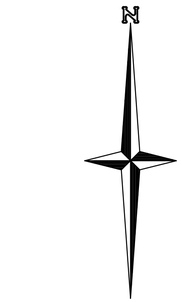
Date	Yr 40	Yr 41	Yr 42	Yr 43	Yr 44	Yr 45	Yr 46	Yr 47	Yr 48	Yr 49	Yr 50	Yr 51	Totals
Principal	335,000	350,000	380,000	400,000	435,000	455,000	490,000	515,000	555,000	580,000	395,000	1,020,000	8,800,000
Coupon	**5.00%**	**5.00%**	**5.00%**	**5.00%**	**5.00%**	**5.00%**	**5.00%**	**5.00%**	**5.00%**	**5.00%**	**5.00%**	**5.00%**	
Interest	295,500	278,750	261,250	242,250	222,250	200,500	177,750	153,250	127,500	99,750	70,750	51,000	9,297,250
Total P+I	**630,500**	**628,750**	**641,250**	**642,250**	**657,250**	**655,500**	**667,750**	**668,250**	**682,500**	**679,750**	**465,750**	**1,071,000**	**18,097,250**
CAPI	-	-	-	-	-	-	-	-	-	-	-	-	**(480,000)**
DSR	**(5,938)**	**(5,938)**	**(5,938)**	**(5,938)**	**(5,938)**	**(5,938)**	**(5,938)**	**(5,938)**	**(5,938)**	**(5,938)**	**(5,938)**	**(599,688)**	**(754,063)**
Net D/S	**624,563**	**622,813**	**635,313**	**636,313**	**651,313**	**649,563**	**661,813**	**662,313**	**676,563**	**673,813**	**459,813**	**471,313**	**16,863,188**

Senior - Total

Date	Yr 40	Yr 41	Yr 42	Yr 43	Yr 44	Yr 45	Yr 46	Yr 47	Yr 48	Yr 49	Yr 50	Yr 51	Totals
Principal	1,385,000	1,880,000	1,165,000	1,245,000	1,865,000	880,000	935,000	1,435,000	555,000	580,000	395,000	1,020,000	45,450,000
Interest	491,250	436,750	359,000	317,750	274,250	200,500	177,750	153,250	127,500	99,750	70,750	51,000	46,103,500
Total P+I	1,876,250	2,316,750	1,524,000	1,562,750	2,139,250	1,080,500	1,112,750	1,588,250	682,500	679,750	465,750	1,071,000	90,536,750
CAPI	-	-	-	-	-	-	-	-	-	-	-	-	**(5,012,500)**
DSR	**(19,858)**	**(430,858)**	**(15,748)**	**(15,748)**	**(562,248)**	**(10,283)**	**(10,283)**	**(444,783)**	**(5,938)**	**(5,938)**	**(5,938)**	**(599,688)**	**(3,953,193)**
Net D/S	**1,856,393**	**1,885,893**	**1,508,253**	**1,547,003**	**1,577,003**	**1,070,218**	**1,102,468**	**1,143,468**	**676,563**	**673,813**	**459,813**	**471,313**	**81,571,058**

EXHIBIT G-1





GENERAL UTILITY ASSUMPTIONS

1. Water Mains assumed to be 8-inch minimum in all streets
2. Storm sewer mains assumed to be 18-inch minimum in all streets

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

SCALE VERIFICATION
BAR IS ONE INCH ON ORIGINAL DRAWING
IF NOT ONE INCH ON THIS SHEET ADJUST SCALES ACCORDINGLY

NO.	DESCRIPTION	DATE	BY
	REVISIONS		

A • C • G
AUSTIN CIVIL GROUP, INC
Land Planning ▪ Civil Engineering ▪ Development Services
123 N. 7th Street, Suite 300 ▪ Grand Junction, Colorado 81501
(970) 242-7540

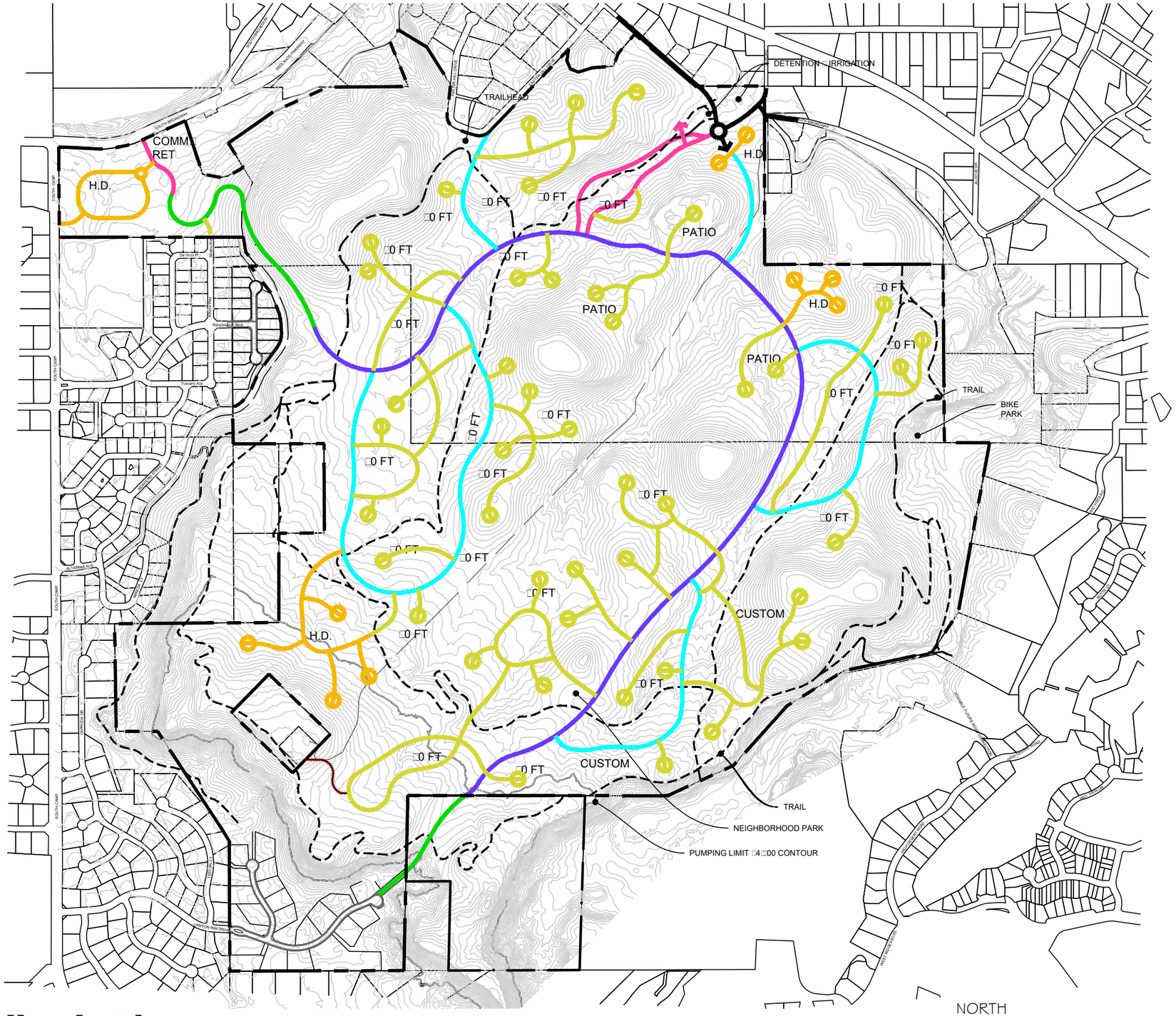
REDLANDS 360
description
OVERALL SANITARY SEWER
prepared for
GRand Junction, L.L.C.

DRAWN BY:	DESIGNED BY:	CHECKED BY:	APPROVED BY:
LWS	LWS	MRA	MRA

JOB NUMBER: 1321.0001
DATE: 02/27/20
SCALE: AS SHOWN
SHEET NO: 1

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Exhibit G-2



METRO DISTRICT LEGEND FOR ROADS

- 8 Detached 28 As halt 4 So Detached
- Unique with Median
- Detached 24 As halt 4 So Detached
- Attached 21 As halt Attached
- Attached 24 As halt
- Road with Detached 8 Trail
- New Ute Water Access road

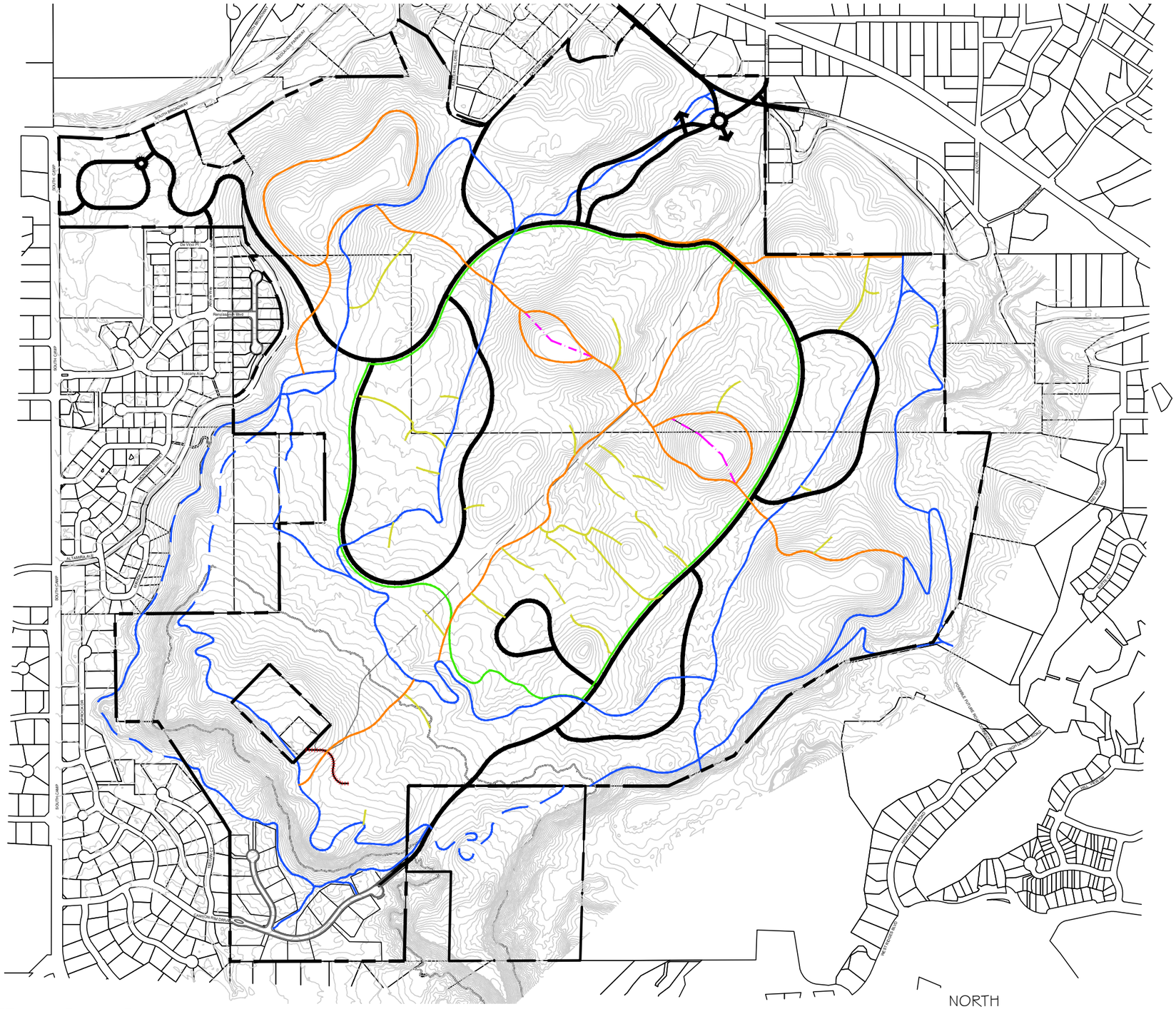
Redlands Three Sixty
Metro District Transportation Map

LA PLATA COMMUNITIES

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)

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Exhibit G-3



METRO DISTRICT LEGEND FOR TRAILS

- 8 □ Detached
- Historical On-Site
- Historical O□-Site
- On-Site Amenity
- HOA Connector
- S□ecial

Redlands Three Sixty

Metro District Trail Types

LA PLATA COMMUNITIES

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)

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Exhibit G-4

METRO DISTRICT LEGEND FOR FENCING□MONUMENT

- Modern □i□ □a□
- Gabion Wall
- Common Wall
- Community Fence

0 800 1600 2400

NORTH

Redlands Three Sixty

Metro District Monumentation/Walls/Fencing

LA PLATA COMMUNITIES

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)

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Exhibit G-5

METRO DISTRICT LEGEND FOR PARKS

- Par□ Nodes (□)
- O□en S□ace
- Trailheads (□)
- Bi□e Par□
- (A□B□C□D) The Four Brothers

D

C

B

A

THE FOUR BROTHERS AXIS

COMMUNITY CONNECTOR AXIS

0 800 1600 2400

NORTH

Redlands Three Sixty
Metro District Parks and Amenities

LA PLATA COMMUNITIES

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)

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Exhibit H

NOTICE OF SPECIAL DISTRICT DISCLOSURE

(to be provided to every purchaser of real property within the boundaries of the District)

Name of Districts:	Redlands 360 Metropolitan Districts No. 1-9
Contact Information for Districts:	John P. Justus, Esq. Hoskin Farina Kampf, Professional Corporation 200 Grand Avenue, Suite 400 Grand Junction, CO 81502 (970) 986-3400 (or subsequent district contact information)
Type of Districts: (i.e. if dual or three districts concept – insert language regarding limited rights of property owners)	District No. 1 thru District No. 9 are classified as residential districts, but may also include commercial uses. District No. 9 will provide services to Districts No. 1-8. Districts 1-8 will impose mill levies and issue bonds.
Identify Districts' Improvements Financed by Proposed Bonds (List by major categories, i.e. Roads – Powers Blvd):	Together, the Districts may not issue more than $60 million of debt; each District has the following authorization: Authorized up to $60,000,000 in streets and drainage Authorized up to $60,000,000 in water infrastructure Authorized up to $60,000,000 in wastewater infrastructure Authorized up to $60,000,000 for traffic safety control Authorized up to $60,000,000 in park and recreation Authorized up to $60,000,000 for mosquito control Authorized up to $60,000,000 for television relay Authorized up to $60,000,000 for transportation
Identify Services/Facilities Operated/Maintained by Districts:	Parks, recreation, landscaping, entrance features, ponds, waterways, open space, trails and bridges.
Mill Levy Cap: (Describe Procedure for any Adjustments to Mill Levy Cap) ***(Note: These Districts may or may not be certifying a mill levy at the time of your purchase. Please verify by contacting the Districts.)***	The mill levy on District No. 1 and District No. 8 is expected to be 50 mills for debt and 15 mills for operations. The mill levies may be adjusted for changes in law.
Authorized Debt of the Districts per Service Plan:	$60,000,000 total principal amount for the Districts together

Voter Authorized Debt per District:	$480,000,000 total principal amount for the Districts separately
District Boundaries:	See attached map
Sample Calculation of Mill Levy Cap for a <u>RESIDENTIAL</u> Property **Assumptions:** **<u>Residential</u> Market value is $500,000** **Mill levy cap is 65 mills** **Calculation:** **$500,000 x .0715 = $35,750 (Residential Assessed Valuation)** **$35,750 x .065 mills = $2,323 per year in taxes owed solely to the Special District**	Sample Calculation of Mill Levy Cap for a **<u>COMMERCIAL, OFFICE OR INDUSTRIAL</u>** Property Assumptions: Market value is $750,000 Mill levy cap is 65 mills Calculation: $750,000 x .29 = $217,500 (Commercial Assessed Valuation) $217,500 x .065 mills = $14,137 per year in taxes owed solely to the Special District

Grand Junction Planning Commission

Regular Session

Item #1.

Meeting Date: May 26, 2020

Presented By: Tamra Allen, Community Development Director

Department: Community Development

Submitted By: Tamra Allen, Community Development Director

Information

SUBJECT:

Election of Officers

RECOMMENDATION:

Approve a Chairperson and Vice Chairperson of the Planning Commission.

EXECUTIVE SUMMARY:

The Planning Commission bylaws require a Chairperson and Vice Chairperson be elected annually at a regular meeting in May.

BACKGROUND OR DETAILED INFORMATION:

The Planning Commission bylaws require a Chairperson and Vice Chairperson be elected annually at a regular meeting in May. Both the Chairperson and Vice Chairperson serve for a one-year term.Chairperson

The Duties, Powers, Election and Terms of Office are as provided:

Chairperson:
a) Presides at all meetings of the Commission.
b) Calls special meetings of the Commission in accordance with the bylaws.
c) Signs documents of the Commission.
d) Sees that all actions of the Commission are properly taken.
e) Serves as ex-officio member of all committees established by the Grand Junction Planning Commission with voice but no vote.
f) Elected by the Commission at a regular meeting in May of each year.

g) Votes under the same procedures as other Commission members at public hearings.
h) Shall not serve more than two (2) consecutive full years as Chair except with the unanimous vote of the members of the Planning Commission.

Vice-Chairperson:
a) During the absence, disability, or disqualification of the Chairperson, the Vice-Chairperson shall exercise or perform all the duties and be subject to all the responsibilities of the Chairperson.
b) Elected by the Commission at a regular meeting in May of each year.
c) Shall succeed the Chairperson if the office is vacated before the term of the Chairperson has expired; the Vice-Chairperson shall serve the unexpired term of the vacated office. A new Vice-Chairperson shall be elected by a majority vote of the members of the Planning Commission at the next regular meeting following the Vice-Chairperson assuming the Chair.

Section (h) provides the Chairperson Shall not serve more than two (2) consecutive full years as Chair except with the unanimous vote of the members of the Planning Commission. Chairperson Reece has served as the Chairperson since May 2013. Reelection of her as the Chairperson would require a unanimous vote of approval.

SUGGESTED MOTION:

I move to elect _____ as Chairperson of the Planning Commission.

I move to elect _____ as Vice Chairperson of the Planning Commission.

Attachments

1. Bylaws - Planning Commission

CITY OF GRAND JUNCTION PLANNING COMMISSION BYLAWS

PLANNING COMMISSION OFFICERS – DUTIES, POWERS, ELECTION and TERMS OF OFFICE

1 Chairperson

a) Presides at all meetings of the Commission.

b) Calls special meetings of the Commission in accordance with the bylaws.

c) Signs documents of the Commission.

d) Sees that all actions of the Commission are properly taken.

e) Serves as ex-officio member of all committees established by the Grand Junction Planning Commission with voice but no vote.

f) Elected by the Commission at a regular meeting in May of each year.

g) Votes under the same procedures as other Commission members at public hearings.

h) Shall not serve more than two (2) consecutive full years as Chair except with the unanimous vote of the members of the Planning Commission.

2 Vice-Chairperson

a) During the absence, disability, or disqualification of the Chairperson, the Vice-Chairperson shall exercise or perform all the duties and be subject to all the responsibilities of the Chairperson.

b) Elected by the Commission at a regular meeting in May of each year.

c) Shall succeed the Chairperson if the office is vacated before the term of the Chairperson has expired; the Vice-Chairperson shall serve the unexpired term of the vacated office. A new Vice-Chairperson shall be elected by a majority vote of the members of the Planning Commission at the next regular meeting following the Vice-Chairperson assuming the Chair.

3 Secretary and Staff

a) Engineering, planning and technical staff to the Commission are provided by the City.

b) The Secretary to the Commission shall keep the minutes of all public hearings of the Commission in an appropriate manner.

c) The Secretary shall prepare minutes, transcripts and certifications of record(s) of the Commission.

PLANNING COMMISSION MEMBER CONDUCT

1 The Chairperson, on behalf of the Commission, may recommend to the Grand Junction Planning Commission that a member be removed from the Commission after three (3) unexcused absences during a calendar year. The determination of what comprises an unexcused absence shall be left to the discretion of the Chairperson and/or Vice-Chairperson. A recommendation to the City Council for removal of a member requires a motion, only after a finding of three (3) unexcused absences as provided herein, and majority vote of the members. The Chairperson and the member considered for removal shall be entitled to vote.

2 Commissioners attend both the workshops and the regularly scheduled public meetings. Any Commissioner may recommend to the Grand Junction Planning Commission that a member be removed from the Commission after six (6) or more excused/unexcused absences during a calendar year. If a majority of the members find that the absence of the Commissioner is a neglect of duty or is inefficient for the actions and operations of the Commission, then the matter shall be presented to City Council for consideration for removal. The member considered for removal shall be entitled to vote.

3 The Planning Commission members shall not discuss applications filed, to be filed or contemplated with petitioner(s), applicant(s) or representative(s) in individual sessions or telephone conversations. Commissioners shall make no comment or input on a petition or item on the Planning Commission Agenda prior to consideration at a meeting or hearing of the Commission. This bylaw shall not be construed in such a way so as to prevent Planning Commission members from questioning or interviewing members of the development community, private citizens, City staff or other parties that may have information which will enhance a Commissioner's ability to perform his/her duties.

PLANNING STAFF RESPONSIBILITIES TO PLANNING COMMISSION

1 Gives or serves all notices by law or these rules.

2 Prepares the agenda for all meetings of the Commission.

3 Is custodian of all Commission records and documents including all maps, plats and other matters required by law, rule or regulation filed, kept or controlled by the Department.

4 Informs the Commission of correspondence relating to business of the Commission and attends to such correspondence as necessary.

5 Administers funds allocated to the Commission in accordance with its directives, the law and City regulations.

CONDUCT OF MEETINGS

1 The number of meetings per month and a schedule of meeting dates shall be established and may be altered or changed at any regularly scheduled meeting. Two regular meeting dates are established each month on the second and fourth Tuesdays of each month at 6:00 PM in the City Hall Auditorium, located at 250 North 5th Street.

2 Additional meetings may be held at any time upon the call of the Chairperson or by a majority of the voting members of the Commission or upon request of the Grand Junction City Council following no less than a 24 hour notice to each member of the Commission. In addition to any other means of providing notice, the Commission shall be deemed to have given full and timely notice if the notice of the meeting is posted in the designated public place no less than 24 hours prior to the holding of the meeting.

3 Each member of the Planning Commission who has knowledge that he/she will not be able to attend a scheduled meeting of the Commission shall notify the Staff member designated by the Chairperson at the earliest possible opportunity and, in any event, prior to 3:00 PM on the date of the meeting. Failure to give such advance notice may result in the Chairperson determining an unexcused absence for that member. The Staff member shall notify the Chairperson of the Commission in the event that scheduled or anticipated absences will result in the lack of a quorum.

4 The Commission shall conduct all meetings in accordance with generally accepted parliamentary procedure unless otherwise provided for in these rules.

5 Grand Junction Planning Commission Order of Hearing: the following procedure will normally be observed; however, the Chairperson may designate an alternate order for the expeditious conduct of business.

a) Consent Agenda

1) Items of a non-controversial or minor nature may be heard and considered by the Commission on a consent agenda.

2) For all items on the consent agenda, the Chairperson shall read the title of each item and determine if the Petitioner or Representative is present. The Chairperson shall then ask if any of the Commissioners, the Petitioner or public want an item or items removed from the consent agenda. If not, the agenda is voted on by the Commission. If an item is removed from the agenda, it will be heard at a full hearing, in accordance with the procedures established in paragraph b, below. A Commissioner may vote no on any item without removing the item from the consent agenda, or may vote no on the entire agenda. One Planning Commission member may remove an item or items from the consent agenda. Removal may be for any or no reason; the Commission may explain the reason for removal but that is not required.

3) Removal of an item or items from the consent agenda or placement of an item or items on a consent agenda may occur by the Staff or a majority of the Commissioners at the workshop or at public hearing.

b) Public Hearing Agenda

1) Chair reads the agenda item and asks if the Petitioner or Representative is present. If the Petitioner or Representative is present, Chair opens hearing.

2) Petitioner or Representative presents the proposal, Review Agency and Staff comments which have not been resolved.

3) Planning Commission may question Petitioner or Representative to clarify any items in the presentation.

4) Staff presents additional information on the proposal and gives recommendation for approval, approval with conditions or denial of the proposal.

5) Planning Commission may question Staff for clarification, explanation, or advice.

6) Chair asks for public comments in favor of the proposal.

- Chair should discourage lengthy repetitive testimony or debate. All questions/comments are to be directed to the Commission or City staff.

- Public testimony and documents (e.g. petitions, exhibits) may be presented and may be entered into the permanent record of the hearing if presented.

- Commission may question opponents of the proposal.

7) Chair asks for public comments against the proposal.

   - Chair should discourage lengthy repetitive testimony or debate. All questions/comments are to be directed to the Commission or City staff.

   - Public testimony and documents (e.g. petitions, exhibits) may be presented and may be entered into the permanent record of the hearing if presented.

   - Commission may question opponents of the proposal.

   If testimony is duplicative or repetitious the Chair shall note that comments have already been received and note for agreement or disagreement with preceding testimony.

   Presentations by a representative of a group are encouraged. The group representative may ask the group to raise their hands or stand so the Planning Commission can see who speaker is representing.

8) Petitioner or Representative gives final response/summary/rebuttal.

9) Planning Commission members may question the Petitioner or Representative on points brought by Staff, proponents or opponents.

10) Chair closes public hearing and asks for Commission discussion, motion, second and vote on the item.

6 If any member of the Planning Commission determines a conflict of interest or potential conflict of interest exists either prior to or during the proceedings concerning any item on the Planning Commission agenda, the member shall excuse him/herself, vacate his/her seat, leave the dais and refrain from discussing and voting on said item as a Planning Commission member. Members who are excused should leave the hearing room.

7 If the Chairperson and Vice-Chairperson cannot be present at a scheduled meeting, the Planning Commission shall elect a temporary Chairperson to conduct that meeting.

8 Matters referred to the Commission by the Grand Junction City Council may be placed on the calendar for consideration and action at the next available meeting determined by Staff.

WORKSHOPS

1 Planning Commission workshops may be scheduled from time to time for the purpose of fact-finding, conducting or reviewing planning research, discussions on possible policy recommendations, engaging in comprehensive planning, training, and/or for conducting or participating in other areas of interest to the Planning Commission.

2 Workshops are open to the public but testimony shall not be received from Petitioners, Representatives or opponents.

3 If a Petitioner, Representative or other person requests an appearance before the Grand Junction Planning Commission at a workshop, the Chairperson shall evaluate the request and determine if the request is appropriate and in conformance with the bylaws, rules, regulations and law applicable to the Commission. All requests to appear before the Planning Commission at a workshop must be in writing and must contain an explanation of the person's intentions as to why the person wishes to appear, what the person intends to present, the date requested, and any other relevant information, including the amount of time needed for a presentation. The Commission shall consider the request and, if approved, will invite the person to make an appearance at a specified workshop. An appearance before the Planning Commission at a workshop shall be expressly limited to discussion/presentation of general, non-specific information to assist the Commission in discharging its duties or in other matters related to general planning in and for the City of Grand Junction.

AMENDMENT OF PLANNING COMMISSION BYLAWS

These rules and regulations may be recommended to be amended at any meeting by a vote of the majority of the entire membership of the Commission provided five (5) days' notice has been given to each member of the Commission. Proposed amendments approved by the Commission, must be considered and approved by the City Council.

PASSED and APPROVED this 18th day of September, 2013.

ATTEST:

/s/ Stephanie Tuin
City Clerk

/s/ Sam Susuras
President of Council