

**GRAND JUNCTION CITY COUNCIL  
WORKSHOP**

**MONDAY, JULY 1, 2013, 11:30 A.M.  
ADMINISTRATION CONFERENCE ROOM  
CITY HALL  
250 N. 5<sup>TH</sup> STREET, 2<sup>ND</sup> FLOOR**

*To become the most livable community west of the Rockies by 2025*

1. **Meet with Colorado Municipal League Executive Director Sam Mamet**
2. **City Addressing Discussion:** Staff will address questions and concerns regarding addressing anomalies and inconsistencies within the City limits.  
[Attach W-1](#)
3. **Large Vehicle Storage Discussion:** The City owns three large vehicles that are required to be parked indoors. It is becoming increasingly more difficult to find storage space for these vehicles. Within the last three months, these vehicles have been moved to three different locations and have yet to find a permanent storage solution.  
[Attach W-2](#)
4. **Other Business**
  - Urban Trails Plan [Attach W-3](#)
  - District E Vacancy Next Steps



Date: 06/26/2013  
Author: Mike Nordine  
Title/ Phone Ext: Deputy Chief of  
Police/549-5111  
Proposed Meeting Date:  
07-01-2013

## **CITY COUNCIL STAFF REPORT WORKSHOP SESSION**

Attach W-1

**Topic:** Discussion of City Addressing

**Staff:** Mike Nordine, Deputy Chief of Police

### **Summary:**

Staff will address questions and concerns regarding addressing anomalies and inconsistencies within the City limits.

### **Background, Analysis and Options:**

Council presented two questions to staff reference addressing challenges in Grand Junction.

- 1) What is the extent of the problem within the City? In other words is this primarily a county problem, or do we have issues too? What are they?
- 2) Are there any technical solutions that we can identify? For example, there was some discussion of grid "layover" that might be helpful. Have there been any technological solutions implemented in other jurisdictions to solve this problem?

The multi-jurisdictional addressing committee, working under the authority of the Communication Center Authority Board, has identified four main issues with addressing in the City; overlapping ranges; fractional addresses; mixed addressing standards across jurisdictional lines; and multiple names for a single street.

### **Board or Committee Recommendation:**

Not at this time.

### **Financial Impact/Budget:**

None at this time

### **Legal issues:**

None at this time

**Other issues:**

NA

**Previously presented or discussed:**

Some of this information was presented to Council during the Municipalities Dinner held at Colorado Mesa University on May 20th

**Attachments:**

None



Date: 6/28/13

Author: Jay Valentine

Title/ Phone Ext: 1517

Proposed Meeting Date:

7/1/13

## **CITY COUNCIL STAFF REPORT WORKSHOP SESSION**

**Attach W-2**

**Topic:** Large Emergency Vehicle Storage

**Staff (Name & Title):** Jay Valentine, Internal Services Manager

### **Summary:**

The City owns three large vehicles that are required to be parked indoors. It is becoming increasingly more difficult to find storage space for these vehicles. Within the last three months, these vehicles have been moved to three different locations and have yet to find a permanent storage solution.

### **Background, Analysis and Options:**

In 2009, as plans were in the works to construct a new public safety facility that was to include vehicle storage to house the City's 3 large vehicles that were being stored at off-site leased facilities. These vehicles include the SWAT vehicle, Bomb Squad vehicle and the mobile Emergency Communication Center vehicle. To bridge the gap until the new building was constructed, these vehicles were moved to the Fleet services building and were parked in un-utilized maintenance bays. Since that time Fleet operations has had to make use of these maintenance bays so an extensive search began to find adequate space to lease. In February of this year, Council gave direction to lease a large hangar at Grand Junction Regional Airport to house the vehicles.

After all of the apparatus and associated gear was moved in to the airport hangar in April, the City was notified that we were to move out of the hangar since "the Airport Authority Board did not give approval for a lease to be entered into" and that any use of a hangar at the airport had to be for "aeronautical use".

After increased pressure from the airport to move out, a team of city employees started looking for alternative spaces to lease. In early June, after looking at several buildings that were not viable, they settle on and entered into a lease of four vehicle bays at a multi-use building. After moving into that building, various issues with the building were discovered and it is no longer a viable option. Because of this, another search for adequate space to lease has begun.

### **Board or Committee Recommendation:**

Staff would like to have a dialog with Council to discuss a more permanent solution for the large vehicle storage needs.

**Financial Impact/Budget:**

The lease payments for adequate vehicle storage are expected to range from \$3,000 - \$4,000 per month.

**Legal issues:**

N/A

**Other issues:**

N/A

**Previously presented or discussed:**

This topic was discussed at a City Council Workshop on February 4, 2013.

**Attachments:**

N/A

**Attach W-3**

The following pages contain the slide presentation on the Urban Trails Plan. This is provided so that if time allows, the City Council can have a brief discussion on the topic.



# **Grand Valley Trails Master Plan Update 2013**

**DRAFT Plan Presentation  
June 25, 2013**

## **Purpose and Need**

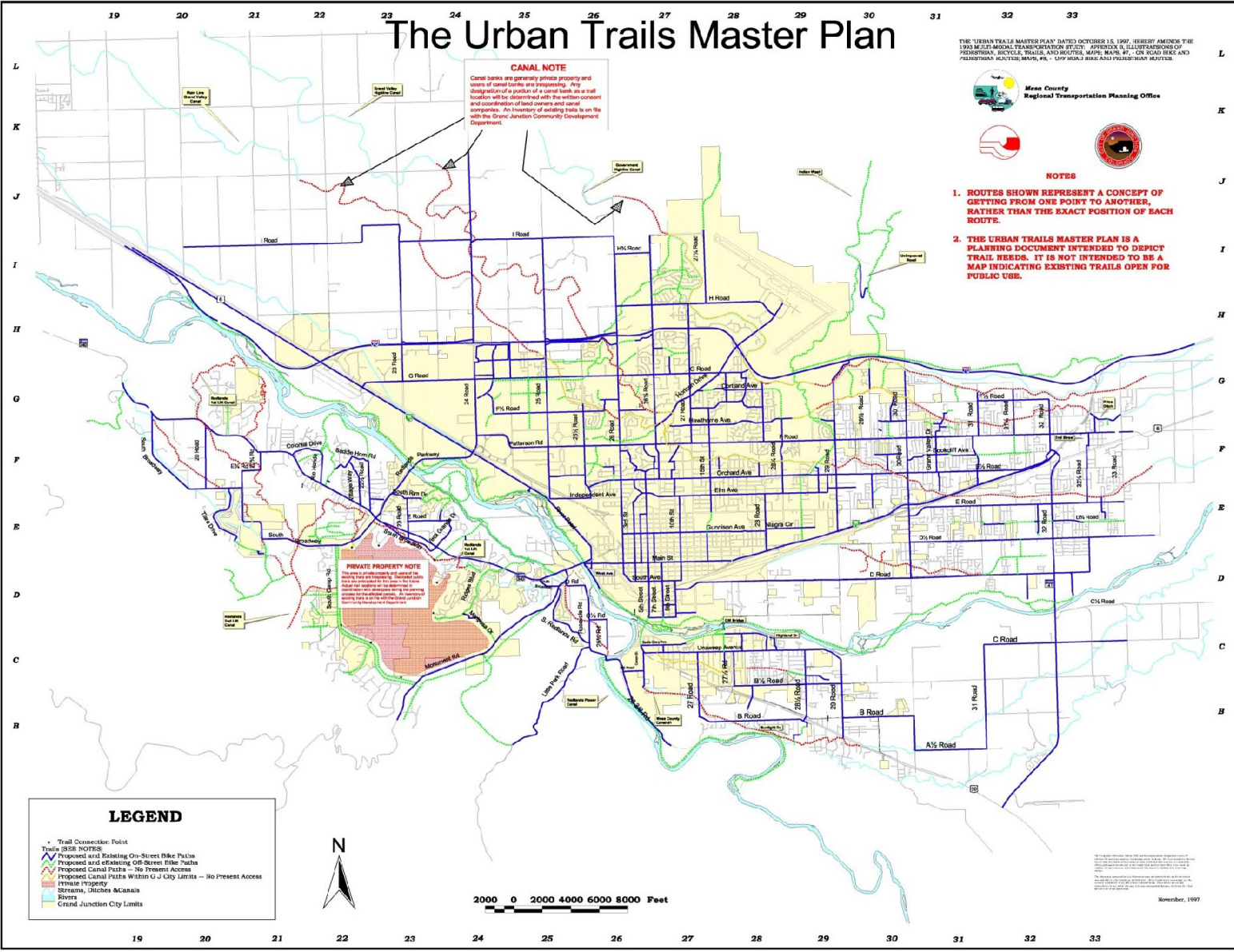
The Grand Valley Trails Master Plan (GVTMP) is needed as a strategic tool to guide the future course of non-motorized facility development in the Grand Valley.



# History

- *1992 - Multi-Modal Plan*
- *1995 - Urban Trails Master Plan (UTMP)*
- **1997 - UTMP update – Adopted by Mesa County and City of Grand Junction**

# The Urban Trails Master Plan



**CANAL NOTE**  
 Canal banks are generally private property and users of canal banks are trespassing. Any designation of a portion of a canal bank as a trail location will be determined with the written consent and coordination of land owners and canal companies. An inventory of existing trails is on file with the Grand Junction Community Development Department.

**PRIVATE PROPERTY NOTE**  
 This area is privately owned land. The Grand Junction Community Development Department is not responsible for any damage to private property or for any liability incurred by users of the trails. Users of the trails are advised to exercise caution and to avoid trespassing on private property.

**LEGEND**

- Trail Connector Point
- Trails (SEE NOTES)
- Proposed and Existing On-Street Bike Paths
- Proposed and Existing Off-Street Bike Paths
- Proposed Canal Paths - No Present Access
- Proposed Canal Paths Within U J City Limits - No Present Access
- Private Property
- Streams, Creeks, Arroyos
- Rivers
- Grand Junction City Limits



THE "URBAN TRAILS MASTER PLAN" DATED OCTOBER 15, 1997, HEREBY AMENDS THE 1993 METROPOLITAN TRANSPORTATION PLAN - APPENDIX A, ILLUSTRATIONS OF PEDESTRIAN, BICYCLE TRAILS, AND ROUTES, MAPS, MAPS, W., ON ROAD BRKS AND PEDESTRIAN BRKS, MAPS, W., OFF ROAD, BRKS AND PEDESTRIAN ROUTES.



- NOTES**
1. ROUTES SHOWN REPRESENT A CONCEPT OF GETTING FROM ONE POINT TO ANOTHER, RATHER THAN THE EXACT POSITION OF EACH ROUTE.
  2. THE URBAN TRAILS MASTER PLAN IS A PLANNING DOCUMENT INTENDED TO DEPICT TRAIL HEADS. IT IS NOT INTENDED TO BE A MAP INDICATING EXISTING TRAILS OPEN FOR PUBLIC USE.

This map was prepared by Grand Junction Community Development Department. It is not intended to be used for any other purpose. The Grand Junction Community Development Department is not responsible for any damage to private property or for any liability incurred by users of the trails. Users of the trails are advised to exercise caution and to avoid trespassing on private property.

November, 1997

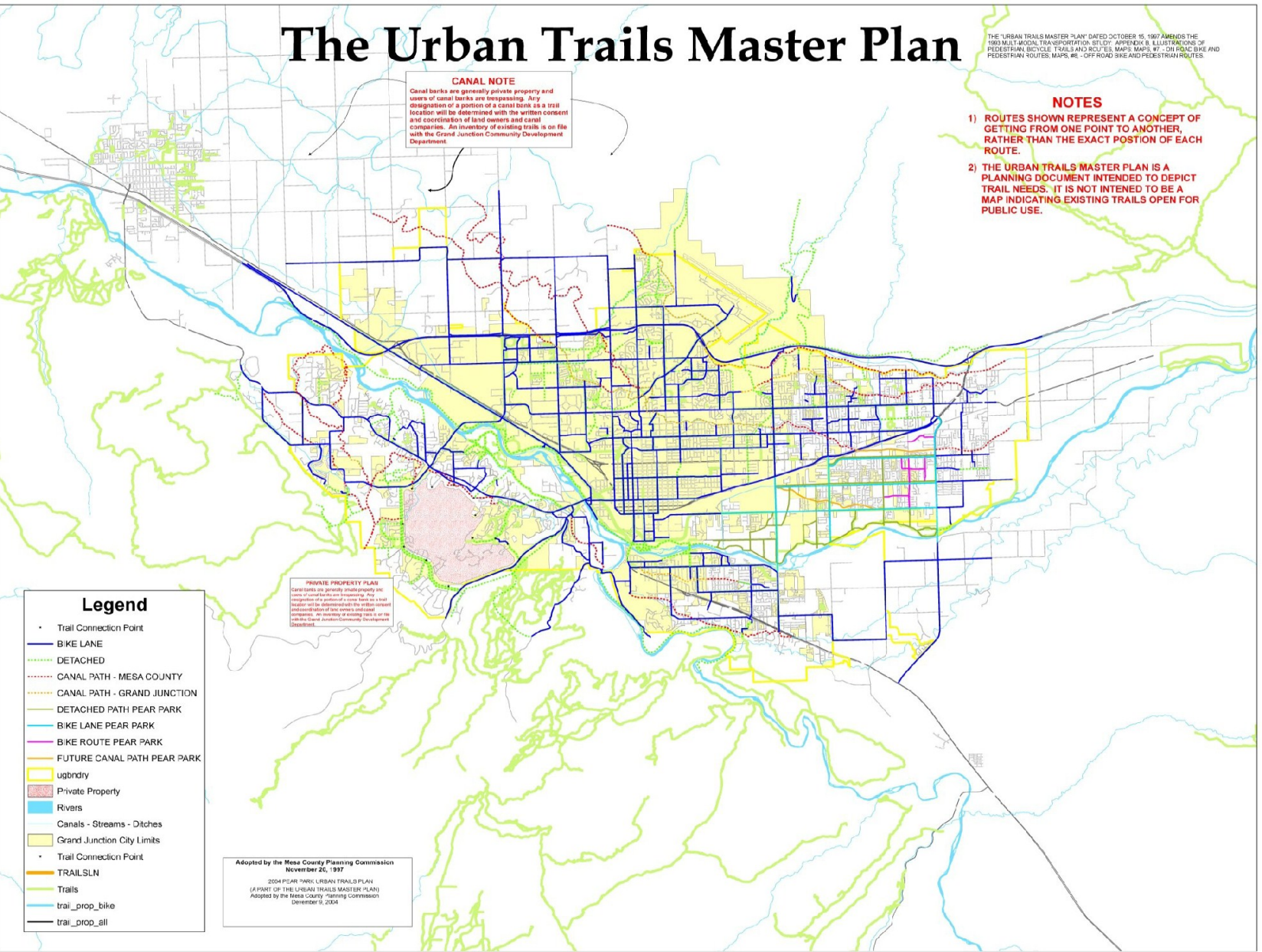
# The Urban Trails Master Plan

THE URBAN TRAILS MASTER PLAN DATED OCTOBER 15, 1997 AMENDS THE 1993 MULTI-MODAL TRANSPORTATION STUDY, APPENDIX B, ILLUSTRATIONS OF PEDESTRIAN, BICYCLE, TRAILS AND ROUTES, MAPS 97-01, ON-ROAD BIKE AND PEDESTRIAN ROUTES, MAPS 96-01, OFF-ROAD BIKE AND PEDESTRIAN ROUTES.

**CANAL NOTE**  
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- Legend**
- Trail Connection Point
  - BIKE LANE
  - DETACHED
  - CANAL PATH - MESA COUNTY
  - CANAL PATH - GRAND JUNCTION
  - DETACHED PATH PEAR PARK
  - BIKE LANE PEAR PARK
  - BIKE ROUTE PEAR PARK
  - FUTURE CANAL PATH PEAR PARK
  - ▭ ugbndry
  - ▭ Private Property
  - ▭ Rivers
  - ▭ Canals - Streams - Ditches
  - ▭ Grand Junction City Limits
  - Trail Connection Point
  - TRAILSLN
  - Trails
  - trail\_prop\_bike
  - trail\_prop\_all

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Adopted by the Mesa County Planning Commission  
 November 26, 1997  
 2004 PEAR PARK URBAN TRAILS PLAN  
 (A PART OF THE URBAN TRAILS MASTER PLAN)  
 Adopted by the Mesa County Planning Commission  
 December 9, 2004



# History

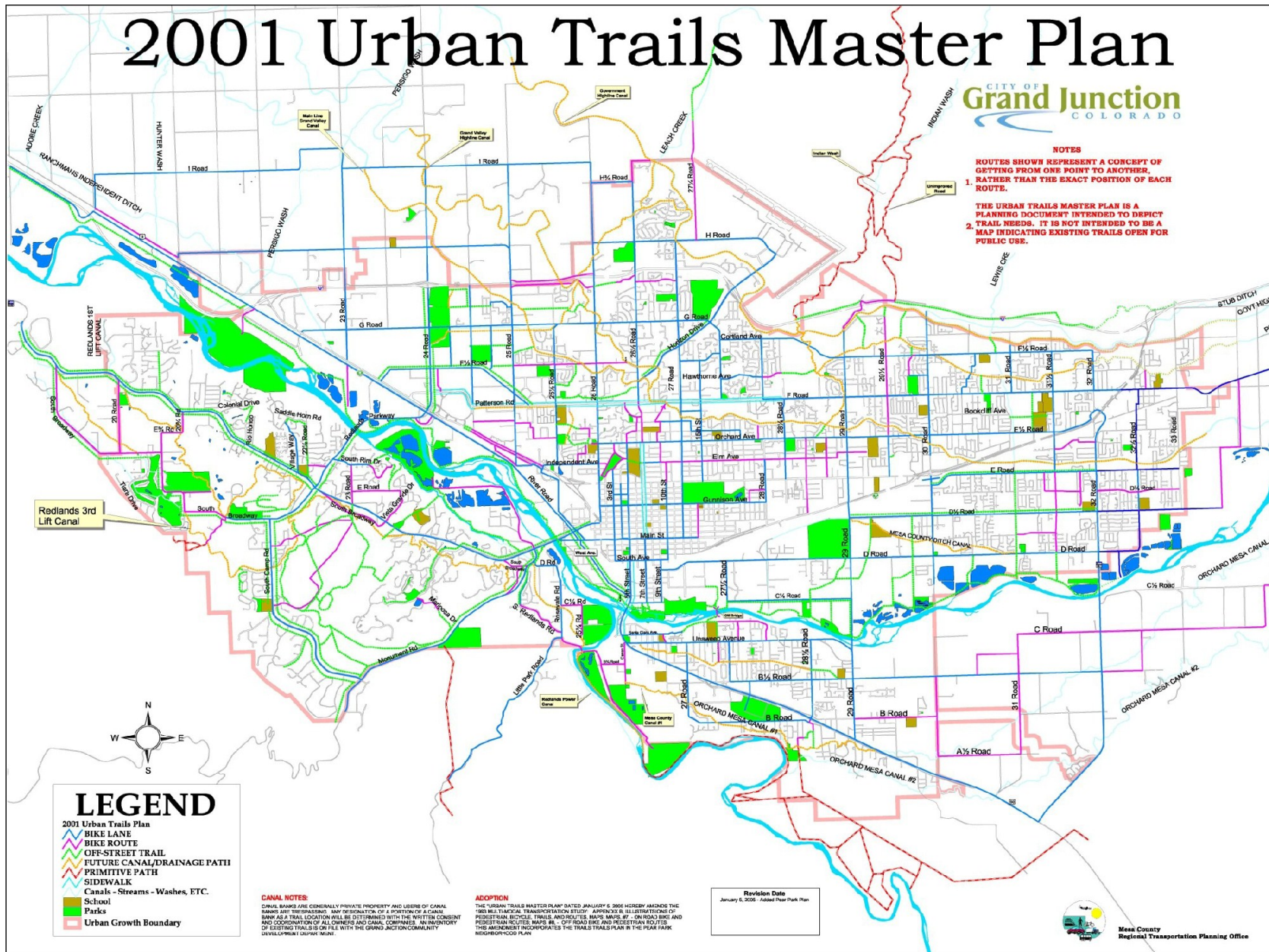
- 2001 - UTMP Update – Adopted by City of Grand Junction

# 2001 Urban Trails Master Plan

CITY OF  
**Grand Junction**  
COLORADO

**NOTES**  
ROUTES SHOWN REPRESENT A CONCEPT OF GETTING FROM ONE POINT TO ANOTHER, 1. RATHER THAN THE EXACT POSITION OF EACH ROUTE.

THE URBAN TRAILS MASTER PLAN IS A PLANNING DOCUMENT INTENDED TO DEPICT TRAIL NEEDS. IT IS NOT INTENDED TO BE A MAP INDICATING EXISTING TRAILS OPEN FOR PUBLIC USE.



## LEGEND

- 2001 Urban Trails Plan
- BIKE LANE
- BIKE ROUTE
- OFF-STREET TRAIL
- FUTURE CANAL/DRAINAGE PATH
- PRIMITIVE PATH
- SIDEWALK
- Canals - Streams - Washes, ETC.
- School
- Parks
- Urban Growth Boundary

**CANAL NOTES:**  
CANAL RIGHTS ARE GENERALLY PRIVATE PROPERTY AND USES OF CANAL RIGHTS ARE THEREFORE ANY RESERVATION OF A PORTION OF A CANAL BANK AS A TRAIL LOCATION WILL BE OBTAINED WITH THE WRITTEN CONSENT AND COORDINATION OF ALL OWNERS AND CANAL COMPANIES. AN INVENTORY OF EXISTING TRAILS ON FILE WITH THE GRAND JUNCTION COMMUNITY DEVELOPMENT DEPARTMENT.

**ADOPTION**  
THE URBAN TRAILS MASTER PLAN DATED JANUARY 6, 2006 AGREES AHEAD THE 180 MULTIMODAL TRANSPORTATION STUDY. APPROXIMATE ILLUSTRATIONS OF PEDESTRIAN, BICYCLE, TRAILS AND ROUTES MAPS ARE: ON ROAD BIKES AND PEDESTRIAN ROUTES, MAPS ARE: OFF ROAD BIKES AND PEDESTRIAN ROUTES. THIS AGREEMENT INCORPORATES THE TRAILS TRAILS PLAN IN THE PEAK PARK NEIGHBORHOOD PLAN.

Revision Date  
January 6, 2006 - Added Deer Park Plan



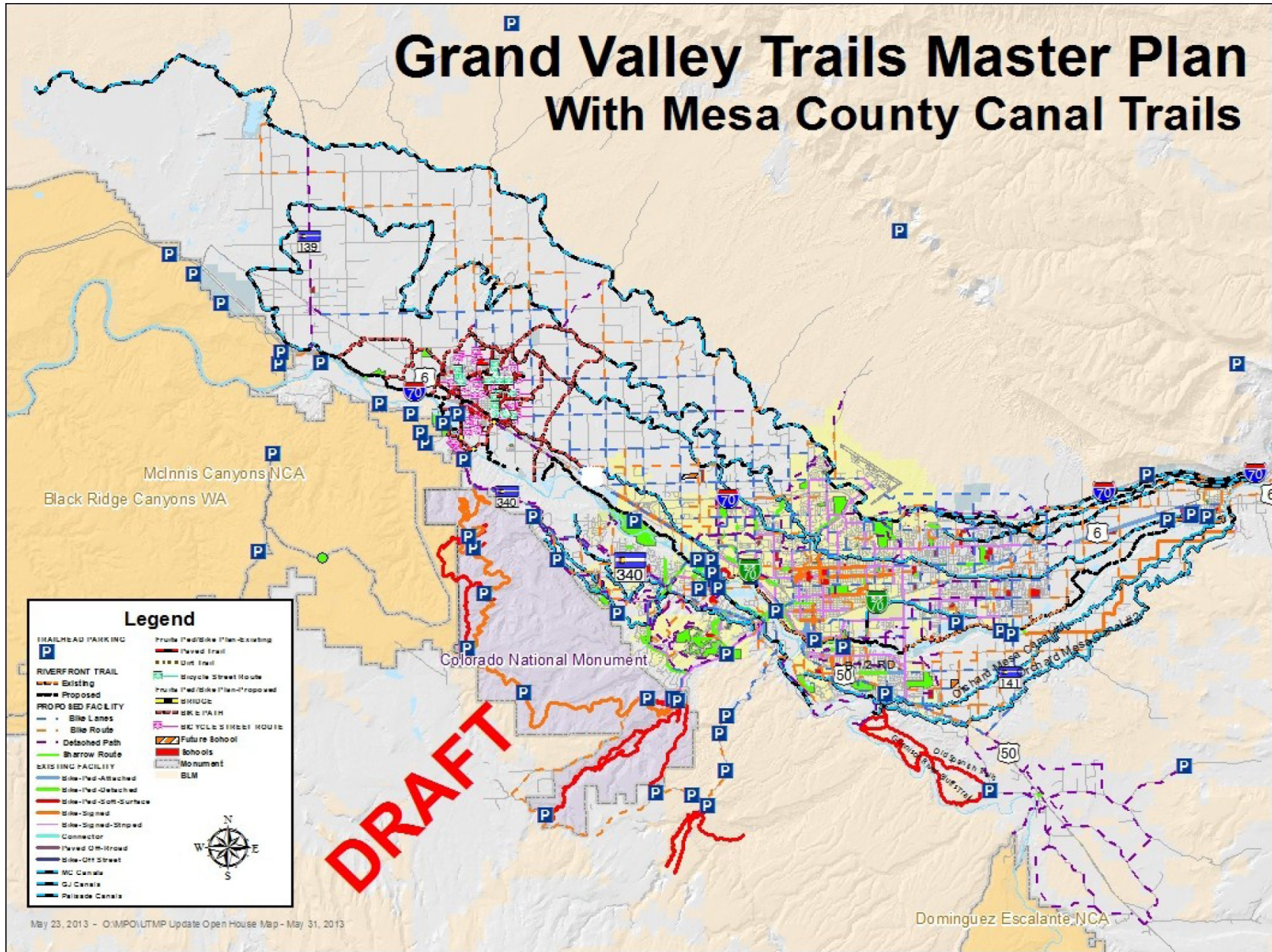
Mesa County  
Regional Transportation Planning Office

# History

- 2013 - UTMP updated & renamed *Grand Valley Trails Master Plan*

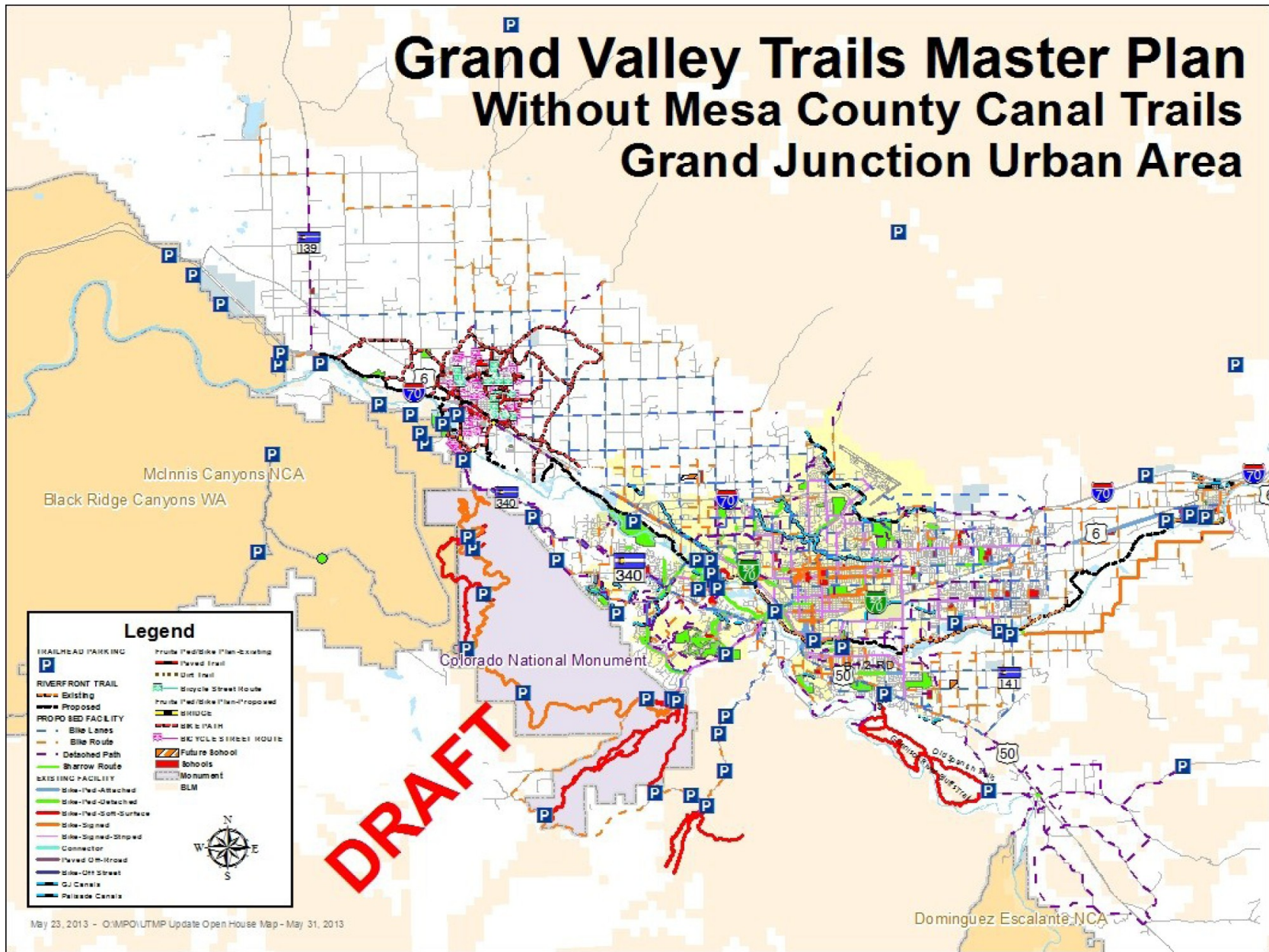


# Grand Valley Trails Master Plan With Mesa County Canal Trails





# Grand Valley Trails Master Plan Without Mesa County Canal Trails Grand Junction Urban Area

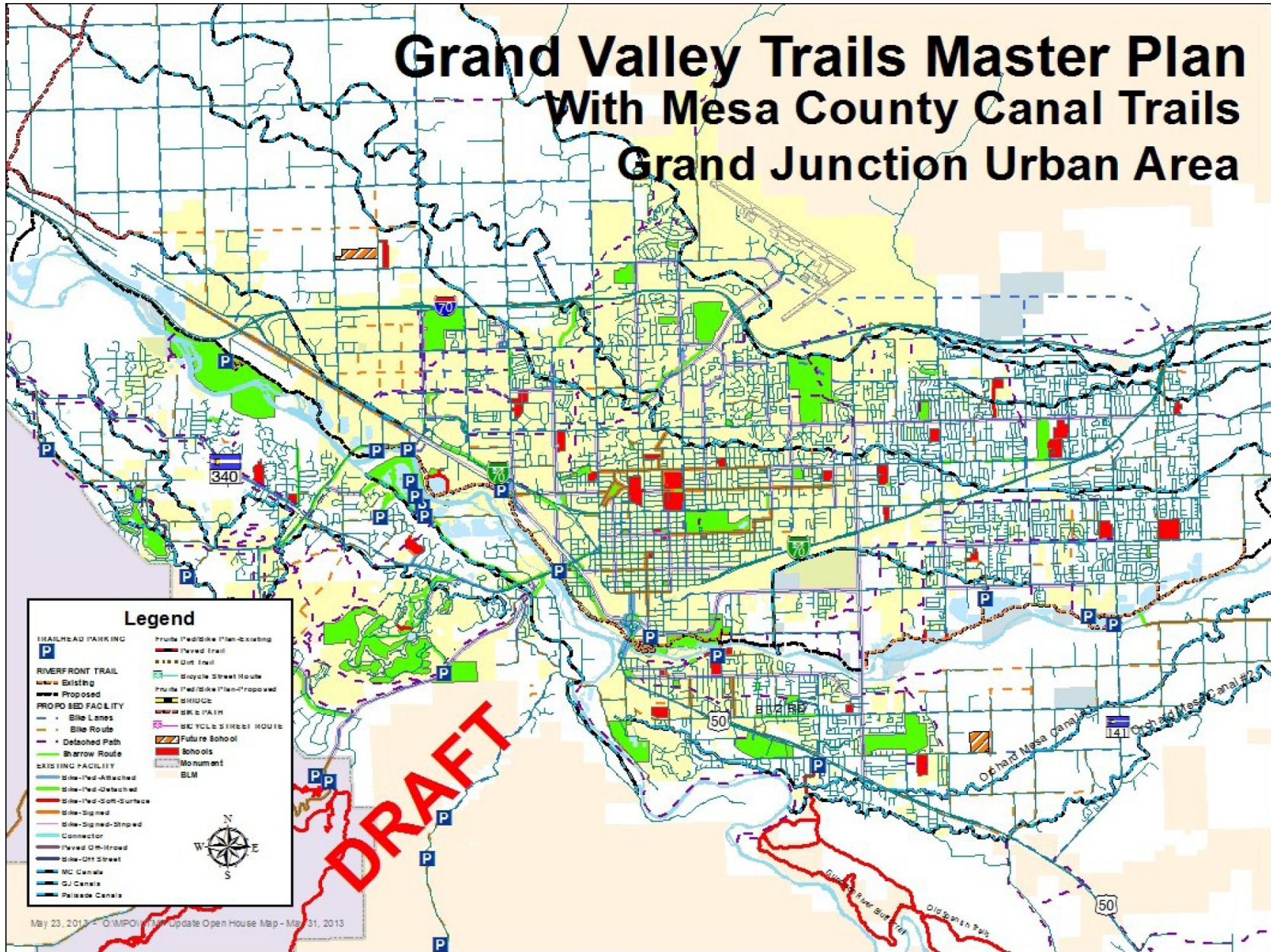


**Legend**

<b>RAILHEAD PARKING</b>	Trail (Red/Bike Plan-Existing)
<b>P</b>	Trail (Red/Bike Plan-Proposed)
<b>RIVERFRONT TRAIL</b>	Trail (Red/Bike Plan-Proposed)
Existing	Bicycle Street Route
Proposed	Trail (Red/Bike Plan-Proposed)
<b>PROPOSED FACILITY</b>	BIKEWAY
Bike Lanes	BIKEWAY
Bike Route	Future School
Detached Path	Schools
Sharrow Route	Monument
<b>EXISTING FACILITY</b>	BLM
Bike-Red-Attached	
Bike-Red-Detached	
Bike-Red-Off-Surface	
Bike-Signed	
Bike-Signed-Striped	
Connector	
Paved Off-Road	
Bike-Off Street	
GI Canals	
Palouse Canals	

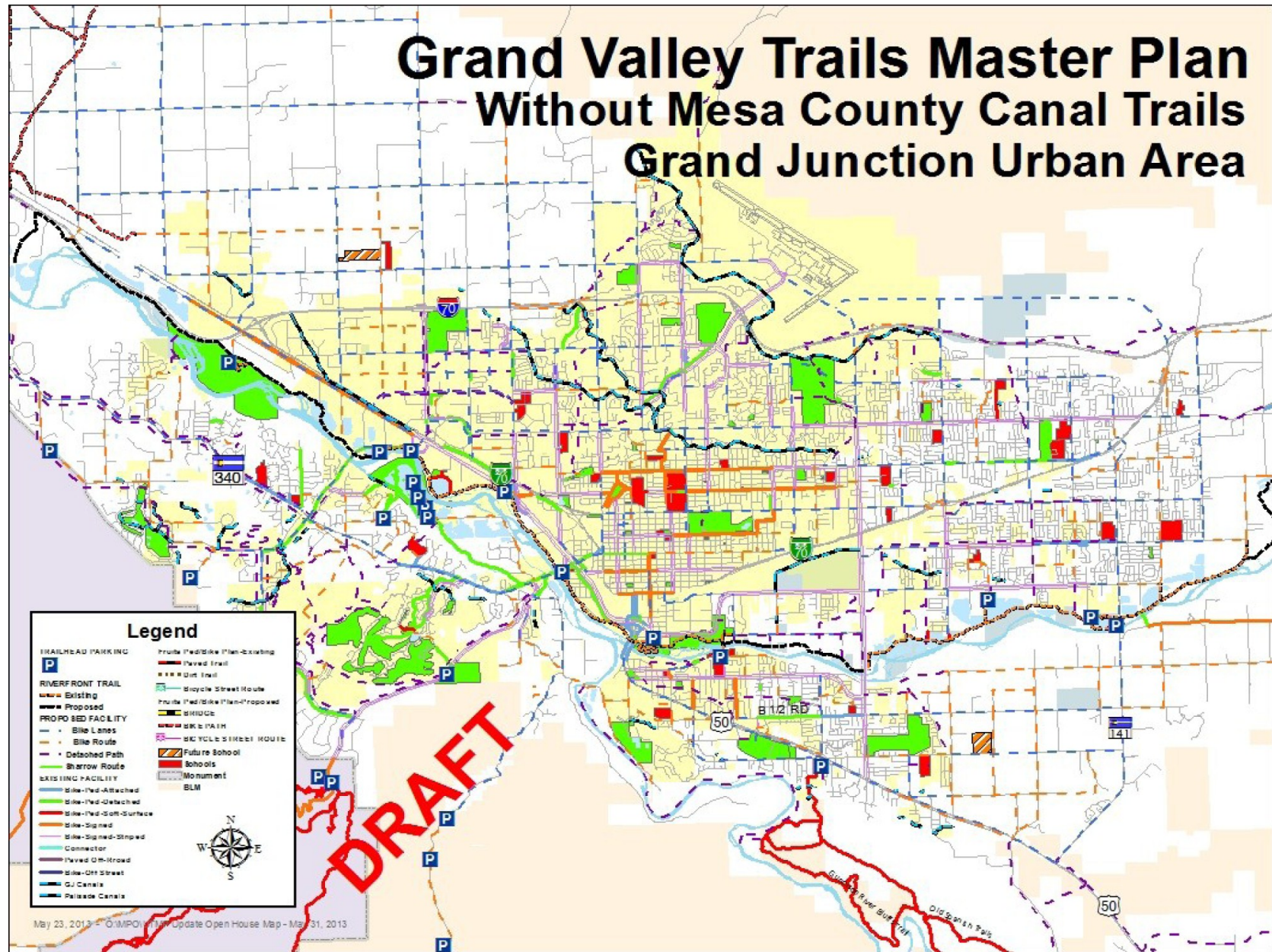


# Grand Valley Trails Master Plan With Mesa County Canal Trails Grand Junction Urban Area





# Grand Valley Trails Master Plan Without Mesa County Canal Trails Grand Junction Urban Area



## **Relationship to Development**

The GVTMP, in conjunction with local governments' land use and zoning codes, will serve to guide and manage the development, protection, management, operations and use of the trail system over the next 10 years as the community meets new challenges and opportunities.

# Next Steps

- Complete workshops w/Planning Commissions and Elected Officials
- Revise Plan as needed based on comments received
- Adoption by Planning Commissions, Boards and Councils as required
- Develop a “User’s Map” based on existing facilities section of plan





**Questions?**